



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 9 AUGUST 2022 AT 9:30AM

### Traffic Committee

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

### Acknowledgement of Country

Mr Anthony Ryan (resident) volunteered 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. The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.*

*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."*

**Participants:**

Mr Tony Lehmann	Randwick City Council (Chairperson)
Mr Anwar Subel	Transport for NSW (TfNSW)
Mr James Miranda	Representative for the Member for Coogee
Cr Michael Olive	Councillor (East Ward) Traffic Committee Delegate
Cr Bill Burst	Councillor (South Ward) Alternate Traffic Committee Delegate
Cr Philpa Veitch	Councillor (West Ward)
Cr Kathy Neilson	Councillor (North Ward)
Mr Bushara Gidiess	Transdev John Holland
Mr Van Le	Transport for NSW (TfNSW)
Ms Kate Lewis	Transport for NSW (TfNSW)
Mr Lee Roberts	BIKEast
Ms Helen Fragakis	South Eastern Sydney LHD (POWH)
Ms Lilian Azrag	UNSW
Ms Joann Sayers	Principal, Rainbow Street Public School
Mr Craig Muldoon	President, Rainbow Street Public School P&C
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident

Ms Heidi Leadley, Ms Dilruba Akhter, Mr Reza Ahmed, Ms Jay Lee-Pieterse, Mr Ali Yassine, Mr Jesse Grazotis, Ms Manju Olegasgarem, and Ms Jai Sue - Randwick City Council

**Apologies**

Apologies were received from:

- Representative for the Member for Heffron
- Representative for the Member for Maroubra
- Eastern Beaches LAC

**Matters Arising from the Minutes OR from Council Resolutions**

Nil

**Declarations of Pecuniary and Non-Pecuniary Interests**

Paul Chilcott (resident) declared a non-pecuniary interest regarding Item TC 110/22 – Alison Road, at Pauling Avenue, Coogee – as he have a close relative living nearby.

**Traffic Committee Reports**

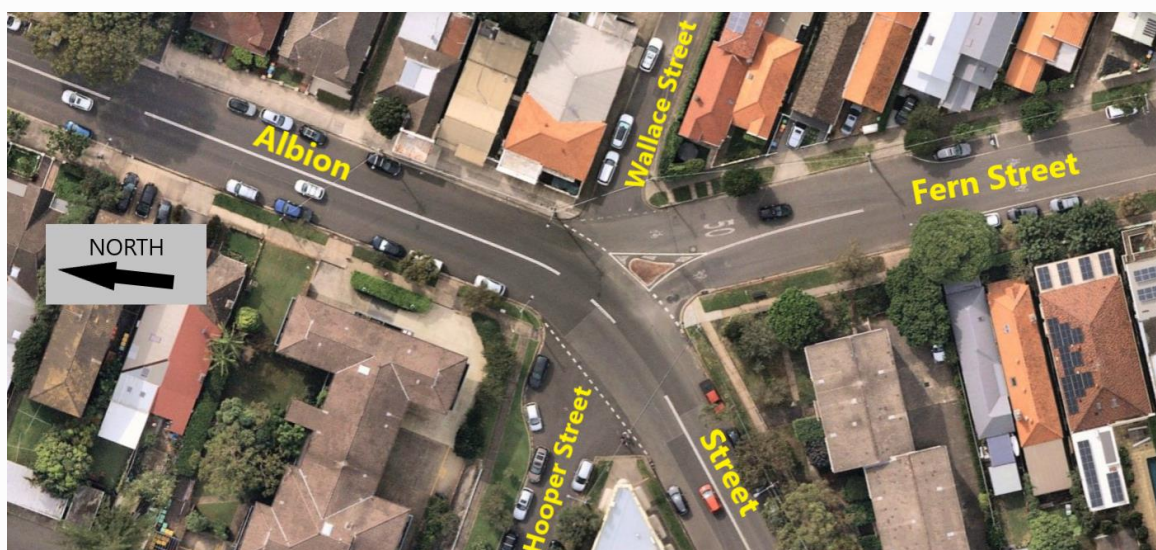
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## TC109/22 Traffic Committee Report - Albion St / Fern St / Hooper St / Wallace St, Randwick (C) (F2004/08338)

Index code	Trim Ref:	Category	Sub Category	By	AD
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.

