
Traffic Committee Meeting

Tuesday 10 June 2025



TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the a Traffic Committee
will be held online via Microsoft Teams on
Tuesday, 10 June 2025 9:30 am

Any members of the community, wishing to make representations regarding a matter listed within the Traffic Committee Agenda, must email the Council (council@randwick.nsw.gov.au) at least 24 hours prior to the meeting. Details on how to join the meeting would then be provided. Additionally, if a prospective participant wished to make a PowerPoint (or similar) presentation to the Committee, such presentation must be emailed to the Council at least 24 hours prior to the meeting.

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 attend and 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.

Randwick Traffic Committee is a Committee of Randwick City Council. Accordingly, all participants are expected to comply with the Council's Code of Conduct. Details of the Code of Conduct can be accessed by [CLICKING HERE](#).

Please note that all Traffic Committee meetings are recorded.

Acknowledgement of Country

The Chair will ask for a volunteer 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."

Attendance and Apologies

Declarations of Pecuniary and Non-Pecuniary Interests

Matters Arising from the Minutes OR from Council Resolution

Items for Consideration

At this time the Chair will ask those present at the meeting to nominate those items about which they would like some discussion or elaboration.

The Recommendations on all other items, not so nominated, will then be put to the Committee for endorsement.

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General Business

(C) Coogee Electorate (M) Maroubra Electorate (H) Heffron Electorate

Tony Lehmann
MANAGER INTEGRATED TRANSPORT

Traffic Committee Report No. TC71/25

Subject: Coogee Bay Road, Coogee – Mobility Impaired Persons Parking Space (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.71	F2006/00432	Signage Parking	Mobility Impaired Persons Parking Space & Other (Time Limits or Solutions)	RM	Yes

Concerns have been raised about the location of the existing Mobility Impaired Person's Parking Space (MIPPS) on the northern side of Coogee Bay Road, at the frontage of no.180-196 Coogee Bay Road, Coogee NSW 2034, that the adjacent parking space of "2P; 9am-6pm, Motorcycles Only" is being occupied by excess motorcycles who are protruding onto the existing MIPPS. Thus, reducing the remaining MIPPS to be utilised by any vehicle displaying a valid NSW Mobility Parking Scheme (MPS) card.

The current restrictions on the northern side of Coogee Bay Road, measured west of Brook Street are as follows:

EXISTING	
Measure (m)	Parking Controls
0 – 10m	No Stopping
10m – 20m	Loading Zone; 6am – 12:30pm, ½P; 12:30pm – 6pm
20m – 25m	2P; 9am – 6pm, Motorcycles Only
25m – 31m	MIPPS
31m – 49m	1P; 8am – 6pm

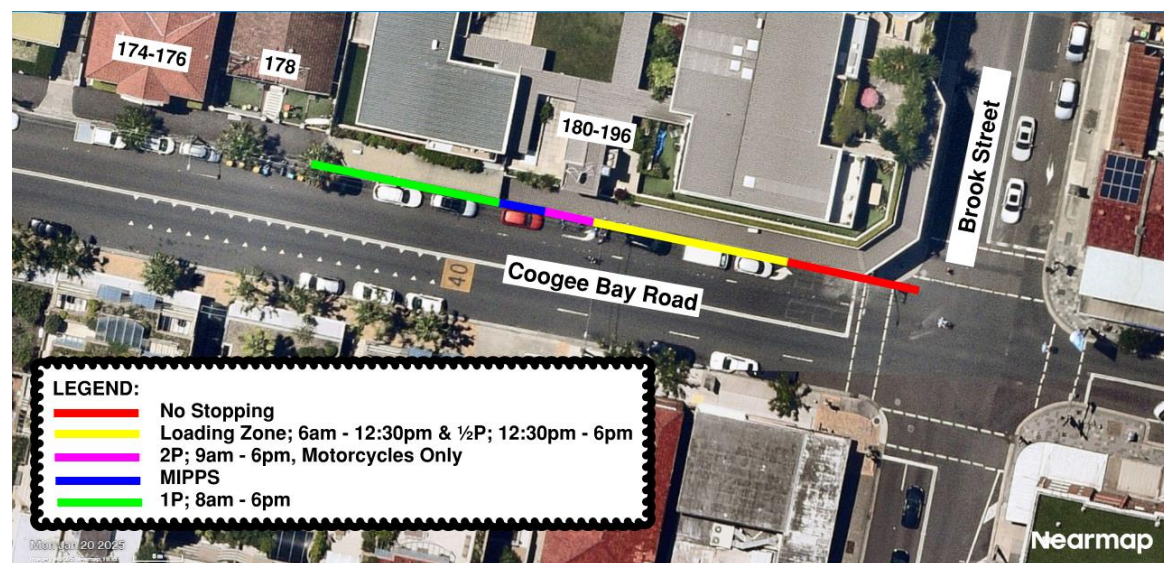


Figure 1: Existing Parking Controls

To deter motorcycles from protruding the MIPPS, it is decided to reconfigure the parking location as the following proposal:

