



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 11 MARCH 2025 AT 9.30AM

Traffic Committee

- The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.
- The Randwick Traffic Committee is a Committee of Randwick City Council but not one set up under the Local Government Act.
- Council has been delegated certain powers from Transport for NSW (TfNSW), with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.
- Recommendations in this document may either activate the formal delegation from Transport for NSW to the Council, or not activate this delegation. Items which activate the delegation are indicated with the initials (AD) below the heading.
- There are four permanent members of the Traffic Committee, *each of whom has a single vote only*.
- The members are: **the NSW Police Service, Transport for NSW, the Local State Member of Parliament** (for the location of the issue to be voted upon) and **Randwick City Council**.
- Randwick City Council welcomes the public to register to speak at its Traffic Committee on issues of concern.
- If the Local Member disagrees with any of the Traffic Committee recommendations, they may appeal to Transport for NSW or the Minister for Roads.
- If the Police or Transport for NSW disagrees with any of the Traffic Committee recommendations, or Council's resolution on any Traffic Committee recommendation, they may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the notification to the members of Council's decision on the recommendation.
- Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Acknowledgement of Country

- Mr Ryan (resident) volunteered to acknowledge the lands upon which this meeting is being held:
- *"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.*
- *On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."*

Voting Members:

Tony Lehmann	Randwick City Council (Chairperson)
Ram Sriharan	Transport for NSW (TfNSW)
Rachel Skinner	Representative Member for Coogee

Participants:

Cr Carloyn Martin	East Ward Councillor
Cr Masoomah Asgari	East Ward Councillor
Cr Marea Wilson	East Ward Councillor
Kate Lewis	Transport for NSW (TfNSW)
Lilian Azrag	UNSW
Rino Mucciacciaro	Transdev John Holland
Anthony Ryan	Resident
Melinda Simons	Resident

RCC Staff: Amir Lahouti, Daniel Vukovic, Dilruba Akhter, Duncan Scott, Eve Fernandez, Jay Lee Pieterse, Lachlan Wood, Shenara Wanigasekera, Lauren Bonomini.

Apologies

- Cr Phillipa Veitch West Ward Councillor
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Matters Arising from the Minutes OR from Council Resolutions**Table of Contents**

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Traffic Committee Reports

TC30/25 Traffic Committee Report - Barker Street & Young Street, Randwick – Works Zone and On Street Parking Restrictions (C) (WZ/17/2024)

A Works Zone application has been submitted in associated with the approved works to construct a mixed-use development at 158-162 Barker Street, Randwick.

In addition to the works zone proposal, Class A hoarding is proposed along the length of the frontage to Young Street which will result in the closure of the pedestrian footpath in this location. Noting the width of Young Street and in an effort to improve safety for those accessing parked vehicles along Young Street outside of the works zone times, it is proposed to allow for parking outside of the works zone times on the eastern side of Young Street between Yarraman Avenue and Middle Street. The eastern side of Young Street, south of Yarraman Avenue is currently subject to a 'No Stopping' restriction. It is proposed that this be replaced with a 'No Stopping 6:30am-5:30pm Mon-Fri, 7:30am-5:30pm Sat' for the duration of the works zone.

It is also proposed that outside of the works zone hours, the frontage of the site along Young Street be subject to a 'No Stopping all other times,' restriction to safely maintain two-way movements on Young Street at all times. This will result in a temporary loss of approximately four unrestricted parking spaces. Whilst a loss of parking is not ideal, given that it is a temporary arrangement, and considering the need to maintain road safety, particularly near a school zone, it is considered an appropriate arrangement. The works zone arrangements are identified within the Construction Traffic Management Plan (D05619403), approved by Council on 19 February 2025.

The works zone details are as follows:

1. 39m 'Works Zone, No Stopping at all other times' along the site frontage (western side of Young St) (currently subject to 2P 8am-8pm restriction);
2. 49m 'Works Zone, No Stopping at all other times' along the site frontage (western side of Young St) (currently subject to 2P 8am-8pm restriction); and
3. Proposed timing for the 'Works Zone' is 7am-5pm Mon-Fri and 8am-5pm Sat.
4. 63m 'No Stopping 6:30am-5:30pm Mon-Fri, 7:30am-5:30pm Sat' zone opposite the works zone, south of Yarraman Avenue.
5. Relocation of an existing car share space on the western side of Young Street (south of Barker Street) (previously approved TC82/23) to Barker Street, west of Young Street.

The proposed signage modifications are shown in the Figure below.

Fig 1: Proposed Changes to Signage on Barker Street and Young Street

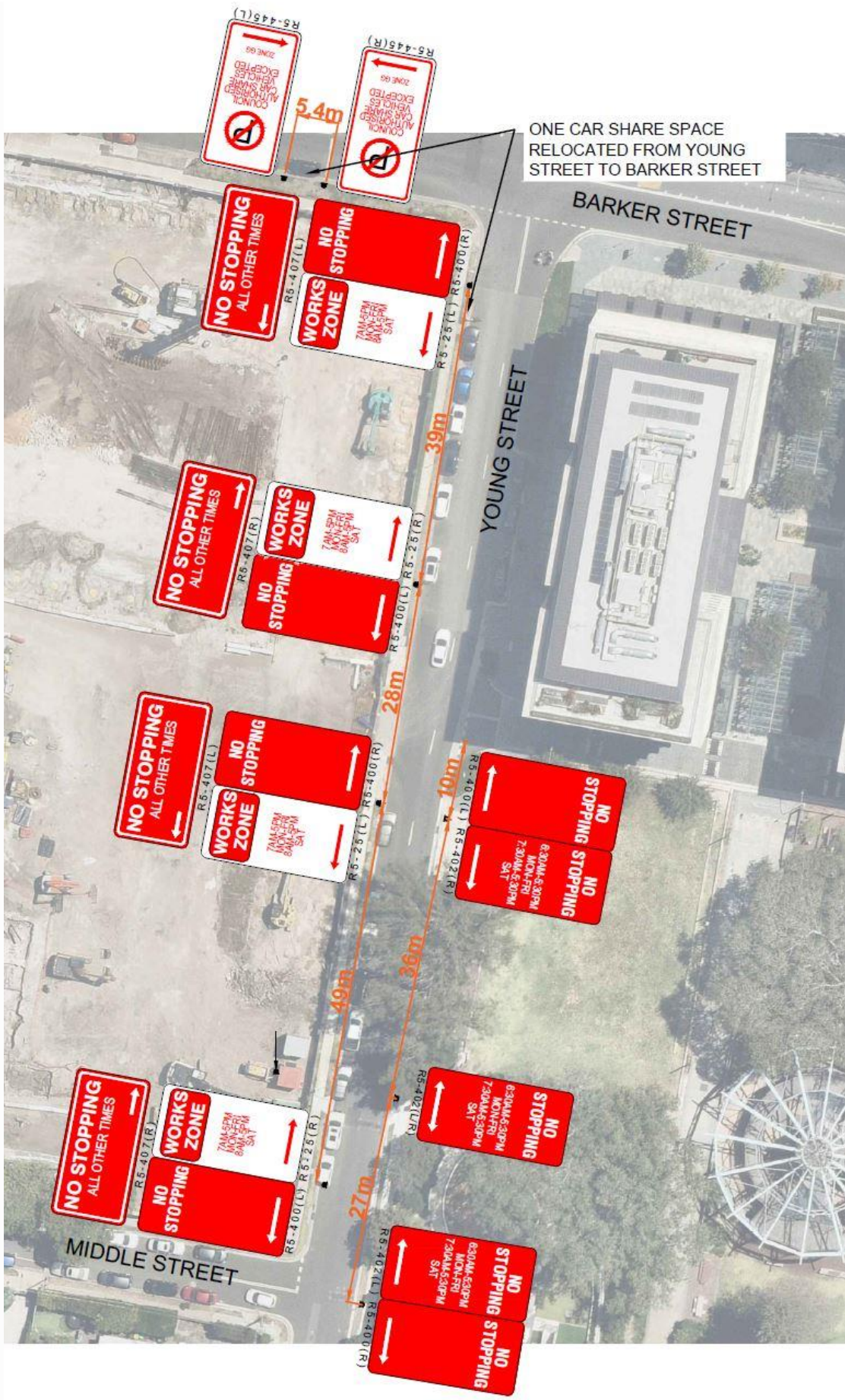
Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That the above Works Zone and associated changes to on-street signage be approved as per the provided figure.



