

Traffic Committee Meeting

Tuesday 9 August 2022



TRAFFIC COMMITTEE

Notice is hereby given that a Traffic Committee meeting of Randwick City Council will be on Tuesday, 9 August 2022 at 9:30am

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) 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

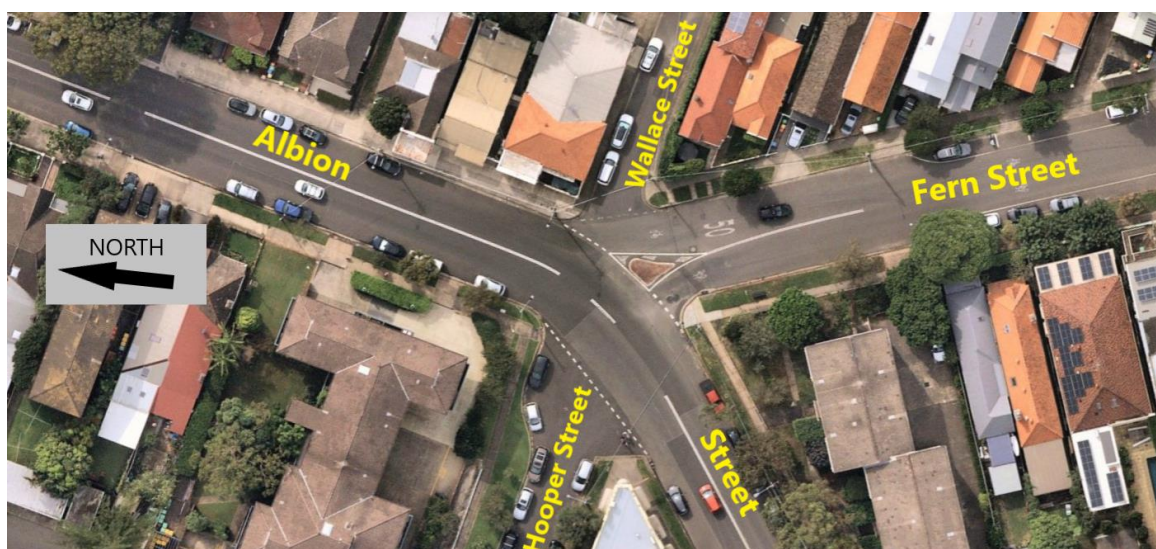
Traffic Committee Report No. TC109/22

Subject: Albion St / Fern St / Hooper St / Wallace St, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.08.109	D00343694	Road Safety	Pedestrian Safety Improvement Program	JL	Yes

One of the Council's identified north / south bike routes extends from Coogee, north along Mount Street, into Fern Street and thence northwards into Albion Street. This route then joins into Waverley Council's identified network, extending further north along Albion Street.

The complex Albion / Fern / Hooper / Wallace Streets intersection is difficult for all road users – especially for the more vulnerable walking and bike riding modes. In addition, the Council has received expressions of concern regarding the speed with which southbound Albion Street motorists are turning into Fern Street.



In response to the pedestrian / bike safety concerns and the speeding concerns, a change to the layout of the street is proposed. It is proposed that pedestrian refuges with kerb extensions on either side of the road are installed on Fern Street and Albion Street. The proposal includes kerb extensions at the entrance of Wallace Street and 90° parking in Hooper Street.