PROPOSED	
Measure (m)	Parking Controls
0 – 10m	No Stopping
10m – 20m	Loading Zone; 6am – 12:30pm, ½P; 12:30pm – 6pm
20m – 26m	MIPPS
26m – 32m	1P; 8am – 6pm
32m – 37m	2P; 9am – 6pm, Motorcycles Only
37m – 49m	1P; 8am – 6pm

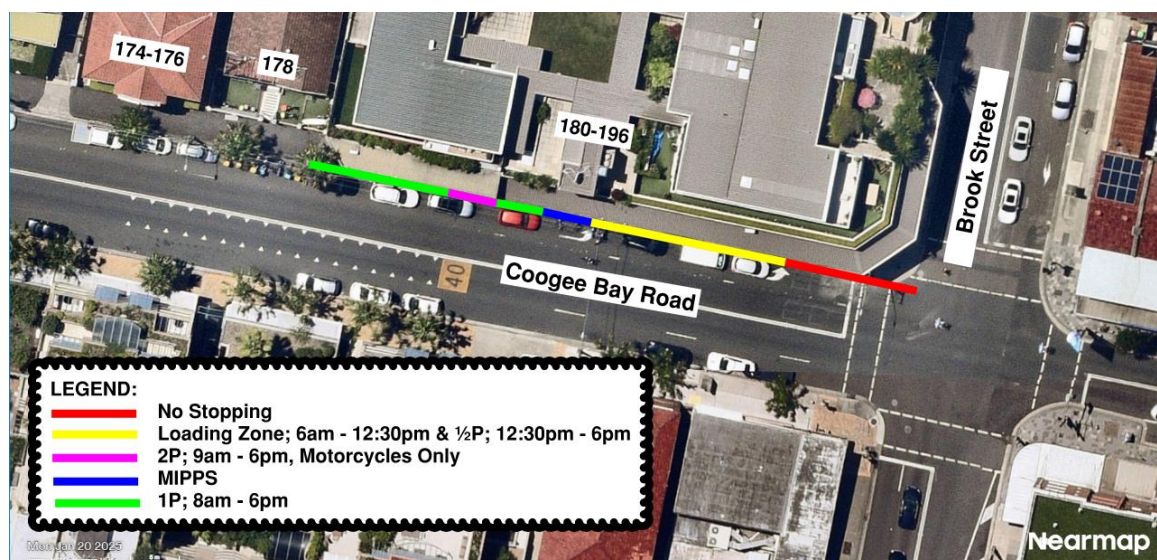


Figure 2: Proposed Parking Controls

This proposal will not lose any number of restricted parking spaces. However, the reconfiguration will provide better access for mobility-impaired visitors.

Resourcing Strategy implications

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

Recommendation

That, the parking restrictions on the north side of Coogee Bay Road, west of Brook Street, be adjusted as follows:

Coogee Bay Road (northern side) measured west of Brook Street, Coogee	
Measure (m)	Parking Controls
0 – 10m	No Stopping
10m – 20m	Loading Zone; 6am – 12:30pm, ½P; 12:30pm – 6pm
20m – 26m	MIPPS
26m – 32m	1P; 8am – 6pm
32m – 37m	2P; 9am – 6pm, Motorcycles Only
37m – 49m	1P; 8am – 6pm

Attachment/s:

Nil

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2006/00432

Traffic Committee Report No. TC72/25

Subject: Adams Avenue, Malabar (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.06.72	D05643996	Road Safety	Speeding	SW	Yes

A request has been received from a resident to review parking at the western end of Adams Avenue near Rubie Reserve Playground as parked cars at the bend make it difficult to view oncoming traffic.

Adams Avenue is a two-way local road in the area of concern, and approximately 7.6m wide. It runs southeast to northwest between Prince Edward Street in the southeast and Nix Avenue in the northwest.

Traffic counts were undertaken on 3 May 2025 for a seven-day period on this road to determine the existing traffic volumes and speeds in this street and whether additional traffic calming measures or removal of parking are appropriate for this street. The counts were installed at the location shown in the following image.



Fig 1: Traffic Survey Location

TC72/25

Adams Avenue, Malabar - in front of 4 Adams Avenue			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	229	115	114
		7 Day Average	225	111	114
Weekday	AM	7:00	20	5	15
Peak hour starts	PM	17:00	22	14	8
Speeds: (Km/h)		85th Percentile	31.9	33.2	30.4
		Average	26.2	27.1	25.3
Speed %:		% of vehicles > 50 km/h	0.06%	0.13%	0%
		% of vehicles > 60 km/h	0%	0%	0%
Classification % :		Commercial Vehicles (class 3-12)%	3%	6%	1%

Table 1: Analysis of Traffic Count data – Adams Avenue, Malabar

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and that the majority of motorists (85%) are travelling at well below the default local speed limit of 50km/h. The data also indicates that traffic volumes at peak periods are low and indicate tidal flow with most traffic travelling westbound in the morning peak hour and travelling eastbound in the afternoon peak hour.

