



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 8 APRIL 2025 AT 9:30 AM

### 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.

### Participants:

Tony Lehmann	Randwick City Council (Chairperson)
Ram Sriharan	Transport for NSW (TfNSW)
Peter Scott	NSW Police
CrI Carolyn Martin	East Ward
CrI Marea Wilson	East Ward
Kate Lewis	TfNSW
Rino Mucciacciaro	Transdev John Holland
Bushara Gidiess	Transdev John Holland
Helen Fragakis	South Eastern Sydney LHD Health
Lillian Azrag	UNSW
Paul Chilcott	Resident
Anthony Ryan	Resident
Karen Walker	Resident

Anthony Baradhy, Amir Lahouti, Daniel Vukovic, Dilruba Akhter, Eve Fernandez, Lachlan Wood, Lauren Bonomini, Anthony Baradhy, Jay Lee-Pieterse, Rasheeq Mahmood & Shenara Wanigasekera - Randwick City Council

## Apologies

Apologies were received from:

- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

## Matters Arising from the Minutes OR from Council Resolutions

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### **TC42/25 Traffic Committee Report - Belmore Road, Randwick - Bus Zone adjustments (C) (F2021/08309)**

Transport for NSW has advised that improvements to bus services are being considered in the southern part of Belmore Road, Randwick, resulting in some adjustments to Bus Zones.

They advise that, "The NSW Government is committed to restoring reliability across the public transport network. The Bus Priority Infrastructure Program is a rolling program that delivers infrastructure improvements to address the reliability and efficiency of bus services in Greater Sydney.

Randwick Town Centre is a key public transport interchange for the eastern suburbs including people catching light rail, buses, walking, cycling and driving. It is also a major health precinct and educational centre.

To improve bus reliability, reduce congestion and improve safety in Randwick, Transport has proposed changes to Bus Zones and parking along Belmore Road and Avoca Street. Transport has also taken the opportunity to improve a key walking connection in the area by proposing a new signalised pedestrian crossing on Belmore Road.

During peak hours, Belmore Road in Randwick Town Centre, experiences a high volume of buses, approximately one every 2-3 minutes in both directions. Each month there are over 123,000 bus passengers transiting through Randwick Town Centre and over 65,000 passengers tapped on and off at these stops.

Buses on these routes carry commuters, students, local residents and visitors to the area.

Bus zones are currently too short to allow multiple buses to pull in safely. This causes safety concerns for people getting on and off as well as traffic congestion, which delays following buses.”

### **Proposed Scope of works.**

#### **Belmore Road northbound Bus Zone**

- peak hour Bus Zone times will be extended on weekdays from 7am-9am to 6am-10am
- an existing timed Bus Zone will be extended by 12 metres.
- the northern Loading Zone will be reduced by one hour in the morning peak from 9am-12.30pm to 10am-12.30pm.

#### **Belmore Road southbound Bus Zone**

- the length of the Bus Zone will be extended by 18 metres to allow buses to safely pull in, impacting about three timed parking spaces
- the Bus Zone will be extended by another 29 metres during weekday morning and afternoon peak hours.
- The new times are 6am-10am and 3pm-7pm (Mon-Fri) .

#### **The project will have the following parking impact along Belmore Road:**

- About two spaces will be impacted during morning peak from 6am -10am
- About three spaces will be impacted
- About five 1/2P parking spaces are retained during off peak times

#### **New pedestrian crossing**

Transport will proceed with the proposal to install a new signalised pedestrian crossing across the northern leg of Belmore Road, at Cuthill Street

#### **Project Benefits.**

The proposed design will bring about the following benefits:

- Safety improvements: The design introduces a new signalised pedestrian crossing at the Belmore Road and Cuthill Street intersection, across the northern leg. Currently there is no pedestrian crossing along this leg and there is a risk of collisions involving pedestrians and vehicles. This risk is much reduced with the introduction of a signalised pedestrian crossing across this leg.

- Traffic improvements: Localised parking changes at Belmore Road (see table below) would allow for the multiple buses to safely pull into the kerb at the bus stops and safely allow bus passengers getting on and off. Smoother traffic flow and reduced congestion, caused by the buses blocking the traffic lanes, will result.

**Belmore Road, west side, From High Street to Arthur Street**

From (m)	To (m)	Existing	From (m)	To (m)	Proposed
0m	41m	<b>No Stopping</b>	0	41	<b>No Stopping</b>
41	56	<b>Loading Zone</b> 6.30am – 6pm Mon - Fri  <b>1/2P</b> 8.30am-12.30pm Sat	41	56	<b>Loading Zone</b> 6.30am – 6pm Mon - Fri  <b>1/2 P</b> 8.30am – 12:30pm Sat *
56	98	<b>1/2P</b> 8.30am – 6pm Mon - Fri 8.30am – 12.30pm Sat	56	86	<b>1/2 P</b> 8:30am – 6pm Mon-Fri 8.30am – 12:30pm Sat * (decreased by 2 parking spaces)
98	113	<b>1/2P</b> 8.30am – 6pm Mon - Fri 8.30am – 12.30pm Sat	86	113	<b>Bus Zone</b> 6am-10am Mon-Fri (increased by 2 parking spaces)  <b>1/2 P</b> 10:00am – 6pm Mon-Fri 8.30am – 12:30pm Sat *
113	136	<b>Bus Zone</b> 7am-9am Mon - Fri  <b>Loading Zone</b> 9am-12.30pm Mon - Fri  <b>1/2P</b> 12.30pm – 6pm Mon - Fri 8.30am-12.30pm Sat	113	136	<b>Bus Zone</b> 6am -10am Mon-Fri  <b>Loading Zone</b> 10am-12.30pm Mon-Fri 8am -12.30pm Sat *  <b>1/2 P</b> 12.30pm – 6pm, Mon-Fri *
136	176	<b>Bus zone</b>	136	176	<b>Bus zone</b>
176	186	<b>No Stopping</b>	176	188	<b>No Stopping</b>

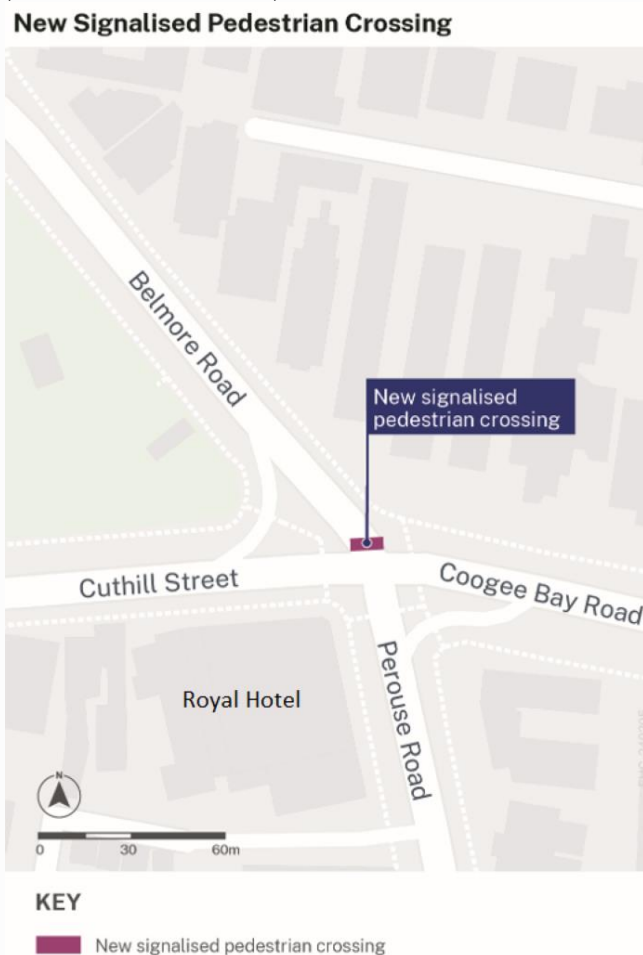
**Belmore Road, east side, from Avoca Steet to Short Street**

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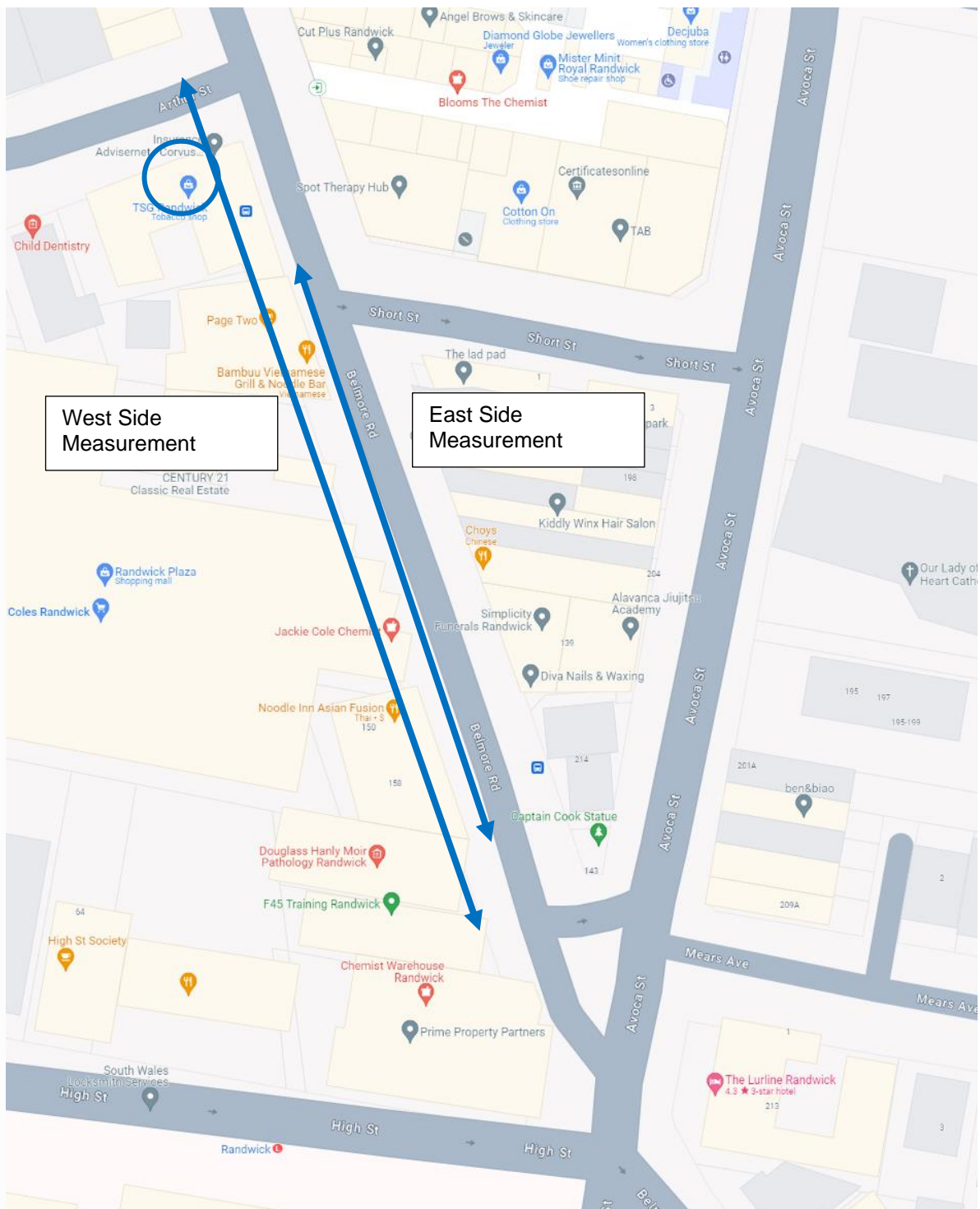
From (m)	To (m)	Existing	From (m)	To (m)	Proposed
0	24	<b>No Stopping</b>	0	24	<b>No Stopping</b>
24	61	<b>Bus Zone</b>	24	79	<b>Bus Zone</b> (increased by three park spaces)
61	108	<b>No Stopping</b> 4pm-6pm Mon-Fri  <b>1/2 P</b> 8:30-4pm Mon-Fri 8:30am-12:30pm Sat	79	108	<b>Bus Zone</b> 6am-10am and 3pm-7pm Mon-Fri  <b>1/2 P</b> 10am – 3pm Mon-Fri 8.30am – 12:30pm Sat* (decrease of five park spaces)
108	115	<b>No Stopping</b>	108	115	<b>No Stopping</b>

