

# Local Transport Forum Meeting

Tuesday 10 February 2026



## LOCAL TRANSPORT FORUM MEETING

Notice is hereby given that a meeting of the a Local Transport Forum will be held in the Randwick Room, Ground floor Council Administration building, 30 Frances Street, Randwick on Tuesday, 10 February 2026 9.30 AM

### Acknowledgement of Country

*"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 exceeding period of 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

#### Items exceeding period of 24 hours:

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

#### Items for information only (post-facto record)

A post facto record of any use of the Prescribed Traffic Control Device (PTCD) authorisation must be recorded as soon as practicable and no later than three months after the fact.

### Items referred for advice - exceeding 6 months

T2/26 Barker Street at Maud Street, Randwick (C) ..... 1

### Items referred for advice - exceeding 24 hours

Nil

### Items for information only (post-facto record)

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Todd Clarke  
**DIRECTOR CITY SERVICES**

## Item referred for advice - exceeding 6 months No. T2/26

**Subject:** Barker Street at Maud Street, Randwick (C)

### Executive Summary

This report proposes the introduction of a turning restriction for westbound vehicles on Barker Street entering Maud Street, to be sign-posted as 'No Right Turn, Mon–Fri 7am–9am'.

### Recommendation

This report proposes the introduction of a turning restriction for westbound vehicles on Barker Street entering Maud Street, to be sign-posted as 'No Right Turn, Mon–Fri 7am–9am'.

### Attachment/s:

Nil

### Purpose

This report summarises the investigation and outlines the proposal to restrict right-turn movements for westbound motorists on Barker Street turning into Maud Street between 7am and 9am, Monday to Friday.

### Discussion

#### Background

Concerns were initially raised by residents of Hay Street, Randwick, regarding the high number of vehicles using the street as a rat-run to avoid the signalised intersection at Barker Street and Botany Street, resulting in road safety concerns for local residents.

In response to these issues, it is proposed that a turning restriction be implemented for westbound traffic on Barker Street at its intersection with Maud Street, to be sign-posted as: '*No Right Turn, Mon–Fri 7am–9am*'. This measure aims to reduce rat-running behaviour, improve safety, and manage traffic flow more effectively within the local street network.



Fig 1: Proposed no right turn restriction for westbound vehicles on Barker Street at Maud Street.

In addition, an intersection turning-movement count was undertaken at the intersection of Barker Street and Maud Street on Thursday, 12 June 2025, following a request from Transport for NSW. The survey results indicated that during the critical morning peak period (7:45am–8:45am), a total of 33 westbound vehicles travelling on Barker Street executed a right turn into Maud Street.

### **Identification and Assessment of Impact of Proposed Measures**

The impact of the proposed '*No Right Turn, Mon–Fri 7am–9am*' restriction at the intersection of Barker Street and Maud Street is expected to be minimal. Motorists will retain unrestricted access outside the two-hour morning peak period, ensuring the overall connectivity of the local road network is maintained.

The restriction is expected to discourage motorists from detouring through Maud Street and the surrounding local streets to avoid the signalised intersection at Barker Street and Botany Street. Reducing this rat-running behaviour will help improve safety and amenity for residents on Hay Street, Maud Street, and other adjacent residential roads.

### **Measures to Ameliorate the Impact of Re-Assigned Traffic**

Given that the restriction applies only during the morning peak (7am–9am, Monday to Friday), the impact on general daily traffic movements is considered low. Outside this window, access remains unrestricted, ensuring minimal disruption to residents and visitors.

The relatively short duration and targeted timing of the restriction limit potential inconvenience while still addressing the identified traffic safety and amenity concerns.

### **Assessment of Public Transport Services Affected**

There are no public transport routes operating along Maud Street or the adjoining internal local streets that connect to the broader road network via Maud Street. Consequently, the proposed turning restriction will have no impact on public transport services.

### **Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians**

The proposed '*No Right Turn Mon–Fri 7am–9am*' restriction will affect only those road users intending to turn right from Barker Street into Maud Street during the specified morning peak period. Emergency vehicles will still be able to access Maud Street via alternative approaches, and access outside of peak hours remains unaffected.

As Maud Street is a minor local road primarily serving residential properties, the impact on heavy vehicles is negligible. There are no noteworthy impacts anticipated for cyclists or pedestrians, and the reduction in rat-running traffic may improve overall safety for all vulnerable road users in the local area.

### **Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures**

No adverse transport or access implications are anticipated for existing or future developments in the surrounding area.

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A safe, efficient and sustainable road network that responds to the NSW Government's Movement and Place framework

## Risks

There is no impact on adjoining Council areas, and emergency access remains unaffected.

## Resourcing Strategy implications

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

## Consultation (internal/external)

A survey was undertaken of residents and businesses of Hay Street and Maud Street in October 2024 to ascertain community opinion regarding the proposal to ban westbound Barker Street motorists from turning right into both Maud and Hay Street between 7:00am-9:00am Monday to Friday. The survey results indicated that 59% of respondents were supportive of the proposed turning restrictions.

## Policy and legislative requirements

- Signage and roadworks will adhere to AS1742 and Council standards.
- No legislative barriers have been identified.

## Conclusion

The proposed traffic management measures for Barker Street at Maud Street are proposed to reduce the occurrence of rat-running through this local street during the weekday morning peak period.

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2025/02312

## Item for information only (post-facto record) No. TI1/26

**Subject:** Coogee Street, Randwick - Installation of No Stopping Zone (C)

### Background

Council received a request from a community member to review the parking restrictions at a slip road on Coogee Street. Concerns were raised regarding the restricted sightlines available to vehicles entering Coogee Street.

### Notification

Council officers inspected the site and confirmed that there are limited sightlines available for vehicles entering Coogee Street from the slip road due to cars parked in front of 13 and 15 Coogee Street.

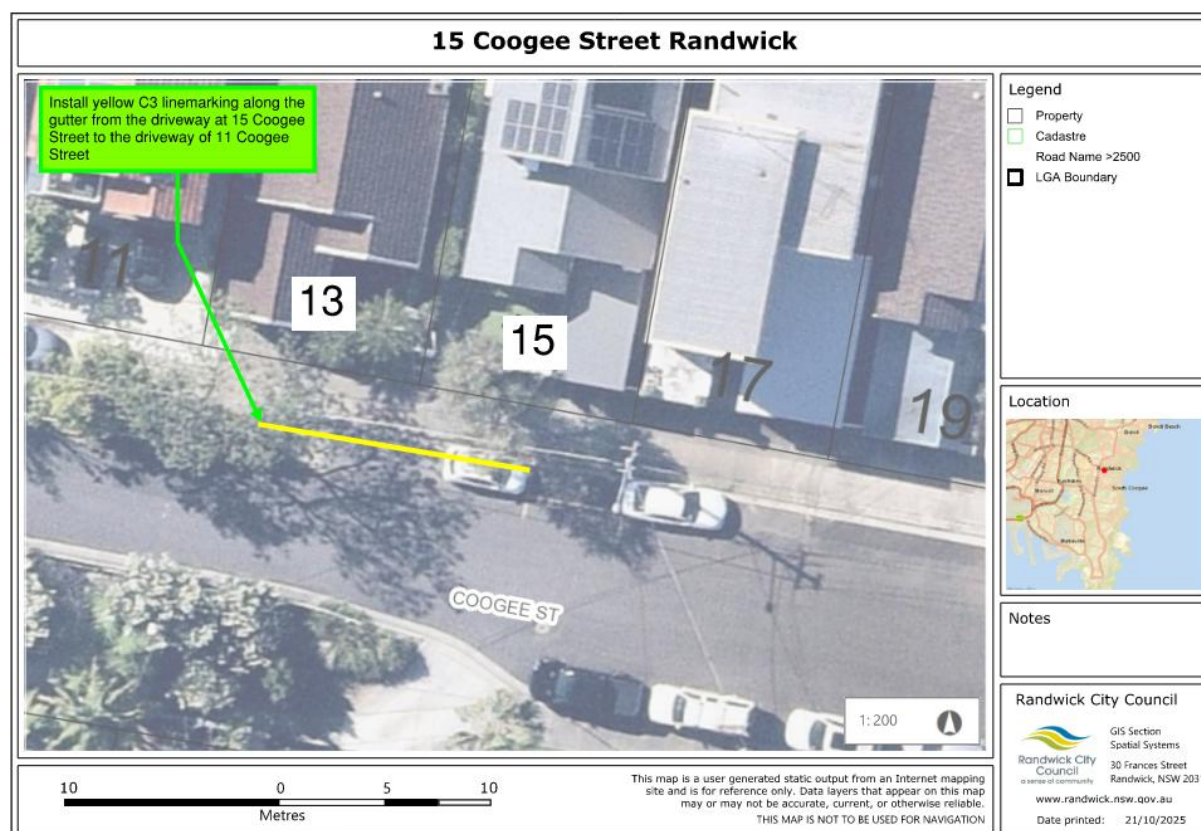
**To address these concerns the Council will be introducing the following parking controls:**

The on-street parking between 15 and 13 Coogee Street will be made a No Stopping Zone to provide merging vehicles with more room and sight distance before moving into the main road.

