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# Traffic Committee Meeting

Tuesday 9 September 2025



## TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the a Traffic Committee will be held at 30 Frances Street, Randwick and for those who can not attend in person online via Microsoft Teams on Tuesday, 9 September 2025 9:30 am

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

### Traffic Committee

The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.

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

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

***Please note that all Traffic Committee meetings are recorded.***

## Acknowledgement of Country

The Chair will ask for a volunteer to acknowledge the lands upon which this meeting is being held:

*"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.*

*On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."*

## Attendance and Apologies

## Declarations of Pecuniary and Non-Pecuniary Interests

## Matters Arising from the Minutes OR from Council Resolution

## Items for Consideration

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

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

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## General Business

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

Todd Clarke  
DIRECTOR, CITY SERVICES

## Traffic Committee Report No. TC111/25

### Subject: On-street Bicycle Parking

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.09.111	F2019/00077	Signage, Parking	Bicycle	JLP	Yes

Randwick City Council has seen a significant increase in the number of share e-bikes and delivery bikes within the Randwick LGA. This has resulted in bikes being parked on footpaths and in highly congested public areas, particularly in locations with high pedestrian activity, such as town centres and beach precincts.

At its Ordinary Meeting held on 17 June 2025, the Council resolved:



**RESOLUTION: (Veitch/Magner)** that:

- c) Council officers investigate and determine appropriate and effective geo-fencing areas and 'shared e-bike parking bay' arrangements with the use of bicycle racks, stencils, or art at high priority preferred parking areas - to better guide the shared e-bike users.

In response, Council officers are proposing two types of parking areas: off-street and on-street.

The on-street option is to reallocate road space to provide bicycle parking on the road carriageway. To minimise the impact on the vehicular parking, it is proposed to reallocate some of the "No-stopping" parking restrictions to "P Bicycles Only" signs where safe to encourage shared bike users and food delivery riders to park their bikes on the road rather than the footpath.

To test the bicycle-only parking spaces, 3-month trial is proposed to install on-street "Bicycle Only" parking restrictions at the locations detailed within the following table:

Street	Location Description	Existing Parking Restriction	Proposal - Comments
186 Arden Street, Coogee (C) 	West side of Arden Street, between 5.5m and 12m south of Alfreda St	"No Stopping"	Replace existing "No Stopping" signage with 'P Bicycle Only' signage and line marking to clearly define the 6.5m of designated bicycle parking area. The Sight visibility will not be impacted as the bicycles will be on the road and the pedestrian crossing is on Alfreda Street.
1 Vicar Street, Coogee (C) 	East side of Vicar Street, south of pedestrian crossing on Vicar Street	"No Stopping"	Replace existing "No Stopping" signage with 'P Bicycle Only' signage and road markings to clearly define the 6m of designated bicycle parking area. Sight visibility will not be impacted as the bicycles will be on the road with low vehicular speed and volume as Vicar Street is a cul-de-sac.

The following factors have been considered to determine the suitable locations for on-road bicycle parking spaces:

- Roads with a 40km/h speed limit or at a low-speed environment,
- No crashes,
- No impact on travel lanes, and
- No impact on visibility.

Council will also require share e-bike operators to ensure that these two parking areas are identified as areas for share e-bike operators to deploy their e-bikes as well as establish preferred parking geo-fencing area in these two parking spaces for the riders to drop off their bikes.

### **Resourcing Strategy implications**

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

### **Recommendation**

That the three-month trial of the bicycle parking area, as tabulated above and including the associated 'P Bicycle Only' signage, be approved for implementation.

### **Attachment/s:**

Nil

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

**File Reference:** F2016/00303

Traffic Committee Report No. TC112/25

**Subject:** The 2025 Authorisation and Delegation Instrument - Proposed Moving Local Traffic Committe to Local Transport Forum

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.09.112	F2011/00390	Policies Guidelines	Randwick Traffic Policy	AB	No

Executive Summary

- The existing Local Traffic Committee will be replaced by the Local Transport Forum, which serves as an advisory body. Council retains final decision-making authority, with the Forum providing technical input and coordination.
- Council gains broader powers to regulate traffic for events, trials, and safety improvements without prior TfNSW approval, provided technical standards are met. Routine matters can be sub-delegated to staff, reducing administrative burden and enabling faster implementation.
- The Instrument includes safeguards such as the Statement of Concern process for TfNSW objections, mandatory consultation with public transport operators, and public record-keeping of all decisions and Forum proceedings.
- Risks such as misapplication of powers and insufficient stakeholder consultation are addressed through staff training, use of TfNSW guides, and mandatory Forum referrals for significant proposals. No financial implications are noted.
- It is recommended to adopt the 2025 Authorisation and Delegation Instrument issued by Transport for NSW, effective from 1 October 2025. This replaces previous delegations and modernises Council’s authority over traffic regulation and control devices on local and regional roads.