TC31/25 Traffic Committee Report - Randwick Resident Parking Scheme, Area RA2 (C) (F2023/00208)

As part of its regular review of the Resident Parking Scheme (RPS), the operation of the Scheme in the RA2 area has been investigated. This investigation included extensive consultation with the residents of the RA2 area.

A map showing the extent of the RA2 area is provided below:

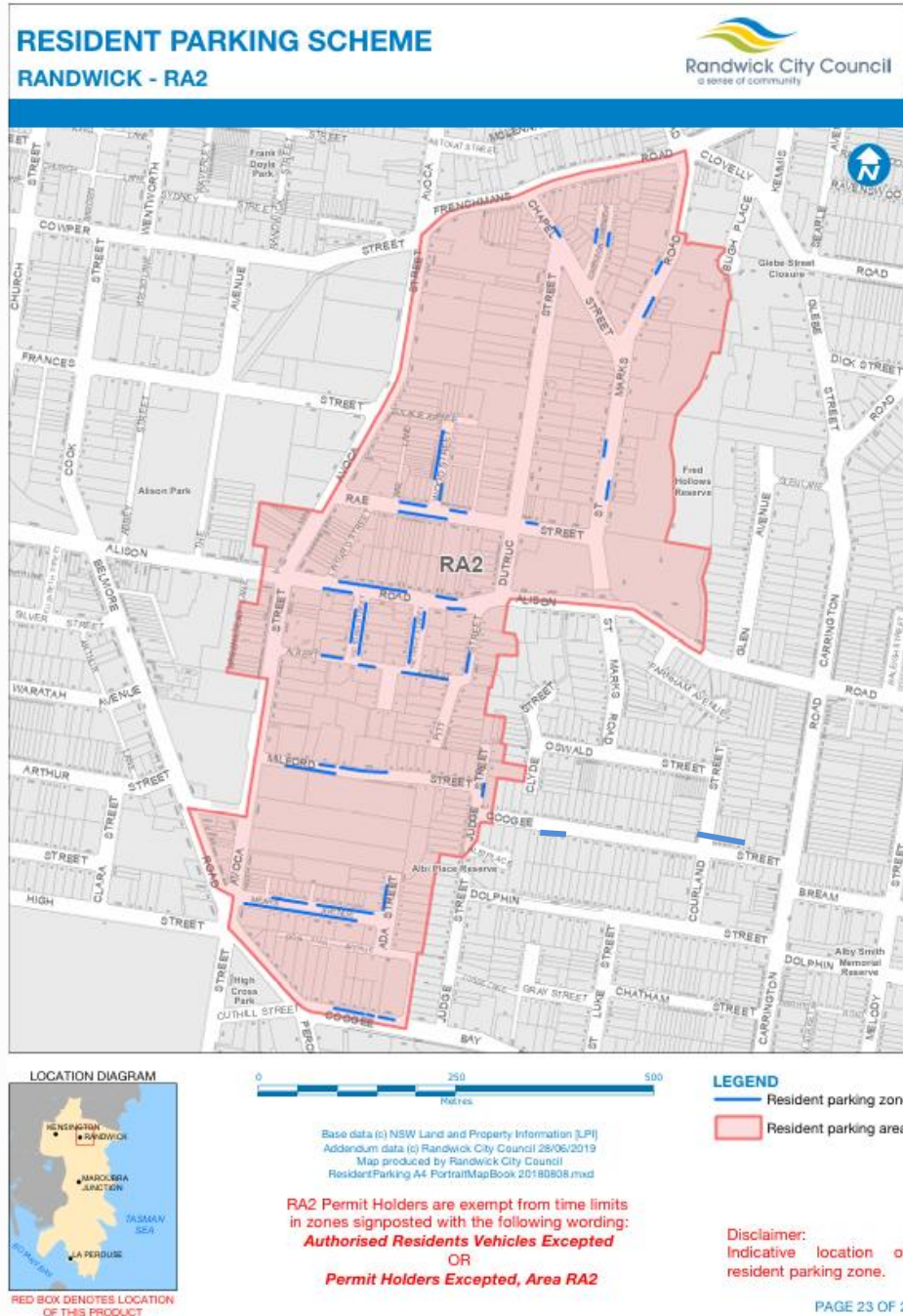


Figure 1: RA2 Map

About the Survey

In November 2024, Council delivered resident parking survey notification letters to each individual residential property within the Resident Parking area known as RA2. The letter mentioned that residents can participate in the survey by visiting the council’s “Your Say Randwick” website.

The outcome of the survey assists in determining if additional parking zones are needed to be introduced. From the 2195 notifications distributed, there were 496 web-survey visits, of which, 241

residents responded to the survey. The following data shows the results of the 228 responses (eliminating duplicates and out of area votes).

Survey Findings

1. Eligibility:

Respondents were asked questions about their household vehicle ownership and number of off-street parking spaces available to them, to determine their eligibility for the resident parking scheme.

How many vehicles does your household have? (You must also include any company vehicles that are usually brought home)	Base	228	100%
	None	12	5.3%
	One	118	51.8%
	Two	79	34.6%
	Three	16	7.0%
	Four or more	4	1.8%

How many off street parking spaces does your household have access to? (Please include all garages, carports, driveway and other parking areas for your own house or apartment)	Base	228	100%
	None	61	26.8%
	One	135	59.2%
	Two	24	10.5%
	Three	2	0.9%
	Four or more	7	3.1%

The number of no-car households is almost negligible, at 5.3%, however, it could be reasonably expected that there is a low participation rate of non-car owners in an RPS survey. The vast majority of households responding to the survey have between 1-2 (86.4%) vehicles.

Comparing the total number of owned cars, to the number of off-street parking spaces results in an approximate ratio of 1.3 cars to every off-street space (1.3:1).

2. On-street Parking Access:

All respondents with vehicles were asked about their experiences accessing on street parking. 18.0% of respondents claimed that they never experienced problem accessing on street parking, and 58.3% said that they did experience problems during the day and night. These ranges are relatively typical of other RPS areas.

When, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	228	100%
	Never	41	18.0%
	Day	27	11.8%
	Night	28	12.3%
	Day & Night	113	58.3%

3. Support for the Scheme:

Overall, 57.5% of respondents were in favour of the proposed implementation/expansion of the resident parking scheme, compared with 28.5% who were in NOT favour of the scheme. 14.5% were unsure.

It was noted that geographically, those not in favour of expanding RPS tended to be located towards the southeast end of RA2, whilst those in favour tended more towards the northern end. This may reflect the differing parking characteristics within the zone.

After reading the relevant information do you support the introduction of the Resident Parking Scheme to your area?	Base	228	100%
	Yes	131	57.5%
	No	65	28.5%
	Don't Know / Undecided	33	14.5%

Street-by-Street Results of Resident Parking Survey

The outcome of each vote has been provided in the table below on a street-by-street basis. With these responses in mind, each street was then reviewed both individually and as part of the wholistic RPS area. Based on this review, the table also outlines parking recommendations for each street.

This data has been cleaned of non-valid response (i.e. duplicate addresses/persons, non-local residents, etc.).