This amendment will improve safety and traffic flow for eastbound vehicles on Coogee Street.

The installation of the treatment may have already occurred or, if not, is anticipated within 4 to 6 weeks from the date of this report.

### Design





T11/26



Installation SR771608

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Strategy	Integrated Transport
Outcome	A safe, efficient and sustainable road network that responds to the NSW Government's Movement and Place framework
Objective	Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.
Delivery program commitment	Work with Transport for NSW to achieve the target of zero fatalities and serious injuries by 2056, under the Safe System approach.

### Resourcing Strategy implications

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

### Recommendation

That the information be received.

### Attachment/s:

Nil

**Responsible officer:** Slobodan Marjanovic, Student Engineer

**File Reference:** F2008/00166



## Item for information only (post-facto record) No. TI2/26

**Subject: Bishops Avenue, Randwick - Parking Delineation and Stop Control (C)**

### Background

Council has received concerns from members of the community regarding limited sightlines for vehicles exiting Bishops Avenue onto Clovelly Road.

### Proposal

Following site investigations aimed at improving sightlines at this intersection, Council's Traffic Engineers have recommended the implementation of the following measures:

- Parking Lane Delineation:**  
 Parking lanes are to be clearly delineated on both the approach to and departure from the intersection along Clovelly Road, near its junction with Bishops Avenue. This will help maintain appropriate vehicle positioning and reduce encroachments into travel lanes.
- Stop Line Installation:**  
 A 'Stop' sign and associated stop line markings are to be installed at the exit from Bishops Avenue to indicate that vehicles must come to a complete stop before entering Clovelly Road.

Additionally, the proposed parking lane delineation will support drivers in positioning their vehicles more effectively, thereby improving sightlines and enhancing visibility of oncoming traffic along Clovelly Road

### Design



Figure 1: Proposed line marking and signage at intersection of Bishops Ave and Clovelly Rd - SR 784086 and SR 784088

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A safe, efficient and sustainable road network that responds to the NSW Government's Movement and Place framework
Delivery program commitment	Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.

## Resourcing Strategy implications

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

## Recommendation

That the recommended signage and line marking installation on Bishops Avenue near the intersection with Clovelly Road information be received.

## Attachment/s:

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2019/01152

## Item for information only (post-facto record) No. TI3/26

**Subject:** Howard Street, Carr Street and Dudley Street, Randwick - Linemarking (C)

### Background

Council have received correspondence from a resident regarding safety concerns at the intersection of Howard Street and Dudley Street.

### Proposal

Following site investigations aimed at improving sightlines at this intersection, Council Transport Engineers have recommended the following measures:

- Parking Lane Delineation - Parking lanes are to be clearly marked on Carr Street, Randwick.
- Edge Line Installation – Edge line marking is to be installed around refuge island on Howard Street to better indicate the edge of the roadway to motorists travelling east on Howard Street.

### Design



Figure 1: Proposed line marking and signage at intersection of Howard Street, Carr Street and Dudley Street-SR 784619

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A safe, efficient and sustainable road network that responds to the NSW Government's Movement and Place framework

## Resourcing Strategy implications

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

## Recommendation

That the recommended line marking installation on Carr Street and Howard Street, Randwick information be received.

## Attachment/s:

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2019/01152



## Item for information only (post-facto record) No. TI4/26

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

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.	Young Street	W	36	158 Barker Street, Randwick (south of access)	Unrestricted	WZ/17/2024 - SW
2.	Young Street	W	36	158 Barker Street, Randwick (north of access)	2P 8am-8pm, Mon-Sun and Unrestricted	WZ/17/2024 - SW
3.	Gale Road	E	12	79 Gale Road, Maroubra	unrestricted	WZ/36/2025 - SM
REMOVAL						
4.	Llanfoyst Street	W	12	At the frontage of 3-4 Llanfoyst Street	Unrestricted	WZ/17/2025-DA

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

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

#### Delivering the Outcomes of the Community Strategic Plan:

Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

### Resourcing Strategy implications

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

### Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- 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.

### 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 is received for information.

### Attachment/s:

Nil

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

**File Reference:** F2021/00658



## Item for information only (post-facto record) No. T15/26

**Subject: Bligh Street, Chifley - Installation of Bus Zone Signage**

### Background

Matraville Sports High School has advised that vehicles are frequently parking within the bus stop on Burke Street, adjacent to 2 Bligh Street, particularly during school drop-off and pick-up periods. A request was made for 'Bus Zone' signage to improve compliance and highlight the existing parking restriction. Council officers have undertaken an investigation and determined that the installation of bus zone signage is warranted at this location.

### Notification

Council install 'Bus Zone' signage on Burke Street to formalise the bus stop opposite 2 Bligh Street. The signage will cover an area extending 20 metres prior to the bus stop and 10 metres beyond it.

