



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 14 MARCH 2023 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

Tony Lehmann acknowledged 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:**

Tony Lehmann	Randwick City Council (Chairperson)
Jeremia Tukadra	Transport for NSW (TfNSW)
Constable Jack Carstairs	Eastern Beaches Police
Cr Michael Olive	South Ward Councillor and Traffic Committee Delegate
Cr Phillipa Veitch	West Ward Councillor
Van Le	Transport for NSW (TfNSW)
Kate Lewis	Transport for NSW (TfNSW)
Rino Mucciacciaro	Transdev John Holland
Helen Fragakis	South Eastern Sydney LHD Health
Lillian Azrag	UNSW
Anthony Ryan	Resident

Chris Saunders, Dilruba Akhter, Reza Ahmed, Jay Lee-Pieterse, James Nguyen, Ruby Phillips, Maaz Khan, Lachlan Wood & Jai Sue - Randwick City Council

**Apologies**

Apologies were received from:

- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

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

Nil

**Traffic Committee Reports**

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

<b>Index code</b>	<b>Trim Ref:</b>	<b>Category</b>	<b>Sub Category</b>	<b>By</b>	<b>AD</b>
2023.03.23	D04880644	Road Safety	Pedestrian Safety Improvement Program	JLP	Yes

[illegible]

The following list details the main issues raised and Council's responses:

- Response:** The intersection design went through a process of investigating the best outcome to Council's goal of this project, which is to address concerns about speeding vehicles and improving the intersection safety for the more vulnerable pedestrian and bike rider modes. The proposed design was determined following consideration of other intersection and refuge configurations while considering pedestrian desire lines, different vehicular movements and different intersection configurations.

- Response:** Only Transport for NSW (TfNSW) can implement speed limit changes. And, whilst the benefits of speed reduction are recognised, currently Transport for NSW requires the application of the 40km/h to be for an area, not a specific location / intersection. Within

the Council's Integrated Transport Strategy a reduction of speed limits in certain locations is identified as a future action – this area will be considered as part of this process.

However, it is also recognised that the provision of pedestrian refuges and kerb extensions will induce slower speeds through this intersection. The proposal will also create safer crossing points for both pedestrians and bike riders with two-stage crossings, and safer "waiting" areas on the streets. The kerb extensions will reduce the crossing widths and improve sight distance. On Albion Street, bicycle stencils have been included near the pedestrian refuges to emphasise the sharing of the road.

**3. There are concerns with the proposed configuration of the 5 new perpendicular parking spaces on Hooper Street and the associated vehicle movements in and out of the parking spaces.**

**Response:** The 5 new perpendicular parking spaces on Hooper Street are proposed to be rear-to-kerb spaces that require vehicles to reverse into the space. This will allow clear visibility of the road for the motorists when reversing in and driving out of these spaces.

To clearly emphasise the one-way restriction on Hooper Street to motorists using these parking spaces, an additional "one-way" sign will be included on the south side of Hooper Street, across the new parking spaces at the new kerb extension. The design plans will be updated to reflect this.

The perpendicular parking spaces are offset 10m from the subject intersection in accordance with the current standards. This offset also provides sufficient space for a vehicle to wait while a motorist reverses into the most easterly perpendicular parking space. Given the local nature of Hooper Street, the probability of having numbers of vehicles waiting in this space is expected to be low.

The proposed plans will be updated to apply the rear-to-kerb parking restrictions to the 5 new perpendicular parking spaces on Hooper Street.

**4. What are the parking restrictions for the 5 new perpendicular parking spaces?**

**Response:** Two-hour restriction from 8am to 7pm on Mondays to Fridays and 9am to 12noon on Saturdays and Sundays will be applied to the 5 new perpendicular parking spaces. These new spaces will replace the three existing unrestricted parking spaces.

A desktop analysis of the current number of resident parking spaces compared to the number of parking permits issued (in this area) shows that there are adequate resident parking spaces available.

The proposed plans will be updated to apply two-hour parking restrictions to the 5 new perpendicular parking spaces on Hooper Street.

**5. There are concerns with impacts of construction on access to local residences, businesses, and parking.**

**Response:** The construction works for the proposed improvements are estimated to be around 4 weeks under good weather conditions. Council will endeavour to stage the construction works to minimise the impact on access to local residences and businesses through consultation prior to commencement of works. Special attention will be given to Hooper Street and Wallace Street, which are one-way streets.

**6. There are concerns with large vehicles movements on to Hooper Street from Albion Street.**

**Response:** Currently there are no restrictions to larger vehicles accessing Hooper Street. With the proposed intersection improvements, the southbound right turns will remain as allowed but the narrowing of the street with kerb extensions will slow down the vehicles turning on to Hooper Street.

There will be a No-Left-Turn restriction for vehicles larger than 6m traveling north on Albion Street. This restriction is applied due to the kerb extension required at Hooper Street to provide safer crossing for pedestrians. With this restriction, there are opportunities for larger vehicles to head west via minor detour at adjacent intersections at Carrington Road, Pine Street and MacPherson Street. These detours for the large vehicles are minor and minimal impact is expected on the adjacent road network.

Other comments provided or concerns raised were not pertinent to this specific project, but for other adjacent intersections, which will be addressed separately.

In consultation with Waverley Council, there were no objections raised with respect to the design. The community consultation also included the adjacent properties within Waverley Council.

Based on the community feedback, detailed above the proposal will be amended with the introduction of a '2 Hour Parking - 8am to 7pm Monday to Friday, 9am to 12noon Saturdays & Sundays' parking restriction for the 5 new perpendicular parking spaces and with the additional one-way sign on the south side of Hooper Street.

It is noted that the 'No Left Turn – Vehicles under 6m Excepted' control proposed for northbound Albion Street motorists, at Hooper Street, Randwick, will have to be formally submitted to TfNSW for approval.

### Resourcing Strategy implications

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

### Recommendation

That:

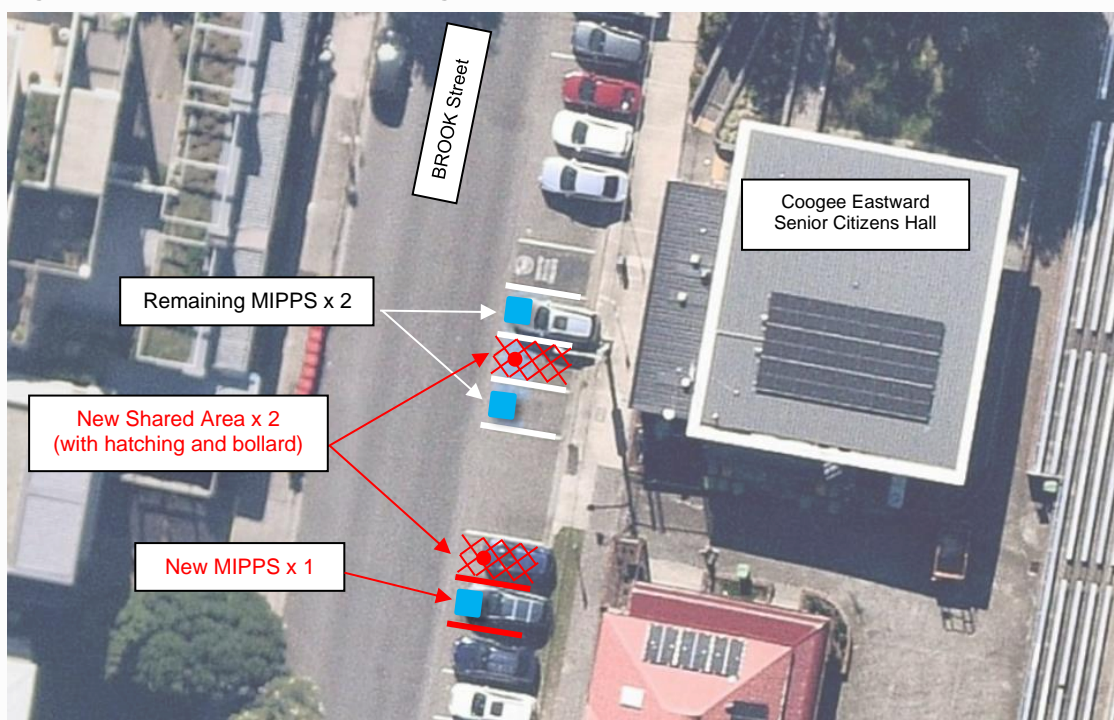
1. The proposed pedestrian refuges, kerb build out and accompanying signage / line marking for the Albion Street / Fern Street / Hooper Street / Wallace Street, Randwick, intersection (as detailed in the plan shown D04755914) with the minor signage adjustment on Hooper Street are endorsed for implementation.
2. The proposed 90° angle parking spaces in Hooper Street are designated as '90° Angle Parking, Vehicles Under 6m Only, 2 Hour Parking - 8am to 7pm Monday to Friday, 9am to 12noon Saturdays & Sundays' and
3. The 'No Left Turn – Vehicles under 6m Excepted' control proposed for northbound Albion Street motorists, at Hooper Street, Randwick, be formally submitted to TfNSW for approval.

### TC24/23 Traffic Committee Report - Brook Street, Coogee - Mobility Impaired Persons' Parking Spaces (MIPPS) (C) (F2023/07866)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2023.03.24	D04870612	Signage Parking	MIPPS	RP	Yes

Following a review of the Brook Street parking arrangements adjacent to the Coogee East Ward Senior Citizens Hall (between Dolphin and Alfreda Streets, Coogee) it is proposed to upgrade the existing Mobility Impaired Persons' Parking Space (MIPPS) to comply with the relevant Australian Standards MIPPS design.