\*(modified to address error indicated in earlier release)

In addition to the proposed parking changes, a new signalised pedestrian crossing will be installed across Belmore Road, north of Cuthill Street, Randwick.



The following image shows the locations of the proposed Bus Zone improvements and parking changes:



### Resourcing Strategy implications

Transport for NSW is fully funding the proposed parking alterations and the proposed pedestrian traffic signal installation.

**Discussion: NIL**

### Recommendation

That,



1. the proposed Belmore Road parking changes, as indicated in the tables within this report, are endorsed for implementation, and
2. the proposed installation of a signalised pedestrian crossing across Belmore Road, north of Cuthill Street, Randwick, is endorsed as well.

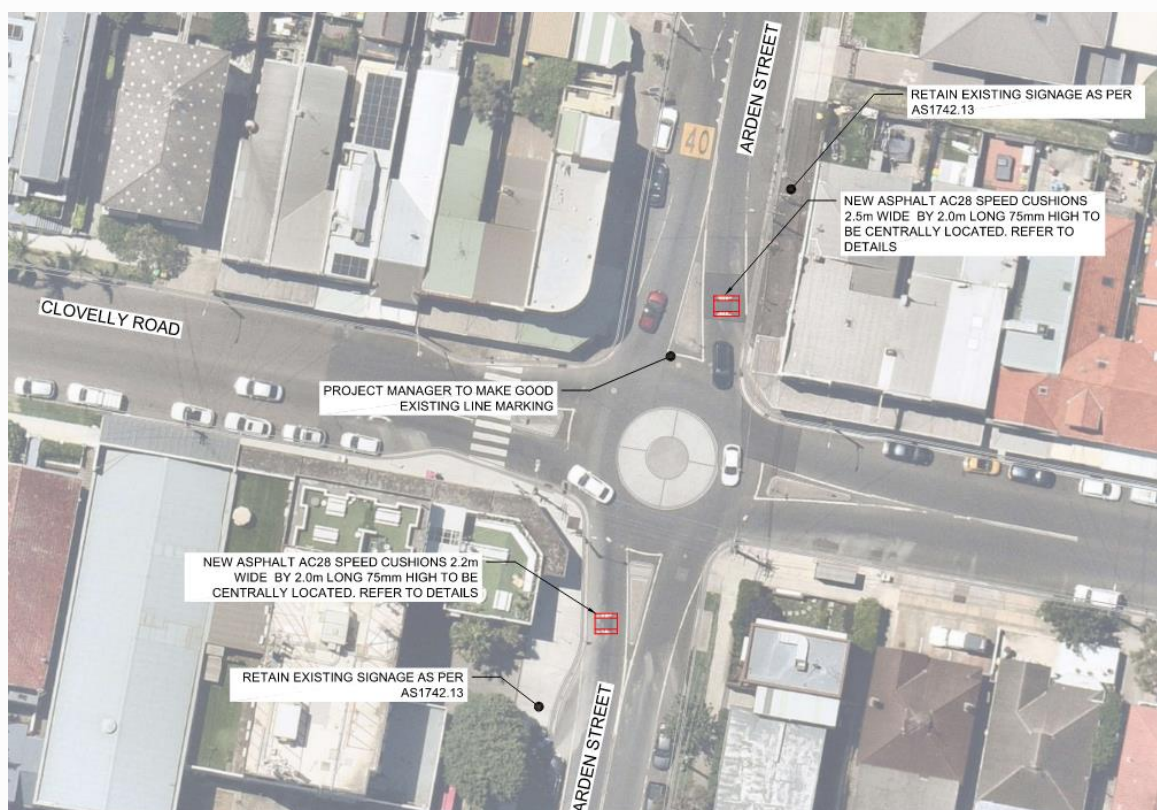
#### TC43/25 Traffic Committee Report - Clovelly Road and Arden Street, Clovelly - Speed Cushion (C) (F2015/00512)

Council recently removed the rubber speed cushions on the northbound and southbound legs of the Clovelly Road and Arden Street roundabout. The removal was due to maintenance issues and the low resilience of the rubber material. As a result of the deterioration of the rubber cushions, designs of longer lasting asphalt speed cushions have been prepared.

Additionally, the Council received some community feedback indicating that the original rubber speed cushions were considered to be not very effective - due to their narrow width. The newly designed speed cushions are now 2.5 metres and 2.2 metres wide for the northbound and southbound legs of the roundabout, respectively.

As Arden Street is a bus route and based on the Austroads Guide, 1.6 metre-wide speed cushions are generally more acceptable on bus routes (as they allow buses to straddle the cushions) but such a design is likely to be less effective in reducing the speed of cars compared to wider versions. Consequently, Council officers liaised with Transdev/John Holland (the local bus operator) regarding this matter. Given the location and the low speeds involved, Transdev/John Holland has raised no objections to the proposal. It is worth noting that the newly designed speed cushions have a height of 75mm to minimise the impact on buses.

It should also be noted that a 750mm gap has been provided on both sides of the asphalt speed cushions to accommodate bicycle riders.



#### Resourcing Strategy implications

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

**Discussion: NIL****Recommendation**

That 2.5 m and 2.2 m wide asphalt speed cushions be installed on the northbound and southbound legs respectively of the Clovelly Road / Arden Street roundabout in Clovelly.

**TC44/25 Traffic Committee Report - Coogee Street, Randwick (C) (F2004/06183)**

Council has received a request from a resident of Coogee Street, who resides between Carrington Road and Judge Street, Randwick, to investigate vehicle speeds in the street due to safety concerns.

Previously, in November 2019, another traffic count was undertaken to gauge the speed and volume of traffic in this part of Coogee Street.

To discover if there has been any variation in Coogee Street vehicle speeds or volumes, a traffic survey was commissioned in March 2025 for a seven-day period. The results of both the previous and the recent traffic counts are detailed in the following table:

**Speed & Traffic Data – Coogee Street, Randwick**

Data	November 2019 in front of House no. 23 Coogee Street		March 2025 in front of House No. 37 Coogee Street	
	Eastbound	Westbound	Eastbound	Westbound
Weekly 50 <sup>th</sup> percentile speed (km/h)	45.6	44.1	42.4	40.7
Weekly 85 <sup>th</sup> percentile speed (km/h)	54.4	53.9	51.5	50.8
Five-day AADT	905	699	1036	849
Seven-day AADT	890	660	1032	815

The above data reveals a slight increase in traffic volumes and reveals that both the eastbound and westbound 50th percentile and 85th percentile speeds have decreased since 2019.

Given these outcomes, it is considered that no action is deemed necessary, at this time.

**Resourcing Strategy implications**

There are no financial implications arising from this report.