Of the streets in which there was a majority in support of expansion, the following considerations were made:

1. **Ada Street** – Of the two residents who voted ‘Yes’, both voting residents would be eligible to be issued with a permit. Therefore, it is proposed to introduce three resident parking spaces on Ada Street as the number of vehicles per household exceeds the number of off-street parking spaces.
2. **Avoca Street** – Due to being a state road permit holders may utilise nearby street.
3. **Caerleon Crescent** – Since 100% of the residents of this street have voted ‘Yes’, and due to the number of resident parking issued. It is proposed to introduce one resident parking space on Caerleon Crescent.
4. **Coogee Bay Road** – From the eight residents who voted ‘Yes’, it has been determined that five resident parking spaces should be introduced to accommodate the demand of the existing residential parking spaces, as there are currently twelve resident parking permit issued. However, there are no more unrestricted parking spaces to introduce more residential parking spaces. Therefore, no change.
5. **Dutruc Street** – Of the nineteen residents who voted ‘Yes’, ten would be eligible to be issued with a permit. Therefore, it is proposed to introduce ten resident parking spaces on Dutruc Street as there are currently no resident parking zones in close proximity.
6. **Eulalie Avenue** – Of the two residents who voted ‘Yes’, one would be eligible to be issued with a permit. Therefore, it is proposed to introduce one resident parking space on Eulalie Avenue as there are currently no resident parking zones in close proximity.



Figure 2 : Proposed 2P RPS Parking Restrictions on Ada Street



Figure 3: Proposed 2P RPS Parking Restrictions on Caerleon Crescent



Figure 4: Proposed 2P RPS Parking Restrictions on Dutruc Street – 1 of 2

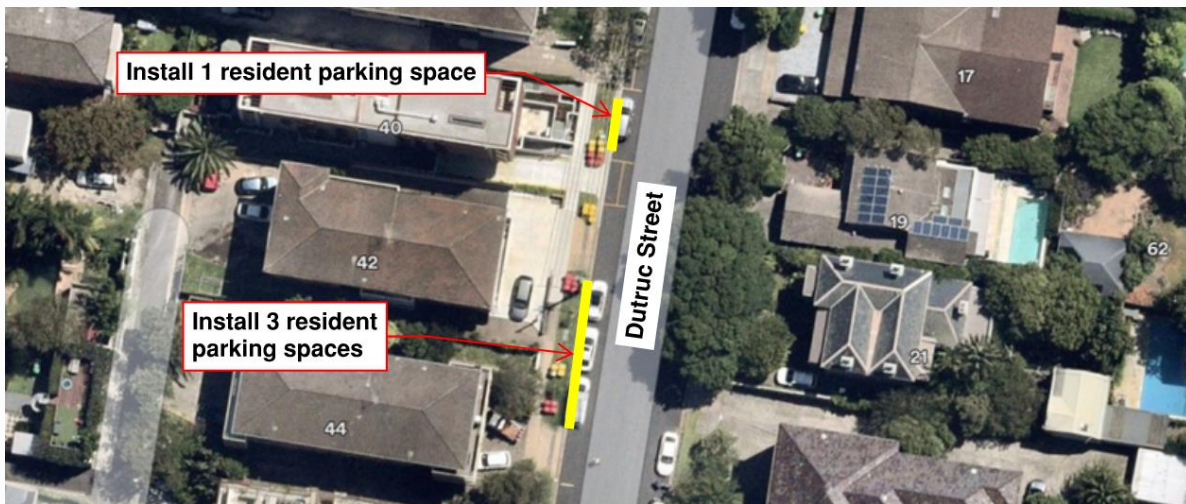


Figure 5: Proposed 2P RPS Parking Restrictions on Dutruc Street – 2 of 2



Figure 6: Proposed 2P RPS Parking Restrictions on Eulalie Avenue

The Council's practice is to undertake resident parking surveys every four years. If residents demand for earlier reviews to be undertaken, such request may be considered. However, the

Council has also experienced significant criticism previously when undertaking resident parking surveys too frequently. The Council has been accused of:

- not listening to the community
- wanting to impose the Resident Parking Scheme within an area, against the views of the residents, and
- trying to raise revenue through the Resident Parking Scheme fees.

Any future request, from residents, for further surveys will be considered at that time, in light of any changes to local parking conditions.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That:

1. Three 2P; Mon-Fri, 8am-6pm, Permit Holders Excepted, Area RA2 parking spaces be installed on Ada Street as per the locations in Figure 2 of this report;
2. One 2P; Mon-Sun, 8am-8pm, Permit Holders Excepted, Area RA2 parking spaces be installed on Caerleon Crescent as per the locations in Figure 3 of this report;
3. Ten 2P; Mon-Sun, 8am-8pm, Permit Holders Excepted, Area RA2 parking spaces be installed on Dutruc Street as per the locations in Figure 4 and Figure 5 of this report;
4. One 2P; Mon-Sun, 8am-8pm, Permit Holders Excepted, Area RA2 parking spaces be installed on Caerleon Crescent as per the locations in Figure 6 of this report; and
5. A review of the RA2 area is not conducted again until 2028, unless there are significant changes to parking conditions in this area.

Street-by-Street Results of Area RA2 Resident Parking Survey (December 2024 – January 2025)						
Street	Voting			No. of existing resident parking spaces	No. of existing permits	Recommendation
	Undecided	No	Yes			
Ada Street	1 (0.4%)	1 (0.4%)	2 (0.9%)	7	10	Add three (3) resident parking spaces.
Albert Street	3 (1.3%)	1 (0.4%)	3 (1.3%)	19	16	No Change
Alison Road	7 (3.1%)	4 (1.8%)	14 (6.1%)	30	28	No Change – As number of resident parking spaces exceed the number of permits issued.
Avoca Street	3 (1.3%)	6 (2.6%)	14 (6.1%)	0	25	No Change – State Road – permit holders may utilise nearby streets
Belmore Road	0 (0.0%)	1 (0.4%)	0 (0.0%)	0	0	No Change
Bligh Place	2 (0.9%)	4 (1.8%)	4 (1.8%)	0	0	No Change
Caerleon Crescent	0 (0.0%)	0 (0.0%)	4 (1.8%)	6	7	Add one (1) resident parking space.
Chapel Street	0 (0.0%)	0 (0.0%)	3 (1.3%)	3	1	No Change

Street-by-Street Results of Area RA2 Resident Parking Survey (December 2024 – January 2025)						
Street	Voting			No. of existing resident parking spaces	No. of existing permits	Recommendation
	Undecided	No	Yes			
Coogee Bay Road	0 (0.0%)	1 (0.4%)	8 (3.5%)	7	12	No Change
Don Juan Avenue	0 (0.0%)	0 (0.0%)	0 (0.0%)	0	1	No Change
Dutruc Street	5 (2.2%)	9 (3.9%)	19 (8.3%)	0	4	Install ten (10) resident parking spaces.
Eulalie Avenue	0 (0.0%)	0 (0.0%)	2 (0.9%)	0	1	Install one (1) resident parking space.
Frenchmans Road	0 (0.0%)	2 (0.9%)	3 (1.3%)	0	0	No Change
George Street	0 (0.0%)	1 (0.4%)	2 (0.9%)	6	5	No Change
Judge Street	1 (0.4%)	3 (1.3%)	0 (0.0%)	3	2	No Change
Llanfoyst Street	0 (0.0%)	0 (0.0%)	1 (0.4%)	0	0	No Change
Mears Avenue	0 (0.0%)	4 (1.8%)	6 (2.6%)	61	25	No Change – As number of resident parking spaces exceed the number of permits issued.
Milford Avenue	2 (0.9%)	3 (1.3%)	1 (0.4%)	26	5	No Change
Pitt Street	1 (0.4%)	7 (3.1%)	2 (0.9%)	5	14	No Change
Rae Street	3 (1.3%)	2 (0.9%)	8 (3.5%)	22	19	No Change
St Marks Road	5 (2.2%)	15 (6.6%)	25 (11.0%)	16	10	No Change – As number of resident parking spaces exceed the number of permits issued.
Victoria Street	0 (0.0%)	0 (0.0%)	4 (1.8%)	13	12	No Change – As number of resident parking spaces exceed the number of permits issued.
Wood Street	0 (0.0%)	1 (0.4%)	5 (2.2%)	14	10	No Change – As number of resident parking spaces exceed the number of permits issued.
TOTAL	33 (14.5%)	65 (28.5%)	130 (57.0%)	238	207	

TC32/25 Traffic Committee Report - St Pauls St / Perouse Rd, Randwick - The Spot Festival 2025 (C) (F2025/00430)

The annual event known as “The Spot Festival” will be held on Sunday, 23 March 2025, requiring the closure of St Pauls Street and Perouse Road, Randwick.

