



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 19 AUGUST 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:

Todd Clarke	Randwick City Council (Chairperson)
Clr Marea Wilson (delegate)	East Ward
Clr Masoomah Asgari	East Ward
Peter Scott	NSW Police
Rino Mucciacciaro	Transdev John Holland
Lilian Azrag	UNSW
Van Le	TfNSW

Duncan Scott, Amir Lahouti, Dilruba Akhter, Heidi Leadley, Lachlan Wood, Rasheeq Mahmood, Renna Korn, Lauren Bonomini & Shenara Wanigasekera - Randwick City Council

Apologies

Apologies were received from Clr Aaron Magner.

Technical Difficulties (unable to access meeting):

Nina Fard	Transport for NSW (TfNSW)
Dr Marjorie O'Neill MP	Member for Coogee
Kate Lewis	TfNSW
Anthony Ryan	Resident
Paul Chilcott	Resident

Anthony Baradhy, David Huang, Shayne Hermansen, Lana Byrne, Ross Mills - Randwick City Council

Matters Arising from the Minutes OR from Council Resolutions

Traffic Committee Reports

TC103/25 Arthur Street, Randwick - Taxi Zone (C)
TC104/25 Bunnerong Road, Chifley (M) - Linemarking
TC105/25 Jersey Road, Matraville - Speeding Concerns (M)
TC106/25 Balfour Road, Kingsford / Kensington - Traffic control devices (KWK)
TC107/25 Works Zone - Installation and Removal of Signage (All)
TC108/25 Minor Signage Items - Parking and Regulatory (All)
TC109/25 Parking Control Signage at Intersections - No Stopping (All)
TC110/25 Transport for NSW (TfNSW) Funded Project Status (All)

Traffic Committee Reports

TC103/25 Traffic Committee Report - Arthur Street, Randwick - Taxi Zone (C) (F2007/00511)

During the Local Traffic Committee meeting held on 13 August 2024, the installation of a Taxi Zone and related Motorcycle Parking was recommended on Arthur Street in Randwick for a trial period of 6 months, with a subsequent report to be brought back to this committee for consideration, following consultation with residents and businesses.

The implemented arrangement is depicted in the below figure.

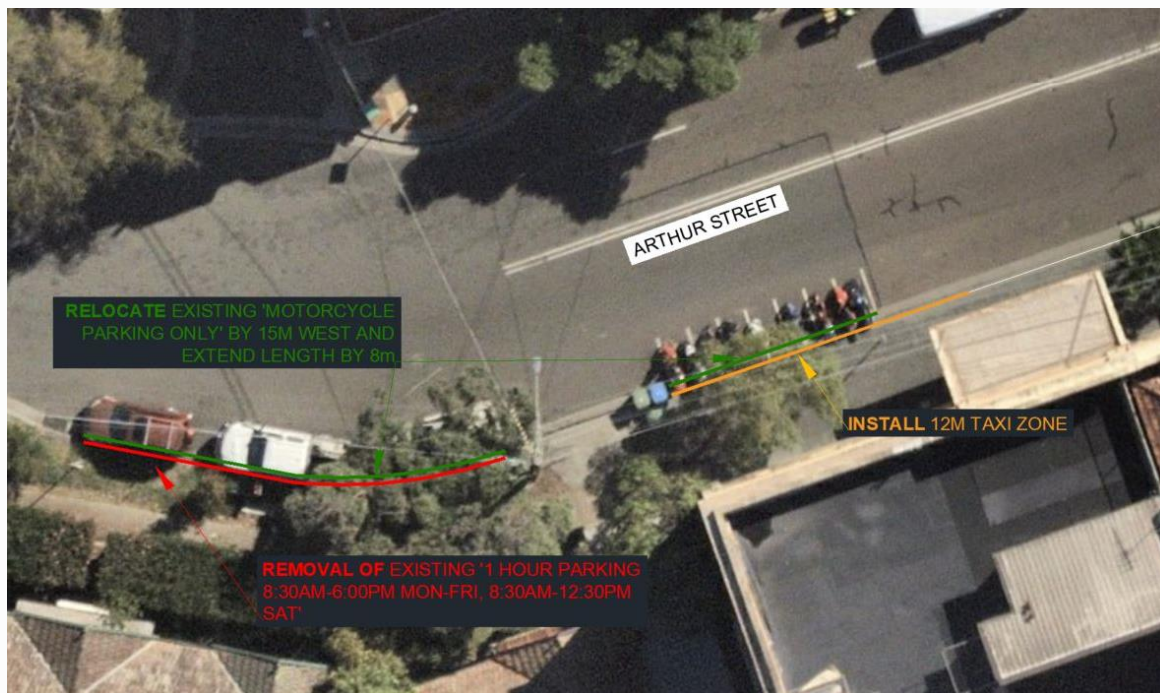


Figure 1: Arthur Street 12m Taxi Zone resulting in the relocation of the existing No Stopping Signage and the Motorcycle Parking Area.