**Discussion: NIL****Recommendation**

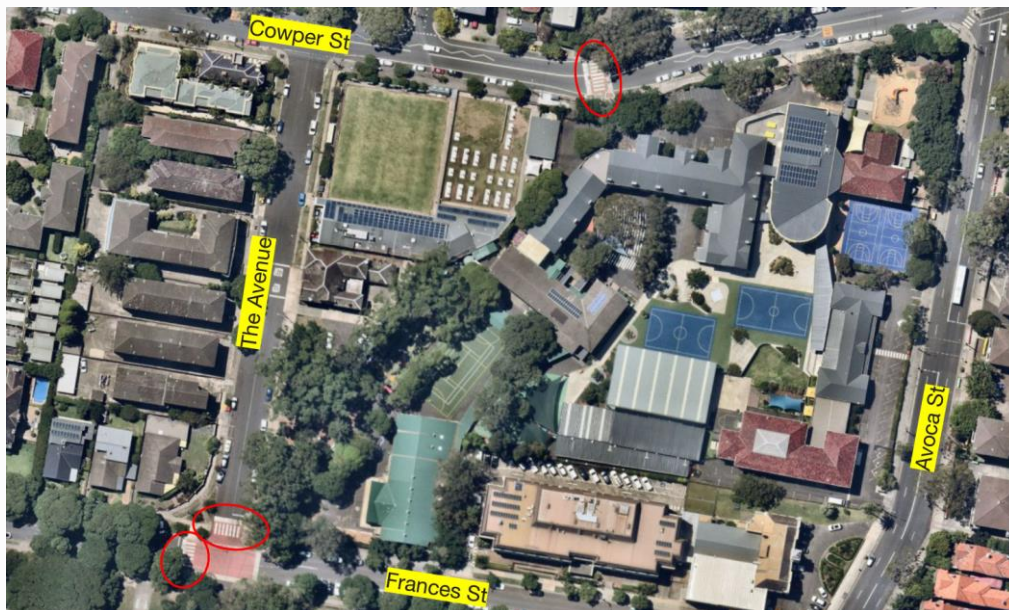
That:

1. As the recent Coogee Street traffic volume and speed data outcomes are typical for such an urban setting, and show no significant speed changes over recent times, no action be undertaken at this time, and
2. The resident who raised the concerns be notified about the outcome of this meeting

**TC45/25 Traffic Committee Report - Cowper Street, The Avenue, Frances Street, Randwick - Children's Crossings (C) (F2024/01370)**



Concerns have been raised by the local school crossing supervisors regarding the combined children's and pedestrian crossings in the vicinity of Randwick Public School, namely on Cowper Street, The Avenue and Frances Street. The location of these three crossings can be seen in the image below:



*Figure 1. Map of Combined Pedestrian & Children's Crossing Locations*

Correspondence was received which highlighted multiple safety concerns, including:

- Drivers failing to adhere to speed limits on Cowper Street
- Unsafe turning movements and driving practices, such as U-turns near crossings
- Failure to stop at designated stop signs/lines
- Drivers not yielding to crossing supervisors and pedestrians

To address these concerns, the following improvements have been proposed:

**Cowper Street Crossing:**

- Installation of two 1.8m red and white banded poles with flags either side of the crossing
- Installation of four 1.2m red and white banded poles
- Installation of a 6m stop line for westbound traffic
- Installation of a 9m stop line for eastbound traffic due to the presence of a driveway

**Frances Street Crossing:**

- Installation of a 1.8m red and white banded pole with flags
- Increase distance of the stop line from 2.1m to 5.5m (up to closest carpark space)

**The Avenue Crossing:**

- Installation of a 1.8m red and white banded poles with flags
- Increase distance of stop line from 3.2m to 6m
- Repainting of the double centre lines from the crossing to the northern 'Keep Clear' markings.

The locations of these installations can be seen in the proposed before/after images below.

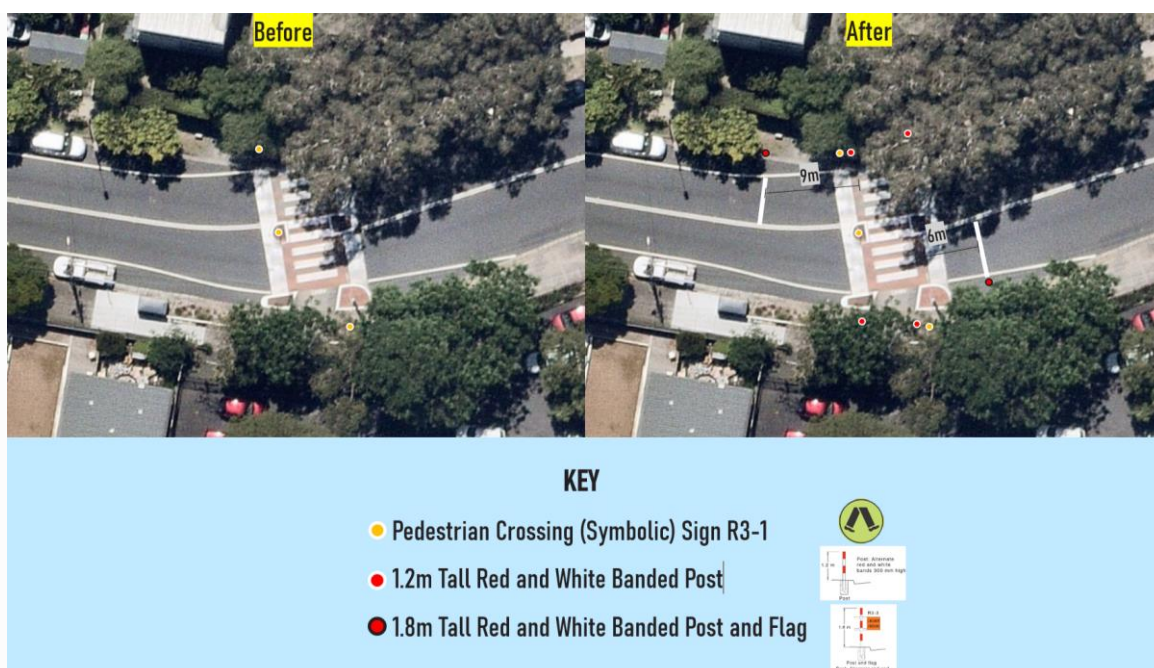


Figure 2. Cowper Street Before and After Improvements

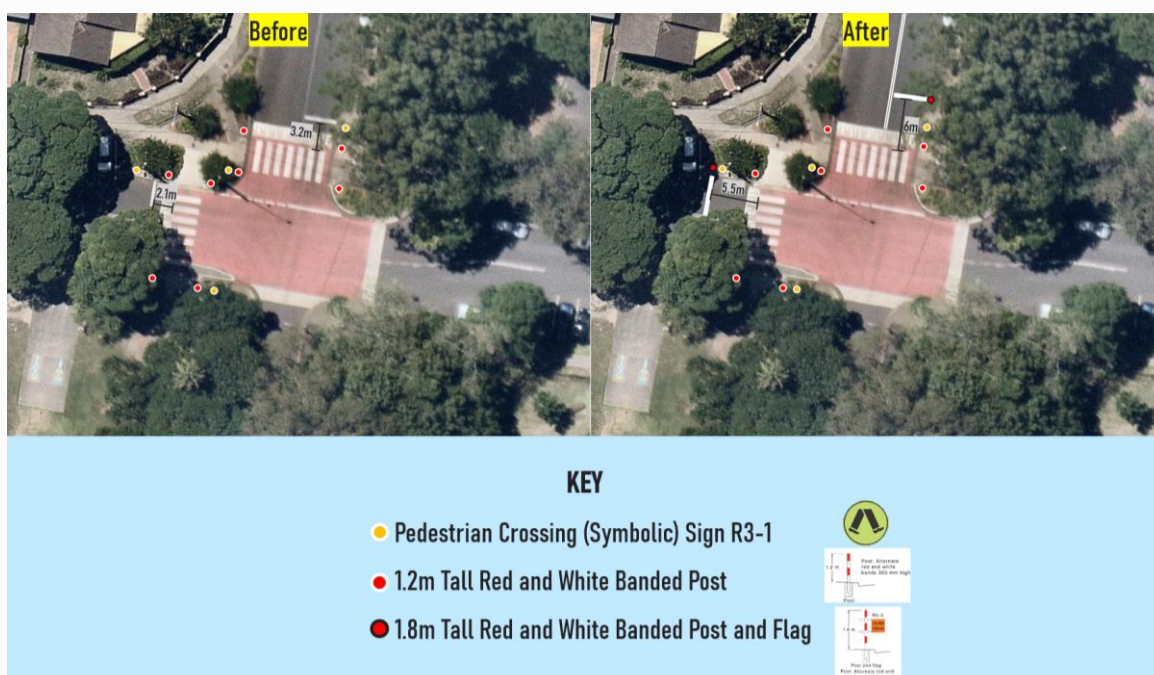


Figure 3. Frances Street and The Avenue Before and After Improvements

The proposed installation of red and white banded poles with flags enhance visibility, making the crossings more prominent, encourages drivers to slow down and stop where required. The repositioning of the stop line requires vehicles to halt at a more appropriate distance, preventing instances of drivers stopping over and obstructing pedestrian movement.

The repainting of the double barrier lines will serve as a deterrent of unsafe U-turns and three-point turns at The Avenue's crossing. It should be noted that these upgrades adhere as close as possible to the Australian Standard without the need to remove any on-street parking.

Additionally, to address speeding concerns on Cowper Street, two traffic counts were conducted over a seven-day period, commencing on 13 March 2025, to assess the extent of the speeding concern. The counts were installed both west and east of the crossing, as per below:





Figure 4. Traffic Count Locations

The results of the surveys are as follows:

Cowper Street (Between Randwick St and Crossing)		Combined	Eastbound	Westbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	8,901	4,384	4,517
		7 Day Average	8,799	4,372	4,427
		7 Day Average > 60 km/h	13	7	6
Weekday	AM	08:00	775	297	478
Peak hour starts	PM	15:00	741	336	405
Speeds: (km/h)		85 <sup>th</sup> Percentile	43.1	43.9	42.0
		Average	36.7	37.5	35.9
		8:00 85 <sup>th</sup> Percentile	31.2	38.4	38.1
		15:00 85 <sup>th</sup> Percentile	39.5	38.7	39.1
Speed %:		% of vehicles > 50 km/h	1.69%	1.99%	1.40%
		% of vehicles > 60 km/h	0.15%	0.17%	0.13%
Classification %:		Light Vehicles up to 5.5m	90.76%	91.80%	89.73%

Table 1. Analysis of Traffic Count Data for Western Count

Cowper Street (Between Hodgson St and Crossing)			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	8,517	4,149	4,368
		7 Day Average	8,467	4,163	4,304
		7 Day Average > 60 km/h	8	5	3
Weekday	AM	08:00	745	272	473
Peak hour starts	PM	15:00	699	317	383
Speeds: (km/h)		85 <sup>th</sup> Percentile	40.4	39.3	41.2
		Average	32.2	30.9	33.6
		8:00 85 <sup>th</sup> Percentile	35.2	33.8	34.3
		15:00 85 <sup>th</sup> Percentile	35.2	35.5	35.3
Speed %:		% of vehicles > 50 km/h	1.03%	1.07%	0.99%
		% of vehicles > 60 km/h	0.09%	0.11%	0.08%
Classification %:		Light Vehicles up to 5.5m	92.76%	92.08%	93.41%

Table 2. Analysis of Traffic Count Data for Eastern Count

The traffic surveys undertaken on 13 March 2025 indicated that the speed of motorists travelling along Cowper Street on both approach and departure are typical for such a street. The weekday average 85<sup>th</sup> percentile speed at both 8:00AM and 3:00PM are considerably lower than the signposted school zone speed of 40km/hr. At this stage it is not appropriate to consider speed enforcement or traffic calming solutions at this location.