On-street parking creates a constrained road width which encourages cars to travel slowly in this area. The removal of parking at the bend would improve sightlines however it would also likely encourage higher speeds around the bend.

An analysis of crash data from the last 5 years (2019-2023) shows that there have been no recorded crashed on Adams Avenue.

Noting that there are no existing mid-block crashes recorded in the last five (5) years on these streets, the majority of motorists are travelling well below the 50 km/h speed limit, and the traffic counts indicate low traffic volumes, the provision of additional traffic calming measures or removal of on-street parking is not recommended.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

- The results of the traffic surveys for Adams Avenue, undertaken 3 May 2025, are noted,
- The person raising concerns about this matter be informed of the results of the survey.

Attachment/s:

Nil

Responsible officer: Shenara Wanigasekera, Transport Engineer

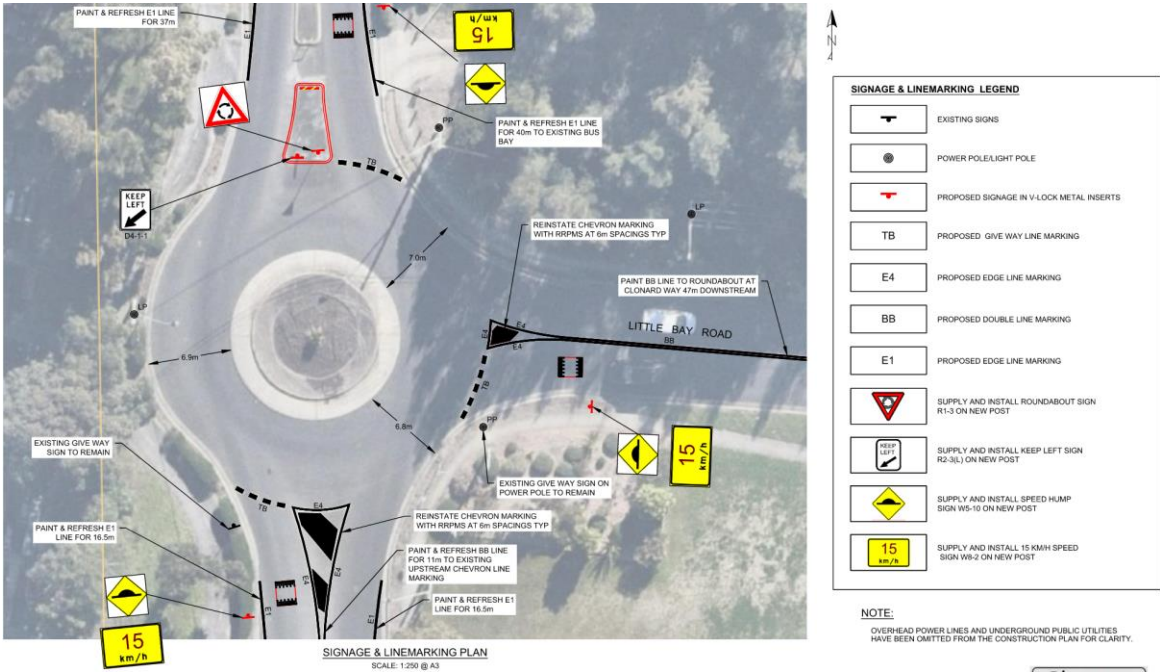
File Reference: F2006/00101

Traffic Committee Report No. TC73/25

Subject: Little Bay Road and Bunnerong Road, Little Bay (M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.73		Traffic Devices	Speed humps	AL	Yes

Following four reported crashes (two injury and two non-casualty) at the roundabout intersection of Little Bay Road and Bunnerong Road, Little Bay, Council submitted a remedial proposal under the 2024 / 2025 Australian Government Black Spot Program. The funding submission, which was successful, proposed the installation of a speed cushion on each of the three approaches to the roundabout, with accompanying signs and linemarking upgrades (see figure below).