Background

The Local Transport Forum (LTF) replaces the former Local Traffic Committee and is established under the 2025 Authorisation and Delegation Instrument issued by Transport for NSW. It serves as a collaborative advisory panel to support Council’s traffic and transport decision-making on local roads.

Randwick City Council has historically managed local traffic and road safety under delegations from the NSW roads authority—formerly Roads & Maritime Services, now Transport for NSW (TfNSW). Under the 2011 delegation, Council was required to convene a Local Traffic Committee (LTC) for most traffic-related proposals. This model gave state representatives effective veto power, often resulting in procedural delays and limited Council autonomy.

In 2023, a temporary delegation was introduced, allowing Council to manage certain traffic matters with fewer constraints. This interim arrangement highlighted the need for broader reform and laid the groundwork for a more efficient and locally responsive framework.

The 2025 Authorisation and Delegation Instrument, issued by TfNSW and effective from 1 August 2025, revokes previous delegations and introduces a modernised governance model. The Instrument grants Council greater authority to regulate traffic and install prescribed traffic control devices on local and regional roads, provided all actions comply with technical standards and conditions.

A key structural change is the replacement of the Local Traffic Committee with the Local Transport Forum (LTF). Unlike the LTC, the LTF serves as an advisory and coordination body without veto

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power. Council retains final decision-making authority, enabling more agile and locally tailored traffic management.

## Limitations

The Instrument applies only to local and regional roads; it does not extend to state roads or major corridors. Certain traffic control devices, such as speed limit signs and traffic signals, will continue to require state approval. All changes must comply with NSW design and safety standards. The Local Transport Forum replaces the former Traffic Committee, serving in an advisory and coordination role, while final decision-making rests with Council.

## Capabilities

- **Broader traffic regulation:** Council can close or restrict roads for events, trials, or community purposes on local and regional roads without specific TfNSW approval.
- **Streamlined approvals and notifications:** Minor signage, line-markings, and temporary parking restrictions can be approved and installed in-house, and the previous 28-day newspaper notice for certain road closures is no longer required.
- **Event and trial management:** Short-term events and trial schemes (up to six months) can proceed without prior Forum review; longer or permanent changes require formal referral. Portable traffic signals and temporary roadwork speed signs may also be deployed following safety guidelines.
- **Sub-delegation:** Routine traffic matters may be managed administratively by staff, with Council retaining oversight of strategic or high-impact issues.
- **Key conditions and standards:** Powers apply only to local and regional roads; some devices (e.g., speed limit signs, traffic signals) still require state approval. All changes must comply with NSW design and safety standards.
- **Local Transport Forum:** Replaces the Traffic Committee to provide advice and coordination; Council makes the final decision. Significant proposals (e.g., long-term closures, major turning restrictions, public transport impacts) must be referred to the Forum for guidance, while routine changes remain at Council's discretion.

## Local Traffic Forum New Procedure

### *Procedure for Transport for NSW Objections (Statement of Concern)*

If Transport for NSW objects to a proposal during a Forum meeting, they may issue a formal "Statement of Concern" (SoC). Council must then pause the proposal, wait up to 7 days for the written SoC, respond in writing to Forum members, and wait another 7 days before proceeding. This process can delay implementation by up to 14 days, ensuring Transport's concerns are considered, but does not permanently block Council's decision. In rare cases, Transport for NSW retains legislative powers to intervene directly, but this is expected to be exceptional.

### *Consultation & Coordination*

Council must consult public transport operators in advance if a proposal affects their services, and any such consultation must be reported to the Local Transport Forum. For traffic regulations related to public events, Council is required to provide at least seven days' notice to NSW Police and Transport for NSW. In addition, Council may bring any matter to the Forum for advice even if not strictly required, supporting flexible collaboration and informed decision-making.

### *Record Keeping & Transparency*

All Local Transport Forum proceedings, advice, Statements of Concern, and Council responses must be recorded and made publicly available promptly. If Council installs a traffic control device without prior Forum referral, a post-facto record must be tabled at the next Forum meeting within three months. These requirements ensure oversight and accountability for all significant traffic changes.

