

16 April 2020

At 10.00 am



Local Pedestrian, Cycling and Traffic Calming Committee

Sydney 2030 Green/Global/Connected

Disclaimer



The Local Pedestrian Cycling and Traffic Calming Committee is established under the Roads Act.

The Committee has no decision-making powers. It is primarily a technical review body required to advise on traffic related matters.

The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.

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Structure and Operation of the Local Pedestrian Cycling and Traffic Calming Committee

- 1. The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.**
- 2. The Local Pedestrian Cycling and Traffic Calming Committee is not a committee of the City of Sydney Council, but a Committee of the Roads and Maritime Services.**
3. Council has been delegated certain powers from the Roads and Maritime Services with regards to traffic matters on local roads. A condition of this delegation is that Council must take into account the advice of the Local Pedestrian Cycling and Traffic Calming Committee.
- 4. The Local Pedestrian Cycling and Traffic Calming Committee has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.**
5. All proposals recommended by the Local Pedestrian Cycling and Traffic Calming Committee must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal). This can only be done when the advice of the Committee is unanimous. Where the advice of the Committee is not unanimous, Council must separately notify and obtain endorsement from the Roads and Maritime Services and the NSW Police.
6. There are four formal members of the Local Pedestrian Cycling and Traffic Calming Committee each with a single vote: the City of Sydney, the Roads and Maritime Services, the NSW Police and the local State Members of Parliament or their nominee (who can only vote on issues in their electorate). There are also informal (non-voting) advisors who may attend.
7. The Lord Mayor is Chairperson of the Local Pedestrian Cycling and Traffic Calming Committee or in the Lord Mayor's absence, the Deputy Chairperson, who is a nominated Councillor.
8. Members of the public are welcome to attend and speak to an item on the Local Pedestrian Cycling and Traffic Calming Committee agenda. Addresses to the Committee are limited to 3 minutes, but this can be extended at the discretion of the Chairperson. If a member of the public wishes to attend, it is requested that they inform the Committee Secretary in advance on 9265 9648.
9. The Local Pedestrian Cycling and Traffic Calming Committee meet every third Thursday of the month at 10am in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
10. Local Pedestrian Cycling and Traffic Calming Committee agendas, reports and minutes are available on the City's Website:
www.cityofsydney.nsw.gov.au/Council/MeetingsAndCommittees

Item 1.

Confirmation of Minutes of Meeting 2020/02 held on 19 March 2020

Decision

Item 2.**Mobile Crane - Temporary Road Closure - Waterloo Street, Surry Hills**

TRIM Container No.: 2020/080609

Recommendations

It is recommended that the Committee endorse the temporary road closure of Waterloo Street, Surry Hills, between Foveaux Street and Belmore Lane, from 7:30am to 3:30pm on 30 May 2020, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 6 June 2020 as a contingency date.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Infinity Constructions Group has applied for the temporary road closure of Waterloo Street, Surry Hills, between Foveaux Street and Belmore Lane, from 7:30am to 3:30pm on 30 May 2020.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a laneway hoarding at 72-84 Foveaux Street, Surry Hills.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

TRAFFIC CONTROL PLAN ROAD CLOSURE

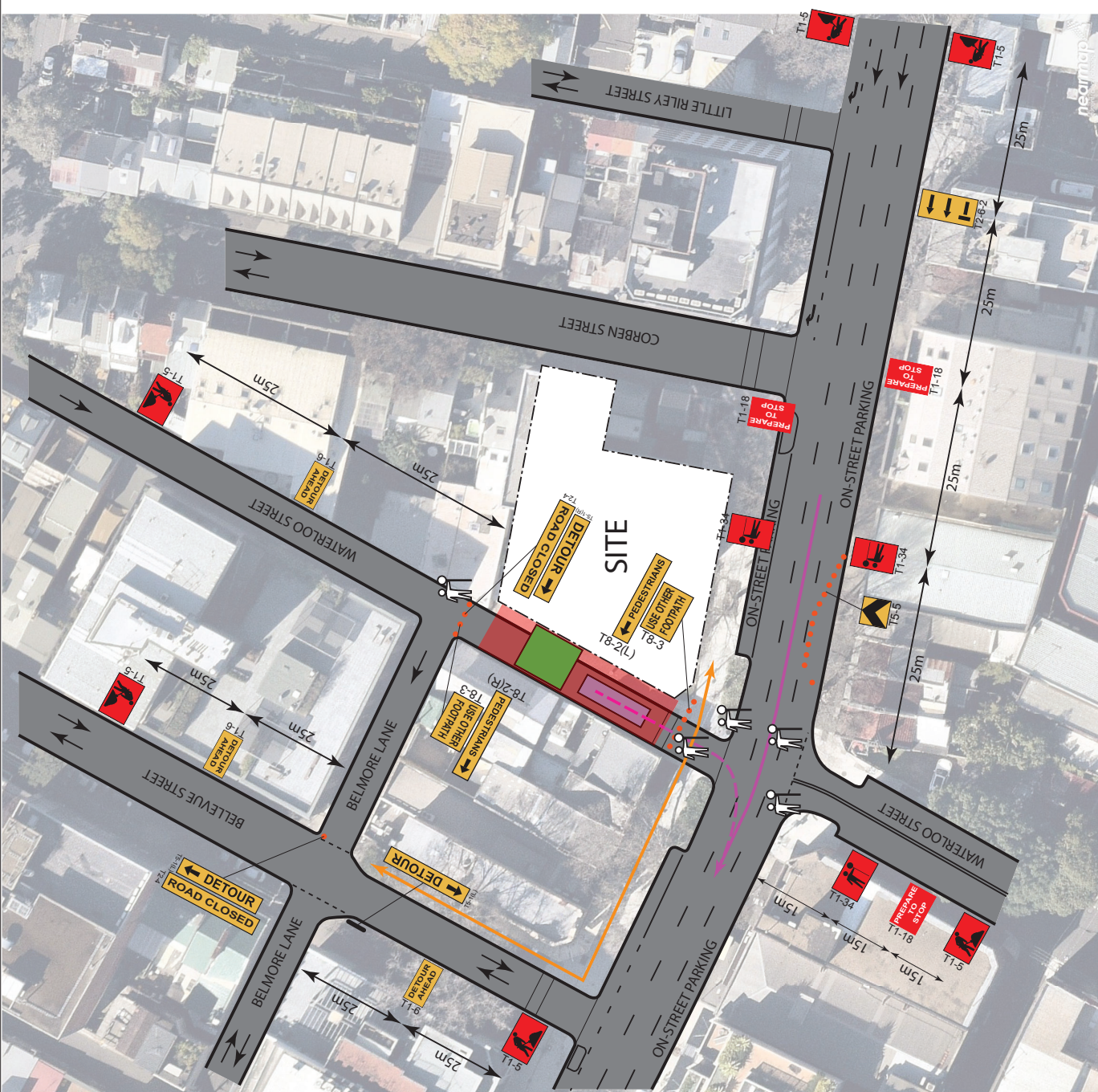
NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. FULL ROAD CLOSURE TO ALLOW HOARDING TO BE INSTALLED OVER WATERLOO STREET.
4. ROAD CLOSURE TRAFFIC CONTROL MEASURES TO BE IMPLEMENTED IN CONJUNCTION WITH DETOUR PLAN SBMG01859-37.
5. BOTH TRAFFIC LANES STOP FOR A SHORT PERIOD TO ALLOW VEHICLE TO ENTER WATERLOO STREET FROM FOVEAUX STREET. 1 TRAFFIC CONTROLLER USED PER TRAFFIC LANE TO BE STOPPED AS WELL AS A TRAFFIC CONTROLLER TO MANAGE PEDESTRIANS CROSSING WATERLOO STREET.
6. FOVEAUX STREET LANE CLOSURE ONLY REQUIRED WHEN ON-STREET PARKING IS NOT UTILISED AND 3 LANES ARE ACTIVE APPROACHING THE TRAFFIC CONTROLLERS.

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- HOARDING INSTALLATION FOOTPRINT
- MOBILE PLANT STANDING
- VEHICLE STANDING
- DELINEATION (i.e. TRAFFIC CONES)
- SITE VEHICLE INGRESS - FORWARD DIRECTION
- SITE VEHICLE INGRESS - REVERSE DIRECTION
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPE LENGTHS	
Approach	Max Speed (km/h)	Spacing (m)	Length (m)
All purposes on residential or commercial streets	≤50	4	4
		4	4
Center-line on approach to Traffic Controller position	51-70 / 5-70	18 / 24	15
Outer edge of traffic lane - i.e. working on shoulder	51-70 / 5-70	12 / 18	15
Separating opposing traffic on a 2 lane 2 way road	51-70 / 5-70	12 / 18	30
Separating opposing traffic on a multilane undivided road	51-70 / 5-70	12 / 18	60
adjacent to a closed lane on a multilane road	51-70 / 5-70	18 / 24	70
Merge tapers	51-70 / 5-70	9 / 12	70
Lateral shift tapers	51-70 / 5-70	12 / 18	80
Protecting freshly painted lines	51-70 / 5-70	24 / 60	90
FIGURES EXTRACTED FROM RMS TOWNSMANUAL 4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO	51-70 / 5-70	24 / 60	100
			110
			120
			130
			140
			150
			160
			170
			180
			190
			200



DATE	DESCRIPTION
E	
D	
C	
B	
A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CERTIFICATE NO. 0057178886

SIGNED: *[Signature]*

Project/Event:	COMMERCIAL DEVELOPMENT
Location:	72-84 FOVEAUX STREET, SURRY HILLS NSW
Client:	INFINITY CONSTRUCTIONS PTY LTD
Plan No.	SBMG01859-36
Date:	4TH MARCH 2020
SCALE:	NOT TO SCALE

SBMG Pty Ltd
 ABN: 34 187 885 560
 www.sbmginfrastructure.com.au
 matt@sbmgplanning.com.au
 m: 0487 370 380






TRAFFIC CONTROL
 PEDESTRIAN CONTROL
 SOCIAL ENGINEERING
 URBAN PLANNING

DETOUR OVERVIEW PLAN WATERLOO STREET - ROAD CLOSURE

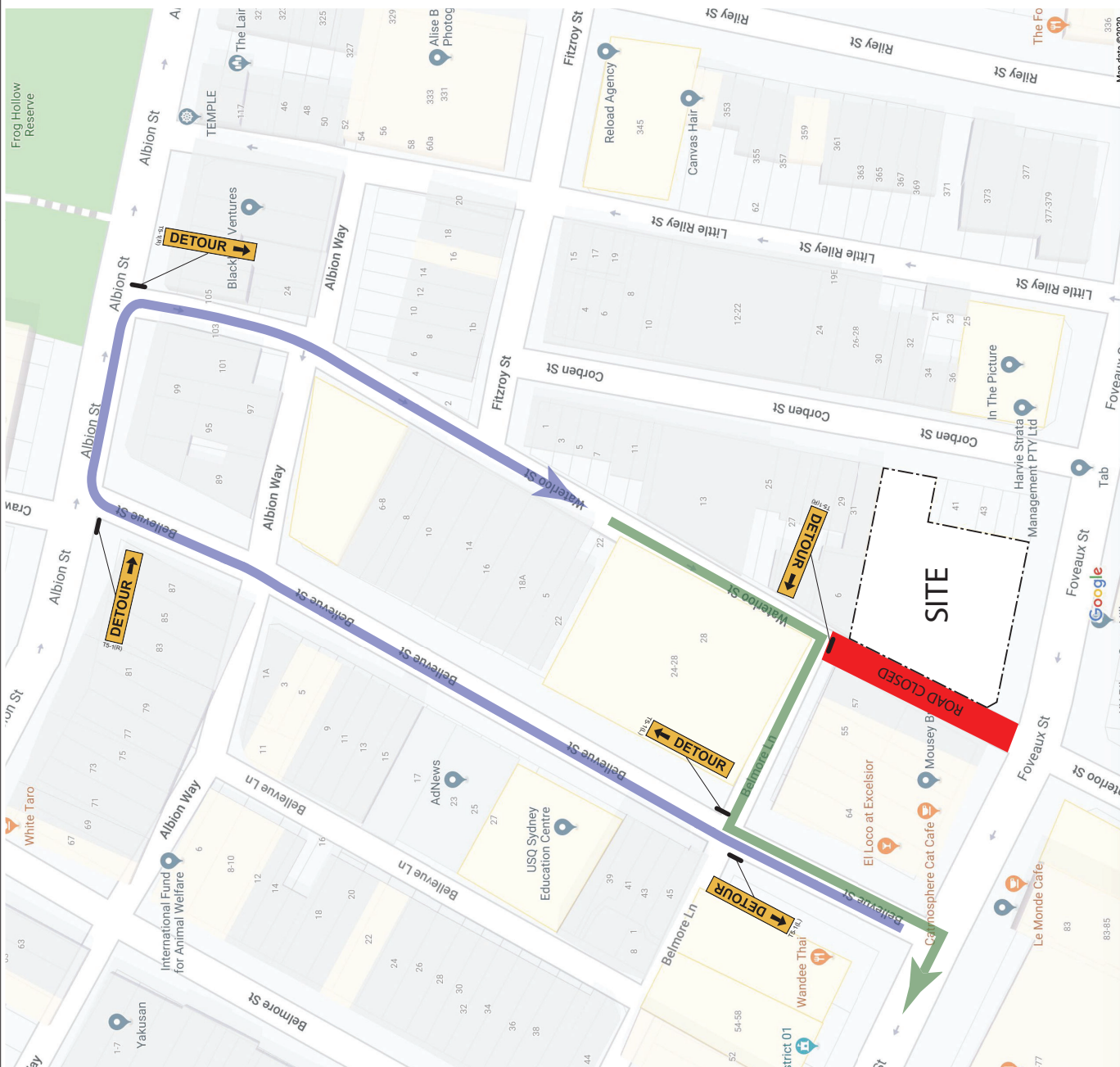
NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. DETOUR SIGNAGE INSTALLED IN CONJUNCTION WITH THE ROAD CLOSURE TRAFFIC CONTROL PLAN SBMG01859-36.

