



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 8 JULY 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)
Nina Fard	Transport for NSW (TfNSW)
Clr Marea Wilson (delegate)	East Ward
Clr Carolyn Martin	East Ward
Bushara Gidiess	Transdev John Holland
Lilian Azrag	UNSW
Kate Lewis	TfNSW
Anthony Ryan	Resident
Paul Chilcott	Resident

Anthony Baradhy, Amir Lahouti, David Huang, Dilruba Akhter, Heidi Leadley, Jake Irvine, Jay Lee-Pieterse, Lachlan Wood, Rasheeq Mahmood, Renna Korn & 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

NIL

## Traffic Committee Reports

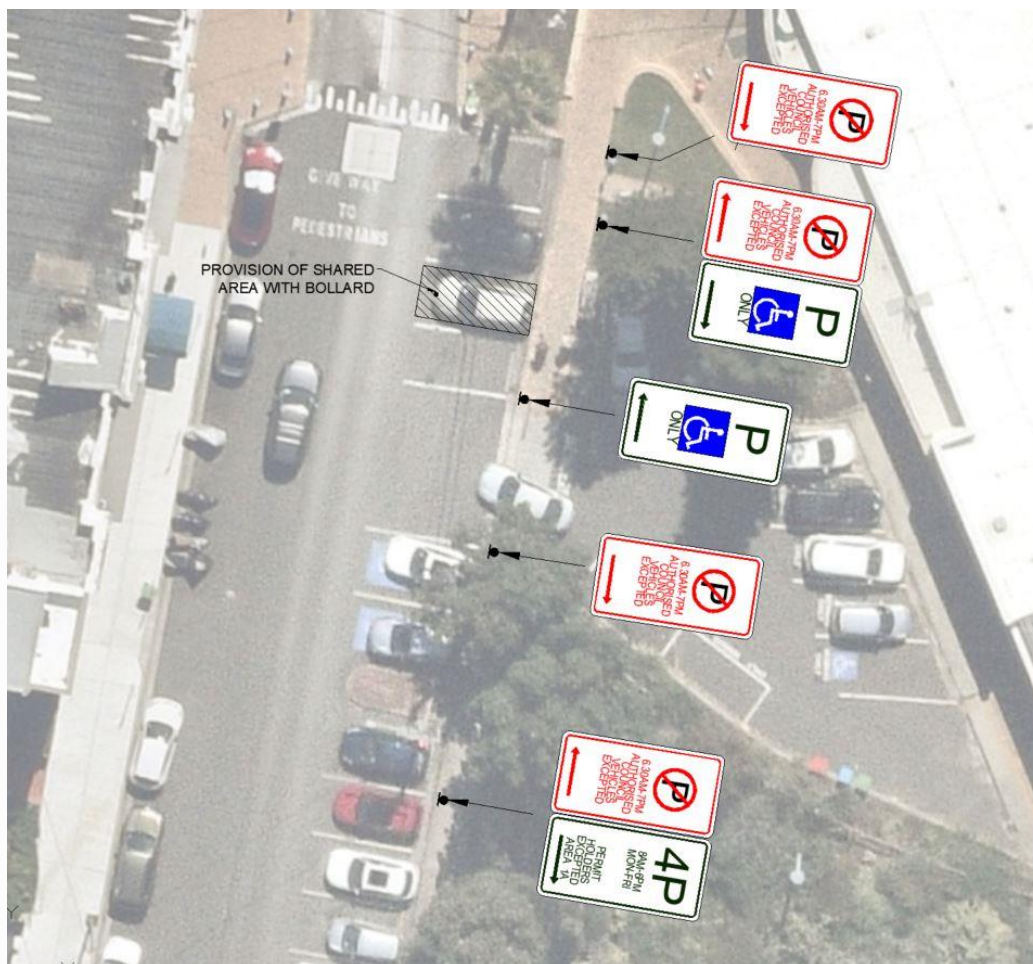
### **TC84/25 Traffic Committee Report - Beach Street near Carr Street, Coogee (C) (F2008/00334)**

Concerns have been raised regarding the two accessible parking spaces located on the eastern side of Beach Street in Coogee, adjacent to the Coogee Surf Club (just south of Carr Street), Coogee. These two accessible parking spaces were installed more than 20 years ago and do not meet the current standards. Accordingly, it is proposed to relocate these two accessible spaces and amend the dimensions of these spaces in accordance with the current Australian Standard - AS 2890.5 (2020). This will improve access to the Coogee beach area for the less mobile community members.

The proposed changes will result in the following:

- Relocation of 3 x 'No Parking 6:30am-7pm Authorised Council Vehicles Excepted' spaces  
*(NB: These spaces are required for Lifeguard and Waste Management supervisors' essential servicing of the beach)*
- Relocation of two accessible spaces in accordance with AS 2890.5 (2020) and the provision of a shared area and bollard between the two spaces.
- Removal of one '4P 8am-10pm Permit Holders Excepted Area CO3' space  
*(NB: In this area there are more resident parking spaces provided than parking permits issued)*

The proposed arrangement is illustrated within the figure below.



**Fig 1: Proposed Changes to On Street Parking on Beach Street, Coogee**

### Resourcing Strategy implications

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

### Discussion NIL

### Recommendation

That, as detailed within the included diagram, the following parking changes are endorsed for implementation on the eastern side of Beach Street, just south of Carr Street, Coogee:

- A single on-street Resident Parking space is removed,
- Two accessible parking spaces, separated by a 2.4m wide shared area, are provided (NB: all road markings will be modified and the required bollard installed, as per AS 2890.5)
- Three 'No Parking 6:30am-7pm Authorised Council Vehicles Excepted' spaces are relocated.

**TC85/25 Traffic Committee Report - Kara Street, Randwick (C) (F2012/00032)**

A desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in Kara Street, which is part of the SP1 Resident Parking area.

The review highlights that the residents of Kara Street between Barker Street and Howard Street are able to utilise the resident parking zones in Barker Street however as there are no resident parking zones available in Kara Street (between Barker Street and Howard Street), additional resident parking zones are required for residents to be able to park close to their dwellings.

Therefore, it is proposed that an additional five resident parking spaces be installed, as detailed in the following table:

The analysis of the resident parking audit is presented in the following table.

**Desktop Analysis –Kara Street-Permits issued vs RPS zone in SP1.**

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
SP1	Kara Street	5	0	Install three additional resident parking spaces “3P, 8:30am-10:00pm, Permits Holders Excepted, Area SP1” on the eastern side of Kara Street, starting at 10m north of Howard Street and continue 16m northerly.
SP1	Kara Street	5	0	Install two additional resident parking spaces “3P, 8:30am-10:00pm, Permits Holders Excepted, Area SP1” on the eastern side of Kara Street, starting at 10m north of Puck Lane and continue 11m northerly.





Fig1: Location of Resident parking spaces in Kara Street

### Resourcing Strategy implications

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

### Discussion NIL

### Recommendation

That:

1. Three additional resident parking spaces "3P, 8:30am-10:00pm, Permits Holders Excepted, Area SP1" be installed on the eastern side of Kara Street, starting at 10m north of Howard Street and continue 16m northerly.
2. Two additional resident parking spaces "3P, 8:30am-10:00pm, Permits Holders Excepted, Area SP1" be installed on the eastern side of Kara Street, starting at 10m north of Puck Lane and continue 11m northerly.
3. The affected residents be notified about the changes before installation of the signs.

TC86/25     Traffic Committee Report - Bowral Street, Kensington (H) (F2025/00096)

An application has been received for the annual temporary closure of the western end of Bowral Street (from Anzac Parade to Doncaster Avenue), Kensington, to facilitate the St George Coptic Orthodox Church Community Fete. This annual event has been successfully held over many years. This year the road closure has been requested for Saturday 15 November 2025 between 6:00am and 6:00pm.

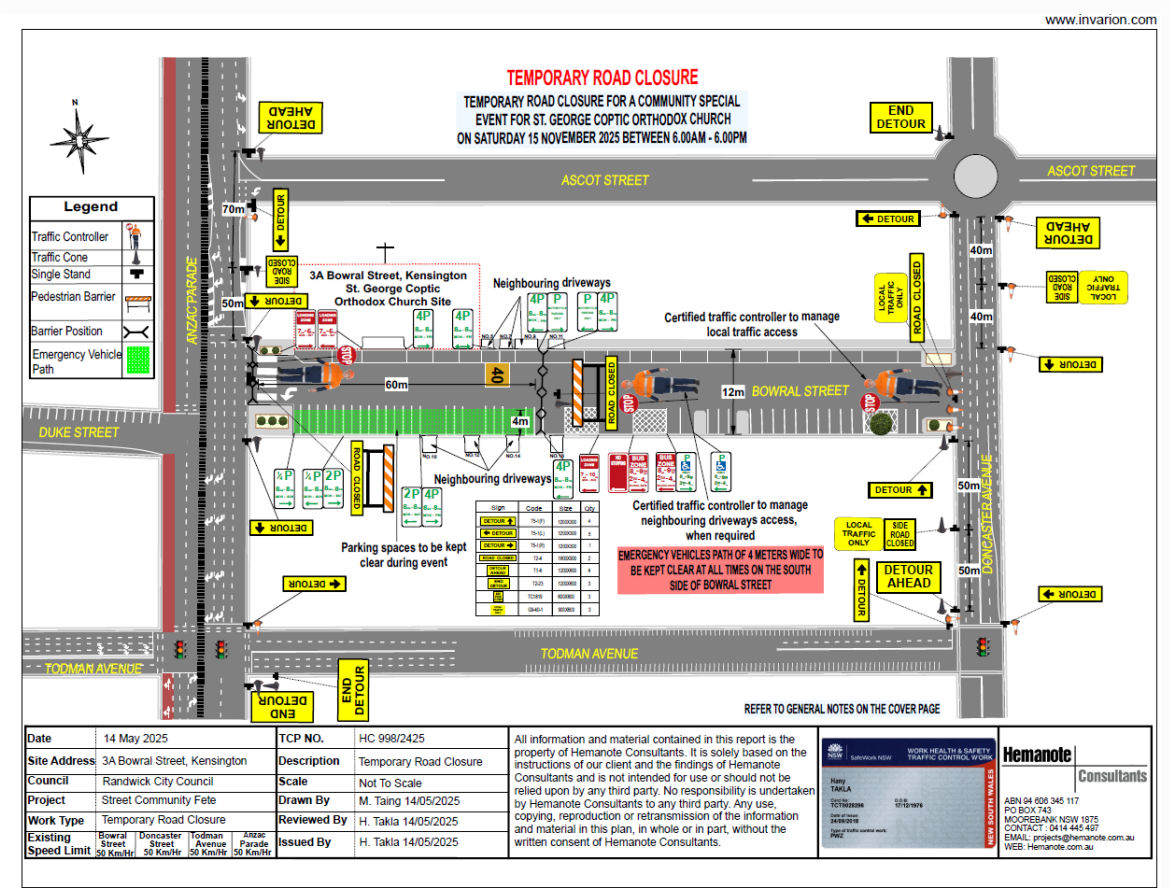


Fig:1-Traffic Guidance Scheme

A separate request by the applicant is being made to Transport for NSW for the approval of Traffic Management Plan (TMP) due to the proximity of the proposed closure to the State Road controlled Anzac Parade.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion NIL