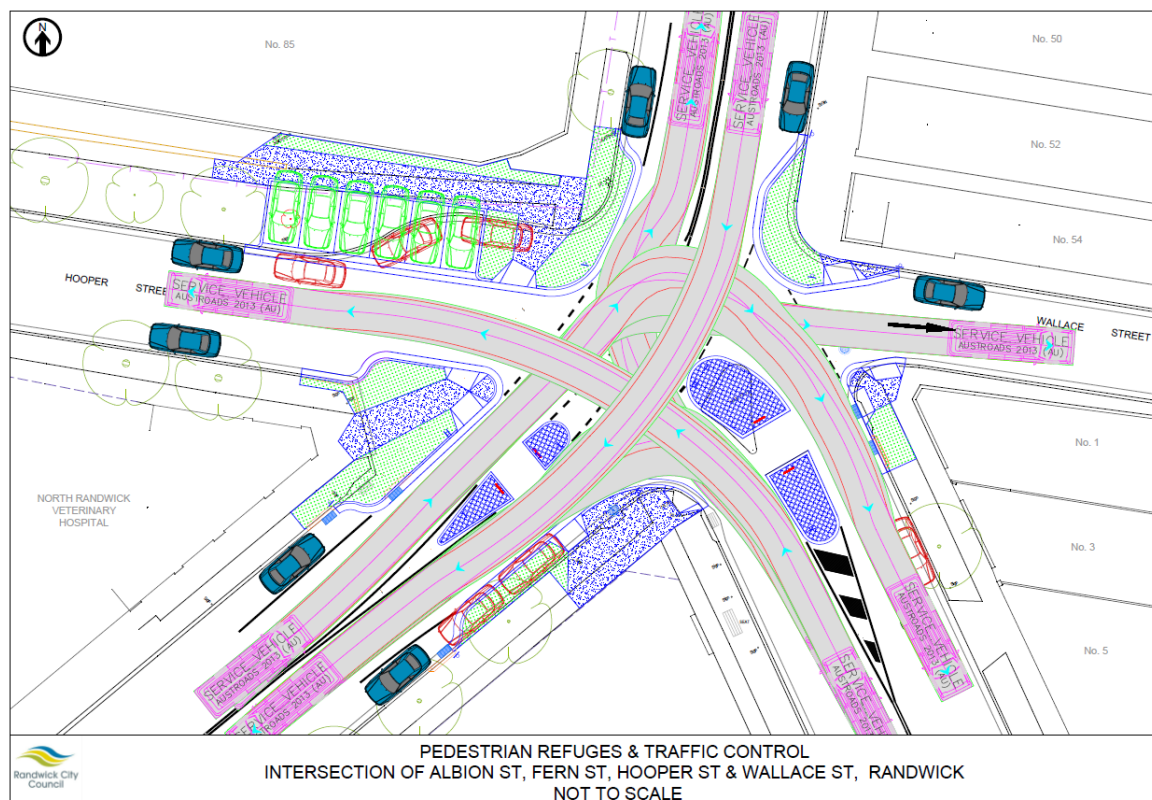
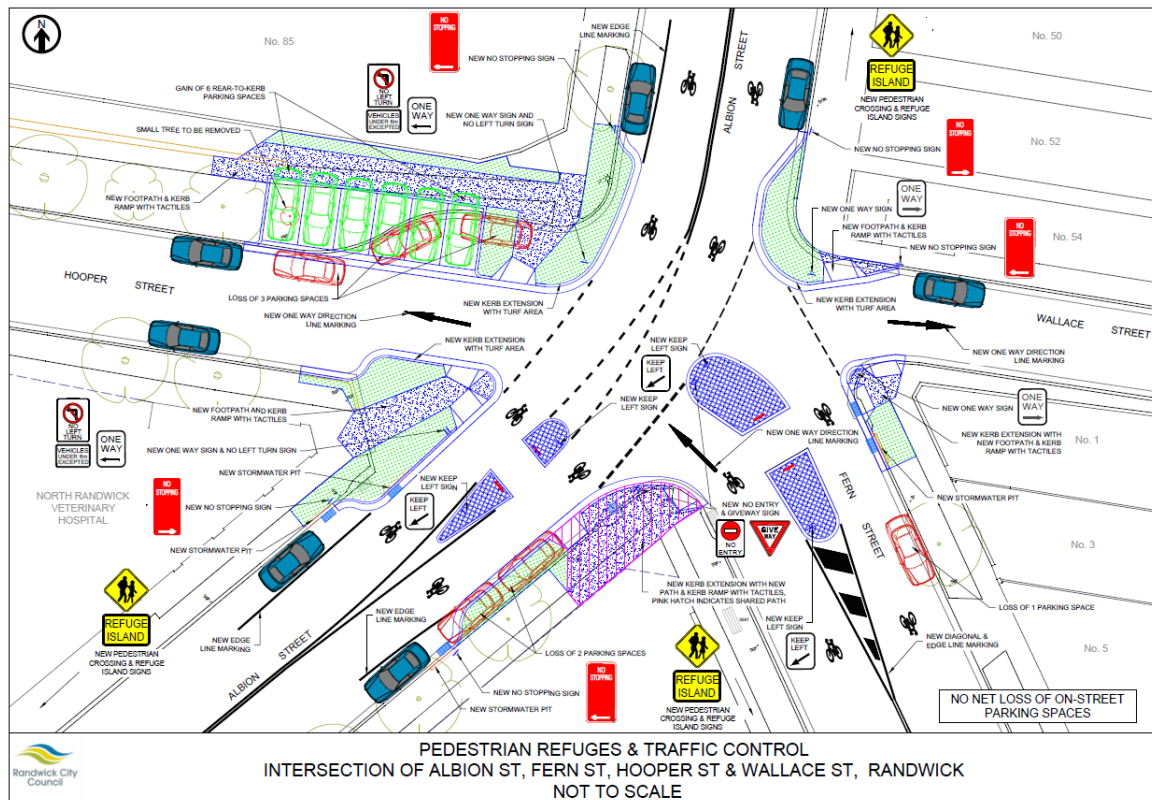
The plan allows for two-stage crossings, of both Fern Street and of Albion Street, with safer 'waiting' areas on these streets. The new kerb extensions will reduce the crossing width, improve sight distance between pedestrians and vehicles and will slow drivers down.