LEGEND:


-  SITE BOUNDARY
-  ROAD CLOSURE AREA
-  SOUTHBOUND DETOUR ROUTE - WATERLOO STREET
-  NORTHBOUND DETOUR ROUTE - BELMORE LANE
-  TRAFFIC CONTROLLER

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPE LENGTHS	
Approach Speed (km/h)	Max Spacing (m)	Speed (km/h)	Length (m)
<=50	4	<=45	15
51-70 / >70	18 / 24	46-65	15
51-70 / >70	12 / 18	66-75	N/A
51-70 / >70	18 / 24	76-85	N/A
51-70 / >70	24 / 30	86-95	N/A
51-70 / >70	24 / 30	96-105	N/A
51-70 / >70	24 / 30	> 105	N/A




DATE	DESCRIPTION
E	
D	
C	
B	
A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CERTIFICATE NO. 00571718986

SIGNED: 

Project/Event:	COMMERCIAL DEVELOPMENT
Location:	72-84 FOVEAUX STREET, SURRY HILLS NSW
Client:	INFINITY CONSTRUCTIONS PTY LTD
Plan No.	SBMG01859-37
Date:	4TH MARCH 2020

Scale:	NOT TO SCALE
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SBMG Pty Ltd ABN: 34 187 185 560 www.sbmginfrastructure.com.au matt@sbmginfrastructure.com.au m: 0487 370 380	
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Item 3.**Mobile Crane - Temporary Road Closure - Eveleigh Street, Redfern**

TRIM Container No.: 2020/083132

Recommendations

It is recommended that the Committee endorse the temporary road closure of Eveleigh Street, Redfern, between Lawson Street and Vine Street, from 5:30am to 7pm on Saturday 23 May and Sunday 24 May 2020, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 30 and 31 May 2020 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Traffic Marshal has applied for the temporary road closure of Eveleigh Street, Redfern, between Lawson Street and Vine Street, from 5:30am to 7pm on Saturday 23 May and Sunday 24 May 2020.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the erection of a tower crane at 83-123 Eveleigh Street, Redfern.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

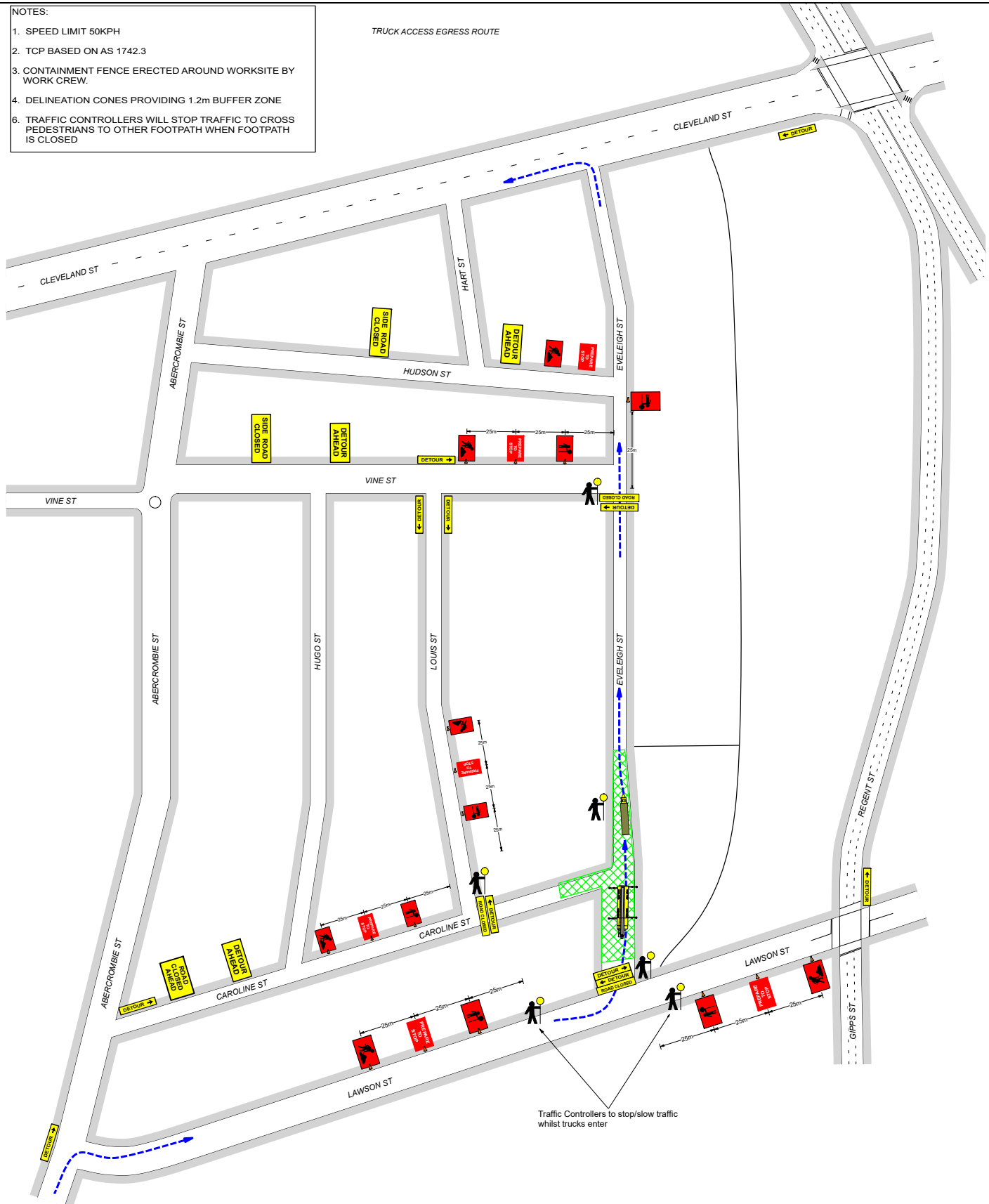
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

NOTES:

1. SPEED LIMIT 50KPH
2. TCP BASED ON AS 1742.3
3. CONTAINMENT FENCE ERECTED AROUND WORKSITE BY WORK CREW.
4. DELINEATION CONES PROVIDING 1.2m BUFFER ZONE
6. TRAFFIC CONTROLLERS WILL STOP TRAFFIC TO CROSS PEDESTRIANS TO OTHER FOOTPATH WHEN FOOTPATH IS CLOSED

TRUCK ACCESS EGRESS ROUTE



Traffic Controllers to stop/slow traffic whilst trucks enter

CONE SPACING		
PURPOSE/USAGE	APPROACH SPEED KPH	SPACING
ALL PURPOSES	≤50	4
CNTR LINE ON APPROACH TO A TRAFFIC CONTROLLER	All cases	4
SHOULDER OR PARKING LANE	51 - 70 > 70	18 24
SEPARATING OPPOSING TRAFFIC ON 2 LANE-2 WAY ROAD	51 - 70 > 70	12 18
SEPARATING OPPOSING TRAFFIC ON A MULTILANE UNDIVIDED ROAD	51 - 70 > 70	18 24
ADJACENT TO A CLOSED LANE ON A MULTILANE UNDIVIDED RD	51 - 70 > 70	9 12
MERGE TAPERS	51 - 70 > 70	12 18
WATER TAPERS	51 - 70 > 70	12 18

8

Date: 28/05/2019 **Author:** Martin French **Project:** RESOLUTION RIGGING/DEICORP

Comments:
 Drawn: Martin French
 Orange Ticket No-0023047686

EVELEIGH ST REDFERN DETOUR

DRAWING NOT TO SCALE
 IF THIS TCP IS IMPLEMENTED BY A TRAFFIC CONTROL COMPANY OTHER THAN TTM,
 TTM BEARS NO LIABILITY FOR THE SET UP, OPERATION OF THE TCP.

Item 4.**Mobile Crane - Temporary Road Closure - Wilson Lane, Darlington**

TRIM Container No.: 2020/133262

Recommendations

It is recommended that the Committee endorse the temporary road closure of Wilson Lane, Darlington between Golden Grove Street and Codrington Street from 7:30am to 3:30pm on 5 June 2020, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 9 June 2020 as a contingency date.
- (D) The Applicant must contact the Inner West PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Inner West PAC and South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Infinity Construction Group has applied for the temporary road closure of Wilson Lane, between Golden Grove Street and Codrington Street, Darlington from 7:30am to 3:30pm on Friday, 5 June 2020.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to remove building materials at 35-47 Wilson Lane, Darlington.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TfNSW).

Consultation

The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

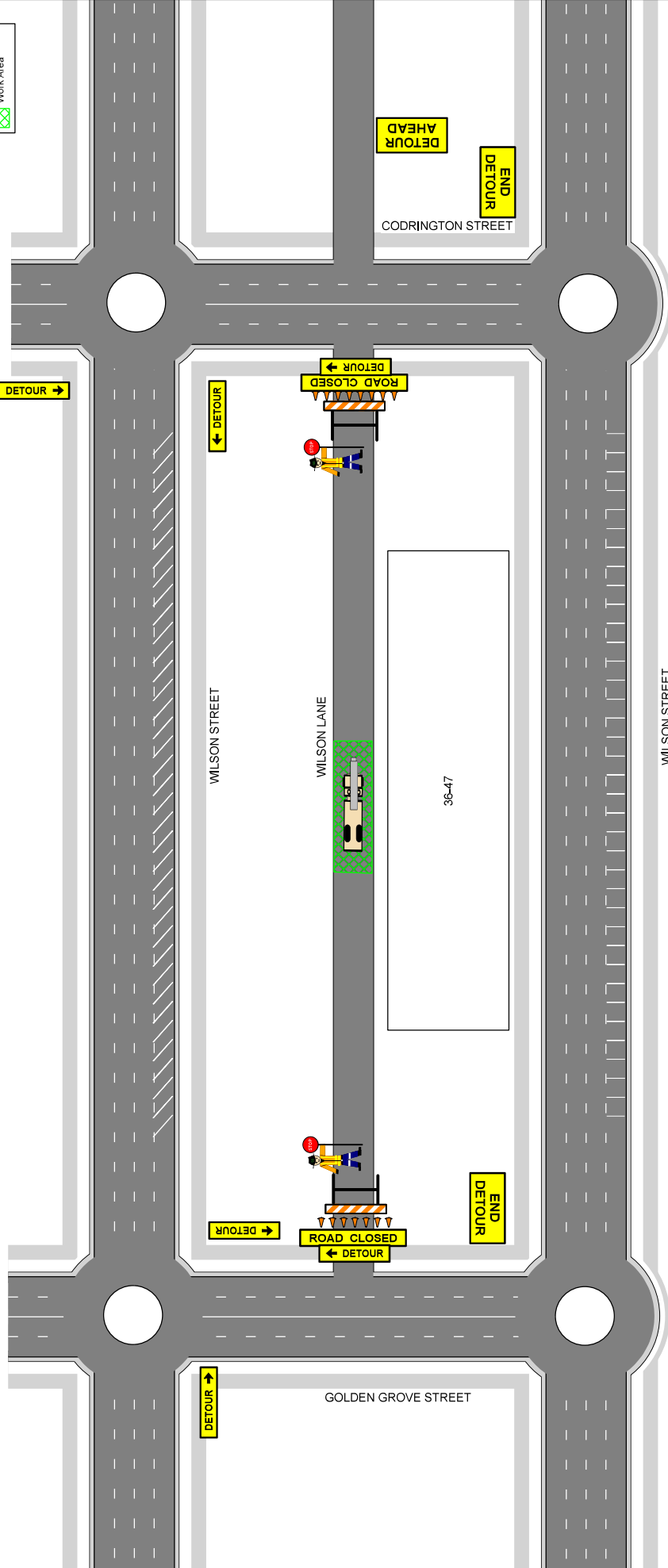
All costs associated with the proposed closure will be borne by the applicant.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Date: 18/3/2020 **Author:** Kyle Fieg **Project:** 35-47 Wilson Lane, Darlington NSW 2008
TCP Expiry: 18/3/2021 **PWZ TTP Licence:** 0046695043 **Expiry:** 20/10/2020
TCP ID: TC20318

Comments:
 Temporary road closure with detour for mobile crane to be setup in laneway.

Legend	
	Pedestrian Path
	Traffic Cones
	Traffic Controller
	City Crane
	Work Area



GREEN TRAFFIC

This document has been prepared solely as a guide only for traffic management purposes. The traffic planner (TTP) disclaims all responsibility & all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs, may incur as a result of the information being inaccurate or incomplete in any way, and for any reason. TTP does not accept any responsibility for compliance of this document if set up by others. Some distances not to code due to site constraints. The positions of the signs & equipment are only the suggested locations, as they may need to be revised onsite to improve visibility and/or effectiveness. Signed distances shall take precedence to signage locations. Any changes to the plan must be approved by the TTP. On the left, R10H-S302A (or similar) must be implemented to control traffic. R10H-S302A, implement & monitor operational traffic management plans as a minimum to implement this plan. Traffic controllers will assist local buses & emergency vehicles through the worksite where required. Traffic controllers to remain onsite at all times and ensure the pedestrian and the travelling public's safety at all times. If leaving the site for any reason, they must inform the site supervisor.

Pedestrians are to be physically separated from the worksite at all times with para-webbing or similar to ensure they do not walk into the work site, with pedestrians watch your step signage placed on all approaches to work site. Where pedestrians are to come off the kerb a non-slip surface ramp per AS1428 be provided by the client. Minimum mounting height for all short term signage should be 200mm.

Dm (Speed Limit)	Merge taper Length	Lateral taper Length	Buffer Length
45 or less	15	15	30
46 to 55	30	15	30
56 to 65	60	30	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater than 105	180	110	50

Based on AS 1742.3-2009

EXISTING POSTED SPEED LIMIT: 50	N
PLAN SCALE: A3	SHEET SIZE: A3

Prior to implementation of this traffic management plan, it is a requirement that all traffic control plans / traffic management plans conform to AS1742.3 2009 & Road Management Act 2004 & Code of Practice Traffic Management 2010.

This document is to be viewed in A3 colour.

Item 5.**Mobile Crane - Temporary Road Closure - Waterloo Street, Surry Hills**

TRIM Container No.: 2020/141614

Recommendations

It is recommended that the Committee endorse the temporary road closure of Waterloo Street, Surry Hills, between Foveaux Street and Belmore Lane, from 9pm to 5am on 16 May 2020, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 23 and 30 May and 6, 13, 20 and 27 June 2020 as contingency dates.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Infinity Constructions Group has applied for the temporary road closure of Waterloo Street, Surry Hills, between Foveaux Street and Belmore Lane, from 9pm to 5am on 16 May 2020.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used mobile crane to be used installation of Tower Crane at 72-84 Foveaux Street, Surry Hills.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Traffic Control Plan:

Date: 11/03/20 **Author:** Gemini Perera **Project:** 72-84 Foveaux Street, Surry Hills
Client: Active Crane Hire **Contact:** Barry Milne **Phone:** 0413 623 371

Comments:

This plan was designed by Gemini Perera of Jims Traffic Control-Hornsby in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook Version 4.0. The plan is designed for the safe closure of Waterloo Street between Faveaux Street and Belmore Lane and the closure of 3 lanes on Faveaux Street for the setup of a 130T mobile crane to establish the onsite tower crane at 72-84 Foveaux Street, Surry Hills. During work traffic will be detoured/merged around the work zone and pedestrians will be guided safely to the other footpath. Certified Traffic Controllers will be on site to implement and monitor this TCP. If you have any question please contact Dwayne Perera of Jims Traffic Control-Hornsby on 0400 350 182



Traffic Controller to assist pedestrians cross the road

Manifest

- 32 x Cone
- 19 x Bollard
- 12 x sign single
- 5 x Traffic Controller
- 4 x T1-18 PREPARE TO STOP
- 4 x T5-5 T5-5 single chevron
- 3 x T1-200-3 TRAFFIC CONTROLLER AHEAD
- 3 x T5-1 (R) DETOUR LEFT
- 2 x T1-224 WORKERS AHEAD NIGHT USE NSW
- 2 x T8-3 USE OTHER FOOTPATH
- 1 x Flashing Arrow
- 1 x T1-25 ROADWORK ON SIDE ROAD
- 1 x T1-6 DETOUR AHEAD
- 1 x T2-4 ROAD CLOSED
- 1 x T5-1 (L) DETOUR LEFT
- 1 x T8-2 (R) PEDESTRIANS RIGHT
- 1 x tray truck



Legend

- Bollard
- Cone
- Flashing Arrow
- Job Site
- Mobile Crane
- Pedestrian Access
- Traffic Controller
- Work Area

Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m

NSW Transport Roads & Maritime Services
 Prepare a Work Zone Traffic Management Plan
 Card No. 0052272902
 This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

GEMINI PERERA
 Expiry Date: 24/01/2023

www.invasion.com

PLAN NOT TO SCALE

Item 6.**Road Works - Temporary Road Closure Eveleigh Street, Redfern**

TRIM Container No.: 2020/083656

Recommendations

It is recommended that the Committee endorse the temporary road closure of Eveleigh Street, Redfern between Lawson Street and Vine Street from Monday 4 May 2020 to Friday 8 May 2020 from 7.30am to 5.30pm and Saturday 9 May 2020 from 7:30am to 3.30pm (Stage 7 and 8) and from Monday 11 May 2020 to Saturday 23 May 2020 (Stage 9) from 5pm to 3am, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 11 May to 30 May 2020 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Deicorp Pty Ltd has applied for the temporary road closure of Eveleigh Street, Redfern between Lawson Street and Vine Street from Monday 4 May 2020 to Friday 8 May 2020 from 7.30am to 5.30pm and Saturday 9 May 2020 from 7:30am to 3.30pm (Stage 7 and 8) and from Monday 11 May 2020 to Saturday 23 May 2020 (Stage 9) from 5pm to 3am.