Recommendation

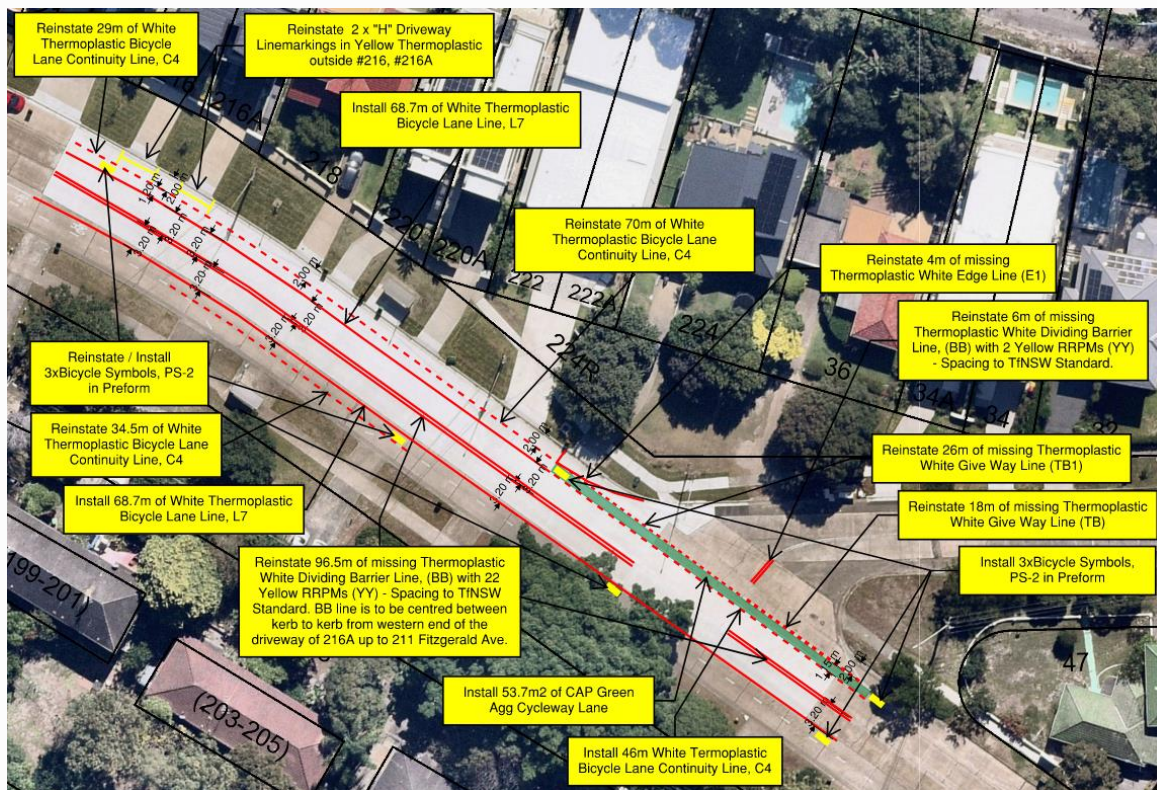
That:

1. Approval to close the western half of Bowral Street, Kensington, on Saturday 15 November 2025, between 6am and 6pm, is granted subject to the proposed TMP being approved by Transport for NSW (TfNSW);
2. The Traffic Guidance Plan (TGS) be implemented, as per the applicant’s submitted TCP; and
3. The affected residents and businesses be notified about the closure prior to the event.



**TC87/25 Traffic Committee Report - Fitzgerald Avenue, Maroubra (M) (F2024/00632)**

As part of the capital works pavement resurfacing project, the linemarking on Fitzgerald Avenue at the intersection of Kyogle Street is proposed to be improved with bicycle lane delineation extended across Kyogle Street with green paint and additional bicycle stencils to emphasise the bicycle lanes (see figure below).

**Resourcing Strategy implications**

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

**Discussion NIL****Recommendation**

That the proposed linemarking improvements for the on-street bicycle lane on Fitzgerald Road at Kyogle Street (as detailed within the included diagram), Maroubra, are endorsed for implementation.

# **TC88/25 Traffic Committee Report - Malabar Road near Dewey Crescent, Maroubra (M) (F2007/00187)**

At its Ordinary Meeting, held on 26 May 2020, Council resolved **RESOLUTION: (Andrews / Seng)** that Council investigate the following:

- a) the installation of a pedestrian crossing at Malabar Road between Dewey Crescent and Tyrwhitt Street, Maroubra;
- b) the changing of the speed limit in Malabar Road between Beauchamp Road and Fitzgerald Avenue from 60 km/h to 50 km/h;
- c) the installation of signage indicating the vicinity and car park of the South Maroubra Shopping Village from Malabar Road; and
- d) the installation of better lighting over the Malabar Road median strip opposite the South Maroubra Shopping Village to improve pedestrian safety.

Items b) and c) have been implemented. This report relates to items a) and d).

With regard to item a), a video count was undertaken in Malabar Road to ascertain if the pedestrian volumes met Council's adopted pedestrian crossing warrant. The morning peak hour between 7:15am to 8:15am and afternoon peak hour between 5:00pm to 6:00pm were identified for vehicles and pedestrian volume count.

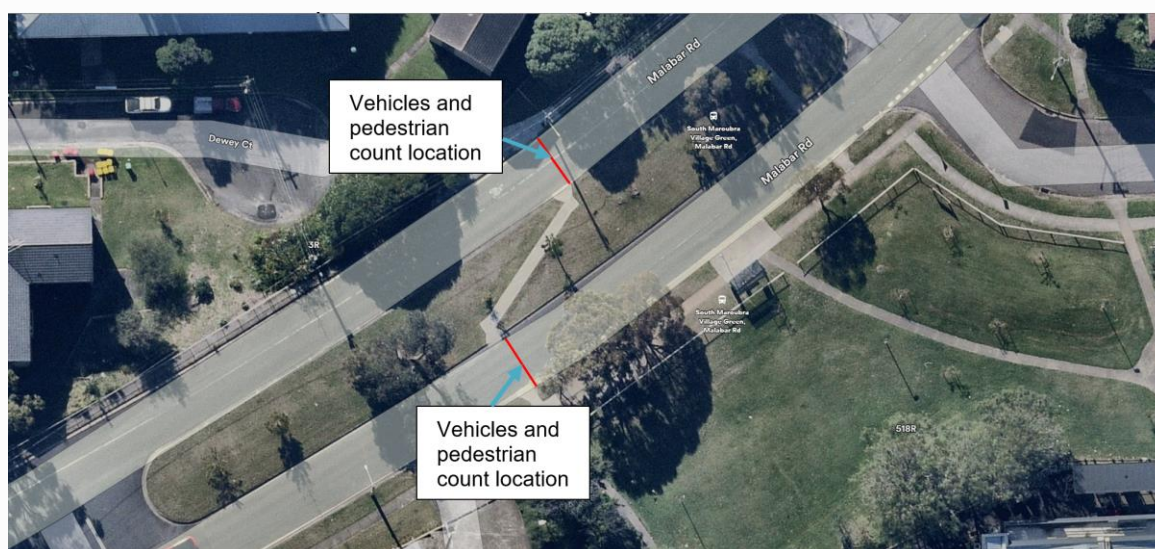


Fig 1: Traffic count locations on both legs of Malabar Road

**Table 1: Pedestrian Crossing Warrant Assessment**

Peak Hour	Pedestrians Volume (combined east and westbound)	Vehicles Volume (combined north and southbound)	Pedestrians Volumes Check	Vehicles Volumes Check
7:15am to 8:15am	56	532	Yes	Yes
5:00pm to 6:00pm	81	954	Yes	Yes

As the number of vehicles travelling along Malabar Road and the number of pedestrians crossing Malabar Road meet the Council's adopted warrant for installation of a pedestrian crossing, it is recommended that raised pedestrian crossings be installed (as per the concept plan below) on both the southbound and the northbound carriageways of Malabar Road, Maroubra (NB: the angled path through the median island is being redirected to avoid a clash with an existing drainage element).

Accommodation will be made for the passage of Malabar Road bike riders through the pedestrian facility. These details, as well as improved lighting (i.e. item 'd' of the Council Resolution) will be identified in the future construction design diagrams.



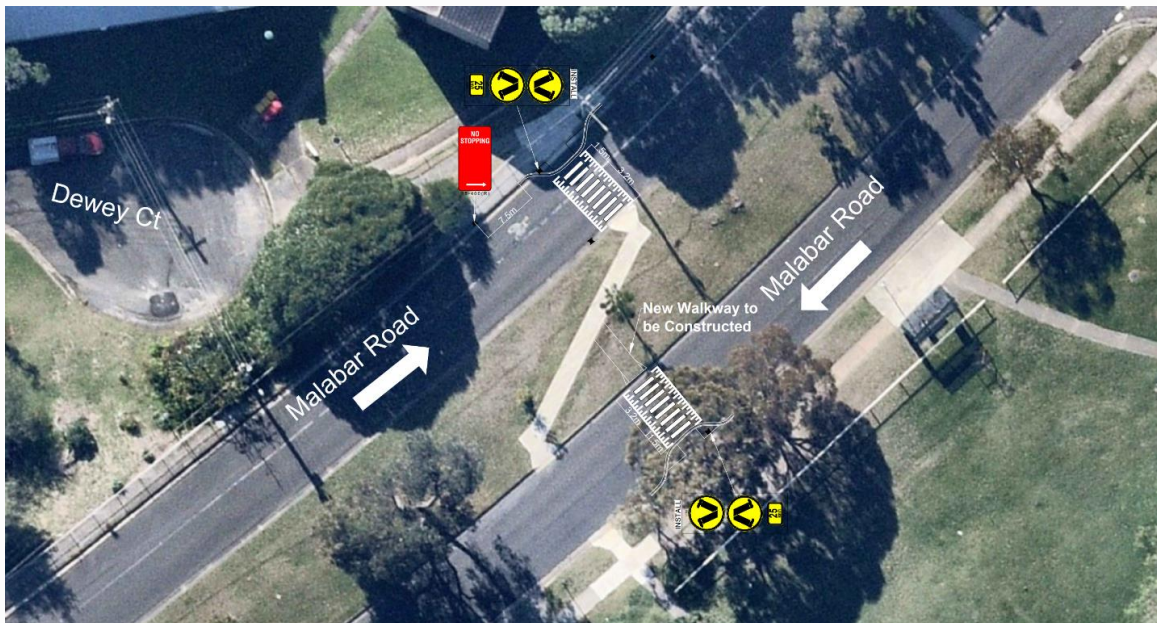


Fig 2: Concept Plan of pedestrian crossings on Malabar Road

### Resourcing Strategy implications

Resourcing strategy implications will be reported upon at a future meeting of this Committee, once the design is finalised and a cost estimate is available.