### Resourcing Strategy implications

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

**Discussion:** Mr Sritharan (TfNSW) sought clarification on some aspects of the report. This was provided by Mr Lehmann.

### Recommendation

That:

1. The proposed upgrades to the pedestrian / school crossing in Cowper Street, Frances Street and in The Avenue (as detailed within the report) be implemented.
2. Affected residents be informed of the proposed upgrades.
3. The results of the recent traffic surveys for Cowper Street, Randwick, are noted.

## TC46/25 Traffic Committee Report - Randwick Resident Parking Scheme, Area RA4 (C) (F2023/00210)

### Background

As part of its regular review of the Resident Parking Scheme (RPS), and as a result of a number of enquiries from residents, the operation of the resident parking scheme in the northeast Randwick area has been examined.

The Council surveyed the residents within the RA4 resident parking area (see Figure 1 below) in November 2024 as part of a regular review to ascertain if there is community support for introduction / expansion of the RPS into their area. Residents received a letter informing them about the survey and 118 responses to the survey were received.

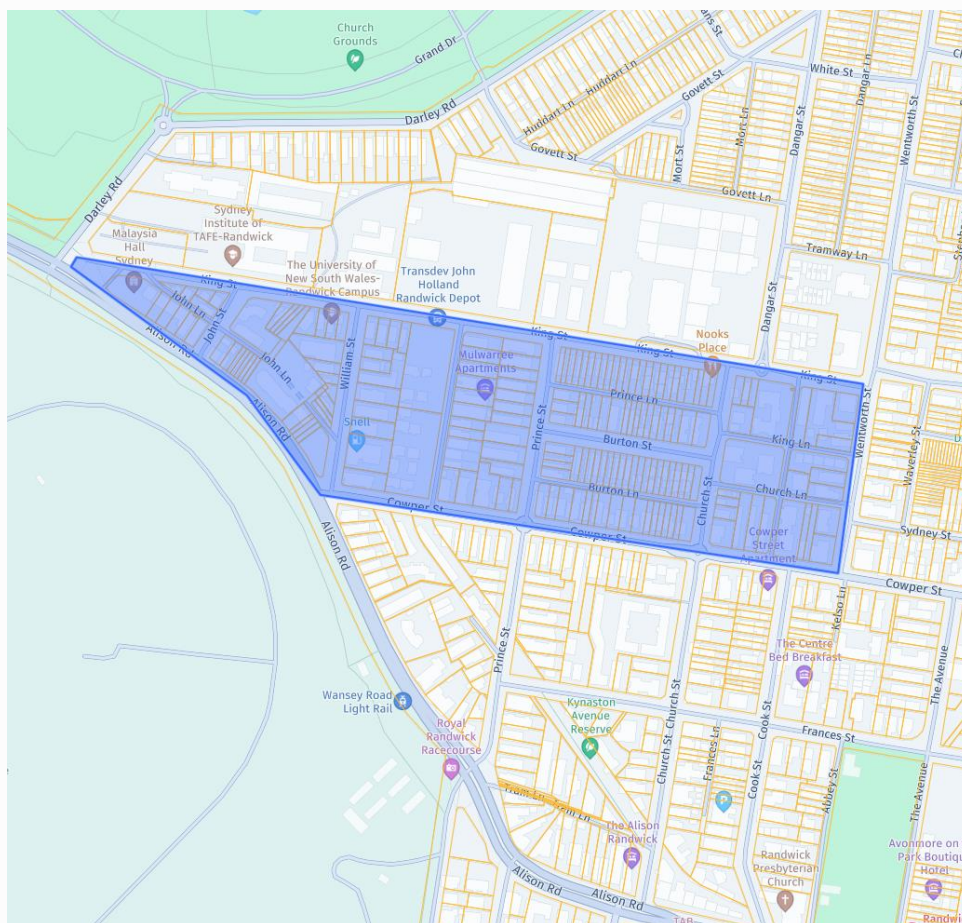


Figure 1: Extent of RA4 Resident Parking Area

### About the survey

In November 2024, the Council distributed letters to 1173 residents in the RA4 Area, inviting residents to participate in the Council's online survey. Some 118 local residents responded (a 10.06% response rate).

### Survey Findings

The following data relates to the 118 responses from residents of the proposed area.

#### 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? (Please include company vehicles that are usually brought home)	Base	118 (100.0%)
	None	3 (2.5%)
	One	68 (57.6%)
	Two	34 (28.8%)
	Three	9 (7.6%)
	Four or More	4 (3.4%)

Most households responding to the survey have one (57.6%) or two (28.8%) vehicles. Only 11% of the responding households have 3 or more vehicles and 2.5% have none.

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	118 (100.0%)
	None	48 (40.7%)
	One	62 (52.5%)
	Two	8 (6.8%)
	Three	0 (0.0%)
	Four or More	0 (0.0%)

## 2. On Street Parking Access

All respondents with vehicles were asked about their experiences accessing on street parking. 14% of respondents claimed that they never experienced problem accessing on street parking, and a 66% said that they did experience problems both day and night. Where 5% of respondents claimed to experience problems finding on street parking near their residence during daytime only and 14.4% during the night time.

When, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	118 (100.0%)
	Never	17 (14.4%)
	Day only	6 (5.1%)
	Night only	17 (14.4%)
	Both Day & Night	78 (66.1%)

Overall, 34.7% of respondents were NOT in favour of the proposed implementation of the resident parking scheme, compared with 50.8% respondents were in favour of the scheme.

After reading the Resident Parking Scheme Fact Sheet and map that came with the survey, do you support an introduction/extension of the Resident Parking Scheme to your area?	Base	118 (100.0%)
	Yes	60 (50.8%)
	No	41 (34.7%)
	Don't Know	17 (14.4%)

The results of the individual streets' voting are detailed in the following table.

Street-by-Street Results of RA8 Resident Parking Survey (July 2024)			
Street	Voting		
	No	Yes	Undecided
Prince Street	7 (29.2%)	15 (62.5%)	2 (8.3%)
King Street	9 (60%)	3 (20%)	3 (20%)
Burton Street	6 (40%)	9 (60%)	0 (0%)
Church Street	2 (40%)	2 (40%)	1 (20%)
Cowper Street	3 (17.6%)	11 (64.8%)	3 (17.6%)
Alison Road	0 (0%)	8 (80%)	2 (20%)
Wentworth Street	7 (63.6%)	4 (36.4%)	0 (0.0%)



<b>William Street</b>	5 (38.4%)	4 (30.8%)	4 (30.8%)
<b>Mulwarree Ave</b>	2 (28.6%)	3 (42.8%)	2 (28.6%)
<b>John Street</b>	0 (0%)	1 (100%)	0 (0%)

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

<b>Street-by-Street Results of RA8 Resident Parking Survey (July 2024)</b>			
<b>Street</b>	<b>Voting</b>		
	<b>No</b>	<b>Yes</b>	<b>Recommendation</b>
<b>Prince Street</b>	7 (29.2%)	15 (62.5%)	No changes are recommended for these streets. See explanation below.
<b>King Street</b>	9 (60%)	3 (20%)	
<b>Burton Street</b>	6 (40%)	9 (60%)	
<b>Church Street</b>	2 (40%)	2 (40%)	
<b>Cowper Street</b>	3 (17.6%)	11 (64.8%)	
<b>Alison Road</b>	0 (0%)	8 (80%)	
<b>Wentworth Street</b>	7 (63.6%)	4 (36.4%)	
<b>William Street</b>	5 (38.4%)	4 (30.8%)	
<b>Mulwarree Ave</b>	2 (28.6%)	3 (42.8%)	
<b>John Street</b>	0 (0%)	1 (100%)	

Based on the above table, further justification on Council recommendation:

**Prince Street:**

No changes were recommended for Prince Street as there is no space available for extension. The additional permit holders can be accommodated in nearby RPS areas, such as parking on King Street, mainly west of Prince Street.

**King Street:**

Although the existing number of resident parking spaces are greater than the number of permits issued, however, we investigated the section between Barden Lane and Church Street and determined that there are no nearby resident parking spaces. Therefore, it was proposed to install one resident parking space on the southern side of King Street, in front of 109 King Street, Randwick.

**Burton Street:**

No changes were proposed as our investigation determined that on-street resident parking spaces are sufficient to cater for the existing demand for permit holders.

**Church Street:**

No action was taken as the survey results showed that the majority of residents were not in favor of the Resident Parking Scheme on Church Street.

**Cowper Street:**

No changes were proposed as our investigation determined that on-street resident parking spaces are sufficient to cater to the existing demand for permits holders.

**Alison Road:**

No changes were proposed as this is a state road, however, eligible parking holders on Alison Road are able to park on nearby streets such as William Street and John Street.

**Wentworth Street:**

No action is required as the survey results showed that the majority of the residents were not in favour of the Resident Parking Scheme on Wentworth Street.

**William Street:**

No action is required as the survey results showed that the majority of residents were not in favor of the Resident Parking Scheme on William Street.

**Mulwarree Avenue**

No changes were proposed as our investigation determined that on-street resident parking spaces are sufficient to cater to the existing demand for parking spaces.

**John Street:**

No changes were proposed as our investigation determined that on-street resident parking spaces are sufficient to cater to the existing demand for permit holders.

