

# Local Transport Forum Meeting

Tuesday 14 April 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, 14 April 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

T4/26 Raymond Avenue (North) at McCauley Street, Matraville (M) - No Truck Entry ..... 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**

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## Item referred for advice - exceeding 6 months No. T4/26

**Subject: Raymond Avenue (North) at McCauley Street, Matraville (M) - No Truck Entry**

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### Executive Summary

- This report has been prepared to support the installation of 'Trucks Prohibited (R6-10-2)' signs on Raymond Avenue (north) at McCauley Street as shown in Figure 1.
- The proposal aims to improve residential amenity in Australia Avenue and Harold Street.

### Recommendation

That the Local Transport Forum discuss:

- a) The 'Trucks prohibited (R6-10-2)' signs be installed on Raymond Avenue (north) at McCauley Street to deter trucks from utilising Harold Street and Australia Avenue as a shortcut to access Bunnerong Road.

### Attachment/s:

Nil

### Purpose

At the ordinary meeting on 28 May 2024, Council resolved:

**RESOLUTION: (Said/D'Souza)** that Council resolve to take the following changes to Raymond Avenue and McCauley Street, Matraville to the Randwick Traffic Committee for consideration:

- a) close the northern end of Raymond Avenue restricting all access to vehicles entering or exiting from McCauley Street.
- b) signpost the southern entrance into Raymond Avenue, No Right Turn from McCauley for vehicles approaching Raymond Avenue from Perry Street, Harold Street and Australia Avenue to eliminate rat running through these local residential streets; and
- c) consider installing CCTV cameras to record heavy vehicles which illegally enter and exit McCauley Street via Perry Street.

## Discussion

Council officers have investigated options to reduce heavy vehicle movements in the area. As part of these efforts, Council installed “Light Traffic Only – Max Gross 2 Tonnes” signage at the western entries of Harold Street and Australia Avenue. In addition, a chicane-style concrete median island was installed on McCauley Street, just south of Perry Street, to further discourage heavy vehicles longer than six metres from entering McCauley Street via Perry Street.

Despite these measures, Council continues to receive complaints from residents, particularly from Australia Avenue and Harold Street, regarding ongoing heavy vehicle movements through local streets.

Council’s Transport Engineer investigations identified that:

- The majority of heavy vehicles enter McCauley Street, turn left into Raymond Avenue, deliver goods, and exit via the northern end of Raymond Avenue.
- These vehicles then use Harold Street and Australia Avenue as a rat run to access Bunnerong Road, despite heavy vehicle access being prohibited on these streets.
- CCTV enforcement was considered, Council staff do not support this option, as enforcement falls under NSW Police jurisdiction and cannot be undertaken by Council.
- The full closure of the northern end of Raymond Avenue to all vehicles is not supported, as this would restrict access for emergency service vehicles, which require entry to the area.

To address this issue, Council has proposed to ban the entry and exit at the northern end of Raymond Avenue, for heavy vehicles.

Under the proposed changes:

- Vehicles servicing businesses within the Raymond Avenue loop may enter from McCauley Street,
- Deliver goods, and
- Exit by turning right from Raymond Avenue (south) into McCauley Street, continuing toward Botany Road.



Figure 1: Proposed Truck route

## 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

T4/26

## Risks

The proposal may have an adverse impact on the operations of industrial developments located along the Raymond Avenue loop. Therefore, to mitigate this, Council consulted all affected industrial businesses (around Raymond Avenue loop). Some concerns raised by the business owners via verbal discussion over phone calls as well as written correspondence via email. The relevant traffic engineering officer addressed the business' concerns.

## Resourcing Strategy implications

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

## Consultation (internal/external)

Council undertook community and stakeholder consultation with residents and industrial businesses within the Raymond Avenue loop.

- Consultation commenced: 11 November 2025
- Consultation closed: 9 December 2025

Submissions received included concerns that signage alone may not sufficiently influence truck driver behaviour. Some residents suggested the installation of additional physical measures, such as a slow-point device on McCauley Street south of Perry Street, to prevent heavy vehicles accessing Harold Street and Australia Avenue.

At this stage, Council does not support the installation of further physical devices at this location.

Council's Traffic Engineering Officer also held discussions with affected business owners, addressing operational concerns and advising that businesses notify their drivers of the proposed traffic changes.

## Policy and legislative requirements

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

## Conclusion

The installation of '*Trucks Prohibited (R6-10-2)*' signage at the northern end of Raymond Avenue (at McCauley Street) is expected to significantly reduce unnecessary heavy vehicle movements through residential streets, thereby improving safety and neighbourhood amenity.

The proposal provides a balanced and proportionate solution, maintaining access for industrial servicing while protecting local residential streets from ongoing heavy vehicle 'rat-running'.

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**Responsible officer:** Amir Lahouti, Transport Engineer

**File Reference:** F2025/02312

## Item for information only (post-facto record) No. TI40/26

**Subject: Koorinda Avenue - Installation of Give Way Linemarking**

### Background

Concerns have been raised regarding the intersections along Doncaster Avenue. As part of these concerns the intersection at Doncaster Avenue and Koorinda Avenue was identified as an area eligible for improvement. Council conducted a review of the intersection and found that there was sufficient risk to warrant the installation of "Give Way" line marking and EL1 delineation to highlight the travel lane along Doncaster Avenue.

### Notification

Council to install 'Give Way' and EL1 line marking and signage, as per Figure 1, at the Koorinda Avenue & Doncaster Avenue intersection.