### Discussion NIL

### Recommendation

That:

1. The installation of pedestrian crossings across each carriageway of Malabar Road, between Dewey Crescent and Tyrwhitt Street, is endorsed in principle.
2. Detailed construction plans be submitted to a future Traffic Committee meeting for consideration of implementation approval.

**TC89/25 Traffic Committee Report - Maroubra Beach Carpark, Maroubra (M)  
(F2025/07866)**

A component of Council's current and future leases for surf school services at Maroubra Beach is the allocation of two reserved parking spaces in the Maroubra Beach Carpark.

It is proposed to formalise these long-standing parking arrangements. Under NSW Road Rule 317, a traffic control device (e.g. a parking sign) may, by the use of words, figures, symbols or anything else, indicate the persons to whom it applies or does not apply, or the vehicles to which it applies or does not apply.

Given the surf school lease arrangements, it is recommended that two parking spaces, at the northeastern corner of Maroubra Beach Carpark, be subject to a "No Parking, "Lets Go Surfing" Vehicles Excepted" parking control (as marked up in the map below):

**Resourcing Strategy implications**

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

**Discussion NIL****Recommendation**

That a "No Parking, Lets Go Surfing Vehicles Excepted" parking control is imposed upon two parking spaces at the northeastern corner of the Maroubra Beach carpark, opposite Mons Avenue, Maroubra (as per the plan included within this report)..

## TC90/25 Traffic Committee Report - Mitchell Street, Chifley – Traffic Volume and Speed Count (M) (F2006/00101)

Following concerns about increased traffic volume and speeding of vehicles along Mitchell Street being raised by a local resident, a traffic survey was commissioned in May 2025 for a seven-day period.

The results of the traffic counts are shown in the following table:

Mitchell Street between Burke Street and Eyre Street – in front of 43 Mitchell Street			Direction of Travel		
			Combined	Northbound	Southbound
<b>Traffic Volume: (Vehicles/Day)</b>		Weekdays Average	2,566	1,523	1,043
		7 Day Average	2,370	1,396	974
<b>Weekday</b>	<b>AM</b>	8:00	238	155	83
<b>Peak hour starts</b>	<b>PM</b>	15:00	237	124	113
<b>Speeds: (Km/h)</b>		85th Percentile	48.5	48.7	48.2
		Average	40.7	40.6	41.0
<b>Speed %:</b>		% of vehicles > 50-60 km/h	10.08%	10.72%	9.16%
		% of vehicles > 60 km/h	0.51%	0.53%	0.48%
<b>Classification % :</b>		Commercial Vehicles (class 3-12)%	91.80%	92.30%	91.09%

This traffic surveys indicates that the speeds along Mitchell Street are considered to be low in such location. 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:

1. The results of the traffic survey undertaken in May 2025, along Mitchell Street, Chifley, be noted; and
2. The person raising concerns about this matter be informed of the results.



**TC91/25 Traffic Committee Report - Elphinstone Road / Wauhope Crescent / Iluka Place, South Coogee (F2024/02312)**

It has recently been noted that there are no priority controls at the cross intersection of Elphinstone Road / Wauhope Crescent / Iluka Place, South Coogee. Without priority control signage, the former 'Give Way to the Right' rule applies. This is unsatisfactory.

Elphinstone Road functions as a local collector road and Wauhope Crescent and Iluka Place are lower order local access roads. Accordingly, it is proposed that Give Way controls be applied to Wauhope Crescent and Iluka Place, at their intersection with Elphinstone Road. This will be in the form of Give Way signage and linemarking. In addition, a supplementary Give Way sign is required to be installed on the western side of Iluka Place (facing north) due to significant shrubs and bushes existing on the north/east corner of the intersection.

**Resourcing Strategy implications**

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

**Discussion NIL****Recommendation**

That Give Way priority controls are implemented in both Wauhope Crescent and Iluka Place, at their intersections with Elphinstone Road, by way of Give Way signage and linemarking.

**TC92/25 Traffic Committee Report - St Pauls Street, Randwick - Temporary Road Closure (F2024/07866)**

Under the Transport for NSW Open Streets program, Randwick Council has again secured funding for the implementation of a project within Randwick known as "Spot On". This project (which was previously implemented) involves the recurring temporary closure of St Pauls Street to traffic every Thursday afternoon / evening from 3:30pm to 11:00pm, aiming to support local businesses with outdoor dining experiences and street performances. These temporary closures have been implemented at this location on nine previous occasions.

This TfNSW funded project aims to create a pedestrian-friendly area, making St Pauls Street an attractive place to live, visit, dwell, dine and shop. The upcoming Thursday evening temporary road closures are proposed to commence on 7 August 2025 and end on 13 November 2025.

Randwick City Council plans to set up clearway style signage and advance notification signage in the affected areas at least 7 days before each event.

Transport for NSW (Buses) and the local Bus Operator have each agreed to the proposed temporary closures.

In line with the standing approval issued to Randwick Council by TfNSW (to implement temporary road closures on local roads - D03728810) the following changes to traffic conditions will occur every second Thursday from 7 August 2025 to 13 November 2025 (inclusive).

Council Event Clearways from 2:30pm to 11:00pm the same day.

- St Pauls Street, both sides, between Perouse Road to Daintrey Crescent (to the west end of Daintrey Crescent on St Pauls Street)
- Nancye Street, Eastern side for 25 metres, south from St Paul Street

Road Closures from 3:30pm to 11:00pm the same day.

- St Pauls Street – between Perouse Road to Nancye Street with a soft closure from Nancye Street to Lee St and entry to the west end of Daintrey Crescent.

- Nancye Street, for 25 metres, south from St Paul Street

Local access to be provided to:

- Daintrey Crescent, from St Pauls Street
- Wilson Car Park, from St Pauls Street
- St Basil's Randwick
- Nancye Street from Lee Street

### **Resourcing Strategy implications**

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

### **Discussion NIL**

### **Recommendation**

That, it is noted that,

- a) The proposed recurring temporary closure of St Pauls Street, as detailed, is approved.
- b) Council's Economic Development and Placemaking team will be engaging a Traffic Management company to prepare appropriate Traffic Management Plan and Traffic Guidance Scheme.
- c) Variable Message Signs will be installed to alert motorists of the temporary road closures.
- d) Localised parking controls from 2:30pm to 11:30pm, are approved to apply every second Thursday, from 7 August to 13 November, on the following streets:
  - i. St Pauls Street, both sides, between Perouse Road to Daintrey Crescent (to the west end of Daintrey Crescent on St Pauls Street); and
  - ii. Nancye Street, eastern side for 25 metres, south from St Pauls Street.

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**TC93/25 Traffic Committee Report - Traffic Management Plans for Plug 'N' Play Events (F2024/00316)**

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The Permit/Plug/Play Pilot Program is an \$8.5 million partnership grant program with 17 pilot councils across NSW; one of which is Randwick Council. The Transport for NSW (TfNSW) Program aims to reduce the cost and complexity of delivering street-based events through an innovative “local problems, local solutions” model. Outcomes include traffic management plans, traffic guidance schemes, a traffic management framework, and hostile vehicle mitigation plans for three strategic sites.

The grant program aims to simplify and reduce the cost of organising street-based events through an innovative model that focuses on local problems and local solutions.

The program aims to:

1. Improve council process efficiency and communication about temporary road closures and the street-based events that they enable;
2. Reduce the cost of delivering street-based events and temporary road closures for events;
3. Focus investment on strategic locations for maximum impact;
4. Support collaborative engagement and funding; and
5. Deliver enhanced cultural, economic, and social benefits through street-based events.

Randwick City Council has identified three strategic sites across the LGA as locations for future Council and community events. This report addresses two of these locations:

- Meeks Street (west) and Middle Lane, Kingsford (adjacent to Meeks Street Plaza)
- Anzac Parade, from the La Perouse roundabout to Endeavour Avenue, La Perouse

### **Meeks Street and Middle Lane, Kingsford NSW 2032 (Meeks St Plaza)**

To support the event area the following roads will be closed via a “hard road closure”:

- Meeks Street – between Harbourne Road and Middle Lane
- Middle Lane – between Meeks Street and Middle Lane parking carpark

To further support the event area, residents and surrounding commercial operators, the following location will have local access permitted via a “soft closure”:

- Middle Lane – between Middle Street and Middle Lane public carpark





*Figure 6: The event location and road closure (in red) noting the surrounding roads affected (in black)*

**Signalised intersections:**

All traffic signalised intersections around the extended local area will function as normal.

**Public Transport**

The nearest bus stops to the event locations are detailed below. As part of the proposal, no bus stops will be closed or impacted. Bus routes will remain operational around the area with the following diversions in place.