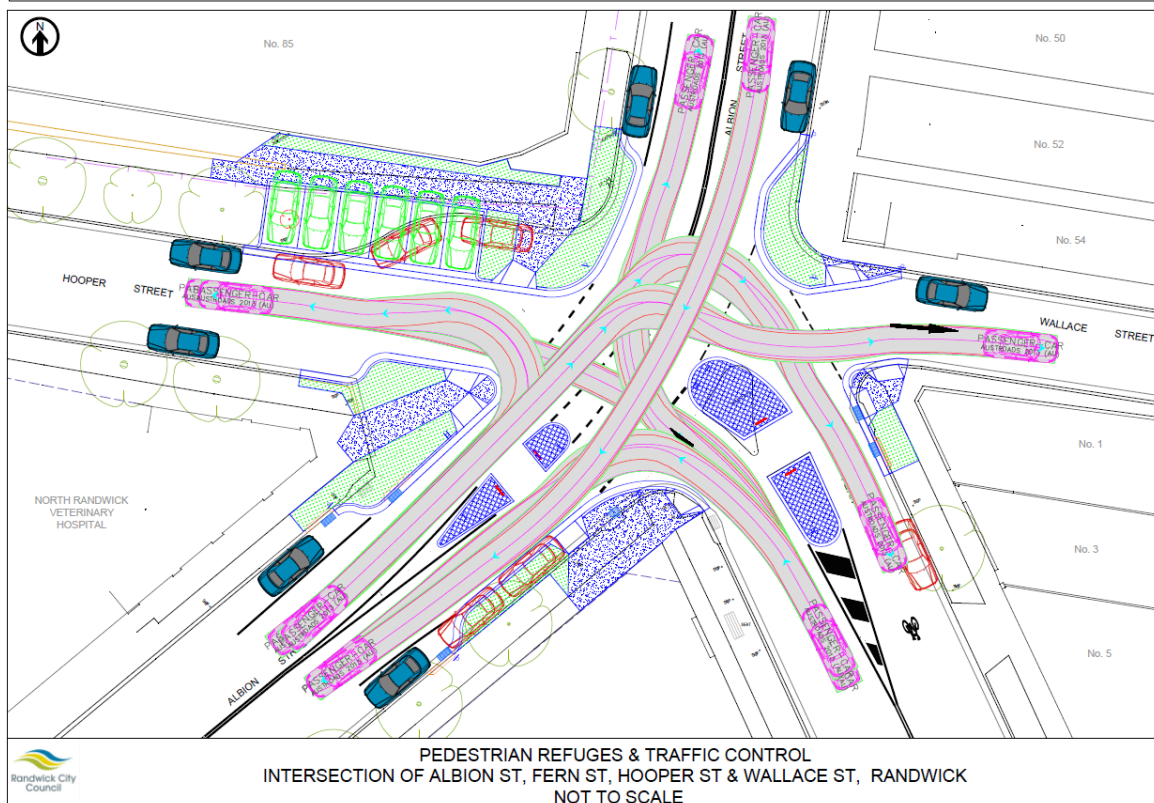
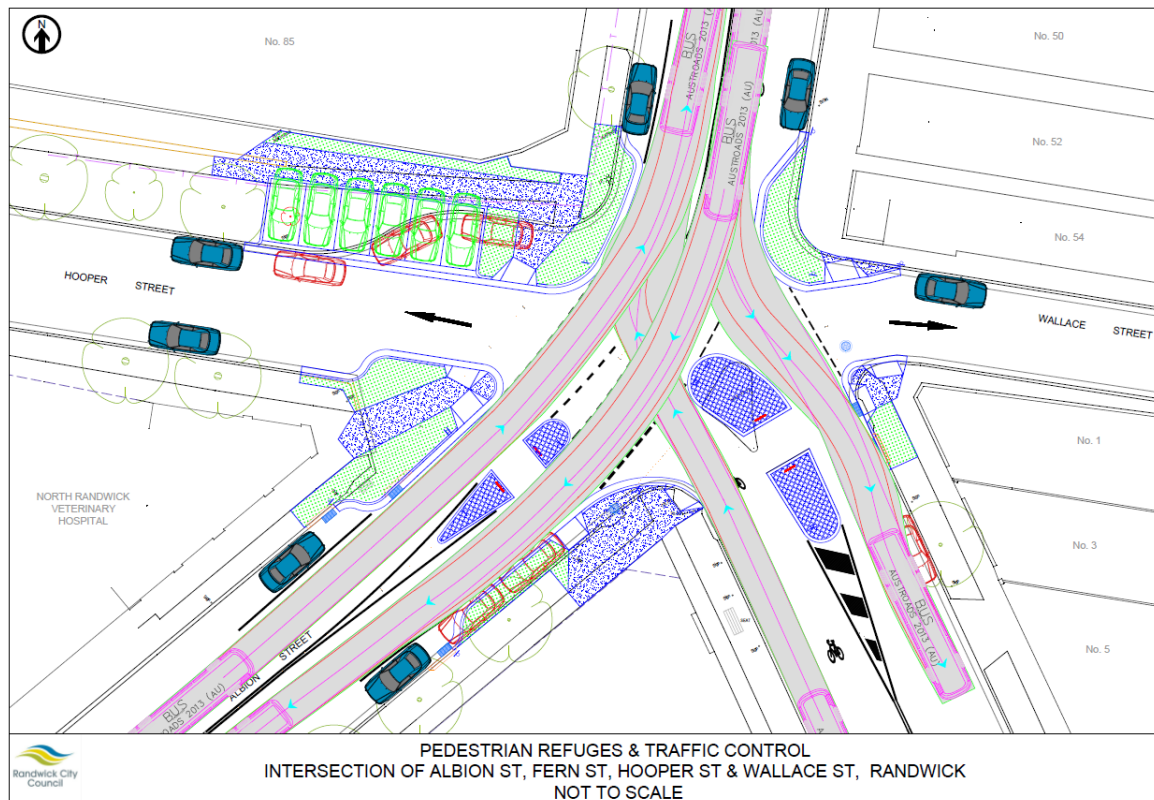
The footpath on the corner of Albion Street and Fern Street is to be widened and changed to a shared path to provide a safe cycling connection between these streets.