**Figure 1: Existing MIPPS Arrangement****Figure 2: Proposed New MIPPS Arrangement**

Council proposes to convert the existing centre MIPPS zone into a Shared area, including painted hatching and a bollard (as seen in figure 2), to prevent people parking in this space. Noting the proximity to the Coogee East Ward Senior Citizens Hall, it is recommended to maintain a third MIPPS, to accommodate easier access to the Hall. It is therefore recommended that an additional MIPPS zone be allocated on the other (south) side of the adjacent driveway, along with an associated Shared area. The proposed upgrades would maintain the three MIPPS on Brook Street, resulting in the loss of two regular parking spaces.

### Resourcing Strategy implications

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

*Mr Lehmann informed the Committee that TfNSW had suggested the possibility of installing only the single MIPPS to the south of the driveway, utilising the adjacent driveway as a Shared Area. They also suggested that the driveway be reconstructed to remove the bullnose lip. This was agreed to by the Committee.*

## Recommendation

That the existing central Mobility Impaired Person's Parking (MIPPS) zone, adjacent to the Coogee East Ward Senior Citizens Hall, on Brook Street, between Dolphin Street and Alfreda Street, Coogee, be converted into a Shared area, and an additional MIPPS be installed south of the driveway with the adjacent little-used driveway being utilised as the Shared Area.

## TC25/23 Traffic Committee Report - Carr Street, Coogee - Resident Parking Scheme, Area CO3 (C) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.25	D04801060	Parking	2P Resident Parking	DA	Yes

A desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in Carr Street, Coogee, between Arden Street and Brook Street which is part of CO3.

The review revealed that there is a slight disparity between the number of resident parking spaces available in two sections of Carr Street and the number of resident permit holders. Therefore, it is proposed that an additional six resident parking spaces be installed, as detailed in the following table:

The analysis of the resident parking audit is presented in the following table;

**Desktop Analysis – Carr Street-Permits issued vs RPS zone in CO3**

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
CO3	Carr Street between Arden Street and Brook Street	30	23	Extend the resident parking zones by five spaces on the southern side of Carr Street, starting from the western property boundary of 42 Carr Street and continuing 26m westerly
				Extend, by three, the number of resident parking spaces on the southern side of Carr Street starting at the eastern edge of the driveway of 129 Brook Street and continuing 16.5m easterly

## Resourcing Strategy implications

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

## Recommendation:

That:

1. Install an additional 5 resident parking spaces "2P, 8:00am-10:00pm, Permits Holders Excepted, Area CO3" on the southern side of Carr Street starting from the western property boundary of 42 Carr Street and continuing 26m westerly;



2. Install an additional 3 resident parking spaces "2P, 8:00am-10:00pm, Permits Holders Excepted, Area CO3" on the southern side of Carr Street starting from the eastern edge of the driveway of 129 Brook Street and continuing 16.5m easterly.
3. The affected residents be notified about the changes.

**TC26/23 Traffic Committee Report - Clovelly Road Slip Road onto Carrington Road, Randwick - Regulation of Traffic (C) (F2023/07866)**

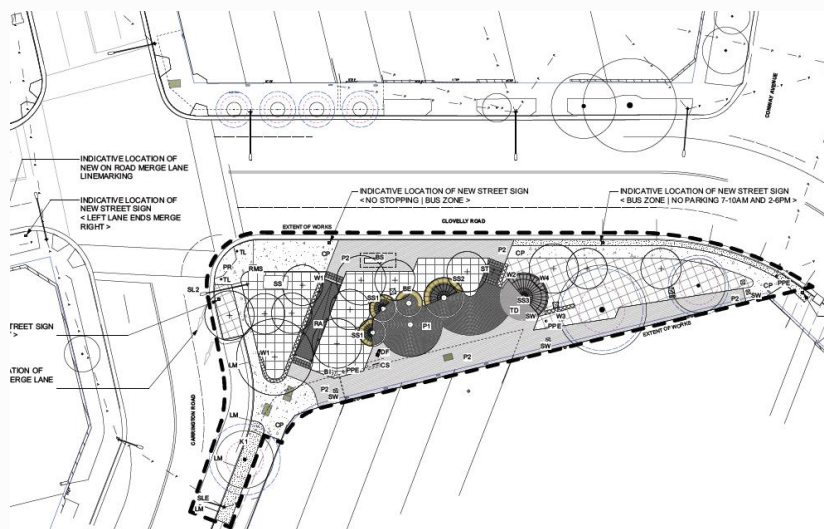
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.26	D04733810	Road Safety	Road Closure	CS	Yes

As part of the Clovelly Road Masterplan, the Council is seeking (under Section 116 of the Roads Act 1993) the permanent regulation of traffic access to the slip road leading from Clovelly Road to Carrington Road, Randwick.

It is proposed to limit access so that only non-motorised traffic (e.g. pedestrians and bicycle riders) can utilise this part of the public road, which is currently used as a slip lane for motor vehicles. Denial of motor vehicle access provides the opportunity for the Council to create a new public pocket park, enhancing the local amenity of the area. This area of the proposed regulation of traffic is shown in the sketch plan below:



Possible proposed changes to the streetscape of the area is shown in the following diagram:





This project has gone through two rounds of community consultation, with overall strong community support for the proposal. The traffic implications were assessed by an independent traffic engineering consultancy, which found impacts on traffic operations would be limited. A Road Safety Audit (RSA) has also been undertaken, and the project team has addressed the items raised in this RSA. This project has been endorsed by the Council, and has received in-principle agreement from TfNSW, subject to a review of the finalised TCS design and meeting certain design criteria for the revised bus stop on Clovelly Road.

### Resourcing Strategy implications

There are no funding implications associated with endorsing of the regulation of traffic, under Section 116 of the NSW Roads Act 1993.

### Recommendation

That:

1. the regulation of traffic, under Section 116 of the NSW Roads Act 1993, of the Clovelly Road slip lane leading to Carrington Road, is endorsed in principle by the Traffic Committee.
2. the traffic arrangements for this project are approved for implementation, following assessment and endorsement by Transport for NSW.

#### TC27/23 Traffic Committee Report - Monmouth Street & Stanley Street, Randwick - Resident Parking Scheme, Area RA6 (C) (F2004/07237)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.27	D04815693	Parking	2P Resident Parking	DA	Yes

A desktop review has been undertaken of the number of resident parking spaces against the number of permits issued for the existing resident parking zones in Monmouth Street and in Stanley Street, Randwick, which is part of RA6.

The review revealed that there is a slight disparity between the number of resident parking spaces available in Monmouth Street and Stanley Street and the number of resident permit holders. Therefore, it is proposed that an additional six resident parking spaces be installed, as detailed in the following table:

#### Desktop Analysis – Monmouth Street & Stanley Street- Permits issued vs RPS zone in RA6

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
RA6	Monmouth Street	10	9	Extend the resident parking zones by 3 spaces on the western side of Monmouth Street starting at the southern property boundary of 16A Monmouth Street and continue 16m northerly.

RA6	Stanley Street	7	6	Extend the existing resident parking zones by an additional 3 spaces located on the southern side of Stanley Street in front of 1A Stanley Street up to the eastern edge of the driveway of 1 Stanley Street, Randwick.
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### Resourcing Strategy implications

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

### Recommendation

That:

1. Three resident parking spaces "2P 8:00am-6:00pm, Mon-Fri, Permits Holders Excepted, Area RA6" be installed upon the western side of Monmouth Street starting from the southern property boundary of 16A Monmouth Street, Randwick, and extending 16m northerly.
2. Three resident parking spaces "2P 8:00am-6:00pm, Mon-Fri, Permits Holders Excepted, Area RA6" be installed on the southern side of Stanley Street starting from the existing resident parking sign (arrow left) and continuing up to the eastern edge of the driveway of 1 Stanley Street, Randwick; and
3. The affected residents be notified of the proposed changes before the sign installation.

### TC28/23 Traffic Committee Report - Neptune Street, Coogee (C) (F2006/00402)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.28	D04806690	Parking	Other	DA	Yes

At the April 2021 Traffic Committee meeting, the Council approved for the installation of eleven parking spaces "No Parking, 7:00am-7:00pm, Sat- Sun & Public Holidays, Oct-April, Council Authorised Vehicles Excepted" in Neptune Street, Coogee, following the request received from Surf Life Saving Clubs (SLSC). The SLSC expressed concerns in parking difficulties in Coogee for their volunteers in relation to the increasing traffic and parking during the peak periods. These dedicated on street spaces in Neptune Street were approved for the volunteers for Coogee SLSC to provide consistent approach like other beaches. Special parking arrangements are also available at Mons Avenue, Maroubra and in Clovelly Beach Car Park.

In addition, at the October 2021 Traffic Committee meeting it was recommended to review the allocation of the special parking spaces for SLSC volunteers in Neptune Street as a member of the community raised her concern about the parking arrangement.

Subsequently, the Council wrote to SLSC, Coogee, to seek their feedback on the usefulness of these special parking arrangements. An email response was received from the club expressing the high effectiveness and usage of these special parking arrangements (D04860092). The club advised that on busy days in the peak of summer, parking options are near impossible due to the 1 hour or 4 hours' time restriction imposed on the nearby parking spaces. In order to manage an effective operation of the beach patrols, these special parking arrangements have significant usefulness.

Therefore, it is considered that the special parking arrangements for the SLSC volunteers on the northern side of Neptune Street, Coogee, should be retained.