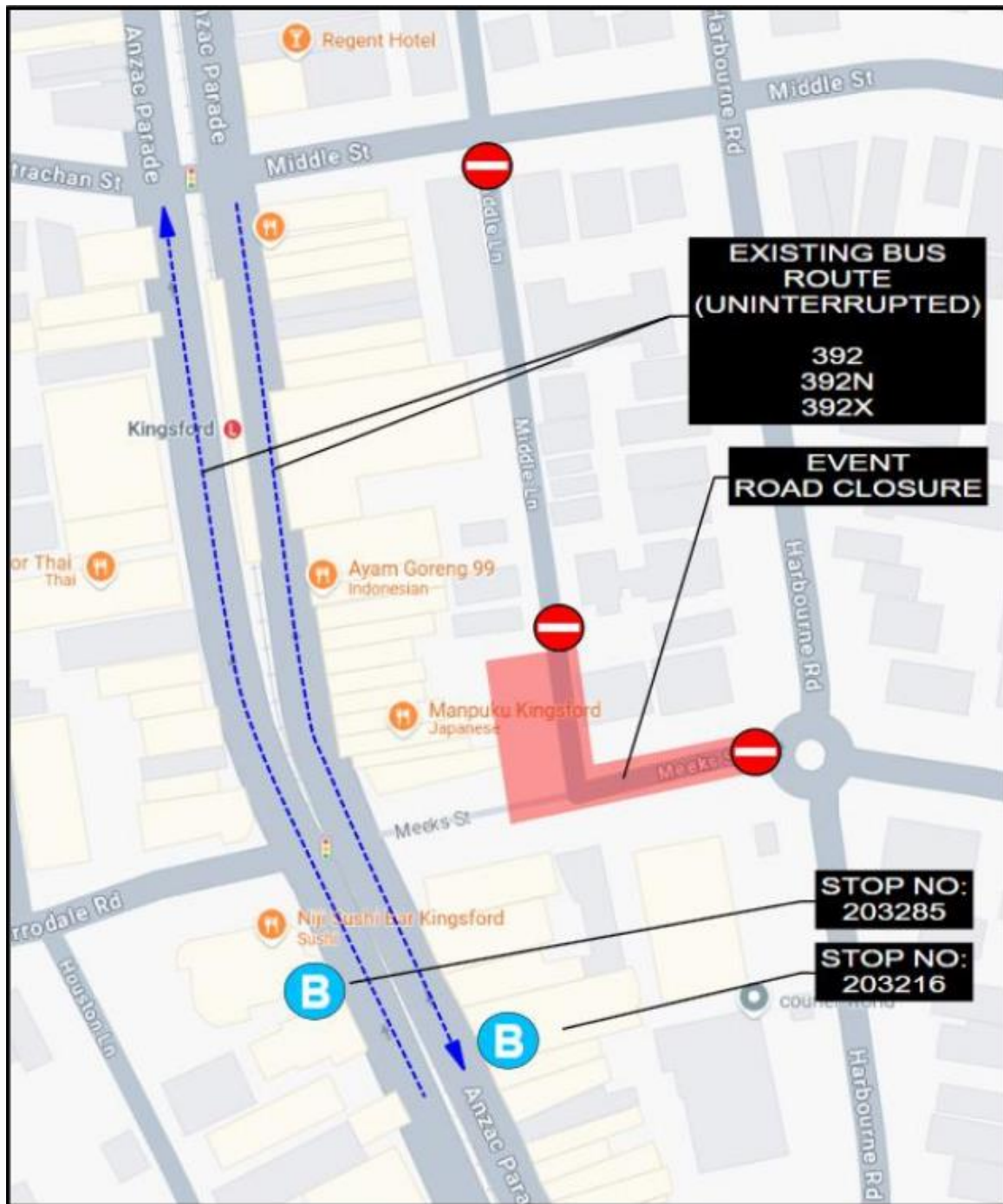


Figure 7: Location of bus services and the event location (noted in red)

There will be no impact on train stations in the vicinity of the event location and road closure.

### **Taxis and ride-share**

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

### **Taxis and ride-share**

The nearest light rail stop to the event location are detailed below. As part of the proposal, no light rail stops will be closed or impacted. Light rail services will remain operational around the area with no impact.

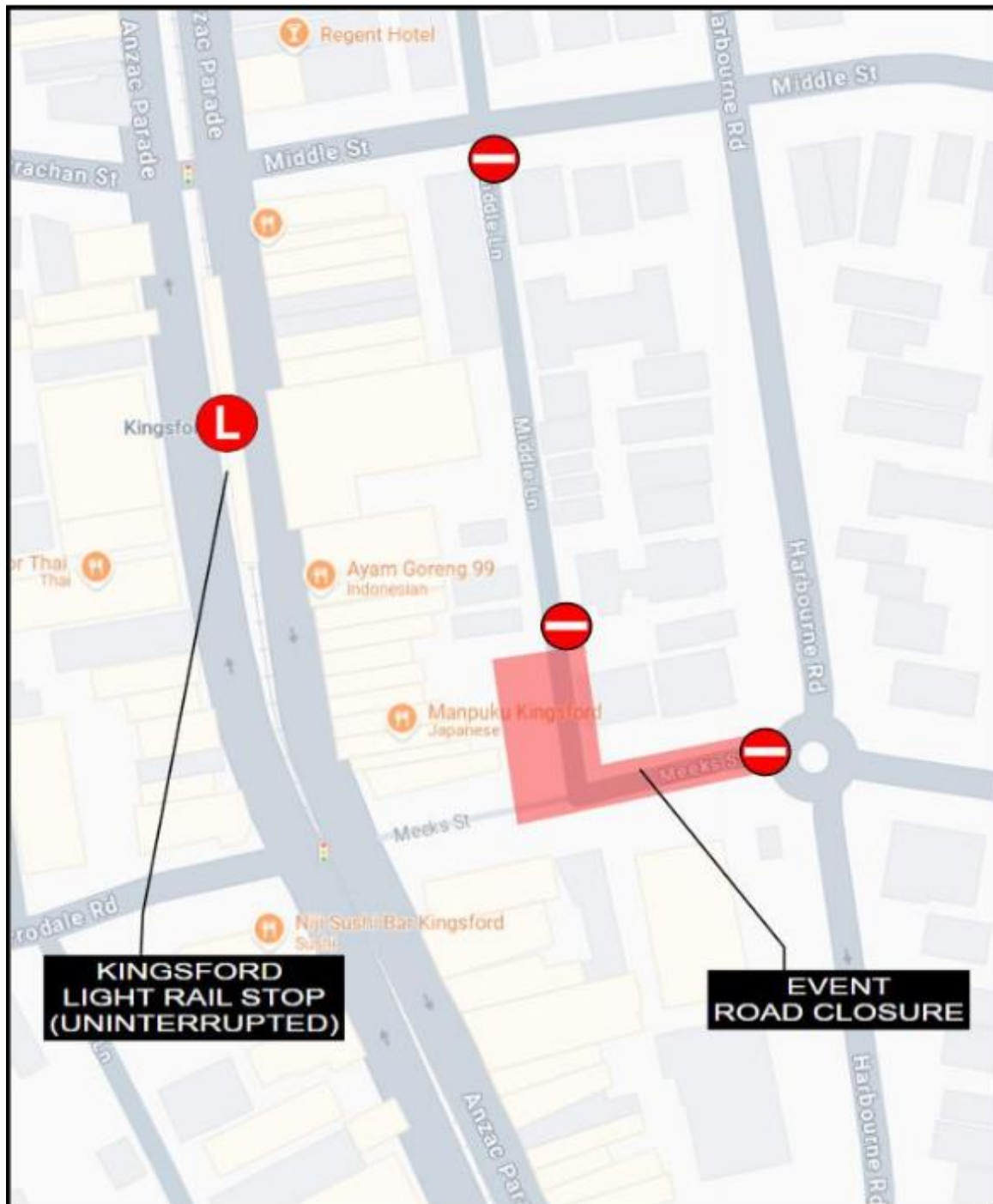


Figure 8: Location map of light rail services and the event location (noted in red)

### **Cycle routes**

Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

The overall road closure map and Traffic Guidance Scheme (TGS) are shown in Figure 9 and Figure 10, respectively.



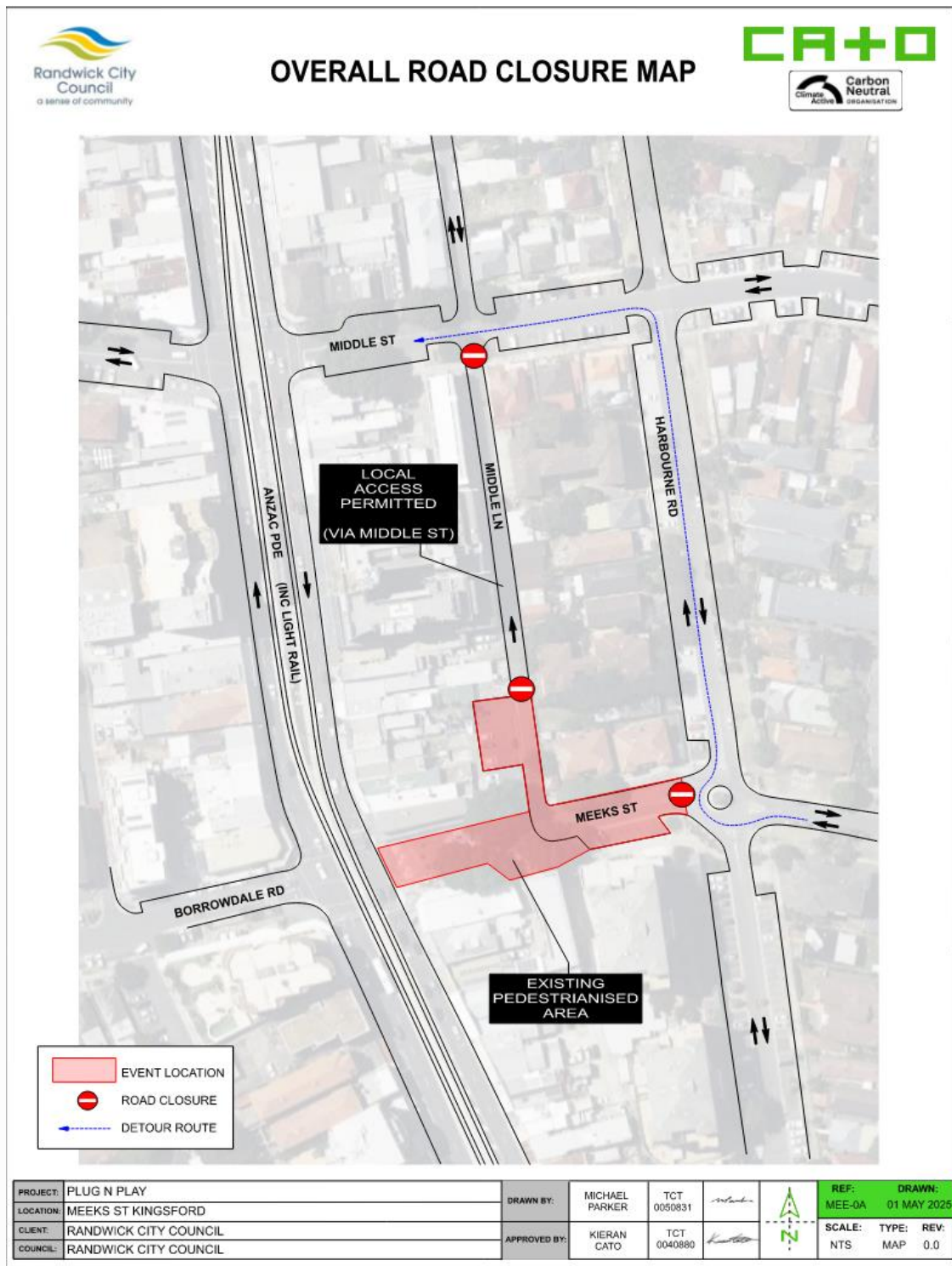
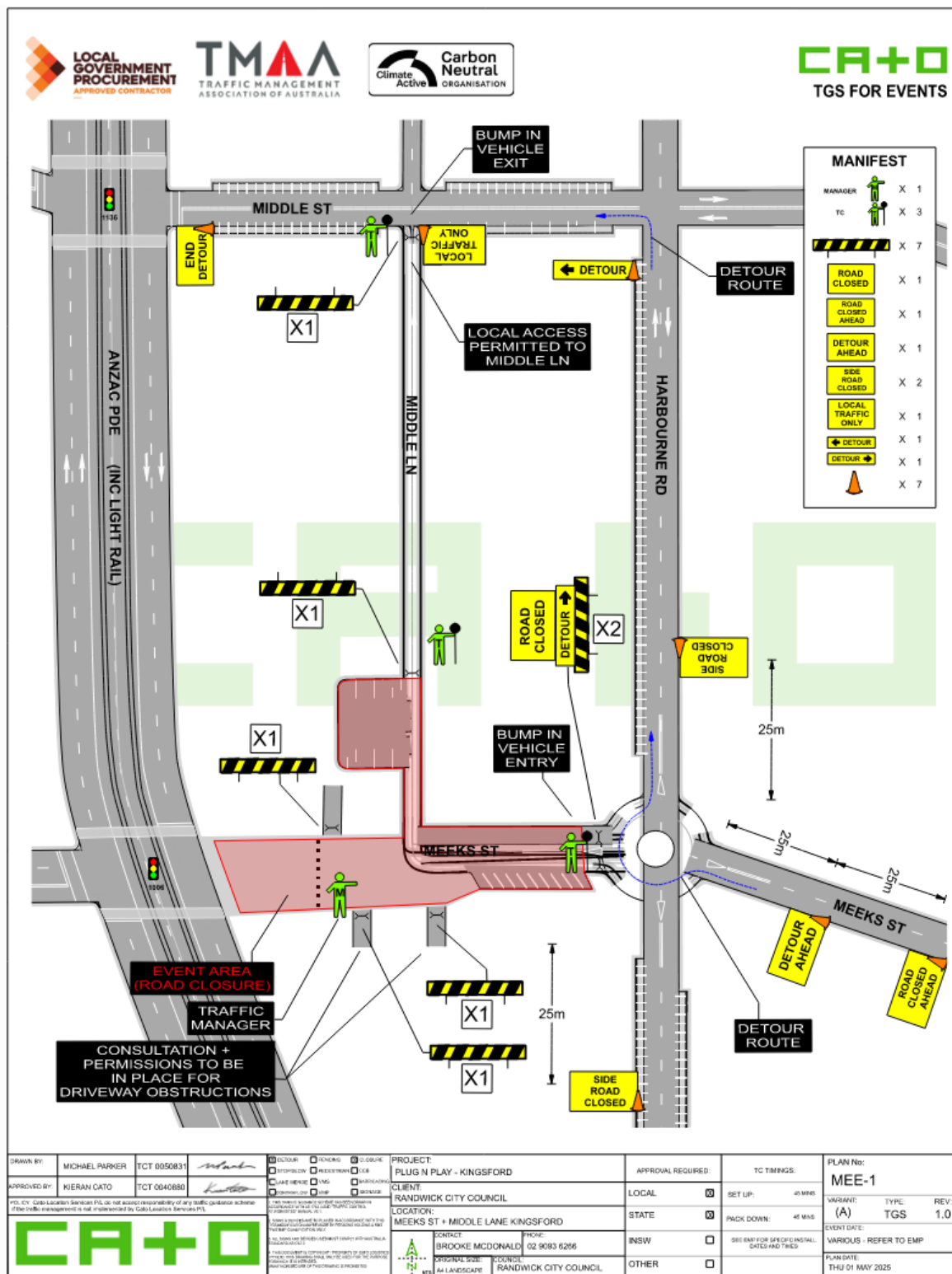


