

18 February 2021

At 10.00 am

Local Pedestrian, Cycling and Traffic Calming Committee

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 advice 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 2020/11 held on 10 December 2020

Decision

Item 2.**Street Event - Temporary Road Closure - Angel Place, Sydney****TRIM Container No.: 2021/021087****Recommendations**

It is recommended that the Committee note the temporary road closure for the City Recital Hall Summer Lunch Series on the 30-31 January 2021, 6-7 February 2021 and 20-21 February 2021 from 7.30am to 3pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event 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 – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

On 27 January 2021, the Committee endorsed an out-of-session approval for the temporary road closure of Angel Place, Sydney on the following dates:

- 7.30am to 3pm on Saturday, 30 January 2021
- 8am to 3pm on Sunday, 31 January 2021
- 8am to 3pm on Saturday, 6 February 2021
- 8am to 3pm on Sunday, 7 February 2021
- 8am to 3pm on Saturday, 20 February 2021
- 8am to 3pm on Sunday, 21 February 2021

Comments

The City of Sydney and NSW Government have announced a joint funding partnership to boost the city centre economy, support businesses and creatives, and invite the public safely into the city, particularly during the summer months.

One of the initiatives in this partnership is the rapid roll-out of temporary outdoor dining areas by reallocating parking or traffic lanes. Outdoor dining would increase dining capacities for businesses while maintaining physical distancing.

To transform the road space into an outdoor dining area, the City Recital Hall has requested to temporarily close Angel Place, Sydney, between George and Pitt Streets.

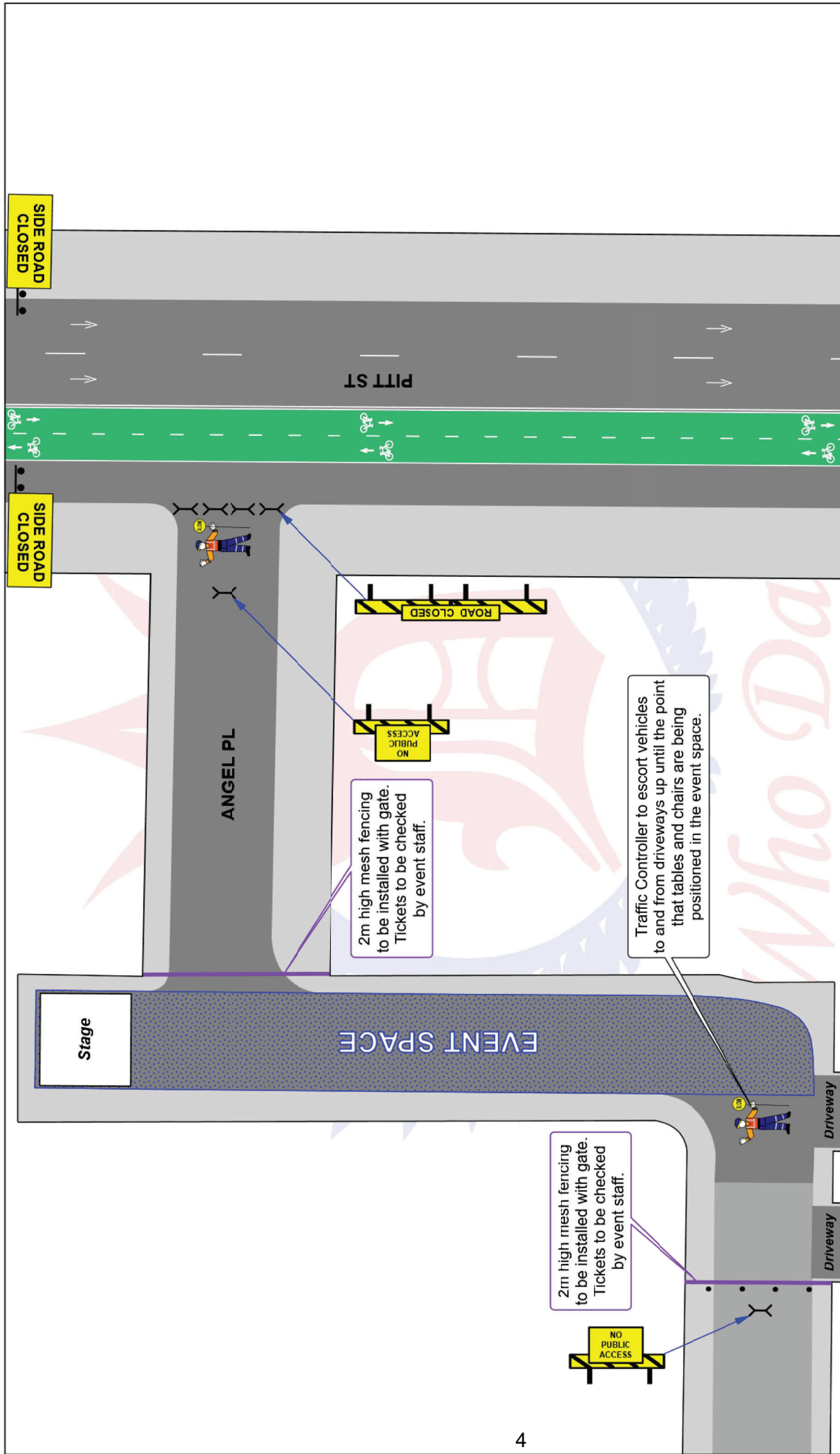
Consultation

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

Financial

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

CLEMENT LIM, SENIOR TRAFFIC ENGINEER



Location: Angel Pl & Pitt St, Sydney
Date: Sat 30th & Sun 31st January & Sat 6th, Sun 7th, Sat 20th & Sun 21st February 2021
Time of works: 08:00hrs - 15:00hrs
Client: City Recital Hall
Project: Summer Series 2021
Plan No.: WD/AngelPl/CityRecitalHall/TE414
Minimum Staff Required: 1 x Team Leader + 1 x Traffic controller

Details:

SHORT TERM WORKS

It is proposed to close Angel Place to allow setup and activation of the Summer Series event. Managed access will be maintained for vehicles going to and from the driveways up until the point that tables and chairs are setup on the roadway.

The plan shows traffic control positions and advance warning signage.



Drawn by: Tim Emslie
 SafeWork Card No. TC0073149
 for Who Dares Pty Ltd

Signature: _____

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Item 3.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney (between Bathurst and Liverpool Streets)****TRIM Container No.: 2020/544938****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Liverpool Street (four lanes), from 11pm Saturday 6 March 2021 to 12am Monday 8 March 2021, 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 13 to 15 March 2021 as contingency dates.
- (D) The Applicant must contact the Sydney City 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.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

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]
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Advice

Advice will be updated after the meeting.

Background

CPB Contractors has applied for the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Liverpool Street (four lanes), from 11pm Saturday 6 March 2021 to 12am Monday 8 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the set-up of the tower crane for the Pitt Street Metro.

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 [choose an item].

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

Item 4.**Mobile Crane - Temporary Road Closure - Marian Street, Redfern****TRIM Container No.: 2021/011136****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Marian Street, Redfern, between Rosehill Street and Cornwallis Street, (three lanes) from 6am to 6pm on Sunday 28 March 2021, 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 April 2021 as a contingency date.
- (D) The Applicant must contact the South Sydney 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 – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Site Security and Traffic Control Pty has applied for the temporary road closure of Marian Street, Redfern, between Rosehill Street and Cornwallis Street, (three lanes) from 6am to 6pm on Sunday 28 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane and elevated work platform to stand for works associated at 1 Marian 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.

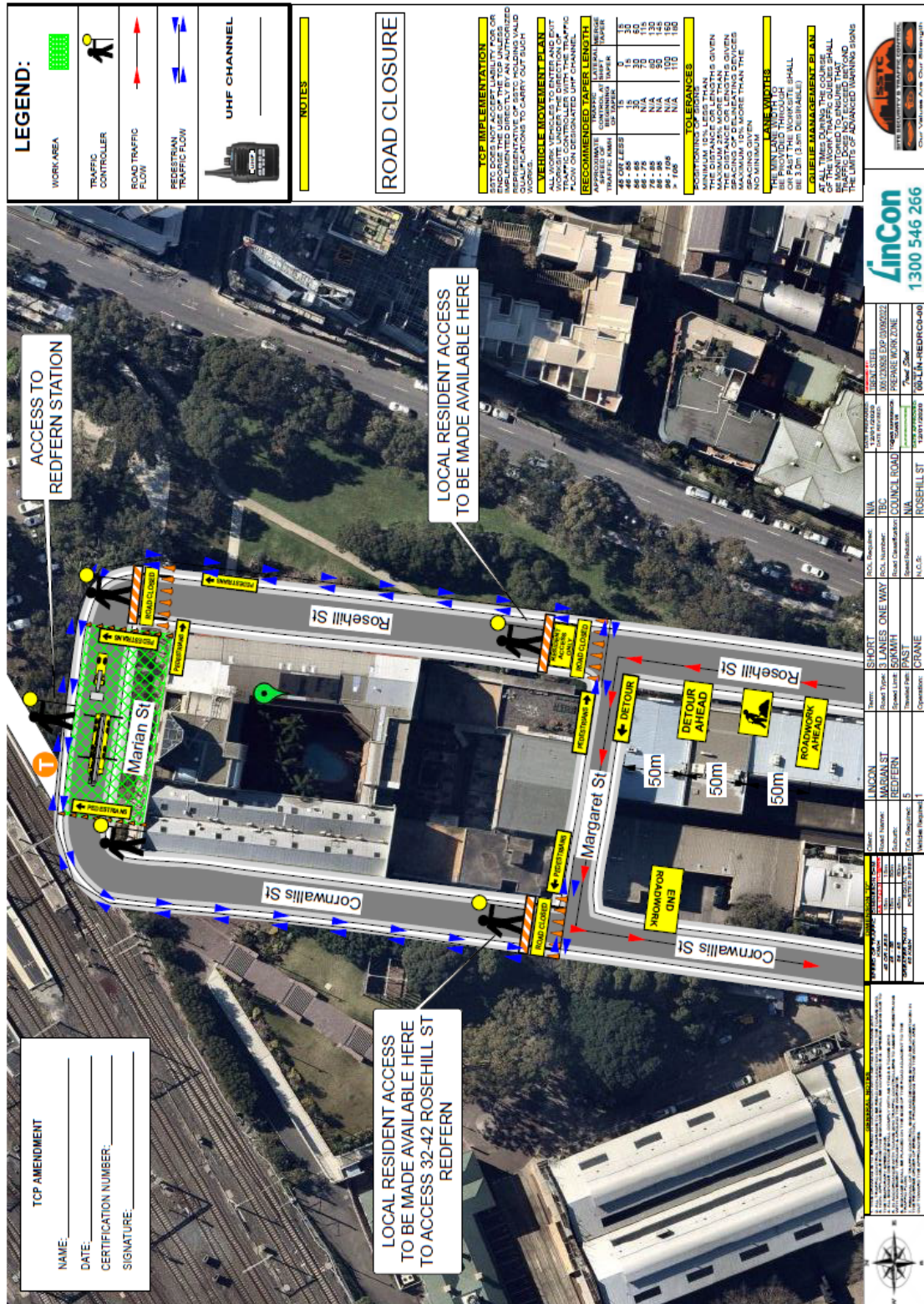
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

9 Traffic Control Plan

00-LIN-REDRC-00



Item 5.**Mobile Crane - Temporary Road Closure - Randle Lane, Surry Hills****TRIM Container No.: 2020/567346****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Randle Lane, Surry Hills, between Elizabeth Street and Randle Lane, (one lane), from Thursday 4 March to Friday 5 March 2021, 24 hours continuous, 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 and 12 March 2021 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 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 – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Laing O'Rourke Australia has applied for the temporary road closure of Randle Lane, Surry Hills, between Elizabeth Street and Randle Lane, (one lane), from Thursday 4 March to Friday 5 March 2021, 24 hours continuous.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 20-28 Chalmers 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).

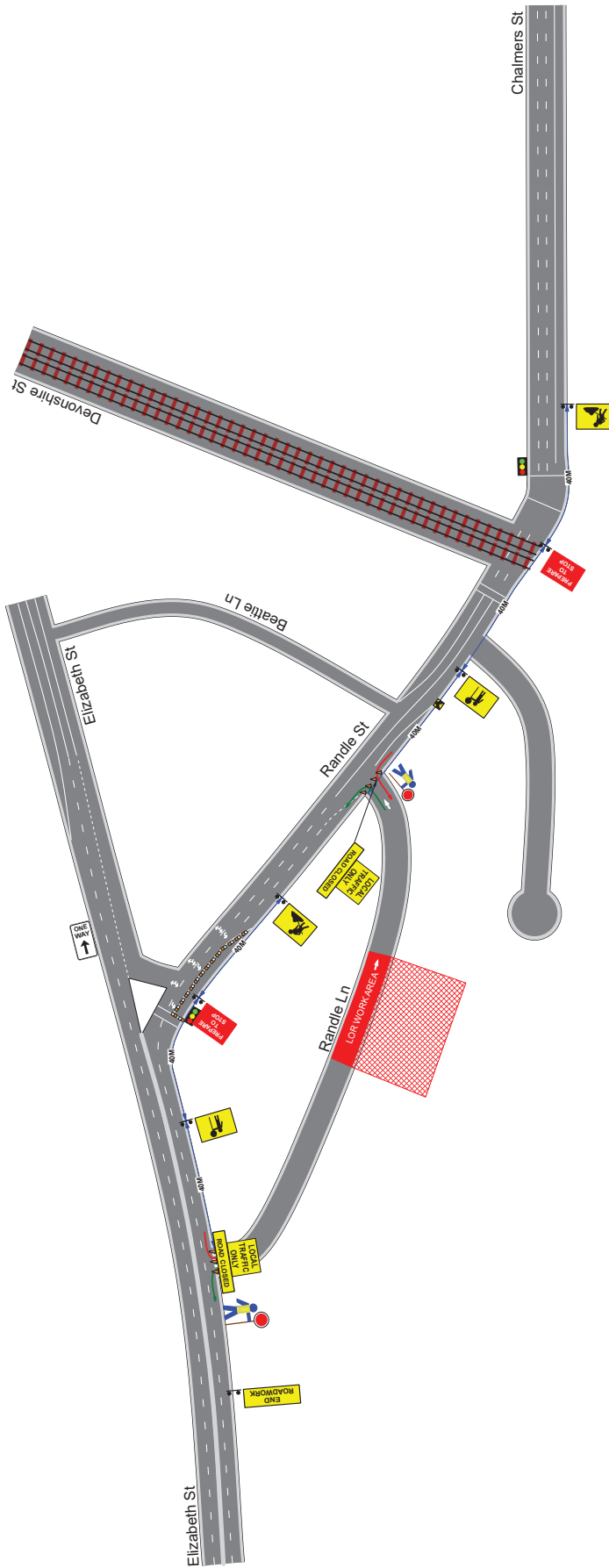
Consultation

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



WORK AREA

Egress to the local traffic

Entry to the local traffic

Client: Laing O'Rourke	Implemented By		WORKERS ON FOOT		TCP - 83 USED AS A GUIDE																							
Scope of Works: Construction works	Name -		NO GO ZONE =																									
Job location: Randle Ln, Surry Hills	Cert No -		RESTRICTED ZONE =																									
Author: Sandeep kumar Kolimi	Date -		SHARED ZONE =																									
Cert. No: 0051756294	Signed -		SITE EXIT =																									
			SITE ENTRY =																									
			EVACUATION POINT =																									
Plan No: XXXXXX	PLAN NOT TO SCALE																											
<table><tr><td>Approximate speed of traffic at beginning of taper</td><td>Taper Lengths</td></tr><tr><td>45 or less</td><td>15</td></tr><tr><td>46-55</td><td>15</td></tr><tr><td>56-65</td><td>30</td></tr><tr><td>66-75</td><td>30</td></tr><tr><td>76-85</td><td>45</td></tr><tr><td>86-95</td><td>60</td></tr><tr><td>96-105</td><td>75</td></tr><tr><td>106-125</td><td>90</td></tr><tr><td>126-145</td><td>110</td></tr><tr><td>146-165</td><td>135</td></tr><tr><td>166-185</td><td>150</td></tr></table>					Approximate speed of traffic at beginning of taper	Taper Lengths	45 or less	15	46-55	15	56-65	30	66-75	30	76-85	45	86-95	60	96-105	75	106-125	90	126-145	110	146-165	135	166-185	150
Approximate speed of traffic at beginning of taper	Taper Lengths																											
45 or less	15																											
46-55	15																											
56-65	30																											
66-75	30																											
76-85	45																											
86-95	60																											
96-105	75																											
106-125	90																											
126-145	110																											
146-165	135																											
166-185	150																											
<p>Web: www.dtttraffic.com.au Email: info@dttraffic.com.au Phone: 1300 597 622</p> <p>D40 Traffic Management does not accept liability for implementation of this transportation if not directly involved in its implementation</p>																												

Item 6.**Mobile Crane - Temporary Road Closure - Kellett Street, Potts Point****TRIM Container No.: 2020/567318****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Kellett Street, Potts Point, between Bayswater Road and Kellett Way, (three lanes), from 7am to 5pm on Sunday 21 March 2021, 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 28 March 2021 as a contingency date.
- (D) The Applicant must contact the Kings Cross 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 – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Site Security and Traffic Control has applied for the temporary road closure of Kellett Street, Potts Point, between Bayswater Road and Kellett Way, (three lanes), from 7am to 5pm on Sunday 21 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift a small chiller onto the roof of the Kings Cross Library.

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



LEGEND:	
	WORK AREA
	TRAFFIC CONTROLLER
	PEDESTRIAN PATH
	ARROW BOARD

NOTES

TRAFFIC CONTROLLER TO SAFETY CROSS THE PEDESTRIANS AND MANAGE VEHICLE MOVEMENT.

TOP IMPLEMENTATION	
SSTC DOES NOT ACCEPT LIABILITY FOR OR IN THE EVENT OF AN ACCIDENT OR INJURY TO ANY PERSONS OR PROPERTY. THE USER OF THIS DOCUMENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY QUALIFICATIONS TO CARRY OUT SUCH WORK.	
VEHICLE MOVEMENT PLAN	
ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF THE TRAFFIC CONTROLLER. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE.	
RECOMMENDED TAPER LENGTHS	
TRAFFIC (KM/H)	SPREAD OF TAPER (M)
45 OR LESS	15
46 - 55	30
56 - 65	45
66 - 75	60
76 - 85	75
86 - 95	90
96 - 105	105
> 105	120

TOLERANCES	
MINIMUM TOLERANCE	15
MAXIMUM TOLERANCE	120
MINIMUM TOLERANCE	15
MAXIMUM TOLERANCE	120
MINIMUM TOLERANCE	15
MAXIMUM TOLERANCE	120
MINIMUM TOLERANCE	15
MAXIMUM TOLERANCE	120
MINIMUM TOLERANCE	15
MAXIMUM TOLERANCE	120

LANE WIDTHS	
MIN LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MAX LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MIN LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MAX LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MIN LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MAX LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MIN LANE WIDTH TO	3.0m (3.5m DESIRABLE)
MAX LANE WIDTH TO	3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN	
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE KEPT TO THE MINIMUM POSSIBLE. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE. THE TRAFFIC CONTROLLER SHALL BE RESPONSIBLE FOR MANAGING THE FLOW OF TRAFFIC THROUGH THE WORKSITE.	

GENERAL NOTES

1. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PART 42.3.1, TOWNSHIP 2010.

2. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PART 42.3.1, TOWNSHIP 2010.

3. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PART 42.3.1, TOWNSHIP 2010.

4. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PART 42.3.1, TOWNSHIP 2010.

5. THE DRAWING IS TO BE READ IN CONJUNCTION WITH PART 42.3.1, TOWNSHIP 2010.

CLIENT

ROAD NAME: KELLETT ST

SUBURB: POTTS POINT

TICs REQUIRED: 4

VEHICLES REQUIRED: 1

TERM

ROAD TYPE: ROAD CLOSURE

ROAD CLOSURE: ROAD CLOSURE

ROAD CLOSURE: ROAD CLOSURE

ROAD CLOSURE: ROAD CLOSURE

ROAD CLOSURE: ROAD CLOSURE

DATE PREPARED

10/12/2020

DATE REVISED

10/12/2020

DATE APPROVED

10/12/2020

NAME

DATE

CERTIFICATION NUMBER

SIGNATURE

BOTANY CRANES

DATE PREPARED: 10/12/2020

DATE REVISED: 10/12/2020

DATE APPROVED: 10/12/2020

NAME: ANW DOWSETT

DATE: 10/12/2020

CERTIFICATION NUMBER: TC0003866 EPP

SIGNATURE: _____

PREPARE WORK ZONE

APPROVED: _____

ANY DOWSETT

10/12/2020

BROD-BOT-01

Item 7.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney (between Park and Market Streets)****TRIM Container No.: 2020/582371****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Park Street and Market Street, (four lanes), from:

- Tuesday 2 March from 10pm to 4am
- Thursday 8 April from 10pm to 4am
- Saturday 10 April from 11pm to 4pm
- Saturday 17 April from 11pm to 4pm

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 4 and 5 March, 9,12,13,15,19 and 21 April 2021 as contingency dates.
- (D) The Applicant must contact the Sydney City 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.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

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

CPB Contractors has applied for the temporary road closure of Pitt Street, Sydney, between Park Street and Market Street, (four lanes), from:

- Tuesday 2 March from 10pm to 4am
- Thursday 8 April from 10pm to 4am
- Saturday 10 April from 11pm to 4pm
- Saturday 17 April from 11pm to 4pm.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of excavators from site at 254 Pitt Street, Sydney.

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

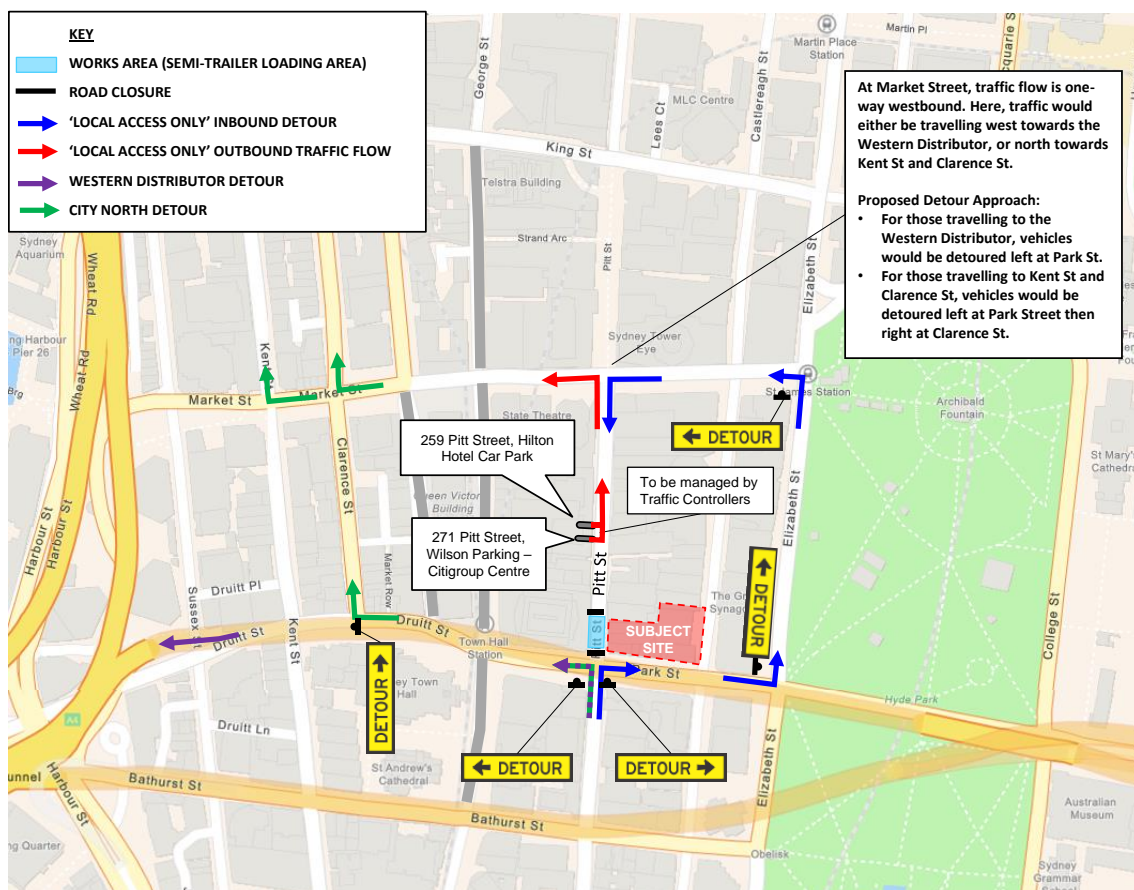
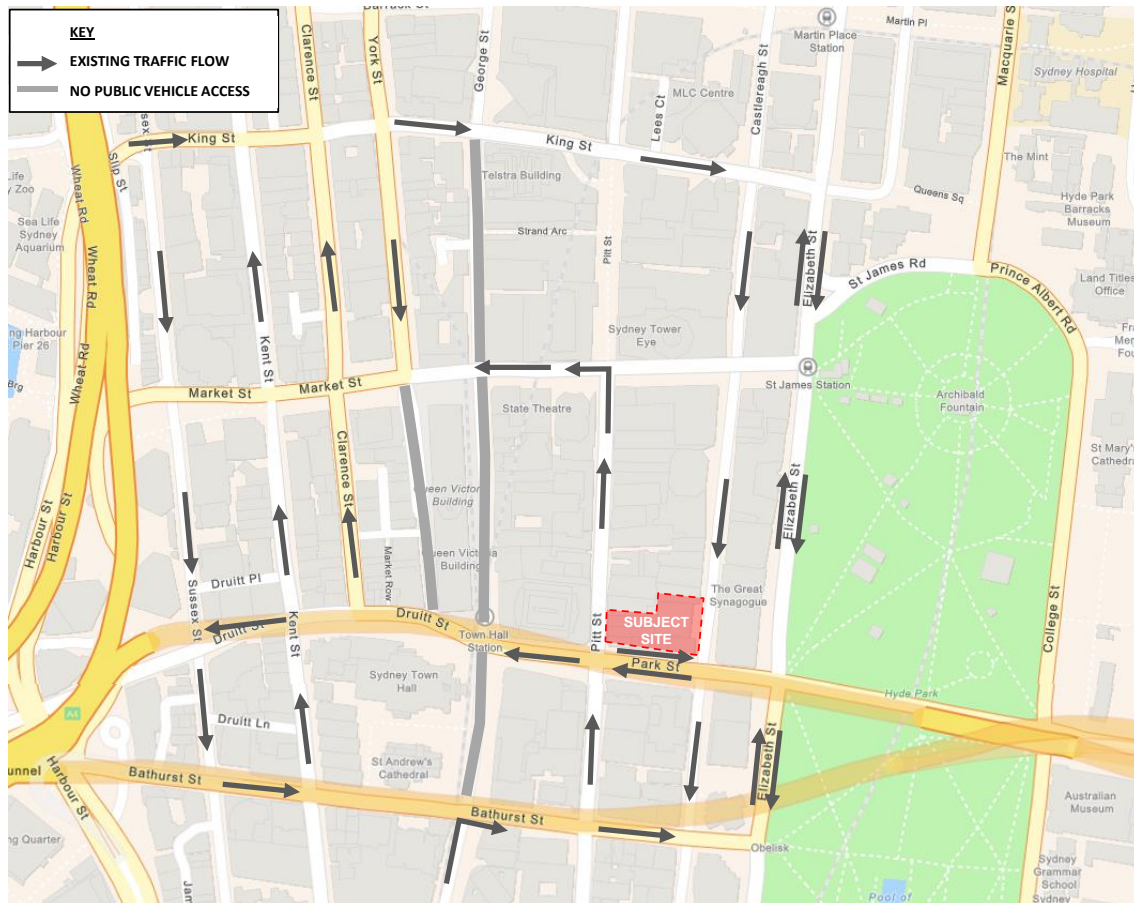
CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.
CERTIFICATE NO: 0052042754
WAYNE JOHNSON

- LEGEND**
- SUBJECT SITE
 - WORK AREA
 - RESIDENT ACCESS
 - TEMPORARY KERB RAMP
 - BOLLARD
 - PEDESTRIAN ROUTE
 - INBOUND TRAFFIC
 - OUTBOUND TRAFFIC
 - SIGNPOST
 - TRAFFIC CONTROL POLICE
 - TRAFFIC CONTROLLER



- TRAFFIC MANAGEMENT NOTES:**
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNS TO BE MINIMUM SIZE A.
 - ALL WORKERS AND WORK VEHICLES WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL (VER 5 (RMS 2018)) AND AUSTRALIAN STANDARDS AS1742.3:2009
 - MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 - THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO COMMENCING WORK.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF SIGNS AND DEVICES TO ENSURE THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES FROM INSTALLATION THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES EXCEPT ALONG PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - TRAFFIC CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES EXCEPT ALONG FOOTPATH CLOSURES INDICATED ON THE PLAN
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 - ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 - TRAFFIC CONTROLLER, PREPARE TO STOP AND ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE
 - NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD
 - POLICE WILL CONTROL TRAFFIC MOVEMENTS AT TRAFFIC SIGNALS LOCATED AT BOTH ENDS OF THE ROAD
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS

PROJECT				TITLE			
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE	tppp	
A	ISSUE FOR DISCUSSION	RM	SB	WJ	22/12/20	transport planning	
						PROJECT	
						TITLE	
						PITT STREET STATION	
						TRAFFIC CONTROL PLAN DURING WORKS	
						DWG No. 19433CAD0038	
						FIGURE 1	
						DATE STAMP 22 DECEMBER 2020	
						PROJECT No. 19433	
						SCALE NTS	
						REV. A	



Item 8.**Mobile Crane - Temporary Road Closure - Foster Street, Surry Hills****TRIM Container No.: 2020/544977****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Foster Street, Surry Hills, between Elizabeth Street and Hands Lane, (two lanes), from 7am to 5pm on Friday 19 March 2021, 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 24 March 2021 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 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 – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

SafeWay Traffic Management Solutions has applied for the temporary road closure of Foster Street, Surry Hills, between Elizabeth Street and Hands Lane, (two lanes), from 7am to 5pm on Friday 19 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the delivery of building sheets to 46-54 Foster 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



1. SCOPE OF WORKS

Crane Lifts- Lifting Roofing Material.