### Design

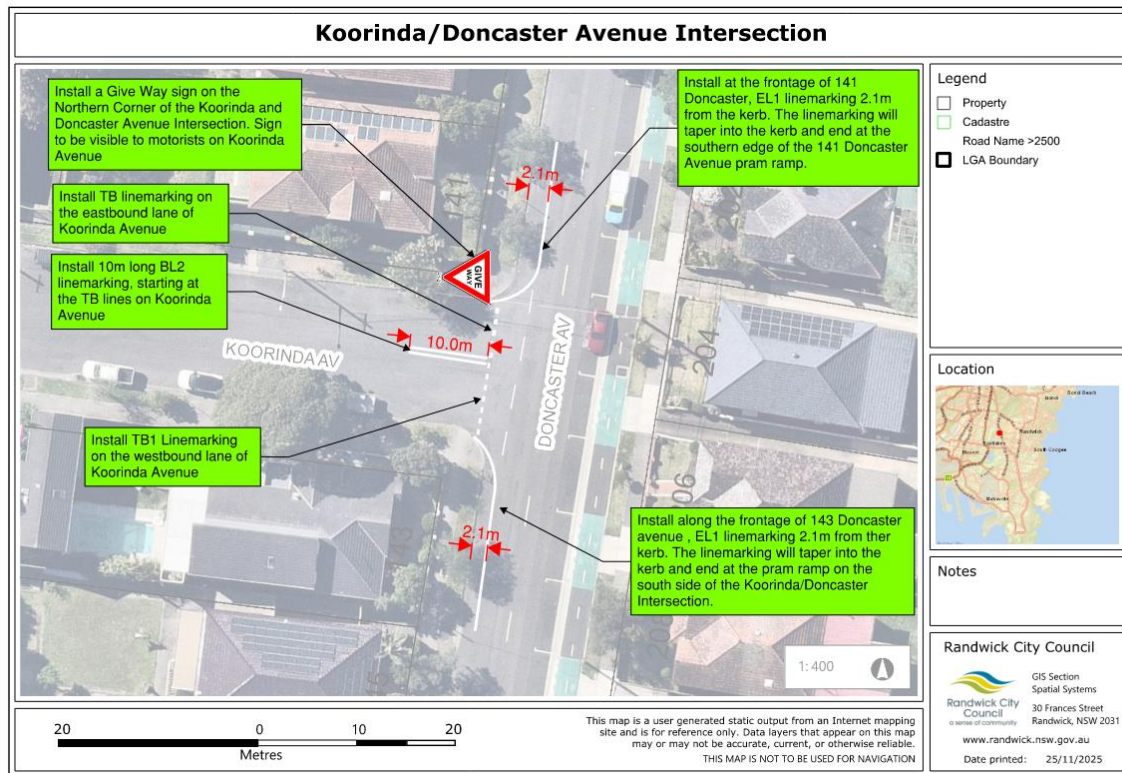


Figure 1: Aerial: Combined: SR782232, SR805824

TI40/26

## 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 information in this report is received.

## Attachment/s:

Nil

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

**File Reference:** F2008/00333

## Item for information only (post-facto record) No. TI41/26

**Subject: Prince Street, Randwick - 2P Residential Parking Sign Installation**

### Background

Following the removal of the 35-minute parking zone at 8 Prince Street, Randwick, Council resolved to reinstate the 2P Residential Parking Zone segment that had previously been removed to accommodate the P35 zone at the frontage of 8 Prince Street Randwick, NSW 2031.

### Proposal

Council to remove existing P35 zone at the Frontage of 8 Prince Street, Randwick, NSW 2031 and Reinstate 2P residential parking.

### Design

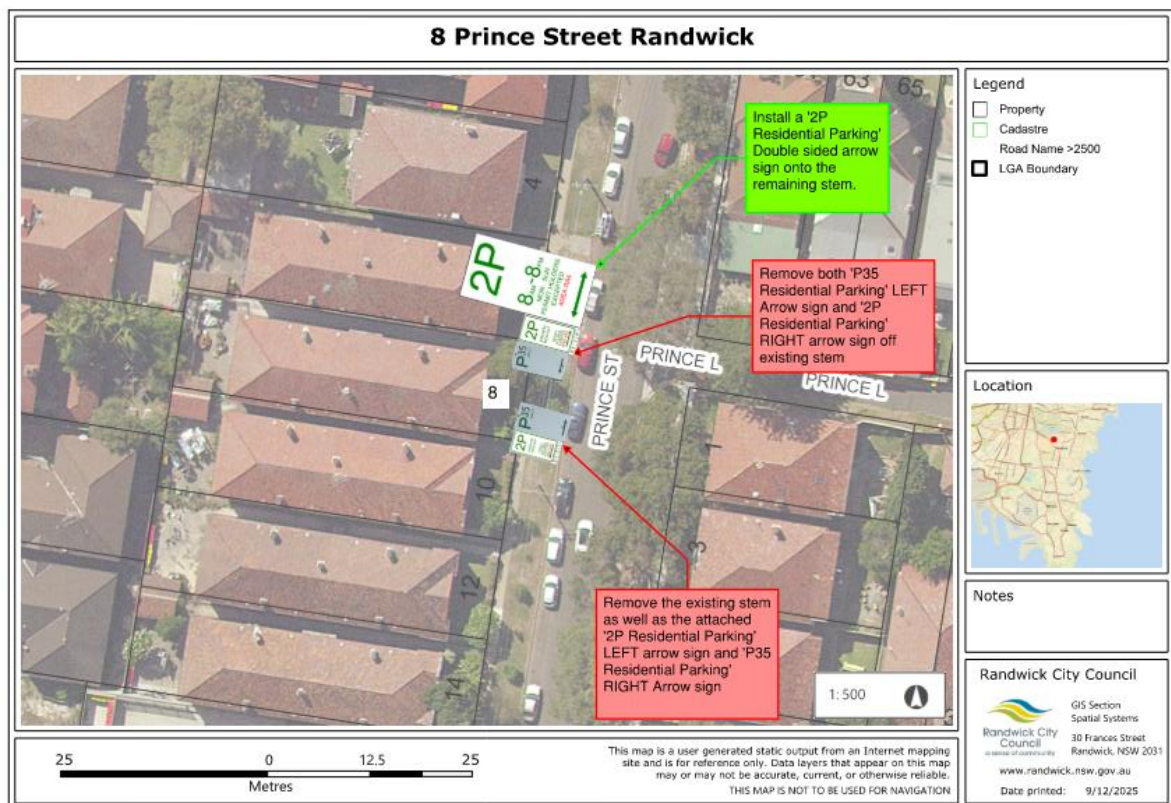


Figure 1: Aerial SR 786277

TI41/26

TI41/26

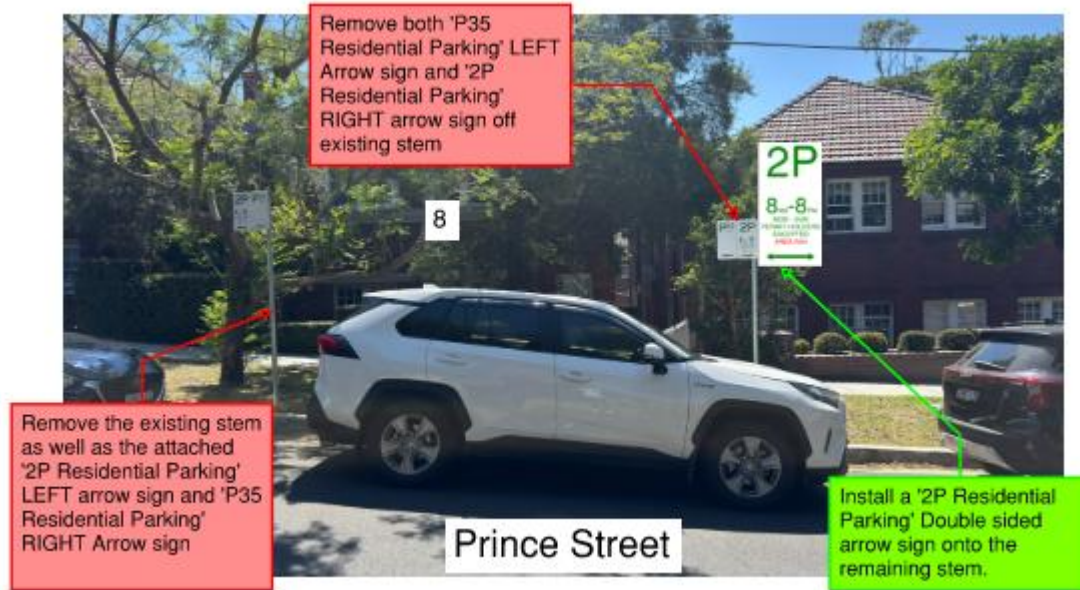


Figure 2: Street View SR 786277

### 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. TI42/26

**Subject: Works Zone - Installation and Removal of Signage**

### Background

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.	68 Beach Street, Coogee – WZ/7/2026		12	68 Beach Street, Coogee	Unrestricted	
2.	3-4 Llanfoyst Street, Randwick WZ/1/2026		12	3-4 Llanfoyst Street, Randwick	Unrestricted	
<b>REMOVAL</b>						
2.	Mount Street, Coogee WZ/7/2025-DA and SH	W	12	61 Bream Street	Unrestricted	The applicant doesn't require the works zone anymore. Constructions are complete.
3.	122 Boyce Road, Maroubra – WZ/5/2025		12	122 Boyce Road, Maroubra	Unrestricted	