Figure 9: Overall road closure map





## **Anzac Parade La Perouse NSW 2036**

To support the event area the following roads will be closed via a “hard road closure”:

- Anzac Parade – between Endeavour Avenue and Endeavour Avenue

To further support the event area, residents and surrounding commercial operators, the following location will have local access permitted via a “soft closure”:

- Goorawahl Avenue – between Anzac Parade and Endeavour Avenue



*Figure 11: The event location and road closures (in red) noting the surrounding roads affected (in black)*

### **Signalised intersections:**

There are no existing signalised traffic light intersections in the vicinity of the road closure. All traffic signalised intersections around the extended local area will function as normal.



**Public Transport**

The nearest bus stops to the event location are detailed above. As part of the proposal, no bus stops will be closed or impacted. Bus routes will remain operational around the area with no impact.

There will be no impact to train stations in the vicinity of the event location and road closures.

**Taxis and ride-share**

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

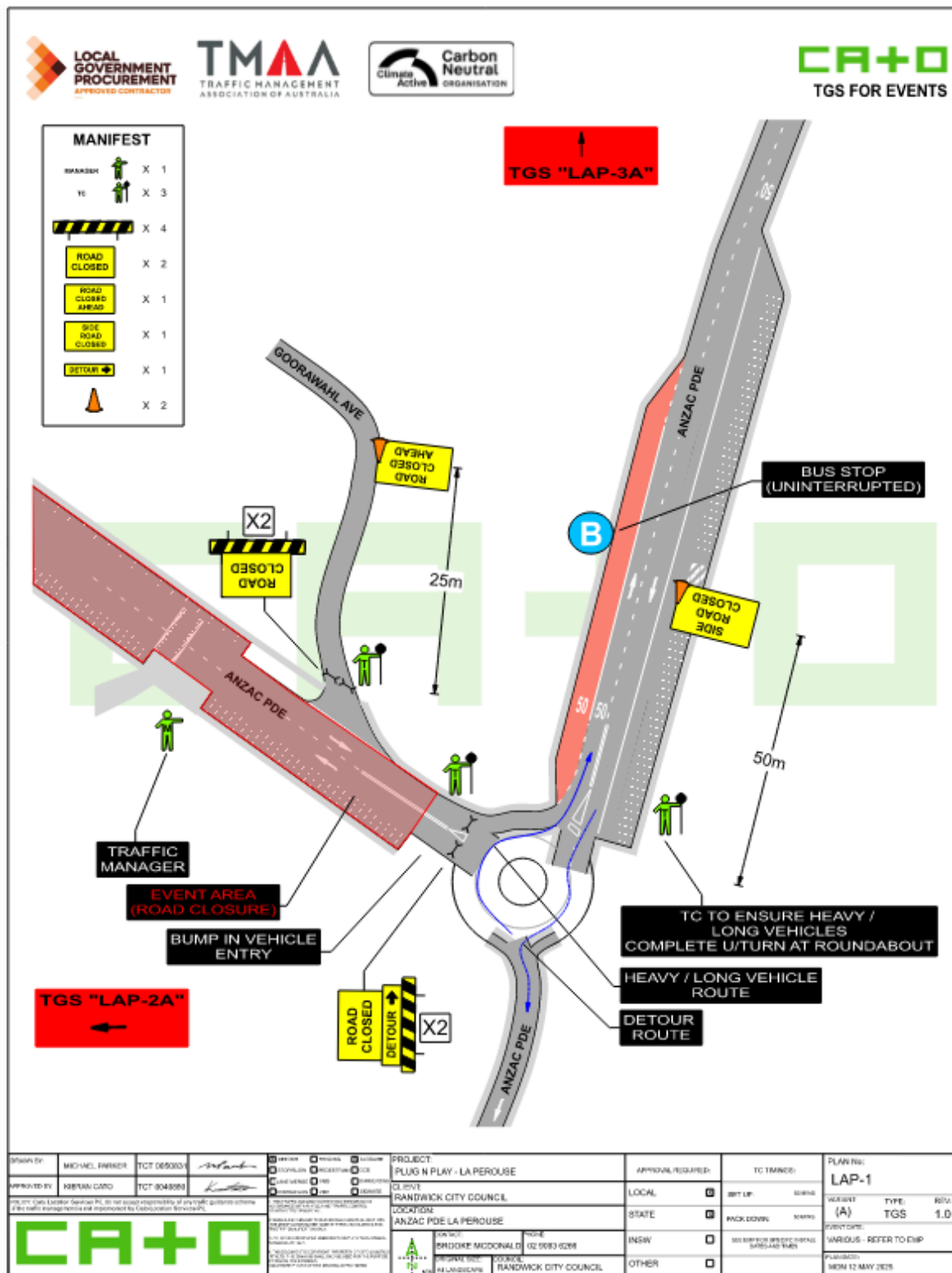
**Cycle routes**

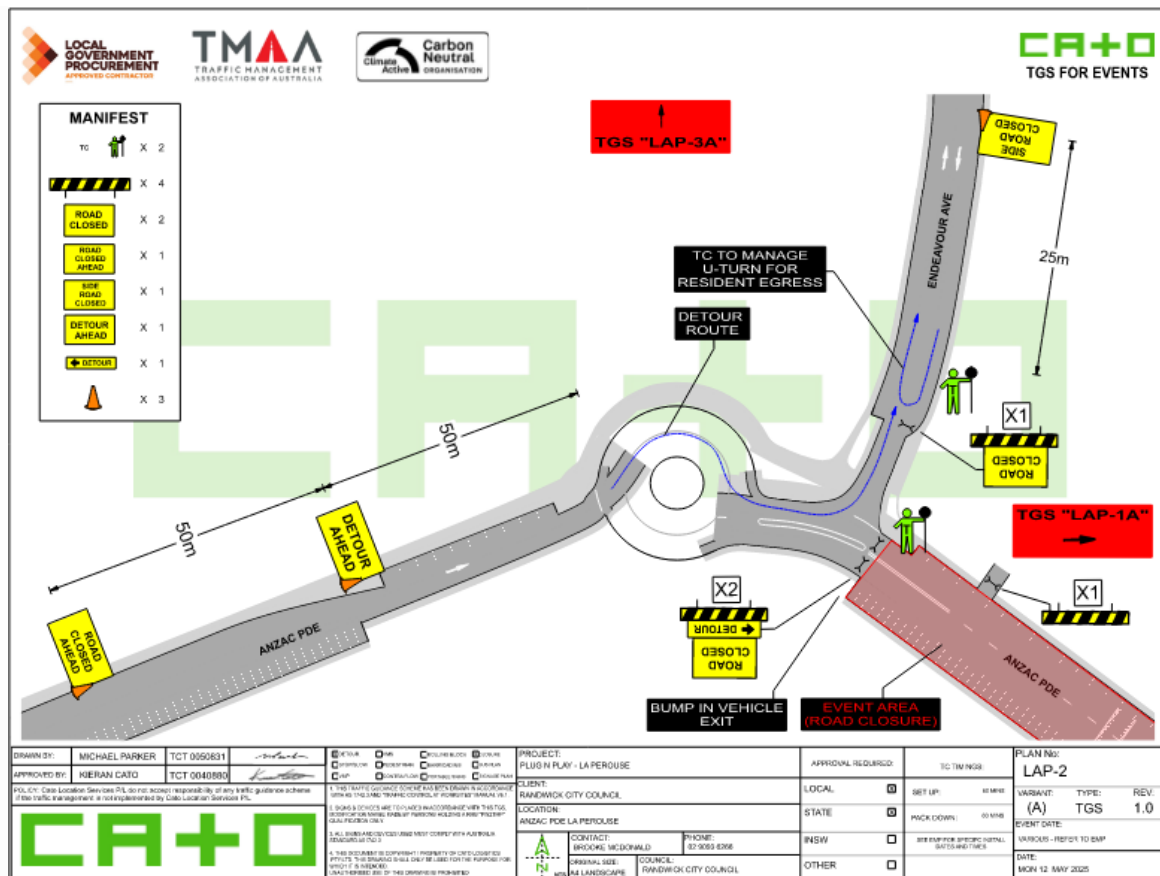
Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

The overall road closure map, Traffic Guidance Scheme (TGS) and Variable message signs (VMS) plan are shown in Figure 12, Figure 13 and Figure 14, respectively.