Resourcing Strategy implications

Funding for this project has been provided for within the current Australian Black Spot Program

Recommendation

That the proposed speed cushions and accompanying signage / linemarking at the intersection of Little Bay Road and Bunnerong Road, Little Bay (as detailed in the plan above), are endorsed for implementation.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2024/00502

Traffic Committee Report No. TC74/25

Subject: Kingsford Resident Parking Scheme, Area KF2 Update

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.74	F2023/00209	Signage, Parking	Resident Parking	AL	Yes

At the March 2025 Traffic Committee meeting, 12 additional Resident Parking spaces were proposed for installation in Doncaster Avenue based on survey results and subsequent analysis of the eligibility criteria. However, it has since been established that there are actually eight existing Resident Parking spaces existing in this part of Doncaster Avenue. As a result, given the presence of these 8 existing spaces, only four additional Resident Parking spaces need to be proposed – as detailed within the images below:



Recommendation

That;

1. the previous March 2025 Traffic Committee recommendation for the installation of 12 additional Resident Parking spaces on Doncaster Avenue be rescinded, and
2. the four Resident Parking spaces indicated within the above image are installed.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2023/00209

TC74/25

Traffic Committee Report No. TC75/25

Subject: Ashby Lane, Avoca Street, Bella Street, Carrington Road, Centennial Avenue, Clovelly Road, Darley Road, Fig Lane, Fig Tree Avenue, Hooper Lane, Hooper Street, Market Street, Park Avenue & Pine Street – Resident Parking Scheme, Randwick (RA8)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.75	ITD	Signage, Parking	2P Resident Parking	RM	Yes

A desktop review has been undertaken of the number of resident parking spaces against the number of permits issued for the existing resident parking zones in Ashby Lane, Avoca Street, Bella Street, Carrington Road, Centennial Avenue, Clovelly Road, Darley Road, Fig Lane, Fig Tree Avenue, Hooper Lane, Hooper Street, Market Street, Park Avenue and Pine Street, Randwick, which is part of the RA8 Area.

The review revealed that there is a slight disparity between the number of resident parking spaces available in Carrington Road, Darley Road, Market Street and Pine Street, and the number of resident permit holders. Therefore, it is proposed that an additional six resident parking spaces be installed, as detailed in the following table:

Desktop Analysis of Permits Issued vs RPS zone in RA8 Area				
Area Code	Street	No. of existing permits	No. of existing resident parking spaces	Recommendation
RA8	Carrington Road	1	0	<ul style="list-style-type: none"> • Install a total of one resident parking space. • Add an existing resident parking zones by 1 space on the western side of Carrington Road starting at northern property boundary of 16 Carrington Road and continue 5.5m north, terminating at the frontage of 14 Carrington Road.
RA8	Darley Road	6	23	No change.
RA7	Gilderthorpe Avenue	1	19	No change. As Gilderthorpe Avenue is outside of Area RA8.
RA8	Market Street	1	0	<ul style="list-style-type: none"> • Install a total of one resident parking space. • Add an existing resident parking zones by 1 space on the western side of Market Street starting at southern property boundary of 16 Market Street and continue 5.5m south, terminating at the frontage of 18 Market Street.
RA8	Pine Street	21	17	<ul style="list-style-type: none"> • Install a total of four new resident parking spaces. • Extend the existing resident parking zones by 4 spaces on the southern side of Pine Street starting at western property boundary of 26 Pine Street and continue 22m east, terminating

Desktop Analysis of Permits Issued vs RPS zone in RA8 Area				
Area Code	Street	No. of existing permits	No. of existing resident parking spaces	Recommendation
				immediate west of the driveway of 30 Pine Street.

Resourcing Strategy implications

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

Recommendation

That:

1. One additional resident parking space "2P 8:30am-6:00pm, Mon-Fri, Permits Holders Excepted, Area RA8" be installed upon the western side of Carrington Road starting from the northern property boundary of 16 Carrington Road, Randwick, and extending 5.5m north;
2. One additional resident parking spaces "2P 8:30am-6:00pm, Mon-Fri, Permits Holders Excepted, Area RA8" be installed on the western side of Market Street starting from the southern property boundary of 16 Market Street, Maroubra, and extending down 5.5m south;
3. Four additional resident parking spaces "2P 8:30am-6:00pm, Mon-Fri, Permits Holders Excepted, Area RA8" be installed on the southern side of Pine Street starting at the western property boundary 26 Pine Street and continuing 22m east, at the frontages of 26 to 30 Pine Street, Randwick; and
4. The affected residents be notified of the proposed changes before the signage installation.

Attachment/s:

Nil

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2019/06847

Traffic Committee Report No. TC76/25

Subject: Byrd Ave / Anzac Pde and Irvine St / Anzac Pde, Kingsford

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.06.76	D05727459	Bicycle Matters	Bicycle Safety	RK	Yes

Concerns have been raised regarding bicycle access at intersections of Byrd Avenue / Anzac Parade and Irvine Street / Anzac Parade in Kingsford. These intersections currently display “Left Turn Only” (R2-14L) regulatory signs, which legally restrict all vehicles, including bicycles from proceeding straight through. This restriction presents a legal “barrier” to bicycle movement north / south along a key cycle corridor.