2. TRAFFIC MANAGEMENT LOGISTICS

Certified Traffic Controllers will close the road at the work site and divert traffic away from the site.
Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS

TBA By TOP GUN CRANES.

4. COMPLIANCE

When installed as per the plan, signage will be in accordance with Roads and Maritime Services | 27 July 2018 Document No | RMS 18.898 | Version No 5.0

SafeWay
Traffic Management Solutions

Location : 46-54 Foster Street, Surry Hills,
Company : TOP GUN CRANES.
Council : City of Sydney.
TCP Endorsed By : Dennis Dandolo
Prepare a Work Zone TMP # 0051981629
Expiry Date : 05.04.2022

Signature :

Filename : _____

A: Suite 450, 29 Smith Street, Parramatta 2150 NSW
P: 1800 987 891
F: (02) 9823 0494
M: 0403 323 250
E: dennis.dandolo@safewaytms.com.au
W: www.safewaytms.com.au
UBD Reference#: 3/13
Scale : NTS
Revision : 1.0
Prepared Date : 21.01.2021
TCP Author : Dennis Dandolo
Prepare a Work Zone TMP # 0051981629

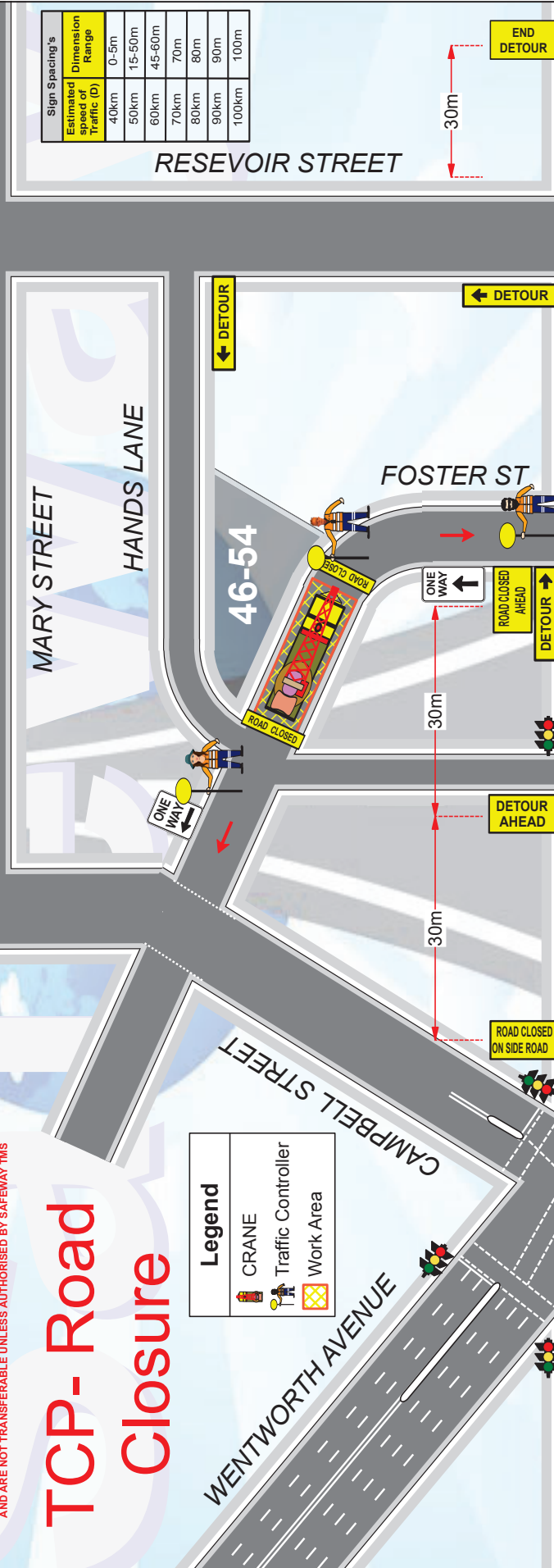
Signature :

Expires : 05.04.2022

ALL TRAFFIC MANAGEMENT PLANS ARE COPYRIGHT/PROPERTY OF SAFEWAY TMS
AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY SAFEWAY TMS

TCP- Road Closure

Legend	
	CRANE
	Traffic Controller
	Work Area



Item 9.**Mobile Crane - Temporary Road Closure -Johnson Street, Alexandria****TRIM Container No.: 2021/017568****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Johnson Street, Alexandria, between Botany Road and Victoria Street, from 6am to 6pm on Saturday 27 March 2021, 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 10 April 2021 as a contingency date.
- (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 Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Site Security and Traffic Control has applied for the temporary road closure of Johnson Street, Alexandria, between Botany Road and Victoria Street, from 6am to 6pm on Saturday 27 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to dismantle a tower crane at 340 Botany Road, Alexandria.

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

[illegible]

Item 10.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney (between Liverpool and Bathurst Streets)****TRIM Container No.: 2020/554230****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Liverpool Street and Bathurst Street (four lanes), from 11pm on Saturday 27 March 2021 to 12am on Sunday 28 March 2021, 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 3-4 April, 10-11 April and 17 and 18 April 2021 as contingency dates.
- (D) The Applicant must contact the Sydney City 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.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

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]
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Advice

Advice will be updated after the meeting.

Background

CPB Contractors has applied for the temporary road closure of Pitt Street, Sydney, between Liverpool Street and Bathurst Street (four lanes), from 11pm on Saturday 27 March 2021 to 12am on Sunday 28 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of heavy equipment at the Pitt Street Metro.

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

LEGEND

SUBJECT SITE

CRANE WORK ZONE

B-CLASS HOARDING

RESIDENT ACCESS

TEMPORARY KERB RAMP

BOLLARD

PEDESTRIAN ROUTE

INBOUND TRAFFIC

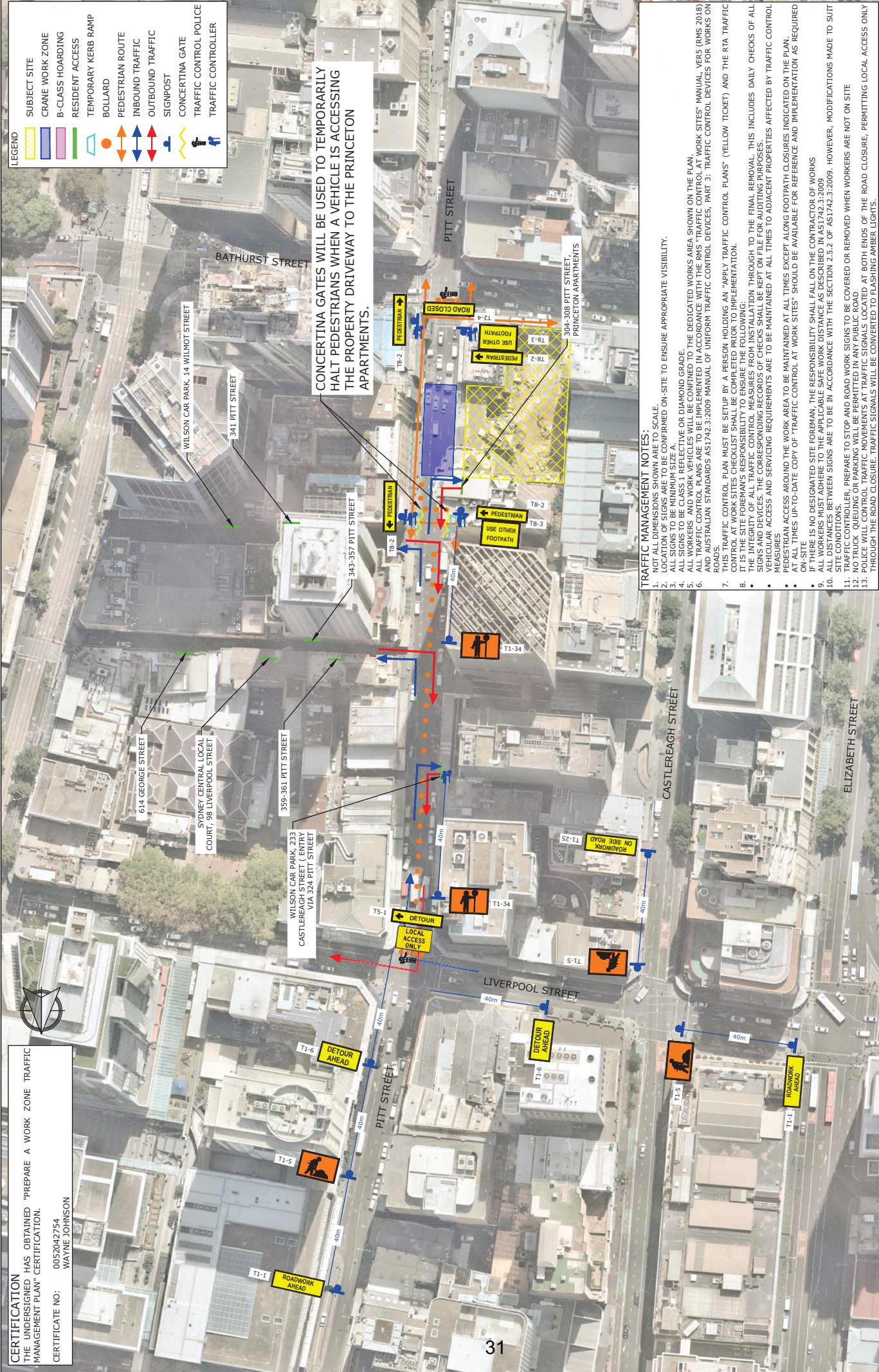
OUTBOUND TRAFFIC

SIGNPOST

CONCERTINA GATE

TRAFFIC CONTROL POLICE

TRAFFIC CONTROLLER



CONCERTINA GATES WILL BE USED TO TEMPORARILY HALT PEDESTRIANS WHEN A VEHICLE IS ACCESSING THE PROPERTY DRIVEWAY TO THE PRINCETON APARTMENTS.


- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VERS 5 (RMS 2018) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 9. VEHICULAR ACCESS AND SERVING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 10. PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES EXCEPT ALONG FOOTPATH CLOSURES INDICATED ON THE PLAN.
 11. IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS.
 12. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 13. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 14. TRAFFIC CONTROLLER, PREPARE TO STOP AND ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 15. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD.
 16. WORKERS MUST REMAIN AT BOTH ENDS OF THE ROAD CLOSURE, PERMITTING LOCAL ACCESS ONLY THROUGH THE ROAD CLOSURE. TRAFFIC SIGNALS WILL BE CONVERTED TO FLASHING AMBER LIGHTS.

CERTIFICATION

THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: 0052042754

WAYNE JOHNSON

		PROJECT		PITT STREET STATION		DWG No. 19433CAD0037 FIGURE 1			
		TITLE		TRAFFIC CONTROL PLAN SOUTH SITE		DATE STAMP 18 DECEMBER 2020			
REV.	DESCRIPTION	DRAWN	CHECK	APPD	DATE	PROJECT No. 19433		SCALE NTS	REV. A
A	ISSUE FOR DISCUSSION	KM	SB	WJ	18/12/20				
</									



Item 11.**Mobile Crane - Temporary Road Closure - Yurong Lane, Darlinghurst****TRIM Container No.: 2021/042254****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Yurong Lane, Darlinghurst, between Riley Street and Crown Lane (two lanes), from 7am to 7pm from Saturday, 13 March 2021 to Monday, 15 March 2021, 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 from 20 March 2021 to 22 March 2021 as contingency dates.
- (D) The Applicant must contact the Kings Cross 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 – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

SMLXL Projects has applied for the temporary road closure of Yurong Lane, Darlinghurst, between Riley Street and Crown Lane (two lanes), from 7am to 7pm from Saturday, 13 March 2021 to Monday, 15 March 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of B-Class hoarding for the development of 73 William Street, Darlinghurst.

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 not drawn to scale.



DM (Speed Limit)	Merge Taper Length	Lateral Taper Length	Buffer Length
45 or less	15	15	20
46 to 55	30	30	30
56 to 65	60	60	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	50
96 to 105	160	100	50

- | Symbol | Meaning |
|--------|-----------------------|
| | Bus Stop |
| | Bus Lane |
| | Bike Lane |
| | Construction Zone |
| | Neighbouring property |
| | Pedestrians |



All traffic controllers are to wear approved Hi-Vis PPE

Item 12.**Road Works - Temporary Road Closure - Vine Street, Redfern****TRIM Container No.: 2021/000275****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Vine Street, between Louis Street and Eveleigh Street as follows:

- Public Domain Works from 7.30am - 5.30pm Monday 8 March 2021 to Friday 12 March 2021, and 7.30am to 3.30pm Saturday 13 March 2021, road to remain closed for the duration.

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 14 -20 March 2021 as a contingency date.
- (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 Vine Street, between Louis Street and Eveleigh Street as follows:

- Public Domain Works from 7.30am - 5.30pm Monday 8 March 2021 to Friday 12 March 2021, and 7.30am to 3.30pm Saturday 13 March 2021, road to remain closed for the duration.

Comments

The proposed temporary road closure is required to enable public domain 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

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. PEDESTRIAN ACCESS MAINTAINED ALONG EVELEIGH STREET USING THE EASTERN FOOTPATH PAST THE WORK AREA.
4. 2-WAY ACCESS ALONG EVELEIGH STREET MAINTAINED FOR THROUGHOUT WORKS.
5. TRAFFIC CONTROL PLAN IMPLEMENTED IN CONJUNCTION WITH DETOUR PLAN SBMG01789-137.

TRAFFIC CONTROL PLAN

VINE STREET ROAD CLOSURE DAY WORKS



SITE

HOLDEN ST

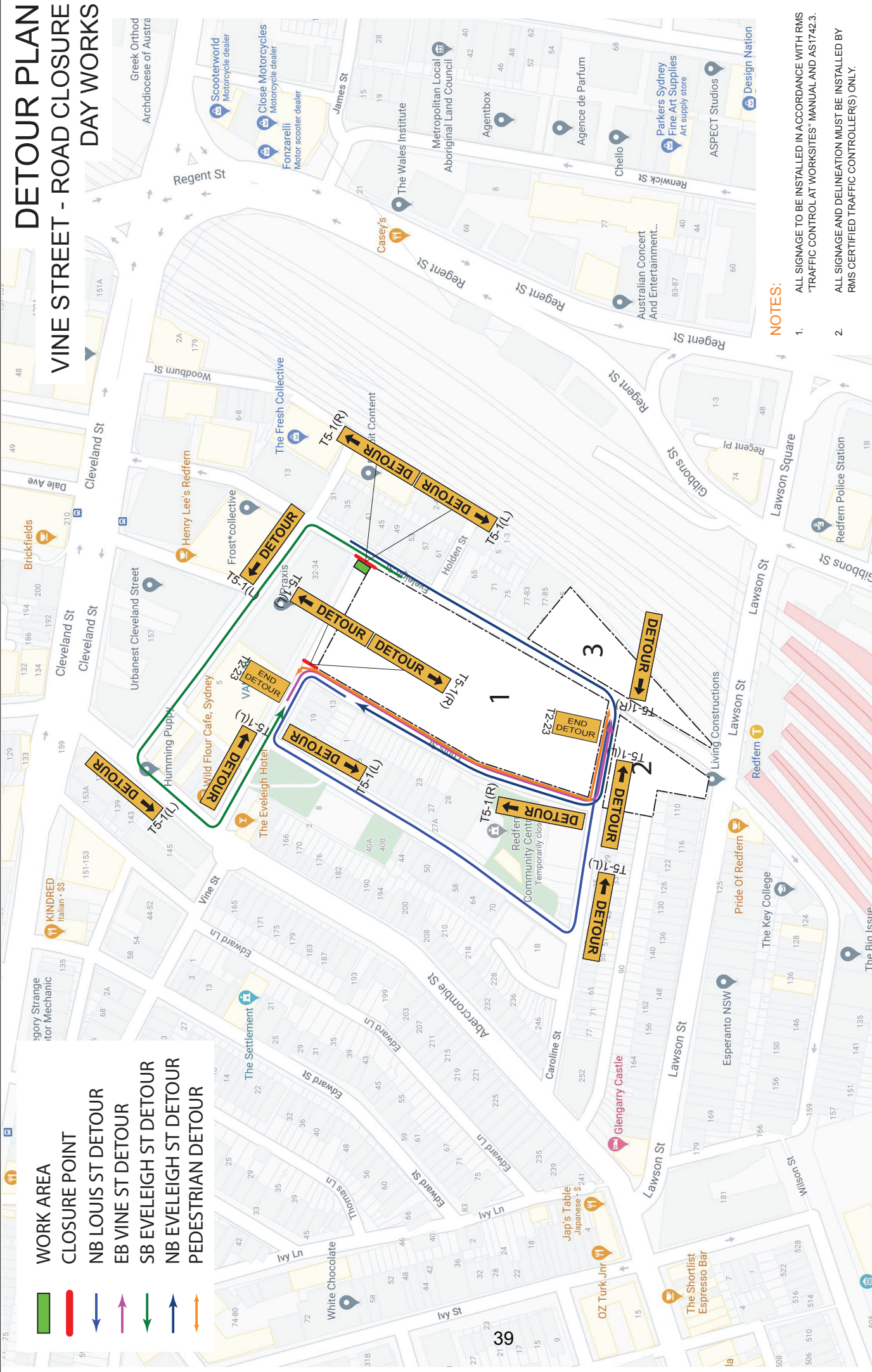
SBMG PLANNING TRAFFIC CONTROL SPECIAL EVENTS ROAD WORKS	SBMG Pty Ltd ABN: 34 167 165 560 www.sbmplanning.com.au matt@sbmplanning.com.au m: 0467 370 380	Project/Event: THE PEMULWUY PRECINCT Location: VINE STREET, REDFERN NSW Client: DEICORP Plan No. SBMG01789-136 Date: 30TH DECEMBER 2020 SCALE: NOT TO SCALE	PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0051718595 SIGNED:	DATE E D C B A 30/12/20 INITIAL SUBMISSION	DESCRIPTION

DETOUR PLAN

VINE STREET - ROAD CLOSURE

DAY WORKS

- WORK AREA
CLOSURE POINT
NB LOUIS ST DETOUR
EB VINE ST DETOUR
SB EVELEIGH ST DETOUR
NB EVELEIGH ST DETOUR
PEDESTRIAN DETOUR









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. PEDESTRIAN ACCESS MAINTAINED BETWEEN LOUIS ST & EVELEIGH STREET VIA CAROLINE STREET.
4. LOCAL ACCESS MAINTAINED TO SURROUNDING PROPERTIES.
5. DETOUR PLAN IMPLEMENTED IN CONJUNCTION WITH TRAFFIC CONTROL PLAN SBMG01789-136

Project/Event:		THE PEMULWUY PRECINCT	
Location:		VINE STREET, REDFERN NSW	
Client:		DEICORP	
Plan No.		SBMG01789-137	
Date:		30TH DECEMBER 2020	
Scale:		NOT TO SCALE	
Prepared By:		MATTHEW YOUNG	
Traffic Management Plan Certificate No.:		0051718986	
Signed:		[Signature]	
Description:		INITIAL SUBMISSION	
Date:		30/12/20	

NOTES:

- LEGEND:**
-  TRAFFIC FLOW
 -  SITE BOUNDARY
 -  WORK AREA (NOT OPERATING)
 -  WATER FILLED BARRIERS WITH TEMPORARY FENCING (SEE INSET)
 -  TEMPORARY KERB RAMPS
 -  PEDESTRIAN ROUTE



SBMG

PLANNING

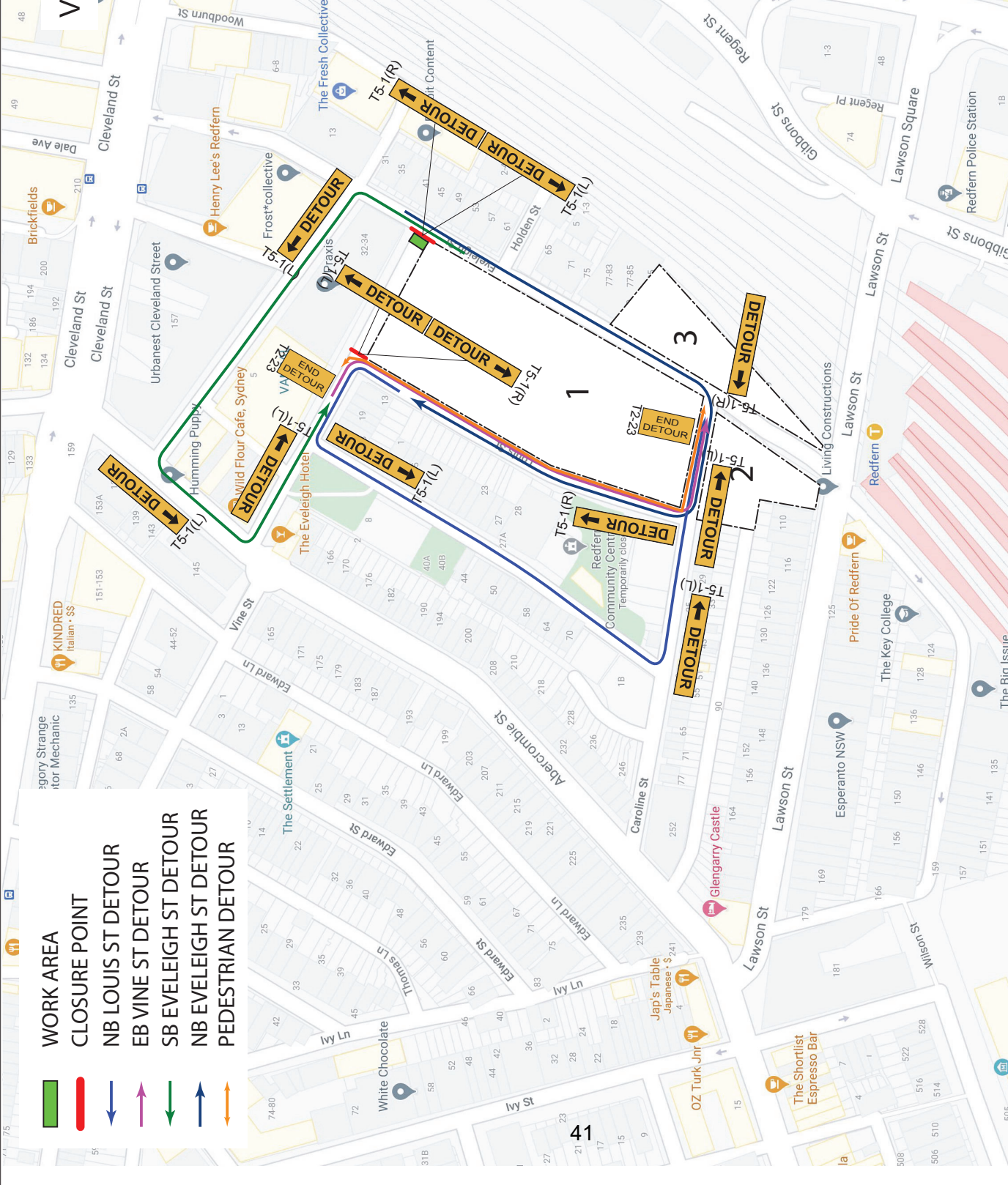
- TRAFFIC CONTROL
- BUILDING & CONSTRUCTION
- SPECIAL EVENTS
- SHEET PILE DRAPINGS



DETOUR PLAN

VINE STREET - ROAD CLOSURE

AFTERCARE



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. PEDESTRIAN ACCESS MAINTAINED BETWEEN LOUIS ST & EVELEIGH STREET VIA CAROLINE STREET.
4. LOCAL ACCESS MAINTAINED TO SURROUNDING PROPERTIES.
5. DETOUR PLAN IMPLEMENTED IN CONJUNCTION WITH TRAFFIC CONTROL PLAN SBMG01789-138

Project/Event:		THE PEMULWUY PRECINCT	
Location:		VINE STREET, REDFERN NSW	
Client:		DEICORP	
Plan No.		SBMG01789-139	
Date:		30TH DECEMBER 2020	
Scale:		NOT TO SCALE	
Prepared By:		MATTHEW YOUNG	
Traffic Management Plan Certificate No.:		0051718986	
Signed:			
Description:		INITIAL SUBMISSION	
Date:		30/12/20	

SBMG
PLANNING

SBMG Pty Ltd
ABN: 34 167 165 560
www.sbmginformation.com.au
mail@sbmgplanning.com.au
m: 0467 370 380

ENGINEERING
CONSTRUCTION
SURVEYING
DESIGN
CONSULTING

Item 13.**Road Works - Temporary Road Closure - Arnold Lane, Surry Hills****TRIM Container No.: 2020/576225****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Arnold Lane, Surry Hills between Arnold Place and Goulburn Street, (two lanes), from 7am to 5pm on Monday 8 March 2021 and Tuesday 9 March 2021, 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 10 and 11 March 2021 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

Scott Electrical Services has applied for the temporary road closure of Arnold Lane, Surry Hills between Arnold Place and Goulburn Street, (two lanes), from 7am to 5pm on Monday 8 March 2021 and Tuesday 9 March 2021.