Following the six-month trial, a letter was distributed to residents and businesses located close to the changes to parking restrictions on 26 June 2025, describing the trial arrangement. Feedback was sought to determine whether this arrangement should be made permanent. No comments were received.

During the six-month trial period no feedback was received.

In addition, Council officers have reached out to the NSW Taxi Council regarding any comments regarding the trial Taxi Zone on Arthur Street, Randwick. No comments have been received from this organisation.

Noting the benefit to the community of a taxi rank located near the commercial center of Randwick and the observed demand for the increased length of motorcycle parking in this location, it is proposed to retain the trial arrangement.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion NIL

Recommendation

That the trial Taxi Rank and relocated Motorcycle Parking arrangement be made permanent.

TC104/25 Traffic Committee Report - Bunnerong Road, Chifley (M) - Linemarking (F2006/00536)

Community concerns have been raised regarding motorists passing cyclists in an unsafe manner on sections of Bunnerong Road, Chifley. Bunnerong Road is a bus route with a speed limit of 60km/h.

The lanes in the sections indicated in Figure 1 below are 3.5m wide with a 1m wide concrete median separating the opposing turning lane. Motorists attempting to pass cyclists in these sections are not able to provide the required 1m clearance and are putting cyclist safety at risk.

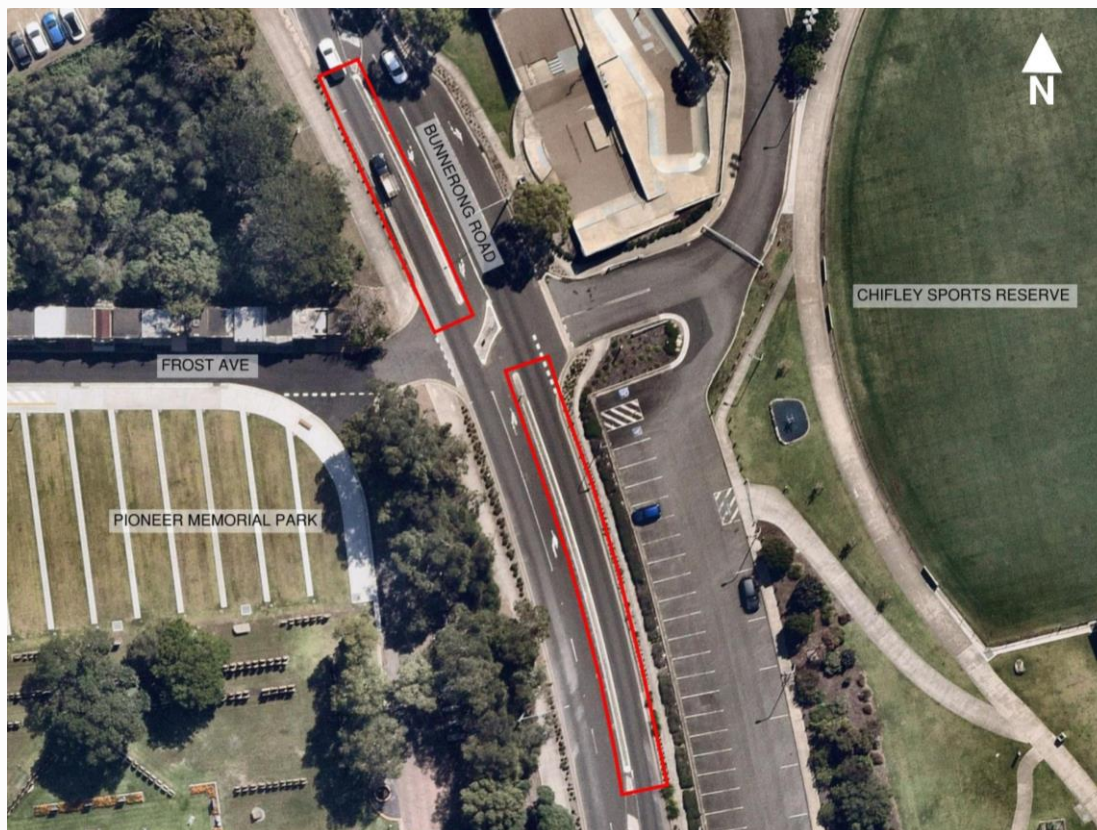


Figure 1: Bunnerong Road, near Frost Avenue, Chifley

To address this, it is proposed to reduce the lane widths to 3.2m to discourage motorists from attempting to overtake cyclists. The proposal is presented in Figure 2 and includes:

- New edge linemarking (E5) along central median in combination with discontinuous white audio-tactile linemarking (rumble strips) with raised pavement markers to reduce the lane width and discourage overtaking; and
- New bicycle symbols (PS-2) applied to carriageway on approach to both sections to alert road users of the potential presence of cyclists.

Adjacent land use consists of the Pioneer Memorial Park, Chifley Sports Reserve and industrial areas. The nearest residential properties are over 130m distant to the east. The limited application of discontinuous white audio-tactile linemarking on these short sections is considered appropriate and should not create adverse noise impacts to sensitive receptors.