This item was presented at the last meeting of this Committee (February 2025) when details of the proposed road closures and bus service arrangements were provided. As per the previous Traffic Committee recommendations, Council has engaged a contractor to prepare TfNSW-standard Traffic Guidance Schemes (TGS) showing the location of barriers, and all traffic control signs/facilities. These TGS were prepared as part of an overarching Traffic Management Plan (TMP) (Council Reference D05622514).

The extent of road closures, clearways and bus service arrangements remain largely unchanged from that proposed during previous years. It is noted that the following additional ‘Clearway Special Event’ signage is proposed for the 2025 event:

- 20m on east side of Dine Street, south of St Paul Street between 22:30, Saturday, 22 March 2025 – 23:59, Sunday, 23 March 2025.

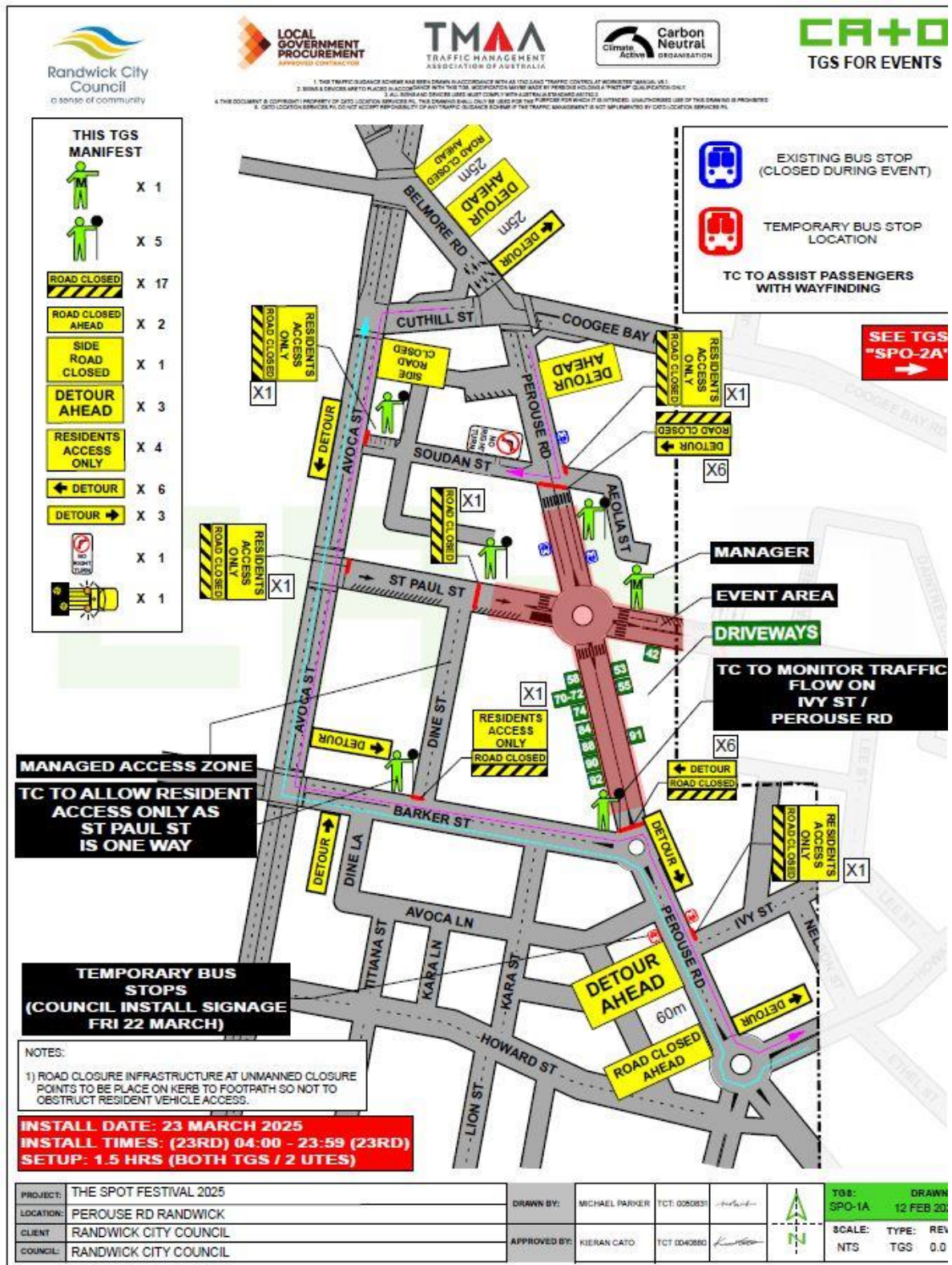
The TMP prepared for the 2025 event proposes minor changes to traffic control signs/facilities which have been included below for the information of the Traffic Committee.

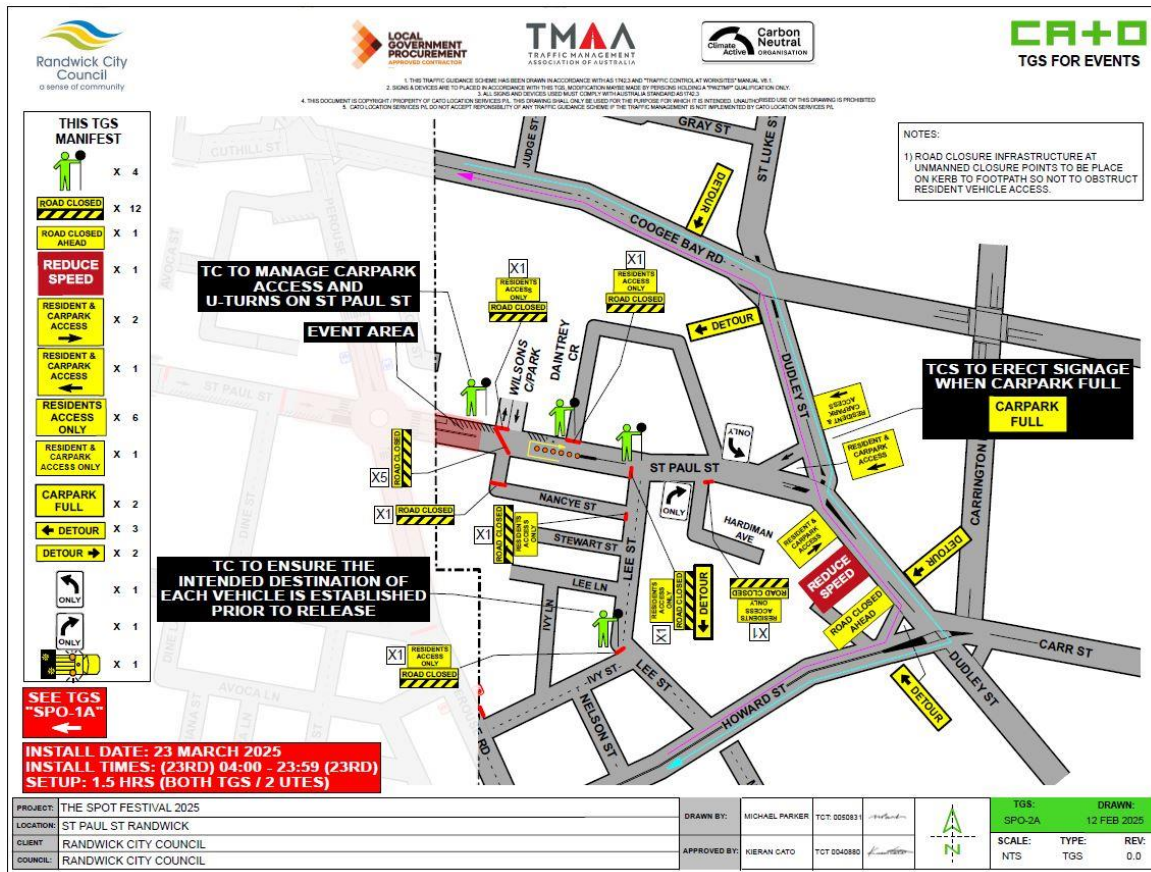
Figure 1: TGS 1 – The Spot Festival**Figure 2: TGS 2 – The Spot Festival****Resourcing Strategy implications**

Funding is provided for within the current budget; under the Event Team’s allocation.