Comments

The proposed temporary road closure is required to enable for stormwater diversion works along the frontage of 77-123 Eveleigh Street, Redfern.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

PARKING PREVENTION ROAD CLOSURE - STORMWATER WORKS STAGES 7 & 8 - PHASE 1



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED.
4. TRAFFIC LANES MAINTAINED AS PER NORMAL CONDITIONS.
5. PARKING SPACES REMOVED 24 HOURS BEFORE CLOSURE AND BETWEEN SHIFTS TO ENSURE WORKS CAN PROCEED EACH DAY.
6. PARKING PREVENTION IMPLEMENTED AS PART OF THE ROAD CLOSURE TRAFFIC MANAGEMENT PLAN SBMG01789-100.

LEGEND:

- TRAFFIC FLOW
- PARKING REMOVED
- DELINEATION (i.e. TRAFFIC CONES)
- PEDESTRIAN ROUTE

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPE LENGTHS	
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach Speed (km/h)
All purposes on residential or commercial streets	<=50	4	Approach
Center-line on approach to Traffic Controller position	51-70 / 70	4	Lateral shift at start
Outer edge of traffic lane - i.e. working on shoulder	51-70 / 70	18 / 24	Lateral shift
Separating opposing traffic on 2 lane 2 way road	51-70 / 70	12 / 18	0
Separating opposing traffic on a multilane undivided road	51-70 / 70	12 / 18	15
adjacent to a closed lane on a multilane road	51-70 / 70	18 / 24	30
Merge tapers	51-70 / 70	9 / 12	60
Lateral shift tapers	51-70 / 70	12 / 18	70
Protecting freshly painted lines	51-70 / 70	24 / 60	115
FIGURES EXTRACTED FROM RMS TOWNSMANUAL 4.0 / TABLES 5.1 & 5.2. REFER TO MANUAL FOR FURTHER INFO	51-70 / 70	24 / 60	130
			145
			160
			> 105
			180

DATE	DESCRIPTION
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D	
C	
B	
A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
 RMS PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CERTIFICATE NO. 0057176886

SIGNED:

Project/Event:	THE PEMULWUY PRECINCT
Location:	EVELEIGH STREET, REDFERN NSW
Client:	DEICORP CONSTRUCTIONS PTY LTD
Plan No.	SBMG01789-101
Date:	19TH FEBRUARY 2020

SCALE: NOT TO SCALE

SBMG PLANNING
 A BUILT FOR CONSTRUCTION COMPANY
 www.sbmpplanning.com.au
 matt@sbmpplanning.com.au
 m: 0487 370 380

TRAFFIC CONTROL PLAN

ROAD CLOSURE - STORMWATER WORKS

STAGES 7 & 8 - PHASE 1



- NOTES:**
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
 - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
 - PEDESTRIAN ACCESS TO SURROUNDING PROPERTIES TO BE MAINTAINED AT ALL TIMES.
 - TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS AROUND CLOSURE AS REQUIRED.
 - ROAD TO BE REOPENED EACH NIGHT WITH STEEL PLATES INSTALLED OVER ANY EXCAVATION AREA TO RESTORE EXISTING ACCESS.
 - TRAFFIC CONTROL SIGNAGE AND DEVICES TO BE COVERED OR REMOVED WHEN NOT IN USE.

DATE	DESCRIPTION
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A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
 RMS PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CERTIFICATE NO. 0057178896

SIGNED:

Project/Event:	THE PEMULWUY PRECINCT
Location:	EVELEIGH STREET, REDFERN NSW
Client:	DEICORP
Plan No.	SBMG07789-102
Date:	19TH FEBRUARY 2020

SCALE: NOT TO SCALE

SBMG PLANNING

SBMG Pty Ltd
 ABN: 34 167 865 560
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 matt@sbmginforming.com.au
 m: 0467 370 380

TRAFFIC CONTROL
 CONSTRUCTION
 SOCIAL ENGINEERING
 URBAN DESIGN

DETOUR OVERVIEW PLAN

ROAD CLOSURE - STORMWATER WORKS

STAGES 7 & 8 - PHASE 1



NOTES:

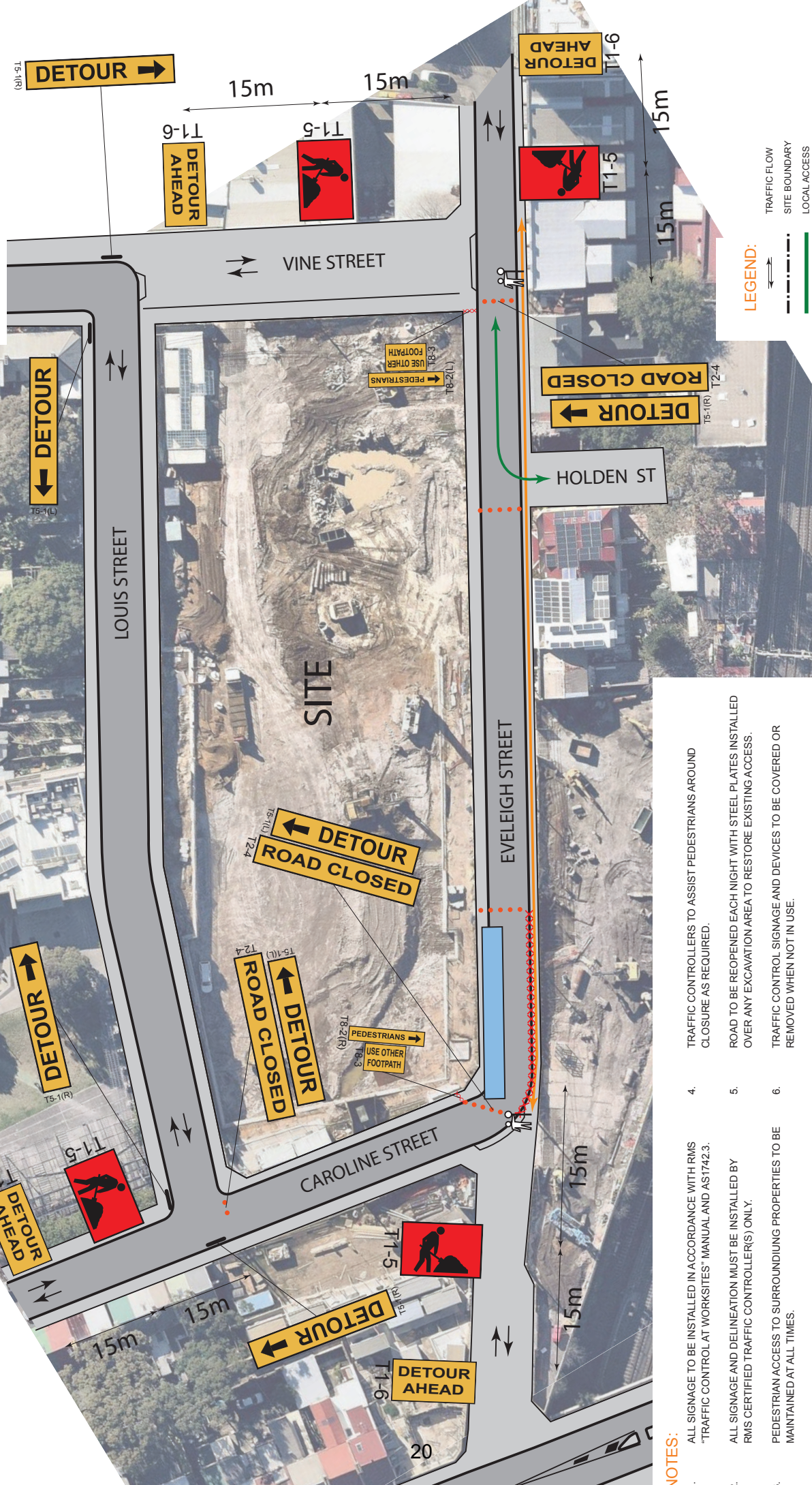
1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. DETOUR PLAN TO BE INSTALLED IN CONJUNCTION WITH THE TRAFFIC CONTROL PLAN SBMG01789-102.
4. DETOUR SIGNAGE COVERED / REMOVED WHEN NOT IN USE.

<p>SBMG Pty Ltd ABN: 34 167 865 560 www.sbmginforming.com.au matt@sbmginforming.com.au m: 0467 370 380</p>		<p>THE PEMULWUY PRECINCT Location: EVELEIGH STREET, REDFERN NSW Client: DEICORP Plan No. SBMG01789-103 Date: 19TH FEBRUARY 2020</p>		<p>PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0057178986</p>	
<p>Project/Event: THE PEMULWUY PRECINCT</p>		<p>Location: EVELEIGH STREET, REDFERN NSW</p>		<p>Client: DEICORP</p>	
<p>Plan No. SBMG01789-103</p>		<p>Date: 19TH FEBRUARY 2020</p>		<p>SIGNED: </p>	
<p>SCALE: NOT TO SCALE</p>		<p>Project/Event: THE PEMULWUY PRECINCT</p>		<p>Location: EVELEIGH STREET, REDFERN NSW</p>	
<p>Client: DEICORP</p>		<p>Plan No. SBMG01789-103</p>		<p>Date: 19TH FEBRUARY 2020</p>	
<p>SIGNED: </p>		<p>PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0057178986</p>		<p>DATE</p>	
<p>19/02/20</p>		<p>A</p>		<p>INITIAL SUBMISSION</p>	
<p>DESCRIPTION</p>		<p>E</p>		<p>D</p>	
<p>C</p>		<p>B</p>		<p>A</p>	

TRAFFIC CONTROL PLAN

ROAD CLOSURE - STORMWATER WORKS

STAGES 7 & 8 - PHASE 2



- NOTES:**
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
 - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
 - PEDESTRIAN ACCESS TO SURROUNDING PROPERTIES TO BE MAINTAINED AT ALL TIMES.
 - TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS AROUND CLOSURE AS REQUIRED.
 - ROAD TO BE REOPENED EACH NIGHT WITH STEEL PLATES INSTALLED OVER ANY EXCAVATION AREA TO RESTORE EXISTING ACCESS.
 - TRAFFIC CONTROL SIGNAGE AND DEVICES TO BE COVERED OR REMOVED WHEN NOT IN USE.

DATE	DESCRIPTION
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A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
 RMS PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CERTIFICATE NO. 0057178886

SIGNED:

Project/Event:	THE PEMULWUY PRECINCT
Location:	EVELEIGH STREET, REDFERN NSW
Client:	DEICORP
Plan No.	SBMG07789-104
Date:	19TH FEBRUARY 2020

SCALE: NOT TO SCALE

SBMG PLANNING

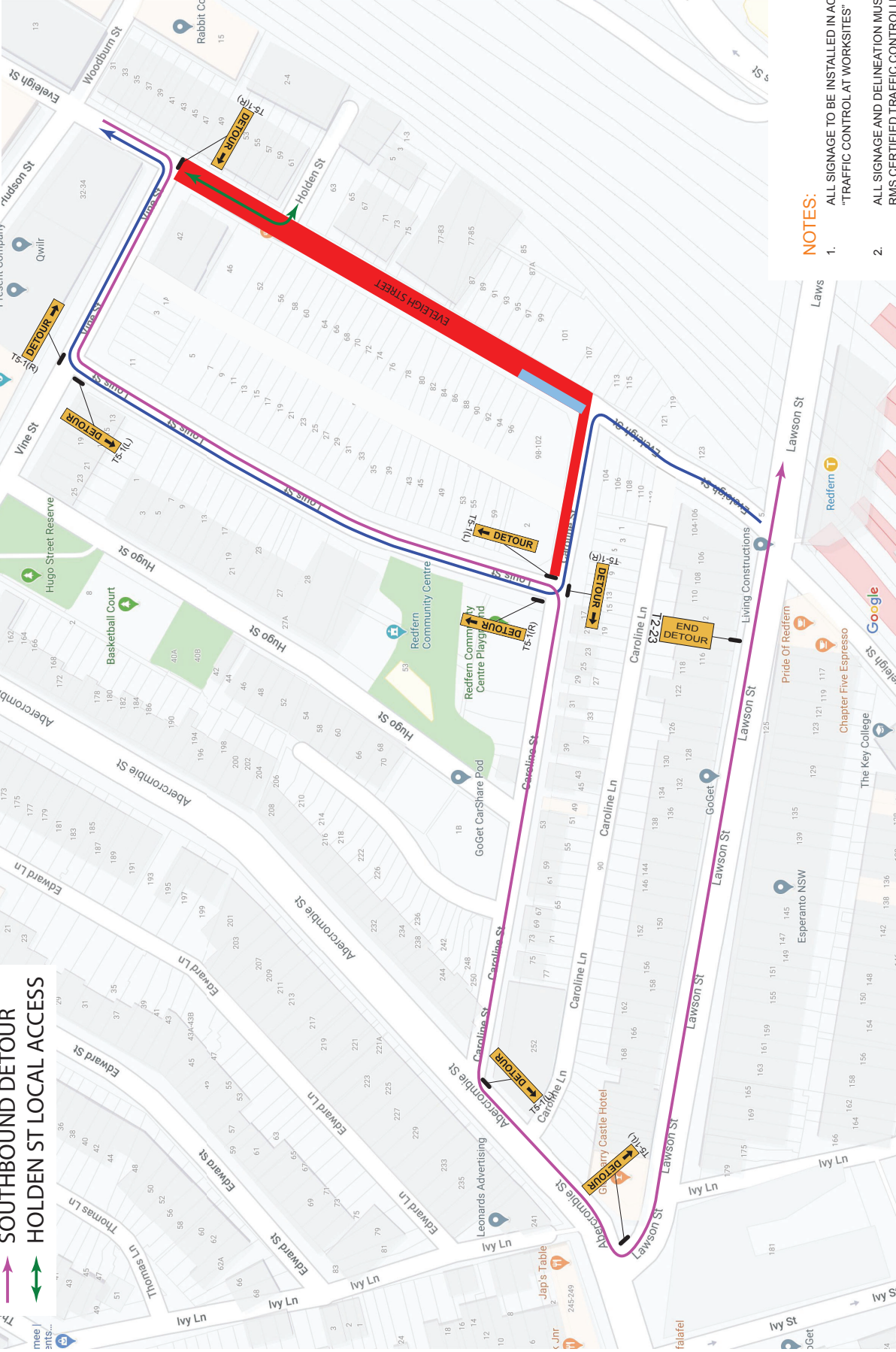
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 matt@sbmginforming.com.au
 m: 0467 370 380