Comments

The proposed temporary road closure is required to enable electrical upgrade.

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.

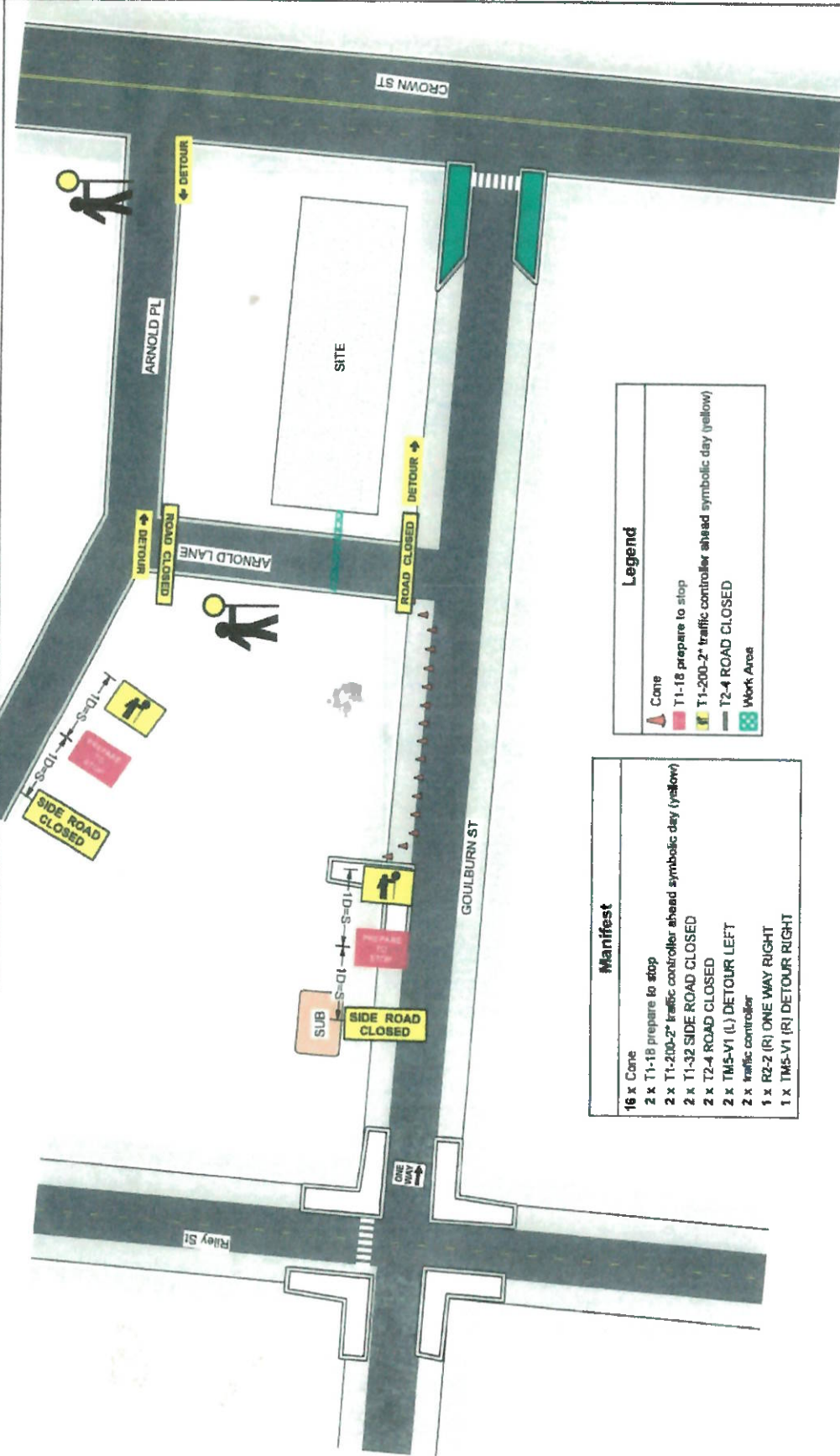
CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Date: 19/11/2020 Author: Kosta Kostadinovic Ticket 0052317805 Project: 249-255 Crown Street, Darlinghurst NSW

Comments:

RTA accredited Traffic Controllers are to be on site at all times to correctly and legally implement this prepared Traffic Control Plan. All correct Hi-Vis clothing and PPE must be worn by all Traffic Controllers. This TCP has been prepared NOT TO SCALE. Details are indicative only. This Traffic Control Plan (TCP) has been prepared in accordance with Australian Standards AS1742.3, the RTA Traffic Control at Work Sites' Manual and In Control Traffic's Policy. The actual sign and cone spacings in this plan is to the relevant standards and not to site condition. Work environment and site condition may alter the correct distances stated in this plan. If you have any questions please contact Kosta Kostadinovic on 0451 553 225

InControl
TRAFFIC



ALL SIGNS AND SPACING MUST BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 1742-3

PLAN NOT TO SCALE

Item 14.**Works Zone - Belmore Lane, Surry Hills****TRIM Container No.: 2020/577466****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Belmore Lane, between the points 14.5 metres and 24.5 metres west of Commonwealth Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Parking Other Times", 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 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.
- (C) The Applicant must implement appropriate traffic control measures and use RMS Accredited Traffic Controllers to manage pedestrian accessibility adjacent to the Works Zone during the hours of operation
- (D) The Applicant must maintain vehicular access to all garages and/or driveways off Belmore Lane during the hours the Works Zone is in operation - if use of the Works Zone impedes vehicular access to a nearby garage and/or driveway, RMS Accredited Traffic Controllers must clear the Works Zone of the vehicle immediately.
- (E) 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 Sydney	[Insert]	[Insert]
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Advice

Advice will be updated after the meeting.

Background

Infinity Constructions Pty Ltd has requested a 10 metre long Works Zone in Belmore Lane, Surry Hills.

The Works Zone is to facilitate construction works at 241 Commonwealth Street, Surry Hills.

Comments

The kerb space on the southern side of Belmore Lane, Surry Hills between Commonwealth Street and Mary Lane is currently signposted as "No Parking".

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. Outside of these hours the kerb space, where the Works Zone is proposed, will revert to "No Parking Other Times"

The development site has no provision for off-street parking for trucks and as the approved development takes up the entire site, the Applicant is unable to carry out construction unless a Works Zone is provided directly in front of the site.

Belmore Lane is approximately 4.9 metres wide and If use of the Works Zone impedes through access or vehicular access to a nearby garage and/or driveway, RMS Accredited Traffic Controllers must clear the Works Zone of the vehicle immediately.

Consultation

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

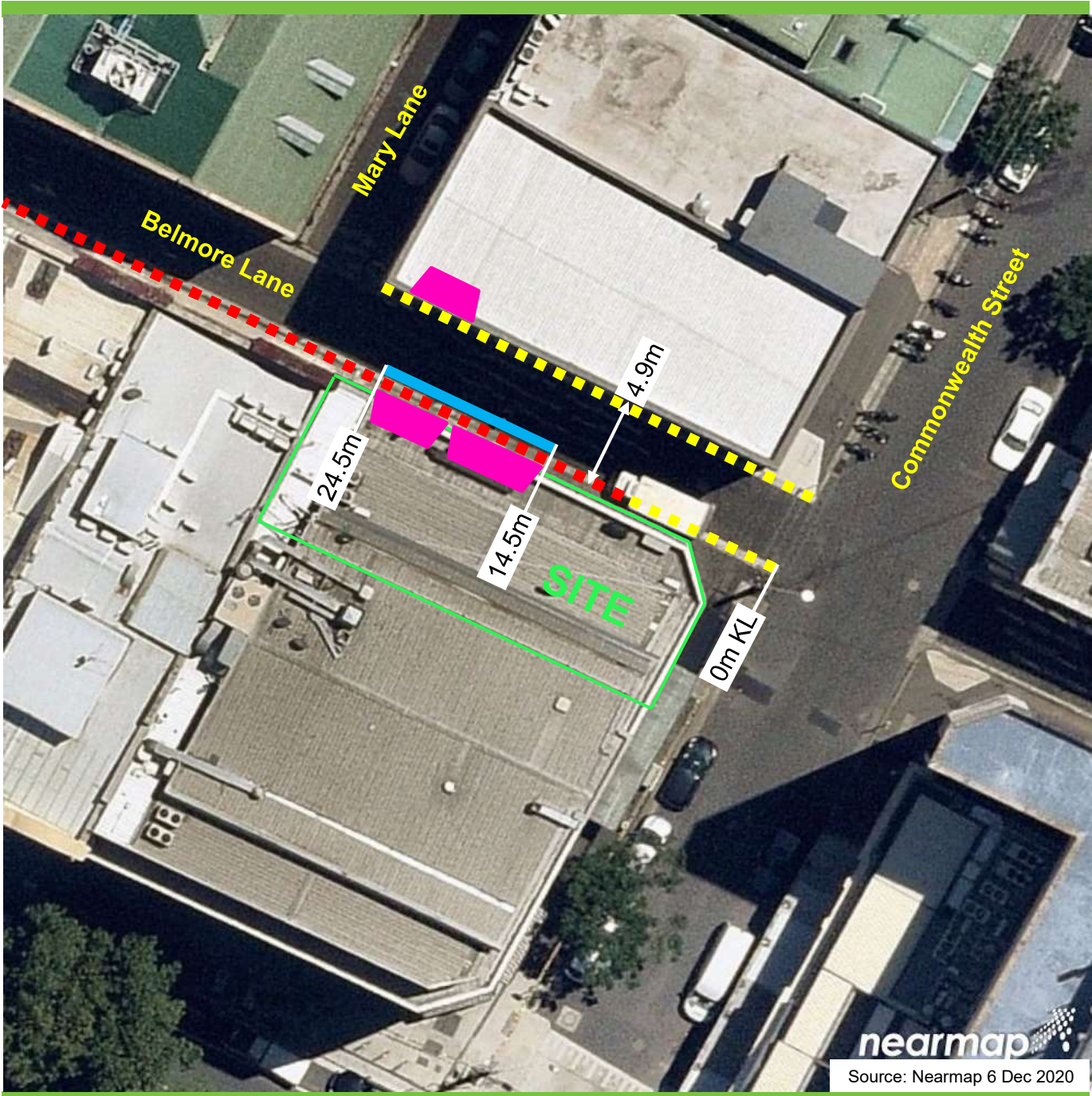
Financial

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

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Belmore Lane, Surry Hills Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- Layback

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat"
- "No Parking Other Times"

Item 15.**Works Zone - Gottenham Street, Glebe****TRIM Container No.: 2020/528074****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Gottenham Street, Glebe between the points 10 metres and 22 metres south of Bayview Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "2P 5.30-10pm Mon-Fri 3.30-10pm Sat 8am-10pm Sun & Public Holidays Permit Holders Excepted Area G" 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 – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

L&L Homes Pty Ltd has requested a 12 metre long Works Zone in Gottenham Street, Glebe.

The Works Zone is to facilitate construction works at 63 Gottenham Street.

Comments

The kerb space on the eastern side of Gottenham Street, south of Bayview Street is currently signposted as "2P 8am-10pm Permit Holders Excepted Area G".

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.

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.



CLEMENT LIM, SENIOR TRAFFIC ENGINEER

Gottenham Street, Glebe

Works Zone



Existing

-  No Stopping
-  2P 8am-10pm
Permit Holders Excepted
Area G

Proposed

-  Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat
- 2P 5.30-10pm Mon-Fri 3.30-10pm Sun & Public Holidays Permit Holders Excepted Area G

Item 16.**Works Zone - Marys Place, Surry Hills****TRIM Container No.: 2020/579294****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space as follows:

- (A) On the southern side of Marys Place, between the points 3 metres and 22 metres west of Clare Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping All Other Times", and
- (B) On the western side of Clare Street, between the points 4.5 metres and 10 metres, south of Hill Street as "No Stopping 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18", and
- (C) On the northern side of Marys Place, between the points 4 metres and 22 metres, west of Clare Street as "No Parking 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18"

subject to the following conditions:

- 1. The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- 2. 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.
- 3. 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.
- 4. The Applicant must implement appropriate traffic control measures and use RMS Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- 5. The Applicant must temporarily replace the existing kerb and gutter along the Marys Place frontage of the site with a temporary rollover kerb so that vehicles using the Works Zone can drive into the proposed Works Zone. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team.
- 6. The Applicant must remove the temporary rollover kerb and reinstate the kerb and gutter at the conclusion of the Works Zone. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team.

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

Lloyd Group has requested a 19 metre long Works Zone in Marys Place, Surry Hills.

The Works Zone is to facilitate construction works at Vine Church (81 Flinders Street, Surry Hills).

Comments

The kerb space on the southern side of Marys Place between Clare Street and Floods Place is currently signposted as "No Stopping". The kerb space on the northern side of Marys Place between Clare Street and Floods Place is signposted as "1P 8am-10pm Mon-Sat Permit Holders Excepted Area 18". Additionally, the kerb space on the western side of Clare Street between Hill Street and Marys Place is currently signposted as "1P 8am-10pm Mon-Sat Permit Holders Excepted Area 18".

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

Marys Place is approximately 5.1 metres wide. The proposed Works Zone is approximately three metres wide. It is set two metres into the site and will occupy one metre of the road lane. The street is narrow, and traffic will be blocked if a truck is parked adjacent to the kerb

in the Works Zone. As such, the Applicant is proposing to temporarily replace the existing kerb with a rollover kerb to allow vehicles to park in the proposed Works Zone.

Marys Place is deemed too narrow for vehicles to access through the laneway when vehicles are parked on the northern side of Marys Place, opposite the proposed Works Zone. It is proposed to reallocate the parking spaces on the northern side of Marys Place, between Clare Street and Floods Place to "No Parking 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18" to maintain a minimum three-metre-wide travel lane.

The road width in Clare Street is approximately 4.8 metres. Due to the narrow streets within the vicinity of the proposed Works Zone, the reallocation of existing parking restrictions (one car space) on Clare Street to "No Stopping 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18" is required to allow unobstructed movement of trucks turning into Clare Street.

To maintain safe access in Clare Street, Marys Place and Floods Place, and to affected properties, the Applicant will deploy RMS accredited Traffic Controllers to assist traffic and pedestrians when the Works Zone is occupied.

Consultation

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

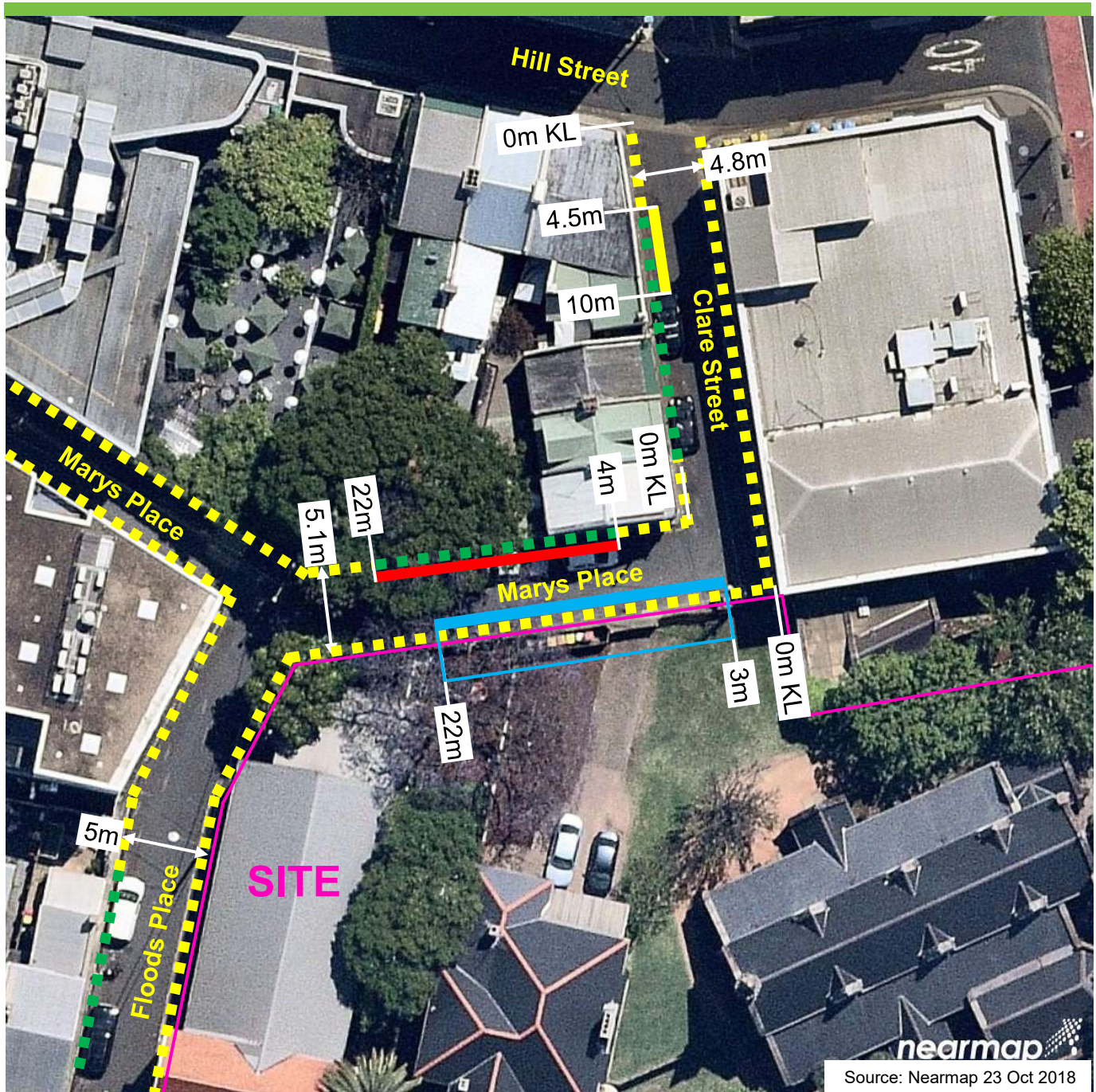
Financial

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

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Marys Place, Surry Hills Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-10pm Mon-Sat Permit Holders Excepted Area 18"

Proposed

- ■ ■ "No Stopping 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" & "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18"
- ■ ■ "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" & "No Stopping All Other Times"
- ■ ■ "No Parking 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" & "1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, Permit Holders Excepted Area 18"

Item 17.**Works Zone - Pitt Street, Sydney****TRIM Container No.: 2020/582342****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Pitt Street, Sydney, between the points 49.6 metres and 89.6 metres north of Underwood Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Stopping All Other Times", 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, City's Street Furniture Team and Transdev 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.
- (E) If the Works Zone is installed on a footpath, then on removal of the Works Zone, the applicant must restore the footpath to its original condition. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team.
- (F) All vehicular movements into and out of the Works Zone must be undertaken under traffic control.

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

Richard Crookes Construction has requested a 40 metre long Works Zone in Pitt Street, Sydney.

The Works Zone is to facilitate construction works at 1 Alfred Street, Sydney.

Comments

The kerb space on the western side of Pitt Street between Underwood and Alfred Streets is currently signposted as "No Stopping" and "No Entry Light Rail Authorised Vehicles Excepted".

The Works Zone is intended to operate from 7am to 7pm Monday to Friday and 7am to 5pm on Saturday in accordance with the Development Consent Conditions.

The Works Zone will require the replacement of bollards at the northern end of Pitt Street.

Consultation

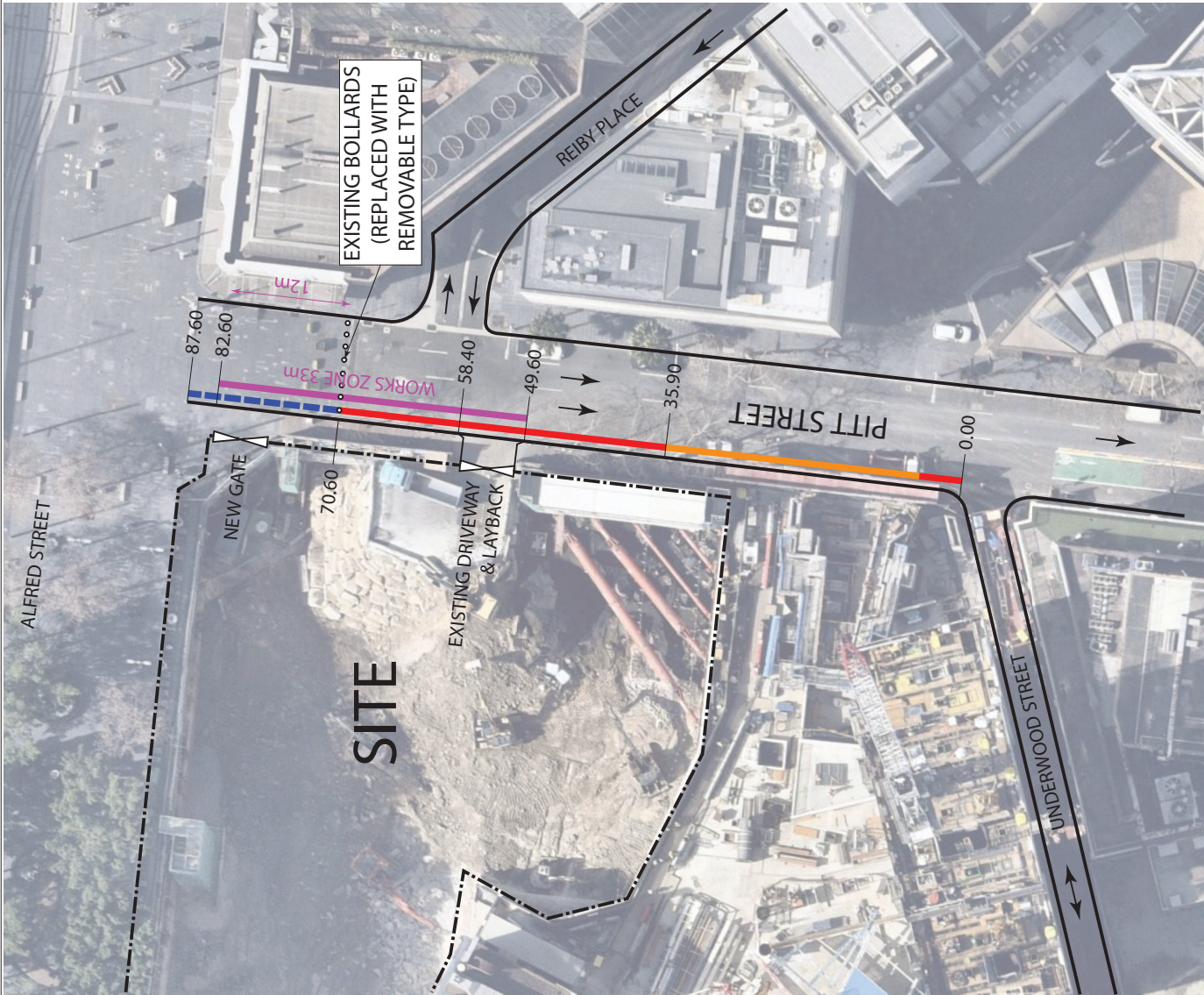
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

WORKS ZONE PLAN PITT STREET



LEGEND:



TRAFFIC FLOW
SITE BOUNDARY

EXISTING CONDITIONS:

NO STOPPING
NO ENTRY
LIGHT RAIL AUTHORISED VEHICLES EXCEPTED
WORKS ZONE
7AM - 7PM
NO STOPPING AT OTHER TIMES

PROPOSED CONDITIONS:

WORKS ZONE
7AM - 7PM
NO STOPPING AT OTHER TIMES

 SBMG Pty Ltd ABN: 34 167 165 560 www.sbmplanning.com.au matt@sbmplanning.com.au m: 0467 370 380	Project/Event: ONE CIRCULAR QUAY		Prepared By: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE NO. 0051716896	
	Location:	1 ALFRED STREET, SYDNEY NSW	SIGNED: 	
	Client:	RICHARD CROOKES CONSTRUCTIONS PTY LTD	DATE: 22/12/20	
	Plan No.	SBMG02186-04	DESCRIPTION: A INITIAL SUBMISSION	
	Date:	22ND DECEMBER 2020		

Item 18.**Works Zone - Uther Street, Surry Hills****TRIM Container No.: 2020/565477****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space as follows:

- (A) On the northern side of Uther Street, between the points 9 metres and 28 metres, 34 metres and 49 metres, and 53 metres and 65 metres as "No Stopping", and
- (B) On the southern side of Uther Street, between the points 10 metres and 20 metres as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat";
- (C) On the southern side of Uther Street, between the points 20 metres and 28 metres as "Loading Zone 8.30am-5pm Mon-Fri", and
- (D) On the southern side of Uther Street, between the points 28 metres and 60 metres as unrestricted for parking;

subject to the following conditions:

- 1. The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- 2. 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.
- 3. 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

Promena Projects has requested a 10 metre long Works Zone in Uther Street, Surry Hills.