Figure 1 – Neptune Street, Coogee for Coogee Surf Life Saving

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

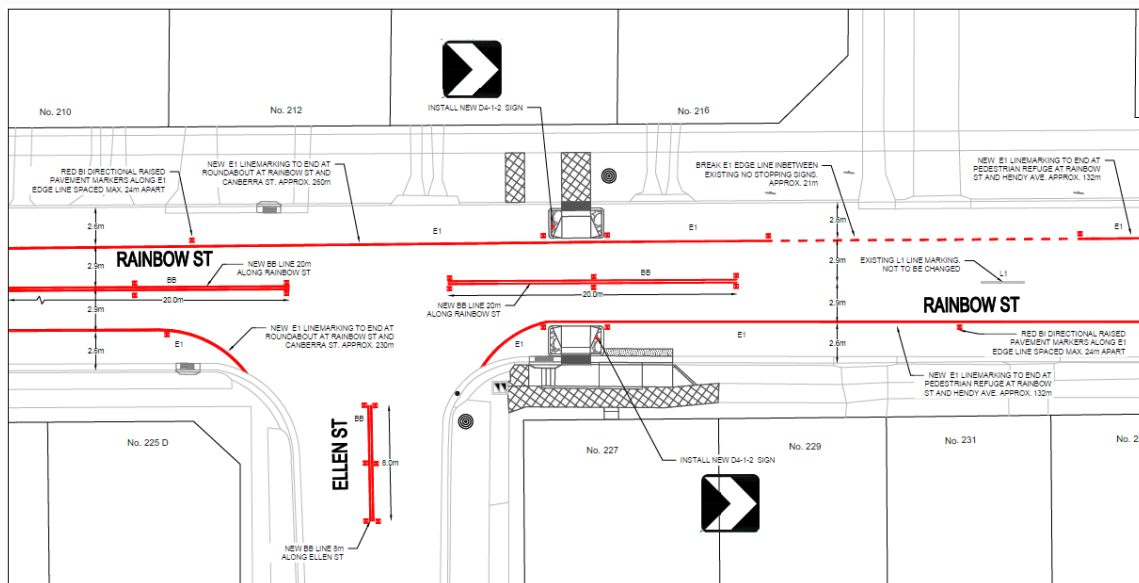
That the special parking arrangements for the SLSC volunteers on the northern side of Neptune Street, between Wolseley Street and Dundas Street, Coogee, be retained.

### TC29/23 Traffic Committee Report - Rainbow Street, at Ellen Street, Randwick - Pedestrian Safety Improvement Project (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.29	D04871404	Traffic	Road Safety	RA	Yes

*This matter was listed for discussion at the previous meeting of this Committee. At the request of a local resident who was unable to participate in last month's meeting, the matter was deferred by one month.*

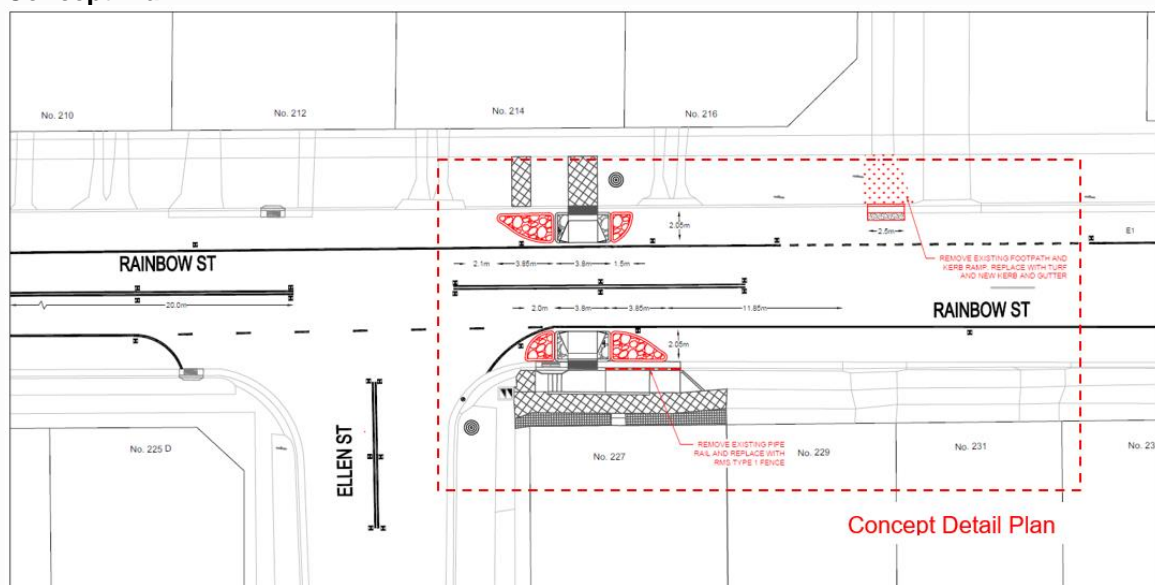
At the Traffic Committee meeting held on 14 June 2022, the pedestrian safety improvement works proposed in Rainbow Street just east of Ellen Street were endorsed for construction. Works included kerb buildout, access ramps, a small set of stairs, line marking and accompanying signage. The Committee was informed that, based on the results of the Community Survey, Option 3 was preferred. It was recommended that Option 3 be implemented and the representatives of the local Member, Transport for NSW and the Police, each supported the recommendation. It should also be noted that the design was also the subject of a Road Safety Audit. The plan approved for construction is shown below. This facility was installed, as per the approved plans, mid-2022.

**Approved Concept - 14 June 2022 Traffic Committee meeting - Item TC83/22**

However, following a review of the facility by the NSW Centre for Road Safety it was deemed that some alterations to the design are required. These alterations require a widening of the kerb buildouts as shown in the Concept Plans below. It is suggested that the proposed plan is in line with Technical Direction TDT2011/01a.

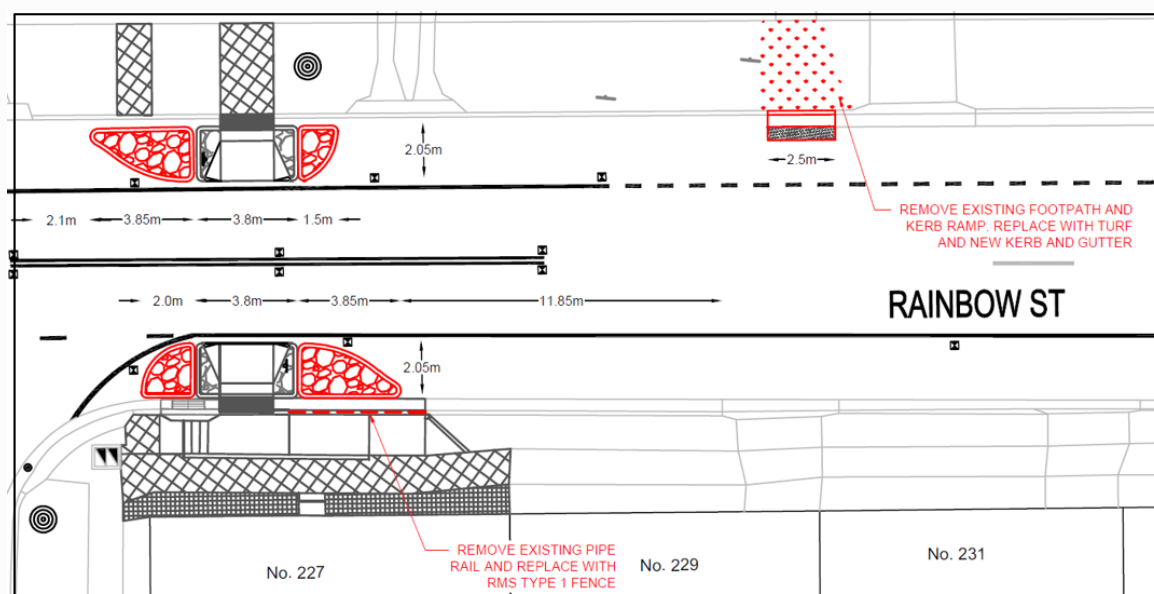
The proposed alterations to the existing facility are highlighted in red. The key changes are:

- Widening of the kerb buildouts to the northern refuge island by an additional 5.35m, with the total width now 9.15m.
- Widening of the kerb buildouts to the southern refuge island by an additional 5.85m, with the total width now 9.65m.
- Remove existing pipe rail and replace with RMS Type 1 Fence to RMS specification.
- Remove existing footpath and kerb ramp and replace with new turf and kerb.

**Concept Plan**



### Concept Detail Plan



The additional width of the kerb buildout are suggested as allowing greater protection for pedestrians by offering a greater safety buffer from vehicles on approach and departure of the concrete island. It is also suggested that the varied design will restrict vehicles from parking too close, mitigating any sightline issues from pedestrians to approaching vehicles and vice versa. These changes will impact upon two existing parking spaces.

### Resourcing Strategy implications

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

*Mr Ryan (resident) informed the Committee that he had been requested to speak on behalf of Mr Paul Wright, a Rainbow Street resident. Mr Ryan explained Mr Wright's concerns and the TfNSW representative addressed those concerns. Mr Lehmann informed the Committee that the proposal by Centre for Road Safety was seeking to maximise pedestrian safety and, when it comes to a matter of pedestrian safety versus parking spaces, his guidance to the Council was to support pedestrian safety.*

### Recommendation

That the proposed changes to the kerb buildouts on Rainbow Street and Ellen Street intersection (as detailed in the plan shown – D04844978) are endorsed for construction.

### TC30/23 Traffic Committee Report - Gardeners Road, Kingsford - Greek Easter 2023 (H) (F2004/07160)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.30	D04846415	Event	Temporary Road Closure	JN	Yes

During the annual Greek Orthodox Easter celebrations at St Spyridon's Church on Gardeners Road, Kingsford (east of Doncaster Avenue), up to 5,000 attendees are expected to assemble on Gardeners Road, outside the Church.