TRAFFIC CONTROL
 WORKZONES
 CONSTRUCTION

PROJECT CONTROL
 LOCAL ACCESS
 WORK AREA
 DELINEATION (i.e. TRAFFIC CONES)
 PEDESTRIAN BARRIER
 PEDESTRIAN ROUTE
 TRAFFIC CONTROLLER

DETOUR OVERVIEW PLAN

ROAD CLOSURE - STORMWATER WORKS STAGES 7 & 8 - PHASE 2



NOTES:

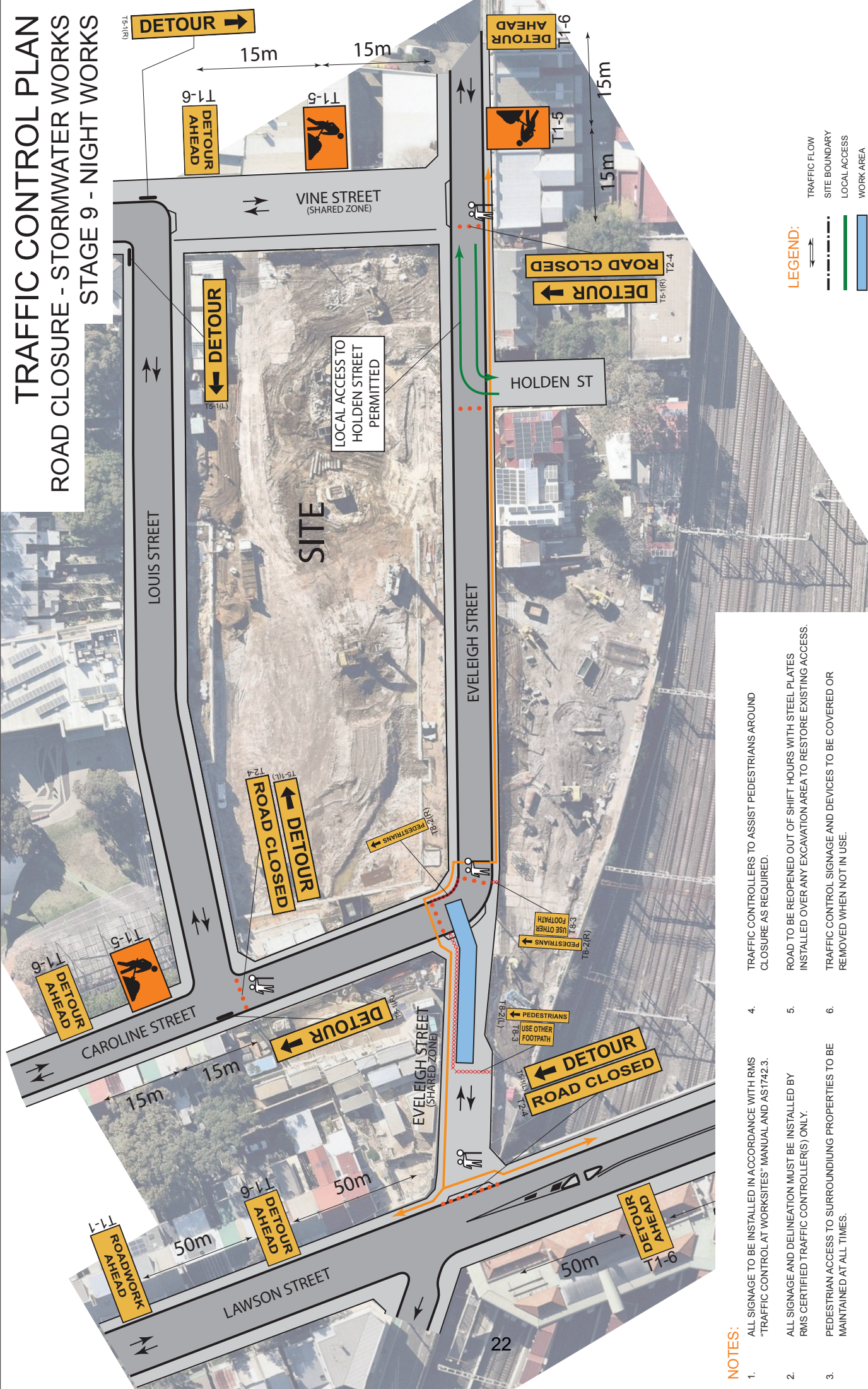
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
- ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
- DETOUR PLAN TO BE INSTALLED IN CONJUNCTION WITH THE TRAFFIC CONTROL PLAN SBMG01789-104.
- DETOUR SIGNAGE COVERED / REMOVED WHEN NOT IN USE.

SBMG PLANNING CIVIL ENGINEERING TRAFFIC CONTROL CONSTRUCTION SIGNAGE SURVEYING		SBMG Pty Ltd ABN: 34 167 665 560 www.sbgplanning.com.au matt@sbgplanning.com.au m: 0467 370 380	Project/Event: THE PEMULWUY PRECINCT Location: EVELEIGH STREET, REDFERN NSW Client: DEICORP Plan No. SBMG01789-105 Date: 19TH FEBRUARY 2020	PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0057178986 SIGNED:	SCALE: NOT TO SCALE
DATE	DESCRIPTION				
E					
D					
C					
B					
A	INITIAL SUBMISSION				

TRAFFIC CONTROL PLAN

ROAD CLOSURE - STORMWATER WORKS

STAGE 9 - NIGHT WORKS



NOTES:

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- TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS AROUND CLOSURE AS REQUIRED.
- ROAD TO BE REOPENED OUT OF SHIFT HOURS WITH STEEL PLATES INSTALLED OVER ANY EXCAVATION AREA TO RESTORE EXISTING ACCESS.
- TRAFFIC CONTROL SIGNAGE AND DEVICES TO BE COVERED OR REMOVED WHEN NOT IN USE.

DATE	DESCRIPTION
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A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
 RMS PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CERTIFICATE NO. 0057176886

SIGNED:

Project/Event:	THE PEMULWUY PRECINCT
Location:	EVELEIGH STREET, REDFERN NSW
Client:	DEICORP
Plan No.	SBMG07789-106
Date:	19TH FEBRUARY 2020

SBMG Pty Ltd
 ABN: 34 167 665 560
 www.sbmginforming.com.au
 matt@sbmginforming.com.au
 m: 0467 370 380

TRAFFIC CONTROL
 WORKZONES
 SIGNAGE
 PLANNING

SCALE: NOT TO SCALE

DETOUR OVERVIEW PLAN

ROAD CLOSURE - STORMWATER WORKS

STAGE 9 - NIGHT WORKS

- █ WORK AREA
- █ LIMIT OF ROAD CLOSURE
- ← NORTHBOUND DETOUR
- SOUTHBOUND DETOUR
- ↔ HOLDEN ST LOCAL ACCESS



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. DETOUR PLAN TO BE INSTALLED IN CONJUNCTION WITH THE TRAFFIC CONTROL PLAN SBMG01789-106.
4. DETOUR SIGNAGE COVERED / REMOVED WHEN NOT IN USE.

<p>SBMG Pty Ltd ABN: 34 187 165 550 www.sbmginforming.com.au matt@sbmginforming.com.au m: 0487 370 380</p>		<p>THE PEMULWUY PRECINCT Location: EVELEIGH STREET, REDFERN NSW Client: DEICORP Plan No. SBMG01789-107 Date: 19TH FEBRUARY 2020</p>		<p>PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0057178986</p>	
<p>SCALE: NOT TO SCALE</p>		<p>SIGNED: </p>		<p>DATE</p>	
<p>DESCRIPTION</p>		<p>DATE</p>		<p>DESCRIPTION</p>	
<p>A INITIAL SUBMISSION</p>		<p>19/02/20</p>		<p>A INITIAL SUBMISSION</p>	



Item 7.**Works Zone - Argyle Place, Millers Point****TRIM Container No.:** 2020/082944**Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Argyle Place, between the points 40.8 metres and 50.8 metres west of Lower Fort Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "2P Ticket 5.30am-10pm Mon-Fri 3.30pm-10pm Sat 8am-10pm Sun and Public Holidays Permit Holders Excepted Area 16", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A J Bristow & Sons has requested a 10 metre long Works Zone in Argyle Place, Millers Point.

The Works Zone is to facilitate construction works at 52 Argyle Place, Millers Point.

Comments

The kerb space on the northern side of Argyle Place, Millers Point west of Lower Fort Street is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions.

Consultation

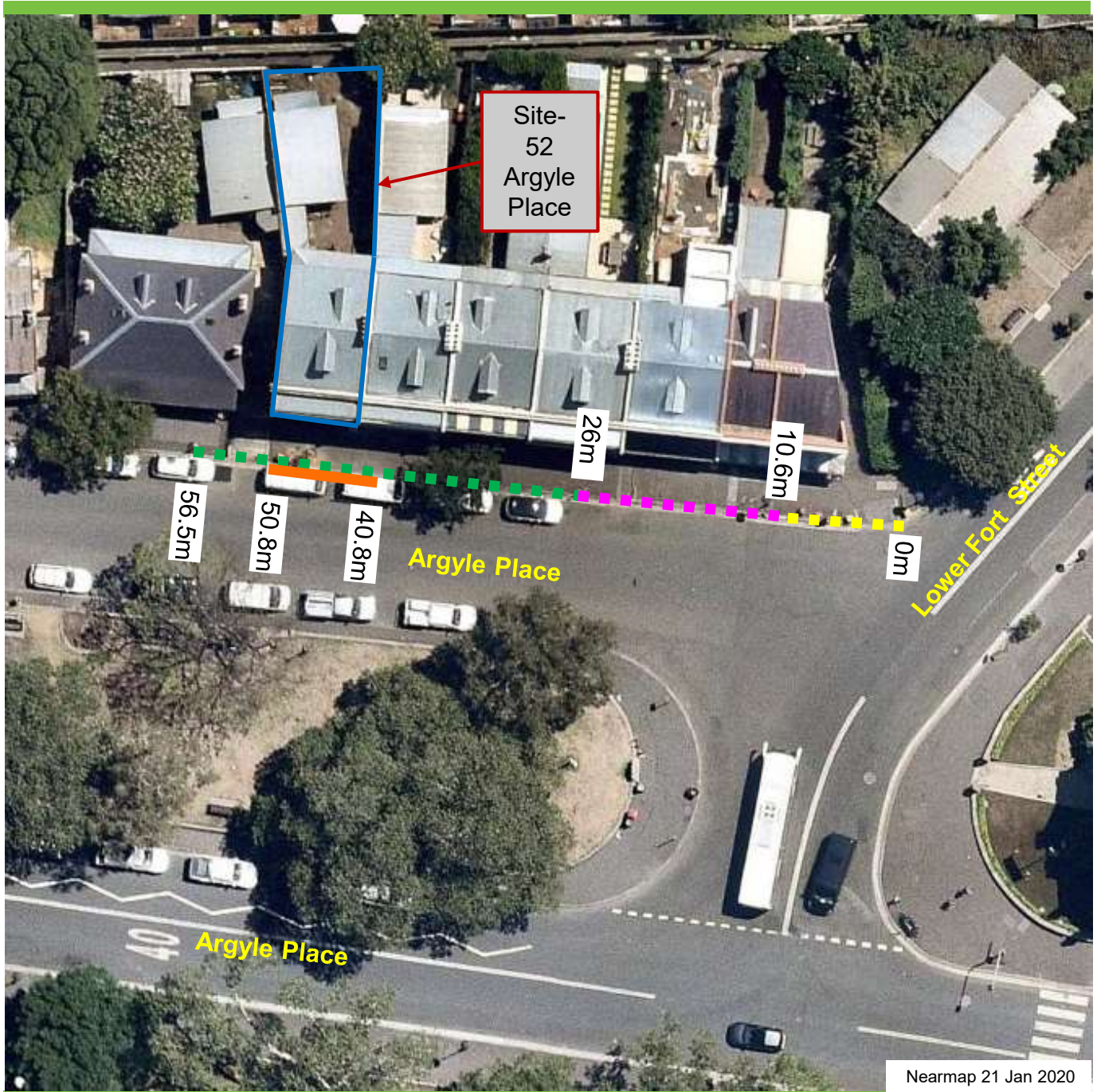
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER

Argyle Place, Millers Point Proposed Works Zone



Nearmap 21 Jan 2020

Existing

- ■ ■ No Stopping
- ■ ■ 2P Ticket 8am-10pm Permit Holders Excepted Area 16
- ■ ■ Bus Zone

Proposed

- Works Zone
7.30am-5.30pm Mon-Fri
7.30am-3.30pm Sat
- ■ ■ 2P Ticket 5.30pm-10pm Mon-Fri 3.30pm-10pm Sat
8am-10pm Sun and Public Holidays Permit Holders Excepted Area 16



Item 8.**Works Zone - Foveaux Street, Surry Hills**

TRIM Container No.: 2020/086753

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Foveaux Street, Surry Hills, between the points 4.5 metres and 21.5 metres west of Little Riley Street, as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “4P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Yannec Construction Pty Ltd has requested a 17 metre long Works Zone in Foveaux Street, Surry Hills.

The Works Zone is to facilitate construction works at 117-119 Foveaux Street, Surry Hills.

Comments

The kerb space on the southern side of Foveaux Street, Surry Hills between Little Riley and Waterloo Streets, where the works zone is proposed, is currently signposted as "2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays"

The Works Zone is intended to operate from 7.30am to 5.30pm, Monday to Friday and 7.30am to 3.30pm on Saturday in accordance with the Development Consent Conditions.

Outside of these hours, on-street parking where the Works Zone is proposed, will revert to 4P Ticket 5.30pm to 10pm Monday to Friday, 3.30pm to 10pm on Saturday and 8am to 10pm on Sunday and Public Holidays.

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

The proposed Works Zone will encroach on the adjacent property as the property has only 8.5 metres frontage. The existing "No Stopping" restriction on Foveaux Street on the departure side from Little Riley Street is short in length. However as the streets have one-way traffic flows, parking near this intersection does not cause a visibility issue and a site inspection confirms that it would not be a safety concern to retain this length of 'No Stopping' - extending this zone would also conflict with a large tree in the kerb space.