### 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:

- 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 reinstated 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, Personal Assistant to Manager Engineering Services

**File Reference:** F2021/00658

## Item for information only (post-facto record) No. TI43/26

**Subject: Day Ave, 20m East of Houston Rd Kensington, P5Minute**

### Background

Council has received a request to provide short-term parking to facilitate passenger drop-off and pick-up for patrons and students attending the National Institute of Dramatic Art (NIDA). This request follows the approval of a nearby State Significant Development, which has resulted in NIDA losing access to adjacent parking areas previously used for this purpose.

Additionally, NIDA's frontage along Anzac Parade is not suitable for short-term parking due to the presence of a bus stop and its close proximity to signalised intersections, which presents safety and operational constraints and limits opportunities for kerbside parking in this location.

### Proposal

Council to install P5 parking restrictions to facilitate a high turnover pick up and drop off zone for both NIDA and adjacent locations as per Figure 1 Below

### Design



TI43/26

## 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 'Traffic Committee Works' allocation.

## Recommendation

That the information be received.

## Attachment/s:

Nil

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**Responsible officer:** Farouk El-Hassan, Transport Engineer

**File Reference:** F2008/00166

## Item for information only (post-facto record) No. TI44/26

**Subject: 110 Eastern Avenue, Kingsford. No Stopping Signage Relocation**

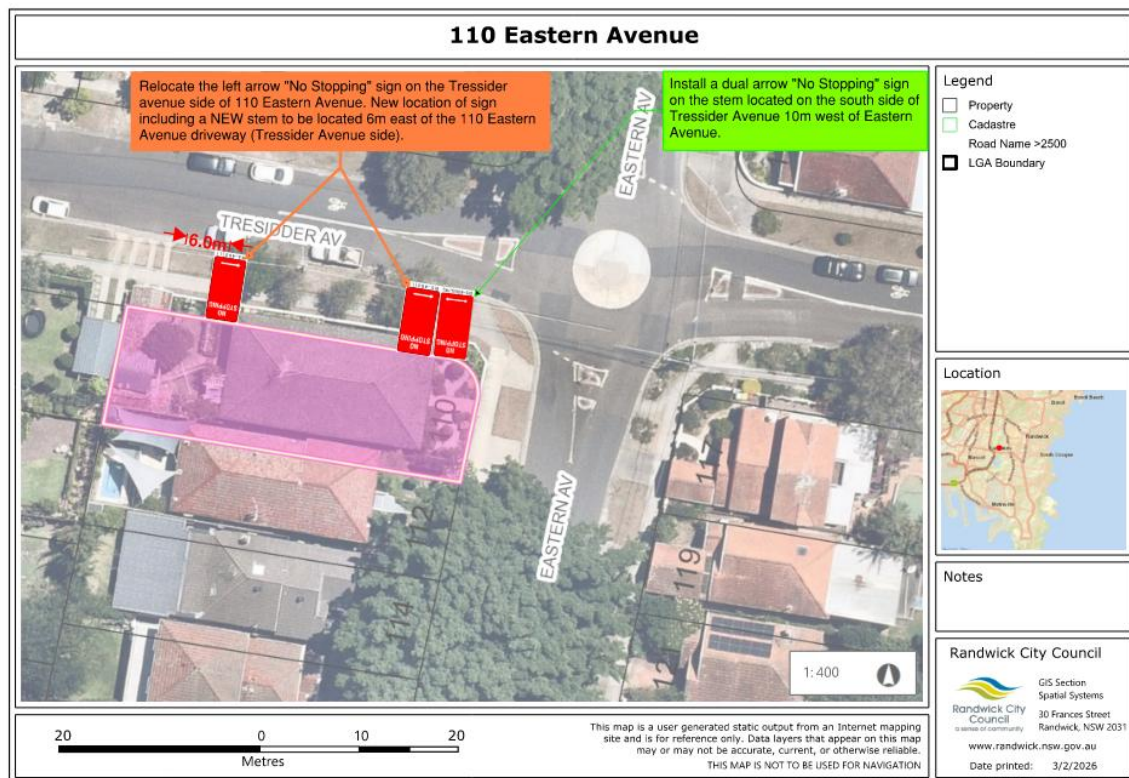
### Background

On the Tresidder Avenue side of 110 Eastern Avenue, Kingsford, the existing *No Stopping* sign is positioned too close to the intersection. As a result, vehicles turning at this location have insufficient space to manoeuvre and are being forced to mount the adjacent pedestrian refuge island.

Following inspection of the site, Council officers determined that the *No Stopping* sign is incorrectly located and does not accurately reflect Transport for NSW parking and intersection clearance requirements. The sign should instead be positioned in line with the end of the BL2 linemarking, which defines the appropriate extent of the restricted area.

To address this issue, Council proposes to extend the No Stopping zone to the end of the BL2 linemarking on the Tresidder Avenue side of 110 Eastern Avenue. This will improve vehicle manoeuvrability, prevent encroachment onto the pedestrian island, and enhance safety for all road users.