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

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

The closure times are:

1. Friday, 14 April, 2023, 8:00pm to 10:30pm. An RMS Traffic Emergency Patrol (TEP) vehicle is utilised on site from about 7:30pm to 10:30pm.
2. Saturday, 15 April, 2023, 11:00pm to Sunday, 16 April, 2023, 1:30am. An RMS Traffic Emergency Patrol (TEP) vehicle and crew will be on-site from 10:00pm to 1:30am.

The closures are shown in the following diagrams:





### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

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



**TC31/23 Traffic Committee Report - Baird Lane, Matraville (M) (F2008/00166)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.31	D04848684	Signage, Parking	No Parking	MK	Yes

The Council has received feedback from residents with access to Baird Lane, Matraville, about cars parking illegally which restricts access to their garages and other off-street parking. These parked cars can at times obstruct the laneway causing issues for residents.

It is proposed to implement parking modifications to better prevent driveways from being blocked. The modifications include a No Parking zone on the western side of Baird Lane. A 10 metre No Stopping zone is proposed to be installed on the eastern side of the laneway at the intersection with Beauchamp Road. And another 10 metre No Stopping zone is proposed to be installed on the western side at the intersection.

A review of aerial photos over time reveals that these parking locations are not frequently used. The parking spaces proposed to be removed are either directly opposite a garage or are in a place that would be blocking through traffic along the laneway. These modifications are detailed in the diagram below.



It is proposed to consult with the affected residents and businesses to ascertain if there is community support for the proposed changes.

### Resourcing Strategy implications

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

### Recommendation

That, provided community consultation indicates community / business support, the following parking changes be implemented:

1. A 92 metre 'No Parking' zone is installed on the western side of Baird Lane, Matraville.
2. A 10 metre 'No Stopping' zone is installed on the eastern side of Baird Lane at the intersection with Beauchamp Road, Matraville; and
3. A 10 metre 'No Stopping' zone is installed on the western side of Baird Lane, Matraville, at the intersection with Beauchamp Road, Matraville..



**TC32/23 Traffic Committee Report - Mons Avenue, Maroubra (M) (F2023/07866)**

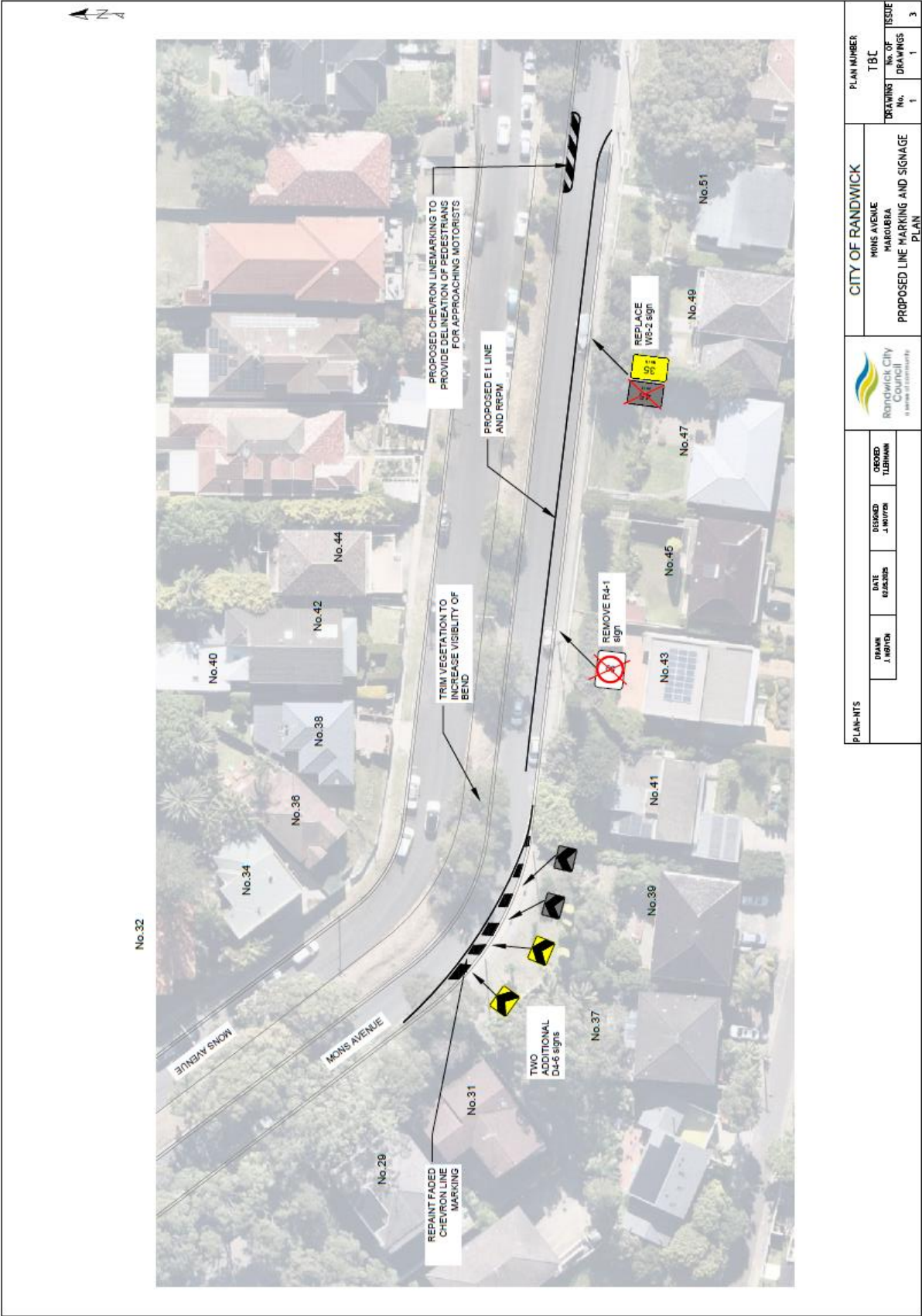
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2022.03.32	D04527069	Road Safety	Road Safety	JN	Yes

In order to address strong community concerns about 'run-off-road' crashes occurring along Mons Avenue, Maroubra, +between no. 21 and no. 53, (south of Byng Street) it is proposed to install edge (E1) line marking and raised reflective pavement markers (RRPM) on the southern side of Mons Avenue between no. 41 and 51. This proposal will reduce the effective travel lane width and will delineate the parking spaces with the intention to reduce vehicle speeds on approach to the change in road geometry.

In addition, the W8-2 warning sign (45km/h) will be replaced and reduced to 35 km/h; the existing R4-1 sign (50 km/h) be removed to remove conflict between the W8-2 warning sign; two additional D4-6 warning signs will be installed outside no.37 to further warn motorists of the upcoming change in road geometry; and the existing chevron line marking between no.31 and no.39 will be repainted.

Furthermore, chevron line marking is proposed on the northern side of Mons Avenue, outside no.51 to improve safety for pedestrians by delineating vehicles away from the road space that pedestrians would occupy after descending from the staircase.

The proposal is shown in the plan on the following page.



Resourcing Strategy implications

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

*Jerimia Tukadra (TfNSW) suggested that Council consider installing a Curve warning sign on top of the 35km/h warning sign and moving the signs 40m-60m closer to the curve. Mr Nguyen (RCC) indicated that shifting the signs 40m-60m closer to the curve may result in an arrangement non-compliant with*

*the relevant Australian Standard. It was agreed that Council would amend the design, in accordance with TfNSW's suggestions and in alignment with the relevant Australian Standard, and refer the finalised plans to TfNSW, for consideration.*

## Recommendation

That, in order to address community concerns about 'run-off-road' crashes occurring along Mons Avenue, Maroubra, between no. 21 and no. 53, (south of Byng Street), the following actions are proposed:

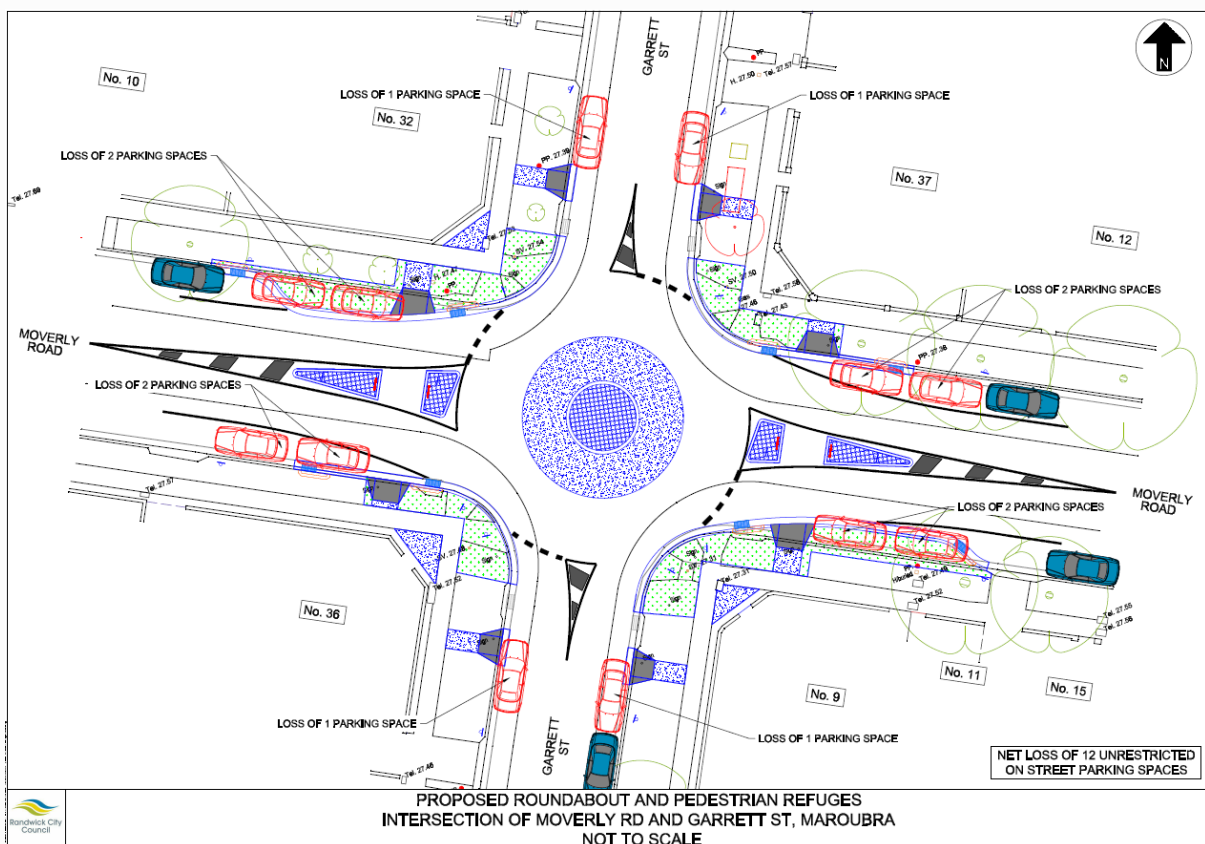
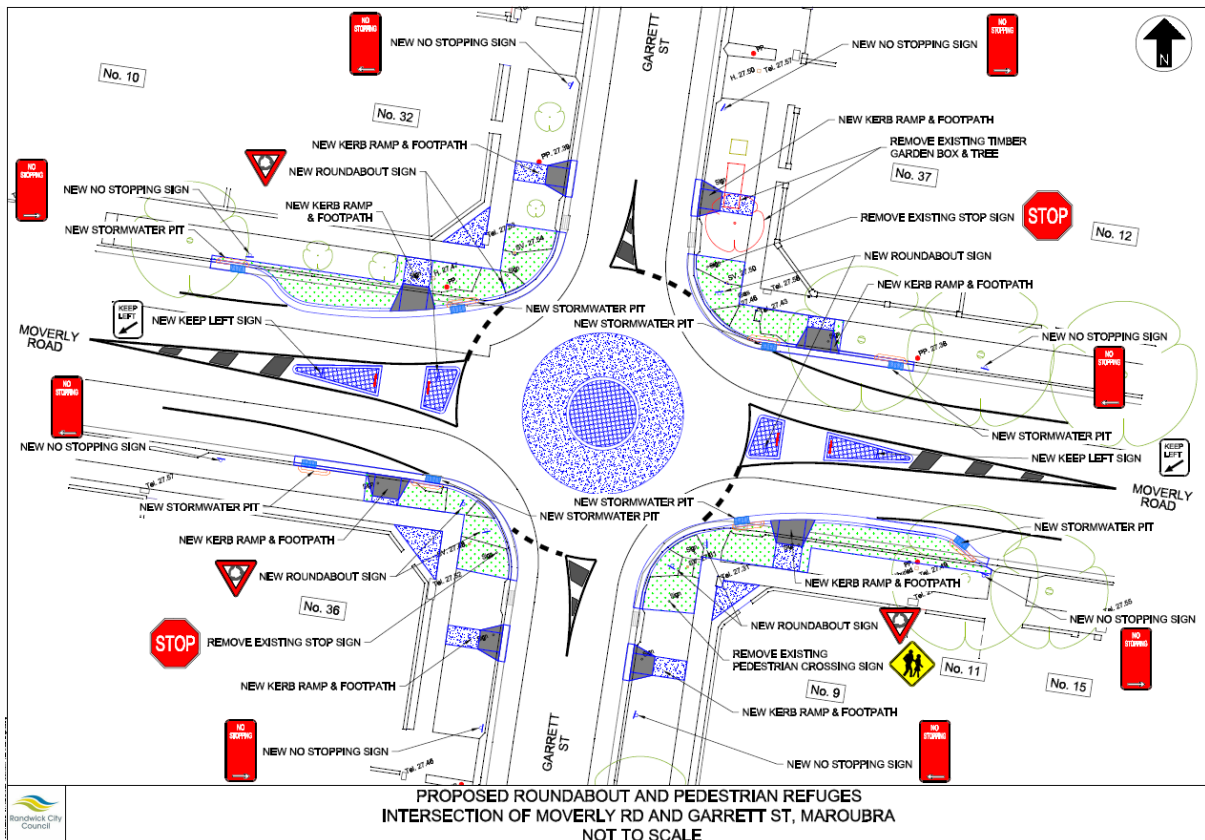
1. Edge (E1) line marking is installed as per the concept plan.
2. The W8-2 sign is replaced, reducing the 45 km/h warning speed to 35 km/h.
3. The R4-1 sign be removed.
4. Two additional D4-6 signs are installed at the 45-degreee bend.
5. Chevron line marking is installed on the northern side of Mons Avenue (westbound direction), outside no.51; and
6. the plans be modified slightly with reference to TfNSW's suggestion and the relevant Australian Standard.

## TC33/23 Traffic Committee Report - Moverly Road and Garrett Street, Maroubra – Roundabout (M) (F2021/00211)

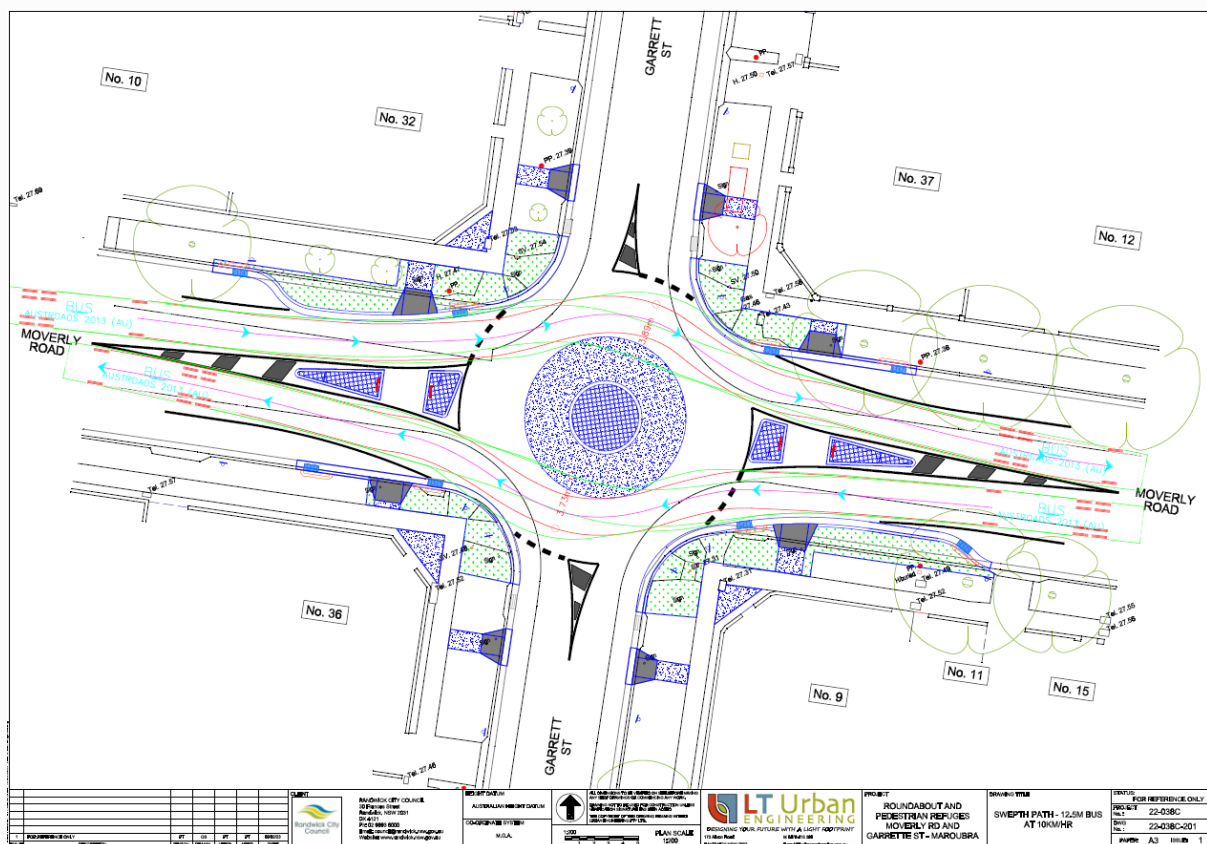
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.33	F2021/00211	Traffic Device	Roundabout	RM	Yes