Figure 12: Overall road closure map







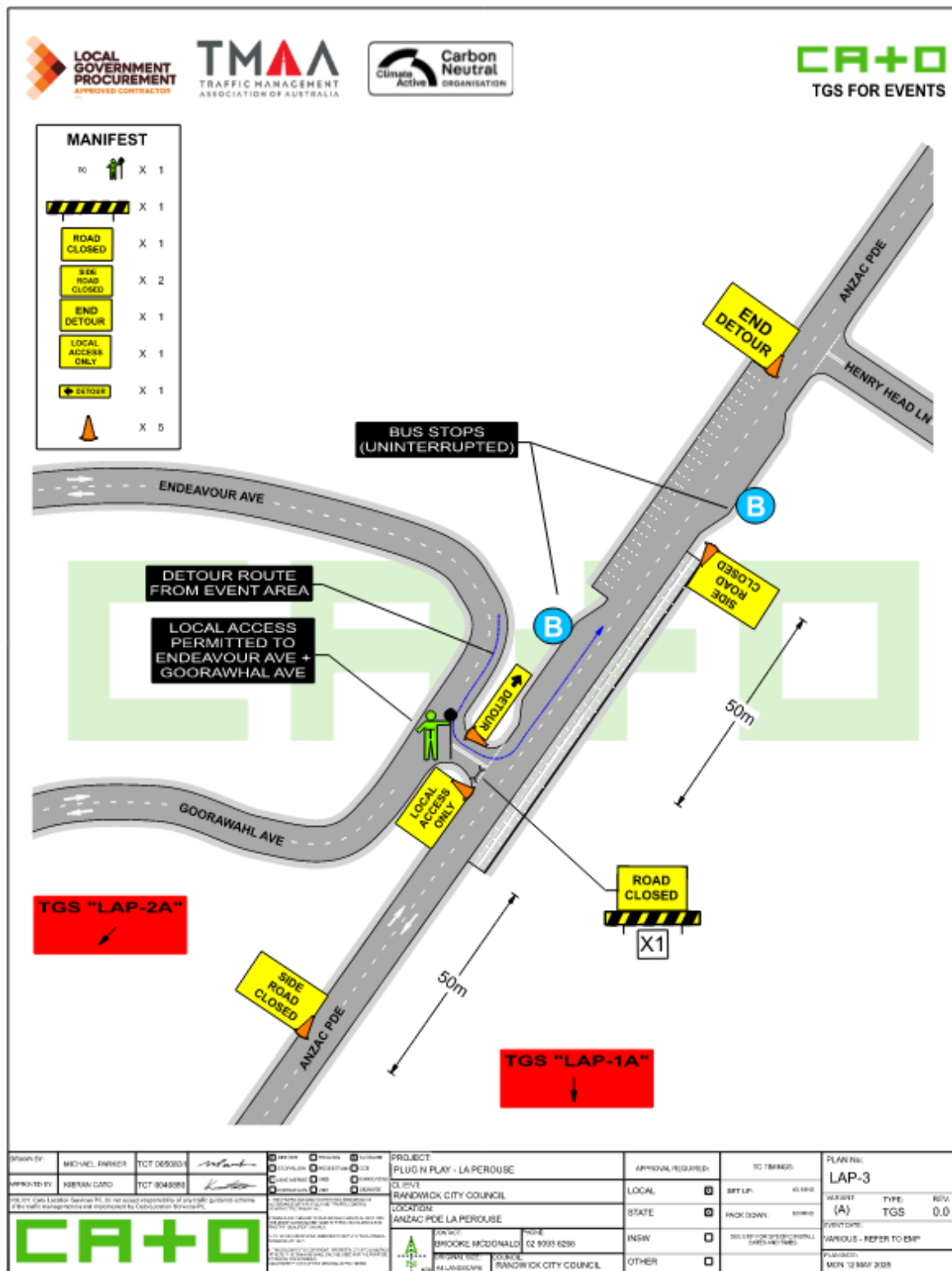


Figure 13: Traffic Guidance Scheme

**TGS FOR VMS**

**VMS 1 LOCATION & MESSAGES**

**PRIOR TO EVENT**

**EVENT  
ANZAC PDE  
LA PEROUSE  
ROAD CLOSED**

**<INSERT DATE + TIMES>**

**DURING EVENT TIMES**

**EVENT  
ROAD CLOSED  
TODAY**

**HEAVY VEHICLES  
U-TURN AT  
ROUNDBOUT**

**DRAWN BY:** MICHAEL PARKER TCT 0050831

**APPROVED BY:** KIERAN CATO TCT 0040880

**CA+O**

**CLIENT:** RANDWICK CITY COUNCIL

**LOCATION:** ANZAC PDE LA PEROUSE

**CONTACT:** BRODIE McDONALD PHONE: 02 9553 6286

**ORIGINAL SIZE:** A4 LANDSCAPE **COUNCIL:** RANDWICK CITY COUNCIL

**APPROVAL REQUIRED:** LOCAL ☒ STATE ☐ INSW ☐ OTHER ☐

**INSTALL:** ☒ DE INSTALL: ☐

**REFER EMP:** ☐

**PLAN NO:** LAP-4

**VARIANT:** (A) **TYPE:** VMS **REV:** 0.0

**EVENT DATE:** VARIOUS - REFER TO EMP

**DATE:** THU 01 MAY 2025

**NOTE:** This event schedule will affect the traffic flow in the area. Please be aware that there may be changes due to weather or other factors.

**TGS FOR VMS**

**VMS 2 LOCATION & MESSAGES**

**PRIOR TO EVENT**

**EVENT  
ANZAC PDE  
LA PEROUSE  
ROAD CLOSED**

**<INSERT DATE + TIMES>**

**DURING EVENT TIMES**

**EVENT  
ROAD CLOSED  
TODAY**

**EXPECT  
DELAYS**

**CONTINGENCY**

**EVENT  
CONGESTION  
AHEAD**

**USE  
ALTERNATE  
ROUTE**

**DRAWN BY:** MICHAEL PARKER TCT 0050831

**APPROVED BY:** KIERAN CATO TCT 0040880

**CA+O**

**CLIENT:** RANDWICK CITY COUNCIL

**LOCATION:** ANZAC PDE LITTLE BAY

**CONTACT:** BRODIE McDONALD PHONE: 02 9553 6286

**ORIGINAL SIZE:** A4 LANDSCAPE **COUNCIL:** RANDWICK CITY COUNCIL

**APPROVAL REQUIRED:** LOCAL ☒ STATE ☐ INSW ☐ OTHER ☐

**INSTALL:** ☒ DE INSTALL: ☐

**REFER EMP:** ☐

**PLAN NO:** LAP-5

**VARIANT:** (A) **TYPE:** VMS **REV:** 0.0

**EVENT DATE:** VARIOUS - REFER TO EMP

**DATE:** THU 01 MAY 2025

**NOTE:** This event schedule will affect the traffic flow in the area. Please be aware that there may be changes due to weather or other factors.

Figure 14: Variable Message Signs plan

## Resourcing Strategy implications

There are no financial implications arising from this report.

## Discussion NIL

## Recommendation

That the Traffic Management Plans and other associated plans for the Meeks Street temporary closure proposal and the Anzac Parade temporary closure proposal, as detailed within the report, are endorsed for implementation.

### **TC94/25 Traffic Committee Report - Tunstall Avenue, Kingsford / Kensington - Traffic control devices (KWK) (F2023/00619)**

Following extensive community consultation regarding the Kensington / West Kingsford Local Area Traffic Management Study (KWK), the Council at its Ordinary Meeting, held on 17 June 2025, resolved:

**RESOLUTION: (Luxford/Hay)** that Council:

- a) Note the outcomes of the community consultation process for the Kensington and West Kingsford Local Area Traffic Management Study.
- b) Endorse the recommendations detailed within the report in relation to each of the proposed traffic treatments within the Kensington West Kingsford Local Area Traffic Management Study area.
- c) Endorse the installation of the following Stage 1 and Stage 2 traffic devices within the Kensington / West Kingsford local area traffic management area:
  1. A continuous raised footpath across Abbotford Street at Doncaster Avenue
  2. A continuous raised footpath across Mooramie Avenue near Barker Street
  3. A kerb nib in Goodrich Avenue near Eastern Avenue
  4. A one-way southbound restriction applying to Eastern Avenue, north of Day Avenue
  5. A pedestrian refuge in Ascot Street near Kokoda Park
  6. A pedestrian refuge in Day Avenue at Eastern Avenue
  7. Pedestrian refuges in Day Avenue at Mooramie Avenue
  8. A pedestrian refuge and kerb nib in Balfour Road near Addison Street
  9. A raised intersection treatment at the intersection of Addison Street and Kensington Road
  10. A raised intersection treatment at the intersection of Barker Street and Doncaster Avenue
  11. A raised intersection treatment at the intersection of Cottenham Avenue and Barker Street
  12. A raised intersection treatment at the intersection of Cottenham Avenue and Borrodale Road
  13. A raised intersection treatment at the intersection of Cottenham Avenue and Edward Street
  14. A raised intersection treatment at the intersection of Cottenham Avenue and Koorinda Avenue
  15. A raised intersection treatment at the intersection of Koorinda Avenue and Mooramie Avenue
  16. A raised intersection treatment at the intersection of Tunstall Avenue and Goodrich Avenue
  17. A raised intersection treatment at the intersection of Tunstall Avenue and Tresidder Avenue
  18. A raised intersection treatment at the intersection of Day Lane and Barker Street
  19. A raised intersection treatment at the intersection of Day Lane and Strachan Street
  20. A roundabout with associated raised 'wombat' pedestrian crossing at the intersection of Houston Road and Strachan Street

21. Slow points near No.5 Tunstall Avenue
22. A raised 'wombat' pedestrian crossing across Addison Street near Kensington Road
23. A raised 'wombat' pedestrian crossing across Addison Street west of Anzac Parade
24. A new footpath along Barker Street between Day Lane and Cottenham Avenue
25. That existing 50km/h speed limits be retained on Anzac Parade, and Todman Avenue west of Anzac Parade. A general 40km/h speed limit apply to the rest of the area
26. Council investigate the inclusion of the Day Avenue and Doncaster Avenue roundabout and the Barker Street and Houston Road roundabout
27. Council investigate the inclusion of safety measures at the intersection of Cottenham Avenue and Roma Avenue, Kensington.