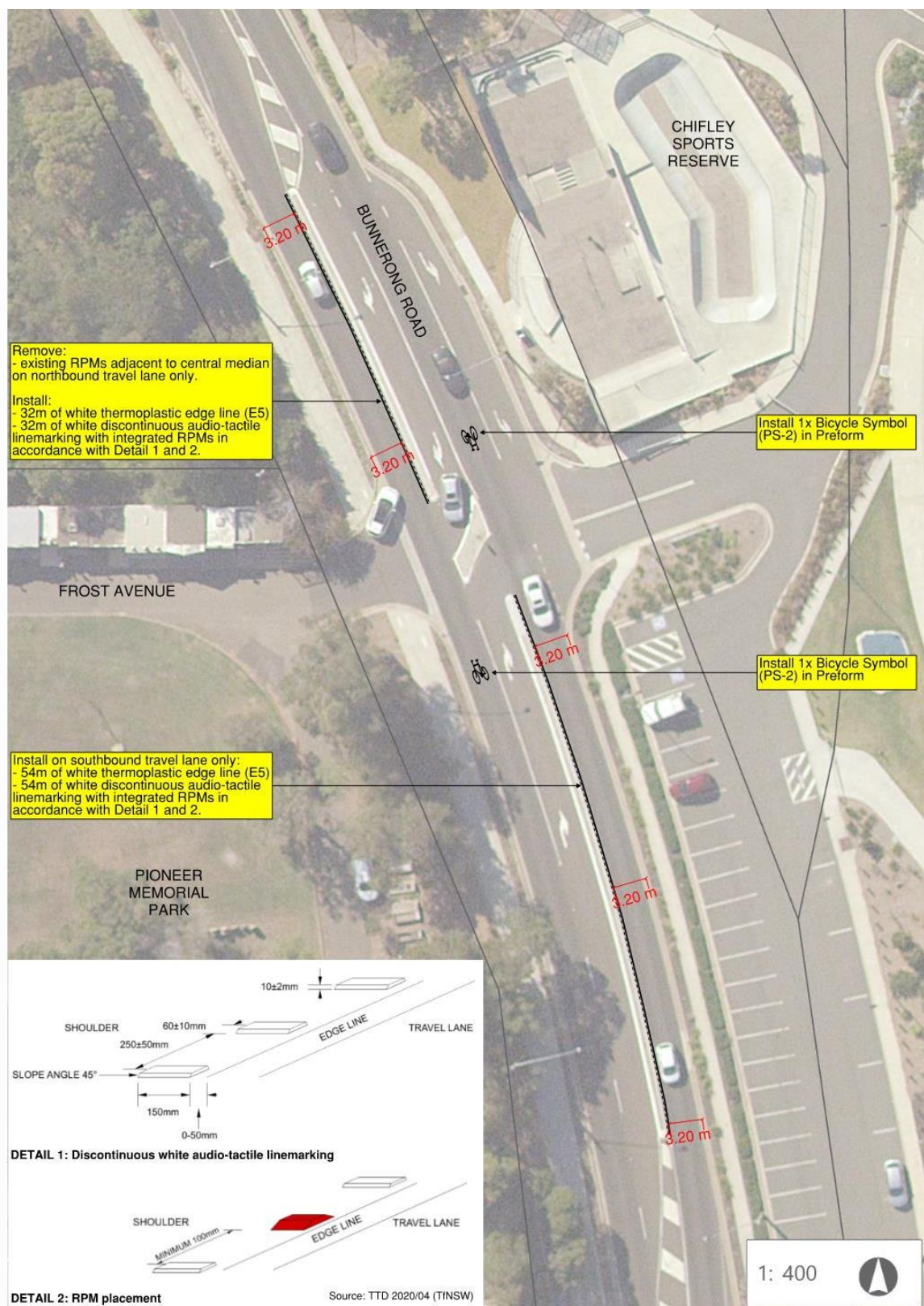


Figure 2: Proposed linemarking on Bunnerong Road

Resourcing Strategy implications

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

Discussion NIL

Recommendation

That, the following be installed on the indicated sections of Bunnerong Road:

- a) 32m edge line (E5) with discontinuous audio-tactile linemarking and integrated raised pavement markers along the central median to reduce the northbound travel lane to 3.2m wide.
- b) 52m edge line (E5) and discontinuous audio-tactile linemarking and integrated raised pavement markers along the central median to reduce the southbound travel lane to 3.2m wide.
- c) 1x bicycle symbol (PS-2) on the approach to the constrained sections of Bunnerong Road on both the northbound and southbound travel lanes.

TC105/25 Traffic Committee Report - Jersey Road, Matraville - Speeding Concerns (M)
(F2006/00101)

Concerns have been raised by some Jersey Road residents regarding road safety and observed incidences of vehicles travelling fast along the street.