Consultation

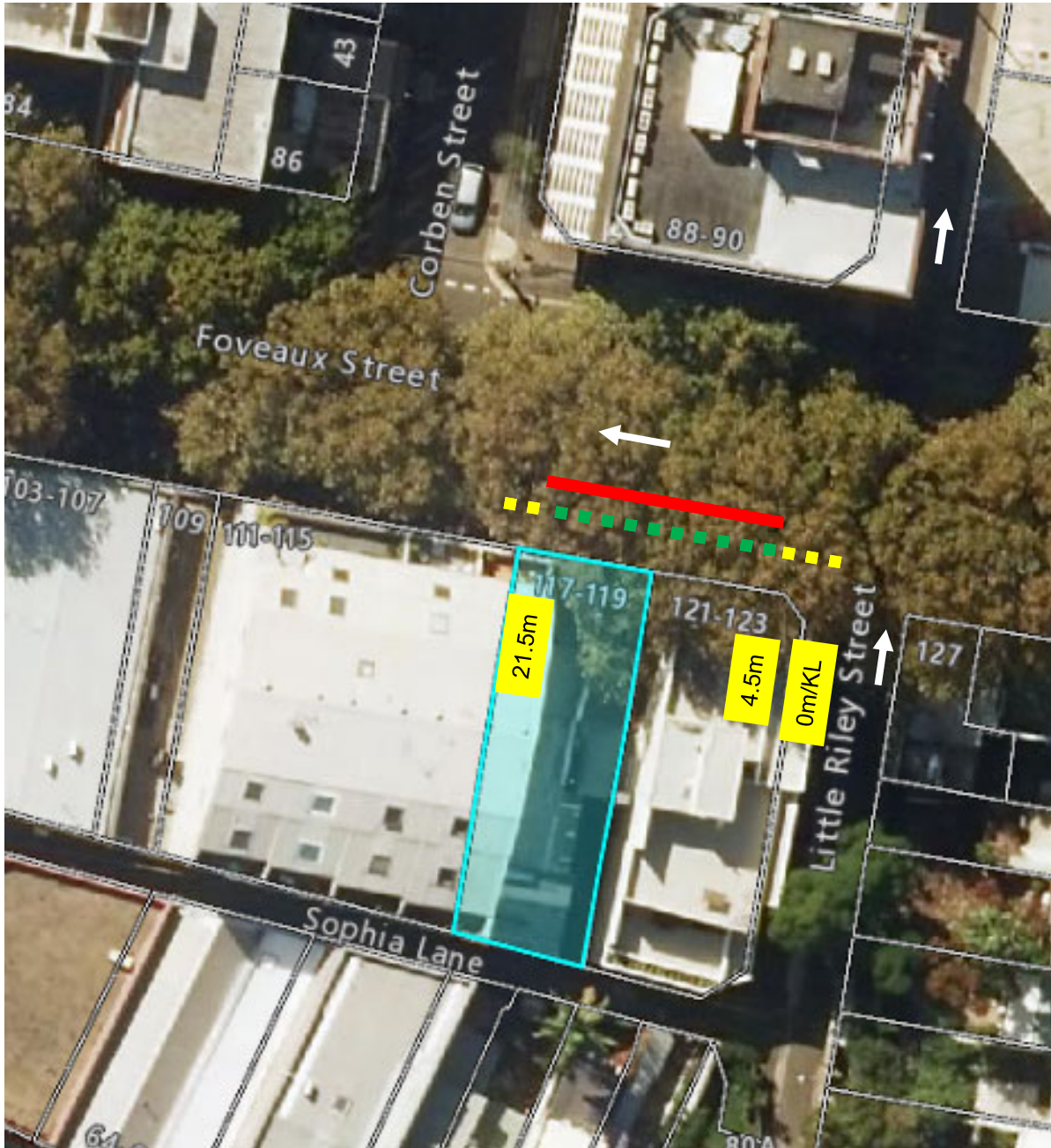
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.

MICHAEL RIMAC, A/SENIOR TRAFFIC ENGINEER

Foveaux Street, Surry Hills Proposed parking changes



Existing

- ■ ■ "2P Ticket 8am-6pm Mon-Fri"
"4P Ticket 6pm-10pm, 8am-10pm
Sat-Sun & Public Holidays"
- ■ ■ "No Stopping"

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri,
7.30am-3.30pm Sat" and
"4P Ticket 5.30-10pm Mon-Fri, 3.30-10pm Sat,
8am-10pm Sun & Public Holidays"

Item 9.**Parking - No Parking - Queens Lane, Beaconsfield**

TRIM Container No.: 2020/137018

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Queens Lane, Beaconsfield between the points 23 metres and 36.5 metres (three car spaces) east of William Street as "No Parking".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The developer of 45 Beaconsfield Street, Beaconsfield has requested consideration of "No Parking" at the rear of the property in Queens Lane to ensure vehicle access to their garages.

Comments

The City has approved the redevelopment of 45 Beaconsfield Street, Beaconsfield, which includes a number of new driveways at the rear in Queens Lane.

The kerb space on the northern side of Queens Lane, Beaconsfield between William Street and Collins Lane, where the changes are proposed, is currently signposted as "2P 8am-8pm".

Queens Lane is approximately 4.4 metres wide and mainly provides rear-lane access to properties fronting William and Beaconsfield Streets including the new houses at 45 Beaconsfield Street.

The NSW Road Rules 2014 prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Queens Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Road Act 1993 gives adjoining land owners a right of vehicles access to the public road.

It is therefore proposed to change the "2P 8am-8pm" to "No Parking" on the northern side of Queens Lane opposite the development to provide access for vehicles entering and exiting the garages on the southern side of the lane.

Consultation

The Applicant must notify adjacent properties at least seven days prior to the implementation of the changes.

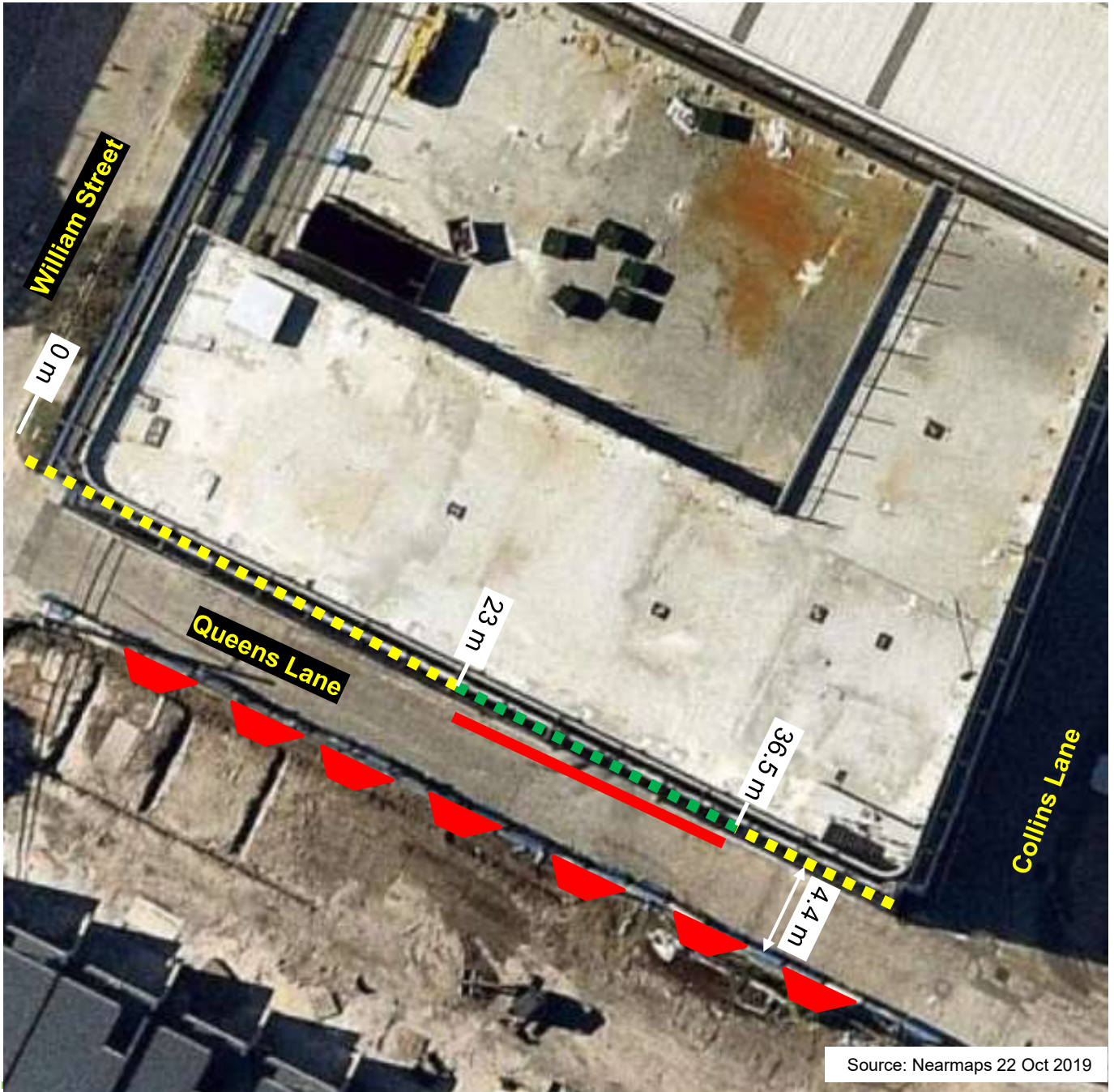
Financial

All costs associated with the proposal will be borne by the Applicant




TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal


Queens Lane, Beaconsfield Proposed parking changes



Existing

-  "No Stopping"
-  "2P 8am-8pm"
-  Driveway

Proposed

-  "No Parking"

Item 10.**Parking - No Parking - Park Lane, Newtown**

TRIM Container No.: 2020/051770

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Park Lane, Newtown between the points 10 metres and 20 metres (two car spaces) east of Brocks Lane as "No Parking".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Inner West PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident of Wilson Street, Newtown has requested consideration of "No Parking" in Park Lane at the rear of the property to allow access to an off-street garage.

Comments

The kerb space on the northern side of Park Lane, Newtown between Brocks and Georgina Streets, where the changes are proposed, is currently unrestricted for parking.

Park Lane is approximately 5.4 metres wide and provides rear-lane property access to houses fronting Wilson Street.

The NSW Road Rules 2014 prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Park Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road.

On-site inspection shows there is a need to provide a "No Parking" restriction to maintain rear-lane property access.

Consultation

The City consulted local residents and businesses in the area. There were 106 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

MICHAEL RIMAC, A/SENIOR TRAFFIC ENGINEER


Park Lane, Newtown Proposed parking changes



Existing

-  "No Stopping"
-  "No Parking"
-  "Unrestricted Parking"

Proposed

-  "No Parking"

Item 11.**Parking - No Parking - Hennings Lane, Newtown**

TRIM Container No.: 2020/039254

Recommendations

It is recommended that the Committee endorse the allocation of parking on the southern side of Hennings Lane, Newtown between the points 13 metres and 25 metres (two car spaces) west of Watkin Street as "No Parking".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Inner West PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident of Wilson Street has requested consideration of "No Parking" in Hennings Lane at the rear of their property to allow access to an off-street garage.

Comments

The kerb space on the southern side of Hennings Lane, Newtown between Watkin Street and the dead end, where the changes are proposed, is currently unrestricted for parking.

Hennings Lane is approximately 5.5 metres wide and provides rear-lane property access to houses fronting Wilson, Watkin and Brown Streets.

The NSW Road Rules 2014 prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Hennings Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road.

On-site inspection shows there is a need to provide a "No Parking" restriction to maintain rear-lane property access.

Consultation

The City consulted local residents and businesses in the area. There were 112 letters sent out with no responses supporting or opposing the proposal.

Financial



Funds are available in the current budget.

MICHAEL RIMAC, A/SENIOR TRAFFIC ENGINEER


Hennings Lane, Newtown Proposed parking changes



Existing

-  "No Stopping"
-  "Unrestricted Parking"

Proposed

-  "No Parking"

Item 12.**Parking - Loading Zone - Central Park Avenue, Chippendale**

TRIM Container No.: 2020/148666

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Central Park Avenue, Chippendale between the points 27 metres and 40 metres (three car spaces) north of Irving Street as "Loading Zone 8am-6pm Mon-Fri", "4P 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Development Consent for 5 Central Park Avenue, Chippendale requires the Applicant to submit a signage plan for kerbside parking arrangements for the site's frontage along Central Park Avenue to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee.

Comments

The redevelopment at 5 Central Park Avenue, Chippendale - the Brewery Yard Building is a State Significant Development, located in the former Carlton United Brewery site

The kerb space on the western side of Central Park Avenue, Chippendale north of Irving Street, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri, 4P 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays".

As the redevelopment site is heritage listed, the provision of an on-site loading zone for deliveries is not possible. Therefore, it is proposed to install a "Loading Zone 8am-6pm Mon-Fri", "4P 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays" opposite the redevelopment site in Central Park Avenue. The parking outside the Loading Zone hours will be retained for the visitors to the area.