Council has identified the Byrd Avenue–Irvine Street link as a north–south cycling route. Despite the signage, this route is well used by cyclists and is identified as a safe and direct connection between local destinations. To support continuous and legally permitted bicycle access, it is proposed that the existing traffic control be modified by installing supplementary “Bicycles Excepted” (R9-3) signs below the existing “Left Turn Only” signs at both intersections as indicated by Figure 1. The proposed signage modification will allow cyclists to continue straight through while maintaining mandatory left turn only restrictions for all other road users.



Figure 1: Proposed “Left Turn Only, Bicycles Excepted” signage at the intersections of Anzac Parade and Byrd Avenue, and Anzac Parade and Irvine Street, Kingsford.

Resourcing Strategy implications

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

Recommendation

That supplementary "Bicycles Excepted" (R9-3B) signs be installed below the existing "Left Turn Only" (R2-14L) signs at the following intersections in Kingsford:

- Byrd Avenue and Anzac Parade
- Irvine Street and Anzac Parade

Attachment/s:

Nil

Responsible officer: Renna Korn, Student Engineer

File Reference: F2010/00077

Traffic Committee Report No. TC77/25

Subject: Malabar Road, near Nymboida Street, South Coogee

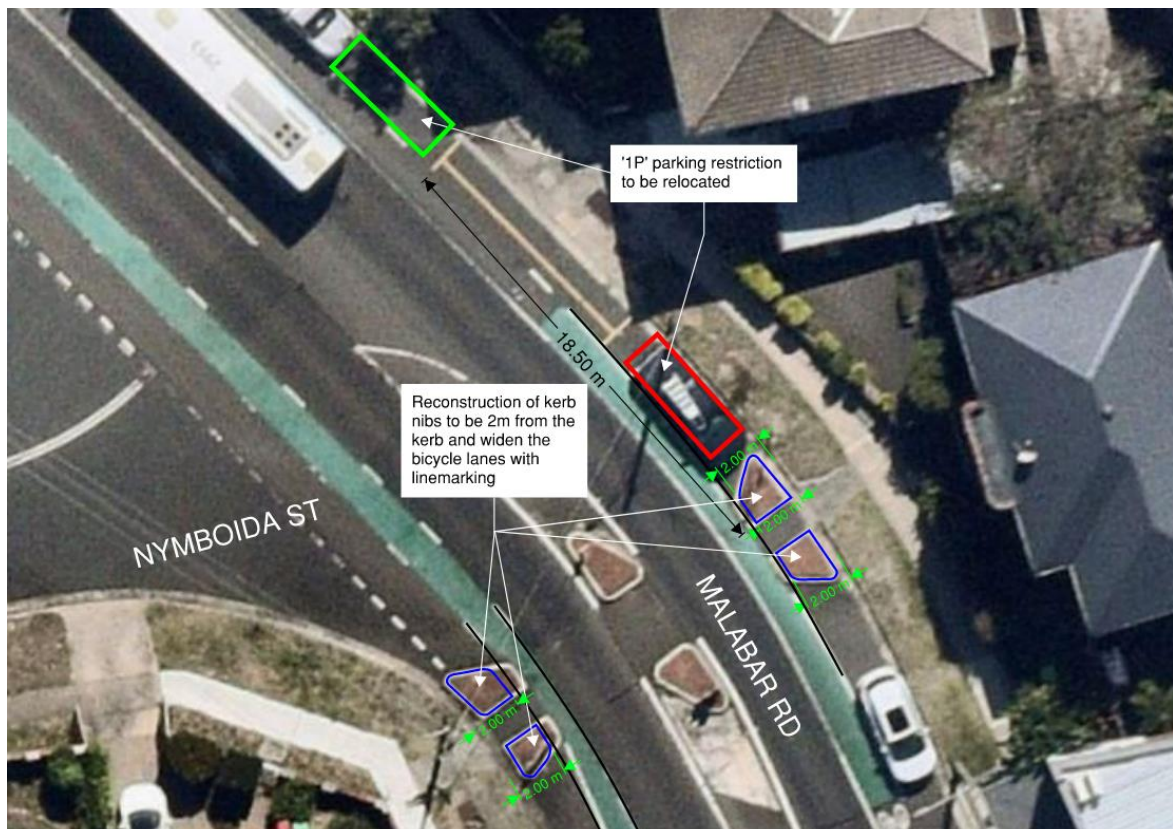
Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.77	D05695611	Bicycle Matters	Bicycle and Pedestrian Safety	JLP	Yes

The existing pedestrian refuge on Malabar Road, south of Nymboida Street, South Coogee, creates a pinch point for the cyclists riding within the bicycle lanes. Over time the Council has received numerous concerns about this matter.

To improve cyclist safety the following improvements are proposed (see design below):

- reduce the widths of the four pedestrian refuge kerb nibs to 2m from the kerb;
- widen the bicycle lanes with green paint and edge lines;
- relocate the existing '1P 8:30am – 6pm Mon-Fri, 8:30am – 12:30pm Sat' parking restriction to north of the driveway of 195 Malabar Road where currently there is no parking restriction; and
- Install 'No-Stopping' (right arrow) restriction from the north end of the driveway of 195 Malabar Road.