The Works Zone is to facilitate construction works at 19 Waterloo Street, Surry Hills.

Comments

The kerb space on the northern side of Uther Street between Waterloo Street and Hercules Street is currently signposted as unrestricted for parking and "Loading Zone 8.30am-5pm Mon-Fri". The kerb space on the southern side of Uther Street between Waterloo Street and Hercules Street is currently signposted as "No Stopping".

The applicant's site is located on the southern side of Uther Street, which has a kerb space currently signposted as "No Stopping". To provide the applicant a Works Zone, it is proposed to swap parking spaces from the northern side of Uther Street to the southern side.

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

Uther Street is approximately 6.1 metres wide. The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

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

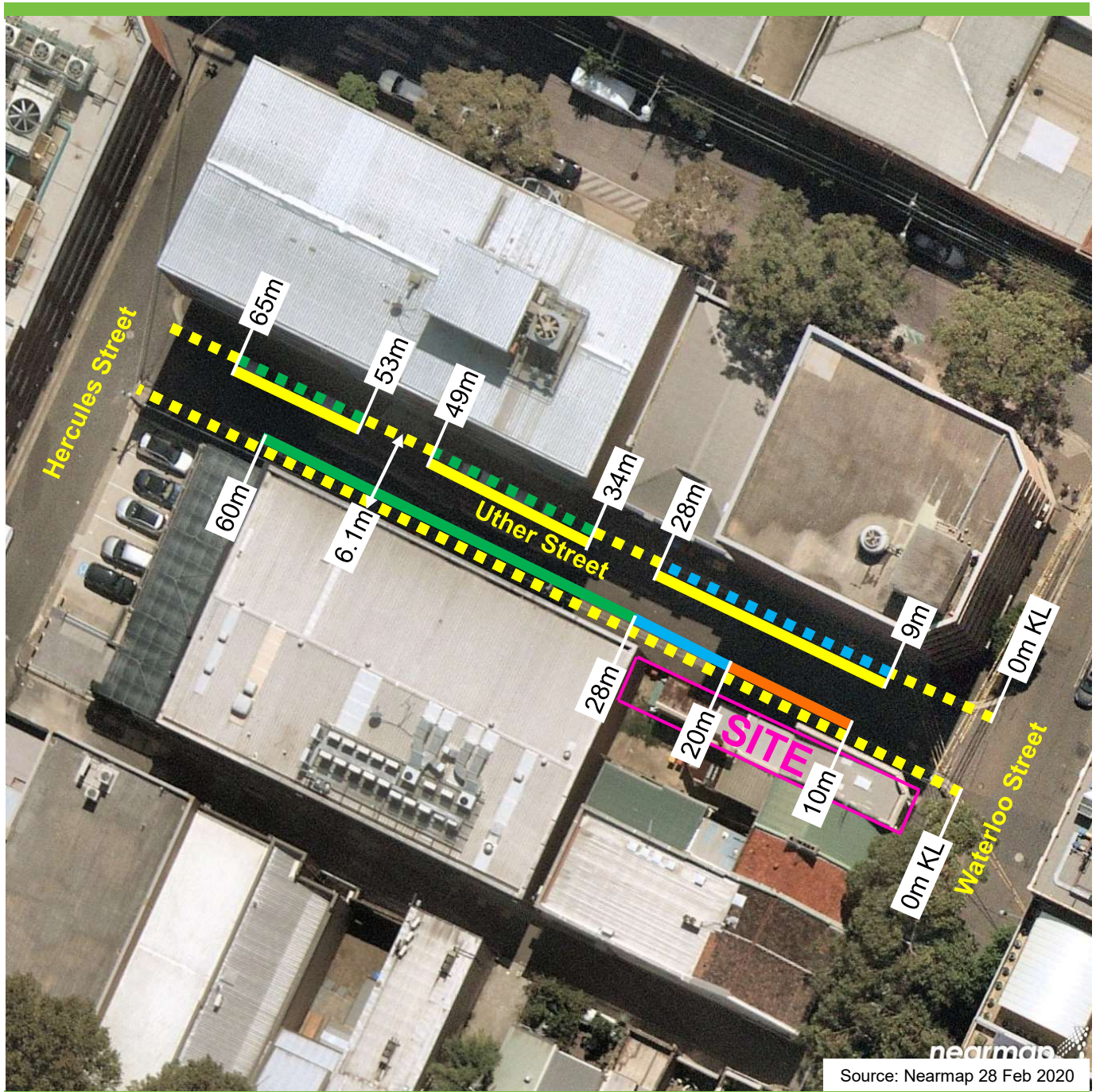
Financial

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

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Uther Street, Surry Hills Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ Unrestricted for parking
- ■ ■ "Loading Zone 8.30am-5pm Mon-Fri"

Proposed

- ■ ■ "No Stopping"
- ■ ■ Unrestricted for parking
- ■ ■ "Loading Zone 8.30am-5pm Mon-Fri"
- ■ ■ "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat"

Item 19.**Works Zone - York Street, Sydney****TRIM Container No.: 2020/577540****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of York Street, Sydney, between the points 20 metres and 60 metres north of Market Street as "Works Zone Midnight-5am Mon-Sat" and "Bus Zone All Other Times", 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 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.
- (C) 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

Mettle Pty Ltd has requested a 40 metre long Works Zone in York Street, Sydney.

The Works Zone is to facilitate construction works at 68 York Street.

Comments

The kerb space on the eastern side of York Street, Sydney north of Market Street is currently signposted as "Bus Zone".

The Works Zone is intended to operate from midnight to 5am Monday to Saturday. The proposal was consulted with Transport for New South Wales who raised no objections.

Consultation

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

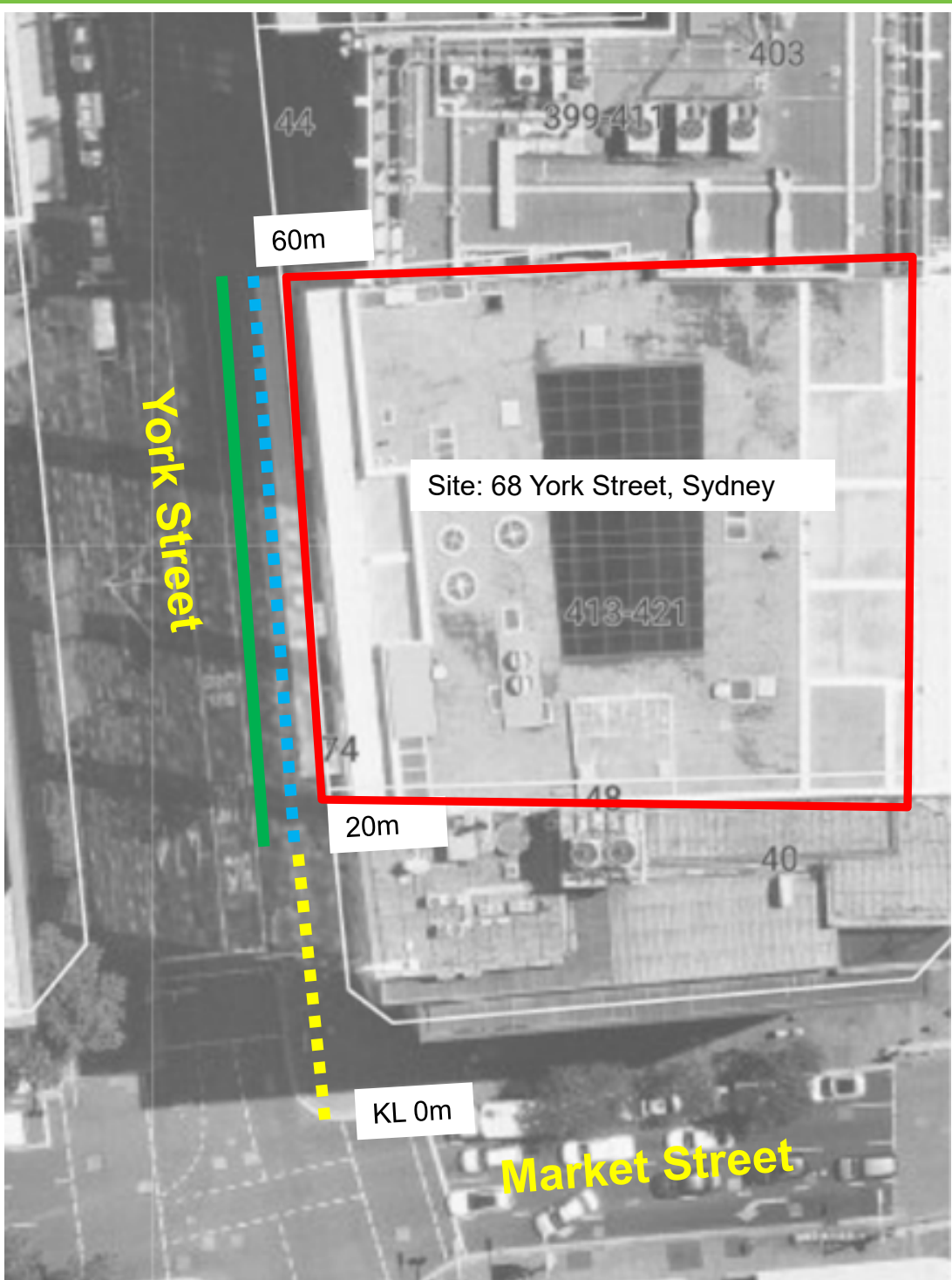
Financial

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

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

York Street, Sydney

Works Zone



Existing

"No Stopping"

"Bus Zone"

Proposed

"Works Zone Midnight-5am Mon-Sat" and "Bus Zone All Other Times"

64

Item 20.**Works Zone - Botany Road, Zetland****TRIM Container No.: 2020/577498****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Botany Road, Zetland between the points 53 metres and 129 metres south of Geddes Avenue as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping all other times", 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 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.
- (C) 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.
- (D) The Applicant must implement appropriate traffic control measures and use TfNSW Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (E) The Applicant must temporarily replace the existing kerb and gutter along the Botany Road frontage of the site with a temporary rollover kerb so that vehicles using the Works Zone can drive into the proposed Works Zone. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team and TfNSW.
- (F) The Applicant must remove the temporary rollover kerb and reinstate the kerb and gutter at the conclusion of the Works Zone. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team and TfNSW requirements.

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

Waterside Constructions has requested a 76 metre long Works Zone in Botany Road.

The Works Zone is to facilitate construction works at 501-509 Botany Road, Zetland.

Comments

Botany Road, Zetland between Geddes Avenue and Hansard Street, is a State Road controlled by Transport for NSW. The proposal has received support from TfNSW who have asked the City to proceed with the proposal.

The kerb space on the eastern side of Botany Road, Zetland, south of Geddes Avenue, where the changes are proposed is currently signposted as "No Parking 7am-9am Mon-Fri", "Bus Zone" and "Clearway 3pm-7pm Mon-Fri". These restrictions make construction activity difficult to occur from the kerb. However, a large road reserve exists between the footpath adjacent to the buildings and separates it from the carriageway.

The proposed Works Zone will be located on the existing road reserve. The applicant proposes to install a 2.6-metre-wide B-Class Hoarding on the eastern side of the Works Zone to maintain north-south pedestrian thoroughfare along the footpath adjacent to the buildings. The remaining space of the existing road reserve will be utilised by the applicant for construction vehicle loading and unloading activity during Works Zone hours.

The existing Bus Stop at the frontage of the site, within the proposed Works Zone, will be temporarily removed to allow unobstructed movement of construction vehicles to and from the Works Zone. This is deemed acceptable as there are two other bus stops nearby: one located 160 metres north, near the intersection of Botany Road and Geddes Avenue, and another bus stop located 120 metres south, near the intersection of Botany Road and

Epsom Road. The proposal has received support from STA Buses who have agreed for the City to proceed with the proposal.

To prevent vehicles parking along the kerb and blocking movement of trucks to and from the Works Zone, and also prevent vehicles from parking in the Works Zone out of work hours, it is proposed to reallocate the parking restrictions on the eastern side of Botany Road to "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping all other times".

The Applicant must temporarily replace the existing kerb and gutter along the Botany Road frontage of the site with a temporary rollover kerb so that vehicles using the Works Zone can drive into the proposed Works Zone. Once all works have concluded, the applicant must remove the temporary rollover kerb and reinstate the kerb and gutter to City's Public Domain standards and specifications and TfNSW requirements. Additionally, existing services on the footpath including streetlights, pits, lids and services must be protected by heavy duty protection.

To maintain safe access of construction vehicles into the Works Zone and local traffic passing the Works Zone, the Applicant will deploy TfNSW accredited Traffic Controllers to assist traffic and pedestrians when the Works Zone is occupied.

Consultation

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

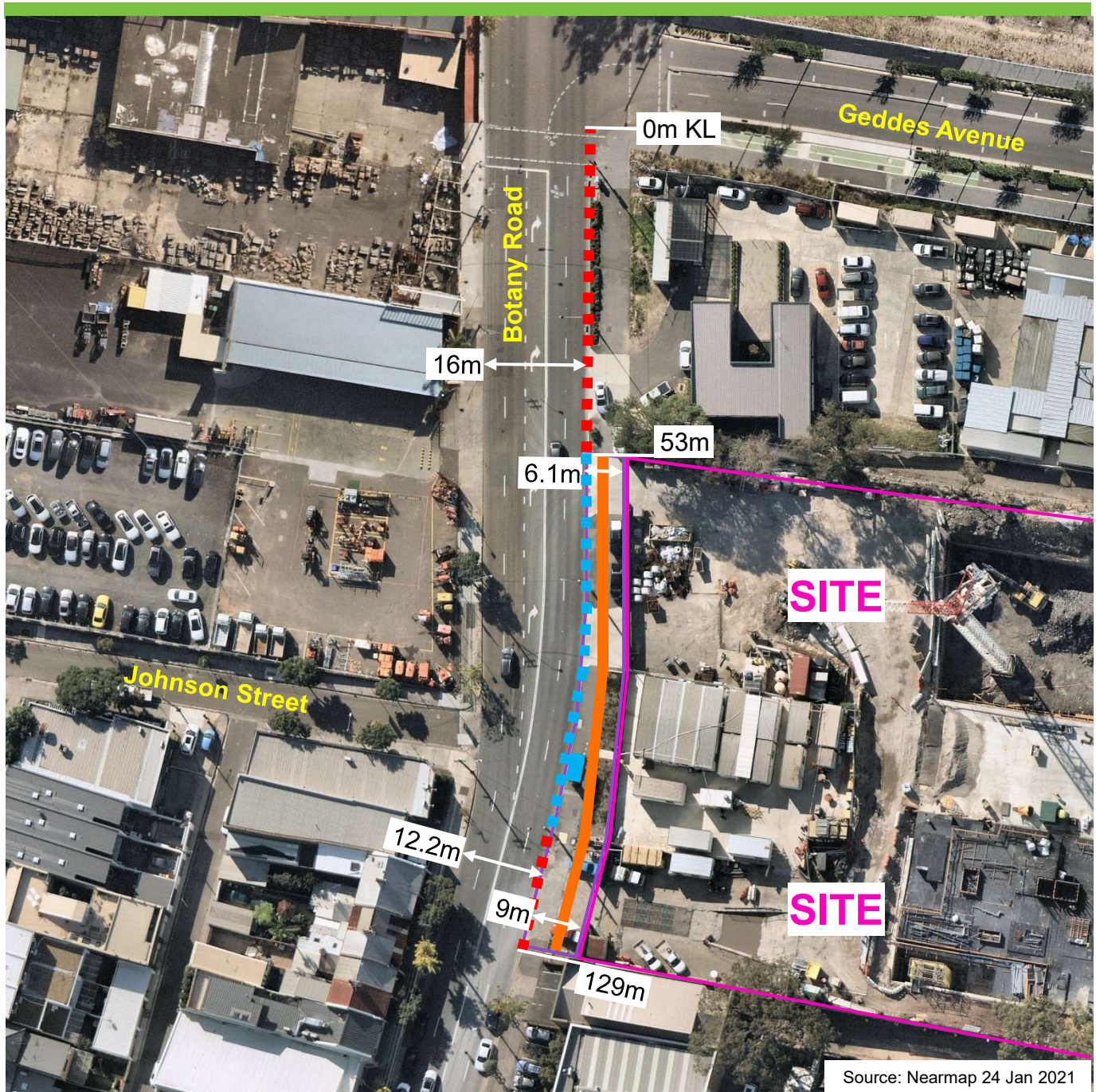
Financial

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

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Botany Road, Zetland Proposed parking changes



Existing

- ■ ■ "No Parking 7am-9am Mon-Fri"
"Clearway 3pm-7pm Mon-Fri"
- ■ ■ "Bus Zone"
"Clearway 3pm-7pm Mon-Fri"
- Bus Shelter

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri,
7.30am-3.30pm Sat"
"No Stopping all other times"
- Site
- Works Zone and B-Class Hoarding

Item 21.**Parking - No Parking - William Lane, Alexandria****TRIM Container No.:** 2020/520992**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the eastern side of William Lane, Alexandria between the points 73 metres and 76 metres (one car space) south of Reserve 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

A resident of William Street, Alexandria has requested consideration of "No Parking" at the rear of the property in William Lane to improve access to the only entrance of some of their apartments.

Comments

The kerb space on the eastern side of William Lane, south of Reserve Street, where the changes are proposed, is currently unrestricted for parking.

William Lane has a footpath on the western side that is approximately 0.9 metres wide. There is no footpath on the eastern side.

The resident states that they experience difficulty entering and exiting (especially with a pram) the only entrance to their apartment building due to vehicles parking across the small entry. The path from the resident's apartment entrance connects directly to the eastern kerbside, forcing the resident to move between parked vehicles to access the footpath on the western side of William Lane.

On-site inspection shows there is a need to provide a "No Parking" restriction to improve access to the apartment.

Consultation

The City consulted local residents and businesses in the area. There were 47 letters sent out with no responses supporting or opposing the proposal.

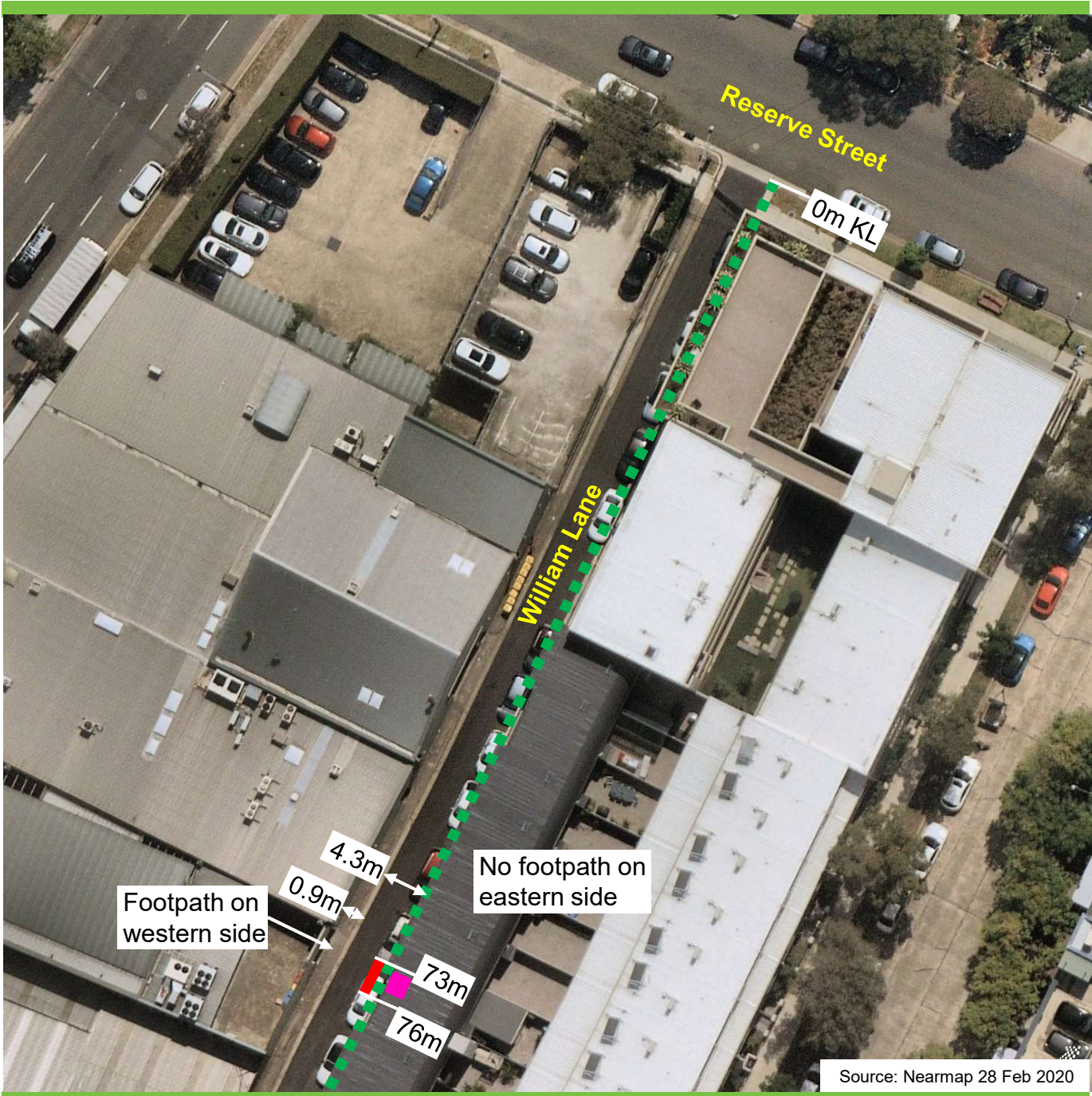
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

William Lane, Alexandria Proposed parking changes



Existing

- ■ ■ Unrestricted for parking
- Path leading to only entrance of apartment

Proposed

- "No Parking"

Item 22.**Parking - No Parking - Edward Street, Darlington****TRIM Container No.:** 2020/515000**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the eastern side of Edward Street, Darlington between the points 26.3 metres and 32.2 metres (one car space) south of Vine Street, as "No Parking Authorised Neighbourhood Centre Vehicles Excepted".

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 Sydney University Settlement Neighbourhood Centre has requested consideration of additional "No Parking Authorised Neighbourhood Centre Vehicles Excepted" at the rear of their building in Edward Street, Darlington to further facilitate pick-up and drop-off.

Comments

The kerb space on the eastern side of Edward Street, Darlington south of Vine Street and Ivy Lane, where the changes are proposed, is currently unrestricted for parking.

The Sydney University Settlement Neighbourhood Centre does not have off-street parking and their operations require them to use two mini-buses to pick-up and drop-off children from the nearby social housing facilities to bring them to the centre. The current parking zone for the Centre vehicles does not fit the two-mini buses. Therefore, it is proposed to extend and add some additional "No Parking Authorised Neighbourhood Centre Vehicles Excepted" in Edward Street, outside the frontage of their property

Consultation

The City consulted local residents and businesses in the area. There were 51 letters sent out with one response supporting the proposal and two responses opposing the proposal. The response supporting the proposal noted it would facilitate safe pick-up and drop-off of children at the Neighbourhood Centre. The two responses opposing the proposal expressed their concern over loss of parking.

The provision of one car parking space for The Sydney University Settlement Neighbourhood Centre will improve safety for picking-up and dropping-off children outside the centre. As such, it is proposed to proceed with the proposal. The loss to unrestricted parking is minor and other unrestricted parking is still retained nearby.