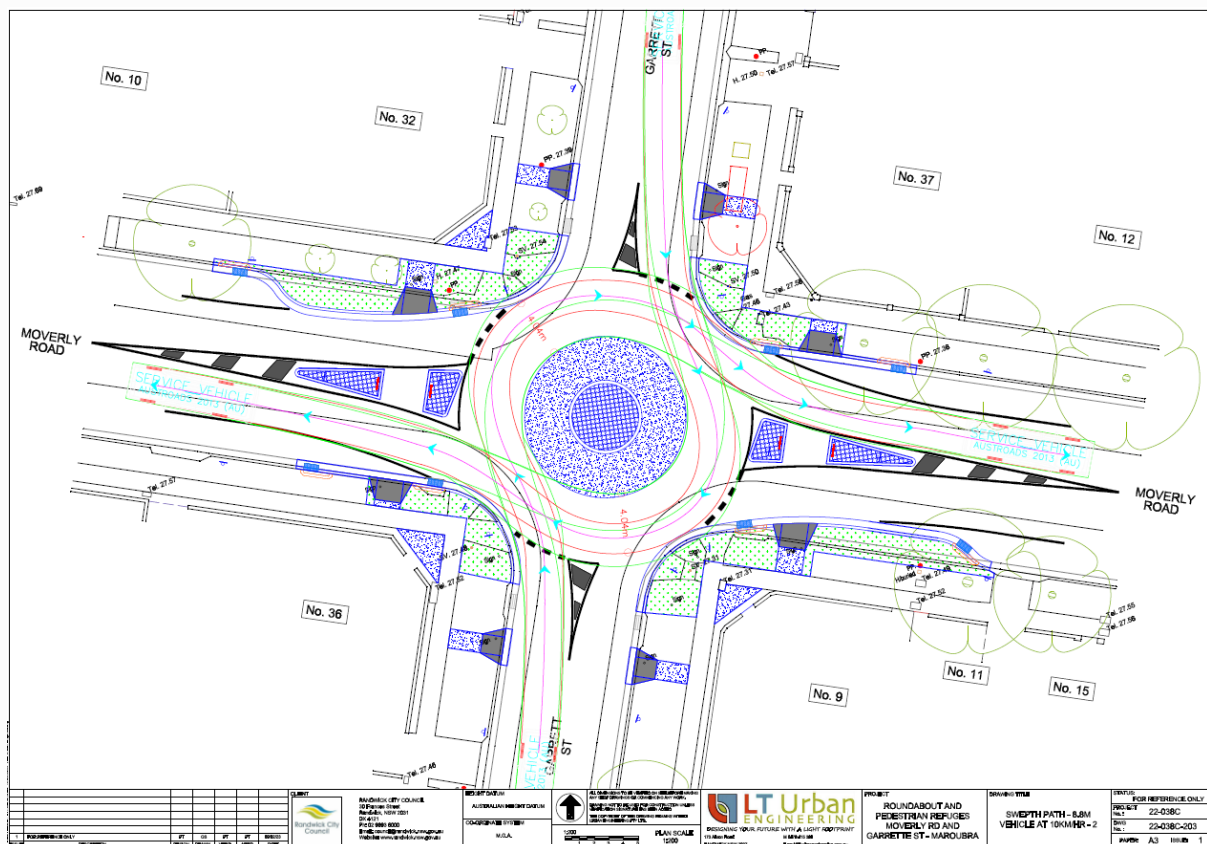
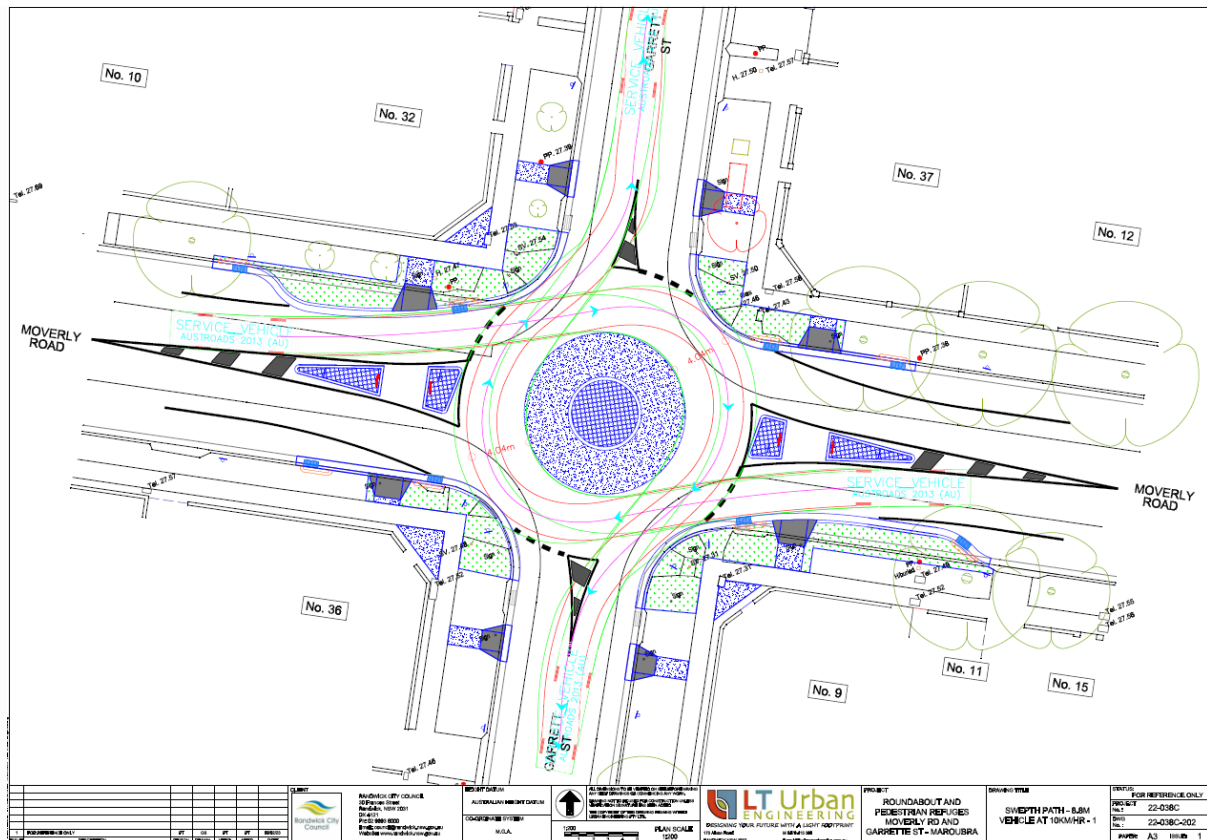
At the October 2022 meeting of this Committee it was agreed that additional design information be provided to TfNSW with regard to the blackspot funded proposed roundabout about at the Moverly Road / Garrett Street intersection. Following is a description of the proposal together with additional detailed diagrams:

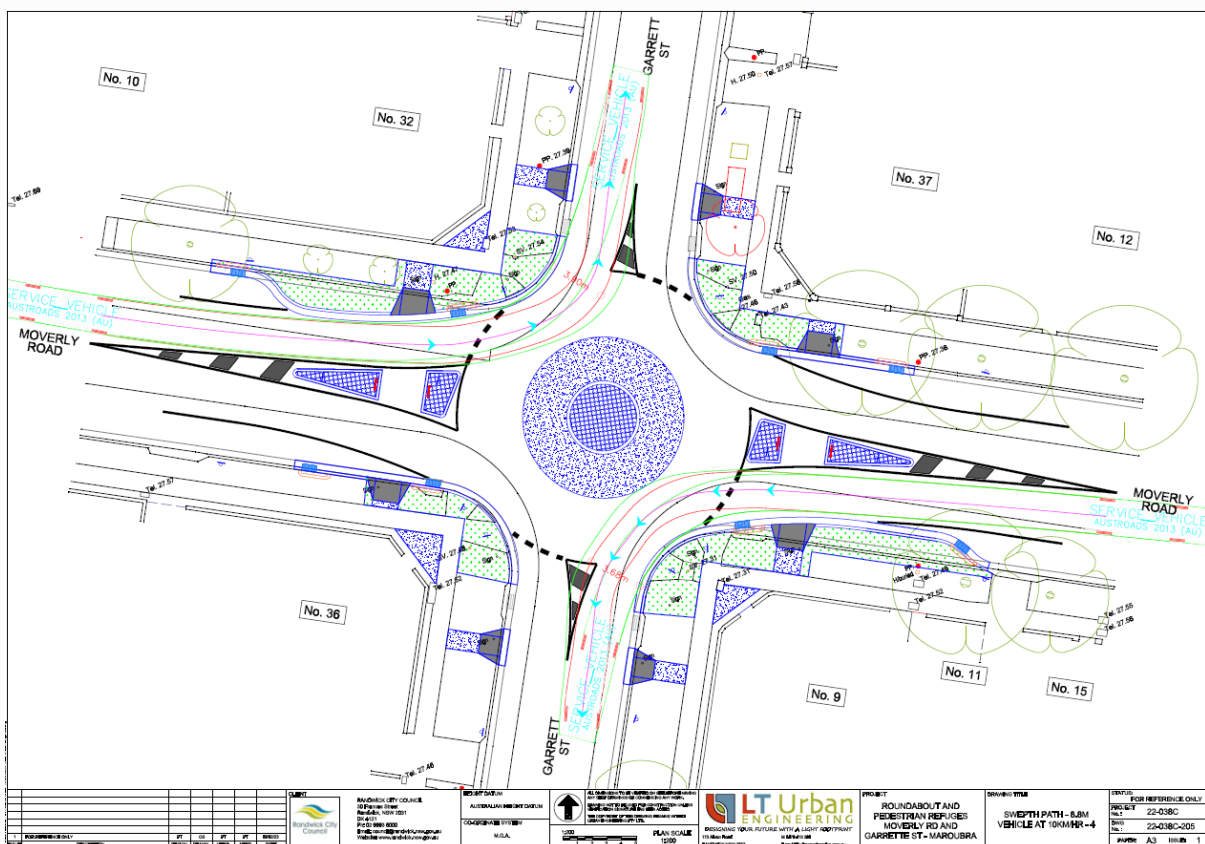
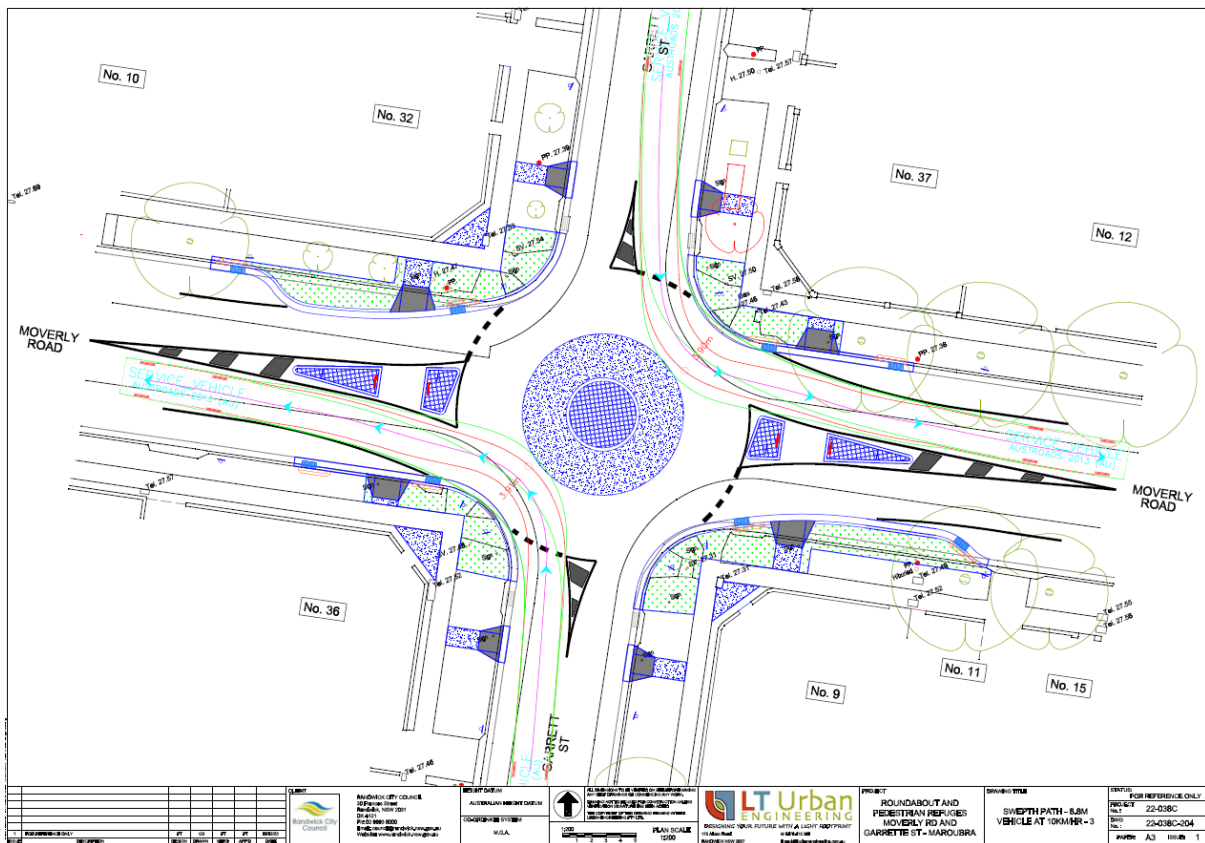
- The concept design has a 11m diameter roundabout with a 5m diameter raised centre. The outer section is mountable.
- There are 2m wide pedestrian refuges on each side of Moverly Road.
- There are only kerb extensions on the approach sides of the roundabout on each side of Moverly Road to minimise parking loss and improve pedestrian safety.
- The swept paths for all movements for an 8.8m service vehicle are included.
- The swept paths for only through movements along Moverly Road for a 14.5 m bus are included. A bus can't make a left turn out of Garrett Street.
- The kerb ramps have been changed to suit the new pedestrian alignments.
- The shrub and raised planter bed at the front of 37 Garret Street will need to be remove due to sight line issues and realignment of the kerb ramps.
- The design requires the removal of potentially 12 on-street parking spaces.
- The signs and lines plans are attached.