Proposed Change to parking arrangement in King Street between Barden Lane and Church Street as per figure below:

**Resourcing Strategy implications**

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

**Discussion: NIL****Recommendation**

That:

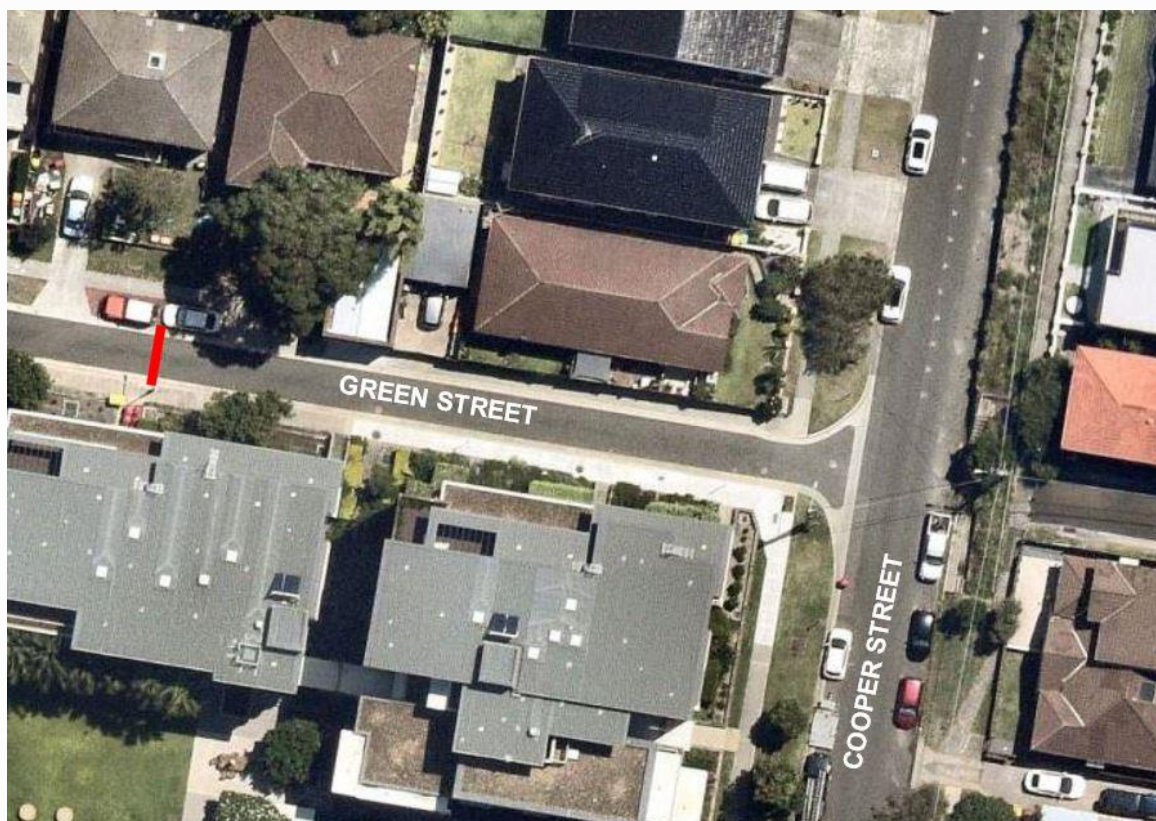
1. Install one resident parking space "2P, 8:00am-8:00pm, Mon-Sat, Permits Holders Excepted, Area RA4" on the southern side of King Street at the frontage of 109 King Street, Randwick.
2. The affected resident be notified about the change.
3. The RPS area RA4 not be surveyed again until February 2029 unless significant parking changes occur in the area.

**TC47/25 Traffic Committee Report - Green Street, Maroubra (M) (F2004/07227)**

Concerns have been raised by a local resident regarding apparent incidences of vehicles travelling the wrong way along Green Street, in Maroubra.

Green Street is a one-way road legally only allowing for movements in a westbound direction. It is approximately 4m wide, with parking bays permitted within marked bays along the roadway. Green Street runs from east to west between Cooper Street in the east and Anzac Parade in the west.

Traffic counts were undertaken from 6 March 2025 for a seven-day period to determine the extent of the 'wrong way' issue and whether additional measures were appropriate to mitigate instances of vehicles travelling the wrong way along Green Street. The counts were installed near to no.64 Green Street, at the location shown in the following image.



**Fig 1: Traffic Survey Locations**

Green Street, - in front of 64 Green Street			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)	Weekdays Average		167	0	167
	7 Day Average		156	0	156
Weekday	AM	8:00	19	0	19
Peak hour starts	PM	15:00	24	0	24
Speeds: (Km/h)	85th Percentile		36.3	33.7	36.3
	Average		29	0	24
Speed %:	% of vehicles > 50 km/h		0.54%	-	0.37%
	% of vehicles > 60 km/h		0.09%	-	0.09%
Classification % :	Commercial Vehicles (class 3-12)%		4%	-	4%

**Table 1: Analysis of Traffic Count data – Green Street, Maroubra**

The traffic count data recorded no vehicles travelling in the wrong direction along the one-way street over the 7 day survey period.

Whilst there are likely to be the rare occasional vehicle travelling the wrong way along Green Street, the evidence suggests that such manoeuvres are not common. Accordingly, no additional traffic control measures are recommended at this time. However, Eastern Beaches Police have been requested to consider occasional monitoring of traffic flow along Green Street to ascertain if there are motorists travelling the wrong way along the street.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That the resident raising concerns about this matter be informed of the results of the survey and of the outcomes from the Traffic Committee meeting.

#### **TC48/25 Traffic Committee Report - Houston Lane, Kingsford (H) (F2023/07866)**

A resident of 39-41 Borrodale Road has received approval for a development application that requires a work zone. This work zone will result in the temporary relocation of an existing Mobility Impaired Person's Parking Space (MIPPS) from Borrodale Road (south kerb side) to Houston Lane, south of Borrodale Road (see figures 1 and 3).

As a result of this proposal, the existing carshare space (see figure 2) will need to be shifted two spaces / bays eastward on Houston Lane (see figure 3).

Under AS2890.6, an accessible parking space must typically provide an adjacent 'shared' space to accommodate persons entering or alighting from a vehicle. Since this is a temporary relocation, it is proposed to create a 'shared' space by restricting the adjacent bay to the proposed MIPPS location with a 'No Stopping' sign (see figure 3 below).

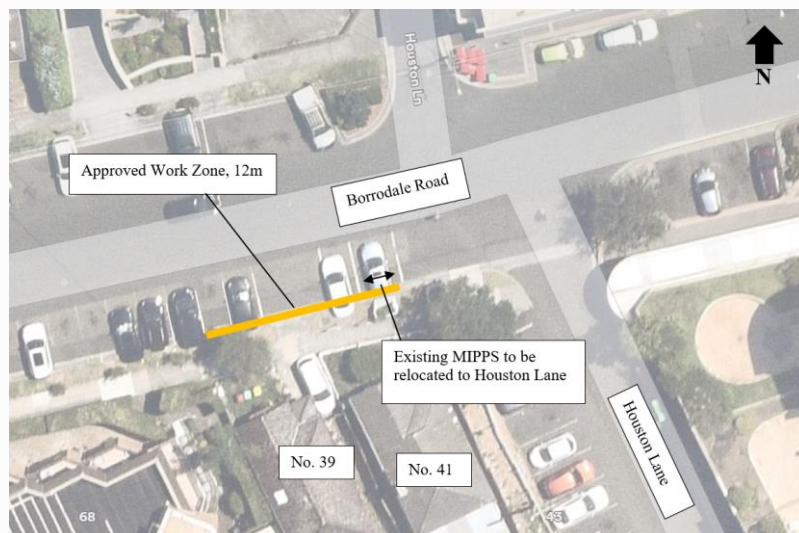


Figure 1: Existing MIPPS adjacent to property no. 41 Borrodale Road, Kingsford



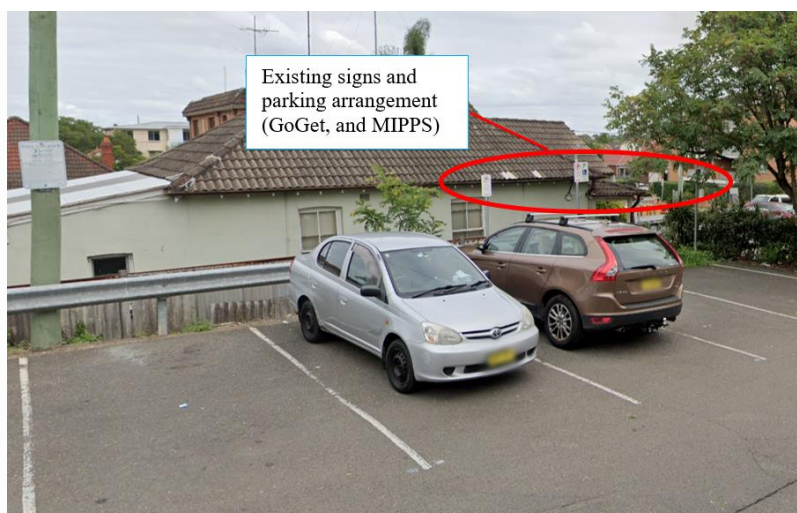


Figure 2: Existing parking arrangement in Houston Lane

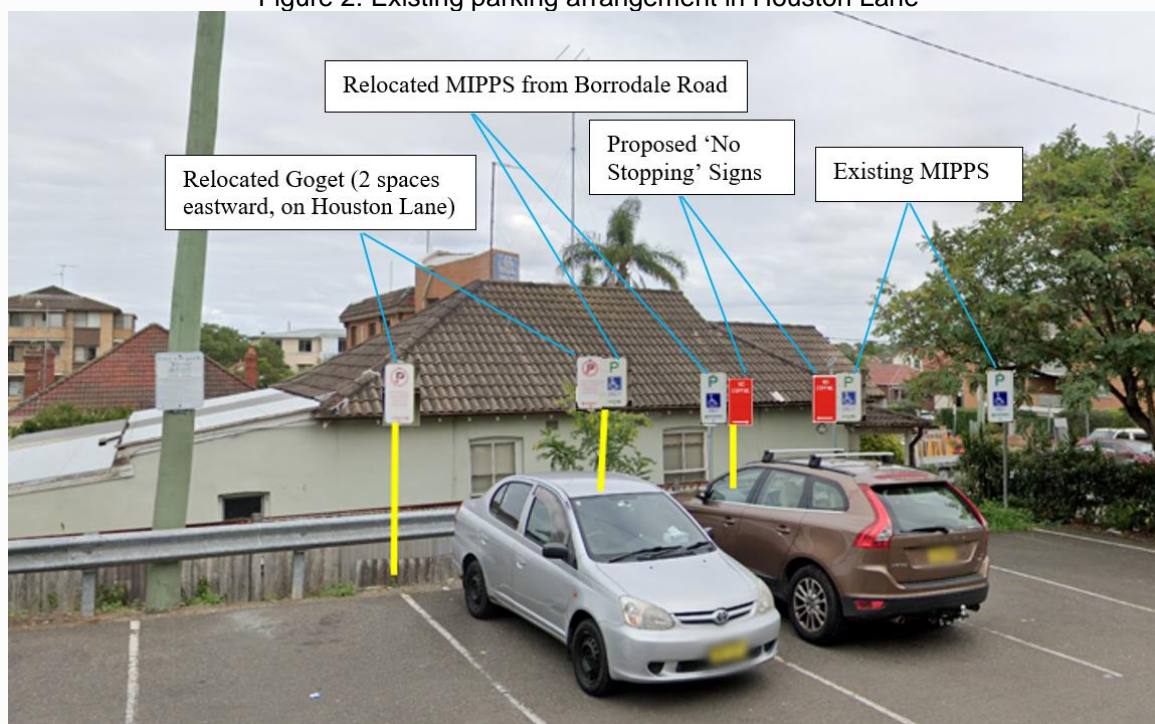


Figure 3: Proposed signage installation in Houston Lane

### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

That:

1. The existing Mobility Impaired Person's Parking (MIPPS) zone outside no. 41 Borrodale Road, Kingsford, be relocated to Houston Lane as per the arrangement shown in Fig.3.
2. The proposed 'No Stopping' signage in Houston Lane, Kingsford, be installed also as per Fig. 3
3. The existing carshare space in Houston Lane, Kingsford, be relocated 2 spaces eastwards as per Fig. 3.

**TC49/25 Traffic Committee Report - Kennedy Street, Kingsford (H) (F2025/02312)**

Concerns have been raised about possible speeding along Kennedy Street, between Middle Street and Meeks Street, in Kingsford has expressed concerns regarding road safety and instances of vehicles speeding through the street.

Kennedy Street is a two-way local road, measuring 9.5m in width at the area of concern. It extends north to south from Rainbow Street in the south to Barker Street in the north. Traffic counts were conducted over a seven-day period, commencing on 11 March 2025, to assess the extent of the speeding issue. The counts were installed at the frontages of No. 21 Kennedy Street, as illustrated in the image below.



Figure 1: Traffic Survey Location

Kennedy Street, Kingsford (between Middle Street and Meeks Street)			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	3924	2288	1636
		7 Day Average	3496	2043	1452
Weekday	AM	08:00	445	364	81
Peak hour starts	PM	17:00	304	132	172
Speeds: (km/h)		85 <sup>th</sup> Percentile	43.3	43.7	42.8
		Average	35.8	36.1	35.4
Speed %:		% of vehicles > 50 km/h	2.34%	2.64%	1.9%
		% of vehicles > 60 km/h	0.14%	0.15%	0.14%
Classification %:		Light Vehicles up to 5.5m	95%	96%	94%

The traffic survey undertaken on 11 March 2025 indicate that the speed of motorists travelling along Kennedy Street are typical for such a location. At this stage no action is deemed necessary, at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL



**Recommendation**

That:

1. For the reasons given, no action be undertaken, at this time.
2. The resident be notified about the outcome of the meeting.

## TC50/25 Traffic Committee Report - Kingsford Resident Parking Scheme, Area KF1 (H) (F2023/00211)

As part of its regular review of the Resident Parking Scheme (RPS), the operation of the Scheme in the KF1 area has been investigated. This investigation included extensive consultation with the residents of the KF1 area.

A map showing the extent of the KF1 area is provided below:



Figure 1: KF1 Map

### About the Survey

In December 2024, Council delivered resident parking survey notification letters to each individual residential property within the Resident Parking area known as KF1. 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 2245 notifications distributed, there were 328 web-survey visits, of which, 162 residents responded to the survey. The following data shows the results of the 156 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	156	100%
	None	12	7.7%
	One	68	43.6%
	Two	57	36.5%
	Three	15	9.6%
	Four or more	4	2.6%

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	156	100%
	None	37	23.7%
	One	89	57.1%
	Two	21	13.5%
	Three	0	0.0%
	Four or more	8	5.1%

The number of no-car households is almost negligible, at 7.7%, 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 (70.6%) vehicles.

Comparing the total number of owned cars, to the number of off-street parking spaces results in an approximate ratio of 1.2 cars to every off-street space (1.2:1).

#### 2. On-street Parking Access:

All respondents with vehicles were asked about their experiences accessing on street parking. 17.9% of respondents claimed that they never experienced problem accessing on street parking, and 48.7% 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	156	100%
	Never	28	17.9%
	Day	50	32.1%
	Night	2	1.3%
	Day & Night	76	48.7%

#### 3. Support for the Scheme:

Overall, 60.3% of respondents were in favour of the proposed implementation / expansion of the resident parking scheme, compared with 22.4% who were in NOT favour of the scheme. 17.3% were unsure.

It was noted that geographically, those not in favour of expanding RPS tended to be located towards the southern end of KF1, whilst those in favour tended more towards the centre, northern end and western 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	156	100%
	Yes	94	60.3%
	No	35	22.4%
	Don't Know / Undecided	27	17.3%

### 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.).

Street-by-Street Results of Area KF1 Resident Parking Survey (December 2024 – January 2025)						
Street	Voting			No. of existing resident parking spaces	No. of existing permits	Recommendation
	Undecided	No	Yes			
<b>Anzac Parade</b>	0 (0.0%)	0 (0.0%)	3 (1.9%)	0	4	No Change – State road – Permit holders may utilise nearby streets.
<b>Barker Street</b>	1 (0.6%)	5 (3.2%)	9 (5.8%)	41	11	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Botany Street</b>	2 (1.3%)	2 (1.3%)	9 (5.8%)	34	11	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Forsyth Street</b>	3 (1.9%)	4 (2.6%)	9 (5.8%)	14	6	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Harbourne Road</b>	3 (1.9%)	1 (0.6%)	9 (5.8%)	79	19	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Kennedy Lane</b>	1 (0.6%)	0 (0.0%)	1 (0.6%)	0	0	No change.
<b>Kennedy Street</b>	0 (0.0%)	5 (3.2%)	7 (4.5%)	24	5	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Meeks Street</b>	5 (3.2%)	6 (3.8%)	16 (10.3%)	62	24	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Middle Street</b>	3 (1.9%)	3 (1.9%)	8 (5.1%)	43	10	No Change – As number of resident parking spaces exceed the number of permits issued.

<b>Norton Street</b>	4 (2.6%)	1 (0.6%)	5 (3.2%)	6	2	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>Rainbow Street</b>	3 (1.9%)	6 (3.8%)	8 (5.1%)	0	2	No Change – State road – Permit holders may utilise nearby streets.
<b>Willis Street</b>	2 (1.3%)	2 (1.3%)	10 (6.4%)	32	14	No Change – As number of resident parking spaces exceed the number of permits issued.
<b>TOTAL</b>	<b>27 (17.3%)</b>	<b>35 (22.4%)</b>	<b>94 (60.3%)</b>	<b>238</b>	<b>207</b>	

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

1. **Anzac Parade** – State road – permit holders may utilise nearby streets;
2. **Barker Street, Botany Street, Forsyth Street, Harbourne Road, Kennedy Street, Meeks Street, Middle Street, Norton Street and Willis Street** – There are currently more resident parking spaces available in each of these streets than the number of permits issued; and
3. **Kennedy Lane** – No changes were recommended, as there are no spaces available for extension near the eligible resident who supported the scheme.
4. **Rainbow Street** – State road – permit holders may utilise nearby streets.

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

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

1. Given the results of the Resident Parking Survey, no additional resident parking spaces be installed in Area KF1, as there are sufficient resident parking zones available; and
2. A review of the KF1 area is not conducted again until 2028, unless there are significant changes to parking conditions in this area.



**TC51/25 Traffic Committee Report - Norton Street, Kingsford (H) (F2004/07231)**

A resident of Norton Street, Kingsford, between Botany Street and Kennedy Street, has expressed concerns regarding road safety and the volume of vehicles travelling along the street.

Norton Street is a two-way local road, measuring 9.2m in width at the area of concern. It extends east to west from Botany Street to Kennedy Street. Traffic counts were conducted over a seven-day period, commencing on 11 March 2025, to assess the extent of any speeding issues. The counts were installed adjacent to the frontage of No. 30 Norton Street, as illustrated in the image below.

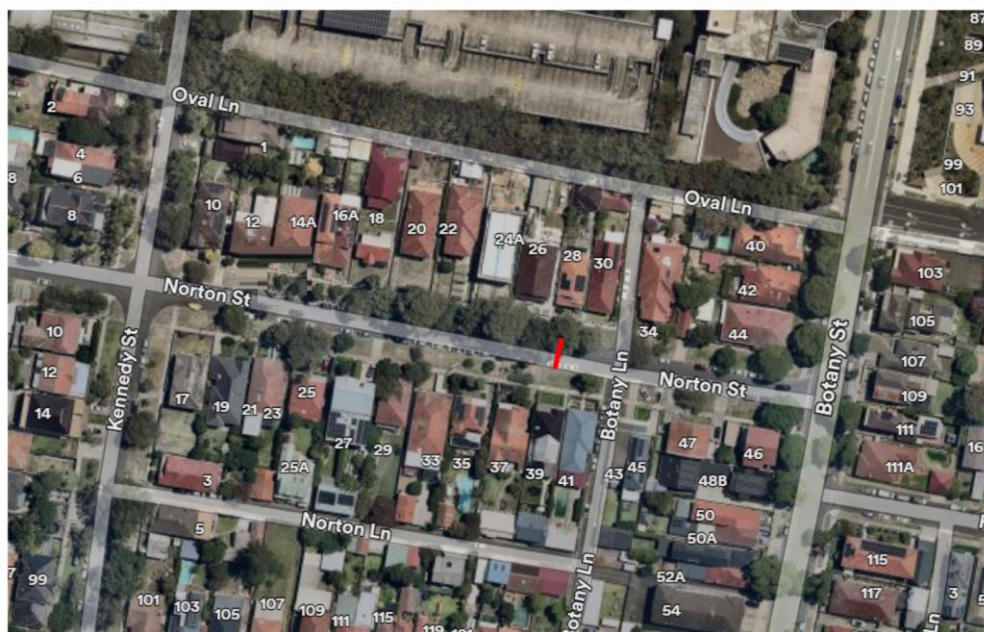


Figure 1: Traffic Survey Location

Figure 1: Traffic Survey Location

Norton Street, Kingsford (between Botany Street and Kennedy Street)			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2467	1136	1331
		7 Day Average	2104	962	1142
Weekday	AM	08:00	301	224	77
Peak hour starts	PM	16:00	253	74	179
Speeds: (km/h)		85 <sup>th</sup> Percentile	42.5	43.2	41.8
		Average	32.5	33.4	31.7
Speed %:		% of vehicles > 50 km/h	2.23%	2.8%	1.75%
		% of vehicles > 60 km/h	0.237%	0.207%	0.175%
Classification %:		Light Vehicles up to 5.5m	98.5%	98%	99%

From the above data, it shows that the average daily traffic volume is 2,104 vehicles/day which is conventional for an urban setting such as this. The 85<sup>th</sup> percentile speeds for both eastbound and westbound are also typical and deemed acceptable.