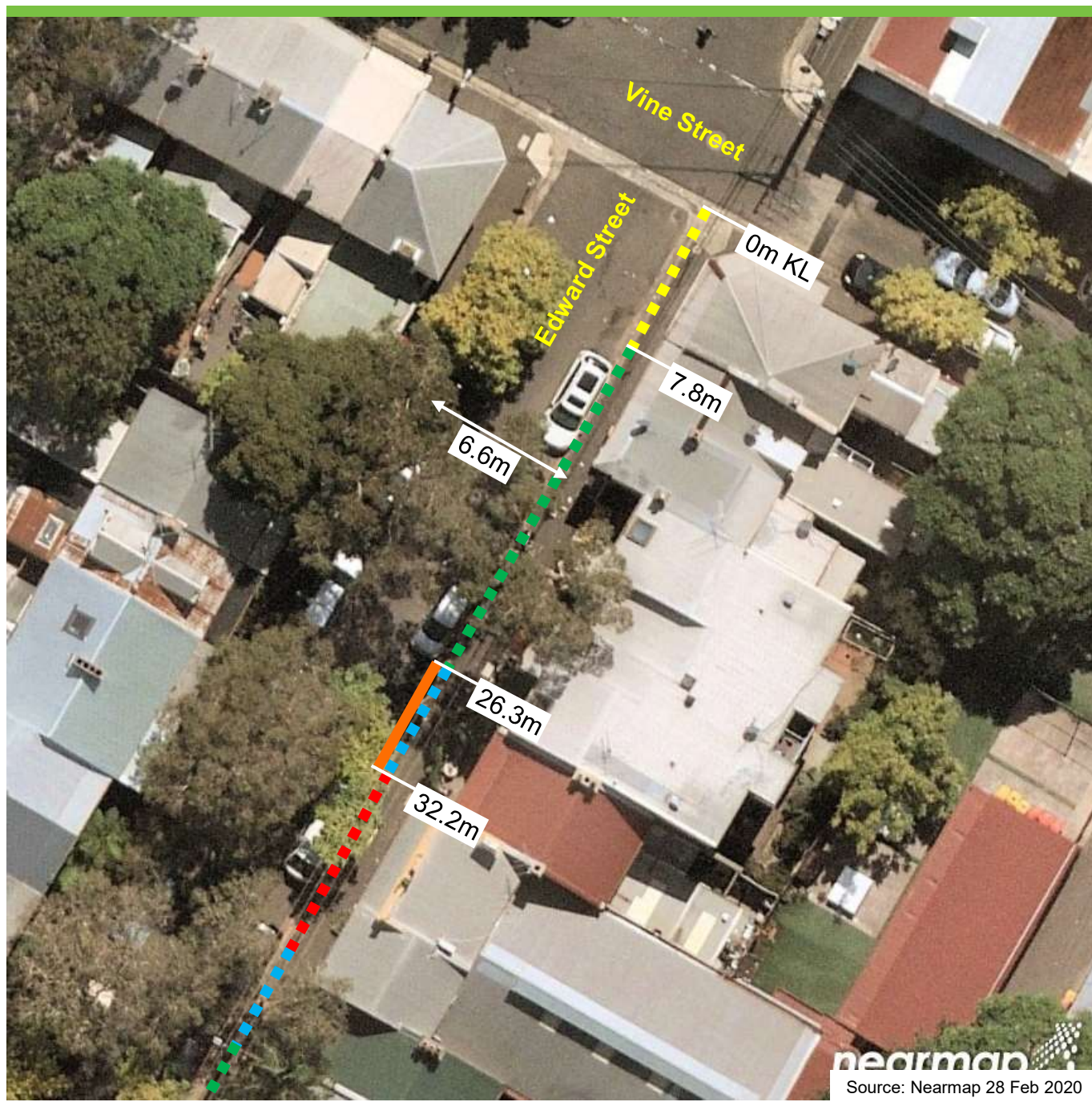
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Edward Street, Darlington Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised
Neighbourhood Centre Vehicles
Excepted"
- ■ ■ "2P 8am-10pm Permit Holders
Excepted Area 32"
- ■ ■ Unrestricted for parking

Proposed

- "No Parking Authorised
Neighbourhood Centre Vehicles
Excepted"

Item 23.**Parking - No Parking - Campbell Street, Newtown****TRIM Container No.: 2020/485580****Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Campbell Street, Newtown between the points 10.2 metres and 20 metres (two car spaces) west of Little Queen 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

Residents of Campbell Street, Newtown have requested consideration of "No Parking" in the street to improve thoroughfare along the laneway near Little Queen Street.

Comments

The kerb space on the northern side of Campbell Street, Newtown between Little Queen Street and Elizabeth Street, where the changes are proposed, is currently signposted as "2P 8am-10pm Permit Holders Excepted Area 22".

The road width in Campbell Street is approximately 4.2 metres. When cars are parked in the "2P 8am-10pm Permit Holders Excepted Area 22" spaces nearest Little Queen Street, it leaves only 2.1 metres for vehicles to turn or manoeuvre near the intersection. Therefore, it is proposed to provide "No Parking" restrictions in those spaces on Campbell Street nearest the intersection of Little Queen Street. This will ensure that all vehicles can travel along Campbell Street in a safe manner.

Consultation

The City consulted local residents and businesses in the area. There were 29 letters sent out with no responses supporting or opposing the proposal.

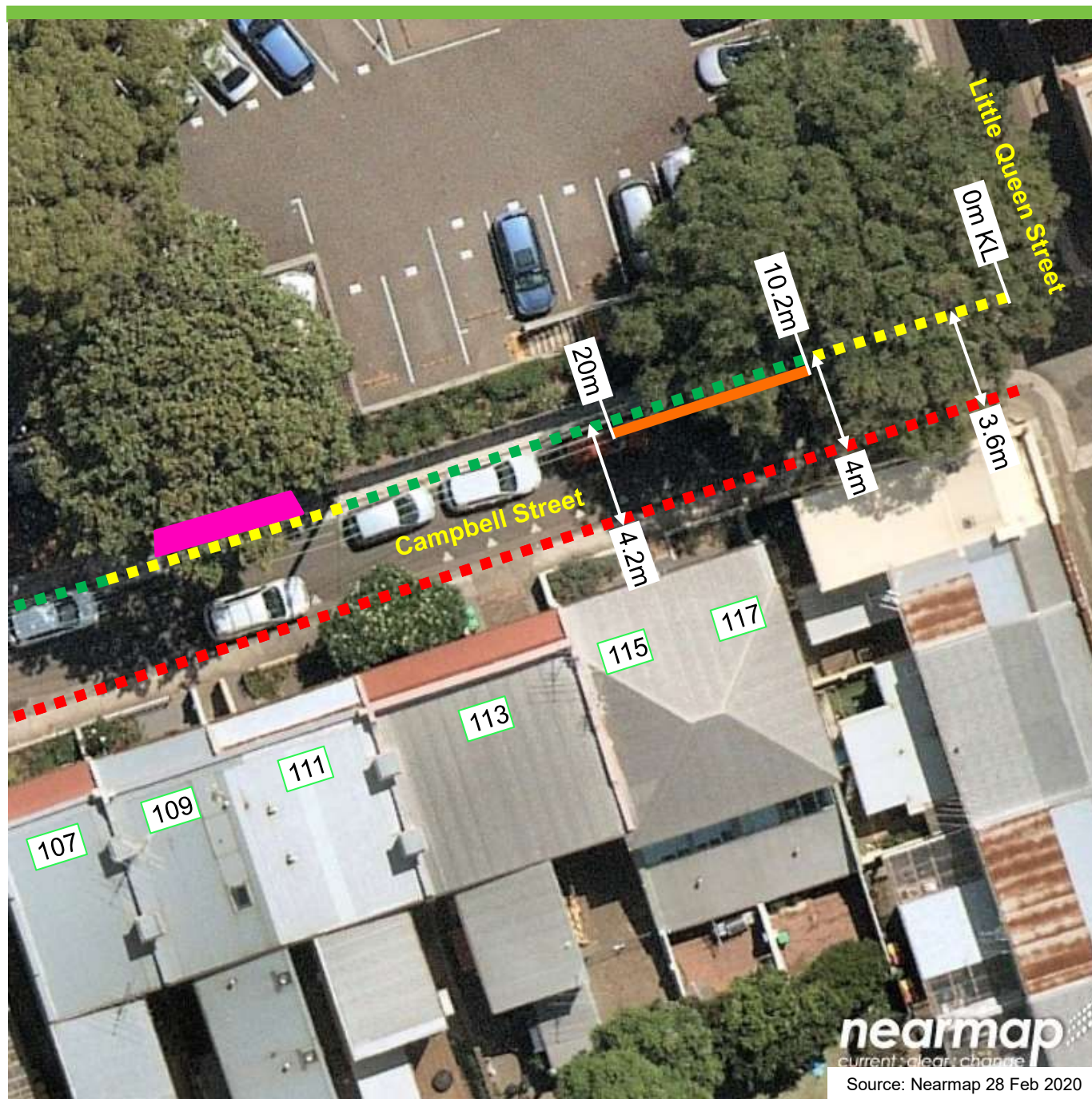
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Campbell Street, Newtown Proposed parking changes



Existing

- "No Stopping"
- "No Parking"
- "2P 8am-10pm Permit Holders Excepted Area 22"
- Driveway

Proposed

- "No Parking"

Item 24.**Parking - No Parking - Mort Lane, Surry Hills****TRIM Container No.: 2020/526026****Recommendations**

It is recommended that the Committee endorse the allocation of parking on the western side of Mort Lane, Surry Hills south of Mort Street as follows:

- (A) Between 5 metres and 10 metres as "No Stopping"; and
- (B) Between 10 metres and 17 metres (one car space) south of Mort 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 – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Residents of Mort Street, Surry Hills have provided a petition, signed by seven households, requesting the consideration of "No Parking" in Mort Lane to improve access through the laneway.

Comments

The kerb space on the western side of Mort Lane, south of Mort Street, where the changes are proposed, is currently unrestricted for parking.

Mort Lane is a two-way street approximately 4.7 metres wide. When cars are parked on the western side of the lane, there is 2.2 metres remaining for vehicles to pass. In response to residents' concerns about vehicle access, it is proposed to provide a "No Parking" restriction on the western side of Mort Lane. This will ensure that vehicles can traverse through Mort Lane in a safe manner.

In addition, the NSW Road Rules 2014 prohibits drivers from stopping within 10 metres of an intersection. The parking restrictions will be updated to reflect the statutory "No Stopping" restrictions.

Consultation

The City consulted local residents and businesses in the area. There were 48 letters sent out with five response supporting the proposal and two responses opposing the proposal. The responses supporting the proposal noted the change would make it easier for vehicles to access the laneway. The responses opposing the proposal expressed their concerns over loss of parking spaces.

The proposal would improve the safety for drivers due to improved sight lines and access in the narrow laneway and as such, it is proposed to proceed with the proposal.

Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Mort Lane, Surry Hills Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ Unrestricted for parking

Proposed

- ■ ■ "No Parking"
- ■ ■ "No Stopping"

Item 25.**Parking - No Parking - Lenton Parade, Waterloo****TRIM Container No.: 2020/521041****Recommendations**

It is recommended that the Committee endorse the allocation of parking on the end of Lenton Parade, Waterloo between the points 151.3 metres and 164.5 metres (five car spaces) west of Elizabeth 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

A resident of Lenton Parade, Waterloo has requested consideration of "No Parking" at the dead end of the street to provide adequate space for vehicles to turn around.

Comments

The kerb space at the dead end of Lenton Parade, west of Elizabeth Street, where the changes are proposed, is currently unrestricted for parking.

The road width in Lenton Parade is approximately 8.5 metres. When vehicles are parked in the unrestricted spaces at the dead end, it forces vehicles to use the only driveway at the end of Lenton Parade to turn around with multiple manoeuvres. Therefore, it is proposed to provide a "No Parking" restriction around the dead end of Lenton Parade to provide adequate space for vehicles to turn around.

Consultation

The City consulted local residents and businesses in the area. There were 75 letters sent out with no responses supporting or responses opposing the proposal.

Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Lenton Parade, Waterloo Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ Unrestricted for parking
- ■ ■ "Disability Parking Only"
- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41"
- ■ ■ "2P 8am-10pm Mon-Fri Permit Holders Excepted Area 41"

Proposed

- ■ ■ "No Parking"

Item 26.**Parking - No Stopping - Underwood Street, Sydney****TRIM Container No.: 2021/037492****Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Underwood Street, Sydney, between the points 0 metres and 84.4 metres, west of Pitt Street as "No Stopping".

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

Condition 34 for the approved redevelopment of 33-35 Pitt Street, Sydney (D/2017/1620), requires the applicant to make a submission to change on-street parking.

Comments

Underwood Street is approximately 4.8 metres wide with parking on the northern side of street is signposted as "No Stopping" and "No Parking".

To improve access for drivers, it is proposed to restrict the northern side of Underwood Street as "No Stopping". To reduce sign clutter, a continuous yellow edge line will be installed instead of "No Stopping" signs.

Consultation

Consultation was carried out as part of the development application process for 33-35 Pitt Street, Sydney.

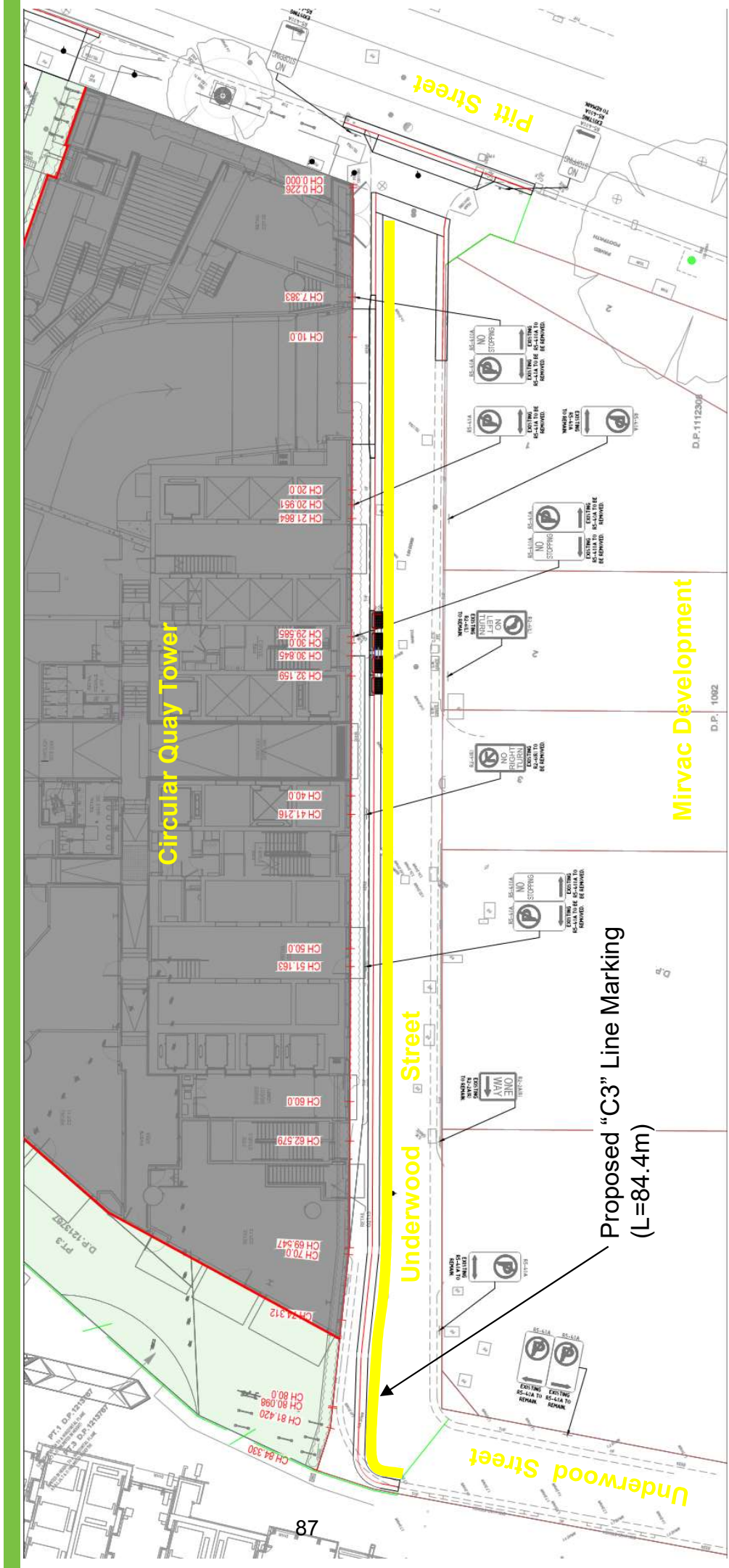
Financial

All costs associated with the parking changes will be borne by the developer.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER.

Proposal

Underwood Street, Sydney NSW Proposed Parking Changes



Existing

"Signage" Posted on Building Facade



Proposed

"No Stopping" Line Marking to Kerb (C3)



"Stone Kerb & Gutter"



Item 27.**Parking - Permit Parking - Thomas Street, Darlington****TRIM Container No.:** 2020/513357**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the western side of Thomas Street, Darlington between the points 53 metres and 60.2 metres (one car space) south of Vine Street as "1P 8am-10pm Permit Holders Excepted Area 32".

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

A resident of Thomas Street, Darlington has requested the removal of the "Disability Parking Only" in the street

Comments

The kerb space on the western side of Thomas Street, south of Vine, where the changes are proposed, is currently signposted as "Disability Parking Only" adjacent to 1P.

A resident has advised the "Disability Parking Only" space in front of their home is no longer required as the original applicant no longer resides there. It is therefore proposed to reallocate the existing "Disability Parking Only" to "1P 8am-10pm Permit Holders Excepted Area 32" to match the adjacent kerbside restrictions.

Consultation

The City consulted local residents and businesses in the area. There were 48 letters sent out with no responses supporting or opposing the proposal.

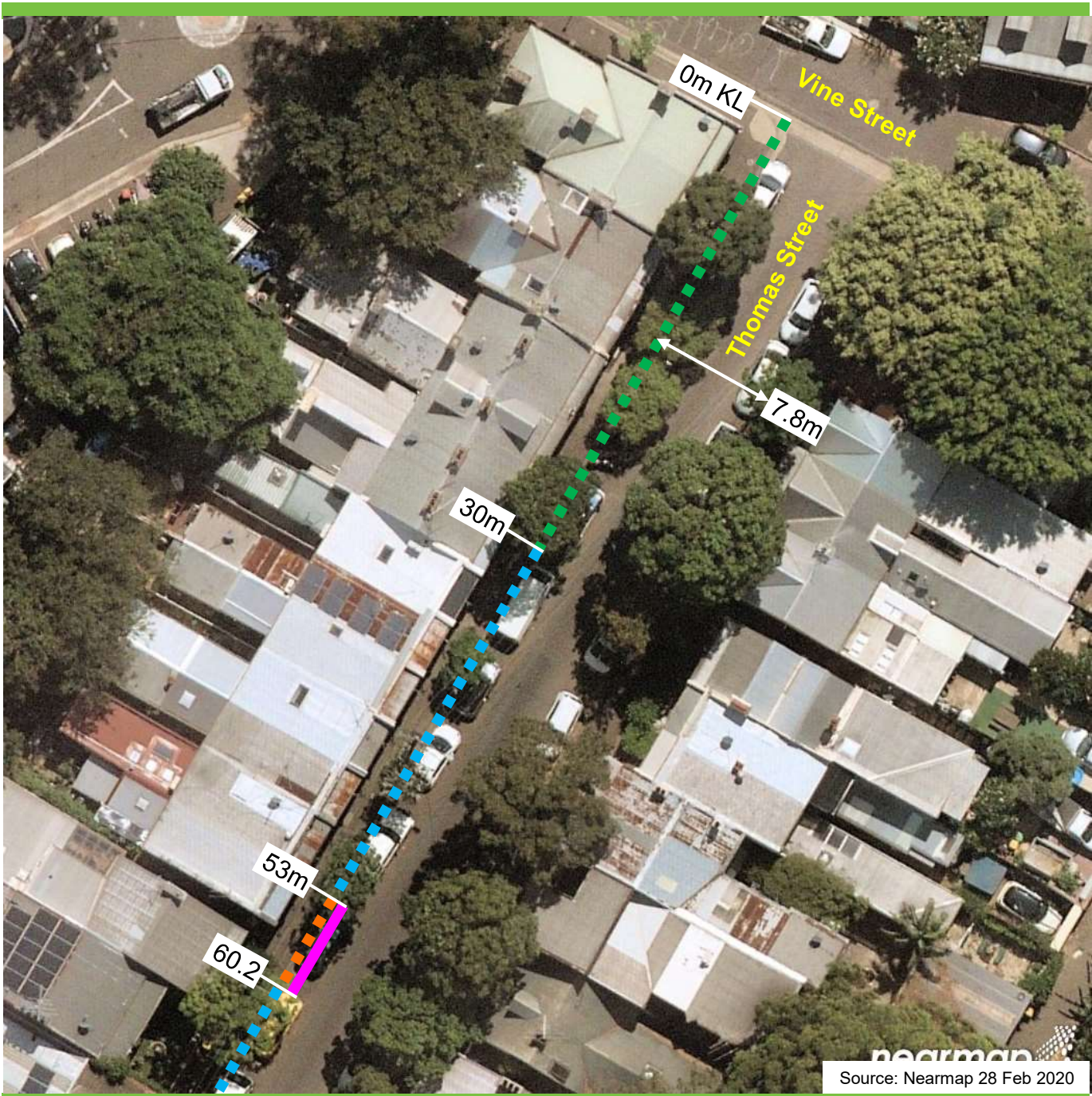
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Thomas Street, Darlington Proposed parking changes



Existing

- ■ ■ Unrestricted parking
- ■ ■ "1P 8am-10pm Permit Holders Excepted Area 32"
- ■ ■ "Disability Parking Only"

Proposed

- "1P 8am-10pm Permit Holders Excepted Area 32"

Item 28.**Parking - Loading Zone - Boundary Street, Redfern****TRIM Container No.:** 2020/514496**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the northern side of Boundary Street, Redfern between the points 10 metres and 18 metres (one car space) west of Botany Road, as "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat".

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

Atomic Beer Project in Regent Street, Redfern has requested consideration of a "Loading Zone" along their side frontage in Boundary Street to facilitate loading and unloading operations for delivery vehicles.

Comments

The kerb space on the northern side of Boundary Street, west of Botany Road, where the changes are proposed, is currently signposted as "No Stopping". However, this "No Stopping" zone is excessive in length - it previously also covered a driveway that was subsequently removed.

To improve access to on-street parking for delivery vehicles, it is proposed to install "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat". This will allow delivery drivers to pick up and drop off goods to local businesses within easy walking distance and reduce the impact on nearby Regent Street which is a busy road.

Consultation

The City consulted local residents and businesses in the area. There were 302 letters sent out with one response supporting the proposal and one response opposing the proposal. The response supporting the proposal noted the change would provide additional parking for residents and visitors outside of Loading Zone hours and provide easier access for vehicles to load/unload goods rather than looking for other limited parking spaces further from the shops. The response opposing the proposal expressed their concerns over increased activity and noise.

Boundary Street is a quiet, partly dead-end side street and carries mainly local traffic. The proposal would allow vehicles to load/unload goods in a safe manner during "Loading Zone" hours while providing local residents and visitors an extra parking space outside of "Loading Zone" hours. The statutory 10 metre of "No Stopping" will be retained near the intersection to allow space for sighting and manoeuvring of turning traffic. As such, it is proposed to proceed with the proposal.

Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Boundary Street, Redfern Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat"

Proposed

- "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat"

Item 29.**Parking - Loading Zone Ticket and 4P Ticket - Thomas Street and Ultimo Road, Haymarket**

TRIM Container No.: 2021/035952

Recommendations

It is recommended that the Committee endorse the following reallocation of parking in Haymarket as "Loading Zone Ticket 6am-6pm Mon-Fri 6-10am Sat" and "4P Ticket 6-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays":

- (A) Eastern side of Thomas Street, between the points 16.6 metres and 45.3 metres, north of Ultimo Road;
- (B) Southern side of Ultimo Road, between the points 13 metres and 34 metres, and 39.1 metres and 50.5 metres, west of George Street;
- (C) Southern side of Ultimo Road, between the points 48.2 metres and 94.8 metres, east of Quay Street; and
- (D) Northern side of Ultimo Road, between the points 20 metres and 100.6 metres, east of Quay Street.

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

In December 2020, Council approved the conversion of George Street into a pedestrian boulevard between Bathurst Street and Railway Square. The approval included the permanent road closure of Thomas Street at Hay Street.

To improve parking for businesses, the City proposes to change parking in Thomas Street, between Hay Street and Ultimo Road, and Ultimo Road, between George and Quay Streets.

Comments

Parking in Thomas Street and Ultimo Road is mainly restricted as Loading Zone ticket, 2P ticket and 4P ticket.

To improve parking for drivers to pick-up and set-down passengers and goods during business hours, it is proposed to reallocate parking as "Loading Zone Ticket 6am-6pm Mon-Fri 6-10am Sat" and "4P Ticket 6-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

The proposed parking restriction is to align with other restrictions in the immediate area and improve compliance for all road users.

Consultation

The City consulted local residents and businesses in the area. There were 7,594 letters sent out with no responses supporting the proposal and one response and a petition with 23 signatures opposing the proposal.

The response and petition, which is signed by business owners, opposed the loss of general parking for visitors on Ultimo Road.

The petitioners also requested to introduce 30-minute free parking in the morning and afternoon with 2P ticket parking during midday and 4P ticket parking in the evening.

Parking in central Sydney is governed by the Central Sydney On-Street Parking Policy. The policy aims to provide a consistent management and allocation of kerbside space to ensure the street network can accommodate critical business and local needs, while maintaining the efficient operation of the broader public and private transport networks. Under the policy, parking for delivery and service vehicles has been designated the second highest priority with general parking designated with the seventh and lowest priority to encourage the use of public and sustainable transport.

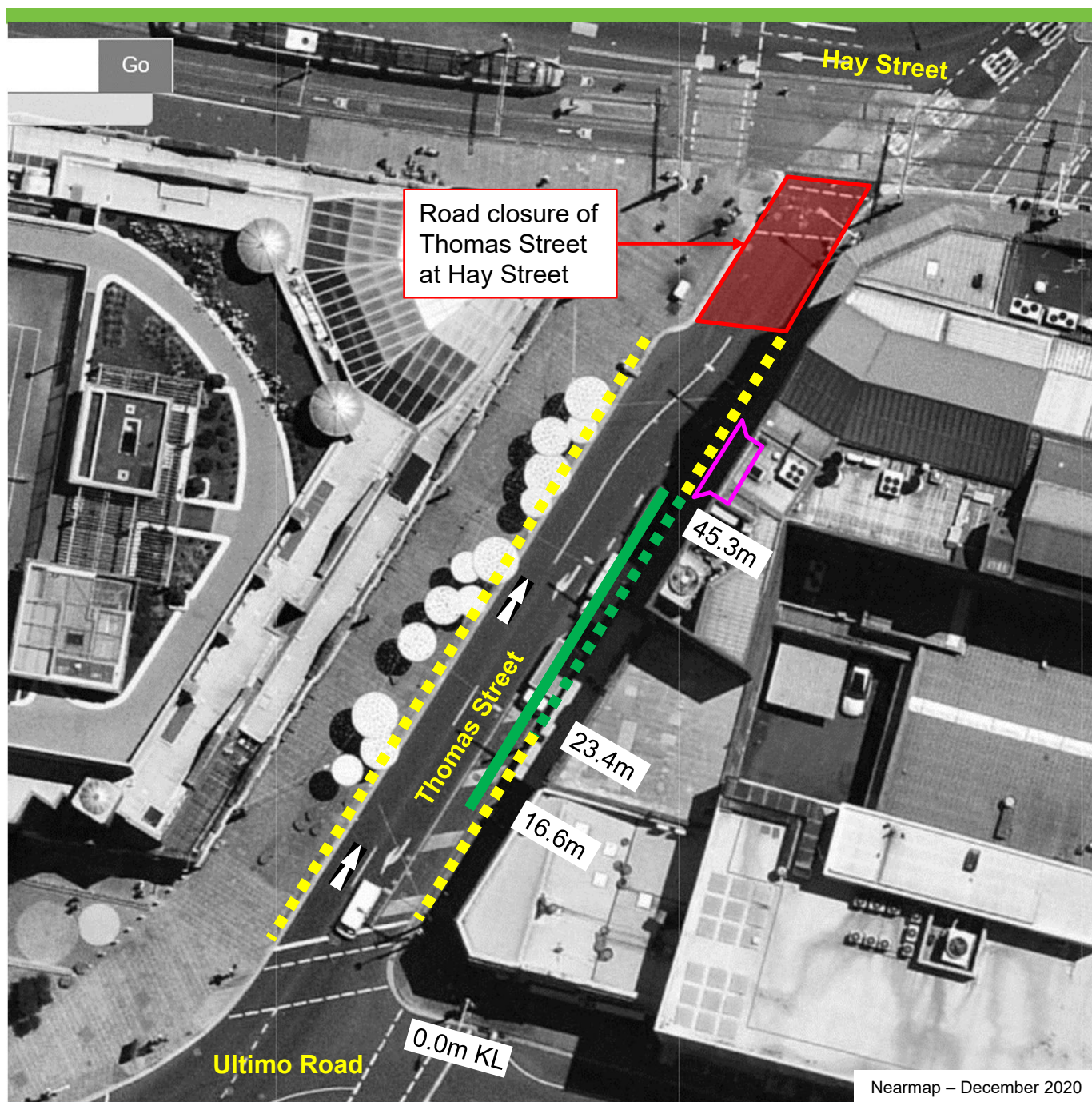
Financial

Funds are available in the current budget.