This proposal aligns with the requirements of the Transport for NSW (TfNSW) Technical Direction TDT 2011/01 - Pedestrian Refuges – and results in the loss of a single parking space outside no. 197 Malabar Road. The Technical Direction mandates a minimum 10m No Stopping restriction on the approach to the pedestrian refuge to secure sightlines of the pedestrians at the kerb nibs.



The proposal is to reconstruct the kerb nibs at a reduced width in order to increase the bicycle lane from around 0.7 metres to 1.3 to 1.5 metres.

Ultimately, the Nymboida Street and Malabar Road intersection will be further reviewed for realignment and kerb expansion to reduce the crossing width of Nymboida Street. The location of the Malabar Road pedestrian refuge may also be reviewed at that time.

Resourcing Strategy implications

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

Recommendation

That:

- a) Consultation be undertaken with affected residents and businesses regarding the proposed upgrades to the pedestrian refuge on Malabar Road, south of Nymboida Street, South Coogee.
- b) Subject to no substantial objections being received this kerb nib adjustment project, including parking adjustments, is approved for implementation.

Attachment/s:

Nil

Responsible officer: Jay Lee-Pieterse, Senior Sustainable Transport Officer

File Reference: F2006/00536

Traffic Committee Report No. TC78/25

Subject: Perouse Rd, Randwick - Alfresco dining proposal at no.69

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.06.78		Traffic Device	Kerb Nib	TL	Yes

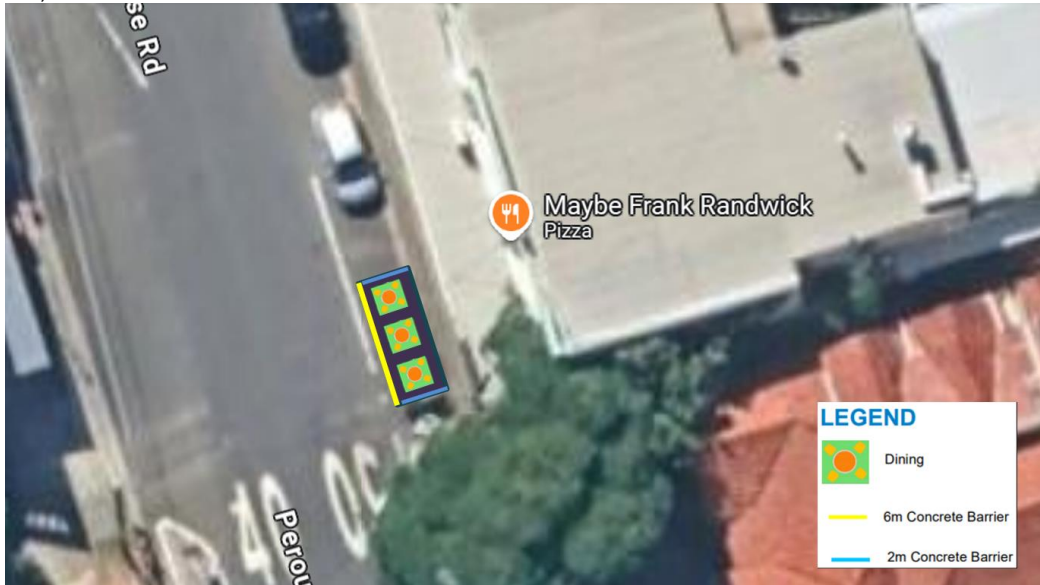
As detailed at the August 2023 meeting of the Traffic Committee, the Council is exploring a small number of appropriate locations to trial Alfresco on-street dining opportunities within the parking lanes. Such arrangements – within the Alfresco Program endorsed by Council at the 22 August 2023 and 27 August 2024 Ordinary meetings, would allow approved food and drink premises to increase their dining experience, in partnership with Council, to better connect with the community and their customers while fostering an increase in economic activity and boosting the night-time economy.

In addition to the three sites endorsed at the August 2023 meeting of this Committee, it is now proposed for an additional site to be endorsed at 69 Perouse Rd, Randwick NSW 2031.

The site was deemed eligible for the following reasons:

- The café has Footway Dining Approval.
- At this location Perouse Road is a wide street. From the outside kerb to the middle point of the road 6.2 meters and is a straight road geometry ensuring uninterrupted sight lines for drivers.
- The proposed location is within a 40 km/h High Pedestrian Activity Area.
- Parklet to start against blister in the road.
- Width of blister in road is 2500mm.
- Outside of parking lane marked.
- Gutter depth of 150mm and low camber on road will allow parklet to be installed close to level.
- There are no public transport conflict issues.
- The adjacent sites have parallel parking, and it is not in a permit parking space.
- The site is not near drop off/pick up 15min parking zones or Loading, Taxi or No Parking Zones.