Discussion NIL**Recommendation**

That implementation of the proposed traffic controls for The Spot Festival, as detailed within the Traffic Management Plan and the included Traffic Guidance Scheme (as tabled), is approved.





TC33/25 Traffic Committee Report - Kingsford Resident Parking Scheme, Area KF2 (H) (F2019/06811)

As part of its regular review of the Resident Parking Scheme (RPS) and in response to residents' concerns, the operation of the RPS in Kingsford has been examined.

In November 2024, the Council surveyed residents in the area known as KF2 (see map on following page) to gauge community support for the introduction or extension of the RPS. Approximately 2031 residents received a letter about the survey, and 240 responses were received.

About the Survey

In November 2024, the Council sent a survey letter to 2031 residences with in the KF2 area of Randwick. Residents were informed about the online survey through a letter from Randwick City Council and could respond via the Council's Your Say Randwick website. A total of 240 residents participated in the survey.

Survey Findings

1. Eligibility

Respondents were asked about their household ownership and the number of off-street parking spaces available to determine their eligibility for the resident parking scheme.

How many vehicles does your household have? Please include company cars that are usually brought home	Base	228 (100%)
	None	5 (2.2%)
	One	69 (30.3%)
	Two	107 (46.9%)
	Three	37 (16.2%)
	Four or more	10 (4.4%)
How many off-street parking does your household have access to?	Base	228 (100%)
	None	42 (18.4%)
	One	124 (54.4%)
	Two	49 (21.5%)
	Three	11 (4.8%)
Four or more	3 (1.3%)	

2. On-street Parking Access

All respondents with vehicles were asked about their experiences accessing on-street parking. 38.2% of respondents claimed that they never experienced problems accessing on-street parking, while 24.1% said they experienced problems both day and night.

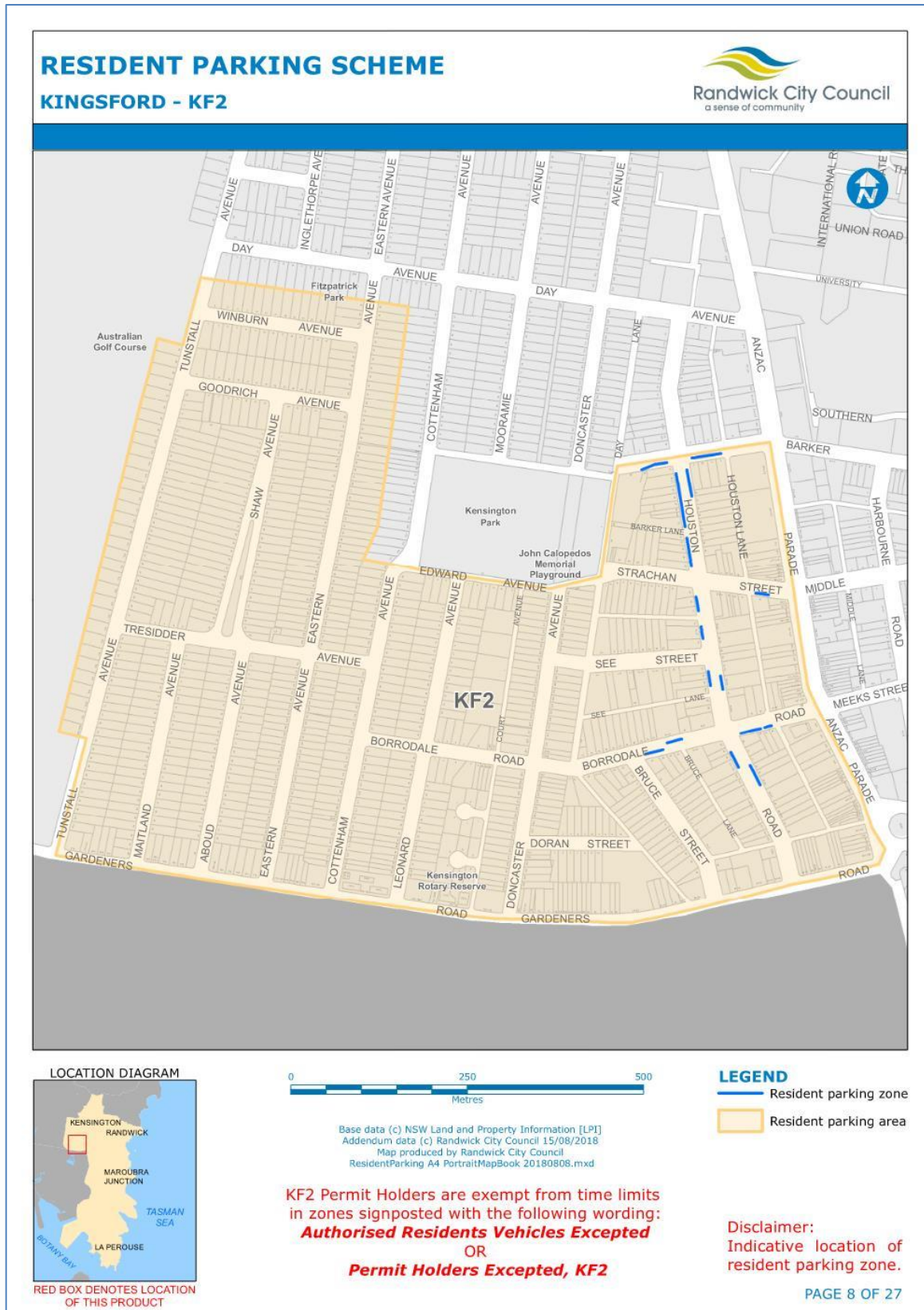


Figure 1: KF2 Map

Almost 5.3% of respondents claimed to experience problems finding on-street parking near their residence during nighttime.

How often, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	228 (100%)
	Never	87 (38.2%)
	Daytime only	75 (32.9%)
	Night Only	12 (5.3%)
	Both Day & Night	55 (24.1%)

The analysis of existing resident parking spaces in streets and location voting preferences have been presented in the following table along with any recommended changes to parking arrangements.

Street-by-Street Results of Area KF2 and its proposed extension Resident Parking Survey					
Street	Voting		No. of existing resident parking spaces	No. of existing permits	Recommendation
	Yes	No			
Aboud Avenue	0 (0.0%)	11 (4.8%)	0	0	No Change.
Anzac Parade	5 (0.0%)	0 (2.2%)	0	3	No Change – State Road – Permit holders may utilise nearby streets.
Barker Street	0 (0.0%)	0 (0.0%)	11	1	No Change.
Borrodale Road	4 (1.8%)	6 (2.6%)	24	3	No Change.
Bruce Street	1 (0.4%)	1 (0.4%)	0	0	No Change.
Cottenham Avenue	5 (2.2%)	7 (3.1%)	0	0	No Change.
Doncaster Avenue	13 (5.7%)	8 (3.5%)	0	2	Add twelve resident parking spaces.
Doran Street	1 (0.4%)	1 (0.4%)	0	0	No Change.
Eastern Avenue	14 (6.1%)	19 (8.3%)	0	0	No Change.
Edward Street	1 (0.4%)	0 (0.0%)	0	0	No Change – As the voter does not have a vehicle.
Gardeners Road	2 (0.9%)	5 (2.2%)	0	1	No Change.
Goodrich Avenue	0 (0.0%)	11 (4.8%)	0	0	No Change.
Houston Road	16 (7.0%)	7 (3.1%)	66	22	No Change – As the number of existing resident parking spaces exceed the number of permits.
Leonard Avenue	3 (1.3%)	12 (5.3%)	0	0	No Change.
Maitland Avenue	3 (1.3%)	7 (3.1%)	0	0	No Change.
Minya Avenue	2 (0.9%)	0 (.0%)	0	0	No Change – As the 'yes' voters would not be eligible for a residential parking permit.
See Street	6 (2.6%)	3 (1.3%)	0	1	Add seven resident parking spaces.