### Design

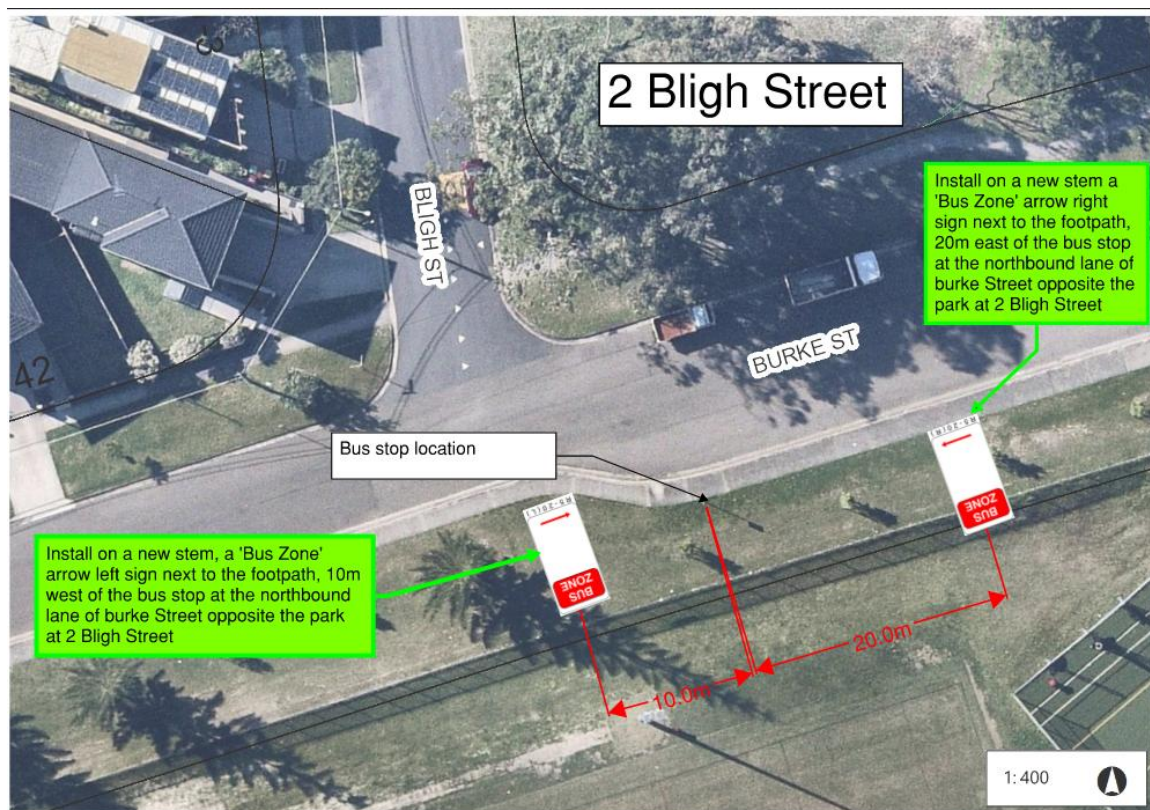


Figure 1: Aerial SR 778928

T15/26

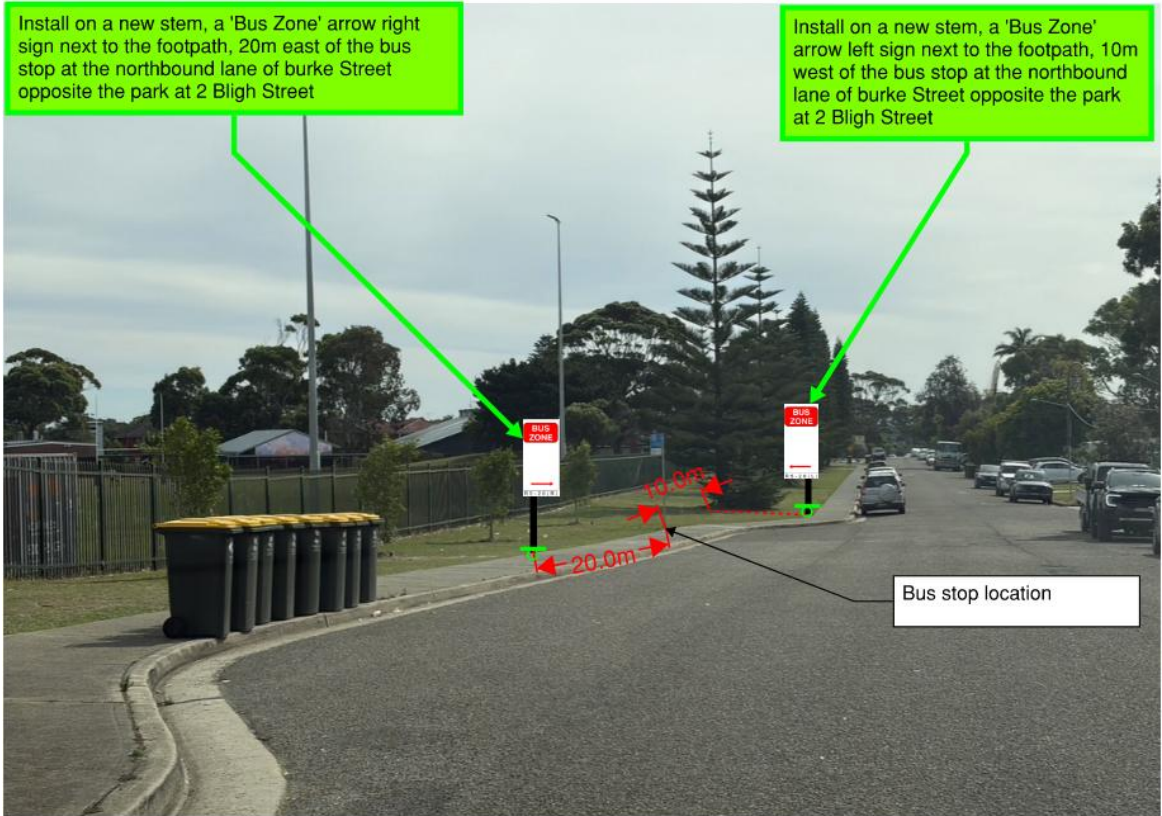


Figure 2: Site View SR 778929

Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

Resourcing Strategy implications

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

Recommendation

That information in this report is received

Attachment/s:

Nil

Responsible officer: Slobodan Marjanovic, Student Engineer

File Reference: F2004/06055

## Item for information only (post-facto record) No. T16/26

**Subject: Barker Street, Kingsford - Installation Of MIPPS**

### Background

A resident of Barker Street, Kingsford, NSW, has applied for a Mobility Impaired Persons' Parking Space (MIPPS) in front of their residence. Council officers have investigated and have endorsed the request by installing a Mobility Impaired Persons Parking Space at the front of 109 Barker Street, Kingsford

### Notification

Council to install MIPPS parking signs at the on-street parking area in front of 109 Barker Street, Kingsford

### Design



Figure 1: Aerial SR 785319



## Site Photos

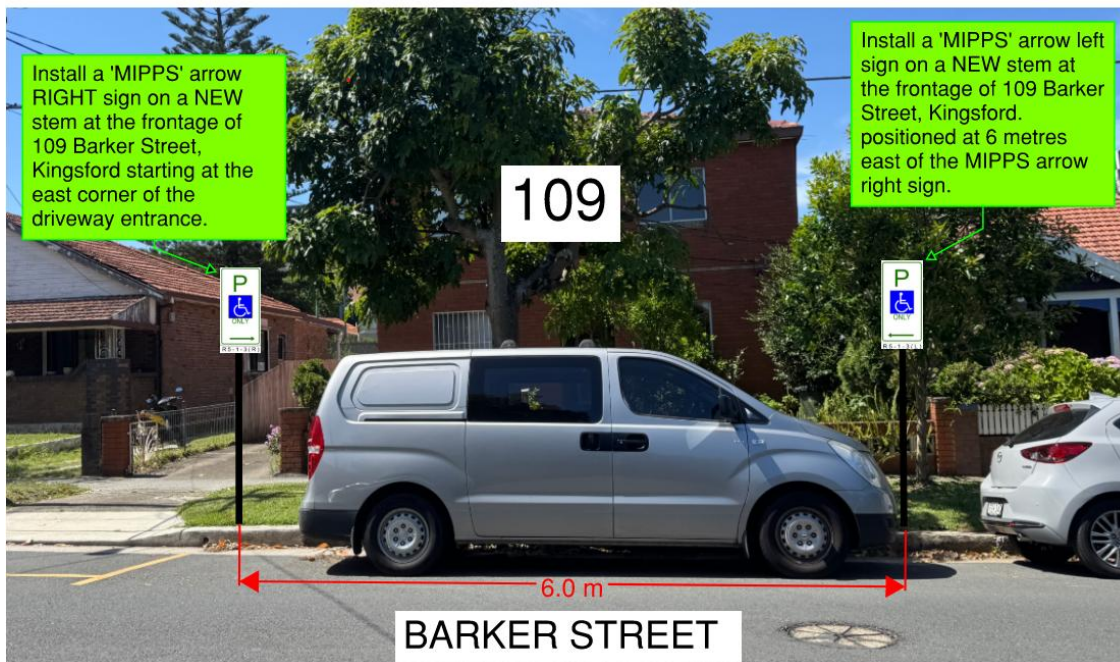


Figure 1: Street View SR 785319

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

### Delivering the Outcomes of the Community Strategic Plan:

Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received.

## Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2006/00432

## Item for information only (post-facto record) No. TI7/26

**Subject:** Hooper Street, Randwick-Installation of MIPPS (C)

### Background

A resident of Hooper Street, Randwick, has applied for the installation of a Mobility Impaired Persons' Parking Space (MIPPS) in front of their residence. Council officers have undertaken an assessment of the request in accordance with Council's MIPPS guidelines and eligibility criteria.

Following a site inspection and review of the applicant's supporting documentation, Council officers have endorsed the request. A Mobility Impaired Persons' Parking Space has been installed at the frontage of 50 Hooper Street, Randwick.

### Notification

Council will install MIPPS parking signs at the front of 50 Hooper Street, Randwick.

### Design



Figure 1: Installation work instruction at the front of 50 Hooper Street SR 782622

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Delivery program commitment	Integrated Transport
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received.

## Attachment/s:

Nil

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**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2026/07866



## Item for information only (post-facto record) No. T18/26

### Subject: Burnie Street, Clovelly - Installation of P35 Signage

#### Background

An application for a Mobility Impaired Parking Space was made to Randwick Council for a resident on Burnie Street, Clovelly. Following an assessment of the request, Council officers determined that MIPPS signage could not be installed at this location due to the steep grade of the road, which does not comply with the requirements for safe and accessible mobility-impaired parking.

As an alternative measure, Council will install 'P 35 Minute' parking signage for one parking space outside 10 Burnie Street, Clovelly. This arrangement will allow eligible Mobility Parking Scheme (MPS) permit holders to park in this space without time restriction, thereby providing improved access for the applicant while maintaining compliance with parking safety standards.