This is the proposed position for the on-road dining area directly outside the front of 69 Perouse Rd, Randwick NSW 2031



3D render provided in proposal



Resourcing Strategy implications

There are no financial implications arising from this report.

Funding for this activation comes from the Alfresco On-Road Dining Program budget, Economic Development and Placemaking 2024-2025. No further funding is required.

Recommendation

That the Alfresco on-road dining proposal position outside of 69 Perouse Rd, Randwick is approved for implementation.

Attachment/s:

Nil

Responsible officer: Mark Vrabac, Supervisor Venues
File Reference: F2022/00369

Traffic Committee Report No. TC79/25

Subject: Works Zone - Installation and Removal of Signage (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.05.79	F2021/00658	Signage	Works Zone	EF	Yes

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
INSTALLATION						
1.	Darley Road, RANDWICK (C)	S	12	265 Darley Road, Randwick NSW 2031	Unrestricted	WZ/10/2025 – RK & EF (AD)
REMOVAL						
	Nil					

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

Resourcing Strategy implications

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

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.

Attachment/s:

Nil

Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

- That:
- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) Authorisation) and that any traffic controllers utilised must

have current appropriate accreditation from TfNSW;

- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
 - i. compromise pedestrian and/or bicyclist safety, or
 - ii. add significantly to traffic congestion in this area, or
 - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
 - iv. does not ensure that the Council fees payable for this private use of the public road are met,with the zone being reinstalled once the issue of concern is properly addressed;
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

Responsible officer: Lauren Bonomini, Parking Systems Administration Officer

File Reference: F2021/00658

Traffic Committee Report No. TC80/25

Subject: Minor Signage Items - Parking and Regulatory (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.80	F2014/00528	Signage, Parking	Various	TL	Yes

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

Item No	Location	Issue Request	Comments
1.	Boundary Street, Clovelly (C) D05719065 - AB	Paint a yellow line marking to indicate no stopping zone at the intersection of Boundary Street and Busby Lane, at the northern kerb side in Boundary Street, Clovelly.	Previously was proposed a No Stopping sign at this intersection from February 2025 item no. TC27/25. An alternative proposal to paint a yellow line marking.
2.	Jellico Avenue, Kingsford (H) D05714363 – SW	Install 7m Double Barrier Centre (BB) Line on Jellico Avenue, east of Paton Street	To improve safety for vehicles negotiating the intersection.
3.	Waverley Street, Randwick (C) D05689004 – SW	Remove 12m length of “2P 8:30am-6:00pm, Mon-Fri, Permit Holders Excepted, Area RA6” restriction outside No. 37 Waverley Street, Randwick.	As the construction of two new driveways at No. 37 Waverley Street has removed this area of on-street parking.
4.	Sydney Street, Randwick (C) D05689004 – SW	Install 5.4m length of “2P 8:30am-6:00pm, Mon-Fri, Permit Holders Excepted, Area RA6” restriction outside the southern boundary of No. 39 Waverley Street, Randwick.	To relocate Residential Parking which is removed from the frontage of No.37 Waverley Street, Randwick.
5.	Sydney Street, Randwick (C) D05689004 – SW	Install 5.4m length of “2P 8:30am-6:00pm, Mon-Fri, Permit Holders Excepted, Area RA6” restriction outside No. 39 Waverley Street, Randwick, adjacent to the driveway for No.8 Sydney Street, Randwick.	To relocate Residential Parking which is removed from the frontage of No.37 Waverley Street, Randwick.
6.	Aeolia Street, RANDWICK (C) SR 741371-DA	Install “No Parking, School Coaches Excepted” on the northern side of Aeolia Street near the entrance gate of Brigidine College, Randwick, at the existing 14m long “No Parking” section.	School Coaches would be able to park at this section to allow for school children pick up /drop off during sports carnival or any other events.
7.	Howard Street, RANDWICK (C) (D05732103-AB)	Reduce existing length of No Stopping outside nos 39/41 Howard Street, by 10m, in line with TfNSW minimal requirements at a zebra crossing.	Existing 20m length of No Stopping is too long when kerb nib is provided.
8.	Hendy Avenue, COOGEE (C) SR 749 529-DA	Install a 29m long No Parking zone on the eastern side of Hendy Avenue, between the northern edge of the driveway of 3-5 Hendy Avenue to southern edge of the driveway of 9 Hendy Avenue, Coogee.	Cars often park at the small sections between the driveways obstructs access and exit of the residents from their garages.
9.	Coogee Bay Rd, COOGEE (C) SR 735862- SW	Convert an existing 6m “1/2P 8am-6pm” parking space to a “1P 8am – 6pm Motorcycles Only” space on the frontage of No. 253 Coogee Bay Road, Coogee	To meet demand for motorcycle parking and provide a dedicated area at the eastern end of the commercial center. Coogee Bay Hotel has been contacted to seek any comments on the proposed changes.