Concerns have been raised by a resident on Jersey Road, Matraville (east of Bunnerong Road) regarding vehicle speeds and general road safety. Jersey Road functions as a two-way collector road with a carriageway width ranging between 7.5 and 9.7 metres. It extends east-west between Bunnerong Road and Anzac Parade and provides access to local residences, Heffron Park facilities, and serves as a link for through traffic. Parking is unrestricted on both sides of the street, except near the crest where parking is restricted on the northern side for safety reasons.

Traffic counts were undertaken on 13 May 2025 for site 1 and 3 and on 27 May for site 2 over seven-day periods to determine the extent of the speeding issue. The counts were installed at three locations, as shown in Figure 1. The results of the traffic count are shown in Table 1.

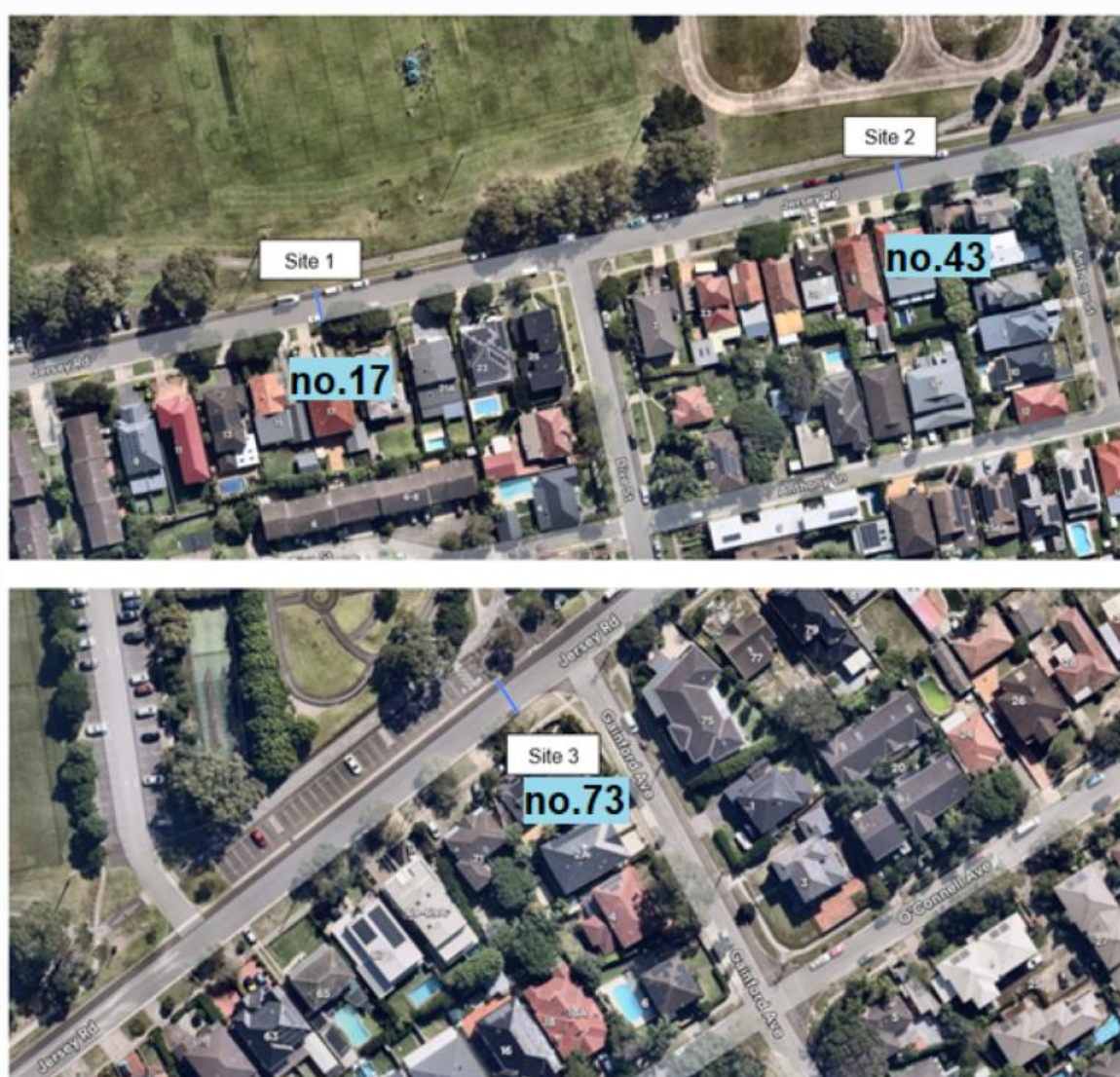


Figure 1: Traffic Survey Locations

Table 1: Analysis of Traffic Count data – Jersey Road, Matraville

Jersey Road, site 1- in front of 17 Jersey Road			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2026	1110	916
		7 Day Average	2014	1141	873
Weekday	AM	8:00	146	66	80
Peak hour starts	PM	17:00	209	140	69
Speeds: (Km/h)		85th Percentile	49.0	47.9	50.4
		Average	40.3	39.5	41.4
Speed %:		% of vehicles > 50-60 km/h	12.71%	10.05%	16.17%
		% of vehicles > 60 km/h	1.45%	1.05%	1.96%
Classification % :		Commercial Vehicles (class 3-12)%	2.99%	2.68%	3.39%
Jersey Road, site 2- in front of 43 Jersey Road			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1846	953	893
		7 Day Average	1925	1028	897
Weekday	AM	8:00	142	60	82
Peak hour starts	PM	18:00	178	89	88
Speeds: (Km/h)		85th Percentile	52.9	51.9	53.8
		Average	44.2	43.8	44.7
Speed %:		% of vehicles > 50-60 km/h	25.85%	21.86%	30.42%
		% of vehicles > 60 km/h	2.92%	2.57%	3.31%
Classification % :		Commercial Vehicles (class 3-12)%	3.03%	2.27%	3.90%
Jersey Road, site 3 - in front of 73 Jersey Road			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2216	1035	1181
		7 Day Average	2168	1051	1117
Weekday	AM	8:00	170	76	94
Peak hour starts	PM	18:00	227	116	112
Speeds: (Km/h)		85th Percentile	52.9	51.6	53.9
		Average	42.6	41.1	44.0
Speed %:		% of vehicles > 50-60 km/h	24.36%	19.86%	28.60%
		% of vehicles > 60 km/h	3.60%	2.69%	4.45%
Classification:		Commercial Vehicles (class 3-12)%	2.97%	2.45%	4.47%

The traffic volumes recorded at all three sites were consistent with urban collector road conditions, averaging between 1,800 and 2,200 vehicles per day. However, the 85th percentile speeds were found to be slightly above the posted 50km/h limit at all sites, particularly in the westbound direction. Notably, up to 30% of westbound vehicles at Site 2 and nearly 29% at Site 3 were travelling above 50km/h, with over 4% exceeding 60km/h.