VAN LE, TRAFFIC MANAGER - NORTH

Proposal

Thomas Street, Haymarket Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "Loading Zone Ticket 7am-6pm Mon-Fri 7-10am Sat" and "4P Ticket 6-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"

Proposed

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

Proposal

Ultimo Road, Haymarket Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "Loading Zone Ticket 7am-6pm Mon-Fri 7-10am Sat" and "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"

- ■ ■ "2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6-10pm Mon-Fri Mon-Fri 8am-10pm Sat-Sun & Public Holidays"
- ■ ■ "Loading Zone 6am-6pm Mon-Fri 6-10am Sat" and "Taxi Zone All Other Times"
- ■ ■ Car share

Proposed

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

Proposal

Ultimo Road, Haymarket Proposed parking changes



Existing

- “No Stopping”
- “No Parking”

Proposed

- “Loading Zone Ticket 7am-6pm Mon-Fri 7-10am Sat” and “4P Ticket 6-10pm Mon-Fri 10am-10pm Sat Sun & Public Holidays”
- “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays”

- “Loading Zone Ticket 6am-6pm Mon-Fri 6-10am Sat” and “4P Ticket 6-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”

Item 30.**Traffic Treatment - Edge Line Markings - Roslyn Gardens, Elizabeth Bay****TRIM Container No.:** 2020/545746**Recommendations**

It is recommended that the Committee endorse the installation of edge line markings in Roslyn Gardens, Elizabeth Bay, between Elizabeth Bay Road and Roslyn Street.

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]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Residents of Roslyn Gardens have requested consideration to improve safety in Roslyn Gardens, between Elizabeth Bay Road and Roslyn Street.

Comments

Roslyn Gardens, between Elizabeth Bay Road and Roslyn Street, is a two-way local street with a travel and parking lane in each direction. The street is approximately 430 metres long and 12.4 metres wide kerb-to-kerb with a posted speed limit of 50 km/h.

Travelling at lower speeds improves a driver's ability to stop and avoid crashes. Where crashes do occur, they are less severe especially for children and the elderly. To calm traffic, it is proposed to install edge line pavement markings in Roslyn Gardens.

The edge line pavement markings will narrow the travel lanes to calm traffic and reduce speed. The edge line pavement marking is proposed to be marked 2.75 metres from the centre line. There will be no loss to kerbside parking as part of this proposal and the treatment will not affect traffic flow.

Consultation

The City notified local residents and businesses in the area. There were 728 letters sent out with one response supporting the proposal and no responses opposing the proposal.

The response supporting the proposal suggested the installation of a cycleway due to the proposed narrowing of the traffic lane. The City will consider the installation of a separated cycleway in Roslyn Gardens when funding becomes available.

Financial

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

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

Roslyn Gardens, Elizabeth Bay
Proposed edge line markings



Proposed travel lane width of 2.75 metres in each direction.

Proposal

Roslyn Gardens, Elizabeth Bay
Proposed edge line markings



Proposed travel lane width of 2.75 metres in each direction.

Roslyn Gardens, Elizabeth Bay
Proposed edge line markings



Proposed travel lane width of 2.75 metres in each direction.

Item 31.**Traffic Treatment - Separated Cycleway - Ashmore Street and Harley Street, Alexandria****TRIM Container No.: 2020/539100****Recommendations**

It is recommended that the Committee endorse the installation of the following treatments;

- (A) A continuous footpath treatment across Fox Avenue, at the intersection with Ashmore Street;
- (B) A 1.9 metre wide footpath widening on the eastern and western sides of Fox Avenue, Erskineville between the points 0 metres and 10 metres north of Ashmore Street;
- (C) A 3.1 metre wide footpath widening on the northern side of Ashmore Street, Erskineville between the points 0 metres and 12.3 metres west of Fox Avenue;
- (D) A 2.3 metre wide footpath widening on the northern side of Ashmore Street, Erskineville between the points 0 metres and 18.4 metres east of Fox Avenue;
- (E) A continuous footpath treatment across Foundry Street, at the intersection with Ashmore Street;
- (F) A 2.1 metre wide footpath widening on the southern side of Ashmore Street, Erskineville between the points 0 metres and 10.1 metres west of Foundry Street and 0 metres and 19.6 metres east of Foundry Street
- (G) A raised pedestrian crossing across Ashmore Street, Erskineville just east of the intersection with Fox Avenue;
- (H) A Shared Path on the northern side of Ashmore Street between the points 0 metres and 12.3 metres west of Fox Avenue and 0 metres and 18.4 metres east of Fox Avenue;
- (I) The reallocation of parking on the northern and southern sides of Ashmore Street, Erskineville between the points 12.3 metres west of Fox Avenue and 18.4 metres east of Fox Avenue as, "No Stopping";
- (J) A 2.4 metre wide bi-directional separated cycleway on the northern side of Ashmore Street, Erskineville between the points 18.4 metres and 114.4 metres east of Fox Avenue;
- (K) A 1.4 metre side footpath widening on the northern side of Ashmore Street, Erskineville between the points 97.2 metres east of Fox Avenue and Mitchell Road;
- (L) The reallocation of parking on the northern side of Ashmore Street, Erskineville between the points 97.2 metres east of Fox Avenue and Mitchell Road as, "No Stopping";

- (M) A Shared Path on the northern side of Ashmore Street, Erskineville between the points 114.4 metres east of Fox Avenue and Mitchell Road;
- (N) Upgrade and provide a raised bicycle and pedestrian crossing across Mitchell Road, Erskineville between Ashmore and Harley Streets;
- (O) A 1.5 metre wide footpath widening on the southern side of Harley Street, Alexandria between the points 0 metres and 18.6 metres east of Mitchell Road;
- (P) A bi-directional separated cycleway on the southern side of Harley Street, Alexandria between the points 0 metres and 11.2 metres east of Mitchell Road;
- (Q) A 2.3 metre wide bicycle lane on the northern side of Harley Street, Alexandria between the points 11.2 metres east of Mitchell Road and 56.6 metres east of Lawrence Street;
- (R) A 1.9 metre wide bicycle lane on the southern side of Harley Street, Alexandria between the points 11.2 metres east of Mitchell Road and 57.7 metres east of Lawrence Street;
- (S) A 2.1 metre wide footpath widening on the southern side of Harley Street, Alexandria between the points 41.7 metres and 58.8 metres east of Belmont Street;
- (T) A 1.8 metre wide footpath widening and Shared Path on the northern side of Harley Street, Alexandria between the points 56.6 metres east of Lawrence Street and McEvoy Street;
- (U) A median island with a two metre wide pedestrian refuge in Harley Street, Alexandria just west of McEvoy Street;
- (V) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 56.6 metres east of Lawrence Street and McEvoy Street as, "No Stopping";
- (W) A 1.8 metre wide footpath widening and Shared Path on the southern side of Harley Street, Alexandria between the points 50 metres east of Lawrence Street and McEvoy Street;
- (X) The reallocation of parking on the southern side of Harley Street, Alexandria as "No Stopping" between the following points:
- 24.5 metres and 31.7 metres east of Mitchell Road;
 - 0 metres and 15.4 metres east of Belmont Street;
 - 27.4 metres and 30 metres east of Belmont Street;
 - 49.5 metres and 58.8 metres east of Belmont Street;
 - 8.8 metres and 13.4 metres east of Lawrence Street;
- (Y) The reallocation of parking on the southern side of Harley Street, Alexandria between the points 19 metres and 25 metres east of Lawrence Street as, unrestricted for parking;

- (Z) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 21.8 metres and 25 metres east of Lawrence Street as, "No Stopping";
- (AA) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 14.8 metres and 33.1 metres and 50.3 metres and 56.6 metres east of Lawrence Street as, unrestricted for 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 City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

This project aims to fill in the missing links on the City's bike network identified in the Cycling Strategy adopted by Council in November 2018. They will improve the safety of people riding locally, or to work or school. This will serve as strategic connection while improving amenity of the area while supporting overall traffic calming.

Comments

Separated cycleway

As part of the new connections a 2.4 metre-wide separated bi-directional cycleway is proposed on the northern side of Ashmore Street between Fox Avenue and Mitchell Road. The separated cycleway will connect to new 1.2-metre-wide separated bicycle lanes along the northern and southern sides of Harley Street.

Shared Path

Shared paths are proposed at key intersections, including Ashmore Street at Fox Avenue and Mitchell Road and Harley Street on approach to McEvoy Street. This will encourage safe access to adjacent crossing facilities for pedestrians and the cyclists.

Continuous Footpath Treatment

A new continuous footpath treatment is being proposed at Fox Avenue at its intersection with Ashmore Street. A continuous footpath treatment aids in traffic calming at the intersection thereby increasing safety at the intersection.

The 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 in June 2019, in Fox Avenue, recorded a maximum peak-hour volume of 221 vehicles. While the counts recorded vehicle numbers in excess of the warrants, the continuous footpath treatment would support the proposal providing improved active transport links between residential areas, schools and parks.

In addition, the crossing width proposed for the continuous footpath treatment is below the warrant and as such compliant with the Technical Direction. The new continuous footpath treatment will not effect on-street parking or traffic access in the local area.

Raised Pedestrian Crossing

This project proposes installation of raised pedestrian crossing across Ashmore Street near its intersection with Fox Avenue. The Masterplan for the Ashmore Precinct includes the provision of a new road, named Foundry Street which provides access to new residential, commercial and retail properties within the precinct. The development is expected to significantly increase pedestrian activity on Ashmore Street to and from the surrounding area.

To provide a continuous safe link, it is proposed to provide a raised pedestrian crossing across Ashmore Street providing a safe and accessible link to the and from the Ashmore Precinct to Erskineville Oval/Park.

In addition, it is also proposed to upgrade the existing pedestrian crossing across Mitchell Road near its intersection with Harley Street to a raised pedestrian and cyclist crossing to create safe crossing facilities for the road users.

Kerb Extensions

Wider footpaths are proposed at Ashmore Street adjacent to Fox Avenue and Foundry Street, at the corner of Ashmore Street and Mitchell Road and at the eastern end of Harley Street near McEvoy Street. The wider footpaths reduce vehicle speeds and the distance pedestrians are required to walk to cross the road and are provided at conflict points for Shared Paths, allowing better sightlines and additional space for pedestrians and cyclists to safely interact.

The wider footpaths result in a net loss of 14 parking spaces. However, this reduction is required as part of a proposal to facilitate improved accessibility for pedestrians and cyclists, increases safety and calms traffic.

Consultation

The City consulted local residents and businesses on the wider cycleway schemes through the Alexandria and Erskineville. There were 9,750 letters sent with advertisements on the Sydney Your Say website. A total of 549 submissions were received on the project with 291 in support, 154 objections and 104 neither support or objecting to the overall project.

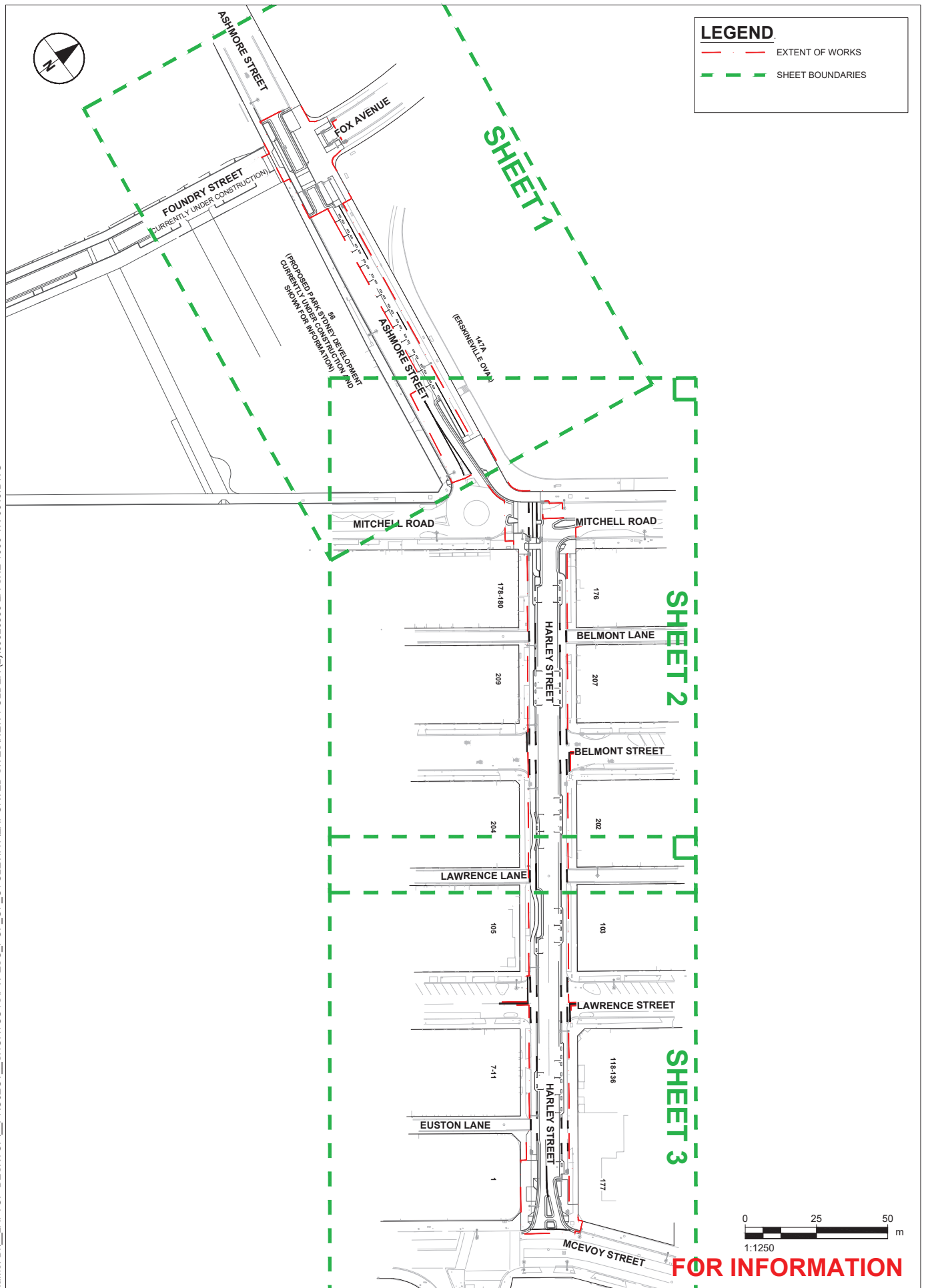
Of the submissions received, 51 comments were in relation to the proposal on Ashmore and Harley Street. 34 submissions received were in support of the project, 9 submissions were mixed or qualified support and 8 opposed the proposal.

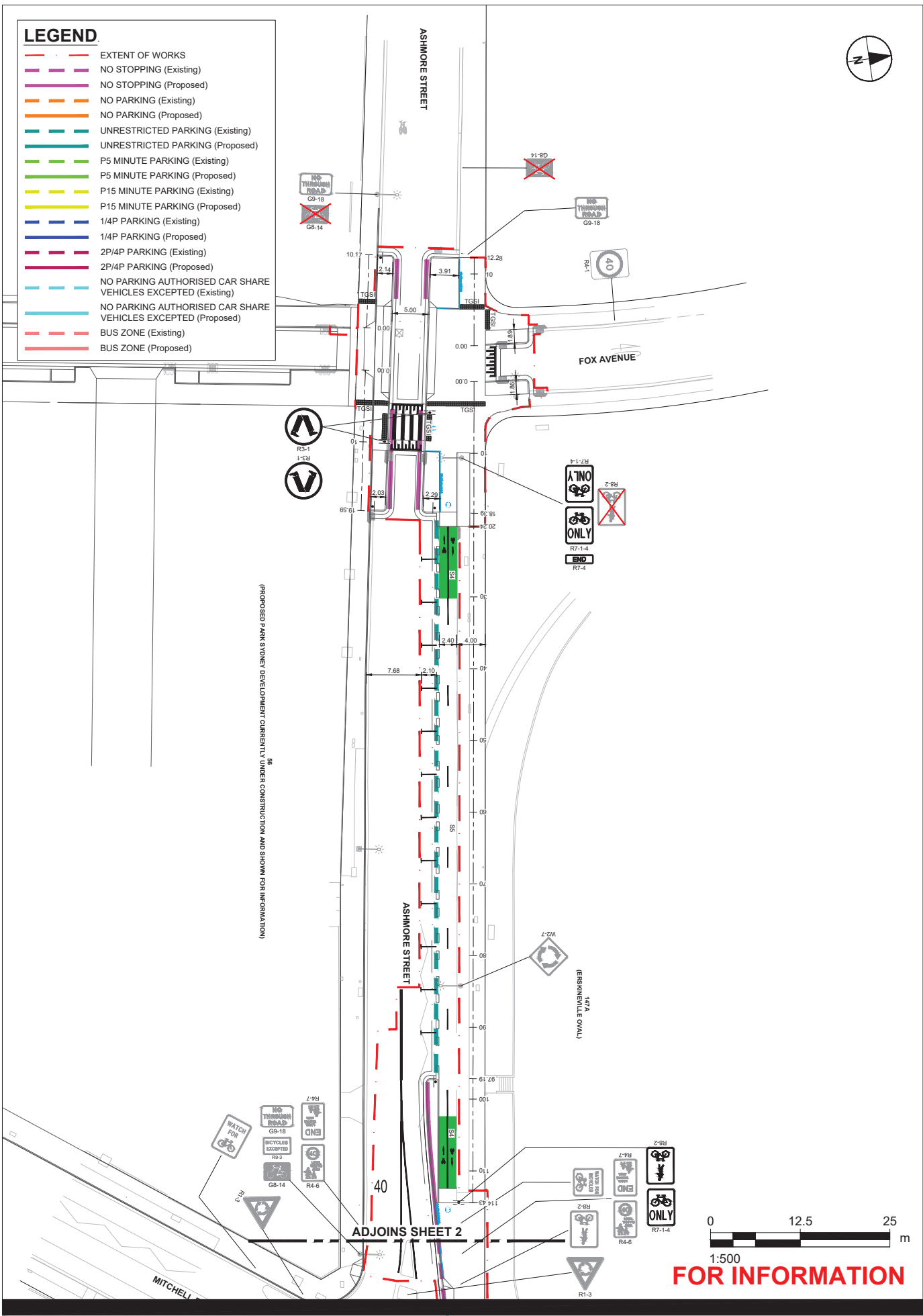
Submissions in support of the proposal identified that the proposal would improve accessibility for bicycle riders and improve safety. Submissions opposed to the proposal raised concerns about private vehicles ability to park and increased congestion resulting from narrowed streets.

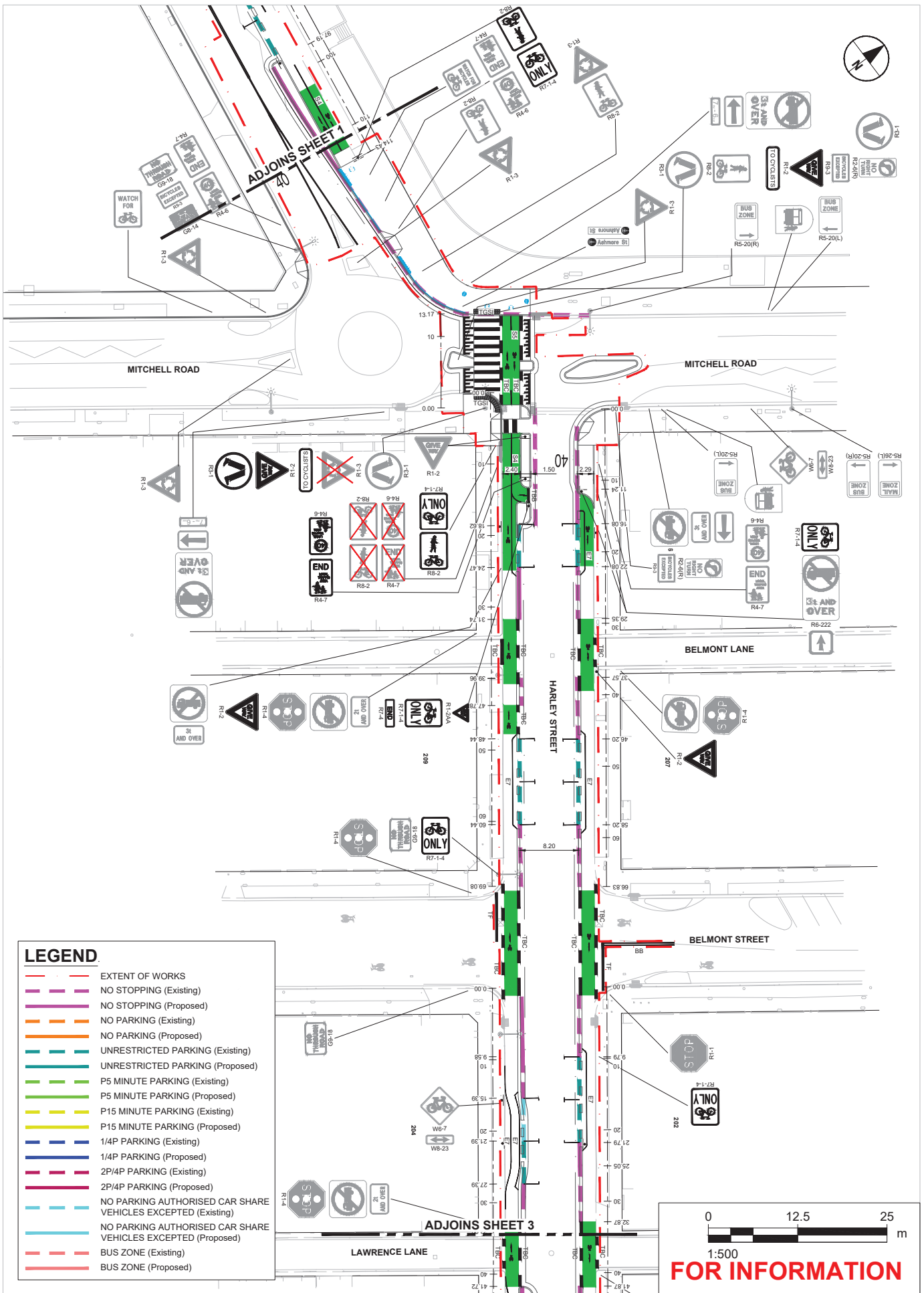
Financial

Funds are available in the current budget as part of the City's Bicycle Related Works Capital Budget.