### Design



SR: 794142, Aerial diagram of extended No Parking zone

T144/26



SR: 794142, Site view of the extended No Parking zone

**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

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

**File Reference:** F2008/00166

## Item for information only (post-facto record) No. TI45/26

**Subject: Judge Street and Dolphin Street, Randwick – Give Way and Double Barrier Centre Lines (C)**

TI45/26

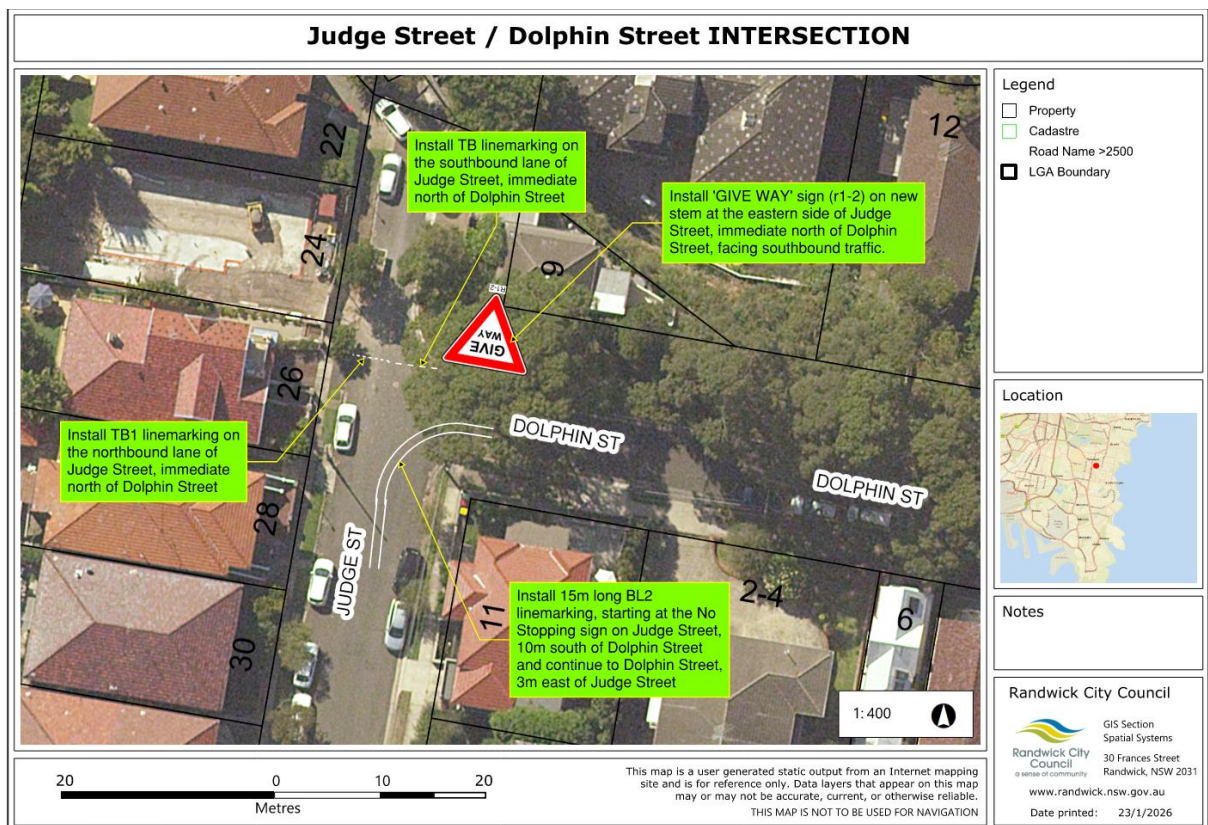
### Background

Concerns have been raised regarding unsafe driving behaviors of vehicles travelling on Judge Street and Dolphin Street. This included vehicles travelling in the middle of or the wrong side of the road, due to lack of a double barrier (BL2) line marking at this bend of the road to guide motorists to drive on the correct side of the road. Council officers investigated the matter and found that there is a surplus of traffic during school peak hours using the road to justify the installation of a double barrier (BL2) line marking. During investigation Council officers also found that it is appropriate to install a Give Way sign with (TB and TB1) line marking on Judge Street, immediately north of Dolphin Street.

### Proposal

To mark-up a BL2 double barrier line at the bend of Judge Street and Dolphin Street, along with the installation of a Give Way sign with TB and TB1 Give Way line marking at the intersection of Judge Street and Dolphin Street. These updates will ensure that the correct travel path is visible to all motorists.

### Design



**Figure 1: Aerial View (Signs: SR-791558 and Lines: SR-791559)**



**Figure 2: Street View – Intersection of Judge Street and Dolphin Street (Signs: SR-791558 and Lines: SR-791559)**



Figure 3: Street View – Intersection of Judge Street and Dolphin Street (Lines: SR-791559)

**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 'Traffic Committee Works' allocation.

**Recommendation**

That the information in this report is received.

**Attachment/s:**

Nil

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

**File Reference:** F2004/07441

# Item for information only (post-facto record) No. TI46/26

**Subject: Courland Street and Dolphin Street, Randwick – Installation of Give Way (C)**

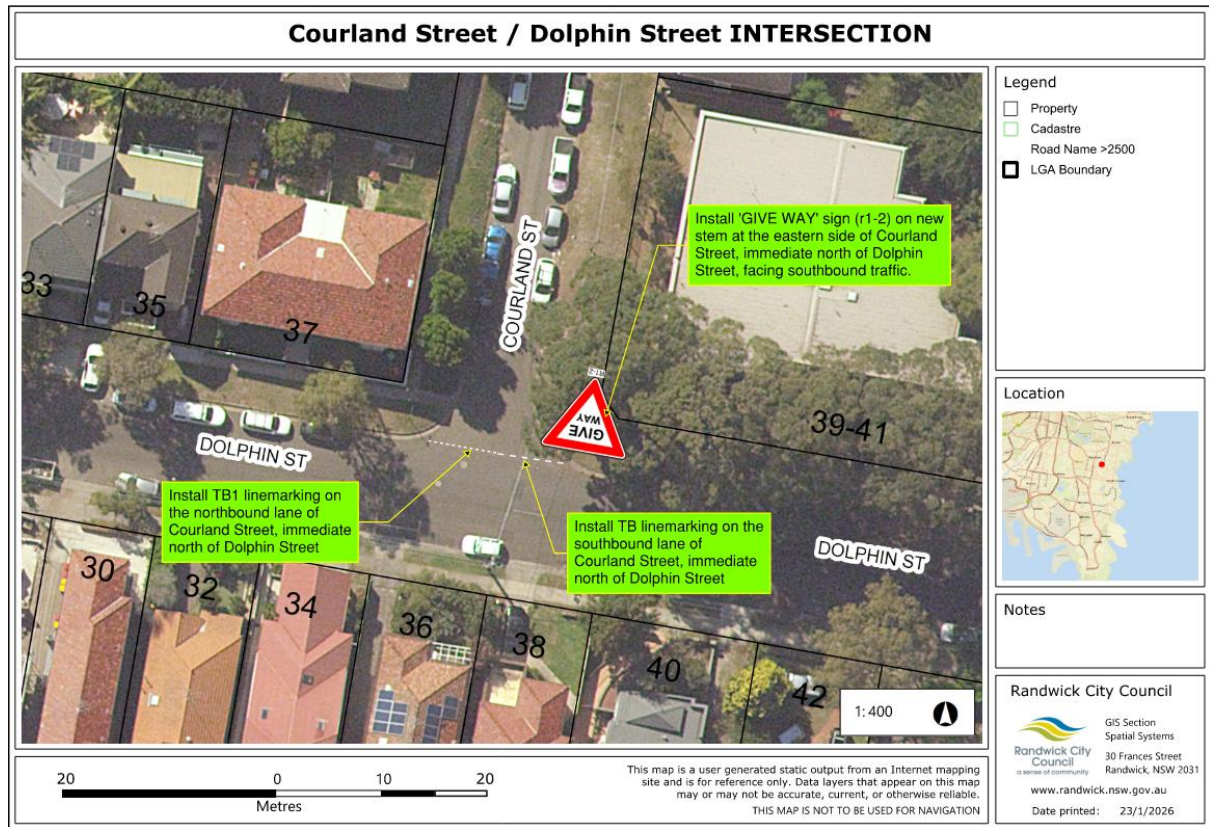
## Background

Concerns regarding the intersections along Dolphin Street have been raised. As part of these concerns the intersection at Dolphin Street and Courland Street was identified as a problem area. Council’s Traffic Engineering team conducted a review of the intersection and found that there was sufficient risk to warrant the installation of “Give Way” sign and line marking at this location.