In response to these findings, a set of targeted improvements is proposed to enhance road safety and support the flow of two-way traffic, while preserving as much on-street parking as possible given the high demand associated with nearby Heffron Centre as shown in Figure 2. The existing BB centreline along Jersey Road will be refreshed to clearly define the two-way travel lanes and encourage safer driver behaviour. Visually narrowing the travel lanes through linemarking is a recognised traffic calming technique that helps reduce vehicle speeds by creating a sense of constraint.

To further improve safety and sight distance near the bend, it is proposed to relocate the existing No Stopping sign 6.3 metres west. This adjustment will result in the removal of one on-street parking space but will provide more appropriate clearance for vehicle movements and ensure compliance with Australian Standards relating to bends and intersections. In addition, a 20 metre No Stopping zone is recommended on the southern side of Jersey Road, west of Anthony Street, to ensure eastbound vehicles have sufficient space to safely navigate the two-way traffic conditions.



Figure 2: Proposed Traffic and Parking Improvements on Jersey Road, near Anthony Street

These proposed measures aim to address the speeding and sightline concerns identified in the traffic data, improve overall maneuverability, and retain the majority of existing parking along the street. It is also recommended that the traffic survey results be forwarded to the NSW Police Highway Patrol for their consideration and potential targeted enforcement.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion NIL

Recommendation

That:

- The detailed results of the traffic count be forwarded to the local Police Highway Patrol for consideration of appropriate speed enforcement action,
- Refresh of the existing BB centreline along Jersey Road to improve two-way traffic delineation and encourage reduce vehicles speeds through visual lane narrowing,
- Relocate the existing No Stopping sign bear the bend 6.3 metres west to improve traffic movement,
- Install 20 metre No Stopping zone on the southern side of Jersey Road, west of Anthony Street,
- The residents raising concerns about this matter be informed of the results of the survey and the recommendation from the local traffic committee meeting,

TC106/25 Traffic Committee Report - Balfour Road, 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;* (see July Traffic Committee item TC94/25)
- *A raised intersection treatment at the intersection of Tunstall Avenue and Tresidder Avenue;* (see July Traffic Committee item TC94/25)
- *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 (see July Traffic Committee item TC94/25)
- A pedestrian refuge and kerb nib in Balfour Road near Addison Street (see diagram 1)