## Resourcing Strategy implications

Funding for this project has been provided for within the 2022 / 2023 Australian Government Black Spot Program.



*Mr Jerimia Tukadra (TfNSW) sought clarification as to whether there are opportunities to keep Moverly Road pedestrians as close to the desire line, as possible. Mr Lehmann indicated that, unfortunately, there were drainage elements which resulted in “off-set” of the pedestrian paths along Moverly Road (at this roundabout), however, he would raise this issue with Council’s designers.*

## Recommendation

That the proposed roundabout at the intersection of Moverly Road and Garrett Street, Maroubra (as detailed in the plans shown above), with associated signage/line making, is endorsed for implementation.

## TC34/23 Traffic Committee Report - Snape Street, Kingsford / Maroubra (M) (F2004/07177)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.34	D04781380	Traffic Device	Speed Cushions	TL	Yes

With regard to proposed traffic changes for Snape Street, this Committee, in December 2022, recommended (in part), that it receive a report at the March Traffic Committee meeting, on the progress of the design and whether the Hannan / Snape roundabout can be installed in the final quarter of the current financial year.

Accordingly, it is proposed that a verbal report be received at the Traffic Committee meeting on this matter.

## Resourcing Strategy implications

There are no financial implications arising from this report.

*Mr Lehmann addressed the Committee indicating that there had been some significant delays with production of the design plans for the proposed Snape Street roundabouts. As an interim measure, he suggested to the Committee that the existing speed cushions near to no.88 Snape Street, be removed. He explained that this end of the street had not suffered from any reported crashes, the speeds were slow and that a number of the residents at this location were most concerned about the perceived negative effects of the speed cushions.*

*Mr Lehmann tabled an email sent to the Council, regarding this matter, from Ms Melanie Schwartz (no.64). Within this email, Ms Schwartz expressed strong concerns about the negative effects of the speed cushions. Mr Lehmann stated that, unfortunately, he would not recommend early removal of the speed cushions, near to no. 64, as crashes had been recorded in this vicinity. He did not want to reintroduce the previously experienced poor crash outcomes.*

*Mr Lehmann informed the Committee that he expected the speed cushions at the eastern end of the street would be removed in about eight to ten weeks. He further informed the Committee that he had been advised that funding for the Snape Street works is available. Councillor Veitch raised the issue of the possible introduction of a 40km/h zone along Snape Street – as the street had speed reduction traffic devices already installed. It was decided that Mr Lehmann should liaise with TfNSW with regard to this matter.*

*(Ex-meeting: Subsequent to the conclusion of the meeting, Mr Lehmann had a conversation with Ms Jennifer Wilson, Mrs Patricia Wilson and Ms Emma Brannigan, representing residents from near the Snape Street easternmost speed cushions. He informed them that the Traffic Committee recommended that the eastern speed cushions be removed and that this would likely occur within eight to ten weeks. The residents expressed their approval of this outcome and thanked Mr Lehmann. They further raised the issue of a trench that had been recently cut across Snape Street and that the reinstatement was subsiding. This, they say, was generating additional road noise at this location. Mr Lehmann agreed to raise this matter with Council’s Roads Services section for attention. Issues relating to Load Limit, signage and enforcement were also discussed.)*



## Recommendation

That the two speed cushions towards the eastern end of Snape Street (adjacent to no. 88) be removed whilst the detailed construction design of the proposed Snape Street roundabouts is progressed.

### TC35/23 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - March 2023 (C, H & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.03.35	F2014/00528	Signage Parking	No Parking	RM	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC35/23.1	Barry Lane, CLOVELLY (C) (D04831662-RM) (AD)	Install 9m No Parking on the eastern side of Barry Lane, opposite no.7 Barry Street, commencing just south of the driveway to no.42 Knox Street and terminating 6m north of the property boundary of no.40 and no.42 Knox Street.	Yes	To allow vehicles to access and egress from the driveway of no.7 Barry Street.
TC35/23.2	Beach Street, COOGEE (C) (D04856065-DA) (AD)	Extend the existing "Loading Zone, 6:00am-12:00 noon" 1P, 12:00 noon -10:00pm, Permits Holders Excepted, Area CO3" located on the western side of Beach Street (south of Carr Street, Coogee) up to 5m southerly.	Yes	To assist the nearby businesses with additional loading zone for delivery trucks
TC35/23.3	Bream Street, COOGEE (C) (D04831672-DA) (AD)	Install "Motor Bike Only" parking on the northern side of Bream Street between the two driveways of 19 and 21 Bream Street, Coogee.	Yes	Small space (3.4m) between these two driveways is not suitable for car parking.
TC35/23.4	Coogee Bay Road, COOGEE (C) (D04852960-DA) (AD)	Extend the existing 1/4P parking restrictions located near 97 Coogee Bay Road; starting from the eastern edge of the driveway of 97 Coogee Bay Road, Coogee, and continue 21m easterly.	Yes	To generate more parking turnovers near the businesses at this location.
TC35/23.5	Todman Avenue, KENSINGTON (C) (ITS – TL) (AD)	Install No Stopping, south side, east of Anzac Parade for a distance of 60m - from 3 March to 17 March 2023	Yes	To assist with ATC egress trial and with constriction caused by Sydney Water median road works. Existing restrictions to be returned after this period.