Consultation

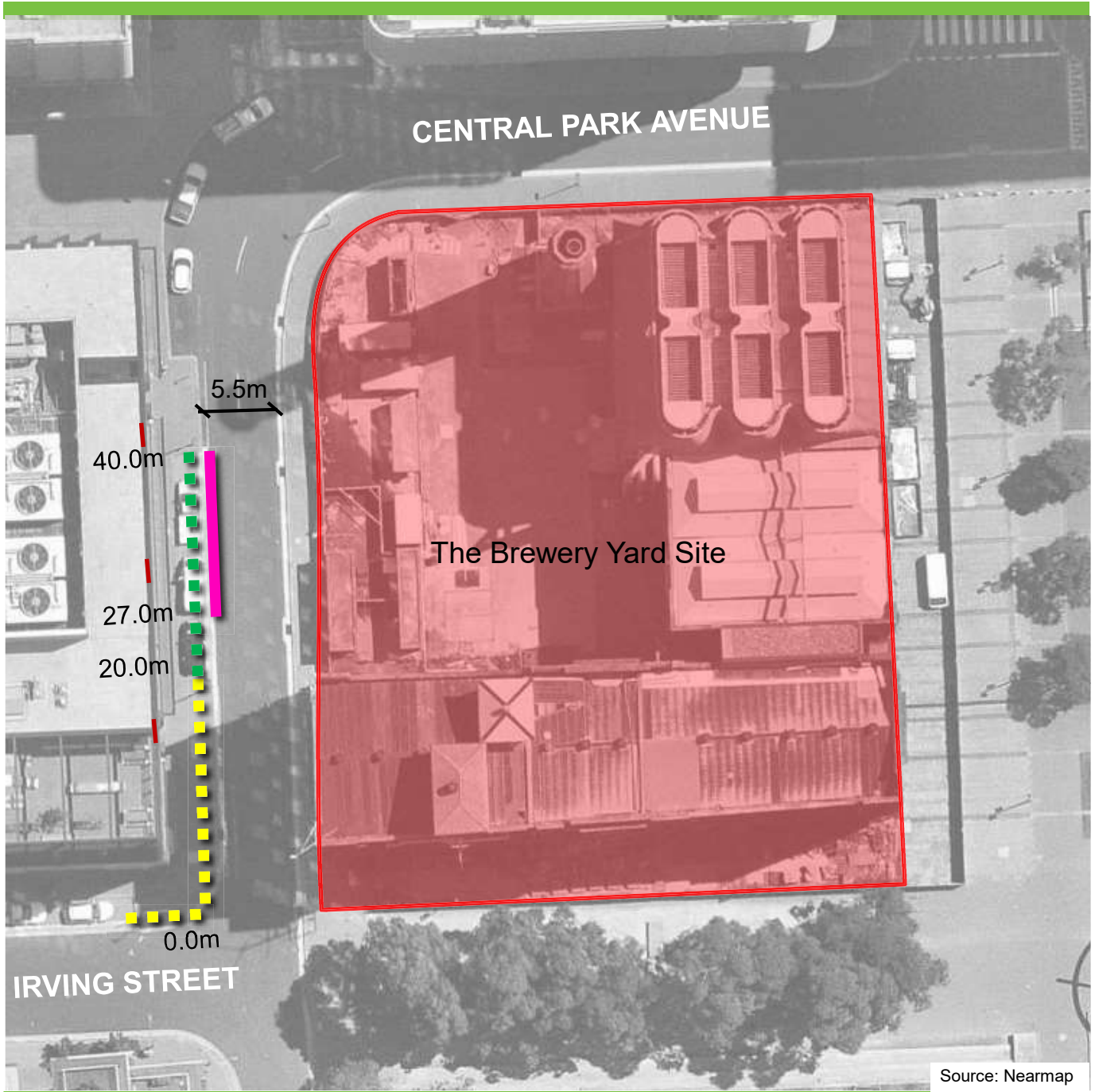
The Applicant must notify adjacent properties at least 14 days prior to the implementation of the changes.

Financial



All cost associated with the parking changes will be borne by the applicant

HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER

Central Park Avenue, Chippendale Proposed Parking Changes



Existing

-  "No Stopping"
-  "2P 8am-6pm Mon-Fri
4P 6pm-10pm Mon-Fri
4P 8am-10pm Sat, Sun & Public Holidays"
-  Doorway

Proposed

-  "Loading Zone 8am-6pm Mon-Fri
4P 6pm-10pm Mon-Fri
4P 8am-10pm Sat, Sun & Public Holidays"

Item 13.**Parking - Loading Zone - Liverpool Street, Sydney**

TRIM Container No.: 2020/076144

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Liverpool Street, Sydney, between the points 10 metres and 26 metres (three car spaces) west of George Street as "Loading Zone".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Sir John Young Hotel (557 George Street, Sydney) has requested consideration to improve parking for loading and unloading at all times in Liverpool Street, Sydney, outside the hotel.

Comments

The kerb space outside the Sir John Young Hotel, on the southern side of Liverpool Street, is currently signposted as "Loading Zone 6am-6pm Mon-Fri 6am-10am Sat" and "No Parking All Other Times".

To improve parking for loading and unloading at all times, it is proposed to reallocate parking as "Loading Zone".

Drivers that are not in a vehicle principally constructed to carry goods can still stop in a "Loading Zone" to drop-off or pick-up passengers.

Consultation

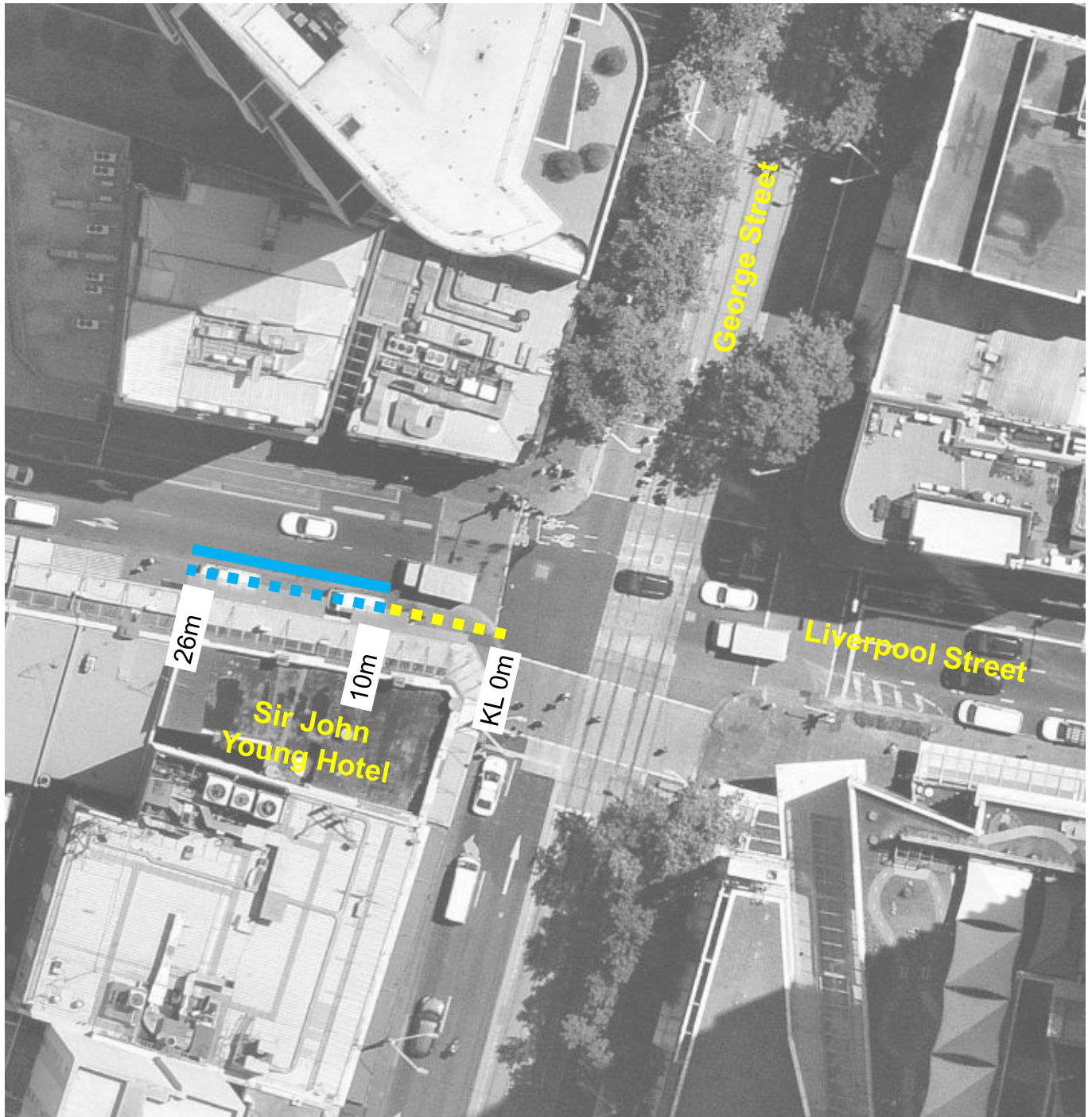
The City consulted local residents and businesses in the area. There were 111 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial



Funds are available in the current budget.

CLEMENT LIM, SENIOR TRAFFIC ENGINEER


Liverpool Street, Sydney Proposed parking change



Existing

-  "No Stopping"
-  "Loading Zone 6am-6pm Mon-Fri
6am-10am Sat" and "No Parking
All Other Times"

Proposed

-  "Loading Zone"

Item 14.**Parking - No Stopping and Ticket Parking - Francis and Hargrave Streets, Darlinghurst**

TRIM Container No.: 2020/033586

Recommendations

It is recommended that the Committee endorse the following reallocation of parking in Darlinghurst:

- (A) On the southern side of Francis Street, between the points 0 metres and 5.2 metres, east of Hargrave Street as "No Stopping";
- (B) On the southern side of Francis Street, between the points 5.2 metres and 8 metres, east of Hargrave Street as "2P 8am-10pm Permit Holders Excepted Area 21";
- (C) On the eastern side of Hargrave Street, between the points 9 metres and 21 metres, south of Francis Street as "No Stopping";
- (D) On the western side of Hargrave Street, between the points 0 metres and 10 metres, south of Francis Street as "No Stopping"; and
- (E) On the western side of Hargrave Street, between the points 10 metres and 21 metres, south of Francis Street as "2P 8am-10pm Permit Holders Excepted Area 21".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident of Francis Street, Darlinghurst, has requested consideration to deter illegal parking in Francis and Hargrave Streets.

Comments

Francis and Hargrave Streets are local streets - Francis Street is one-way eastbound and Hargrave Street is one-way southbound.

The kerb space on the southern side of Francis Street, east of Hargrave Street, is signposted as "No Stopping" and "2P Ticket 8am-10pm Permit Holders Excepted Area 21".

South of Francis Street, the kerb space on the eastern side of Hargrave Street is signposted as "No Stopping" and "2P Ticket 8am-10pm Permit Holders Excepted Area 21", and the kerb space on the western side of Hargrave Street is signposted as "No Stopping" and "No Parking".

In order to deter drivers from stopping illegally in the "No Stopping" zone on the southern side of Francis Street and eastern side of Hargrave Street, it is proposed to reduce the statutory "No Stopping" restriction in Francis Street and swap parking to the western side of Hargrave Street, between Francis Street and Hargrave Lane.

An assessment to reduce the statutory "No Stopping" restriction in Francis Street was carried out with no objection raised by Transport for NSW on 12 February 2020.

Swapping parking to the western side of Hargrave Street will require drivers to travel on the eastern side of the street and will result in no loss of parking.

Consultation

The City consulted local residents and businesses in the area. There were 360 letters sent out with two responses supporting the proposal and two responses opposing the proposal.

The responses opposing the proposal raised concerns about vehicular access on Hargrave Street and that swapping parking to the western side of Hargrave Street will restrict visibility for drivers exiting their driveway.

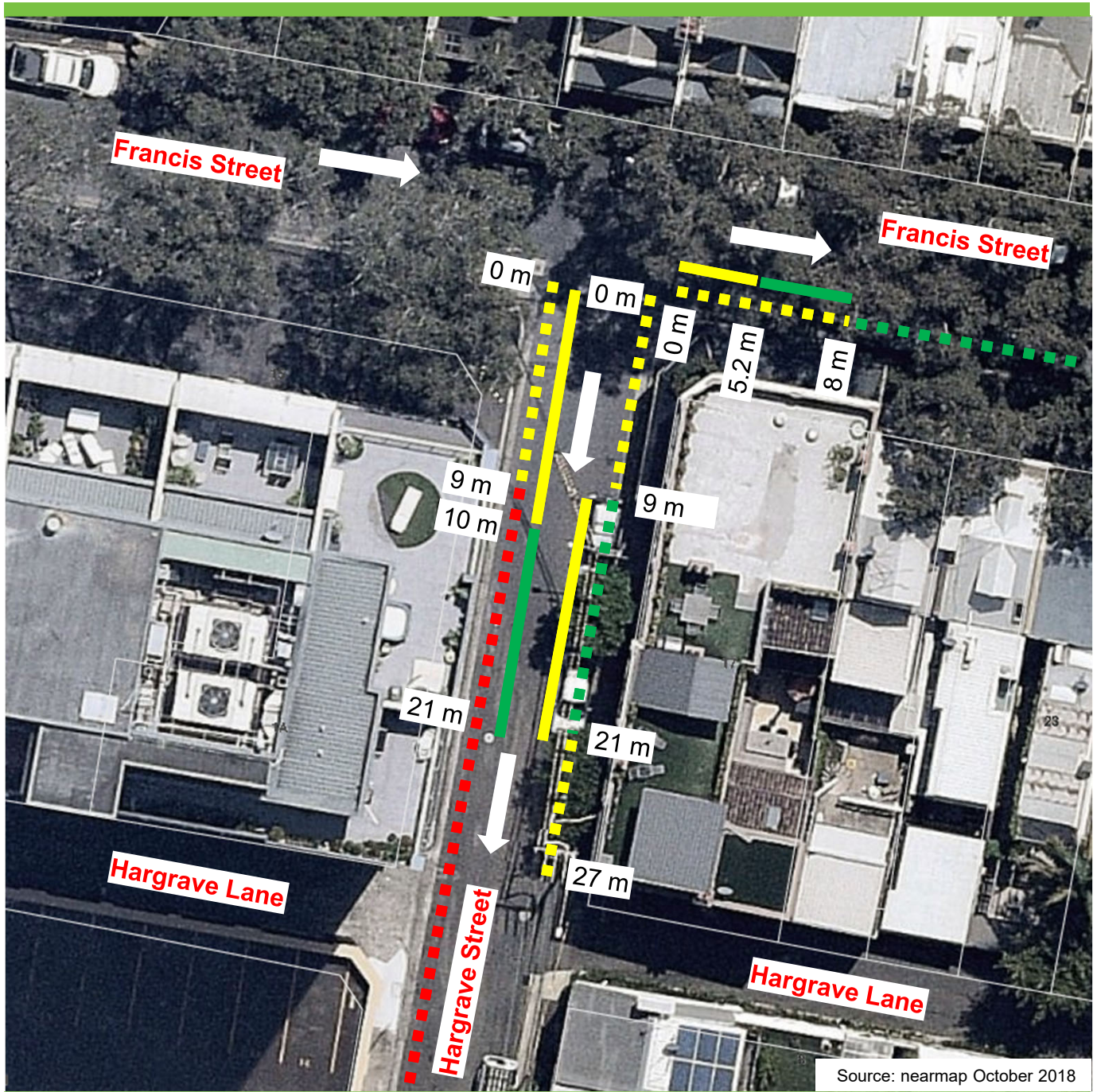
On-site inspection shows that swapping parking to the western side of Hargrave Street will not restrict vehicular access and that the frequency and volume of traffic is low that drivers can safely exit their driveway. According to the Road Rules 2014, drivers must give way to pedestrians and drivers before entering the road.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Francis and Hargrave Streets, Darlinghurst Proposed parking changes



Existing		Proposed	
	No Stopping		No Stopping
	No Parking		2P Ticket 8am-10pm Permit Holders Excepted Area 21
	2P Ticket 8am-10pm Permit Holders Excepted Area 21		

Item 15.**Parking - Timed Parking, Bus Zone - Rothschild Avenue, Rosebery**

TRIM Container No.: 2020/086711

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the western side of Rothschild Avenue, Rosebery:

- (A) Between the points 78.5 metres and 115.3 metres (six car spaces) north of Cressy Street as "2P 8am-8pm",
- (B) Between the points 115.3 metres and 139.8 metres (4 car spaces) north of Cressy Street as "Bus Zone 6am-10am Mon-Fri", "2P 10am-8pm Mon-Fri" and "8am-8pm Sat, Sun and Public Holidays".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Local Pedestrian Cycling and Traffic Calming Committee at its 15 July 2015 meeting endorsed the temporary relocation of the bus stop on the western side of Rothschild Avenue near Epsom Road to facilitate development works at No.4 Rothschild Avenue, Rosebery.