#### Proposal

To install 'P35 Minute' parking signage at the front of 10 Burnie Street, Clovelly.

#### Design

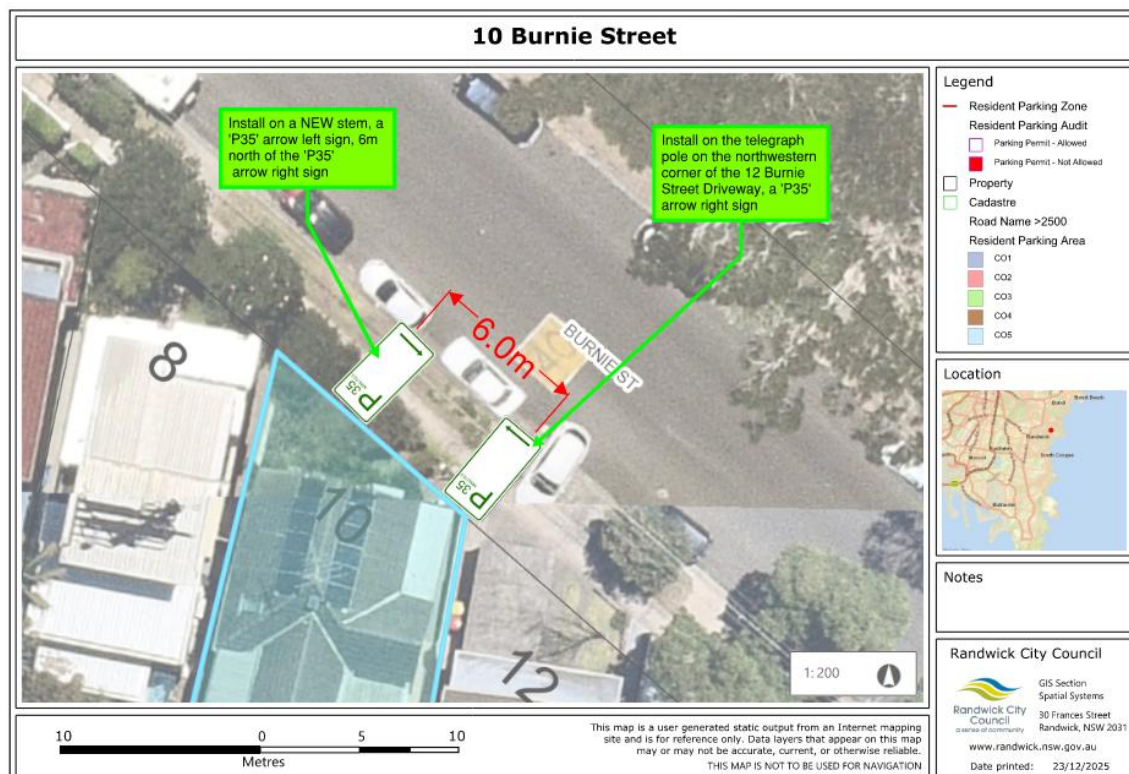


Figure 1: Aerial SR 785347

T18/26

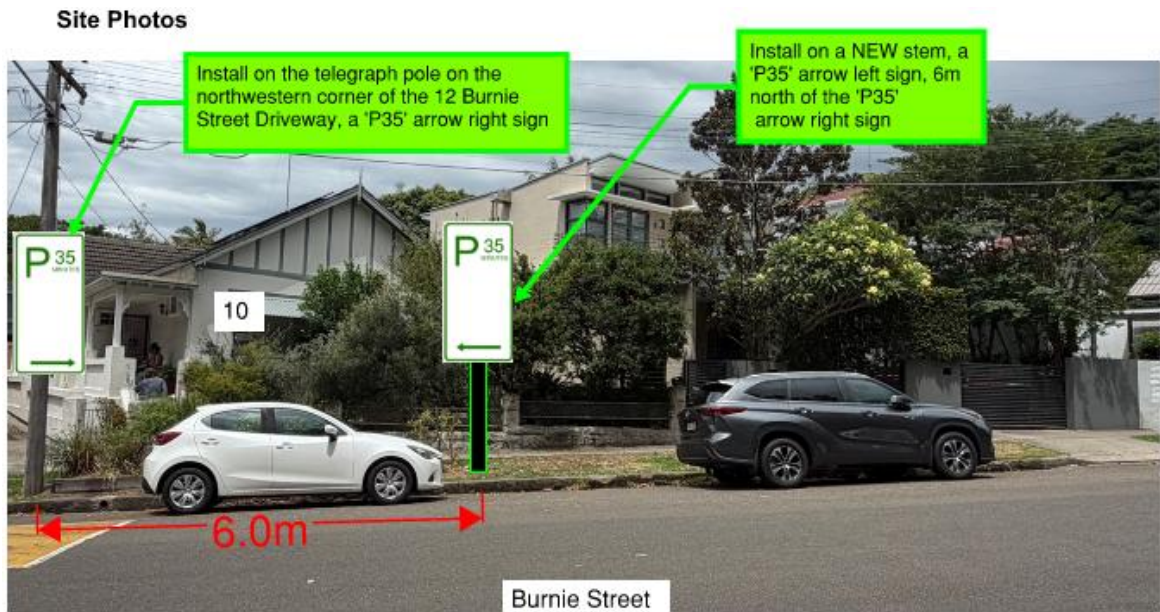


Figure 2: Site View SR 785347

Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

Resourcing Strategy implications

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

Recommendation

That the information in this report is received.

Attachment/s:

Nil

Responsible officer: Slobodan Marjanovic, Student Engineer

File Reference: F2026/07866

## Item for information only (post-facto record) No. TI9/26

**Subject: Botany Street, Kingsford - Bus Zone Signage Removal**

### Background

Concerns were raised by a resident that the bus stop located at 50 Botany Street, Kingsford, had been removed whilst the Bus Zone signage had been kept in place. A request was made for Council to remove the signage to allow for more parking space along Botany Street. An investigation was undertaken, and it was determined that the bus zone was no longer in use and is therefore redundant. As such the Council plans to remove the parking restrictions at this location. During the site visit a RPP sign in front of 48 Botany Street was found to have incorrect markings. This was also corrected as part of the work to remove the bus zone signage.

### Proposal

Redundant bus zone signage at the frontage of 50 Botany Street, Kingsford to be removed. Dual arrow RPP sign in front of 48 Botany Street to be corrected to a right-arrow RPP sign.

### Design

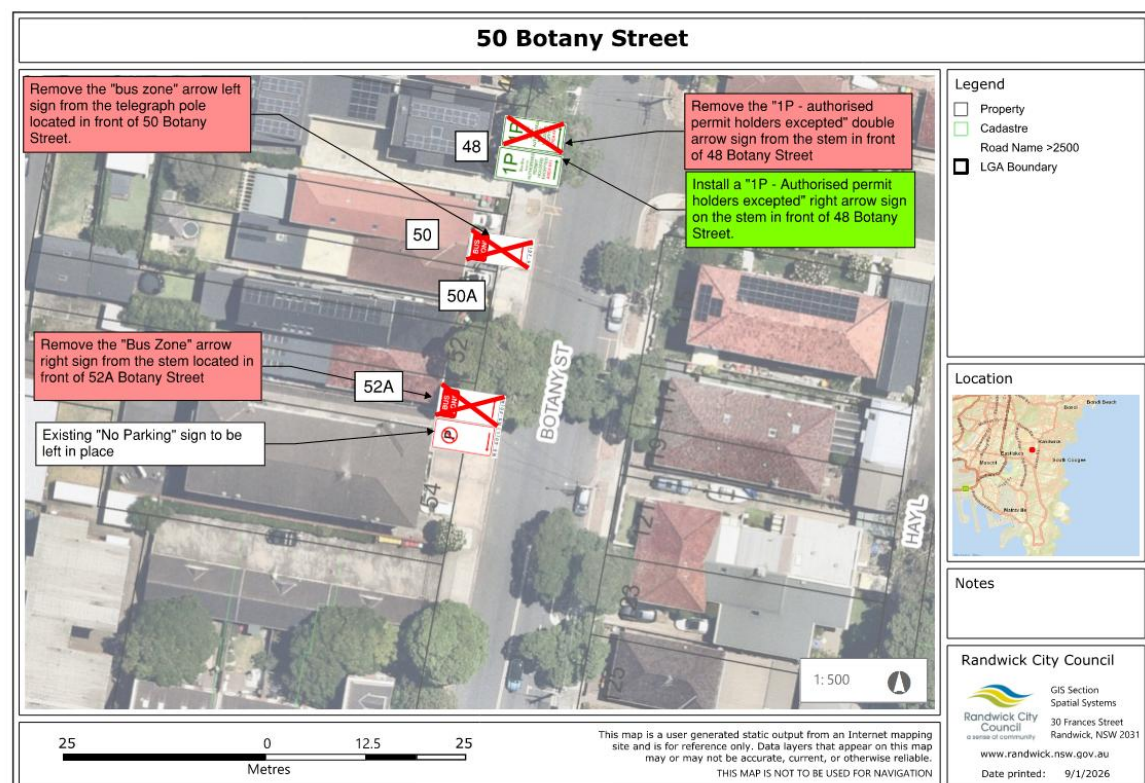


Figure 1: Aerial SR 787910

TI9/26



## Site Photos



Figure 2: Site Views SR: 787910

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A parking system that balances the needs of residents, businesses, visitors and workers
Delivery program commitment	Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking.