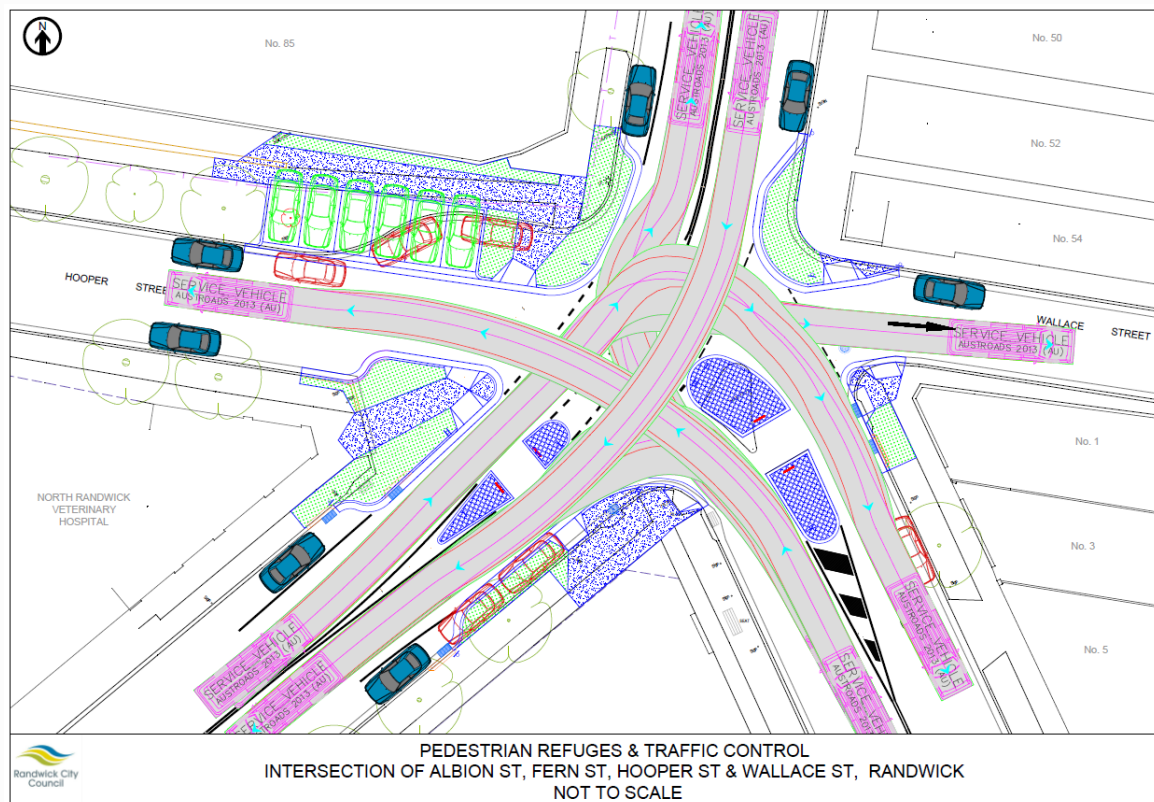
The plan allows for two-stage crossings, of both Fern Street and of Albion Street, with safer 'waiting' areas on these streets. The new kerb extensions will reduce the crossing width, improve sight distance between pedestrians and vehicles and will slow drivers down.

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.