SATWINDER SAINI, PROJECT MANAGER





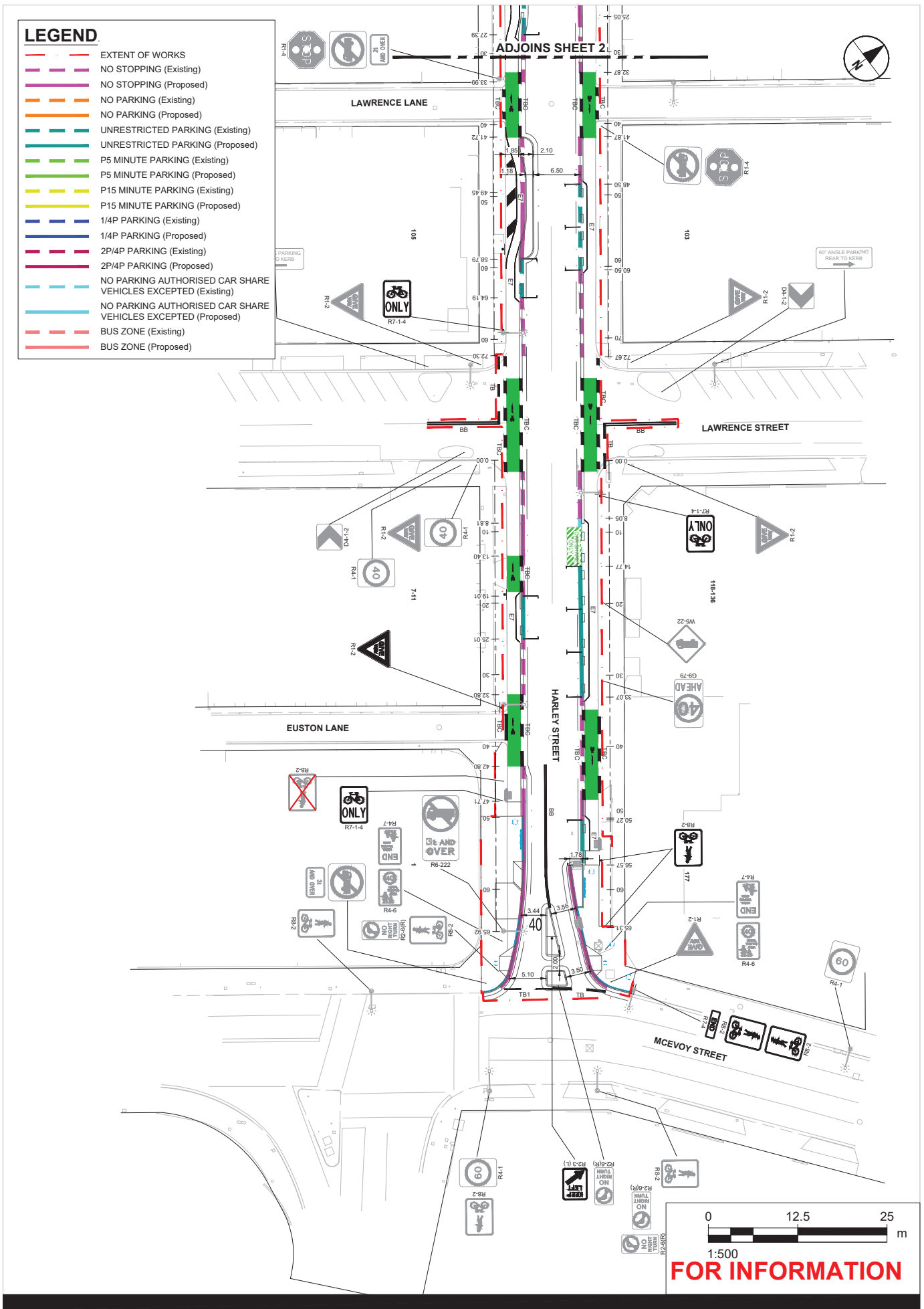


GROUP 2-A

ACCELERATED BIKE NETWORK PROGRAM

ASHMORE STREET, MITCHELL ROAD AND HARLEY STREET, ERSKINEVILLE, NSW

Project No.: 60620833 Date: 15.01.2021



Item 32.**Traffic Treatment - Separated Cycleway - Gadigal Avenue, Potter Street and Crystal Street, Waterloo****TRIM Container No.: 2020/539126****Recommendations**

It is recommended that the Committee endorse the implementation of the following changes in Waterloo:

- (A) Removal of the existing pedestrian refuge island on Crystal Street, just south of Danks Street;
- (B) A 2.1 metre wide footpath widening on the eastern side of Crystal Street, between the points 0 metres and 16.5 metres south of Danks Street;
- (C) Provision of a three metre wide bi-directional separated cycleway and removal of the existing Shared Path on the eastern side of Crystal Street, between the points 10.6 metres and 124.4 metres south of Danks Street;
- (D) A 2.1 metre wide footpath widening on the eastern side of Crystal Street, between the points 119.3 metres south of Danks Street and Potter Street;
- (E) Removal of the existing pedestrian refuge island on Crystal Street, just north of Potter Street;
- (F) Provision of a Shared Path on the eastern side of Crystal Street between the points 124.4 metres south of Danks Street and Potter Street;
- (G) Provision of a Shared Path on the northern side of Potter Street between the points 0 metres and 12.9 metres east of Crystal Street;
- (H) Removal of the existing raised threshold on Potter Street, between Crystal Street and Gadigal Avenue;
- (I) Provision of a raised pedestrian crossing across Potter Street, between the points 3.1 metres and 9.9 metres east of Crystal Street;
- (J) A 1.6 metre wide footpath widening on the southern side of Potter Street between the points 12.4 metres and 45.5 metres west of Gadigal Avenue;
- (K) Provision of a 2.4 metre wide bi-directional separated cycleway on the northern side of Potter Street, between the points 12.9 metres and 53.4 metres east of Crystal Street;
- (L) Provision of a Shared Environment across Potter Street just east of the intersection with Gadigal Avenue;
- (M) Provision of a three metre wide bi-directional separated cycleway on the eastern side of Gadigal Avenue, between Potter Street and 50.3 metres north of Lachlan Avenue;

- (N) Reallocation of parking on the eastern side of Crystal Street between the points 16.5 metres and 29.1 metres south of Danks Street, as "No Parking Car Share Vehicles Excepted Area CND and 275";
- (O) Reallocation of parking on the western side of Crystal Street between the points 58.1 metres and 65.1 metres, and 82.1 metres and 94.1 metres south of Danks Street, as "No Stopping";
- (P) Reallocation of parking on the eastern side of Crystal Street between the points 75.67 metres and 82.8 metres south of Danks Street, as "No Stopping";
- (Q) Reallocation of parking on the eastern side of Crystal Street between the points 113.1 metres and 119.3 metres south of Danks Street, as "No Parking Car Share Vehicles Excepted Area Bay 550";
- (R) Reallocation of parking on the northern side of Potter Street between the points 17.7 metres and 37.8 metres east of Crystal Street, as "No Stopping"; and
- (S) Reallocation of parking on the southern side of Potter Street between the points 12.4 metres and 45.5 metres east of Gadigal Avenue, as "No Stopping";

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 City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

The proposals improve connections from shops, schools and surrounding communities in Waterloo. The proposals form part of the improved connectivity for bicycle riders outlined in the City's Cycling Strategy and Action Plan and will improve safety for people riding locally, or to work or school and serves as a strategic connection while improving amenity and calming traffic.

Comments

A new separated cycleway is proposed along Crystal Street (at road level), Potter Street (at road level) and Gadigal Avenue (at footpath level). The separated cycleway is proposed to provide safer connections for residents to nearby shops, parks and dwellings.

Shared Path

The proposal includes the provision of Shared Paths which establish pedestrian priority at conflict points including intersections such as Crystal Street at Danks and Potter Street. It is proposed to widen the footpaths at these locations to increase space for bicycle riders and pedestrians to interact safely.

Raised Pedestrian Crossing

This project proposes installation of raised pedestrian crossing in Potter Street to east of Crystal Street. To meet the RMS warrants for a raised pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where $P \times V$ is also greater than or equal to 60,000.

The City has not undertaken traffic surveys as part of these works however, the City has received a number of complaints about safety with the existing raised threshold being used as a pedestrian crossing, particularly given the nearby child care centre. In response to these concerns, it is proposed to remove the existing raised threshold and provide a raised pedestrian crossing to the west, where there is improved visibility from the intersection between Potter Street and Gadigal Avenue.

Transport for NSW has provided in-principle agreement to the new crossing.

Parking

The proposal includes the removal of 12 timed parking spaces. The loss of spaces is largely associated with the provision of the pedestrian crossing and the wider footpaths to calm traffic, improve road safety and provide walkable communities.

The proposal also includes the relocation of two car share spaces located within proposed No Stopping restrictions on Crystal Street. The revised locations are provided on the eastern side of Crystal Street at the northern and southern ends of the street.

Consultation

The City consulted local residents and businesses in the area. There was 2,435 letters sent out and advertisement on the Sydney Your Say website and in the Sydney Cycleways newsletter.

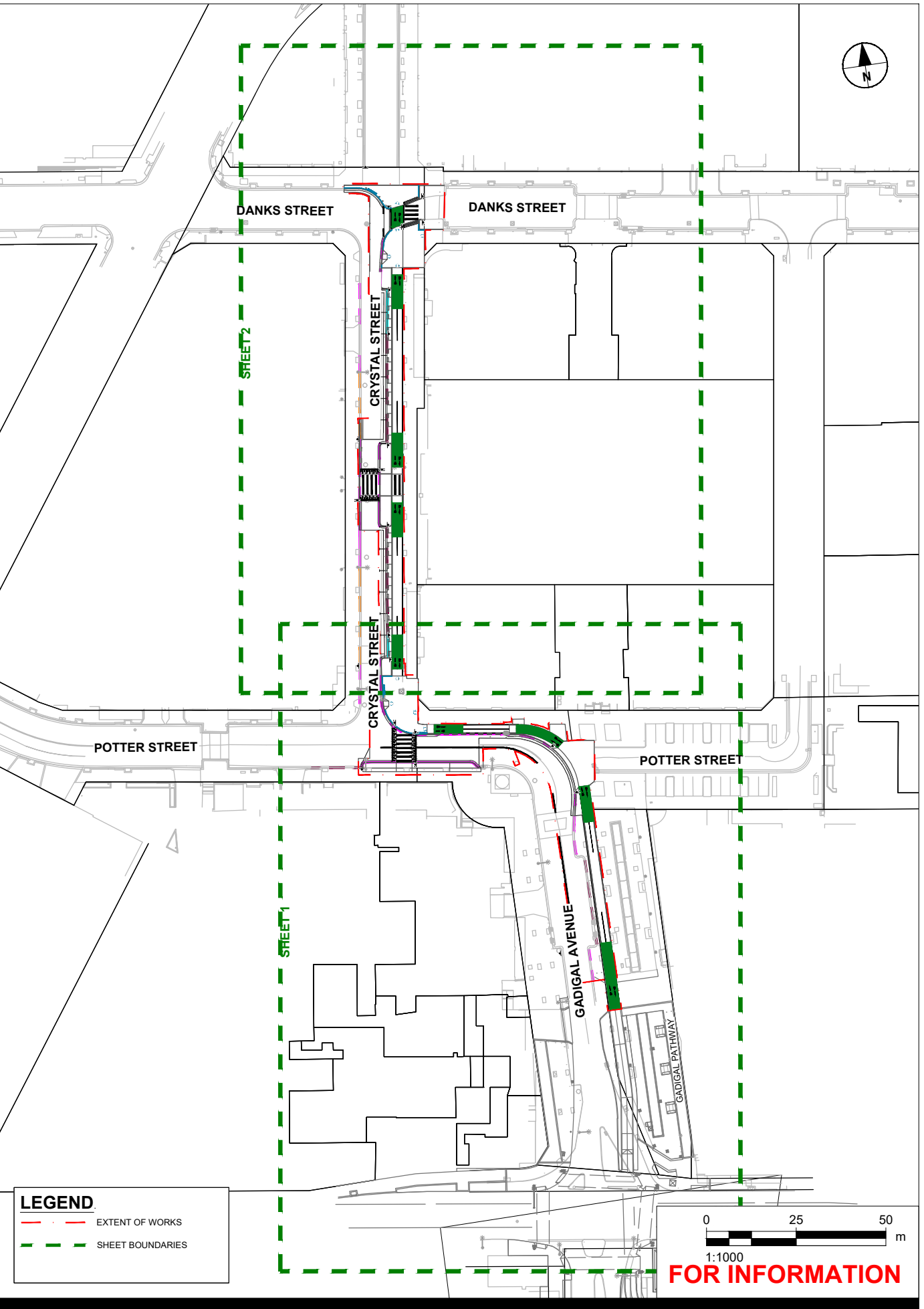
The City received a total of 55 responses with 51 responses in support of the proposal, 2 mixed responses and two responses against the proposal.

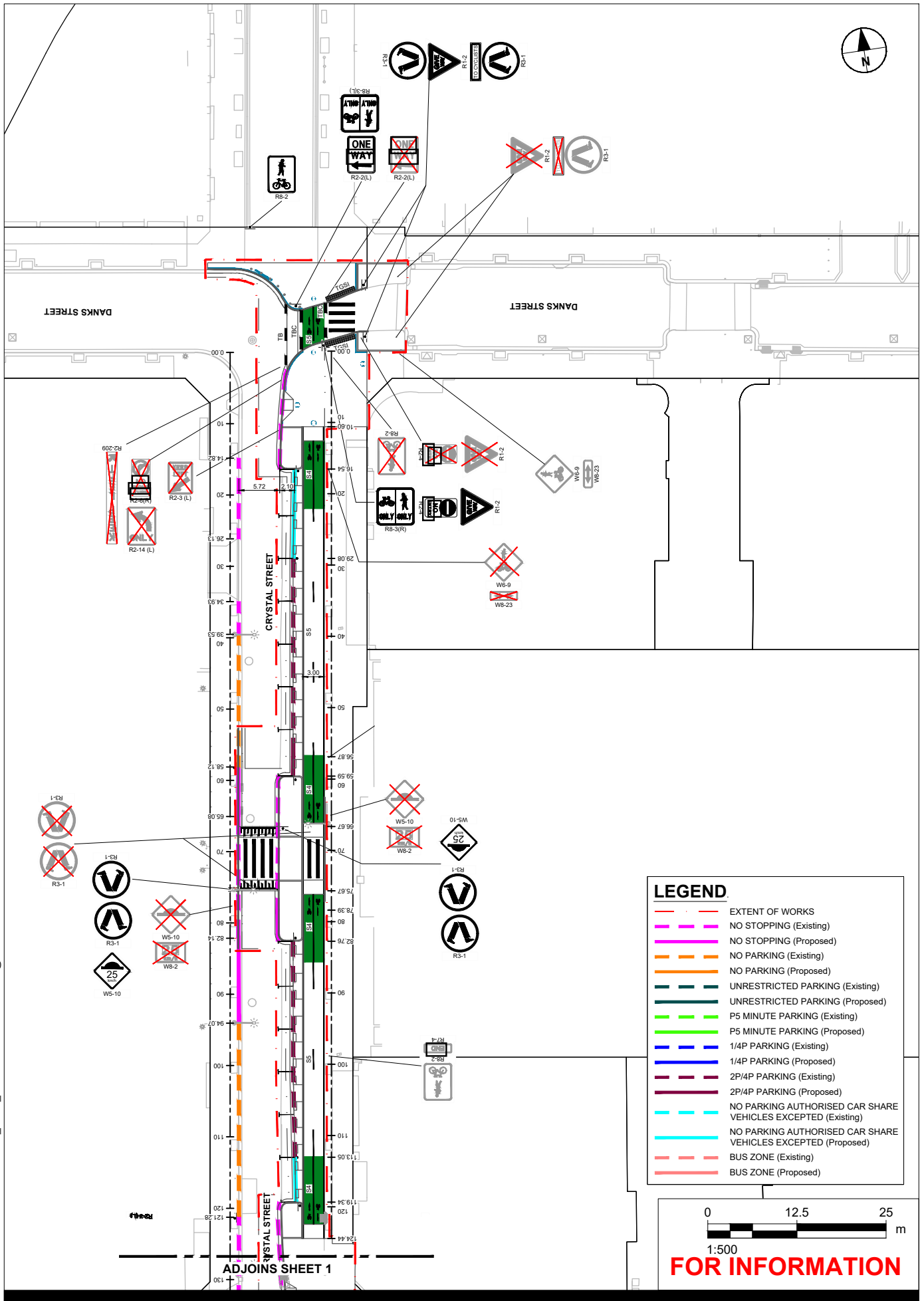
Submissions in support of the proposal believed the project improved safety and connectivity throughout Waterloo. Submissions objecting to the proposal believed that the project was unnecessary.

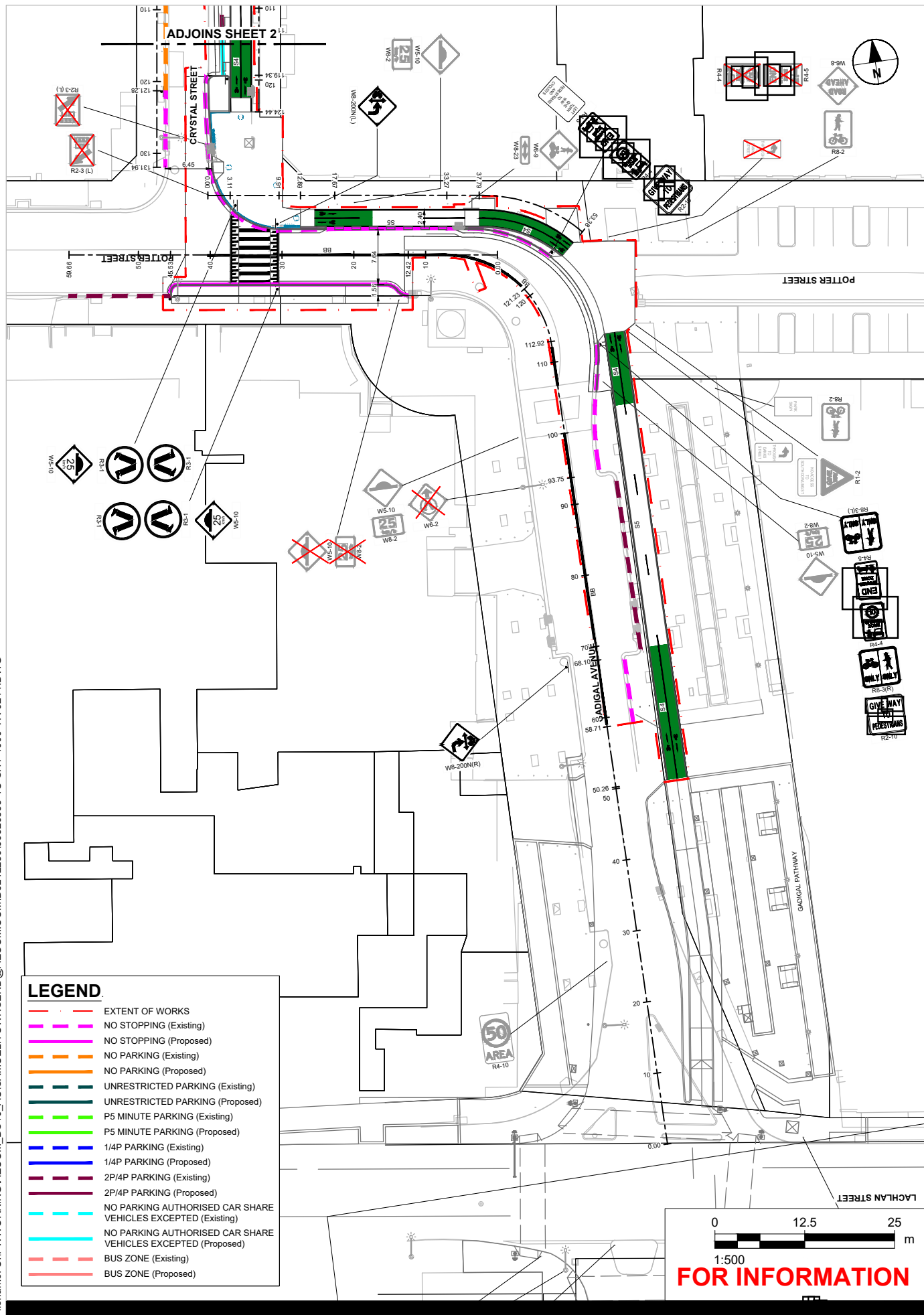
Financial

Funds are available in the current budget as part of the City's Bicycle Related Works Capital Budget.

SATWINDER SAINI, PROJECT MANAGER







GROUP 2-A

ACCELERATED BIKE NETWORK PROGRAM

TRAFFIC COMMITTEE PLAN

SHEET 1

ASHMORE STREET, MITCHELL ROAD AND HARLEY STREET, ERSKINEVILLE, NSW

Project No.: 60620833 Date: 13.01.2021

119

60620833-1C-SHT-1

Item 33.**Traffic Treatment - Bicycle Improvements - Brown Street, Mitchell Road and Buckland Street, Alexandria****TRIM Container No.: 2021/022012****Recommendations**

It is recommended that the Committee note the provision of bicycle crossing facilities at the traffic signals on Mitchell Road and Buckland Street, Alexandria;

It is recommended that the Committee endorse the provision of the following treatments in Alexandria:

- A contraflow bicycle facility in Brown Street, between Suttor Street and Mitchell Road;
- A Shared Path on the western side of Mitchell Road, between the points 0 metres and 58.24 metres north of Brown Street;
- A Shared Path on the southern side of Buckland Street, between the points 0 metres and 77.75 metres east of Mitchell Road; and
- A 2.1metre wide footpath extension on the southern side of Buckland Street, between the points 70.64 metres and 77.75 metres west of Mitchell Road.

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 City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

The proposals improve connections from shops, schools and surrounding communities in Waterloo. The proposals form part of the improved connectivity for bicycle riders outlined in the City's Cycling Strategy and Action Plan and will improve safety for people riding locally, or to work or school and serves as a strategic connection while improving amenity and calming traffic.

Comments

Contra-flow Bicycle Facility

The TfNSW Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets where the sight distance is free of obstructions and traffic volumes and vehicles speeds are low.

A site visit undertaken by the City confirmed that the sight distances in Brown Street are clear and free of obstruction in both directions and traffic volumes are low and as such, the proposal is compliant with the TfNSW Technical Directions.

In 2019, as part of the Alexandria Local Area Traffic Management Plan, a continuous footpath treatment across Brown Street, west of Mitchell Road was constructed. This treatment facilitates access from Brown Street onto the Shared Path on Mitchell Road.

Shared Path

The proposals include the provision of a Shared Path on the western side of Mitchell Road between Brown Street and the traffic signals at Buckland Street. A Shared Path is also proposed on the southern side of Buckland Street continuing the cycle link between the western side of Mitchell Road and the existing Shared Path on Buckland Street outside Alexandria Park Community School.

Kerb Extension

A short 2.1-metre-wide footpath extension is proposed on the southern side of Buckland Street near 92-96 Buckland Street, Alexandria. The wider section of footpath allows the pram ramp to be extended into the roadway to increase visibility for bicycle riders entering the road environment from the Shared Path and physically preventing the ramp being blocked by parked vehicles.

Consultation

The City consulted local residents and businesses on the wider cycleway schemes through the Alexandria and Erskineville. There were 9,750 letters sent with advertisements on the Sydney Your Say website. A total of 549 submissions were received on the project with 291 in support, 154 objections and 104 neither support or objecting to the overall project.

Of the submissions received, 77 comments were in relation to the proposal on Mitchell Road and Buckland Street. 29 submissions were in mixed or qualified support, 26 were in support of the project and 22 submissions were opposed to the proposal.

Submissions in support of the proposal believed that the changes would promote walking and cycling and creating safer paths to and from the school. Submissions opposed to the proposal raised concerns about conflicts between cyclists and pedestrians on the footpath. Given the proposals generally increase safety in comparison to requiring bicycle riders to travel in the traffic lane and complete a missing link in the road network, it is proposed to proceed with the proposal.

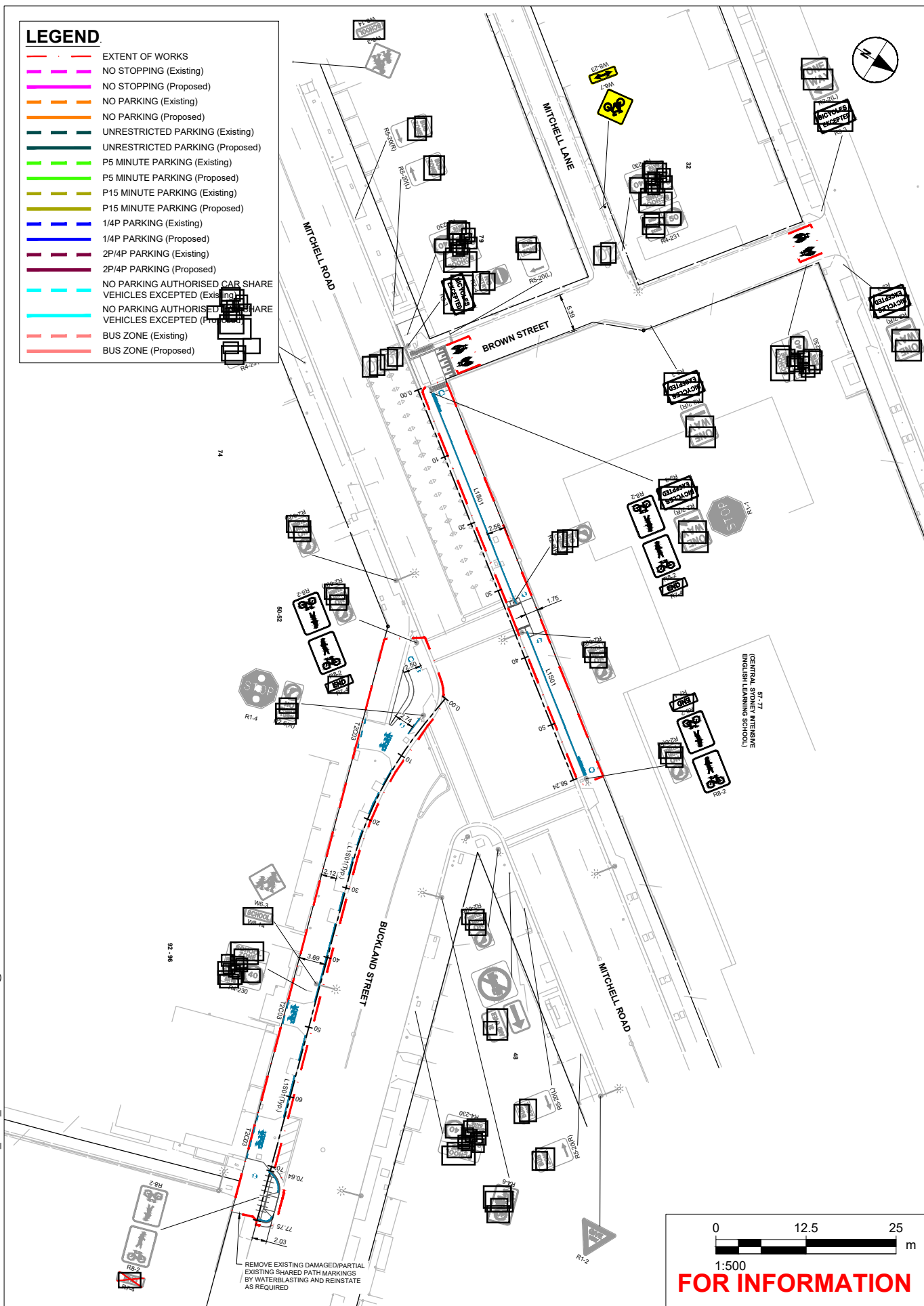
Financial

Funds are available in the current budget as part of the City's Precinct Cycleway Links Capital Works Budget.

SATWINDER SAINI, PROJECT MANAGER

LEGEND

- EXTENT OF WORKS
- NO STOPPING (Existing)
- NO STOPPING (Proposed)
- NO PARKING (Existing)
- NO PARKING (Proposed)
- UNRESTRICTED PARKING (Existing)
- UNRESTRICTED PARKING (Proposed)
- P5 MINUTE PARKING (Existing)
- P5 MINUTE PARKING (Proposed)
- P15 MINUTE PARKING (Existing)
- P15 MINUTE PARKING (Proposed)
- 1/4P PARKING (Existing)
- 1/4P PARKING (Proposed)
- 2P/4P PARKING (Existing)
- 2P/4P PARKING (Proposed)
- NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED (Existing)
- NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED (Proposed)
- BUS ZONE (Existing)
- BUS ZONE (Proposed)



Item 34.**Traffic Treatment - Bicycle Improvements - Swanson Street, Erskineville****TRIM Container No.: 2020/539100****Recommendations**

It is recommended that the Committee endorse the provision of the following changes in Erskineville:

- (A) A contraflow bicycle facility in Elliott Avenue, between Swanson Street and Binning Street;
- (B) A Shared Path on the southern side of Swanson Street, between Elliott Avenue and Fox Avenue;
- (C) A Shared Path on the northern side of Swanson Street, between the points 0 metres and 18.3 metres west of Park Street;
- (D) A Shared Path on the northern side of Swanson Street, between Park Street and Newton Street;
- (E) A Shared Path with a 2.2 metre wide footpath widening on the western side of Park Street between the points 0 metres and 19.3 metres north of Swanson Street
- (F) A Shared Path with a 4.8 metre wide footpath widening on the eastern side of Park Street between the points 0 metres and 17.4 metres north of Swanson Street
- (G) The provision of a raised pedestrian and bicycle crossing across Park Street, just north of Swanson Street;
- (H) Widening the footpath by 3.1 metres on the northern side of Swanson Street, between the points 0 metres and 18.3 metres west of Park Street;
- (I) Widening the footpath by 3.4 metres on the northern side of Swanson Street, between the points 0 metres and 18.3 metres east of Park Street;
- (J) The provision of a continuous footpath treatment across Fox Avenue just south of Swanson Street; and
- (K) Widening the footpath by 1.1 metres on the eastern and western sides of Fox Avenue, between 0 metres and 12 metres south of Swanson Street.