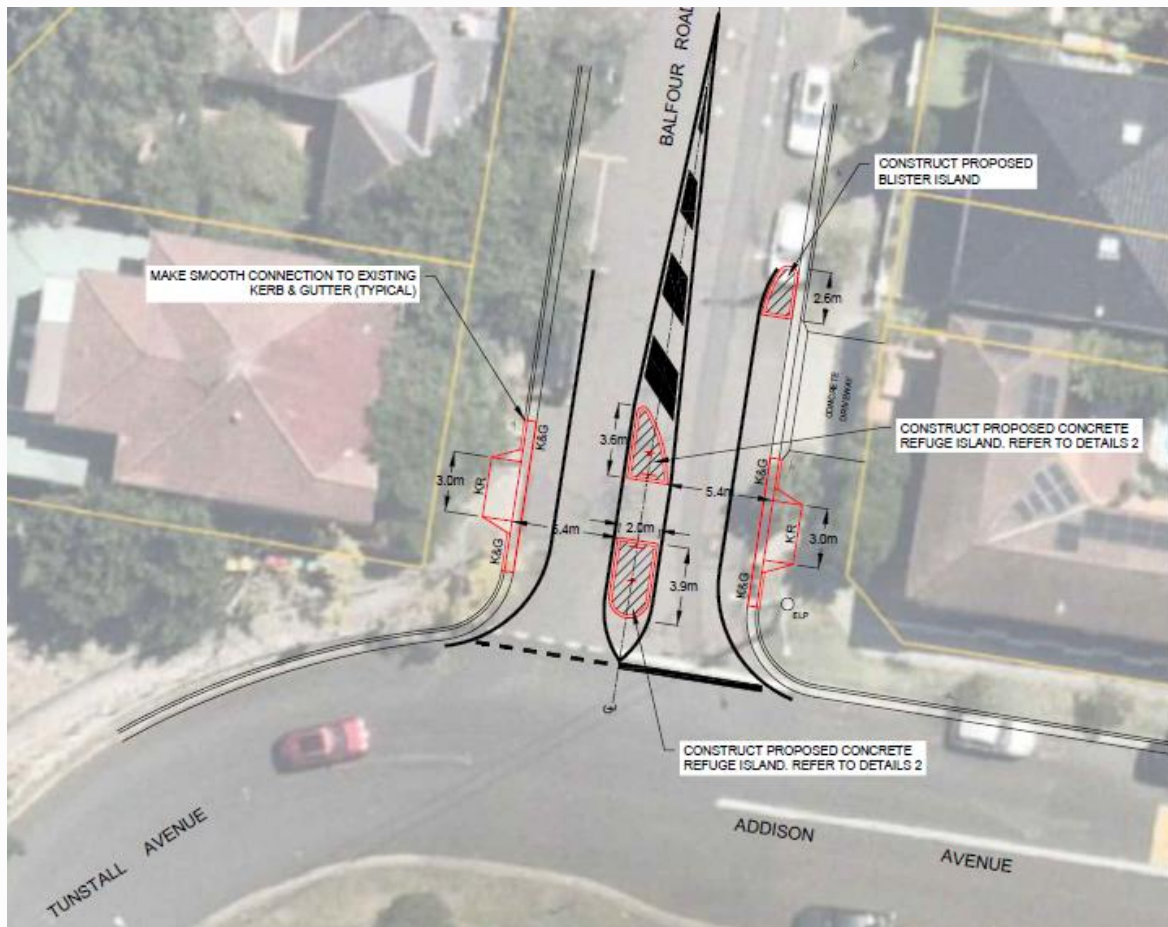


Diagram 1 – Pedestrian Refuge at the intersection of Tunstall Avenue and Balfour Road

Following endorsement of this traffic device 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 Pedestrian Refuge treatment at the intersection of Tunstall Avenue and Balfour Road

TC107/25 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
INSTALLATION						
1.	Beach Street, Coogee (C)	W	12	68 Beach Street, Coogee.	Unrestricted	WZ/19/2025 D05479124 SW & SH (AD)
2.	See Street, Kingsford(H)	N	10	10 See Street, Kingsford.	Unrestricted	WZ/20/2025, D05779856 DA & SH (AD)
3.	Llanfoyst Street, Randwick (C)	W	12	3-4 Llanfoyst Street, Randwick	Unrestricted	WZ/17/2025 DA & SH (AD)
4.	Strachan Street, Kingsford (H)	N	41	Side of 275 Anzac Parade, Kingsford	1/2P 8am-8pm Mon – Sun & Loading Zone 7am-5pm Mon-Sat	WZ/16/2025 AL & SH
5.	Jennifer Street, Little Bay (M)	E	10	At the frontage of 11 Jennifer Street, on the eastern side, opposite Reservoir Street, Little Bay	Unrestricted	WZ/21/2024 AL & SH
6.	Hannan Street, Maroubra (M)	W	10	30 Hannan Street, Maroubra	Unrestricted	WZ/18/2025 AL & SH
REMOVAL						
7.	Bream Street, COOGEE (C)	S	7	76 Bream Street, Coogee NSW 2034	2P, 8AM-8PM, Mon-Sun, Permit Holders Excepted, Area CO1	WZ/15/2024 – SH & RM (AD) Reinstate the relocated parking controls from the eastern side of Hill Street, adjacent no.71 Bream Street. SR:751205
8.	Carrington Road, Coogee (C)	E	20	201-207 Carrington Road, Coogee NSW 2034	Unrestricted	LA/1309/2022 – SH & SW (AD)
9.	Houston Lane, (H) Kingsford	E	29	Rear of 275 Anzac Parade, Kingsford	No Parking and Unrestricted	WZ/10/2024 AL & SH

(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.