The proposed works at the corners of Wallace Street, Fern Street and Albion Street will improve access and safety. The kerb extensions will slow drivers down and the new kerb ramps will provide a two-stage crossing at these streets.

The proposed works at the entrance of Hooper Street will reduce the crossing width, improve sight distance between pedestrians and vehicles and also slow drivers down. The works include 6 new 90-degree parking spaces - resulting in no net loss of on-street parking spaces. It should be noted that the proposed 'No left turn, vehicles under 6 metres excepted' traffic control (for northbound Albion Street traffic, approaching Hooper Street) requires separate application to, and approval of, Transport for NSW, prior to implementation. Usage of such traffic controls are not delegated to councils. Note that trucks have an alternate access to Hooper Street, via a right turn from Albion Street.

The proposed concept design and the swept path diagrams follow.





Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Pedestrian Safety Improvement Program' allocation

Recommendation

That:

1. It is noted that the Council will apply to TfNSW for approval of the proposed 'No Left Turn' traffic control;
2. Following TfNSW's endorsement, localised community consultation, regarding the proposal, be undertaken;
3. As this location sits upon the Council boundary, liaison also be undertaken with Waverley Council; and
4. Provided that there are satisfactory results from the community consultation and liaison with Waverley Council, the proposed pedestrian refuges, kerb build out and accompanying signage/ line marking for the Albion Street / Fern Street / Hooper Street / Wallace Street, Randwick, intersection (as detailed in the plan shown D04579035) are endorsed for implementation;