Therefore, no action is proposed, at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.



**Discussion: NIL****Recommendation**

That:

1. As the recent Norton Street traffic volume and speed data outcomes are typical for such an urban setting, no action be undertaken at this time, and
2. The resident who raised the concerns be notified about the outcome of this meeting

**TC52/25 Traffic Committee Report - Knowles Avenue, Matraville (M) (F2025/02312)**

A resident of Knowles Avenue, Matraville, between Pozieres Avenue and Menin Road, has expressed concerns regarding road safety and instances of vehicles speeding through the street.

Knowles Avenue is a two-way local road, measuring 10.15m in width at the area of concern. It extends north to south from Menin Road in the south to Pozieres Avenue in the north. Traffic counts were conducted over a seven-day period, commencing on 11 March 2025, to assess the extent of the speeding issue. The counts were installed at the frontages of No. 24 Knowles Avenue, as illustrated in the image below.

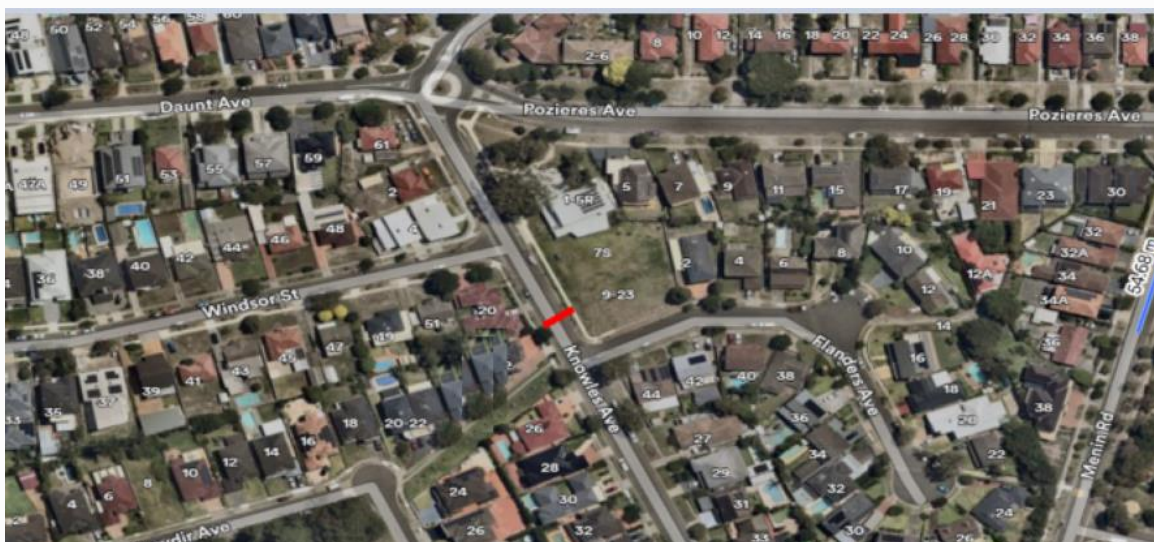


Figure 1: Traffic Survey Location

Knowles Avenue, Matraville (between Menin Road and Pozieres Avenue)			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2233	1109	1125
		7 Day Average	2124	1058	1067
Weekday	AM	08:00	245	151	94
Peak hour starts	PM	15:00	235	106	129
Speeds: (km/h)		85 <sup>th</sup> Percentile	54.7	55.8	53.1
		Average	45.8	46.8	44.7
Speed %:		% of vehicles > 50 km/h	30%	35%	25%
		% of vehicles > 60 km/h	4.5%	6%	2.9%
Classification %:		Light Vehicles up to 5.5m	95%	95%	95%

From the above data it shows that the 85 percentile speeds for both the northbound and southbound are 55.8km/h and 54.7km/h respectively which is significant. In addition, the data shows that 30% of motorists are travelling over 50 km/h. Accordingly, it is recommended that the traffic count data be referred to the local Highway Patrol for consideration of speed enforcement.

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

### **Discussion: NIL**

### **Recommendation**

That:

1. The traffic count data be forwarded to the local Highway Patrol for consideration of speed enforcement.
2. The resident be notified about the outcome of the meeting

**TC53/25 Traffic Committee Report - Kyogle Street, Maroubra (M) (F2025/02312)**

A resident of Kyogle Street, Maroubra, between Fitzgerald Avenue and Glenugie Street, has expressed concerns regarding road safety and instances of vehicles speeding through the street.

Kyogle Street is a two-way local road, measuring 9.5m in width at the area of concern. It extends east to west from Fitzgerald Avenue in the west to Glenugie Street in the east. Traffic counts were conducted over a seven-day period, commencing on 13 March 2025, to assess the extent of the speeding issue. The counts were installed at the frontages of No. 47 Kyogle Street, as illustrated in the image below.

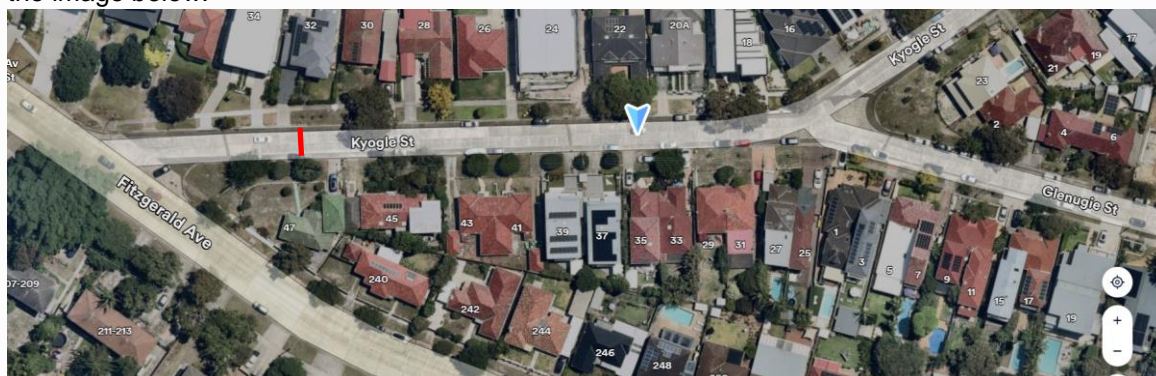


Figure 1: Traffic Survey Location

Kyogle Street, Maroubra (between Fitzgerald Avenue and Glenugie Street)			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	490	301	189
		7 Day Average	504	311	193
Weekday	AM	08:00	58	61	18
Peak hour starts	PM	17:00	66	47	19
Speeds: (km/h)		85 <sup>th</sup> Percentile	44.1	45.5	41.6
		Average	35.7	37.1	33.5
Speed %:		% of vehicles > 50 km/h	3.76%	5.1%	1.56%
		% of vehicles > 60 km/h	0.19%	0.32%	0%
Classification %:		Light Vehicles up to 5.5m	94%	96%	92%

Fig 1: Traffic survey location

From the above data it shows that both the volume and the speeds are typical of such streets in an urban setting. Therefore, no action is deemed necessary at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

- Given that the data gathered from recent traffic counts indicates that the speed profile in Kyogle Street is typical of such streets in an urban setting, no action is deemed necessary at this time.
- The resident who raised concern regarding the matter be notified about the outcome of the meeting.

**TC54/25      Traffic Committee Report - Maroubra Road, Maroubra - Speeding Concerns (M)**  
**(F2006/00101)**

Residents of Maroubra Road, Maroubra, between Garden Street and Mons Avenue, have expressed concerns regarding road safety and instances of vehicles speeding through the street.

Maroubra Road is a four-lane, two-way road, measuring 9.5m wide in the westbound direction, the area of concern. It extends from east to west from Bunnerong Road in the west to Marine Parade in the east. Traffic counts were conducted over a seven-day period, commencing on 17 February 2025, to assess the extent of the speeding issue. The count was installed at the frontage of No. 259-261 and 263 Maroubra Road, as illustrated in the image below.