### *Local Transport Forum – Role*

The Local Transport Forum replaces the Traffic Committee, shifting from a regulatory gatekeeper to a collaborative advisory panel. It provides expert advice and coordination, but Council makes the final decision. Forum members (TfNSW, Police, MPs, and bus operators) offer technical input, and all discussions are documented. Council approves traffic changes directly, informed by Forum advice and any concerns raised.

#### *Reduced Administrative Burden & Faster Implementation*

The 2025 Instrument reduces administrative requirements by removing the need for formal Traffic Management Plans for every minor change, allowing Council to prepare them only as necessary. The discontinuation of the Regional Traffic Committee eliminates unnecessary layers of approval and outdated procedural constraints, while the Instrument supports timely interventions and trial projects, enabling Council to implement and adjust pilot programs and community events quickly and efficiently.

#### *Oversight & Transparency*

The Instrument maintains oversight and transparency by allowing Transport for NSW to provide input on major decisions through the Statement of Concern process, ensuring state-level concerns are considered while Council retains final decision-making authority. All decisions, including objections and the reasoning behind them, are recorded in Local Transport Forum minutes and Council reports, supporting accountability and public transparency.

### **Local Traffic Forum Terms of Reference**

A new terms of reference (see below) has been drafted for the LTF in line with TfNSW authorisations and delegations. Key call outs are listed below:

The Randwick Local Transport Forum (LTF) is an advisory forum of Randwick City Council, established under the 2025 Authorisation and Delegation Instrument from Transport for NSW (TfNSW). The Forum provides advice on traffic and transport matters on local roads.

#### *Role and Function*

- Under the updated delegation:
- Council may exercise traffic regulatory powers directly.
- The Forum provides non-binding advice to assist Council decision-making.
- Referral to the Forum is only required when:
  - A traffic regulation is proposed for more than 6 months, or
  - The proposal negatively impacts public transport for more than 24 hours.

#### *Meeting Details*

The Forum meets in person at Randwick City Council, 30 Frances Street, Randwick, at 9:30am on the second Tuesday of each month (excluding January). For those unable to attend in person, Council will provide access via Microsoft Teams.

- The Agenda is published one week prior on the Council's Business Papers and Minutes page.
- Minutes are published after the meeting and reflect the Forum's final advice.

#### *Community Participation*

Community members wishing to comment on an agenda item must email [council@randwick.nsw.gov.au](mailto:council@randwick.nsw.gov.au) at least 24 hours before the meeting. Joining details will be provided upon request.

#### *Forum Membership*

The Forum includes representatives from:

- Randwick City Council
- NSW Police
- Transport for NSW
- Local State Member(s) of Parliament

Additional observers or stakeholders may be invited depending on the agenda.



*Decisions*

- The Forum does not vote; it provides advice only.
- Council makes the final decision on all matters.

*Disputes*

- Where Transport for NSW has concerns about a proposal for which prior referral is mandatory, and these are not resolved in discussion, it may inform the LTF that it intends to issue, within 7 days, a SoC. A proposal must not be implemented during this time.
- A SoC outlines Transport's concerns and suggests mitigations or alternatives. It can relate to an entire proposal or to a specific detail. • Provided it is received within 7 days, council must consider the SoC and issue a written response to all LTF members. After a further 7 days, council may proceed with the proposal at its discretion.
- A SoC does not oblige a proposal to be altered or withdrawn. It supports transparency by ensuring significant risks or issues are placed on the public record and openly discussed and considered. It also allows time for discussion and collaborative risk mitigation.

*Code of Conduct*

All participants must comply with the Council's Code of Conduct Policy. Meetings are recorded for transparency.



**Resourcing Strategy implications**

There are no financial implications arising from this report.

**Recommendation**

- That the Local Transport Committee provide feedback to the 2025 Authorisation and Delegation Instrument, and Local Traffic Forum Terms of Reference
- This information be presented to the upcoming Council ordinary meeting

**Attachment/s:**

-   Document: 2025-Authorisation-Delegation-Instrument

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**Responsible officer:** Todd Clarke, Director City Services

**File Reference:** F2011/00390



Transport  
for NSW

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## AUTHORISATION AND DELEGATION

### PREScribed TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC

*Roads Act 1993*  
*Road Transport Act 2013*

On behalf of Transport for NSW, I, Josh Murray, Secretary of the Department of Transport:

- a) **REVOKE** the instrument of 31 October 2011 titled "*Roads and Maritime Services – Delegation to Councils*"; and
- b) **REVOKE** the instrument of 12 December 2023 titled "*Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils No.2*"; and
- c) **DELEGATE** under section 31(1) of the *Transport Administration Act 1988* and all other enabling powers, the functions set out in **Schedule 1** to the delegates set out in **Schedule 2**, subject to the conditions and limitations set out in **Schedule 4**; and
- d) **AUTHORISE** those delegates, under section 31(2) of the *Transport Administration Act 1988*, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**; and
- e) **AUTHORISE** the delegates set out in **Schedule 2**, under section 122(b) of the *Road Transport Act 2013*, to install or display (or interfere with, alter, or remove) any prescribed traffic control device required to give effect to the carrying out of traffic control work except where indicated as restricted in the Transport for NSW "*Traffic Signs Register*", subject to the conditions and limitations set out in **Schedule 4**; and
- f) **CONSENT**, under s.87(4) of the *Roads Act 1993*, to the construction, installation, maintenance, repair, removal, or replacement of a portable traffic control light used temporarily by a delegate in the context of carrying out road work or traffic control work, subject to the conditions and limitations set out in **Schedule 4**; and

## Authorisation and Delegation Instrument

- g) **DIRECT** that failure to comply with the conditions and limitations set out in **Schedule 4** renders the prescribed traffic control device authorisation and delegation inoperative with respect to the functions exercised.

*Note: the authorisation at (e) above is referred to in this Instrument as “the prescribed traffic control device authorisation”.*

This Instrument commences on 1 August 2025 and continues in force until revoked.



Josh Murray  
Secretary  
Department of Transport

Date: 21/07/2025

## Authorisation and Delegation Instrument

**SCHEDULE 1 – FUNCTIONS**

- (a) The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in that section.
- (b) The power to establish and operate a special event parking scheme for a road under Part 8, Division 3 of the *Road Transport (General) Regulation 2021*.

**SCHEDULE 2 – DELEGATES**

A council constituted under the *Local Government Act 1993*.

**SCHEDULE 3 – SUB-DELEGATES**

The general manager of a council, or an employee of the council.

**SCHEDULE 4 – CONDITIONS AND LIMITATIONS**

*Note: Reference to a delegate in this Schedule includes reference to a sub-delegate.*

**1. Scope of Authorisation and Delegation**

A delegate must not exercise a function listed in Schedule 1 of this Instrument and may not use the prescribed traffic control device authorisation:

- (a) outside its local government area as constituted under the *Local Government Act 1993*;
- (b) on a road or part of a road classified as a Freeway, Controlled Access Road, Tollway, or Transitway; or
- (c) on any road identified with the 'Administrative Category' of 'State' in the '*Schedule of Classified Roads and Unclassified Regional Roads*' (as published and amended from time to time by Transport for NSW), except with the written consent of Transport for NSW

*Note: The prescribed traffic control device authorisation allows delegates to install, display, etc. those devices and extends to the engagement of third parties (such as developers, road construction contractors, etc.) to install and display any such devices as a consequence of a delegate's decision and approval under this Instrument.*

**2. Local Transport Forum**

- (a) A delegate must convene a Local Transport Forum to which a representative from each of the following is invited to attend:

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- (i) the delegate
- (ii) Transport for NSW
- (iii) NSW Police Force
- (iv) The local Member(s) of NSW Parliament
- (v) The operator of any public passenger service likely to be affected by traffic control work proposed by the delegate

- (b) A delegate may invite any other person to attend the Local Transport Forum.
- (c) A delegate may seek technical advice from the Local Transport Forum regardless of whether this Instrument is being used.
- (d) The Local Transport Forum is to provide advice to the delegate on any matter put before it for advice.
- (e) A delegate must consider any advice provided by the Local Transport Forum.

**3. Mandatory prior referral of some proposals**

- (a) A delegate must refer to the Local Transport Forum any proposal to exercise a function listed in Schedule 1 of this Instrument or to use the prescribed traffic control device authorisation where that proposal would:

for a period exceeding **6 months**:

- (i) restrict or prohibit passage along a road of any persons, vehicles, or animals;  
or
- (ii) compel or prevent a turn from one public road to another public road;

or

for a period exceeding **24 hours**:

- (iii) prevent, impede, or hinder the safe or efficient operation of a public passenger service; or
- (iv) prevent access to a public transport station, stop, wharf, or service; or
- (v) remove or render less effective any bus priority measure.