## Proposal

Council to install ‘Give Way’ sign and line marking at the Courland Street and Dolphin Street intersection.

## Design



**Figure 1: Aerial View (Signs: SR-791611 and Lines: SR-791612)**

TI46/26



Figure 2: Street View (Signs: SR-791611 and Lines: SR-791612)

**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 'Traffic Committee Works' allocation.

**Recommendation**

That the information in this report is received.

**Attachment/s:**

Nil

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

**File Reference:** F2006/00254

## Item for information only (post-facto record) No. TI47/26

**Subject: St Pauls Street, Randwick – Mobility Impaired Person’s Parking Space (MIPPS) (C)**

### Background

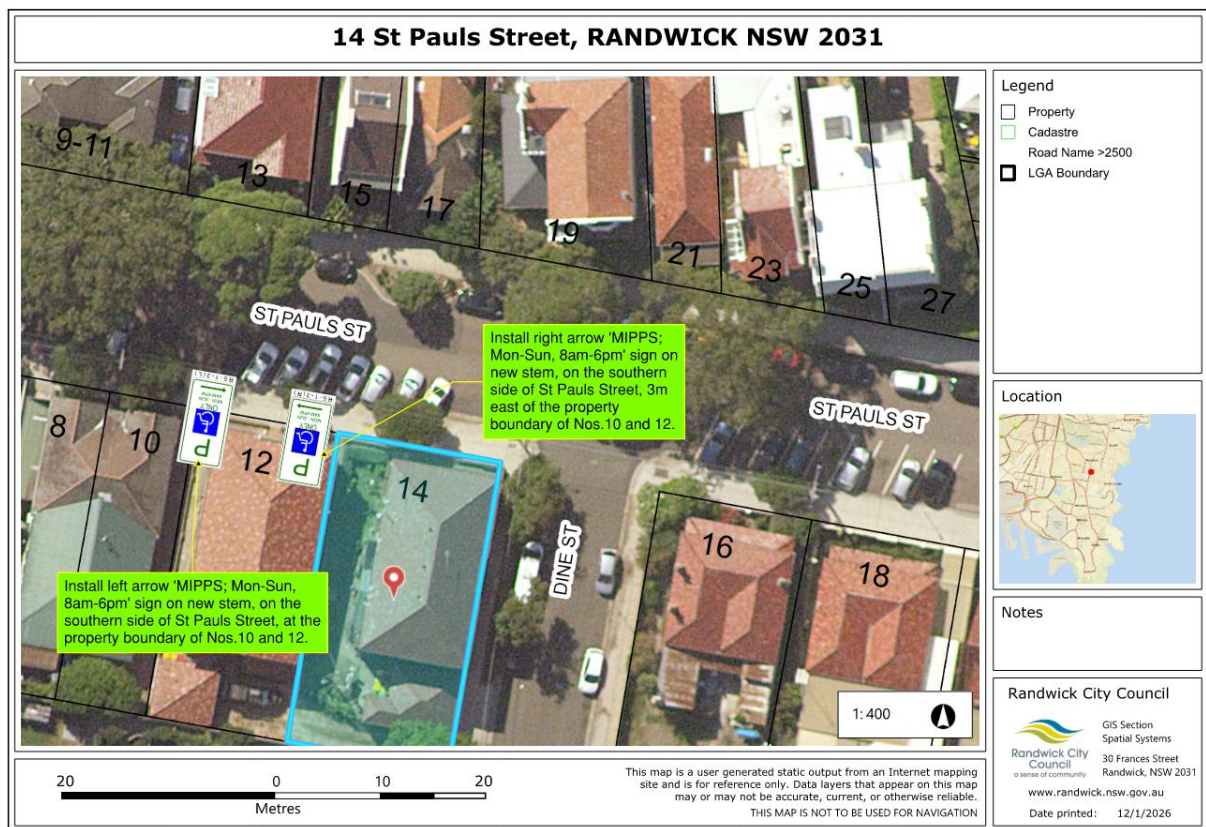
A resident of St Pauls Street, Randwick, has applied for a Mobility Impaired Persons’ Parking Space (MIPPS) near their residence of 14 St Pauls Street. Council officers have undertaken an assessment of the request in accordance with Council’s MIPPS guidelines and eligibility criteria.

Following a site inspection and review of the applicant’s supporting documentation, Council officers have endorsed the request. A Mobility Impaired Persons’ Parking Space with the restrictions of Monday to Sunday and from 8am to 6pm has been installed at the frontage of 12 St Pauls Street, Randwick NSW 2031.

### Proposal

Council to install ‘MIPPS; Mon-Sun, 8am-6pm’ signs at the frontage of 12 St Pauls Street, Randwick NSW 2031.