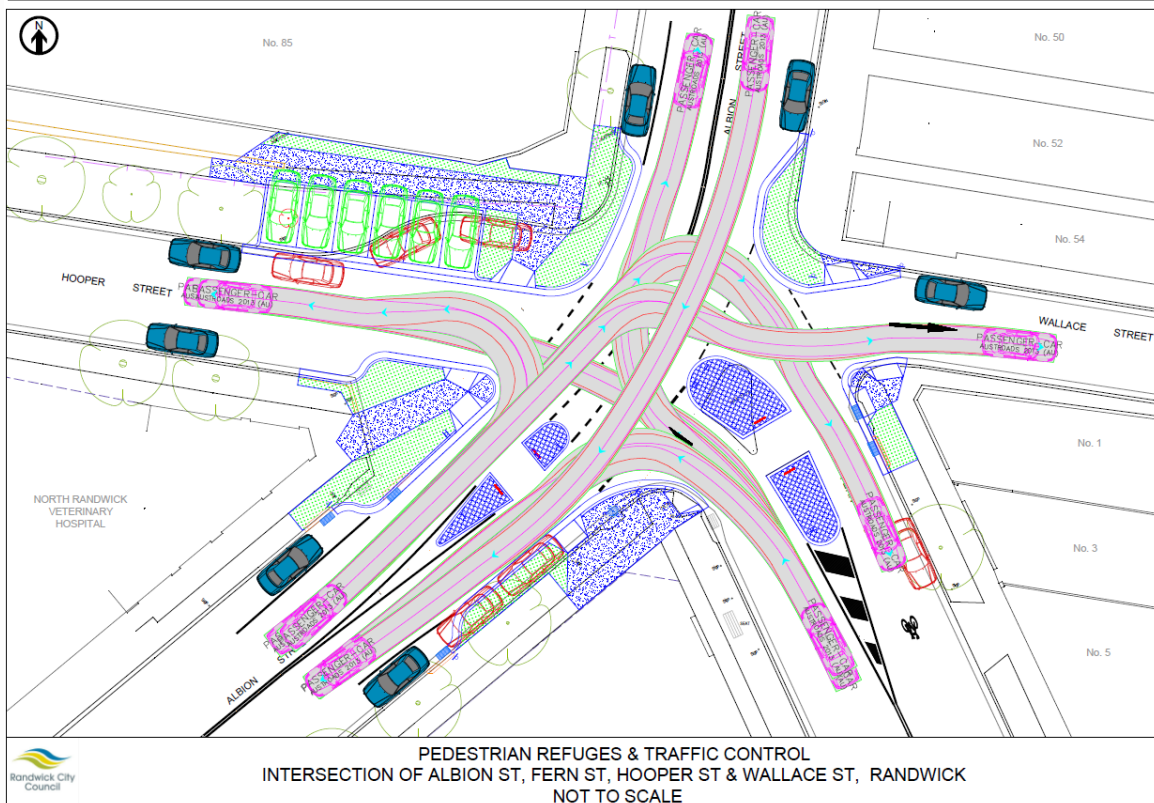
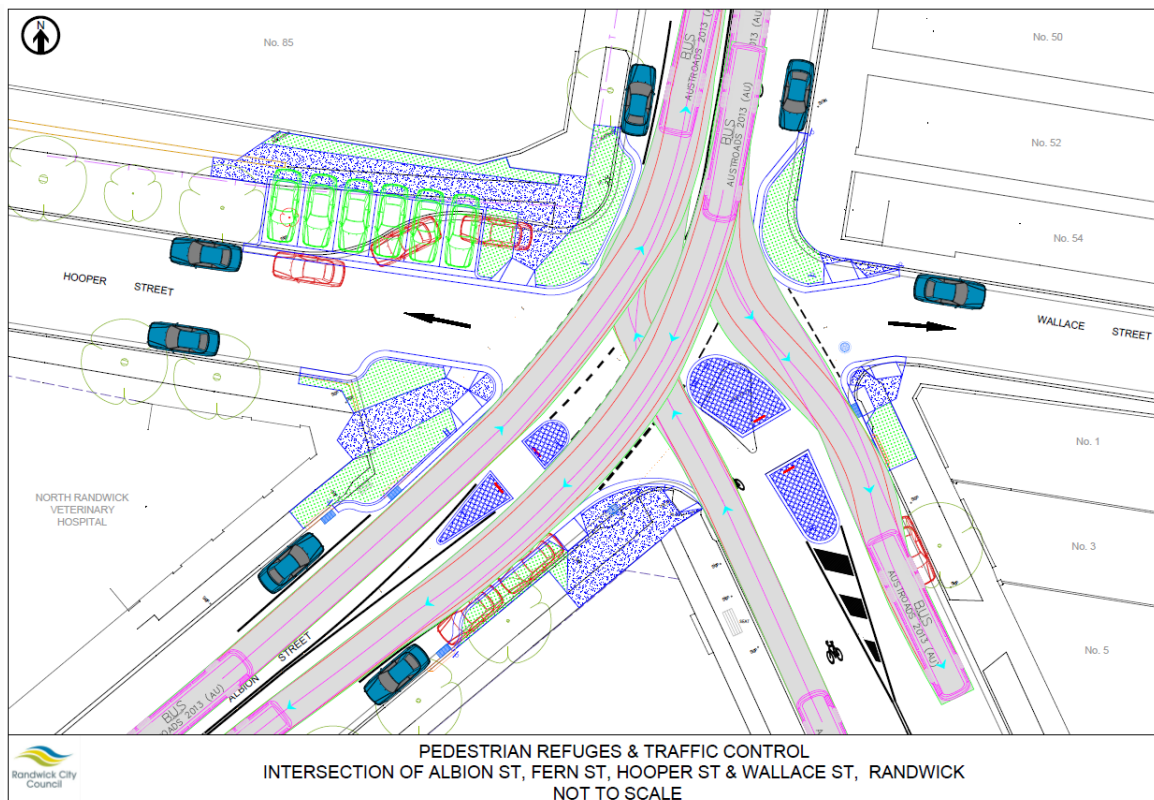
The proposed works at the corners of Wallace Street, Fern Street and Albion Street will improve access and safety. The kerb extensions will slow drivers down and the new kerb ramps will provide a two-stage crossing at these streets.