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

File Reference: F2004/08338

Traffic Committee Report No. TC110/22

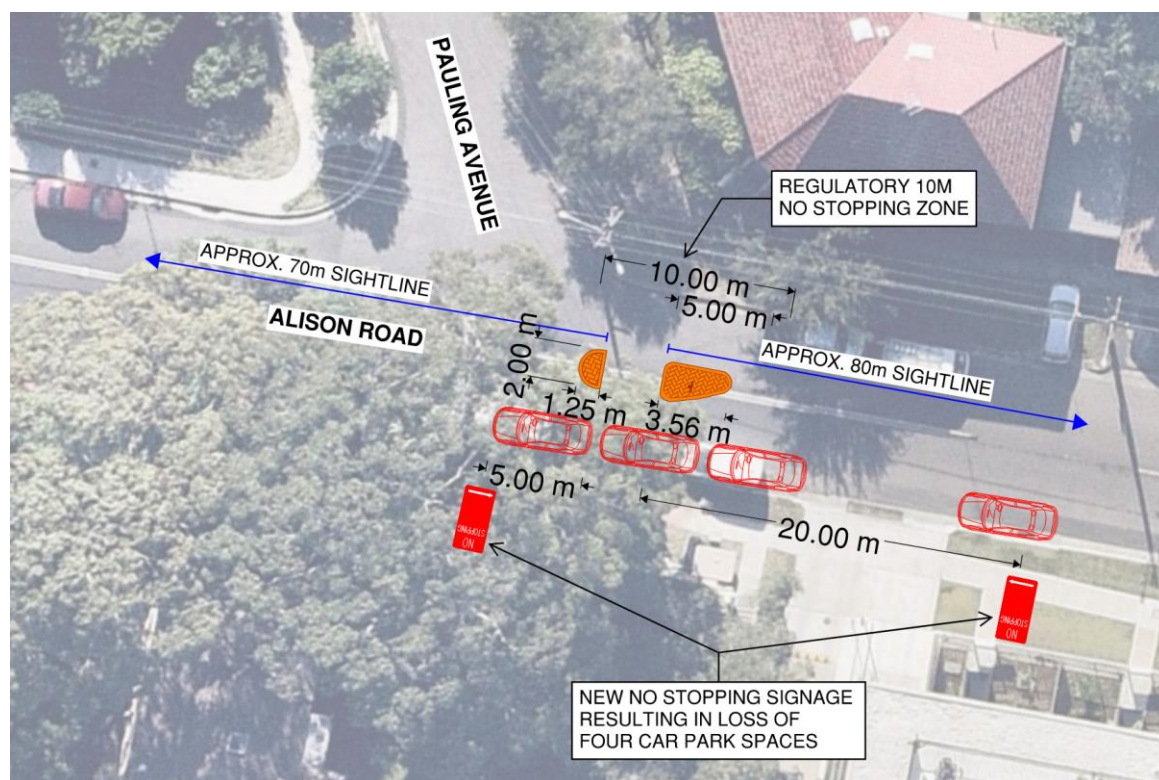
Subject: Alison Road, at Pauling Avenue, Coogee - Pedestrian Refuge (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.110	D04613358	Road Safety	Road Safety	JG	Yes

At the July 2020 Randwick Traffic Committee meeting, two concept designs were put forward regarding the installation of a pedestrian refuge traffic device on Alison Road near the Pauling Avenue intersection. Committee recommendation was that Concept 2 be approved in principle citing:

1. Pedestrian sightlines: approximately 70m westerly and 80m easterly. (Compared to 45m westerly & 100m easterly in Concept 1)
2. Loss in parking: 4 on street parking spaces. (Compared to 8 in Concept 1)

Below is a copy of the concept plan considered.



At the July 2020 meeting, it was recommended that:

“That the proposed pedestrian refuge shown in Concept Plan 2, located on Alison Road, east of Pauling Avenue, Coogee, be approved in principle - with the detailed design being brought back to a later meeting of this Committee, for formal approval.”

Having undertaken the detailed design, some additional constraints have been revealed. In particular the possible need to eliminate significantly more Alison Road parking spaces has been identified. This is due to the narrow characteristics of Alison Road and the linemarking requirements of the relevant Australian Standard.

Resolution of this aspect, with the objective of minimising parking loss, is still being investigated. The outcomes of this investigation will be reported upon at the Traffic Committee meeting.

Resourcing Strategy implications

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

Recommendation

That the update to be provided at the Committee meeting, regarding the design of a pedestrian refuge in Alison Road, near Pauling Avenue, Coogee, is received.

Responsible officer: Jesse Grazotis, Student Transport Engineer

File Reference: F2004/08338

Traffic Committee Report No. TC111/22

Subject: Brandon Street, Clovelly - Signage - No Entry, Vehicles Under 6m Excepted (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.111	D04559581	Traffic Conditions	No Entry, Vehicles Under 6m Excepted	JN	Yes

Concerns have been raised about long vehicles utilising Brandon Street, Clovelly, between Knox and Arden Streets. Currently, there is an information sign installed at the intersection of Brandon and Arden Streets, advising road users that there is no access to Knox Street, for vehicles over 6 metres. Residents have provided photographic evidence to indicate vehicles over 6 metres are regularly accessing Knox Street via Brandon Street.

The following image details a swept path analysis of an 8.8 metre long service vehicle, negotiating the Brandon Street / Knox Street intersection.



It can be seen that an 8.8 metre long vehicle would have great difficulty negotiating this intersection. The vehicle would mount the kerb and compromise the footpath.