**T19/26**

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received.

## Attachment/s:

Nil

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**Responsible officer:** Slobodan Marjanovic, Student Engineer

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI10/26

**Subject: Manwaring Avenue, Maroubra - no stopping installation**

### Background

During an inspection of Manwaring Avenue, Council officers observed vehicles parking too close to the intersection, this poses a safety risk. As per the Road Rules 2014, a 10-metre no parking/no stopping limit applies near intersections to maintain visibility and traffic safety.

To address this issue, Council will install a 'No Stopping' sign 10 metres west into Manwaring Avenue from the intersection with Broome Avenue.

### Proposal

Council to install a 'No Stopping' sign 10 metres west into Manwaring Avenue from the intersection with Broome Avenue.

### Design

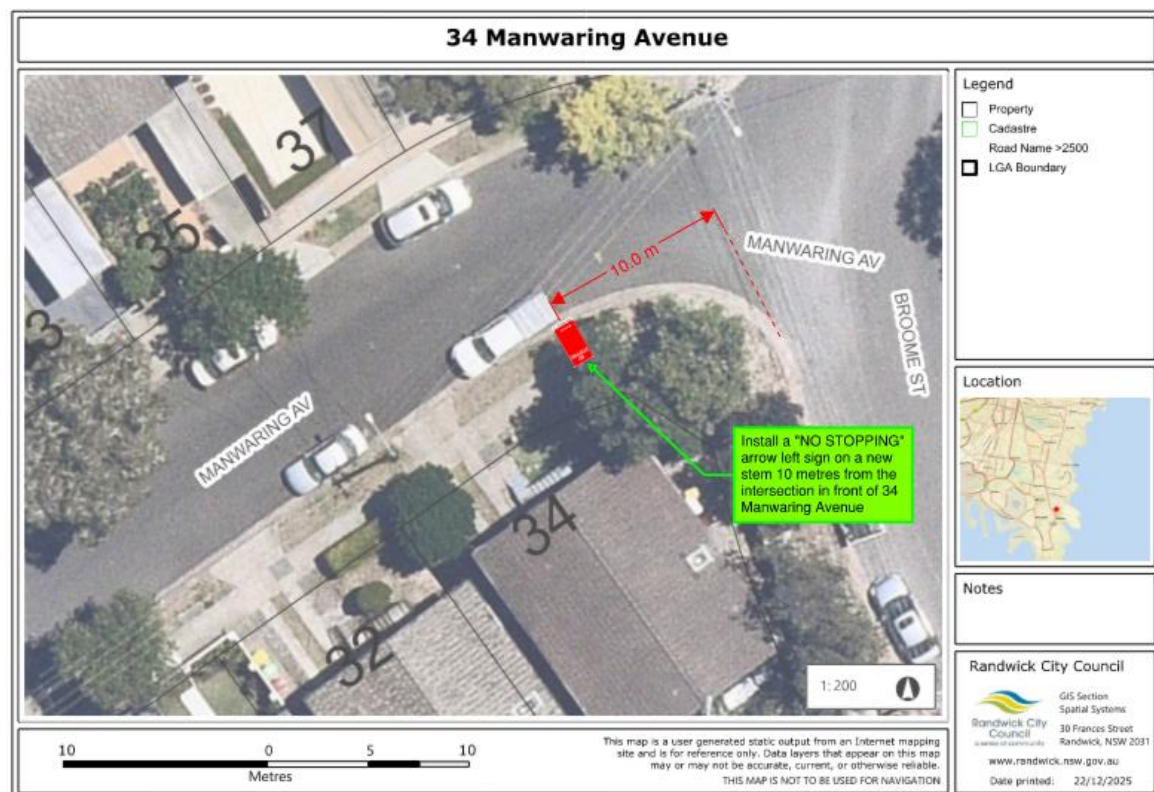


Figure 1: Aerial SR 782814

TI10/26



T110/26



Figure 2: Street View SR 782814

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A parking system that balances the needs of residents, businesses, visitors and workers
Delivery program commitment	Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking.

### Resourcing Strategy implications

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

### Recommendation

That the information in this report is received.

### Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI11/26

**Subject: King Street, Randwick - Installation of MIPPS**

### Background

A resident of King Street, Randwick, has applied for a Mobility Impaired Persons' Parking Space (MIPPS) in front of their residence. Council officers have assessed the application and have endorsed the request. A MIPPS has been installed at the King Street frontage of 2 Prince Street, Randwick.

### Proposal

Council to install MIPPS parking signs at the on-street parking area on the King Street side of 2 Prince Street, Randwick.

### Design

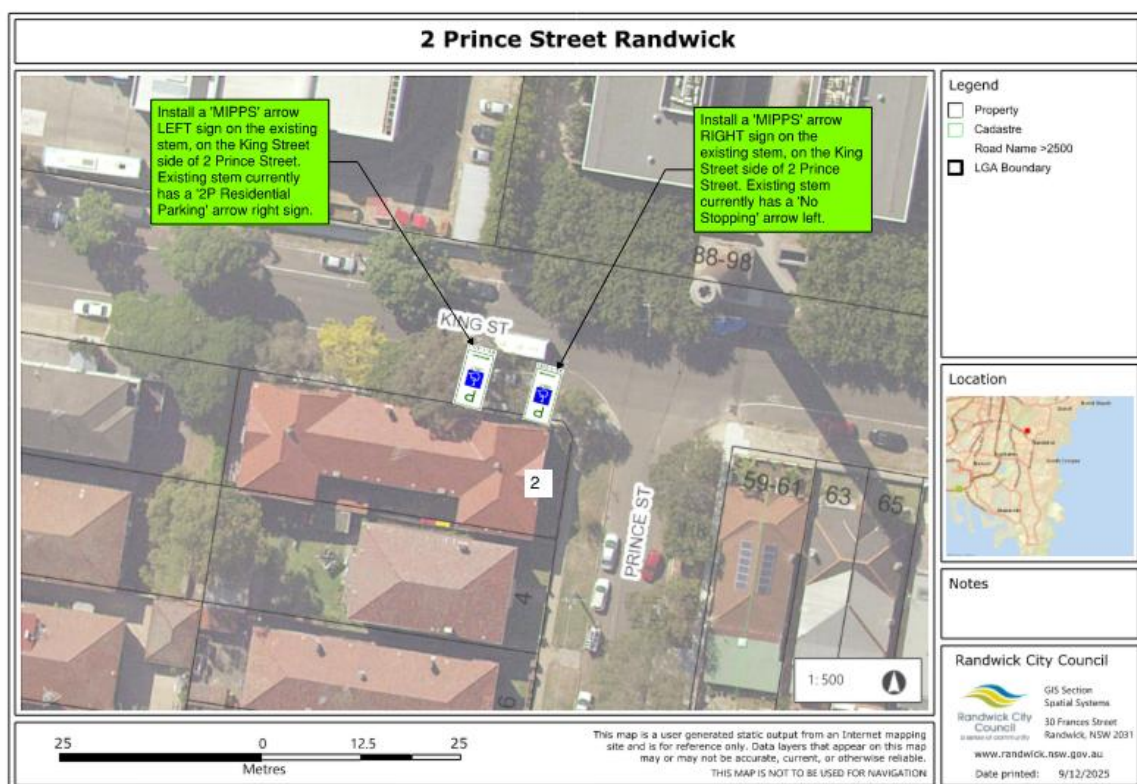


Figure 1: Aerial SR 782175

TI11/26

T111/26



Figure 2: Street View SR 782175

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

### Resourcing Strategy implications

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

### Recommendation

That the information in this report is received.

### Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866



## Item for information only (post-facto record) No. TI12/26

**Subject: Victoria Lane, Malabar - No parking zone installation**

### Background

Residents of Prince Edward Street, Malabar, have requested the installation of 'No Parking' signs in Victoria Lane due to difficulties accessing their off-street parking spaces and safely navigating the laneway when vehicles are parked along it. Council officers have investigated the matter and have endorsed the request. 'No Parking' signs will be installed in Victoria Lane from the electricity pole adjacent to 54 Victoria Street to the southern boundary of 56 Victoria Street.

### Proposal

Installation of "No Parking" signs in Victoria lane spanning from the electricity pole at 54 Victoria lane, Malabar, till the southern boundary edge of 56 Victoria Street, Malabar within Victoria lane, Malabar

### Design



Figure 1: Aerial SR 787421

TI12/26



T112/26



Figure 2: Street View SR 787421

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

### Resourcing Strategy implications

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

### Recommendation

That the information in this report is received

### Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI13/26

**Subject: Manwaring Avenue, Maroubra - Timed Parking Zone Installation**

### Background

A resident of Manwaring Avenue, Randwick NSW 2031, applied for a Mobility Impaired Persons' Parking Space (MIPPS). After investigation, Council officers determined that the steep gradient of the road made it unsuitable for installing a dedicated MIPPS zone. To accommodate accessibility needs, Council will instead install a 35-minute parking zone. This arrangement allows vehicles displaying a valid Mobility Parking Scheme permit to park there indefinitely.

### Proposal

Council to install P35 parking signs at the front of 37 Manwaring Avenue, Maroubra

### Design

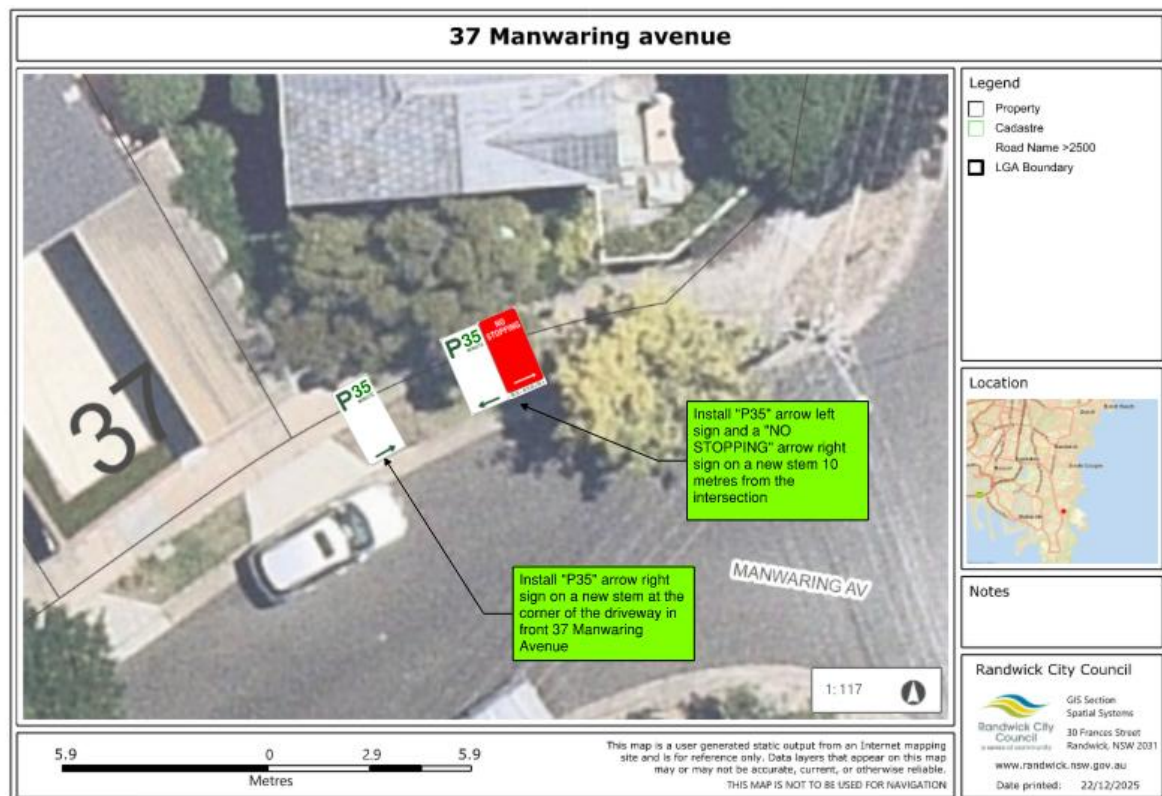


Figure 1: Aerial SR 782814

TI13/26



Figure 2: Street View SR 782814

### Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A parking system that balances the needs of residents, businesses, visitors and workers
Delivery program commitment	Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking.

### Resourcing Strategy implications

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

### Recommendation

That the information in this report is received.

### Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866



## Item for information only (post-facto record) No. T114/26

**Subject:** Botany Street, Kingsford - MIPPS zone extension

### Background

A resident of Botany Street, Kingsford NSW 2032, has applied for a Mobility Impaired Persons' Parking Space (MIPPS) in front of their residence. Council officers have investigated and after taking into consideration the two previous MIPPS zones installed at the frontage of 134 and 138 Botany Street, Kingsford, have come to the decision to endorse the request by extending and combining both the preexisting MIPPS zone to also include the frontage of 136 Botany Street, Kingsford into it.

### Proposal

Council to extend the existing MIPPS parking zone at the front of 134 to 138 Botany Street, Kingsford, to also include the frontage of 136 Botany Street, Kingsford.