Shaw Avenue	0 (0.0%)	13 (5.7%)	0	0	No Change.
Strachan Street	1 (0.4%)	1 (0.4%)	6	2	No Change.
Tunstall Avenue	2 (0.9%)	6 (2.6%)	0	0	No Change.
Winburn Avenue	3 (1.3%)	3 (1.3%)	0	3	No Change.
Wurley Avenue	0 (0.0%)	1 (0.4%)	0	0	No Change.

Of the twenty two streets surveyed, the majority of respondents from five streets were in favour of expanding the Scheme within their street.

Of these streets:

1. **Anzac Parade** - State road - permit holders may utilise nearby streets;
2. **Doncaster Avenue** - Of the thirteen residents who voted 'Yes', twelve would be eligible to be issued with a permit. Therefore, it is proposed to introduce twelve resident parking spaces on Doncaster Avenue as there are currently no resident parking zones in close proximity;
3. **Edward Street** – The single resident who voted in favour of the scheme actually has no vehicle;
4. **Houston Road** – More resident parking spaces are available than the number of permits issued;
5. **Minya Avenue** – Of the two residents who voted 'Yes', neither are eligible to be issued with a permit; and
6. **See Street** – Of the six residents who voted 'Yes', seven permits could be granted due to the number of vehicles and available off-street parking spaces per household. Therefore, it is proposed to introduce seven resident parking spaces on See Street as there are currently no resident parking zones in the immediate proximity;

The new additional 'permit parking' spaces, recommended in the preceding table, are marked in the following maps:



Figure 2: Proposed 2P RPS Parking Restrictions on Doncaster Avenue 1 of 5



Figure 3: Proposed 2P RPS Parking Restrictions on Doncaster Avenue 2 of 5



Figure 4: Proposed 2P RPS Parking Restrictions on Doncaster Avenue 3 of 5



Figure 5: Proposed 2P RPS Parking Restrictions on Doncaster Avenue 4 of 5



Figure 6: Proposed 2P RPS Parking Restrictions on Doncaster Avenue 5 of 5



Figure 7: Proposed 2P RPS Parking Restrictions on See Street

The Council's practice is to undertake resident parking surveys every four years. If residents demand for earlier reviews to be undertaken, such request may be considered. However, the Council has also experienced significant criticism previously when undertaking resident parking surveys too frequently. The Council has been accused of:

- not listening to the community
- wanting to impose the Resident Parking Scheme within an area, against the views of the residents, and
- trying to raise revenue through the Resident Parking Scheme fees.

Any future request, from residents, for further surveys will be considered at that time, in light of any changes to local parking conditions.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That:

1. Twelve 2P; Mon-Fri, 8am-8pm, Permit Holders Excepted, Area KF2 parking spaces be installed on Doncaster Avenue as per the locations in Figures 2 to 6 of this report;
2. Seven 2P; Mon-Fri, 8am-6pm, Permit Holders Excepted, Area KF2 parking spaces be installed on See Street as per the locations in Figure 7 of this report; and
3. A review of the KF2 area is not conducted again until 2028, unless there are significant changes to parking conditions in this area.

TC34/25 Traffic Committee Report - Pine Avenue, Little Bay (M) (F2004/07441)

Concerns have been raised regarding eastbound motorists "*cutting the corner*" when turning right from Pine Avenue into Ewing Avenue, Little Bay. Therefore, it is proposed to install 30 meters of double barrier line marking on Pine Avenue, west of Ewing Avenue, to guide motorists through the intersection (see concept below). Prior to installation Council officers will liaise with the Prince Henry Community Association regarding this proposal.



Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That, following liaison with the Prince Henry Community Association, thirty metres of double barrier line marking be implemented upon Pine Avenue, west of Ewing Avenue, to better guide motorists through the intersection.

TC35/25 Traffic Committee Report - Wassell Street, Chifley - Speeding Concerns (M) (F2006/00101)

Concerns have been raised from residents near the intersection of Wassell Street and Brisbane Street in Matraville, regarding incidences of vehicles speeding around the bend in the road from Wassell Street to Brisbane Street.

Wassell Street is a two-way local road in the area of concern, approximately 12m wide and generally allowing for unrestricted parking on both sides of the road. Wassell Street runs north to south between Franklin Street in the north and Brisbane Street in the south.

Traffic counts were undertaken on 8 February 2025 for a seven-day period on this road to determine the extent of the speeding issue and whether additional traffic calming measures were appropriate for these streets. The counts were installed at the location shown in the following image.



Fig 1: Traffic Survey Locations

Table 1: Analysis of Traffic Count data – Wassell Street

Wassell Street,- in front of 25 Wassell Street		Direction of Travel			
		Combined	Northbound	Southbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	3,576	1,807	1,769
		7 Day Average	3,502	1,762	1,740
Weekday	AM	8:00	318	213	105
Peak hour starts	PM	17:00	324	136	188
Speeds: (Km/h)		85th Percentile	51.9	52.4	51.4
		Average	45.4	45.8	45.1
Speed %:		% of vehicles > 50 km/h	23.4%	26.2%	20.6%
		% of vehicles > 60 km/h	1.5%	1.8%	1.2%
Classification % :		Commercial Vehicles (class 3-12)%	5%	6%	5%

It is considered that the NSW Police be requested to undertake speed enforcement on Wassell Street. The Council will provide the Police with the relevant traffic count survey, so that their resources can be appropriately deployed.

When analysing the profile of the vehicle speeds the 85th percentile speed is consistently close to 50km/h from 6am – 7pm. A review of the last five years of crash data (Jan 2019 - Dec 2023) shows no recorded crashes in the vicinity of this intersection. Hence the above proposed measures are considered appropriate with consideration of the speed data and the crash data.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That:

1. The local Highway Patrol be provided with Council's traffic / speeding data and be requested to consider speed enforcement along Wassell Street; and
2. The residents raising concerns about this matter be informed of the results of the survey and the recommendation from the local traffic committee meeting.

TC36/25 Traffic Committee Report - Doncaster Avenue and Anzac Parade Intersection Improvements (W) (PROJ/10180/1527782/1)

In December 2023, Sections 1 and 2 of the Kingsford to Centennial Park Walking and Cycling Improvements Project were completed by Transport for NSW (TfNSW), along parts of Doncaster Avenue, Day Avenue and Houston Road. At that time shared paths were implemented within a part of Doncaster Avenue, as an interim measure, just north and south of the Anzac Parade intersection.

Subsequently, the Council and TfNSW continued to explore options to improve the operation of the Doncaster Avenue / Anzac Parade intersection and to improve the situation for people walking or riding through the intersection. Ultimately, it was agreed that, in order to remove a 70m length of shared path - where pedestrians and bike riders may conflict with each other, the preferred option is to extend the separated cycleway along the roadway and through the intersection. This is also the safest solution for all road users - particularly for people walking and for people of all ages riding bikes. Accordingly, the following changes are proposed in Doncaster Avenue at the Anzac Parade intersection:

- Extension of the bi-directional cycleway on each approach to the Anzac Parade intersection, with concrete separators between the cycleway and the southbound travel lanes;
- Removal of the existing shared paths along the eastern side of Doncaster Avenue on the southbound approach to the Anzac Parade intersection, between 170 and 174 Doncaster Avenue;
- Removal of one parking space in the front of 168 Doncaster Avenue;
- Relocation of the existing accessible parking space at 170 Doncaster Avenue north to the frontage of 166 Doncaster Avenue;
- Adjustments to centrelines and edge lines to better distribute lane widths;
- Removal and installation of ramps for the relocation of the accessible parking space and the bicycle connection to the shared paths; and
- Removal of the existing right turn for southbound Doncaster Avenue traffic at Anzac Parade - as assessed and endorsed by TfNSW.