Following the completion of the above development, the kerbside parking restrictions in this location were reviewed to ensure they reflect the change in adjacent land use and to improve traffic flow, especially for buses, at the nearby signalised intersection of Rothschild Avenue with Epsom Road.

Comments

The kerb space on the western side of Rothschild Avenue, Rosebery north of Cressy Street, where the changes are proposed, is a combination of two Bus Zones and unrestricted for parking.

One of the two bus zones on the western side of Rothschild Avenue, was installed temporarily to allow for the development works at No.4 Rothschild Avenue, Rosebery.

Following the completion of the above development, the temporary bus zone can be removed and the kerbside parking restrictions reallocated to reflect the change in adjacent land use. As such, is proposed to install "2P 8am-8pm" in lieu of the temporary bus zone. The change would match similar restrictions in the nearby area and comply with the City's Neighbourhood Parking Policy.

Discussions have also occurred with Transport for NSW (TfNSW) and State Transit Authority (STA) about improving the operation of the original Bus Zone near Epsom Road. It has been requested that the kerb space between the original Bus Zone and the temporary Bus Zone be reallocated as "Bus Zone 6am-10am Mon-Fri" and "2P 10am-8pm Mon-Fri, 8am- 8pm Sat, Sun and Public Holidays". This will provide improved access for buses in the morning peak while retaining parking for visitors to the area after peak hours.

Consultation

The City consulted local residents and businesses in the area. There were 578 letters sent out with four responses supporting the reallocation of the second Bus Zone.

Residents did raise concerns that the proposed timed parking would affect traffic flow and will further increase traffic congestion at the intersection of Epsom Road. However, unrestricted kerbside parking already exists in this location so the introduction of timed parking would improve turnover for visitors to the area without increasing congestion. The City noted that the additional peak hour bus zone should help relieve some of the congestion during morning peaks at the intersection.

Financial

Funds are available in the current budget.

NAZAR BADSHAH, TRAFFIC ENGINEER

Proposal

Rothschild Avenue, Rosebery Proposed No Stopping



Existing

- "No Stopping"
- "Bus Zone"
- Unrestricted
- 1/2P 8.30am-6pm Mon-Fri

Proposed

- "Bus Zone 6am-10am Mon-Fri" & "2P 10am-8pm Mon-Fri, 8am-8pm Sat, Sun and PH"
- 2P 8am-8pm

Item 16.**Traffic Treatment - Continuous Footpath Treatment - Griffin Street, Surry Hills**

TRIM Container No.: 2018/579919

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Griffin Street, Surry Hills just south of the intersection with Foveaux Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Griffin Street, Surry Hills just south of the intersection with Foveaux Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

Comments

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned for seven days from 15/11/2018 to 21/11/2018, in Griffin Street, just south of the intersection with Foveaux Street, recorded a maximum peak-hour volume of five vehicles. As this maximum peak is well below the TfNSW warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is below the TfNSW warrant and as such compliant with the Technical Direction – Griffin Street, just south of the intersection with Foveaux Street, is approximately 3.7 metres wide.

The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road; drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

Consultation

The City consulted local residents and businesses in the area. There were 181 letters sent out with one response supporting the proposal and one response opposing the proposal.

The response opposing the proposal did not think the treatment is necessary.

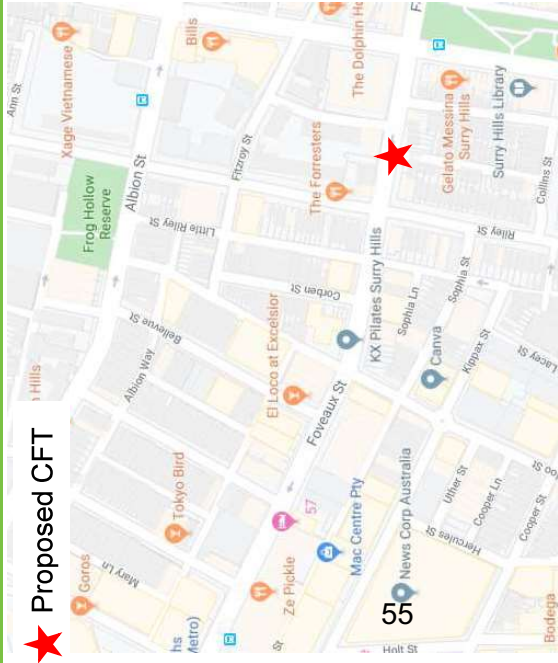
Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

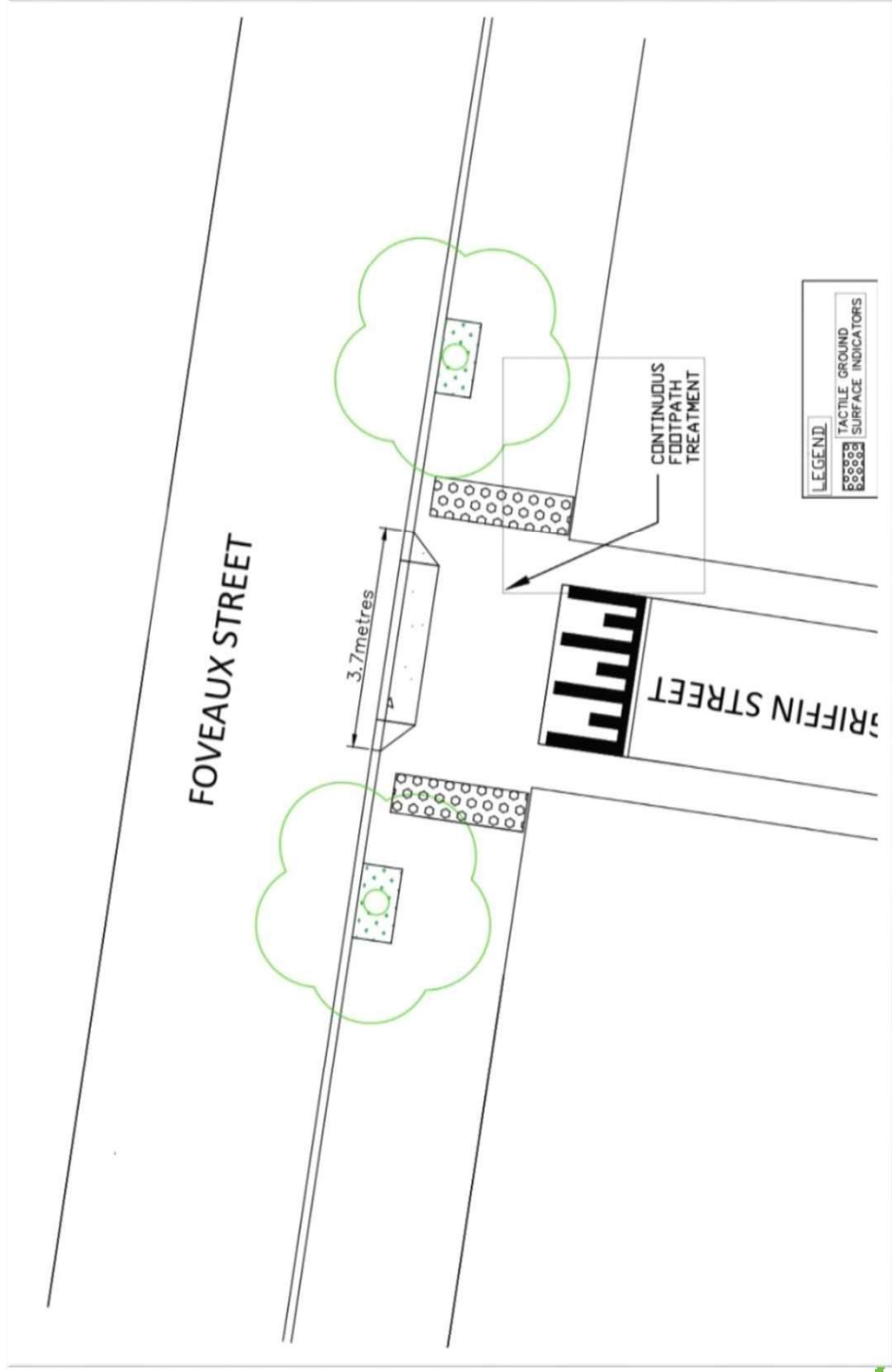
HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER

Griffin Street, Surry Hills Proposed Continuous Footpath Treatment (CFT)

Locality Plan



Concept Design - Continuous Footpath Treatment and Footpath Widening



Typical Continuous Footpath Treatment



Item 17.**Traffic Treatment - Continuous Footpath Treatment - Richards Lane, Surry Hills**

TRIM Container No.: 2020/062700

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Richards Lane, Surry Hills, just south of the intersection with Foveaux Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Richards Lane, Surry Hills, just south of the intersection with Foveaux Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

Comments

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned for seven days from 17/02/2020 to 23/03/2020, in Richards Lane, Surry Hills, just south of the intersection with Foveaux Street, recorded a maximum peak-hour volume of 21 Vehicles. As this maximum peak is well below the TfNSW warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is below the TfNSW warrant and as such compliant with the Technical Direction – Richards Lane, just south of the intersection with Foveaux Street, is approximately 5.2 metres wide.

The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road; drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

Consultation

The City consulted local residents and businesses in the area. There were 55 letters sent out with no responses supporting or responses opposing the proposal.

Financial

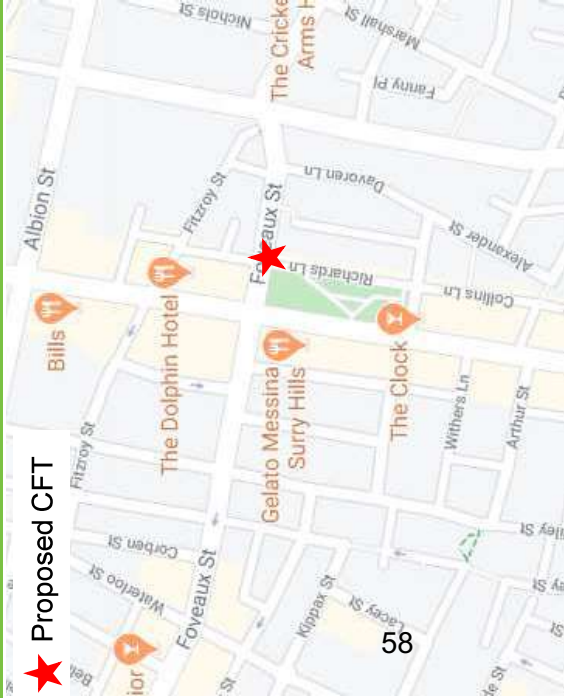
Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER

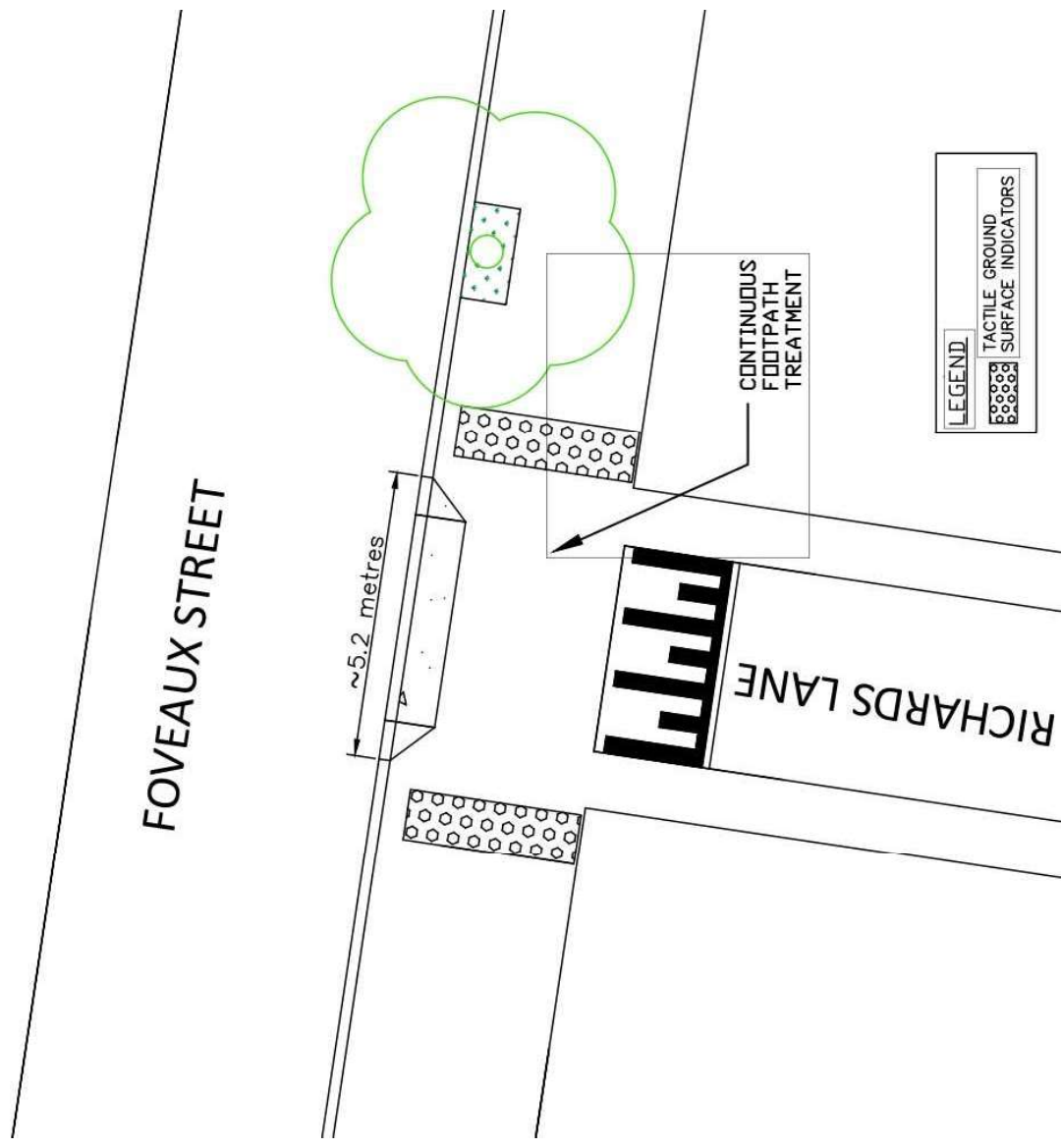
Proposal

Richards Lane, Surry Hills Proposed Continuous Footpath Treatment (CFT)

Locality Plan



Concept Design - Continuous Footpath Treatment and Footpath Widening



Typical Continuous Footpath Treatment



Item 18.**Traffic Treatment - Continuous Footpath Treatment - Waterloo Street, Surry Hills**

TRIM Container No.: 2019/449051

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Waterloo Street, Surry Hills, just south of the intersection with Foveaux Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Waterloo Street, Surry Hills, just south of the intersection with Foveaux Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

Comments

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned for seven days from 13/09/2019 to 19/09/2019, in Waterloo Street, just south of the intersection with Foveaux Street, recorded a maximum peak-hour volume of 378 vehicles for Waterloo Street. The vehicle volume do not satisfy the TFNSW warrant for continuous footpath treatments. However, due to high peak hour volume of 656 pedestrians, TfNSW has provided "in principle" support for the installation of Continuous Footpath Treatment at this location.