Given Council's adoption of the recommendations arising from the Local Area Traffic Management Study it is now intended to commence implementation. The initial projects to be implemented will be those upon Tunstall Avenue:

- *A raised intersection treatment at the intersection of Tunstall Avenue and Goodrich Avenue;*
- *A raised intersection treatment at the intersection of Tunstall Avenue and Tresidder Avenue;*  
*and*
- *Slow points near No.5 Tunstall Avenue, slow point intersection as per the concept plan area also being considered for installation at 30A and 31 Tunstall Avenue.*

Concept plans for these three devices are shown on the following pages:



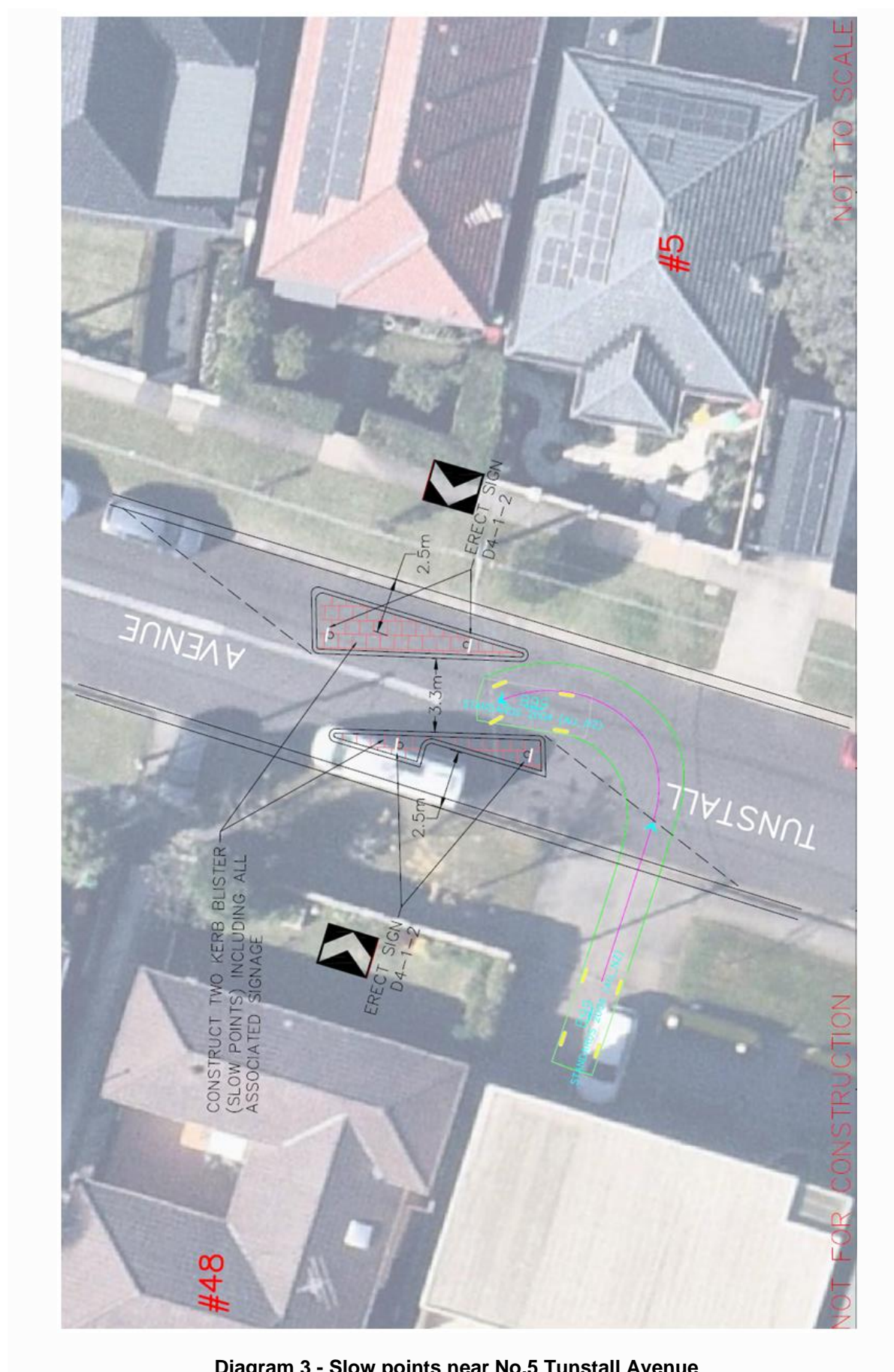


**Diagram 1 - Raised intersection treatment at the intersection of Tunstall Avenue and Goodrich Avenue**



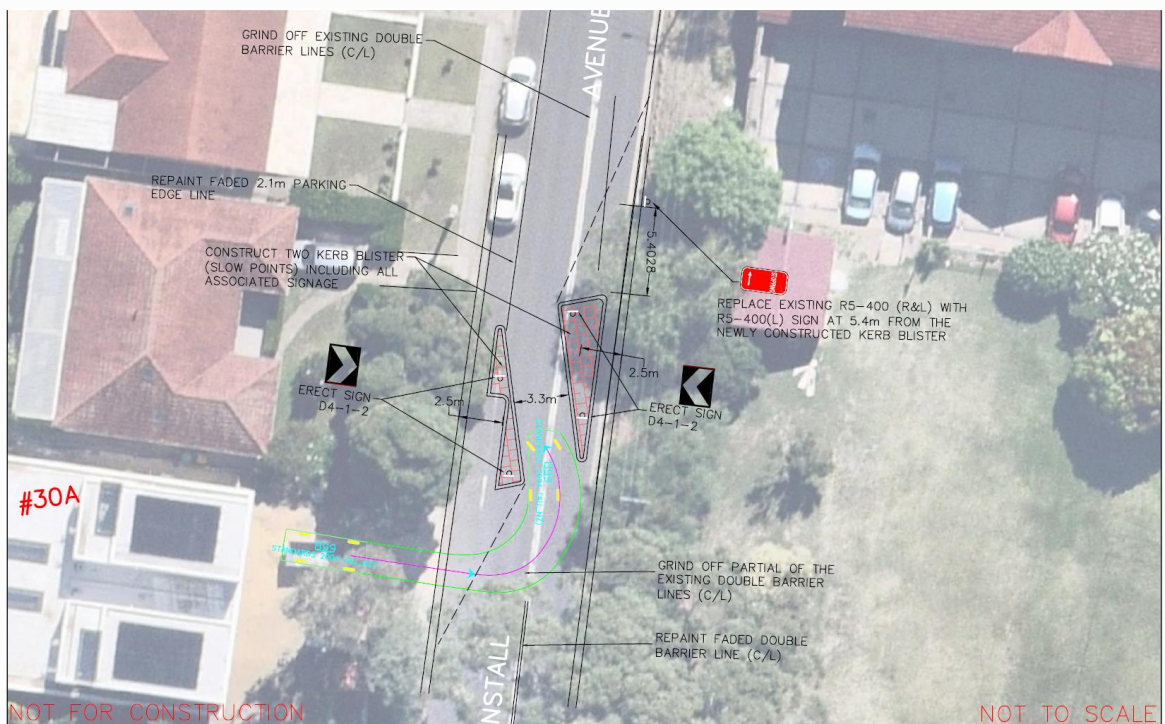
**Diagram 2 - Raised intersection treatment at the intersection of Tunstall Avenue and Tressider Avenue**







**Diagram 4 - Slow points near No.29 Tunstall Avenue**



**Diagram 5 - Slow points near No.30A Tunstall Avenue**

Following endorsement of these traffic devices by the Traffic Committee, the immediate residents will be informed of the upcoming implementation of these facilities. Construction will then commence.

### Resourcing Strategy implications

Funding for these projects has been provided by Transport for NSW, through its Towards Zero Safer Roads Program

### Discussion NIL



**Recommendation**

That the following traffic control devices, arising from the Kensington / West Kingsford Local Area Traffic Management Study, are approved for installation:

- a) A raised intersection treatment at the intersection of Tunstall Avenue and Goodrich Avenue
- b) A raised intersection treatment at the intersection of Tunstall Avenue and Tresidder Avenue
- c) Slow points near No.5 Tunstall Avenue, slow point intersection as per the concept plan area also being considered for installation at 30A and 31 Tunstall Avenue

**TC95/25 Traffic Committee Report - Anzac Parade, Malabar (F2004/07232)**

A local resident has raised concerns relating to difficult sightlines and obstructions at the slip lane leading to the Anzac Parade service road in Malabar, which accesses properties numbered 1200 to 1210 Anzac Parade. Access to the service road is on the eastern side of the eastern carriageway of Anzac Parade, some 80m to the north of the northern Franklin Street intersection, in Malabar.

Given the concerns it is proposed to implement the No Stopping and No Parking controls as indicated in the following diagrams.

**Resourcing Strategy implications**

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

**Discussion NIL****Recommendation**

That the No Stopping, No Parking and Bus Zone parking controls, as indicated on the included plans / diagrams, are approved for installation on the eastern side of the eastern carriageway of Anzac Parade, to the north of the northern intersection with Franklin Street, Malabar.