### Design

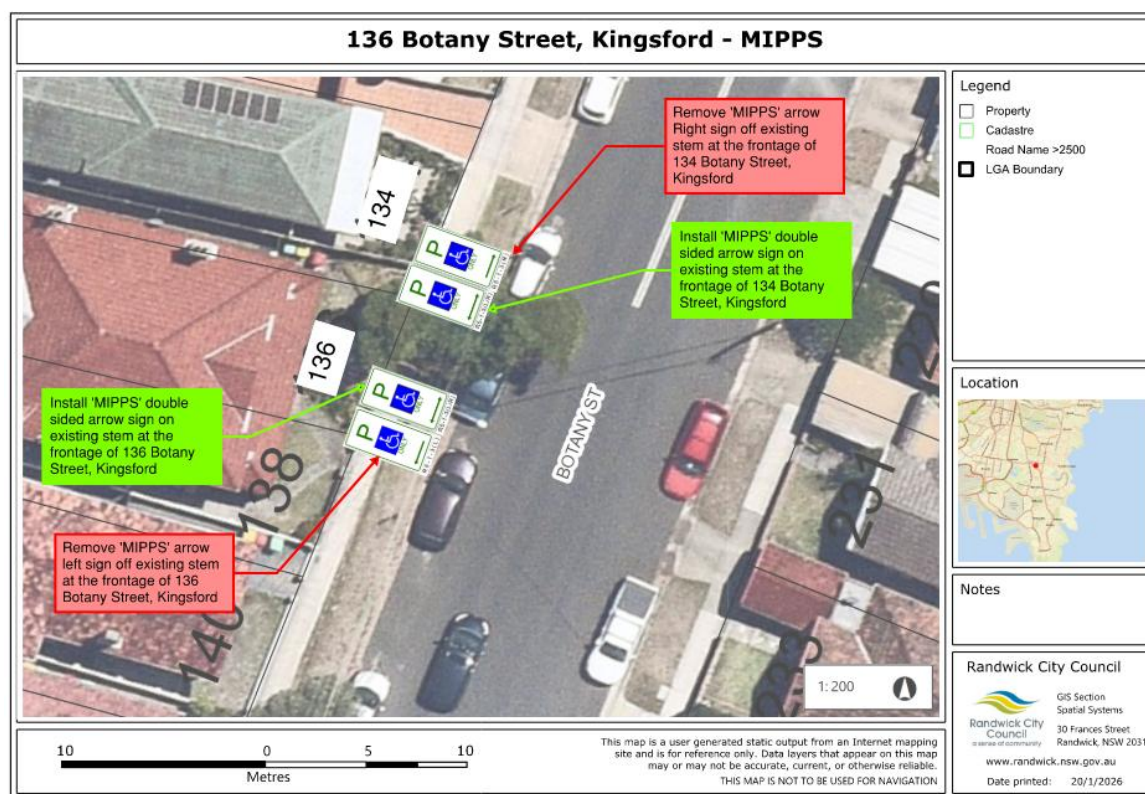


Figure 1: Aerial SR 789471

T114/26



## Site Photos

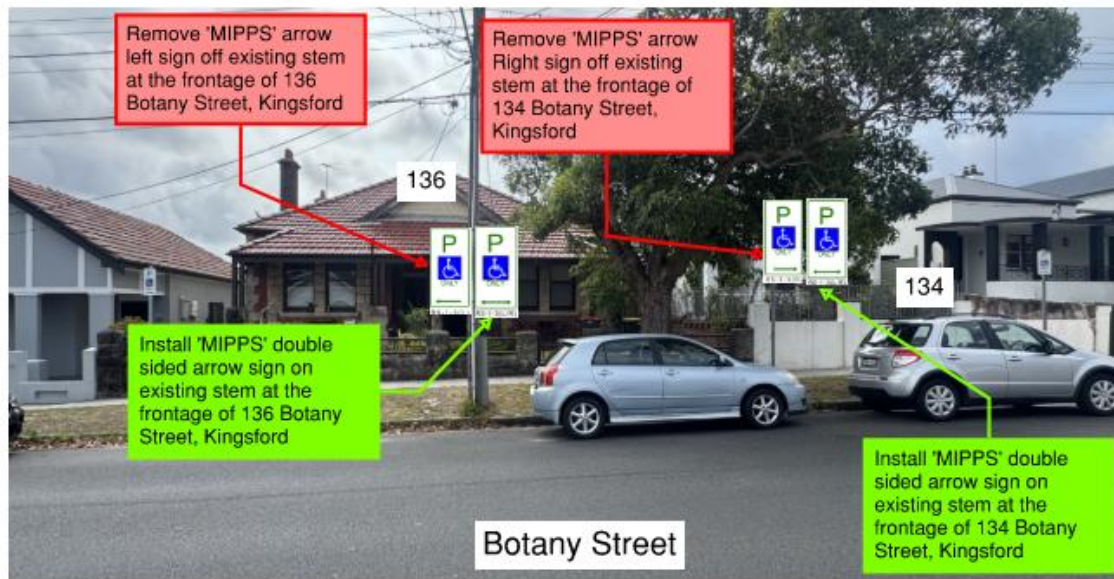


Figure 1: Street view SR 789471

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A parking system that balances the needs of residents, businesses, visitors and workers
Delivery program commitment	Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking.

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received.

## Attachment/s:

Nil

**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI15/26

**Subject:** Balfour Road, Kensington - MIPPS Zone Extension

### Background

The residents of 45 Balfour Road, Kensington, have applied for a Mobility Impaired Persons' Parking Space (MIPPS) in front of their property. Council officers have inspected the location and noted that a MIPPS zone is currently installed outside 47 Balfour Road. Following assessment, Council officers have endorsed the request to extend the existing MIPPS zone to include the frontage of 45 Balfour Road, Kensington.

### Proposal

Council extend the existing Mobility Impaired Persons' Parking Space (MIPPS) located outside 47 Balfour Road, Kensington to include the frontage of 45 Balfour Road as part of the same on-street parking zone.

### Design

#### Site Photos

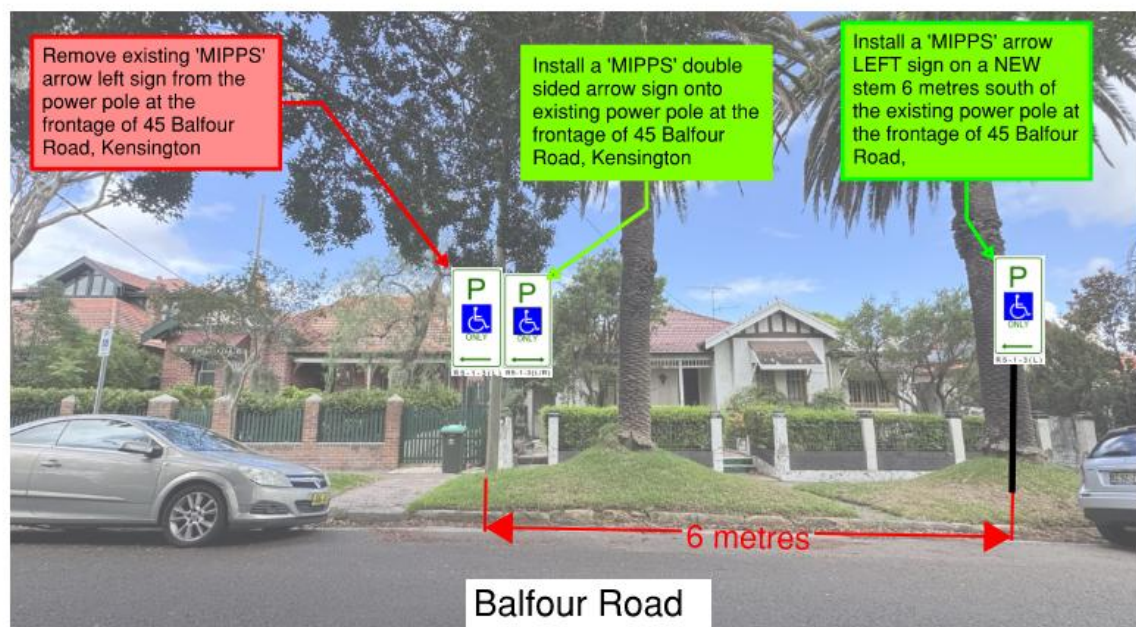


Figure 1: Street View SR 789474

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A parking system that balances the needs of residents, businesses, visitors and workers
Delivery program commitment	Effectively manage parking to achieve a maximum 85% peak occupancy for time limited parking.

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received.

## Attachment/s:

Nil

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**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI16/26

**Subject:** Mitchell Street, Chifley - No Stopping Signs

### Background

A local resident recently raised concerns regarding limited visibility and restricted sightlines when exiting Hume Street onto Mitchell Street in Chifley. Following a site inspection, Council confirmed that vehicles parked too close to the intersection were obstructing motorists' views when attempting to turn either north or south from Hume Street onto Mitchell Street. To address this safety issue and improve sightline visibility for all road users, Council will be installing **'No Stopping' signs** on both sides of the intersection along Mitchell Street. This measure aims to enhance safety, reduce collision risk, and support the safe and efficient movement of traffic in the area.

### Proposal

Council will install **"NO STOPPING"** signs on both the northern and southern sides of the Hume Street and Mitchell Street intersection to improve safety and visibility for motorists.