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

*BIKEast thanked the Council for their ongoing support for safe and active transport. Bushara Gidiess (Transdev John Holland Group) supports the proposal however raised concerns that the*

right turn for buses from Fern Street into Albion Street, could be very tight. Council would investigate and if any minor amendments to the island will be brought back to the TC. Anwar Subel TfNSW stated that proposed 90° angle parking in the one way section of Hooper Street could be tight. The bus zones in Fern Street require a review as it could be too narrow. It was agreed that this matter should be deferred and brought back to the Traffic Committee following a design review.

## Recommendation

That this matter be deferred and brought back to the Traffic Committee following a design review.

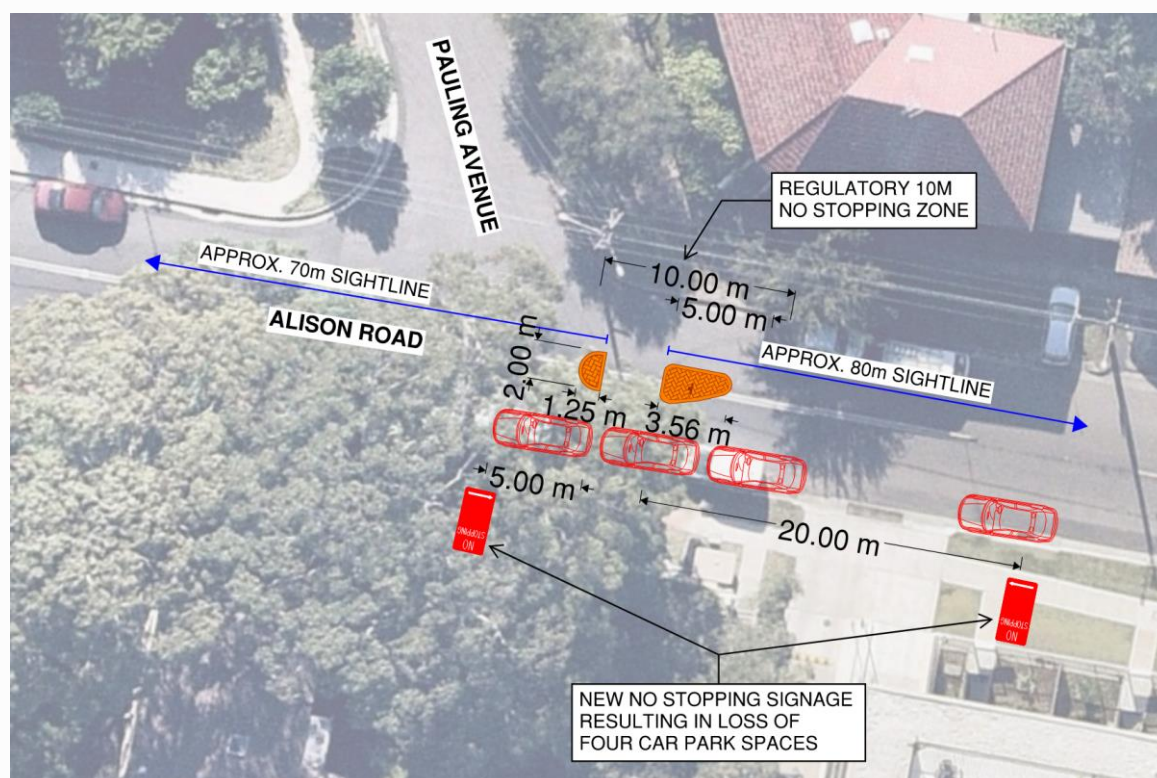
### TC110/22 Traffic Committee Report - Alison Road, at Pauling Avenue, Coogee - Pedestrian Refuge (C) (F2004/08338)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.08.11 0	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.