## TC96/25 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.	Boyce Road, MAROUBRA (M)	S	10	159 Boyce Road, Maroubra NSW 2035	Unrestricted	WZ/11/2025 – RM & SH (AD)
2.	Chester Avenue, MAROUBRA (M)	E	12	51 Chester Avenue, Maroubra	Unrestricted	Install 12m long No Stopping restrictions at the frontage of 51 Chester Avenue, Maroubra, as unlawful construction vehicles are parking at this site causing traffic safety issues-LA/143/2024-DA & SH (AD)
3.	Perouse Road, RANDWICK (C)	E	8	65-71 Perouse Road, Randwick	1P 8:30am-6pm Mon-Sat	WZ/15/2025 – SW & SH (AD)
<b>REMOVAL</b>						
4.	Carrington Road, COOGEE (C)	N	8	151 Carrington Road, Coogee NSW 2034	Unrestricted	WZ/14/2024 – EF & RM (AD)
5.	Varna Street, CLOVELLY (C)	S	12	69 Varna Street, Clovelly NSW 2031	Unrestricted	LA/447/2024 – EF & RM (AD)
6.	Jennifer Street, Little Bay (M)	E	15	11 Jennifer Street, Little Bay NSW 2036	Unrestricted	WZ/21/2024 – SH & AL (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.

**TC97/25 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.	Malabar Road South Coogee (C) SR 748113 - SW	Shift existing 4P "8:30am – 6pm Mon – Fri" sign north by 10m to ELP on western side of Malabar Road opposite Evelyn Street in South Coogee.	To allow for vehicles to pass vehicles turning right at this intersection.
2.	Gregory Street, South Coogee (C) SR 746043 – SW	Install parking signage 'No Parking Wedding or Funeral Vehicles Excepted' for a length of 6m, on Gregory Street approximately 26m south of Nymboida Street.	Representative from the church has requested a set down area for patrons and for wedding and funeral vehicle access.
3.	Carrington Road, RANDWICK (C) (SR745097-DH) (AD)	Remove the existing Mobility Impaired Persons Parking Space (MIPPS) signs located at the frontage of 258 Carrington Road, Randwick	Applicant no longer resides at this address.
4.	Park Avenue, RANDWICK (C) (SR745081-DH) (AD)	Remove the existing Mobility Impaired Persons Parking Space (MIPPS) signs located opposite of 3 Park Avenue, Randwick	Applicant no longer requires MIPPS
5.	Garrett Street, Maroubra (M) (D05721485-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the western side of Garrett Street, at the frontage of No. 12 Garrett Street, Maroubra.	To assist eligible mobility impaired resident to park close to their property.
6.	Perouse Road, Randwick (C) (D05733711-DH)(AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the northern side of Perouse Road, at the frontage of No. 165 Perouse Road, Randwick.	To assist eligible mobility impaired resident to park close to their property
7.	Perouse Road, Randwick (C) (D05737973-DH)(AD)	Remove the existing Mobility Impaired Persons Parking Space (MIPPS) signs located at the frontage of 128 Perouse Road, Randwick.	Applicant no longer resides at this address.
8.	Bilga Crescent, Malabar (M) (D05711310-DH)(AD)	Remove the existing Mobility Impaired Persons Parking Space (MIPPS) signs located at the frontage of 113 Bilga Crescent, Malabar.	Applicant no longer requires MIPPS
9.	Wentworth Street, RANDWICK (C) (ITD-RM) (AD)	Relocate the existing 5.5m "P35 Minutes" from the western side of Wentworth Street, immediate north of the driveway of 2 Wentworth Street, Randwick NSW 2031 to 10m north of Wentworth Lane.	To ensure frequent turnovers from public and to allow the resident of 2 Wentworth Street with MPS permit to park all day until their driveway is constructed.
10.	McKeon Street, MAROUBRA (M) (SR:740874-RM) (AD)	Install 6m "Mobility Impaired Person's Parking Space (MIPPS)" on the southern side, at the frontage of 19 McKeon Street, Maroubra NSW 2035.	To assist eligible mobility impaired resident park close to their property.
11.	Darling Street, KENSINGTON (H) (D05730869-RM) (AD)	Reduce existing "1P, 8am-6pm, Mon-Sat" zone on the southern side of Darling Street, adjacent to 14-18 Darling Street, Kensington NSW 2033 by further 6m east of Anzac Parade to be replaced with a 6m "Mobility Impaired Person's Parking Space (MIPPS)".	To assist eligible mobility impaired visitors park close to local businesses.



12.	Mason Street, Maroubra (M) (SR 746182 – AL)	Install 30m “No Parking” at the frontage of 59 Hannan Street, Maroubra due to narrow width of Mason Street.	To allow vehicles access / egress from 59 Hannan Street.
13.	Maroubra Road, Maroubra (M) (D05758806-TL) (AD)	Introduce a 10m length of No Parking between the two driveways of no.236 Maroubra Road, Maroubra.	Concerns have been raised about sightline issues.
14.	Mason Street, Maroubra (M) (SR 744880 – AL) (AD)	Install “No Parking” on northern side of Mason Street, at the frontage of 695 Anzac Parade, Maroubra.	Concerns have been raised due to parked vehicles partially on the footpath at the frontage of 695 Anzac Parade on Mason Street.
15.	Bradley Street, Randwick (C) SR 656178 – RK) (AD)	Install 20m “Do Not Obstruct Footpath” at the frontage of 2A Bradley Street, Randwick	Concerns were raised due to parked cars overhanging footpath and obstructing pedestrian access.
16.	Garden Street, Maroubra (M) SR 739972 – SW	Install “Do Not Queue Across Intersection” on Garden Street at the intersection with Green Street facing southbound traffic	As this intersection gets obstructed by queuing traffic from the nearby signalised intersection. The proposal aims to remind motorists that it is not legal to queue through an intersection.
17.	Yorktown Parade, Maroubra (M) D05764624 – (DH)	Paint 32 metres of yellow edge line marking along the northern kerbside of Yorktown Parade, east of Minneapolis Crescent, between EP No. MA08795 and EP No. MA08794.	Concerns raised from bus operators regarding vehicles regularly parking within the existing no stopping zone.
18.	Endeavour Avenue, La Perouse D05765252 (M) – (AB)	Paint 8m of yellow edge line along the eastern kerb of Endeavour Avenue, across the unformed roadway between nos 23 & 21.	To maintain resident access to off-street parking spaces.
19.	High Street, Randwick (near UNSW Gate 3) (C) (AB)	Remove non-utilised Bus Zone	Former Bus Zone no longer utilised – return to unrestricted parking.

### Resourcing Strategy implications

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

### Discussion

Mr Lehmann informed the Committee that he’d like to defer the High Street item numbered 19. He advised that UNSW had recently sought advice about the possibility of a new High Street bus stop for a proposed UNSW shuttle bus service. Mr Lehmann suggested that the proposed bus stop removal, detailed within this item, be deferred pending consideration of the bus stop needs of the proposed UNSW shuttle bus.

### Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action, apart from item no.19 – High Street, Randwick – which is deferred pending further discussions with UNSW.

## TC98/25 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.	Anzac Parade	Malabar (M)	East	10	North	Access road adjacent to No. 1206 Anzac Parade	SR 745669 - SW
2.	Malabar Road	South Coogee (C)	East	15	North	Evelyn Street	SR 748113 - SW
3.	Wentworth Street	Randwick (C)	West	10	North	Wentworth Lane	ITD-RM (AD)
4.	Mason Street	Maroubra (M)	North	10	East	Hannan Street	SR 746182 - AL
5.	Mason Street	Maroubra (M)	North	10	West	Anzac Parade	SR 744880 - AL

(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.

## TC99/25 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	Complex traffic signal modelling continues to be undertaken. Recently entered into concept design stage.
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. Major works approval process has commenced with Sydney Water.
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. Detailed signal design to be finalised following Sydney Water processes (see above).

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	Concept designs completed for each of these projects.
P.0085255 (D05071792) Due June 2026	<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 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	<b>Little Bay Rd / Bunnerong Rd, Little Bay</b> - Install raised thresholds	Australian Government Black Spot Program 2024/25	\$103,616	Design finalised - construction to commence soon.
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	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	<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. Road Safety Audit was recently completed.
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 June Council meeting.
Project 11096 D05767453 Due June 2027	<b>Kingsford to Centennial Park Walking and Cycling Improvements – Stage 3</b> (Design review and update Sturt St to Barker St)	Get NSW Active program.	\$411,000	Consultants appointed, and on-site review undertaken with consultants and relevant Bayside Council staff.

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

### **TC100/25    Canberra Street, Randwick**

Councillor Martin enquired as to the progress with the previously endorsed parking bay lines on the western side of Canberra Street, just south of Oberon Street, Randwick. Mr Lehmann advised that he would arrange for an investigation into the status of this approved linemarking.

#### **Recommendation**

That the Manager Integrated Transport arrange for an investigation into the status of the previously endorsed parking bay lines on the western side of Canberra Street, just south of Oberon Street, Randwick.

### **TC101/25    Coogee Bay Road, Coogee**

Councillor Martin and Councillor Wilson discussed the issue of the vertical placement (height) of the 40km/h signage in Coogee Bay Road, as raised with them by a resident at a recent community 'Let's Chat' session. It was agreed that Mr Lehmann would arrange for the 40km/h signage in Coogee Bay Road to be checked.

#### **Recommendation**

That the Manager Integrated Transport arrange for an investigation into the vertical placement (height) of the 40km/h signage in Coogee Bay Road, Coogee.

### **TC102/25    Expressions of Gratitude for Tony Lehmann**

Council's Community Road Safety officer, Heidi Leadley, informed the Committee that this will be the final Traffic Committee meeting to be chaired by Tony Lehmann: *"Twenty years ago, Tony chaired his first Traffic Committee meeting on June 20, 2005. In those days meetings were held in person in the Randwick Room and a lovely morning tea was organised by Jai Sue. The first meeting had only a single traffic engineer, Ken Kanagarajan, supporting Tony. Since then, Tony has chaired around 220 Traffic Committee meetings. Over this period Tony navigated some significant issues such as the introduction of the light rail, a significant bicycle network, including separated cycleways, a lot of hooning at La Perouse, resident parking schemes and more resident parking schemes. There's the Kensington to West Kingsford LATM, proposed traffic signals at Franklin Street and Anzac Parade etc etc..."*

Heidi stated that Tony *"was also involved in the introduction of high pedestrian activity areas around Coogee and The Spot, many black spots sites were addressed – including numerous pedestrian refuges, zebra / wombat crossings, the list is endless. Tony has been patient, considered, thoughtful and diplomatic as he steered the Committee in his role of chair. The Integrated Transport team members wanted to thank Tony for his time and commitment to the Traffic Committee processes for all these years and let him know that his staff deeply appreciate his considerable efforts. Thank you Tony."*

Statements of gratitude and support for Mr Lehmann were also made by a number of the Traffic Committee participants, including from Councillors, a local resident, the local bus operator and TfNSW.

Mr Lehmann expressed appreciation for the kind words provided however he stated that over the years it was the team of wonderful professionals behind him who actually did all the hard work. He wished the Traffic Committee well in its future deliberations and thanked all participants for their support over the years.

The meeting closed at 9:57am.