To better understand the situation a recent traffic count was undertaken - see below:

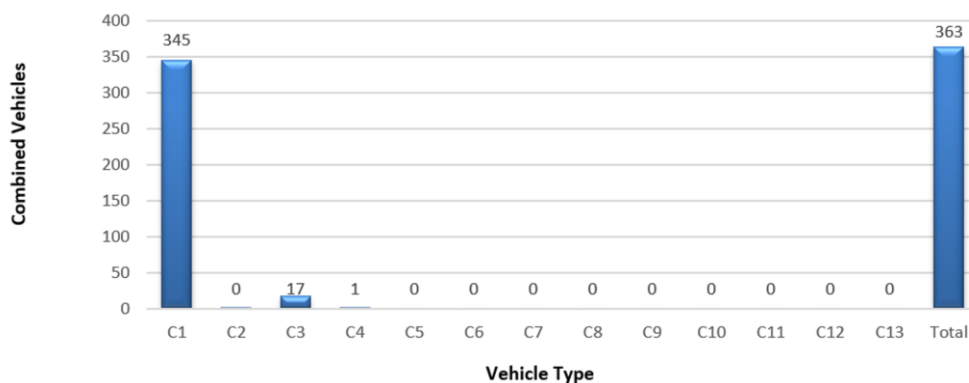
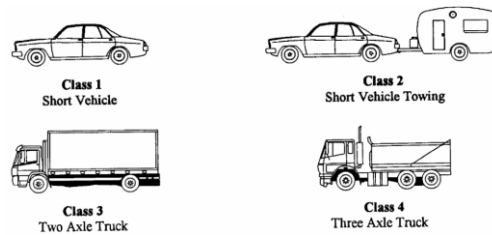


Figure 1 - Classification summary, 7-day average (Source: Matrix Traffic and Transport Data)

This count revealed that, of the 363 total number of vehicles utilising Brandon Street, 18 were Class 3 or Class 4 (vehicles classified between Class 3 and Class 5 are considered heavy vehicles that are between 5.5 metres and 14.5 metres in length).



Of the 18 larger vehicles, 14 vehicles were travelling in the westbound direction along Brandon Street - towards Knox Street.

To reduce the likelihood of side swipes or 'stuck truck' incidents, it is proposed to:

1. Install new advisory signage in Brandon Street, at the intersection with Arden Street. These signs will state: 'Narrow Road 120m ahead – Impassable for Vehicles over 6m – No turning facility ahead',

and
2. "No Entry, Vehicles Under 6m Excepted" regulatory signs where the roadway on Brandon Street narrows just east of Knox Street.

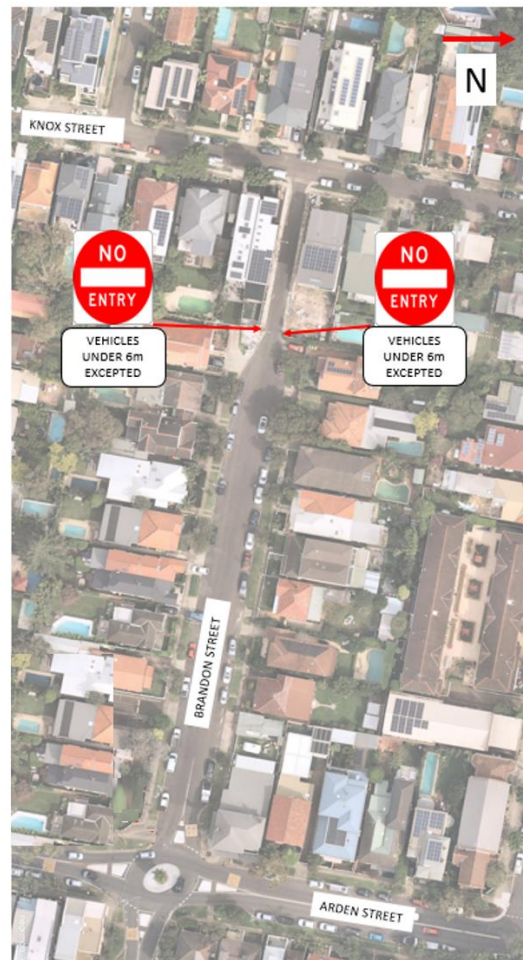


Figure 2 - Proposed No Entry vehicles under 6m excepted

It should be noted that the proposed 'No Entry, Vehicles Under 6 Metres Excepted' traffic control, for westbound Brandon Street traffic, at the road narrowing requires separate application to, and approval of, Transport for NSW, prior to implementation. Usage of such traffic controls are not delegated to councils. Note that trucks have an alternate access to Knox Street, via Arden Street and Varna Street.

Resourcing Strategy implications

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

Recommendation

That:

1. It is noted that the Council will apply to TfNSW for approval of the proposed 'No Entry' traffic control; and
2. Following TfNSW's endorsement, installation of the proposed warning signage and the proposed "No Entry, Vehicles Under 6m Excepted" control in Brandon Street, Clovelly, where the road narrows near no. 19, is approved.