TC80/25

10.	Brook Street, COOGEE (C) (D05705451-RM)	Install 6m of Mobility Impaired Person's Parking Space (MIPPS) outside of 172 Brook Street, Coogee NSW 2034, approximately 30m north of Oberon Street.	To assist eligible mobility impaired resident to park closer to their home.
11.	10 Scott Street's Driveway, Maroubra (M), (D05589486 – AB)	Install 6m of 'No Parking' zone on fence on the eastern side of Fitzgerald Lane, 36m north of Scott Street, or the southernmost point of the driveway access of 10 Scott Street.	To improve exiting the driveway
12.	59 Hannan Street, Located on Mason Street, Maroubra (M), (D05568247 – AB)	Install 6m of 'No Parking' zone on new stem on the southern side of Mason Street, 20.5m east of Hannan Street.	To improve exiting the driveway
13.	Kemmis Street, Randwick (C) (D05737247-TL)	Extend the existing "Loading Zone 7am-12:30pm Mon-Sun, 1P 12:30pm -6pm Mon-Sun" on the west side of Kemmis Street, south of Frenchmans Road, further northerly by some 6m so that it applies to the currently unrestricted kerbside space.	This will result in a "Loading Zone 7am-12:30pm Mon-Sun, 1P 12:30pm -6pm Mon-Sun" parking control applying between approximately 17.5m and 23.5m south of Frenchmans Road, Randwick.

Resourcing Strategy implications

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

Recommendation

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

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2014/00528

Traffic Committee Report No. TC81/25

Subject: Parking Control Signage at Intersections - No Stopping (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.81	F2008/00166	Signage, Parking	No Stopping	TL	Yes

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.	Jellico Avenue	Kingsford	N & S	10	East	Paton Street	D05714363 SW
2.	Sydney Street	Randwick	N	10	East	Waverley Street	D05689004 SW
3.	Coogee Bay Road	Coogee	S	10	West	Melody Street	Install C3 yellow line marking on the south side of Coogee Bay Road, 10m west of Melody Street, Coogee. SR 739951-DA
4.	Melody Street	Coogee	W	10	South	Coogee Bay Road	Install C3 yellow line marking on the west side of Melody Street, 10m south of Coogee Bay Road, Coogee. SR 739951-DA
5.	Raby Lane	Randwick	E & W	10	North	Douglas Street	D05718456 – RK
6.	Jellicoe Street	Randwick	N & S	10	East	Paton Street	D05729356 - TL
7.	Paton Street	Randwick	E	10	N & S	Jellicoe Street	D05729356 - TL
8.	Paine Street	Maroubra	E & W	10	N	Fitzgerald Avenue	D05729348 - TL
9.	Fitzgerald Avenue	Maroubra	N	10	E	Paine Street	D05729348 - TL
10.	Paine Street	Maroubra	E & W	10	N	Fitzgerald Avenue	D05729348 – TL
11.	Paine Street	Maroubra	E & W	10	N & S	O'Sullivan Avenue	D05729348 – TL
12.	O'Sullivan Avenue	Maroubra	N & S	10	E & W	Paine Street	D05729348 - TL

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

Resourcing Strategy implications

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

Recommendation

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

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2008/00166

Traffic Committee Report No. TC82/25

Subject: Transport for NSW (TfNSW) Funded Project Status (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.06.82	F2004/06616	Other	Other	TL	Yes

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) (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. Complex traffic signal modelling is progressing gradually. Early paths orientation being planned.
P.0079383 (D04730658)	Bundock Street & Sturt Street Project (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.

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
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. Signal design process highlighted a clash with a major water main. Detailed investigations / design of water main protection requirements continue.
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 / D05200909)	Maroubra Road Walking 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 concept designs for each of these projects.
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 is again being further deferred to better align with the major urban design upgrade construction 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	Design finalised - construction to commence soon.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0093183 D05529091 / D05536825 D05724944 Due 31 December 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	The formal procurement process seeking an appropriate consultancy for further project development including land / engineering survey and detailed design of this project will soon conclude.
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 withdrawn given road safety concerns about a zebra crossing located in a 60km/h zone.
	Malabar Road, Maroubra 60m north of Duncan Street Conversion of existing Pedestrian crossing to a raised pedestrian crossing.			Land and engineering survey procured. Road Safety Audit was recently completed.
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 mostly completed previously. Services relocation / construction being designed currently. Contractual requirements reviewed internally.
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 on consultation proposed for June Council meeting.

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
Project 9127 D05529094 D05724944 Due 31 December 2026	Clovelly Road and Market Street - One Lane Roundabout	Road safety Program 2024/25	\$ 645,380	Early design work commencing soon. Community consultation will 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.

Recommendation

That the information be received.

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/06616