TfNSW undertook community and stakeholder consultation for the whole project from 19 September to 18 October 2024. It was summarised in the final [TfNSW Community Consultation Report](#) that in total, 88 comments on the proposed change were received of which 67% were supportive, 24% were unsupportive and 9% were neutral/unknown regarding extension of the on- road separated cycleway including imposition of the right turn restriction. The following two figures illustrate the proposed design.

Figure 1: Northern side of Anzac Parade

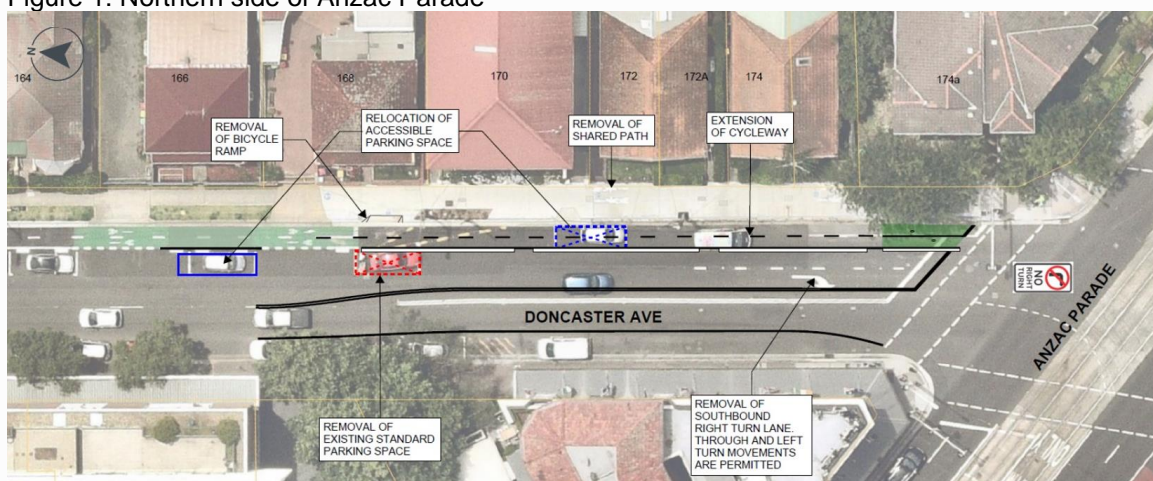
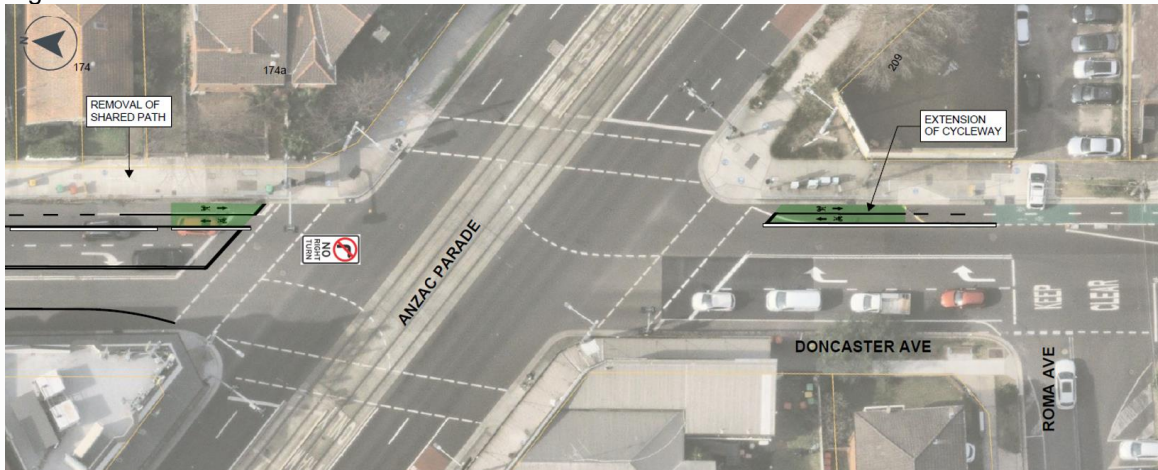


Figure 2: Southern side of Anzac Parade



The detailed design and traffic control signals plans will be finalised.

Resourcing Strategy implications

Funding for this project has been made available through Transport for NSW, from the Federal Government.

Discussion NIL

Recommendation

That:

1. The Doncaster Avenue separated on-road cycleway be extended through to the Anzac Parade intersection in Kensington.
2. The adjustments to parking space allocation, signage and line marking, associated with the proposed extension of the separated cycleway, are endorsed for implementation.
3. The Technical Sub-Committee (TfNSW, Police and Council officers) is delegated authority to finalise detailed design adjustments relating to this proposal.
4. It is noted that following endorsement of the revised cycleway design and parking changes, TfNSW will proceed with the removal of the right turn for southbound Doncaster Avenue traffic, at Anzac Parade.

TC37/25 Traffic Committee Report - Works Zone - Installation and Removal of Signage (All) (F2021/00658)

Construction sites often involve the use of trucks, cranes and other large vehicles. Without special parking provision, the positioning of such vehicles, close to these sites, can cause significant problems for local residents or businesses. It is for this reason that the Council requires the creation of Works Zones at construction sites. Once the project is completed the Works Zone is removed (see Works Zone Conditions of Use detailed elsewhere within this document).

Accordingly, it is recommended that Works Zones be installed, or removed, at the locations detailed within the following table:

Works Zones Table

Item No.	Street/ Suburb	Side	Length	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	Borrodale Road, Kingsford (H)	S	12	39 Borrodale Road, Kingsford	1P parking permit holder	WZ/4/2025 & D05596660 – AB (AD) The parking permit holder signs will be temporarily removed during the work zone period and will be returned upon completion (work instruction D05601864)
REMOVAL						
1.	Alison Road, RANDWICK (C)	N	12	210 Alison Road, Randwick NSW 2031	2P, 8AM-8PM, Mon-Sat, Permit Holders Excepted, Area RA2	LA/496/2024 , SR:723396 & D05599901 – RM & EF (AD) Temporary relocated parking controls adjacent to no.217 Alison Road will be restored to its original location.
2.	Chester Avenue, MAROUBRA (M)	W	18	52 Chester Avenue, Maroubra NSW 2035	Unrestricted	LA/218/2023 & D05603213 – RM & EF (AD)

(Reference [NSW Road Rule 181](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That the Works Zones listed in the Works Zones Table, are installed or removed, as detailed; with the Schedule of Conditions applying to any new Works Zones approved for installation.

TC38/25 Traffic Committee Report - Minor Signage Items - Parking and Regulatory (All) (F2014/00528)

The following Minor Signage matters are listed for the Committee's consideration.