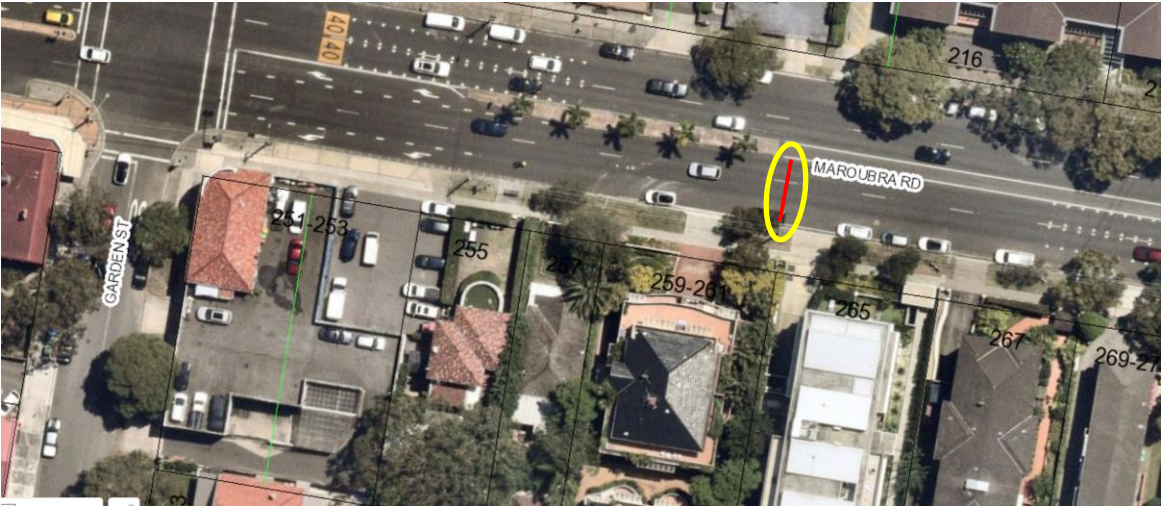


Figure 1: Traffic Survey Location

Maroubra Road, Maroubra (between Garden Street and Mons Avenue)			Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	8,122
		7 Day Average	8,142
		7 Day Average > 60 km/h	112
Weekday	AM	08:00	730
Peak hour starts	PM	15:00	609
Speeds: (km/h)		85 <sup>th</sup> Percentile	51.2
		Average	43.3
Speed %:		% of vehicles > 50 km/h	19.53%
		% of vehicles > 60 km/h	1.38%
Classification %:		Light Vehicles up to 5.5m	91.15%

Table 1: Analysis of Traffic Count data

The traffic survey undertaken on 17 February 2025 indicated that the 85th percentile speed of motorists travelling along Maroubra Road are just above the default speed limit of 50km/hr. At this stage it is considered appropriate to request the Police to consider speed enforcement along the street. Note that it is proposed, as a component of the Maroubra Road Corridor Study, that a roundabout be installed at the Maroubra Road/Cooper Street/Mons Avenue intersection. Installation of this roundabout will reduce the through traffic speeds through the intersection, and nearby.



**Resourcing Strategy implications**

There are no financial implications arising from this report.

**Discussion: NIL****Recommendation**

That:

1. The results of the traffic surveys for Maroubra Road, Maroubra, undertaken in February 2025, are noted;
2. A request be submitted to the Police for them to consider speed enforcement along Maroubra Road; and
3. The residents raising concerns about this matter be informed of the results.

## TC55/25 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 (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
<b>INSTALLATION</b>						
1.	Wassell Street, Chifley (M)	E	15	31 Wassell Street	Unrestricted	WZ/6/2025 & D05641325 – DA & EF (AD)
2.	Cliffbrook Parade, CLOVELLY (C)	W	5	11 Tower Street, Clovelly NSW 2031	Unrestricted	WZ/3/2025 & SR725281 – EF & RM (AD) Works Zone is for no.2 Cliffbrook Parade.
3.	Boyce Road, Maroubra (M)	N	12	122 Boyce Road, Maroubra	Unrestricted	WZ/5/2025 – EF & AB
4.	Borrodale Road (H)	S	16	41 Borrodale road, Kingsford	MIPPS will be temporary relocated into Houston Lane	WZ/4/2025 (work zone extension for 2.5m) previous approval refer to March item TC37/25 EF & AB. See minor April minor items for additional sign changes related to this work zone ref: D05668077
<b>REMOVAL</b>						
5.	Todman Avenue, Kensington (H)	S	26	157 Todman Avenue	1/4P, 7AM-9am, Mon-Fri,	LA/376/2022 - DA & EF (AD) D05642644-WZ removal work instruction
6.	Brook Street, Coogee (C)	W	12	160 Brook Street	unrestricted	LA/1183/2021, D05634679-DA & EF (AD)
7.	Carrington Road, RANDWICK (C)	w	12	146 Carrington Road, Randwick NSW 2031	Unrestricted	LA/2454/2021 & SR728498 – EF & RM (AD)
8.	Brook Street, Coogee (C)	W	12	158 Brook Street	Unrestricted	LA/984/2022, D05653825 – DV & EF (AD)
9.	Blenheim Street, Randwick (R)	N	15	19 Blenheim Street, Randwick	2P Permit Holders Excepted	WZ/2/2025 D05668107- AB (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.



**TC56/25 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.	McNair Avenue, KINGSFORD (H) D05633832 - DA (AD)	Install 8.2m "No Parking" restrictions on the northern side of McNair Avenue starting at the western property boundary of 2 McNair Avenue and continue 8.2m westerly.	Parked cars block off-street parking access to 221 Botany Street, Kingsford.
2.	Haig Street, MAROUBRA (M) DA(AD)	Extend the current "1P, 8:30am-6:00pm, Mon-Sat" section located on the north side of Haig Street, east of Anzac Parade, Maroubra, by an additional parking, up to the ELP MA05866	The business located at this corner requested for an addition parking to cater the demand of the customers.
3.	Metcalfe Street, MAROUBRA (M) (SR721267-RM) (AD)	Install "Park in Bays Only" signs along Metcalfe Street between Garden Street and Flower Street.	To prevent motorist from parking incorrectly and obstructing travel lanes when double parked.
4.	Beauchamp Road, MAROUBRA (M) (SR729787 & D05630052 – RM) (AD)	Install a 7.5m long "P35 Minutes" parking restriction on the northern side of Beauchamp Road, at the frontage of no.392 Beauchamp Road, Matraville NSW 2035.	To ensure frequent turnovers from public and to allow MPS permit holders, such as the resident of no.392 Beauchamp Road to park all day. <i>*(pending submission of appropriate medical certificate)</i>
5.	Norton Street, KINGSFORD (H) (SR729794-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) from the frontage of no.15 Norton Street.	No record of original permit holder – need to confirm MIPPS is still required.
6.	Rainbow Lane, RANDWICK (C) (SR726606-RM) (AD)	Reduce existing 67m No Parking zone on the western side of Rainbow Lane by 5m south.	To allow the construction of an imminent driveway for no.301 Avoca Street.
7.	Royal Street, MAROUBRA (M) (SR723412 – DV) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) from the frontage of no. 44 Royal Street.	Unable to contact original permit holder to confirm MIPPS is still required.
8.	King Street, RANDWICK (C) (SR716368 – DV) (AD)	Install 5.5m "2P 8AM-8PM, Mon-Fri, Permit Holders Excepted, Area RA11" restriction on the southern side of King Street, beginning 10m west of Prince Street, extending 5.5m westerly.	To better accommodate Resident Parking demand given recent endorsement of a P35 Minute zone near this location.
9.	Victoria Lane, Malabar (M) – (D05308356 – DV) (AD)	Install 6m No Parking Zone on the eastern side of Victoria Lane, across from the rear driveway of No.45 Prince Edward Street.	To allow the resident of No. 45 Prince Edward Street to access and egress from their driveway in Victoria 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.

## TC57/25 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.	Grose Street	Little Bay	N	10	E and W	Abbe Receveur PI	SR 728341 – RK
2.	Abbe Receveur Place	Little Bay	E and W	10	N	Grose Street	SR 728341 - RK

(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.

## TC58/25 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	<b>Preparation of an Active Transport Strategy</b>	Get NSW Active Program 2022/23	\$140,000	This report was finalised and reported to the Council on 12 December 2024. <b>COMPLETED</b>
P.0079384 (D04733866) Due June 2025	<b>Anzac Parade Paths Project (APPP)</b>  (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.)	Get NSW Active Program 2022/23	50/50 Funding  - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Traffic signal modelling progressing. Early paths orientation being planned.
P.0079383 (D04730658)	<b>Bundock Street &amp; Sturt Street Project</b>  (Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)	Get NSW Active Program 2022/23	\$474,580	95% design works almost completed.
GFR-700 (D04977994)	<b>South Coogee to Kingsford Walking &amp; Cycling Improvements Project</b>  (Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)	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)	<b>Randwick to Coogee Active Transport Project: Design Funding</b> <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 / D05200909)	<b>Maroubra Road Walking Improvements Project –</b> <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)	<b>Todman Avenue and Lenthall Street Walking &amp; Cycling Improvements Project</b> <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Design consultants have progressed well with early concept designs.
P.0085255 (D05071792)	<b>Perouse Road &amp; St Pauls Street, Randwick</b>  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	<b>Little Bay Rd / Bunnerong Rd, Little Bay</b> - 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	<b>Maroubra Road &amp; Flower Street, Maroubra</b> 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	A 'Request for Quotation' will be released early April seeking suitable consultants to undertake land survey, detailed design, road safety audit and cost estimates for this project.
P.0092228 D05357251 Due June 2026	<b>Franklin Street, 90m west of Anzac Parade, Malabar.</b>  Conversion of existing refuge island to a raised pedestrian crossing.	Active Transport to School / Get NSW Active program.	\$263,397	Project withdrawn given road safety concerns about a zebra crossing located in a 60km/h zone.



	<b>Malabar Road, Maroubra 60m north of Duncan Street</b>  Conversion of existing Pedestrian crossing to a raised pedestrian crossing.			Land and engineering survey procured.
P.0092229 D05357344 Due June 2026	<b>Paine Reserve, Randwick – North / south Shared Path</b>  Targeted completion date January 2025	Active Transport to School / Get NSW Active program.	\$231,000	Construction completed <b>COMPLETED</b>
Project 7935 D05453108 Due June 2027	<b>Anzac Parade at Franklin Street (southern intersections), Matraville</b> – Installation of traffic control signals without filter right turns	Towards Zero Safer Roads Program	\$4,743,650	Design was mostly completed previously. Services relocation / construction being designed currently. Contractual requirements reviewed internally.
Project 9131 D05453119 Due June 2027	<b>Kensington South</b> - 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 on consultation proposed for April Council meeting.

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

### TC59/25 Reports for Next Meeting (All)

Mr Ryan raised some matters which it was agreed would be reported upon at the next Traffic Committee meeting:

- A pedestrian facility across Prouse Road, just north of St Pauls Street, Randwick
- Mobility parking allocation at the Council's administration building, in Frances Street, Randwick.

Councillor Martin also sought reintroduction of parking bay lines on the western side of Canberra Street, just south of Oberon Street (outside the grocery store). It was agreed that this matter also be investigated and reported upon at the next meeting.

### Recommendation

That the three matters mentioned in this report be reported upon at the May 2025 Traffic Committee meeting.

**Urgent Matters OR Matters for Future Investigation**

The meeting closed at 9:46am.