*Mr Lehmann stated that, due to narrowness of Alison Road, a reduction of the Australian Standard required 30m length of double separation lines should be considered.*

*Mr Subel (TfNSW) recommended that the relevant Technical Direction should be followed. Mr Lehmann explained that introduction of the two 30m lengths of double centrelines would result in a significant loss of parking and would likely result in faster speeds along this residential street. Mr Lehmann agreed to re-examine the design and subsequently bring this matter back to the Traffic Committee. Mr Chilcott (resident) expressed concern regarding the lengthy period being taken to have this facility installed.*

### Recommendation

That this matter be deferred and brought back to the Traffic Committee following a design review.

### TC111/22 Traffic Committee Report - Brandon Street, Clovelly - Signage - No Entry, Vehicles Under 6m Excepted (C) (F2022/02312)

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:

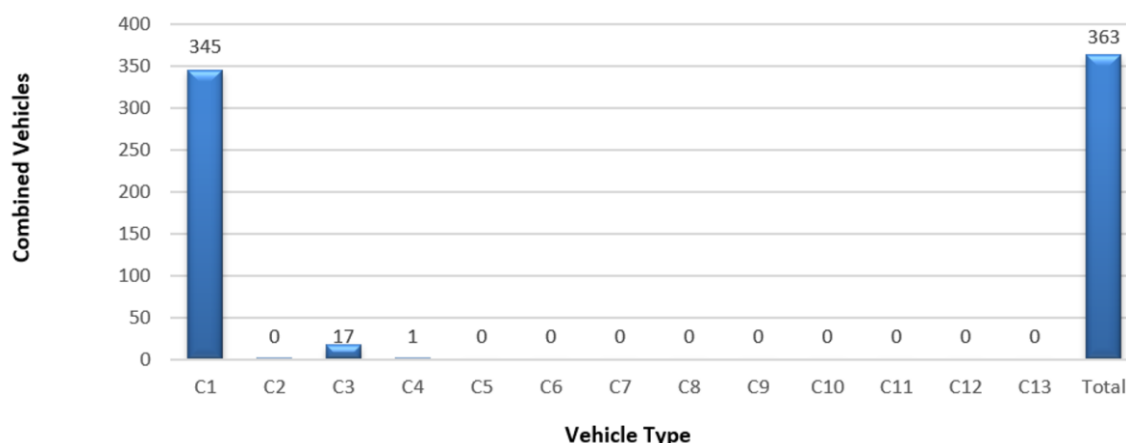


Figure 1 - Classification summary, 7-day average (Source: Matrix Traffic and Transport Data)

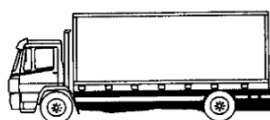
This count revealed that, of the 363 total number of vehicles utilising Brandon Street, 18 were Class 3 or Class 4 (vehicles classified between Class 3 and Class 5 are considered heavy vehicles that are between 5.5 metres and 14.5 metres in length).



**Class 1**  
Short Vehicle



**Class 2**  
Short Vehicle Towing



**Class 3**  
Two Axle Truck



**Class 4**  
Three Axle Truck

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.