Item No	Location	Issue Request	Comments
1.	Boyce Road, MAROUBRA (M) (D05592773 - SW) (AD)	Install 3.9m "Motorcycle Parking Only" on the eastern edge of the driveway for No. 178 Boyce Road, Maroubra	To prevent vehicles from overhanging the driveways.
2.	Malabar Road, SOUTH COOGEE (C) (D05547001 - SW) (AD)	Install green paint within the cycleway in front of the driveway for No. 171 Malabar Road, South Coogee.	To improve awareness of the cycleway from motorists exiting the petrol station.
3.	Todman Avenue, Kensington (H) (D05529354 - DV) (AD)	Install a 2.6m "Mobility Impaired Person's Parking Space (MIPPS) 9:00am-4:00pm, Mon-Fri" immediately east of the driveway to 131 Todman Avenue, Kensington.	To assist eligible mobility impaired residents to park close to their property.
4.	First Avenue, Maroubra (M) (D05602302 - DV) (AD)	Relocate 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the southern side of First Avenue at the frontage of 29 First Avenue 3m west to the neighbouring driveway.	To assist eligible mobility impaired residents to park close to their property and better access the footpath.
5.	Canberra Street, Randwick (C) (D05584684 - DV) (AD)	Install a 6m length of "2P 8:00am-8:00pm, Mon-Fri, Permit Holders Excepted, Area RA11" restriction outside 47 Canberra Street.	To better accommodate Resident Parking demand given recent endorsement of a P35 Minute zone near this location.
6.	Doncaster Avenue, KINGSFORD (H) (SR706552 & D05492295-RM) (AD)	Install 6m "Mobility Impaired Person's Parking Space (MIPPS) 8:00am-6:00pm, Mon-Sun" on the western side of Doncaster Avenue, at the frontage of 223 Doncaster Avenue, Kingsford NSW 2032.	To assist eligible mobility impaired resident park close to their property. <i>*(pending medical certificate)</i>
7.	Bell Street, MAROUBRA (M) (SR725021-RM) (AD)	Install 6m "Mobility Impaired Person's Parking Space (MIPPS) 8:00am 6:00pm, Mon-Sun" on the western side of Bell Street, outside no. 26	To assist eligible mobility impaired resident park close to their property.
8.	Bell Street, MAROUBRA (M) (ITD-RM) (AD)	Install 51m "No Parking" on the eastern side of Bell Street, starting 10m south of Boyce Road and terminating at the cul-de-sac adjacent to no.26 Bell Street.	To provide sufficient travel lane width.
9.	Abbotford Lane, KENSINGTON (H) (SR721261-RM) (AD)	Extend the existing 23m No Parking zone on the northern side of Abbotford Lane, opposite property no.5 Abbotford Street for an additional length of 7m easterly.	To allow the resident of no.5 Abbotford Street to access and egress from their driveway in Abbotford Lane.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation/action.

TC39/25 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping (All) (F2008/00166)

The Council regularly receives requests for action to be taken with regard to vehicles being parked illegally at intersections. Such vehicles block sightlines to and from vulnerable road users such as pedestrians or bike riders. They can also obscure motorists' views of approaching vehicles, and they can create difficulties for fire engines, garbage trucks or other large service vehicles which need to access the neighbourhood.

To ensure compliance with the legally mandated parking prohibitions at intersections, it is recommended that No Stopping signage be installed as per the following table:

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's and / or Comments
1.	The Causeway	Maroubra	E and W	10	N	First Avenue	SR 723832 – DV
2.	The Causeway	Maroubra	W	10	S	First Avenue	SR 723832 – DV
3.	Dick Street	Randwick	S	13	W	Carrington Road	SR 725881 – AB
4.	Dick Street	Randwick	N	10	W	Carrington Road	SR 725881 – AB
5.	Glebe Street	Randwick	N	10	N	Carrington Road	SR 725881 – AB
6.	Carrington Road	Randwick	W	10	N/E	Glebe Street	SR 725881 – AB
7.	Bell Street (M)	Maroubra	E & W	10	S	Boyce Road	ITD-RM

(Reference [NSW Road Rule 170](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Discussion NIL

Recommendation

That the No Stopping signage proposals, listed in the Parking Control Signage at Intersections table, are approved for installation.

TC40/25 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status (All) (F2004/06616)

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. Randwick Council was successful in securing funding for a number of projects for the both the 2024/2025 and the 2025/2026 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$18M.

These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available under the federal Black Spot Program. Apart from the Anzac Paths Project (APP), all listed projects are 100% externally funded (APP is funded on a 50/50 basis). The following table shows the status of currently approved projects.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0077856 (D04651015) Due June 2025	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	This report was finalised and reported to the Council on 12 December 2024. COMPLETED
P.0079384 (D04733866) Due June 2025	Anzac Parade Paths Project (APPP) <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	<i>50/50 Funding</i> - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Traffic signal modelling progressing. Early paths orientation being planned.
P.0079383 (D04730658)	Bundock Street & Sturt Street Project <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	95% design works almost completed.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project <i>(Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	Get NSW Active Program 2023/24	\$2,000,000	Traffic Impact Assessment completed and accepted by TfNSW. This details final layout of signal posts etc. Signal design process has highlighted a clash with a major water main. Detailed investigations are nearing completion.

P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Route option analysis continues. Discussions have been held with Health Infrastructure to better understand route options.
GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – <i>(Design of intersection improvements)</i>	Get NSW Active Program 2023/24	\$300,000	Consultation process has concluded. This matter was reported to the Council on 12 December 2024. detailing consultation outcomes.
GFR-1024 (D04978003)	Todman Avenue and Lenthall Street Walking & Cycling Improvements Project <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Design consultants have progressed well with early concept designs.
P.0085255 (D05071792)	Perouse Road & St Pauls Street, Randwick Install raised threshold and two raised pedestrian crossings (wombat crossings)	Australian Government Black Spot Program 2023/24	\$272,944	This project was rescheduled to the 2024/2025 year to better align with urban design upgrade works in the 'The Spot' locality.
P.0091530 D05468702 / D05396466 Due June 2026	Little Bay Rd / Bunnerong Rd, Little Bay - Install raised thresholds	Australian Government Black Spot Program 2024/25	\$103,616	Land and engineering survey undertaken. Design progressing.
P.0093183 D05529091 / D05536825 Due June 2026	Maroubra Road & Flower Street, Maroubra Install a one lane roundabout including all traffic calming, line marking, lighting and signage, raised pedestrian crossings	Road safety Program 2024/25	\$1,647,360	Land and engineering surveyors are being procured.
P.0092228 D05357251 Due June 2026	Franklin Street, 90m west of Anzac Parade, Malabar. Conversion of existing refuge island to a raised pedestrian crossing.	Active Transport to School / Get NSW Active program.	\$263,397	Project paused pending further investigations.
	Malabar Road, Maroubra 60m north of Duncan Street Conversion of existing Pedestrian crossing to a raised pedestrian crossing.			Land and engineering survey procured.

P.0092229 D05357344 Due June 2026	Paine Reserve, Randwick – North / south Shared Path Targeted completion date January 2025	Active Transport to School / Get NSW Active program.	\$231,000	Construction completed COMPLETED
Project 7935 D05453108 Due June 2027	Anzac Parade at Franklin Street (southern intersections), Matraville – Installation of traffic control signals without filter right turns	Towards Zero Safer Roads Program	\$4,743,650	Design was completed previously. Clarifying with TfNSW the next steps required.
Project 9131 D05453119 Due June 2027	Kensington South - Local Area Traffic Management (LATM)	Towards Zero Safer Roads Program	\$6,258,285	Community consultation re overall scheme concluded on 28/2/2025. Council report to follow.

This table will be updated each month and will be reported upon, at each Traffic Committee meeting.

Resourcing Strategy implications

All funding for these projects has been made available through Transport for NSW or from the Federal Government.

Discussion NIL

Recommendation

That the information be received.

General Business

Urgent Matters OR Matters for Future Investigation

TC41/25 Avoca Street/Bundock Street/Sturt Street, Kingsford (H) (F2005/00825)

A number of issues were raised regarding the Avoca Street/Bundock Street/Sturt Street intersection in Randwick.

Ms Simons (Resident) referenced Item TC41/25 from the February 2025 Traffic Committee Meeting and sought clarification on the progress with regard to the Traffic Management Plan (TMP) for the proposed No Right Turn controls applying to the side streets at this intersection. Mr Sritharan (TfNSW), advised that he expected the TMP approval processes to be finalised within the next week.

Mr Ryan (Resident) queried the timing of the proposed 10m extension of the No Stopping zones in Sturt Street and in Bundock Street, at their intersections with Avoca Street. Mr Lehmann advised that the signage installation was expected by the end of next week (21/3/25) however he will seek that this task be brought forward.

Discussion was also held regarding the possibility of extending the Avoca Street 40km/h School Zone, and/or the 50km/h zone, southerly to include the subject intersection. It was agreed that the Council should pursue this matter with TfNSW.

Recommendation

That the information be received.

The meeting closed at 9:52am.