### Design



**Figure 1: Aerial View (SR-799236)**

TI47/26

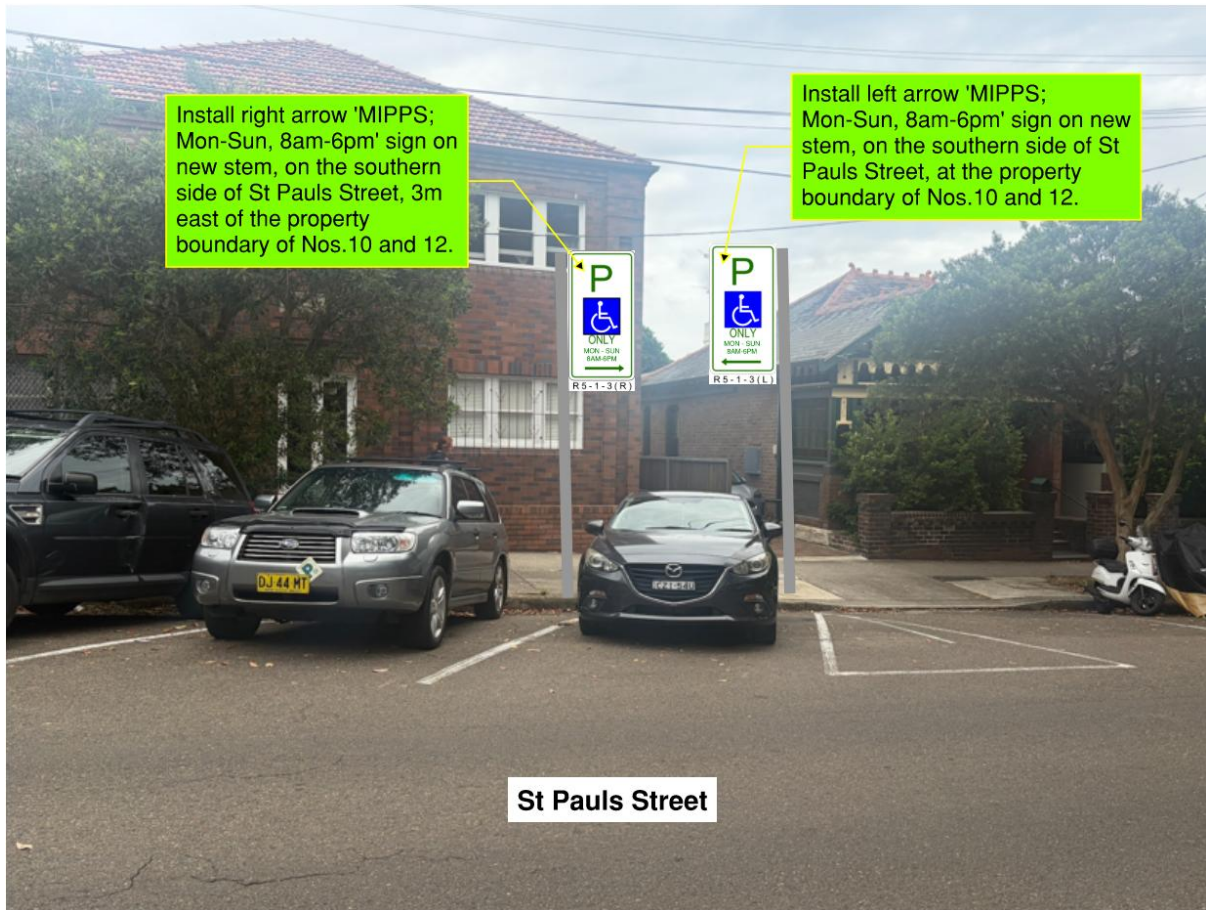


Figure 2: Street View (SR-799236)

**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:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2006/00432

## Item for information only (post-facto record) No. TI48/26

**Subject: Gale Road, Maroubra – Mobility Impaired Person’s Parking Space (MIPPS) (C)**

TI48/26

### Background

A resident of Gale Road, Maroubra, has applied for a Mobility Impaired Persons’ Parking Space (MIPPS) near 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 with the restrictions of Monday to Sunday and from 8am to 6pm has been installed at the frontage of 56 Gale Road, Maroubra NSW 2035.

### Proposal

Council to install ‘MIPPS; Mon-Sun, 8am-6pm’ signs at the frontage of 56 Gale Road, Maroubra NSW 2035.

### Design



**Figure 1: Aerial View (SR-804618)**

TI48/26



Figure 2: Street View (SR-804618)

**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:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2006/00432

## Item for information only (post-facto record) No. TI49/26

**Subject: Alison Road, Coogee – Mobility Impaired Person’s Parking Space (MIPPS) (C)**

### Background

A resident of Alison Road, Randwick, has applied for a Mobility Impaired Persons’ Parking Space (MIPPS) near 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 with the restrictions of Monday to Sunday and from 8am to 6pm has been installed at the frontage of 343 Alison Road, Coogee NSW 2034.

### Proposal

Council to install ‘MIPPS; Mon-Sun, 8am-6pm’ signs at the frontage of 343 Alison Road, Coogee NSW 2034.

### Design



**Figure 1: Aerial View (SR-804989)**

TI49/26



Figure 2: Street View (SR-804989)

**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:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2006/00432

## Item for information only (post-facto record) No. TI50/26

**Subject: Anzac Day Dawn Service - Road Closure**

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### Background

In continuing with previous years, the Anzac Day Dawn Service will be held at Coogee Beach, on Saturday, 25 April 2026.

The associated event area will be contained to Coogee Beach; however, the following road closures will be required to maintain public safety:

#### **Between 5:00am-7:30am 25 April 2026**

- Arden Street, between Dolphin Street and Carr Street
- Coogee Bay Road, between Brook Street and Arden Street
- Alfreda Street, between Arden St and Coogee Oval Car Park

As a result of the road closures, it will be necessary to temporarily redirect affected bus routes the following temporary measures will be undertaken:

- Temporary bus stops will be in place during the road closure period. On Havelock Avenue, the existing bus stop east of Asher Street (Stop ID: 203467) will be extended by approximately three car spaces to allow buses to lay over during the closure.
- A temporary replacement bus stop will be installed on the eastern side of Arden Street, south of Carr Street, to replace the existing stop located on the northern side of the Arden Street and Carr Street intersection (Stop ID: 203473).
- Signage will be installed at both locations at least seven days prior to the event. Existing parking signs will be temporarily changed to bus stop signage from Friday, 24 April 2026.
- All temporary signage will be removed once the road closure period ends.

As a result of the road closures, several bus routes will be temporarily diverted around Arden Street. The affected routes are 350, 313, 373, 370 and 374.

All bus stops on Arden Street between Carr Street and Dolphin Street will be temporarily closed for the duration of the event.

Temporary changes to bus stop signage and bus routes have been reviewed and approved by Transdev and are in accordance with their requirements. Further details are provided in the attached Traffic Management Plan.