TC35/23.6	Doncaster Avenue, KINGSFORD (H) D04853644-MK (AD)	Install Temporary 6m Mobility Impaired Person's Parking Space (MIPPS), near to no147 Doncaster Avenue, Kingsford.	Yes	To assist eligible mobility impaired resident park close to their property, during part of the construction phase of cycleway.
TC35/23.7	Lenthall Street, KENSINGTON (H) D04826574-MK (AD)	Install 5.5m "No Parking, 8am-9:30am 2:00pm-4:00pm School Days, 10 minute limit, Drivers may leave vehicle", in front of 21 Lenthall Street, Kensington.	Yes	To assist eligible mobility impaired residents pickup for school
TC35/23.8	McDougall Street, KENSINGTON (H) (D04875178-DA) (AD)	Install new "BB" line in the centre extending from TB line to 10m south on McDougall Street, at the south leg of Lenthall Street and McDougall Street intersection.	Yes	To delineate centreline of the road from the roundabout
TC35/23.9	See Lane, KINGSFORD (H) (D04780032-RM) (AD)	Extend existing 20m No Parking on the northern side of See Lane, opposite no.14 See Lane, Kingsford, by 26m east.	Yes	To prevent vehicles from blocking the 5.3m wide road.
TC35/23.10	See Lane, KINGSFORD (H) (D04780032-RM) (AD)	Extend existing 25m No Parking on the southern side of See Lane, adjacent to no.14 See Lane, Kingsford, by 5m east.	Yes	To allow vehicles to access and egress from the driveway of no.87 Houston Road.
TC35/23.11	Tunstall Avenue, KINGSFORD (H) (D04854472-MK) (AD)	Install 8m P35 min restriction adjacent to 124 Tunstall Avenue, Kingsford.	Yes	To assist eligible mobility impaired residents park close to their property.
TC35/23.12	Jersey Road MAROUBRA / MATRAVILLE (D04848706-TL) (AD)	Extend existing 14m length of No Stopping restriction, on the north side, east of Bunnerong Road, by a further 12m easterly.	Yes	To address concerns related to single lane vehicle conflict in Jersey Road, as motorists turn in from Bunnerong Road.
TC35/23.13	Jersey Road MAROUBRA / MATRAVILLE (D04848706-TL) (AD)	Extend the No Stopping restriction currently existing on the north side, from a point some 3m west of the prolongation of the WKL of Anthony Street, a further 10m westerly.	Yes	To address concerns related to regular vehicle conflict in Jersey Road, as the road width becomes constricted due to double centrelines.

TC35/23.14	Nevorie Crescent, MAROUBRA (M) (D04796685-RM) (AD)	Install 8m No Parking on the northern side of Nevorie Crescent, opposite no.60 Nevorie Crescent, commencing immediate west of the driveway of no.8 Hannan Street and terminating 8m west of the driveway of no.8 Hannan Street, Maroubra.	Yes	To allow vehicles to access and egress from the driveway of no.60 Nevorie Crescent.
TC35/23.15	Yarra Road, PHILLIP BAY (M) (D04858005-DA) (AD)	Amend the existing parking restrictions "No Parking, Wedding & Funeral Vehicles Excepted, Sunday" to "No Parking, 10am-4pm, Mon-Sun, Wedding and Funeral Vehicles Excepted" at the frontage of 11 Yarra Road, Phillip Bay.	Yes	To cater the needs of the various services of the Church

### 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.

### TC36/23 Traffic Committee Report - Works Zone - Installation and Removal of Signage - March 2023 (C, H & M) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.03.36	F2005/00521	Signage	Works Zone	LB	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.	Carrington Road, COOGEE (C)	E	20	201-207 Carrington Road	Unrestricted	LA/1309/2022 D04798995-LB (AD)
2.	Glen Avenue, RANDWICK (C)	W	13-18	20 Glen Avenue	Unrestricted	LA/1284/2022 D04806246/ DA/154/2020/A-LB (AD)

3.	Roma Avenue, KENSINGTON (H)	S	16	115 Doncaster Avenue	Unrestricted	LA/116/2023 D04867985-DA (AD)
4.	Knowles Avenue, MATRAVILLE (M)	E	40	1-5R Knowles Avenue	Unrestricted	LA/78/2023 D04593060DA (AD)
<b>REMOVAL</b>						
5.				NIL		

(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 approved for installation.

### TC37/23 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - March 2023 (C, H & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
203.03.37	F2008/00166	Signage, Parking	No Stopping	MK	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.	Arden Street	South Coogee (C)	West	18m	South	Rainbow St	D04820229-MK(AD)
2.	Brook Street	Coogee (C)	East	12m	South	Hill Lane	D04798537-RM (AD)
3.	Alison Road	Randwick (C)	North	10m	East & west	Glen Avenue	D04796668-DA(AD)
4.	Glen Lane	Randwick (C)	North & South	10m	East	Glen Avenue	D04796668-DA(AD)
5.	Glen Avenue	Randwick (C)	East & West	10m	North	Alison Road	D04796668-DA(AD)
6.	Denning Street	South Coogee (C)	West	10m	North & South	Napper Street	D04795658-RM (AD)
7.	Napper Street	South Coogee (C)	North & South	10m	West	Denning Street	D04795658-RM (AD)
8.	Denning Street	South Coogee (C)	West	10m	North & South	Garie Place	D04795658-RM (AD)
9.	Garie Place	South Coogee (C)	North & South	10m	West	Denning Street	D04795658-RM (AD)
10.	Park Street	Clovelly (C)	East & West	10m	South	Boundary Street	D04841507-DA (AD)
11.	Varna Street	Waverley (C)	North	10m	East	Leichhardt Street	D04867002-RM (AD)
12.	Sturt Street	Kingsford (H)	North	26m	East	Botany Street	D04846407-RM (AD)



13.	Sturt Street	Kingsford (H)	South	24m	East	Botany Street	D04846407-RM (AD)
14.	Sturt Street	Kingsford (H)	North	20m	West	Botany Street	D04846407-RM (AD) Statutory 20m No Stopping on approach of a roundabout.
15.	Anzac Parade (Non-Regional Road)	Phillip Bay (M)	East	10m	South	Canara Avenue	D04854645-RM (AD) Statutory No Stopping to be installed to allow residents of 35 to 37 Canara Avenue and 1541 to 1557 Anzac Parade to access their driveways.
16.	Anzac Parade (Non-Regional Road)	Phillip Bay (M)	West	12m	South	Canara Avenue	D04854645-RM (AD) Statutory No Stopping to be installed to allow residents of 35 to 37 Canara Avenue and 1541 to 1557 Anzac Parade to access their driveways.
17.	Canara Avenue	Phillip Bay (M)	South	10m	West	Anzac Parade (Non-Regional Road)	D04854645-RM (AD) Statutory No Stopping to be installed to allow residents of 35 to 37 Canara Avenue and 1541 to 1557 Anzac Parade to access their driveways.
18.	Canara Avenue	Phillip Bay (M)	North	23m	West	Anzac Parade	D04854645-RM (AD)
19.	Boyce Road	Maroubra (M)	North	15m	East	Hannan Street	D04791683-RM (AD)
20.	Bridge Street	Maroubra (M)	North & South	10m	East & West	Fitzgerald Lane	D04807268-RM (AD)
21.	Scott Street	Maroubra (M)	North	10m	East & West	Fitzgerald Lane	D04807268-RM (AD)
22.	Chichester Street	Maroubra (M)	North & South	10m	East	Paine Street	D04809752-DA(AD)
23.	Sturt Street	Kingsford (H)	South	10m	West	Botany Street	D04846407-RM (AD) Statutory 10m No Stopping at the departure of a roundabout.
24.	Botany Street	Kingsford (H)	East	20m	North	Sturt Street	D04846407-RM (AD) Statutory 20m No Stopping on approach of a roundabout.
25.	Botany Street	Kingsford (H)	West	10m	North	Sturt Street	D04846407-RM (AD) Statutory 10m No Stopping at the departure of a roundabout.

26.	Botany Street	Kingsford (H)	East	10m	South	Sturt Street	D04846407-RM (AD) Statutory 10m No Stopping at the departure of a roundabout.
27.	Botany Street	Kingsford (H)	West	20m	South	Sturt Street	D04846407-RM (AD) Statutory 20m No Stopping on approach of a roundabout.

(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.

## TC38/23 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - March 2023 (C, H & M) (F2004/06616)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.03.38	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. Randwick Council was successful in securing funding for a number of projects for the 2022/2023 financial year. To date, the total funds secured by Randwick Council for this financial year exceed \$2.2M.

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 projects approved for the current, financial year.

TfNSW / (Council) References	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856 (D04651015)	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Consultant brief is finalised and will soon be released for expressions of interest.
P.0078507 (D04699235)	Bilga Crescent & Anzac Parade, Maroubra (Installation of green bike lane across entry to Bilga Crescent, move stop or give-way lines forward using paint markings)	Australian Government Black Spot Program	\$30,160	Design is well advanced.

P.0078509 (D04699235)	<b>Moverly Road &amp; Garrett Street, Maroubra</b> <i>(Install a single lane roundabout, including all traffic calming, line marking, lighting and signage)</i>	Australian Government Black Spot Program	\$324,000	Design is well advanced. See relevant item within these Agenda papers.
P.0078510 (D04699235)	<b>Canberra Street &amp; Rainbow Street, Randwick</b> <i>(Install slow-point, raised threshold at mid-block location and conflict points, install kerb blisters)</i>	Australian Government Black Spot Program	\$77,000	Design is well advanced.
P.0079384 (D04733866)	<b>Anzac Parade Paths Project (APPP)</b> <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	<i>50/50 Funding</i> - \$396,000 TfNSW & \$396,000 Randwick Council	Consultant has been engaged. Topographical survey completed. Early design meetings held, and consultation planning is progressing.
P.0079383 (D04730658)	<b>Bundock Street &amp; Sturt Street Project</b> <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	Procurement process underway – consultant to be appointed soon.
P.0079385 (D04730662)	<b>Randwick to Coogee Active Transport Project: Design Funding</b> <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Procurement documentation finalised. To be released soon.

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

#### TC39/23 Green Street, Maroubra (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2023.03.39	D04887703	Road Safety	Line Marking	TL	Yes

Mr Lehmann informed the Committee that, at a recent Green Street onsite meeting with residents, business owners, Cr Rosenfeld and the Mayor, Cr Dylan Parker, it was agreed to seek endorsement of a 45m length of double centrelines within Green Street, west of Garden Street, Maroubra.

Mr Lehmann put the following proposal to the Traffic Committee which endorsed installation of the proposed centrelines.



### Recommendation

That a 45m length of double centrelines be installed in Green Street, extending westerly from Garden Street, Maroubra.

The meeting closed at 10:09am.