In addition, the crossing width proposed for the continuous footpath treatment is below the TfNSW warrant and as such compliant with the Technical Direction – Waterloo Street, just south of the intersection with Foveaux Street, is approximately 5.3 metres wide.

The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road; drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

Consultation

The City consulted local residents and businesses in the area. There were 342 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

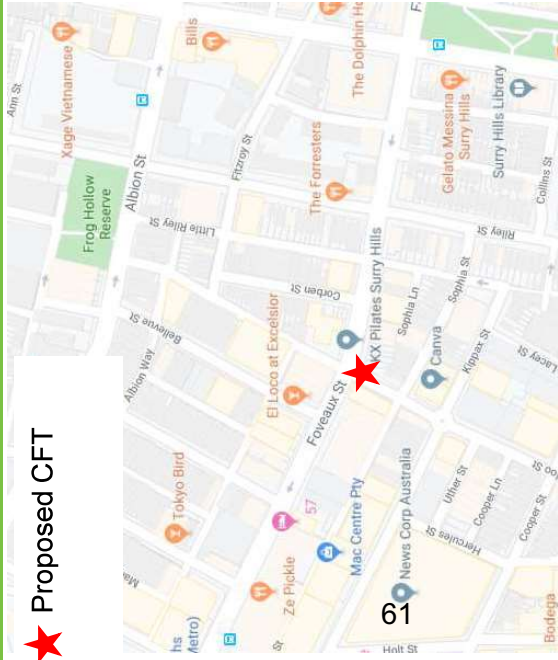
HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER

Proposal

Waterloo Street, Surry Hills Proposed Continuous Footpath Treatment (CFT)

Locality Plan

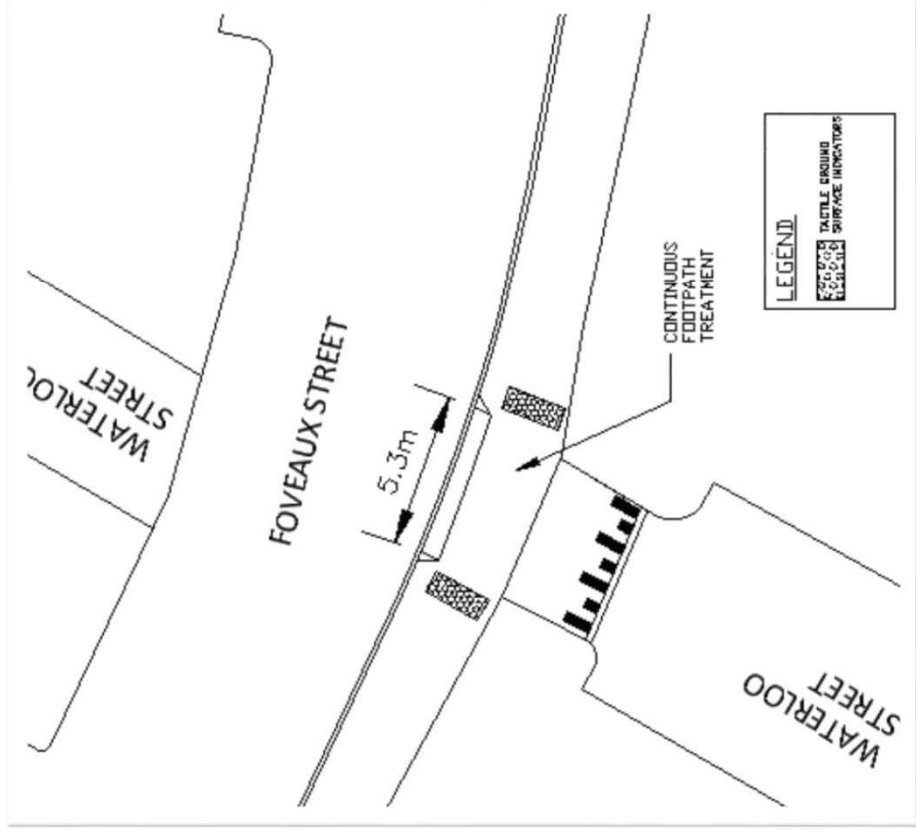
★ Proposed CFT



Typical Continuous Footpath Treatment



Concept Design - Continuous Footpath Treatment and Footpath Widening



Item 19.**Traffic Treatment - Proposed Streetscape Improvements - Custom House Lane, Loftus Lane and Loftus Lane (South), Sydney**

TRIM Container No.: 2020/074541

Recommendations

It is recommended that the Committee endorse the following traffic treatments in Sydney:

- (A) Permanently close Loftus Lane, between Custom House Lane and Loftus Lane (South), to vehicular traffic;
- (B) Installation of Shared Zone treatments in Custom House Lane, between Young and Loftus Streets, and Loftus Lane (South), between Young and Loftus Streets.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Custom House Lane, Loftus Lane and Loftus Lane (South) are local laneways within the AMP 'Quay Quarter' Precinct – bounded by Loftus and Young Streets, Custom House Lane and Loftus Lane (South).

Approval has been granted to redevelop the precinct (D/2015/930) including consideration to permanently close Loftus Lane, between Custom House Lane and Loftus Lane (South) (Condition 67).

The developer has applied to permanently close Loftus Lane to vehicular traffic to create a pedestrian only space that will activate the lane and provide pedestrian links through the precinct.

Additional improvements for the precinct include the introduction of shared zones in Custom House Lane and Loftus Lane (South).

Comments

The proposed traffic treatments would improve general safety in the area by calming traffic and improving pedestrian access.

On 16 December 2019, Transport for New South Wales (TfNSW) approved a Traffic Management Plan (TMP) to permanently close Loftus Lane, between Custom House Lane and Loftus Lane (South), to vehicular traffic.

TfNSW has given in-principle approval to install Shared Zone treatments in Custom House Lane and Loftus Lane (South).

Consultation

Under Section 116 of the Roads Act 1993, a notice for the proposed traffic changes was published in the Sydney Morning Herald on Monday 9 March 2020 for a period of 28 days. 216 letters were also sent out to local residents and businesses in the area.

At the end of the consultation period, there were no responses supporting or opposing the proposal.

Financial

All costs associated with the permanent closure of Loftus Lane and the Shared Zone treatments in Loftus Lane (South) will be borne by the Applicant.

Appropriate funding for the Shared Zone in Custom House Lane will be secured once greater certainty on the construction timeline is reached.

CLEMENT LIM, SENIOR TRAFFIC ENGINEER



Item 20.

Schedule of Conditions

Attachments

Schedule of Conditions:-

- (A) On Street Event Conditions
- (B) Temporary Road Closure Conditions
- (C) Works Zone Conditions

Schedule A

On Street Event Conditions

1. The Applicant must carryout letterbox drops to all affected properties at least seven days prior to the start of road closures, and resolve any issues that may arise and all representations made by the affected properties.
2. The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include these contact details in the notification letters to affected properties.
3. All costs associated with the event are to be borne by the Applicant.
4. The Applicant shall indemnify and keep indemnified The City of Sydney against all claims, demands, suits, actions, damages and costs incurred by or charges made against The City of Sydney in respect to death or injury to any person or damage in any way arising from this event.
5. The Applicant will be required to reimburse The City of Sydney for the cost of repair of any damage caused to the public way as a result of the activities associated with this event.
6. A public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence must be held in joint names including The City of Sydney as an interested party – the Applicant of this event must inform its liability insurers of the terms of this Condition.
7. The Applicant must close roads in accordance with Roads and Maritime Services (RMS) Traffic Control at Worksites Manual (AS1742.3) and the approved Traffic Management Plan unless otherwise directed by Police, RMS or authorised City officers.
8. The Applicant must at all times provide a 4-metre wide emergency lane along the road to be closed.
9. The Applicant must not occupy the road or footway until the road closure and associated Traffic Management Plan has been implemented.
10. The Applicant must use RMS Accredited Traffic Controllers to manage pedestrian and traffic safety during the event.
11. Where possible local access to properties shall be provided and an Accredited Traffic Controller be provided to manage the traffic ingress and egress at the location to ensure pedestrian and traffic safety.
12. The Applicant must notify emergency services (namely NSW Police Service, Fire and Rescue and NSW Ambulance Service) of the proposed temporary road closure at least seven days prior to the event.
13. The Applicant must remove all barriers and signs associated with the road closure at the times nominated to reopen the street to traffic.
14. The Applicant must place an advertisement in a Sydney metropolitan newspaper at least seven days before the closure.
15. The Applicant must contact the Transport Management Centre to confirm if a Road Occupancy Licence (ROL) is required.

16. The Applicant must where practical make alternate parking arrangements for affected properties during the event.
17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

1. Must carry out letterbox drops to affected tenants, occupants, building managements and emergency services at least 14 days prior to the commencement of the road closure and include contact details for the supervisor. The Applicant must resolve, to the satisfaction of the City, any issues that may arise and all representations made by affected tenants and occupants.
2. The Applicant must provide local access, where practical, for nearby affected properties.
3. Roads must be closed in accordance with AS1742.3 and the approved Traffic Management Plan, unless otherwise directed by Police or authorised City officers.
4. Before the road closure is implemented the Applicant **MUST** contact the City's Construction Regulations Unit on 9265 9333 to obtain the relevant permits.
5. Must not occupy the carriageway or footway of the road until the road closure has been implemented.
6. Must at all times provide a 4-metre wide emergency lane along the closed road. If the emergency lane cannot be provided, then the Applicant must discuss it with Emergency Services (namely Police, Fire Brigade and NSW Ambulance) and provide an alternative emergency access arrangement to their satisfaction. All services (fire hydrants etc) must be kept free of any obstructions.
7. Must provide and maintain appropriate and adequate traffic measures (including detour signs and flagmen) for the safe movement of traffic and pedestrians.
8. Must remove all barriers and signs associated with the road closure at the times nominated to reopen the road to traffic.
9. Must indemnify the City against all claims for damage or injury that may result from the activity or occupation of part of the road or footpath during the activity. The applicant must provide documentary evidence of public liability insurance indemnifying Council for a minimum of \$20,000,000
10. Must reimburse the City for the cost of repair to any damage caused to the road or footpath as a result of the Applicant carrying out their activities
11. Must comply with any reasonable directive of the City Rangers, Police or Roads and Maritime Services.
12. Must comply with the City's Code of Practice for Construction Hours and Noise within the City Centre.
13. Must place an advertisement in a Sydney metropolitan newspaper at least 7 days before the road closure.
14. Must meet all costs associated with the closure and shall pay all fees in accordance with the Council's current Fees and Charges.
15. The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.

16. The Applicant must contact the Sydney Coordination Office to discuss the event and its impacts on works associated with the CBD and South East Light Rail (CSELR) project or other major works in the CBD
17. Must ensure a suitable Occupational Health & Safety Plan is in place for all personnel working at the site.
18. Any variation on the approved date and conditions will require the Applicant to submit a Deferred Date Application for consideration
19. Note that in the event of a traffic incident or emergency, the Police will take control of all traffic and pedestrian arrangements.
20. Must advise car share operators of the approved closure 14 days before the road is closed if a car share parking bay is located in the street.
21. Failure to comply with these Conditions may result in the approval being revoked and not reinstated.

Schedule C

Works Zone Conditions

1. The applicant must notify adjacent properties of the Works Zone at least 14 days before the installation of the Works Zone and include contact details for the supervisor responsible for the Works Zone. A copy of the notification letter and distribution map must be provided to the City.
2. The applicant must pay all fees associated with the Works Zone.
3. The applicant must maintain public liability insurance for at least \$20 million during the period of use of the Works Zone. Evidence of this insurance must be provided to the City and the Applicant must:
 - 3.1. effect the insurance policies with an insurer approved by us;
 - 3.2. effect the insurance policies showing the City of Sydney as an interested party; and
 - 3.3. produce to us a Certificate of Currency for the public liability insurance policy
4. The applicant must comply with all relevant legislation, including Rule 181 of the New South Wales Road Rules 2014. The Works Zone is not to be used for commuting or private kerbside parking by builders, tradesperson or visitors to the site.
5. It is an offence under Section 667 of the Local Government Act 1993 to willfully remove, destroy, deface, damage or otherwise interfere with notices or signs erected by the City. The applicant must immediately notify the City's Traffic Works Coordinator of any lost or damaged signs adjoining the building site.
6. The applicant must provide safe pedestrian access adjacent to the Works Zone during the hours of operation. All traffic and pedestrian control must be in accordance with the current version of AS1742.3 and its associated handbook and RMS' Traffic Control at Work Sites Manual.
7. The City may require the applicant to enter into a separate deed if pedestrian access through private land is required.
8. The Applicant must give the City at least 2 weeks written notice if it wishes to suspend the Works Zone. Suspension of a Works Zone is at the City's discretion. The minimum suspension period is two weeks.
9. The Applicant must give the City at least 2 weeks written notice if the Works Zone is no longer required. The applicant must notify the City's Traffic Works Coordinator on ccalabro@cityofsydney.nsw.gov.au for the Works Zone to be removed.
10. The Applicant must continue to pay the Kerbside Usage Fees until the Works Zone is completely removed.
11. Works for major transport projects, such as the Sydney Light Rail Project and the Sydney City Centre Access Strategy, are currently being undertaken in the City's Local Government Area and have priority access and use rights over City owned or controlled land including roads and footpaths. The City may at any time, and with at least 1 business days' notice to the applicant, suspend or restrict the Works Zone if the Works Zone:
 - is required for a major transport project; or
 - is impracticable due to changes arising from a major transport project, such as traffic diversions; or
 - is otherwise unsuitable due to a major transport project.

The applicant must make its own enquiries, on a regular basis, about the potential impact of major transport projects on the Works Zone and the construction program for its development site.
12. The City may offset any fees owing by the applicant against the Deposit. The balance of the Deposit will be returned to the applicant when the Works Zone has been removed, all damages are rectified and all outstanding fees are paid in full.

13. The City may suspend or restrict the operation of a Works Zone for major events. Special traffic arrangements may be required during the Christmas and New Year period (generally from 1 December to 2 January) and other major event days. The applicant must make its own enquiries, on a regular basis, about any major events near their development site.
14. The applicant uses the Works Zone at its own risk. The City is not responsible for any loss, damage, injury or death relating to the applicant's use of the Works Zone. The applicant releases the City from and indemnifies and keeps the City indemnified against all liability, claims, action or demand associated with the Works Zone.
15. The Applicant shall indemnify and keep indemnified The City of Sydney against all loss (including financial loss), damage, expenses, claims, and liability suffered or incurred by us or our employees, consultants, agents, arising from the Applicant's activities including:
 - 15.1. Loss of or damage to our property and any other property; and
 - 15.2. Damage, expense, loss or liability for personal injury
16. The City is not responsible if the applicant is not able to gain access to the Works Zone.
17. Failure to comply with these Conditions may result in the Works Zone being revoked and not reinstated.