TC108/25 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.	Herbert Street MALABAR (M) (D05609693 – TL) (AD)	Install a No Parking zone on the NW side of Herbert Street between points 10m and 39m southeast of Ireton Street, Malabar.	To reduce incidence of 'two wheels up' illegal parking along the fence line.
2.	Austral Street MALABAR (M) (D05775742 - TL) (AD)	Install a 24m long No Parking zone on the SW side of Austral Street between two points 12m and 36m NW of the driveway leading to property known as no.1250 Anzac Parade (Correctional Services land) and which is opposite the mid-point of the side boundary of no.1 Raglan Street, Malabar.	To provide improved sightline and improved manoeuvring room, at the Austral Street / Raglan Street intersection.
3.	Rainbow Street 'Nine Ways' carpark, Kingsford (M) (D05784708 – AL) (AD)	Modify the current parking arrangements with the addition of a 'Council Authorised Vehicles Excepted' control.	To minimise the local parking impacts of essential vehicles associated with operation of annual Sydney Marathon and other operational purposes.
4.	Edgar Street, RANDWICK (C) (SR741432-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the northern side of Edgar Street, adjacent to 7 Cooper Street, Maroubra NSW 2035.	To assist eligible mobility impaired resident park close to their property. <i>*(pending submission of appropriate medical certificate)</i>
5.	Ethne Avenue, RANDWICK (C) (SR739961-RM) (AD)	Install 6m "Mobility Impaired Person's Parking Space (MIPPS)" on the western side of Ethne Avenue, adjacent to 77 Market Street, Randwick NSW 2031.	To assist eligible mobility impaired resident park close to their property.
6.	Ethne Avenue, RANDWICK (C) (SR739961-RM) (AD)	Extend existing "2P; 8:30am-6pm, Mon-Fri, Permit Holders Excepted, Area RA6" on the western side of Ethne Avenue, adjacent to 77 Market Street by 6m south towards the frontage of 2 Ethne Avenue, Randwick NSW 2031.	To keep the number of allocated RA6 residential parking zone on Ethne Avenue after the impact caused by the installation of 6m MIPPS for the resident of Market Street.
7.	Meeks Street, KINGSFORD (H) (D05734517 – SW) (AD)	Reduce 10m BB Line to 7m on Meeks Street, west of Kennedy Street in Kingsford.	To allow for sufficient travel lane width adjacent to on-street parking.
8.	Botany Street, KINGSFORD (H) (D05624027 – SW) (AD)8:00pm, Mon-	Revert length of '15-minute parking only, Mon-Sun 8:30am – 5:30pm' restriction to provide a length of 10.3m measured from the southern edge of	This length was previously reduced to allow for unrestricted parking outside of 241 Botany Street. However, feedback has since been received that the

	Fri, Permits Holders Excepted	the driveway for No. 239 Botany Street in Kingsford.	previous length of parking restriction is still required for commercial needs.
9.	Canberra Street, RANDWICK (C) (SR752853 -DA) (AD)	Extend the existing 2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11 located on the eastern side of Canberra Street at the frontage of 49 Canberra Street by 5.5m southerly.	To regain the loss of one resident parking space due to the installation of P35 minutes at the frontage of 45 Canberra Street, Randwick.
10.	Frederick Street, RANDWICK (C) (D05772726 -DA) (AD)	Rescind the approval of 2P resident parking spaces at the frontage of 16 Frederick Street, Randwick, which was approved at the May 2025 Traffic Committee meeting.	The resident of 16 Frederick Street cancelled the two parking permits as he advised that he doesn't require the restricted parking zone at his frontage.
11.	Fitzgerald Avenue, MAROUBRA (M) (SR751054 – RK) (AD)	Install 'No Right Turn' sign at the frontage of 46 Fitzgerald Avenue, Maroubra.	To prevent cars from turning right when exiting carpark.
12.	Marcel Avenue, Randwick (C) (SR749194-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the western side of Marcel Avenue, at the frontage of No. 44 Marcel Avenue.	To assist eligible mobility impaired resident to park close to their property.
13.	Norton Street, Kingsford (H) (SR749328 -DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the southern side of Norton Street, at the frontage of No. 11 Norton Street, Kingsford.	To assist eligible mobility impaired resident to park close to their property.
14.	Balfour Road, Kensington (H) (D05764119-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the eastern side of Balfour Road, at the frontage of No. 47 Balfour Road, Kensington.	To assist eligible mobility impaired resident to park close to their property.
15.	Surfside Avenue, Clovelly (C) (D05783500 -DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the southern side of Surfside Avenue, at the frontage of No. 19-21 Surfside Avenue, Clovelly.	To assist eligible mobility impaired resident to park close to their property.
16.	Elsmere Street, Kensington (H) (D05776038-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the western side of Elsmere Street, at the frontage of No. 7 Elsmere Street, Kensington.	To assist eligible mobility impaired resident to park close to their property.
17.	Doncaster Avenue, Kensington (H) (SR 753429-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the southern side of Roma Avenue, at the northern side of No. 115 Doncaster Avenue, Kensington.	To assist eligible mobility impaired resident to park close to medical centre.
18.	Vale Street, Clovelly (C) (D05780365-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the southern side of Vale Street, at the frontage of No. 1 Vale Street, Clovelly.	To assist eligible mobility impaired resident to park close to their property.
19.	Brodie Avenue, LITTLE BAY (M) (SR733503 – RK) (AD)	Relocate existing Mobility Impaired Person's Parking Space, on the eastern side of Brodie Avenue, 12 metres north, providing a 7.8 metre space. Kerb ramp also to be installed.	To improve access for mobility impaired persons to the footpath.
20.	Hannan Street MAROUBRA (M) (SR755150 – SW) (AD)	Install 'Motorcycle Parking Only' along frontage of No. 75A and No.77 Hannan Street, Maroubra for a length of approximately 2.5m.	To prevent vehicles from overhanging the driveway.