- (b) Following consideration of advice provided by the Local Transport Forum, the delegate may proceed with the proposal unless the Transport for NSW representative advises the meeting of the Local Transport Forum that Transport for NSW will be submitting a Statement of Concern within seven (7) days.

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- (c) If a Statement of Concern has been provided to the delegate in accordance with clause (b) above, the delegate may not exercise the relevant function until a further seven (7) days after it has circulated to the members of the Local Transport Forum, a written response addressing the Statement of Concern and setting out the delegate's reasons for proceeding to exercise the function.

### 4. Keeping of records

- (a) The proceedings of the Local Transport Forum must be recorded and made public as soon as practicable.
- (b) A post facto record of any use of the prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition 3) must be tabled at the Local Transport Forum as soon as practicable and no later than three (3) months after the fact.

### 5. Coordination

- (a) A delegate must consult any public passenger service operator – either directly or via the Local Transport Forum – before exercising any function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation where it is likely to affect the operation of a public passenger service provided by that operator.
- (b) Details of such consultation undertaken outside of the Local Transport Forum must be tabled at the Local Transport Forum as soon as practicable.
- (c) A delegate must give not less than seven (7) days' notice to NSW Police Force and Transport for NSW – either directly or via the Local Transport Forum – before regulating traffic under this Instrument for the purposes of a public event.

### 6. References

- (a) A delegate must use the NSW Design of Roads and Streets Manual (TS 00066, as amended from time to time) as a primary reference when exercising a function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation.
- (b) Use of a portable traffic control light or R4-212n roadwork speed limit sign under this Instrument must be in accordance with the Transport for NSW Traffic Control at Work Sites Manual (TS 05492, as amended from time to time).

### 7. Preservation of head of power

Notwithstanding this Instrument, Transport for NSW reserves all and any rights and powers, including to:

- (a) Direct a public authority under clause 8I of Schedule 1 of the *Transport Administration Act 1988*, or alter or remove, or direct the alteration or removal of any prescribed traffic control device, under Part 5.3, Division 2 of the *Road Transport Act 2013*; and

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## Authorisation and Delegation Instrument

- (b) Carry out road work in accordance with Part 6 of the *Roads Act 1993*; and
- (c) Carry out traffic control work on any public road, including exclusive power to carry out or consent to the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light under section 87 of the *Roads Act 1993*; and
- (d) Regulate traffic under Part 8 of the *Roads Act 1993*.
- (e) Revoke or withdraw this delegation, authorisation, or any component of it at any time with respect to any or all delegates.

## Traffic Committee Report No. TC113/25

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

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.09.113	F2021/00658	Signage	Works Zone	SH	Yes

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

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

**Works Zones Table**

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
<b>INSTALLATION</b>						
1.	Day Avenue, Kensington (H)	N	22	215B Anzac Parade, Kensington, NSW 2033	½ P 8am-8pm Mon-Sun	WZ/12/2025 - D05810340 - SW (AD)
2.	Goodwood Street, Kensington (H)	S	19	42-44 Doncaster Avenue, Kensington, NSW 2033	Unrestricted	WZ/22/2025 - D05819457 – RK & LB (AB)
<b>REMOVAL</b>						
1.	Boundary Street, CLOVELLY (C)	S	8	63 Boundary Street, Clovelly NSW 2031	Unrestricted	WZ/9/2025–SW (AD)
2.						
3.						

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

### Resourcing Strategy implications

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



## Recommendation

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

### Attachment/s:

Nil

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### Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) Authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
  - i. compromise pedestrian and/or bicyclist safety, or
  - ii. add significantly to traffic congestion in this area, or
  - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
  - iv. does not ensure that the Council fees payable for this private use of the public road are met,
 with the zone being reinstalled once the issue of concern is properly addressed.
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

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**Responsible officer:** Shayne Hermansen, Acting Personal Assistant to Manager Engineering Services

**File Reference:** F2021/00658

## Traffic Committee Report No. TC114/25

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

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.09.114	F2014/00528	Signage, Parking	Various	AB	Yes