Responsible officer: James Nguyen, Transport Engineer

File Reference: F2022/02312

Traffic Committee Report No. TC112/22

Subject: Fennelly Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.08.112	F2004/08338	Pedestrian	Pedestrian Safety	TL	Yes

Given some concerns about pedestrian movements at the rear of Rainbow Street Public School, in Fennelly Street, it is proposed to introduce a temporary footpath widening. It is proposed that this localised footpath widening will be effected by way of temporary kerb elements, road base and bitumen surface. A concept design of this proposal will be tabled at the Committee meeting. Note that this design will take into account the swept path needs of larger trucks, such as fire engines and garbage trucks. It will also be designed to ensure that the school maintains its rear driveway access (sometimes used for ambulance access). It is proposed that the widening would extend westerly, from the school's rear driveway to a point beyond the adjacent scout hall property. This arrangement will require a westerly extension of the existing No Stopping zone.

Resourcing Strategy implications

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

Recommendation

That the proposed widening of the Fennelly Street footpath, over an approximately 60 metre length (along the northern boundaries of Rainbow Street Public School and the adjacent 'Scout Hall' land), and the subsequent extension westerly of the existing No Stopping parking control, is approved.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/08338

Traffic Committee Report No. TC113/22

Subject: Franklin Street, at Clarence Street, Matraville (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.08.113	D04581608	Road Safety	Parking	JN	Yes

Concerns have been raised by residents about the parking of trailers along the northern side of Franklin Street, Matraville, particularly between Clarence Street and Larose Street.

Rule 200 of the NSW Road Rules 2014 allows for trailers to be parked for extended periods upon streets such as Franklin Street, provided that they are less than 7.5 metres long. Recent observations showed that the trailers parked along the northern side of Franklin Street were under 7.5 metres in length. Furthermore, NSW Road Rule 170 (3) stipulates that a driver must not stop on a road within 10 metres from the nearest point of the intersecting road (without traffic signals). Any vehicle or trailer parked in Franklin Street, too close to the intersection of Clarence Street, could impede visibility.

It is noted that southbound Clarence Street motorists, when propped at the Franklin Street intersection, have superior sightlines to the west (due to the bus stop adjacent the intersection). It is further noted that southbound Clarence Street motorists wishing to turn right (west), into Franklin Street, can utilise the westbound auxiliary right turn bay to also 'prop' prior to proceeding west. This is of significant benefit for right turning motorists as they can easily 'stage' their crossing of the road. Given these positive conditions, it is proposed to not remove any existing legal parking spaces.

However, in an effort to better ensure that wayward motorists do not adversely compromise southbound Clarence Street motorists' sightlines, it is proposed to signpost the statutory 10m No Stopping intersection controls at this site. This will make it crystal clear to all road users as to where they can, and cannot, park - in the vicinity of this intersection.

Resourcing Strategy implications

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

Recommendation

That all of the existing, statutory, No Stopping controls at the Franklin Street / Clarence Street, Matraville intersection, is signposted with No Stopping signs.