T150/26

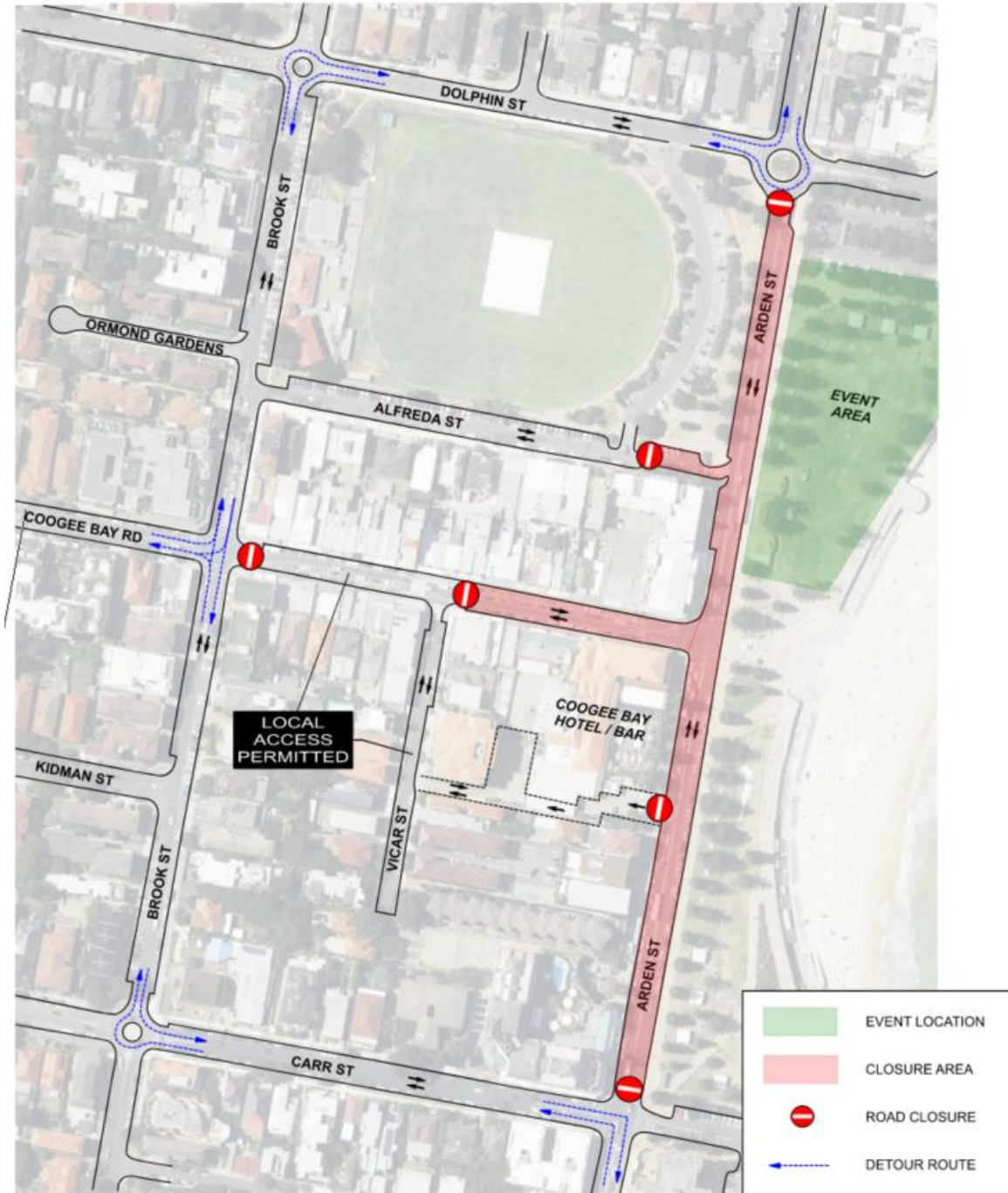


Figure 1 TGS Plan for the Event Road Closures

### Resourcing Strategy implications

Funding is provided by Events budget allocation.

## Recommendation


That, noting the approval of a Transport for NSW (TfNSW) - standard Traffic Management Plan (TMP), the following local roads be temporarily closed on Saturday, 25 April 2026, from 5:00am to 7:30am, to facilitate the Anzac Day Dawn Service at Coogee:

- Arden Street, between Dolphin Street and Carr Street.
- Coogee Bay Road, between Brook Street and Arden Street; and
- Alfreda Street, between Arden Street and the Coogee Oval Car Park,

subject to the following conditions:

1. Council is to prepare a Traffic Guidance Scheme (TGS) showing the location of all barriers associated with the road closures.
2. Council is to undertake appropriate community notification prior to the event.
3. The event organisers are to close the affected streets strictly in accordance with the approved Traffic Management Plan, unless otherwise directed by NSW Police or authorised Council Rangers.
4. The event organisers must not occupy the carriageway or footway until the road closures have been formally implemented.
5. All barricades and required traffic signage are to be supplied by the event organisers and maintained for the duration of the closures by authorised Traffic Control Officers engaged by the organisers.
6. A minimum clear corridor of 4.0 metres is to be maintained at all times within the road closure areas to allow access for emergency vehicles.
7. All traffic control devices are to be installed and maintained in accordance with Australian Standard AS 1742.3.
8. No permanent fixtures or structures are to be installed within the public road reserve or footway.
9. Access to adjoining properties within the road closure areas is to be maintained at all times to the satisfaction of Emergency Services. All emergency infrastructure, including fire hydrants, must remain unobstructed.
10. All relevant emergency services, including NSW Police, Fire and Rescue NSW, and NSW Ambulance, are to be notified in advance of the proposed temporary road closures.
11. All barricades, signage and traffic control devices associated with the road closures are to be removed promptly at the nominated times to allow the roads to reopen to traffic.
12. A temporary Bus Zone is to be implemented for a length of 24 metres on the eastern side of Arden Street, south of the signalised intersection with Carr Street, and is to be reinstated to its original condition following the event.
13. The existing Bus Zone on the northern side of Havelock Street near Asher Street is to be temporarily extended by 19.5 metres to the east and reinstated after the event.
14. Council officers are to coordinate with the relevant bus operators' representatives to ensure that all temporary Bus Zone arrangements meet operational requirements.

## Attachment/s:

1.  Traffic Management Plan - ANZAC Day Coogee Dawn Service

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**Responsible officer:** Tatiana Castro-Cerneaz, Coordinator Project Delivery (Acting)

**File Reference:** F2026/07866

## Item for information only (post-facto record) No. TI51/26

**Subject: Greville Street, Clovelly – P35 Minutes (C)**

### Background

An application for a Mobility Impaired Parking Space (MIPPS) was made to the Randwick City Council for a resident on Greville 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 'P35 Minutes' parking signage for one parking space outside 27 Greville Street, Clovelly NSW 2031. 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 Minutes' parking signage at the frontage of 27 Greville Street, Clovelly NSW 2031.

### Design



**Figure 1: Aerial View (SR-803375)**

TI51/26

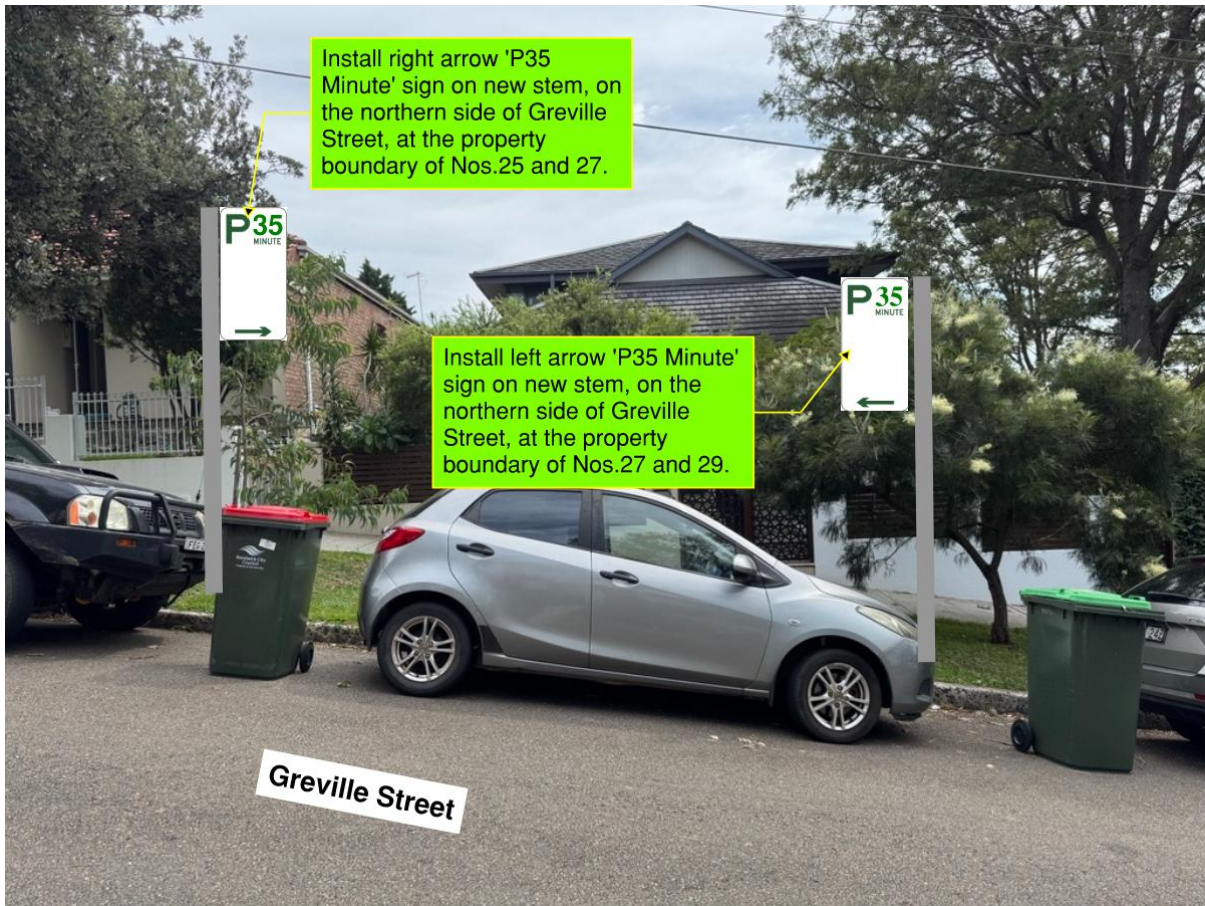


Figure 2: Street View (SR-803375)