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

Item No	Location	Issue Request	Comments
1.	Waverley Street RANDWICK (C) (D05809165– SW) (AD)	Install 2m "Motorcycle Parking Only" south of the driveway for 37 Waverley Street, Randwick.	As this space is not sufficient for a car however there is demand for motorcycle parking.
2.	Green Street MAROUBRA (M) (D05679834 - SW) (AD)	Paint 32m yellow edge line along the northern kerb of Green Street west of Garden Street.	To replace No Stopping sign and stem to allow for better accessibility along footpath.
3.	Green Street MAROUBRA (M) (D05679834 - SW) (AD)	Remove No Stopping sign and stem located 32m west of Garden Street along northern side of Green Street.	To replace No Stopping sign and post to allow for better accessibility along footpath.
4.	Garden Street MAROUBRA (M) (D05679834 - SW) (AD)	Paint 10m yellow edge line along the western kerb of Garden Street north of Green Street.	To better indicate the extent of the No Stopping restriction at the north-eastern corner of Green Street and Garden Street.
5.	Bundock Street South Coogee (C) (D05791718 – AL) (AD)	No Stopping sign located on the south – west corner of Bundock Street / Hendy Avenue be relocated 13m to west	To improve sightlines for motorists who make a right turn and furthermore, to improve sightlines for motorists who exit No.113 driveway
6.	Doncaster Avenue Kensington (H) (D05827971 – AL) (AD)	Resident Parking signs in front of No.334 Doncaster Avenue be relocated to the frontage of No.330	To provide easier access to Resident Parking spaces for the residents of No.330 as there is no on-site parking for this single dwelling
7.	Pearce Street, SOUTH COOGEE (C) (SR751033- RM) (AD)	Remove 7m "1P; 8am-6pm, Mon-Fri" from the frontage of no.3 Pearce Street, South Coogee NSW 2034.	The eligible mobility impaired resident no longer resides at this address.
8.	Flower Lane, MAROUBRA (M) (SR749085-RM) (AD)	Install No Stopping C3 yellow line marking at the intersection of Flower Lane and Haig Street, commencing 10m east and west of Flower Lane, onto Haig Street, heading towards Flower Lane and terminating 10m south of Haig Street, Maroubra NSW 2035.	To prevent illegal parking and improve safe sight distance.
9.	Todman Avenue, Kensington (H) (LA/658/2023-DA & LB)(AD)	Install 26m long "No Stopping, 7am-9am, Mon-Fri" on the northern side of Todman Avenue at the frontage of 112 Todman Avenue, under the existing Works Zone signs, starting at 20m west of Anzac Parade and continue 46m westerly.	To maintain the capacity of the intersection in the morning peak hours.

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Item No	Location	Issue Request	Comments
10.	Brook Street, COOGEE (C) (SR761105 – RK) (AD)	Paint 20m yellow edge line along existing No Stopping Zone on the western side of Brook St, south of Smithfield Ave, Coogee.	To better indicate the extent of the No Stopping restriction.

### Resourcing Strategy implications

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

### Recommendation

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

### Attachment/s:

Nil

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**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2014/00528

## Traffic Committee Report No. TC115/25

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

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.09.115	F2008/00166	Signage, Parking	No Stopping	AB	Yes

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

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

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's and / or Comments
1.	Hayward Street	Kingsford (H)	E & W	10m	S	Anzac Parade	D05646218 – SW (AD)
2.	Waverley Street	Randwick (C)	E	12.5m	N	Sydney Street	D05809165 – SW (AD)
3.	Murray Street	Maroubra (M)	S	10m	W	Anzac Parade	D05741981 – AL (AD)
4.	Mason Street	Maroubra (M)	S	20m	E	Hannan Street	D05726231 – AL (AD)
5.	Beauchamp Road	Maroubra (M)	W	10m	S	Chicago Avenue	SR 757893 – RK (AD)

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

### Resourcing Strategy implications

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

### Recommendation

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

### Attachment/s:

Nil

**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2008/00166

## Traffic Committee Report No. TC116/25

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

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.09.116	F2004/06616	Other	Other	AB	Yes

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. Randwick Council was successful in securing funding for a number of projects for the both the 2024/2025 and the 2025/2026 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$10M.

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.0079384 (D04733866) Due June 2025	<b>Anzac Parade Paths Project (APPP)</b> <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	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> <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	95% design works almost completed. Major works approval process has commenced with Sydney Water.
GFR-700 (D04977994)	<b>South Coogee to Kingsford Walking &amp; Cycling Improvements Project</b> <i>(Design &amp; installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	Get NSW Active Program 2023/24	\$2,000,000	Traffic Impact Assessment completed and accepted by TfNSW. Detailed signal design to be finalised following Sydney Water processes (see above).

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0079385 (D04730662)	<b>Randwick to Coogee Active Transport Project:</b> 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)	<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)	<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/ D055336825 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.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
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 1109 6 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.

### Recommendation

That the information be received.

### Attachment/s:

Nil

**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2004/06616