*Mr Subel (TfNSW) explained that TfNSW requires separate approval for the restriction of truck access. He also asked if there is a turning facility at the point of restriction in Brandon Street. Mr Lehmann confirmed that there is no spatial opportunity to provide a turning facility.*

### **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, the proposed warning signage and the proposed,

"No Entry, vehicles under 6m excepted" in Brandon Street, Clovelly, where the road narrows near no. 19.

## TC112/22 Traffic Committee Report - Fennelly Street, Randwick (C) (F2004/08338)

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

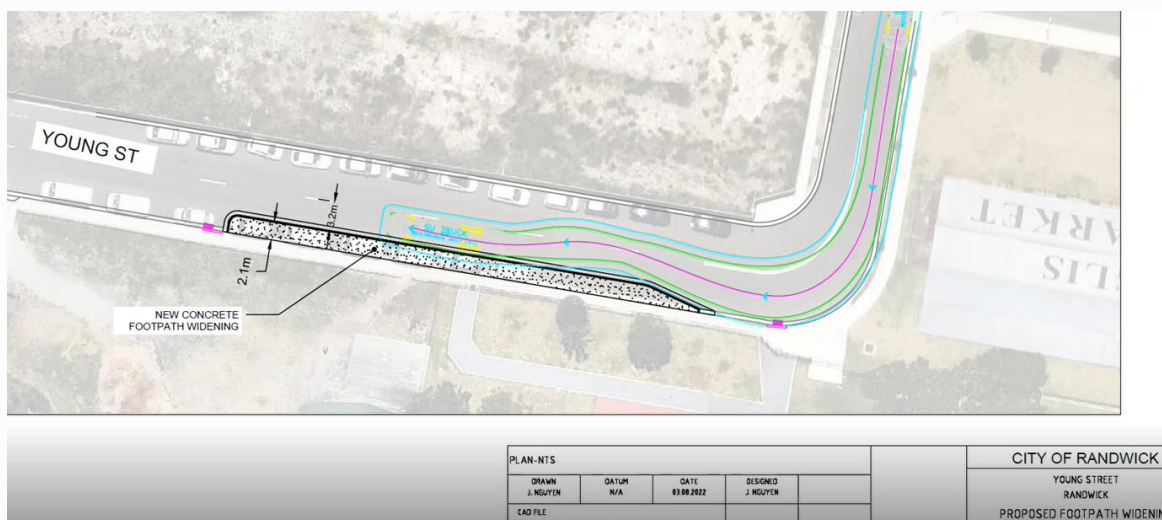
Given some concerns about pedestrian movements at the rear of Rainbow Street Public School, in Fennelly Street, it is proposed to introduce a temporary footpath widening. It is proposed that this localised footpath widening will be effected by way of temporary kerb elements, road base and bitumen surface. 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.

*Principal Joann Sayers thanked Tony Lehmann for the proposed temporary measures for the footpath. Cr Veitch also appreciated Tony Lehmann's work regarding the proposed widening of the footpath. Mr Subel (TfNSW) sought clarification about the opposing swept paths. Mr Lehmann agreed to have this aspect examined.*

*BIKEast's submission indicated that they support the widening of the narrow footpaths in this area and encourage Council to mark this as a shared path to create a safe active transport connection between the Byrd Avenue cycling route and the significant community area of the Newmarket shops and playground.*



### 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.

### TC113/22 Traffic Committee Report - Franklin Street, at Clarence Street, Matraville (M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
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 intersection be signposted with No Stopping signs

### TC114/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - August 2022 (C, H & M) (F2014/00528)

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 "¼P 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.
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.
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### 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.

### TC115/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - August 2022 (C & M) (F2005/00521)

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
<b>INSTALLATION</b>						
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)
<b>REMOVAL</b>						
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, be approved for installation.

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### Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
  - i. compromise pedestrian 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.

### TC116/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - August 2022 (C, H & M) (F2008/00166)

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.

## TC117/22 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - August 2022 (C, H & M) (F2021/00209)

<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.

## General Business

### Urgent Matters OR Matters for Future Investigation

No matters were raised requiring a recommendation.

The meeting closed at 10.26am.