**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:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2006/00432

## Item for information only (post-facto record) No. T152/26

**Subject: Mount St Coogee Near Ritchard Ave, Slippery When Wet Slow Down Signage**

### Background

Concerns have been raised about several incidents involving cyclists and motorcyclists near parked vehicles and the roundabout. Transport Engineers have assessed the current conditions at this location and identified the installation of advisory signage as a suitable measure to help improve awareness and safety for all road users.

### Proposal

Council to install advisory signage warning road users to slow down as pavement is slippery when wet.

### Design



Figure 1 signage to be installed

## 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 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 'Traffic Committee Works' allocation.

## Recommendation

That the information be received.

## Attachment/s:

Nil

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**Responsible officer:** Farouk El-Hassan, Transport Engineer

**File Reference:** F2008/00166

## Item for information only (post-facto record) No. T153/26

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

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 \$19M.

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
Project-P.0093184 D05529094 D05536829 D05724944 Due June 2026	<b>Clovelly Road and Market Street - One Lane Roundabout</b>	Road Safety Program 2024/25 extended to 31 December 2026	\$645,380	Procurement of Design consultant near completion.
P.0092228 D05357251 D05390412/ D05828085 Due June 2025	<b>Malabar Road, Maroubra 60m north of Duncan Street</b> Conversion of existing Pedestrian crossing to a raised pedestrian crossing. Latest completion date June 2026	Active Transport to School / Get NSW Active program.	\$263,397 revised funding \$124,093	Design complete. Construction planning in progress.
Project 7935 D05453108 D05487789 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	Detail Design development ongoing.
Project 9131 D05453119 D05487789 Due June 2027	<b>Kensington South -</b> Local Area Traffic Management (LATM)	Towards Zero Safer Roads Program	\$6,258,285	Construction of three traffic calming devices complete. Design in progress for next package of works.

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0079385 D04730662 D05069711 Due June 2026	<b>Randwick to Coogee Bike Path Design (Randwick to Coogee Walking and Cycling Improvements)</b> Detailed Design	Get NSW Active	\$710,000	Strategic Framework and Route Options Assessment complete.
P.0079384 D04740343 D04743675 Due June 2026	<b>Anzac Parade Bike Path Design (Anzac Parade Paths Project)</b> Detailed Design	Get NSW Active	\$792,000 (50/50 funding of \$396,000 between RCC and TfNSW)	Concept design complete and endorsed by Council for community consultation.
P.0079383 D04730658 D04743670 Due June 2026	<b>Bundock Street &amp; Sturt Street Bike Path Design (South Coogee to Kingsford Walking and Cycling Improvements)</b> Detailed Design	Get NSW Active	\$474,580	Detailed design for each of the three sections ongoing. Sydney Water major works application under assessment.
P.0085153 D04977980 D05001018 Due June 2027	<b>South Coogee to Kingsford Walking &amp; Cycling Improvements Project</b> (Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)	Get NSW Active	\$1,657,000	Construction subject to completion of P.0079383 (above) and all required approvals.
P.0085182 D04978003 D05001019 Due June 2026	<b>Todman Avenue and Lenthall Street Walking and Cycling Improvements</b> Detailed Design	Get NSW Active	\$580,000	Concept design for Todman Ave section complete and endorsed by Council for community consultation.
P.0092252 D05484855 D05415245 Due June 2027	<b>Kingsford to Centennial Park Walking and Cycling Improvements - Section 3</b> Detailed Design	Get NSW Active	\$411,700	Concept design complete and endorsed by Council for community consultation.
Project-P.0099002 D05829673 D05845558 Due June 2026	<b>Dolphin &amp; Arden ST, Coogee - Pedestrian facility</b>	Towards Zero Safer Roads Program	\$286,560	Detail design under review

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
Project-P.00990003 D05831479 D05845558 Due June 2026	<b>Robey Street west of Wade Street - Ped crossing</b>	Towards Zero Safer Roads Program	\$184,320	Detailed design in progress.
Project-P.00990005 D05831485 D05845558 Due June 2026	<b>Moverly Road between Henning Avenue &amp; Popplewell Place</b> Installation of Pedestrian Refuge with kerb blisters	Towards Zero Safer Roads Program	\$95,220	Detailed design in progress.
Project-P.00990006 D05831486 D05845558 Due June 2026	<b>Maroubra Road at Duncan Street intersection, Maroubra</b> Construction of pedestrian refuge and kerb extension	Towards Zero Safer Roads Program	\$97,865	Detailed design in progress.
Project-P/00990007 D05831488 D05845558 Due June 2026	<b>Pine Avenue west of Jenner Street, Little Bay</b> Installation of raised pedestrian crossing (Wombat Crossing)	Towards Zero Safer Roads Program	\$138,240	Detail Design complete, Construction planning in progress.
Project-P.00990008 D05831490 D05845558 Due June 2026	<b>Darley Road east of Market Street, Randwick</b> Installation of raised pedestrian crossing (Wombat Crossing) with pedestrian refuge and kerb blisters	Towards Zero Safer Roads Program	\$254,280	Design development in progress.
Project-P.00990009 D05831494 D05845558 Due June 2026	<b>Marine Parade, Maroubra</b> Installation of raised pedestrian crossing (Wombat Crossing) and 44m of Footpath Widening	Towards Zero Safer Roads Program	\$365,760	Detail Design complete, Construction planning in progress.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0085255 D05071792 D05113935 due date?	<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	Deferred to better align with the major urban design upgrade construction works in the 'The Spot' locality.
P.0093183 D05529091 D05536825 D05724944 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	Detailed Design development in progress.

This table will be updated and will be reported for information at the Local Transport Forum meeting as major milestones are achieved.

### 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.
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.
Delivery program commitment	Work with TfNSW to review speed limits (differentiating between town centres and residential areas) in 2 identified areas each year by 2035.
Delivery program commitment	Manage the operation, provision, projects and issues of facilities and services for all modes of transport to achieve safe, efficient, comfortable, convenient, economical and enviro-friendly movement of people and goods and to attain behavioural change.
Delivery program commitment	Develop a procedure for road space allocation on Randwick LGA streets to support the delivery of future walking space and cycle routes, including pop-up routes.

### **Resourcing Strategy implications**

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

### **Recommendation**

That the information be received.

### **Attachment/s:**

Nil

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**Responsible officer:** Eva Havenstein, Manager Engineering Services

**File Reference:** F2004/06616