### Design

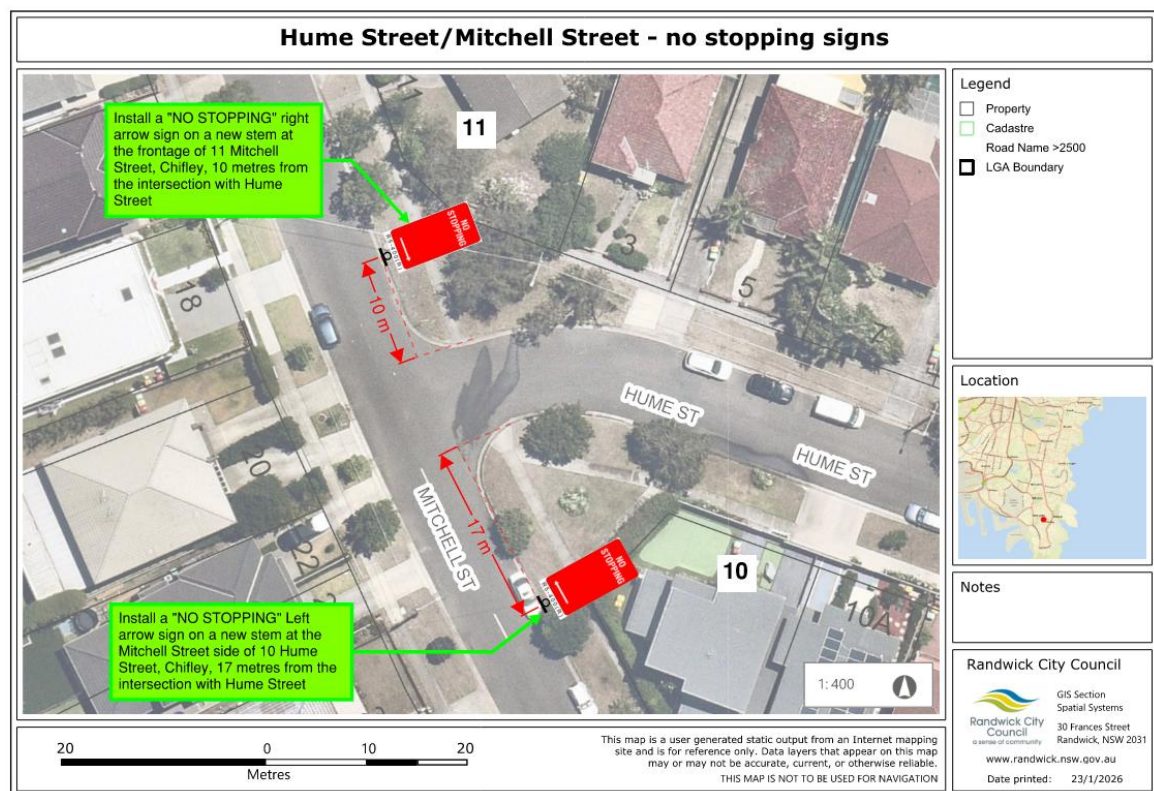


Figure 1: Aerial SR 790951

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Figure 2: Street View SR 790951



Figure 3: Street View SR 790951

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Objective	Integrated Transport
Delivery program commitment	A parking system that balances the needs of residents, businesses, visitors and workers

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received

## Attachment/s:

Nil

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**Responsible officer:** Subhan Nadeem, Student Engineer

**File Reference:** F2008/00166

## Item for information only (post-facto record) No. TI17/26

**Subject: St Spyridon Parish - Greek Orthodox Easter 2026 Road Closures - Friday 10th April 2026 & Saturday 11th April 2026**

### Background

During the annual Greek Orthodox Easter celebrations at St Spyridon's Church on Gardeners Road, Kingsford (east of Doncaster Avenue), up to 5000 attendees are expected to assemble on Gardeners Road, outside the Church.

Over many years, in the interests of road safety, Gardeners Road has been closed to east and westbound traffic, between Houston Road and Cottenham Avenue, Kingsford, on two occasions during the celebrations as detailed below. Police staff various points for this religious activity.

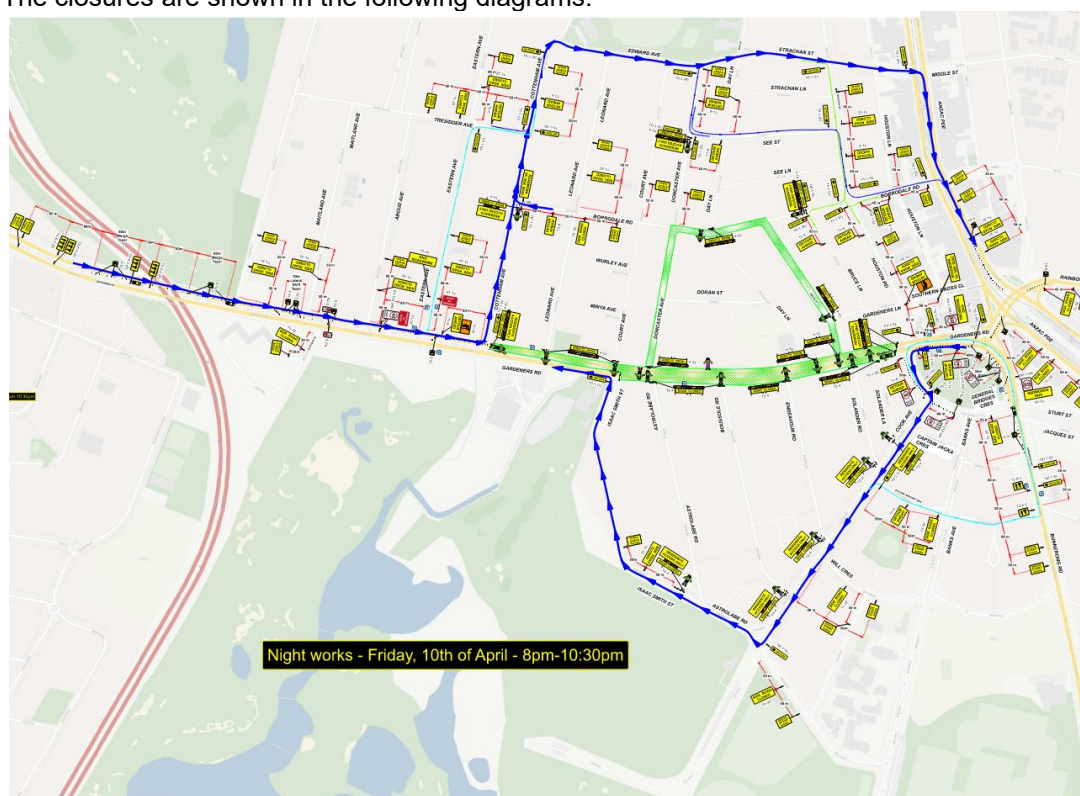
In respect of the road closures all westbound traffic on Gardeners Road is diverted at Houston Road, left into General Bridges Crescent except buses. Buses are diverted right into Houston Road. All eastbound traffic is diverted left into Cottenham Avenue.

### Proposal

The closure times are:

1. Friday, 10<sup>th</sup> April 2026, 8:00pm to 10:30pm. A TfNSW Traffic Emergency Patrol (TEP) vehicle is utilised on site from about 7:30pm to 10:30pm.
2. Saturday, 11<sup>th</sup> April 2026, 11:00pm to Sunday, 12<sup>th</sup> April 2026, 1:30am. A TfNSW Traffic Emergency Patrol (TEP) vehicle and crew will be on-site from 10:00pm to 1:30am.

The closures are shown in the following diagrams:





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### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

1. The information be received.
2. The organisers provide notification to all businesses and residents adjacent to the affected parts of the street closure, detailing the effect on bus services, including proposed bus diversions.
3. The applicant liaises with the Transport for NSW's Transport Management Centre regarding this event to obtain Road Occupancy Licence (ROL), as soon as possible.
4. The CBD Coordination Office - Traffic Management Centre - be informed of this event.
5. The applicant ensures that the required traffic control equipment is provided and delivered onsite for the use of the Police.
6. The proponents of this event be requested to also inform locals that, as a result of the event, there will be some limited bus movements along some local streets; and
7. That, as a matter of courtesy, Bayside Council, be informed of the proposed arrangements.

### Attachment/s:

Nil

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**Responsible officer:** Mark Gilbert, Capital Works Engineer

**File Reference:** F2013/00456



## Item for information only (post-facto record) No. T118/26

**Subject:** Isis Lane, Kingsford – No Parking

### Background

A resident has raised concerns about restricted access to their off-street parking space at 12 Hincks Street, Kingsford, when vehicles park opposite the driveway on the northern side of Isis Lane. Council officers have undertaken an investigation to assess the suitability of installing a 'No Parking' zone opposite the affected property to assist with vehicle access and manoeuvring.

### Proposal

Council to install a 24m 'No Parking' zone on the northern side of Isis Lane, adjacent to 489 Anzac Parade, Kingsford NSW 2032.

### Design



Figure 1: Aerial View - SR-775858



Figure 2: Street View – Left arrow No Paring sign - SR-775858

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Figure 3: Street View – Bidirectional arrow No Parking sign - SR-775858



Figure 4: Street View – Right arrow No Parking sign - SR-775858

## Strategic alignment

The relationship with our 2025-29 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:	
Outcome	Integrated Transport
Objective	A safe, efficient and sustainable road network that responds to the NSW Government's Movement and Place framework
Delivery program commitment	Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031.

## Resourcing Strategy implications

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

## Recommendation

That the information in this report is received

## Attachment/s:

Nil

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2008/00166