Responsible officer: James Nguyen, Transport Engineer

File Reference: F2008/00166

Traffic Committee Report No. TC114/22

Subject: Minor Signage Items - Parking and Regulatory - August 2022 (C, H & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.114	F2004/07249	Signage Parking	Motor Bikes Only	AY	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC114/22.1	Hooper Street, RANDWICK (C) (D04625618-AY) (AD)	Install a 2.9m P Motor Bikes Only zone between the driveways of nos 14 and 16 Hooper Street, Randwick.	Yes	To prevent cars parking in small spaces obstructing driveway access for the residents.
TC114/22.2	Rainbow Lane, RANDWICK (C) (D04599375-AY) (AD)	Install 20m 'No Parking' zone on the east side of Rainbow Lane, beginning 10m north of the intersection at Rainbow Street and Rainbow Lane, Randwick.	Yes	To allow vehicles to safely travel through Rainbow Lane
TC114/22.3	Mooramie Avenue, KENSINGTON (H) (D04627295-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 33 Mooramie Avenue, Kensington.	Yes	To assist eligible mobility impaired residents park close to their property.
TC114/22.4	Duncan Street, MAROUBRA (M) (D04518601-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 129 Duncan Street, Maroubra.	Yes	Applicant no longer resides at this address.
TC114/22.5	Duncan Street, MAROUBRA (M) (D04518601-RM) (AD)	Extend "1/4P 8am-9:30am 2:30pm-4:30pm School Days" at the frontage of 129 Duncan Street by 5.5m west of Rossiter Avenue, Maroubra.	Yes	To assist parents and guardians to drop off / pick up school students.
TC114/22.6	Marine Parade, MAROUBRA (M) (D04651227-RM) (AD)	Install a 6m "Loading Zone, 9am-1pm, Mon-Sun" and "1P, 1pm-6pm, Mon-Sun", on the western side of Marine Parade, adjacent to 198-202 Marine Parade, Maroubra.	Yes	To allow delivery trucks to load off goods to a nearby business.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC114/22.7	Marine Parade, MAROUBRA (M) (D04651227-RM) (AD)	Reduce the 30m "1P, 8am-6pm, Mon-Sun" zone on the western side of Marine Parade, adjacent to 198-202 Marine Parade, Maroubra, by 6m.	Yes	To allow the installation of a Loading Zone during the six-month road closure of McKeon Street, from September 2022, as detailed in TC40/22 of the March 2022 Traffic Committee.
TC114/22.8	Maroubra Road, MAROUBRA (M) (D04514764-AY) (AD)	Install 6m 'No Parking' zone on the north side of Maroubra Road, adjacent to the driveway of 422-424 Maroubra Road, Maroubra.	Yes	To increase sight distance for residents of 422-424 exiting their driveway.
TC114/22.9	McCauley Street, MATRAVILLE (M) (D04608843-RM) (AD)	Install 50m No Stopping on the eastern side of McCauley Street, opposite nos.34 and 36 McCauley Street, Matraville.	Yes	To prevent vehicles parking on the verge / nature strip.
TC114/22.10	Robey Street, MAROUBRA (M) (D04586984-RM) (AD)	Install 24P parking inside the Des Renford Leisure Centre (DRLC) carpark at 126-146R Robey Street, Maroubra.	Yes	To increase turnover and reduce long term vehicle / trailer storage in the DRLC carpark.
TC114/22.11	Smith Street, KINGSFORD (M) (D04589686-RM) (AD)	Extend No Parking zone on the eastern side of Smith Street, from a point 28m north of Snape Street, Kingsford, by 18m southerly.	Yes	To prevent vehicles from blocking the travel path while there are parked vehicles on the western side of Smith Street.

Resourcing Strategy implications

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

Recommendation

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

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2014/00528

Traffic Committee Report No. TC115/22

Subject: Works Zone - Installation and Removal of Signage - August 2022 (C & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.115	F2005/00521	Signage	Works Zone	DA	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
INSTALLATION						
1.	Vicar Street, COOGEE (C)	E	12	23-25 Vicar Street (Works Zone for 28 Vicar Street)	1P, 8am-10pm, Permit Holders Excepted, Area CO2	D04608613-DA (AD)
REMOVAL						
2.	Carrington Road, RANDWICK (C)	W	12	146 Carrington Road	Unrestricted	LA/2454/2021-RM & LB (AD)
3.	Hunter Avenue, MATRAVILLE (M)	N	8	2 Hunter Avenue	Unrestricted	LA/686/2021 D04651785-DA & LB (AD)

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

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' 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, is approved for installation.

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;
- 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 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.

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2005/00521

Traffic Committee Report No. TC116/22

Subject: Parking Control Signage at Intersections - No Stopping - August 2022 (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.116	F2008/00166	Signage, Parking	No Stopping	AY	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.	Direction	Of	Ref's. and / or Comments
1.	Mount Street	Coogee (C)	East	10m	North and South	Oberon Street	D04647122-AY (AD)
2.	Mount Street	Coogee (C)	West	10m	North and South	Oberon Street	D04647122-AY (AD)
3.	Oberon Street	Coogee (C)	North and South	10m	East and West	Mount Street	D04647122-AY (AD)
4.	Rainbow Lane	Randwick (C)	East	10m	North	Rainbow Street	D04599375-AY (AD)
5.	Rainbow Lane	Randwick (C)	East	10m	South	West Lane	D04599375-AY (AD)

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

Resourcing Strategy implications

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

Recommendation

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

Responsible officer: Jai Sue, Administrative Support - City Services

File Reference: F2008/00166

Traffic Committee Report No. TC117/22

Subject: Transport for NSW (TfNSW) Funded Project Status - August 2022 (C, H & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.08.117	F2004/06616 F2015/00538	Other	Other	TL	Yes

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. These funds are made available through Transport for NSW (TfNSW). At the time of preparation of the Agenda papers, Randwick Council had been informed, by TfNSW of one project which had been successful in securing funding for the 2022/2023 financial year. Currently, Randwick Council has secured \$140,000 for this financial year.

The following table shows the project status for the current, 2022/2023, year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856	Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Notification received

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.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/06616