21.	Oorana Avenue, Phillip Bay (M) (D05766953-DH) (AD)	Install a Mobility Impaired Person's Parking Space (MIPPS), on the northern side of Oorana Avenue, at the frontage of No. 36 Oorana Avenue, Phillip Bay.	To assist eligible mobility impaired resident to park close to their property.
22.	Barker St, Kingsford (H) (CW/71/2025-DH) (AD)	Remove the existing Mobility Impaired Persons Parking Space (MIPPS) signs located at the frontage of 60 Barker St, Kingsford.	Applicant no longer requires MIPPS.
23.	Doncaster Ave, Kensington (H) (D05805781 - JLP)	Relocate Mobility Impaired Person's Parking Space (MIPPS) at 170 Doncaster Avenue to 164 Doncaster Avenue.	For the duration of construction for the extension of the cycleway along the eastern side of Doncaster Avenue
24.	Doncaster Ave, Kensington (H) (D05805781 - JLP)	Remove two of 1P resident parking spaces at the frontage of 166 Doncaster Avenue.	For the duration of construction for the extension of the cycleway along the eastern side of Doncaster Avenue
25.	Anzac Parade, Matraville (M) (D05816117-AB/RK)	Install 6m Mobility Impaired Person's Parking Space (MIPPS) south of the driveway of 1173 Anzac Parade, Matraville	To assist eligible mobility impaired resident to park close to their property.

Resourcing Strategy implications

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

Discussion NIL

Recommendation

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

TC109/25 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.	Prince Edward Street	Malabar (M)	NW	11.5 m	SE	Raglan Street	Extending existing 10m No Stopping by 1.5m to ensure better access to pedestrian facility. D05775742 - TL
2.	Raglan Street	Malabar (M)	NW & SE	10m	N & S	Victoria Street	D05775742 - TL
3.	Victoria Street	Malabar (M)	NE & SW	10m	N & S	Raglan Street	D05775742 - TL
4.	Cooper Street	Maroubra (M)	E & W	10m	N & S	Edgar Street	ITD-RM (AD)
5.	Edgar Street	Maroubra (M)	N & S	10m	E & W	Cooper Street	ITD-RM (AD)
6.	Jacaranda Place	South Coogee (C)	N & S	10m	W	Elphinstone Road	D05756664 – SW (AD)
7.	New Orleans Crescent	Maroubra (M)	N & S	10m	E	Chicago Avenue	D05625977 – SW (AD)
8.	Beauchamp Road	Matraville (M)	S	10m	E & W	Jennings Street	SR-724567-DA (AD)
9.	Jennings Street	Matraville (M)	E & W	10m	S	Beauchamp Road	SR-724567-DA (AD)

(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.

TC110/25 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status (All) (F2004/06616)

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

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

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0077856 (D04651015) Due June 2025	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	This report was finalised and reported to the Council on 12 December 2024. COMPLETED
P.0079384 (D04733866) Due June 2025	Anzac Parade Paths Project (APPP) (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)	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. Major works approval process has commenced with Sydney Water.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project (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)	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) Due June 2026	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	Concept designs completed 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.
P.0093183 D05529091 / D05536825 Due June 2026	Maroubra Road & Flower Street, Maroubra Install a one lane roundabout including all traffic calming, line marking, lighting and signage, raised pedestrian crossings	Road safety Program 2024/25	\$1,647,360	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.

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.
Project 1109 6 D05767453 Due June 2027	Kingsford to Centennial Park Walking and Cycling Improvements – Stage 3 (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

Received from Anthony Ryan resident of Randwick (unable to attend due to technical difficulties) – requested by email to have two items noted:

Barker Street/ Perouse Road – detailed history of the intersection was listed along with request for information on remediation plan.

Avoca Street / Sturt Street – extension of school zone, awaiting response from TfNSW, response to questions will be sent directly to resident for review.

Urgent Matters OR Matters for Future Investigation

The meeting closed at 10.17am.