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]

Decision

Advice will be updated after the meeting

Background

The City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

The new links are located on well-used bike routes and connect Alexandria and Erskineville to the broader bike network of shared paths, low traffic/low speed streets and separated cycleways. The connections "support children, school communities and families to ride safely and increase cycling participation by women" (Action 2.6, Priority 2 Supporting people to ride, Cycling Strategy and Action Plan).

Swanson Street, Copeland Street and Mitchell Road are state classified roads. Providing "shared paths on state roads, as well as alternative routes, for where the City is not currently permitted to reallocate road space" is called for in Action 1.7 Priority 1 Connecting the network, Cycling Strategy and Action Plan.

These connections align with the NSW Government's bike network plans for inner Sydney and make bike riding a safer option for people who choose to ride to access local schools, parks, businesses or for work.

Comments**Shared Path**

According to Transport for NSW Centre for Road Safety, the recommended minimum Shared Path width is 2.5 metres, which is based on Austroads guidelines. The proposed Shared Path is provided in footpaths which vary in width between 4.9 metres and 2.2

metres. The narrow areas of the Shared Path are provided in short sections adjacent to obstructions such as trees or light poles or bus shelters. Given the removal of these obstructions would significantly reduce tree canopy, lighting or accessibility, which would reduce the walkability of the environment, these narrow sections of the Shared Path are considered acceptable.

Contra-flow Bicycle Facility

The TfNSW Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets where the sight distance is free of obstructions and traffic volumes and vehicles speeds are low.

A site visit undertaken by the City confirmed that the sight distances in Elliott Avenue are clear and free of obstruction in both directions and traffic volumes are low and as such, the proposal is compliant with the TfNSW Technical Directions.

Raised Pedestrian and Bicycle Crossing

The proposal includes providing a raised pedestrian and bicycle crossing across Park Street north of Swanson Street. There are high pedestrian volumes and that the proposal will provide a continuous link for pedestrians and bicycle riders, improving safety in the area.

To meet the TfNSW warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where $P \times V$ is also greater than or equal to 60,000. The counts came close to meeting the warrants and given that this is important for safety of road users, TfNSW has agreed in principle to this raised pedestrian and cycle crossing.

Staff noted that cyclists have to dismount when crossing the existing marked pedestrian crossing in Swanson Street which links the shared paths on the southern side of the street to the northern side. Given that Swanson Street is State Road under TfNSW control, the City is liaising with TfNSW to seek approval for provision of a crossing facility of cyclists at this location.

Continuous Footpath Treatments

The proposal includes a continuous footpath treatment across Fox Avenue at Swanson Street. The RMS 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 seven metres.

Traffic counts commissioned for seven days from 20 June 2019 to 27 June 2019, in Fox Avenue, recorded a maximum peak-hour volume of 221 vehicles and the driveway layback is seven meters wide. However many pedestrians cross Fox Avenue as it links the nearby parklands and schools to Erskineville Oval.

While the vehicle numbers are above the requirements in the warrant, given the proposal will reduce vehicle speeds and improve pedestrian safety and amenity, it is proposed to proceed with the proposal.

Transport for New South Wales (TfNSW) has provided in-principle support for the proposed continuous footpath treatment across Fox Avenue.

Consultation

The City consulted local residents and businesses in the area through letter box drops and Sydney Your Say webpage. There were 9750 letters sent out to get feedback on Henderson Road, Railway Parade and Bridge Road, Ashmore and Harley Streets, Mitchell Road and Huntley Street and Alexandria Shared Path connections. A total of 549 comments were received on overall cycleway connections (mentioned above) with 291 in support of cycleways, 154 unsupportive comments, 104 with mixed or qualified support. These results are for overall cycleways.

The results specifically targeting Alexandria Shared path included 77 comments, out of which 29 comments were mixed or qualified support, 26 were in support of the proposal and 22 were unsupportive of the proposal. Those in support liked that proposal promoted idea of walking and cycling and creating safer paths for school. Those not in support talked about Park Street amenities (to be captured as a part of separate project), concerned that the footpath was not wide enough and that shared paths were dangerous.

Financial

Funds are available in the current budget as part of the City's Precinct Cycleway Links Capital Works Budget.

SATWINDER SAINI, PROJECT MANAGER

Item 35.**Traffic Treatment - Separated Cycleway - Bridge Street, Erskineville and Henderson Road, Alexandria****TRIM Container No.: 2020/539055****Recommendations**

It is recommended that the Committee note the proposed bicycle improvements at traffic signals at the following intersections:

- (A) Swanson Street, Bridge Street and Railway Parade, Erskineville; and
- (B) Henderson Road and Mitchell Road, Alexandria.

It is recommended that the Committee also endorse the implementation of the following traffic treatments:

- (C) A separated cycleway on the western side of Bridge Street, Erskineville between the points 13.6 metres and 223.3 metres north of Ashmore Street, Erskineville;
- (D) A 4.2 metres wide Shared Path on the western side of Bridge Street, Erskineville between the points 223.3 metres north of Ashmore Street and Swanson Street;
- (E) A 3.9 metre wide separated cycleway on the western side of Railway Parade, Eveleigh and the northern side of Henderson Road, Alexandria between Swanson Street and the point 17.2 metres west of Davy Road;
- (F) A one-way southbound restriction for vehicles on Railway Parade, Eveleigh between Sydney Street and Swanson Street;
- (G) The implementation of priority controlled intersections on Henderson Road with give-way restrictions on Park Street, Brandling Street and Alexander Street approaches;
- (H) The implementation of "No Right Turn Bicycles Excepted" restrictions to permanently ban vehicles turning right at the following locations:
 - Alexander Street on northern and southern approaches to Henderson Road;
 - Henderson Road on eastern and western approaches to Alexander Street;
- (I) Restriction of through vehicle movements on northern and southern approaches along Alexander Street across Henderson including a 2 metre wide central median island in Henderson Road, Alexandria between the points 15 metres west of Alexander Street and 14.2 metres east of Alexander Street,
- (J) Kerb extensions and a "No Stopping" restriction on the western side of Railway Parade, Eveleigh and the northern side of Henderson Road, Alexandria between the following points north of Swanson Street:

- A 3.7 metre wide extension between 100.5 metres and 107.4 metres;
 - A 3.7 metre wide extension between 132.2 metres and 136.2 metres;
 - A 2.85 metre wide extension between 147.3 metres and 163.2 metres;
 - A 2.7 metre wide extension between 159.6 metres and 175.3 metres;
 - A 1.8 metre wide extension between 224.1 metres and 242.9 metres;
 - A 2.5 metre wide extension between 266.1 metres and 279.1 metres;
 - A 2.5 metre wide extension between 321.9 metres and 332 metres;
 - A 2.5 metre wide extension between 354 metres and 372.2 metres; and
 - A 2.5 metre wide extension between 481.4 metres and 494.4 metres.
- (K) 2.1 metre wide kerb extensions on the northern side of Henderson Road, Alexandria between the following points east of Progress Road:
- 0 metres and 9.3 metres;
 - 22.1 metres and 35.5 metres; and
 - 112.6 metres and 123.5 metres.
- (L) A 2.1 metre wide kerb extension on the northern side of Henderson Road, Alexandria between the points 9.3 metres and 27.4 metres west of Alexander Street;
- (M) The implementation of speed cushion on Railway Parade, Erskineville and Henderson Road, Alexandria on eastern and western approaches at the following locations;
- Railway Parade; west of Clara Street;
 - Railway Parade; west of Park Street;
 - Henderson Road, east of Monks Lane;
 - Henderson Road, west of Newton Street;
 - Henderson Road, west of Brandling Street;
 - Henderson Road, west of Kingsclear Road;
 - Henderson Road, west of Alexander Street; and
 - Henderson Road, east of Alexander Street.
- (N) The reallocation of kerbspace on the northern side of Henderson Road, Alexandria between the points 9.3 metres and 15 metres west of Alexander Street as, "No Stopping";

- (O) A 2.1 metre wide kerb extension on the northern side of Henderson Road, Alexandria between the points 9.5 metres and 26.4 metres east of Alexander Street; and
- (P) The reallocation of kerbspace on the northern side of Henderson Road, Alexandria between the points 9.5 metres and 26.4 metres east of Alexander Street as, "No Stopping".

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 City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

This project aims to fill in the missing links on the City's bike network identified in the Cycling Strategy adopted by Council in November 2018. They will improve the safety of people riding locally, or to work or school. This will serve as strategic connection while improving amenity of the area while supporting overall traffic calming.

Comments

In response to the pandemic, Transport for NSW proposed a number of temporary cycleway treatments to improve safety and access and to facilitate an uptake of cycling. These treatments have created alternative modes of transport avoiding significant additional congestion from a potential uptake of private vehicle use.

This included the cycleway improvements on local roads such as Bridge Street, Railway Parade and Henderson Road. The City is proposing to adopt these treatments permanently.

Separated bi-directional cycleway

The proposals include the provision of a new 2.4 metre wide separated bi-directional cycleway on the western side of Bridge Street, Railway Parade and Henderson Road between Ashmore Street and the Mitchell Road, Davy Road intersection.

Shared Path

The proposal includes Shared Paths at conflict points on approach to intersections on Bridge Street on approach to Swanson Street and on Swanson Street on approach to Davy Road. Wider footpath sections are provided at these locations to increase the space where pedestrians and bicycle riders will interact safely. Ramps from the separated cycleway as well as signage and footpath markings are provided to reduce speed for bike riders entering the Shared Path from the cycleway and to reinforce pedestrian priority.

One-way arrangements

It is proposed to permanently convert Railway Parade to allow one-way southbound traffic only, between Sydney Street and Swanson Street. This reduces the number of conflicting movements at the intersection, allows additional space for pedestrians, increases safety and reduces the number of drivers taking a short-cut route along Henderson Road when travelling from King Street towards Botany Road.

Priority Controlled Intersections

Part of the proposals include the removal of existing roundabouts along Henderson Road at intersections with Park Street, Brandling Street and Alexander Street. The removal of the roundabouts will allow for safe movement of bike riders and drivers travelling along Henderson Road.

No Right Turn Bicycles Excepted

The proposed priority controlled intersection at Henderson Road and Alexander Street is proposed to include "No Right Turn Bicycles Excepted" restrictions for drivers turning right at the intersection. The proposal also includes a central median island along Henderson Road across the intersection with Alexander Street, which will restrict through vehicle movements in Alexander Street across Henderson Road north-south. The median includes two metre wide bicycle storage area for bicycle riders to safely wait before crossing the traffic lane.

Kerb Extensions

Kerb extensions are proposed to provide delineation of traffic between vehicles on approach to parking spaces and bicycle storage areas to provide physical separation between moving traffic and bicycle riders waiting to safely cross the road. The kerb extensions reduce the road width, reduce vehicle speeds and provide protection for bicycle riders.

The kerb extensions associated with the delivery of the cycleway and intersection changes result in a loss of 18 parking spaces but are necessary for safety reasons.

Speed cushions

The proposals include the provision of regular speed cushions along Henderson Road to support reduced vehicle speeds and address community concerns about vehicle speeds on the street.

Consultation

The City consulted local residents and businesses in compliance with Section 116 of the Roads Act 1993. There were 9,750 letters sent out with a total of 549 submissions received on the overall consultation for the cycleways.

There were 453 submissions in response to the Henderson Road, Railway Parade and Bridge Street proposal with 347 objecting to the proposal and 41 supporting the proposal.

Submissions supporting the proposal believed that the changes would improve safety and cycle access through the area and reduce vehicle speeds. Submissions opposed to the proposal raised concerns about the narrowing of the adjacent traffic lanes, loss of parking and that the proposal resulted in rerouting of traffic to Park Street.

The proposal improves safety and provides improved accessibility for cyclists along Railway Parade and Henderson Road, the reduced width of the traffic lanes helps reduce vehicle speeds further increasing safety for all road users along the route. The treatments have also reduced the volume of traffic using Henderson Road as a short cut.

In response to the concerns about traffic being rerouted to Park Street, the City has agreed to develop a proposal to provide traffic calming along Park Street. These changes are required to be consulted with the community prior to consideration for approval at a future committee meeting.

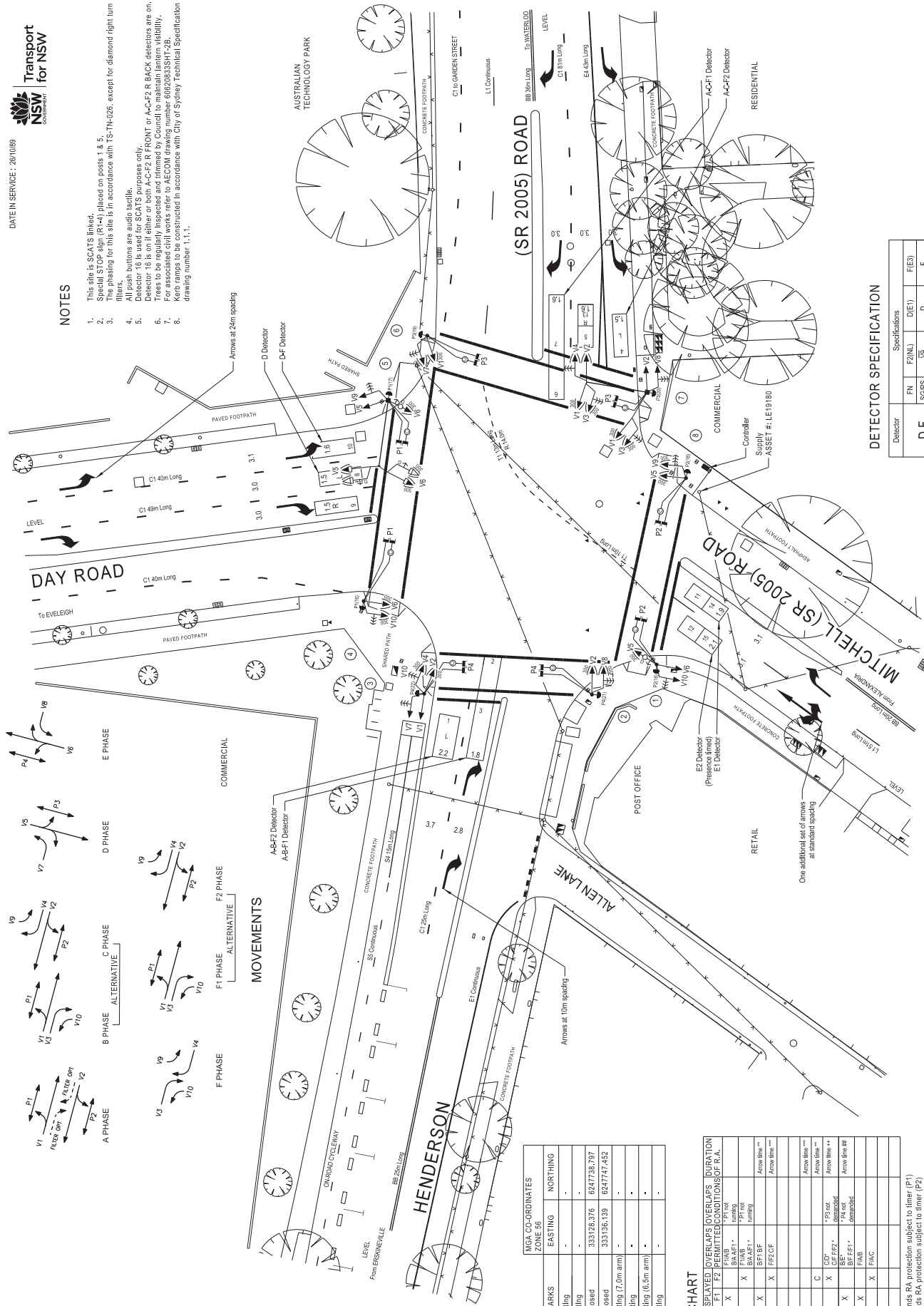
Financial

Funds are available in the current budget as part of the City's Bicycle Related Works Capital Budget.

SATWINDER SAINI, PROJECT MANAGER

NOTES

1. This site is SCATS linked.
 2. Special STOP sign (R1-4) placed on posts 1 & 5.
 3. The phasing for this site is in accordance with TS-NH-026, except for diamond right turn movements.
 4. All push buttons are audio tactile.
 5. Detector 16 is used for SCATS purposes only.
 6. Detector 16 is on if either or both A-C-F2 R FRONT or A-C-F2 R BACK detectors are on.
 7. Trees to be regularly inspected and trimmed to maintain lantern visibility.
 8. For associated civil works refer to AECOM drawing number 682083SH1-28.
- For associated civil works refer to AECOM drawing number 682083SH1-28.
For associated civil works refer to AECOM drawing number 682083SH1-28.
For associated civil works refer to AECOM drawing number 682083SH1-28.
For associated civil works refer to AECOM drawing number 682083SH1-28.



DETECTOR SPECIFICATION

Detector	Specifications					
	FN	F2/NLI	DIE(I)	FIE(I)	Ref Next	Ref Next
D-F	SCPS	V3	D	F		
	DS	CJ	Ref Next	Ref Next		

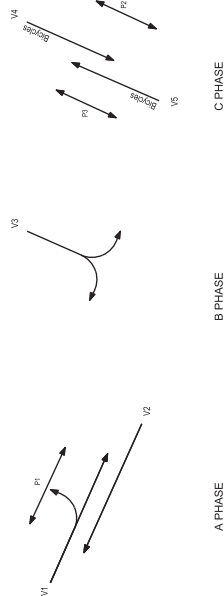
POSTS

MSE CO-ORDINATES		EXISTING		NORTHING	
POST	TYPE	LENGTH	OFFSET	REMARKS	
1	2	4.1	1.0	Existing	-
2	2	4.1	1.0	Existing	-
3	2	4.1	1.0	Proposed	333126.376 6247735.797
4	2	4.1	1.0	Proposed	333136.139 6247741.452
5	9	-	1.0	Existing (7.0m arm)	-
6	2	4.1	1.0	Existing	-
7	9	-	1.0	Existing (6.5m arm)	-
8	2	4.1	1.0	Existing	-

SIGNAL GROUP / PHASE CHART

SIGNAL PHASE DURING WHICH GREEN DISPLAYED OVERLAYS OVERLAYS DURATION											
GROUP	A	B	C	D	E	F	F1	F2	PERMITTED CONDITIONS OF R.A.		
V1	X	X	X	X	X	X	X	X	F1A/B	* F1 red	
V2	X	X	X	X	X	X	X	X	B/A A/F1*	B/A A/F1* turning	
V3	X	X	X	X	X	X	X	X	B/F B/F	B/F B/F turning	
V4	X	X	X	X	X	X	X	X	B/F B/F	B/F B/F	Arrow time **
V5	X	X	X	X	X	X	X	X	F2 F2 CF	F2 F2 CF	Arrow time **
V6	X	X	X	X	X	X	X	X			
V7	X	X	X	X	X	X	X	X			
V8	X	X	X	X	X	X	X	X			
V9	X	X	X	X	X	X	X	X	C/D	* F2 red	Arrow time **
V10	X	X	X	X	X	X	X	X	C/D	* F2 red	Arrow time **
P1	X	X	X	X	X	X	X	X	B/F F1*	B/F F1* demanded	Arrow time #
P2	X	X	X	X	X	X	X	X	F1A/B	F1A/B	
P3	X	X	X	X	X	X	X	X	F1A/C	F1A/C	
P4	X	X	X	X	X	X	X	X			

- *** Push button on post 5 extends RA protection subject to timer (P1)
** Push button on post 1 extends RA protection subject to timer (P2)
** Push button on post 7 extends RA protection subject to timer (P3)
** Push button on post 3 extends RA protection subject to timer (P4)



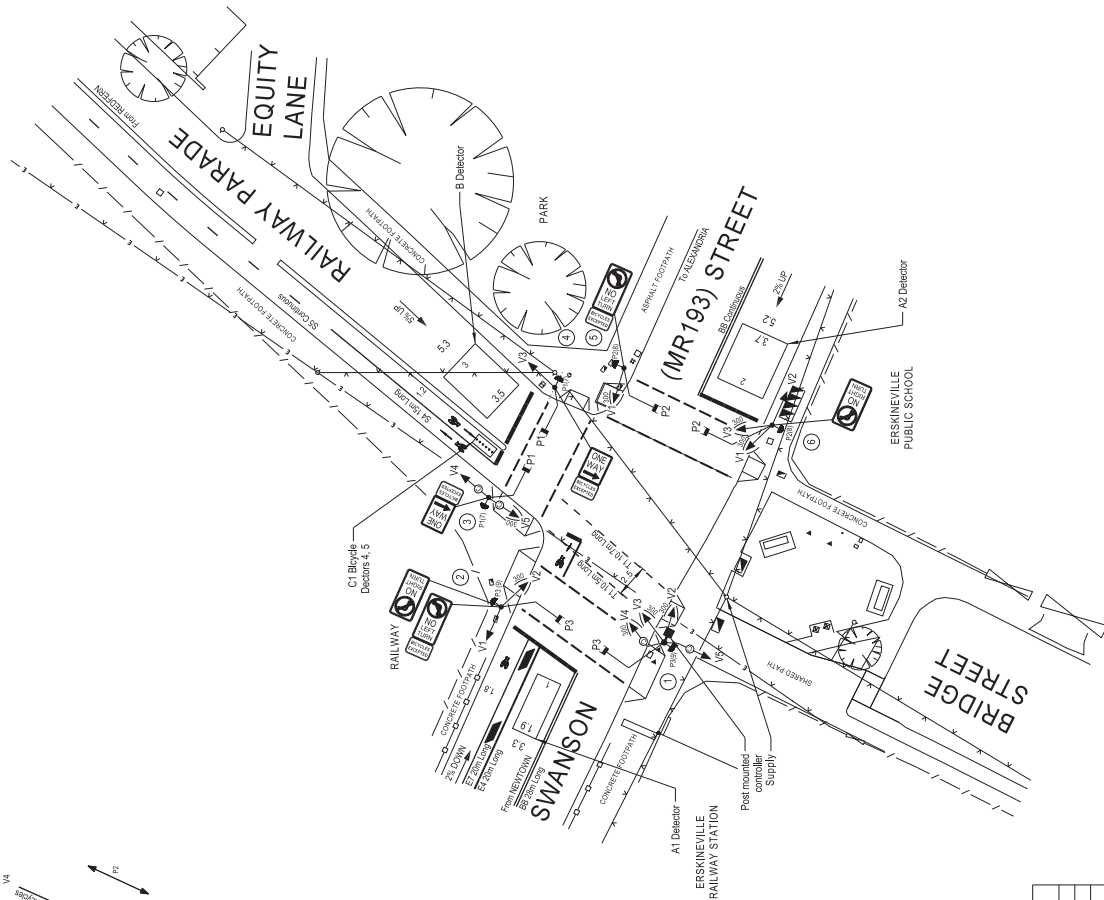
MOVEMENTS

POSTS	NSA CO-ORDINATES									
						ZONE 36				
	POST	TYPE	LENGTH	OFFSET	REMARKS	EASTING	NORTHING			
	1	2	4.1	1.0	Existing	-	-			
	2	2	4.1	1.0	Proposed	332248.119	6247455.975			
	3	2	4.1	1.0	Proposed	332256.302	6247458.919			
	4	2	4.1	1.0	Existing	-	-			
	5	2	4.1	0.8	Existing	-	-			
	6	2	4.1	0.6	Existing	-	-			

POSTS

SIGNAL GROUP/ PHASE CHART

SIGNAL	PHASE DURING WHICH GREEN DISPLAYED			STANDARD TABLE	REMARKS
	A	B	C		
V1	X			1	
V2	X			1	
V3		X		1	
V4					Bicycle lantern.
V5			X	1	Bicycle lantern. Automatic introduction.
P1	X			X	Automatic introduction subject to the presence of XS5.
P2				2	Automatic introduction subject to the presence of XS6.
P3		X		X	Automatic introduction subject to the presence of XS7.



DETECTOR SPECIFICATION

Detector	Specifications				
	FN	ALI	AE(I)		
A1	SGPS	A	A		
	DS	-	-		
A2	FN	ALI	AE(2)		
	SGPS	A	A		
B	DS	-	-		
	FN	BI(I)	BI(1)		
	SGPS	B	B		
	DS	-	-		
C1	FN	CP(R)	C(E1)		
	SGPS	C	C		
Bicycle	DS	-	-		
P1	FN	AP(R)	BI(I)		
P.B.	SGPS	P1(WALK)	AP1(WALK)		
	DS	-	B.C		
P2	FN	CP(R)	ALI		
	SGPS	P2(WALK)	C.P2(WALK)		
P.B.	DS	-	A.B		
P3	FN	CP(R)	ALI		
P.B.	SGPS	P3(WALK)	C.P3(WALK)		
	DS	-	A.B		

NOTES

1. This site is SCATS linked.
2. Special STOP sign (R1-9) placed on posts 3 and 4.
3. Audio tactile push buttons provided on posts 1, 2, 3, 4, 5 and 6.
4. Trees to be regularly inspected and trimmed by Council to maintain litterfall visibility.
5. For associated civil works refer to AECOM drawing ref: 20060335941-260.
6. Council will work in accordance with City of Sydney Technical Specification drawing number 1-1-1.
7. Bicycle lanes to be constructed in accordance TNSW NSW Bicycle Guidelines.
8. Green pavement to be installed in accordance with TNSW Delineation Guide and AECOM A5 Specification R110.
9. Bicycle Detectors to be installed in accordance with TNSW Drawings VC005-50A and TNSW A5 Specification R110.
10. Bicycle lanes on posts 1 and 3 to be mounted beneath vehicle lanterns at a minimum height of 2.4m above the footpath.

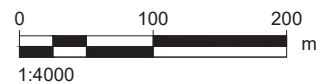
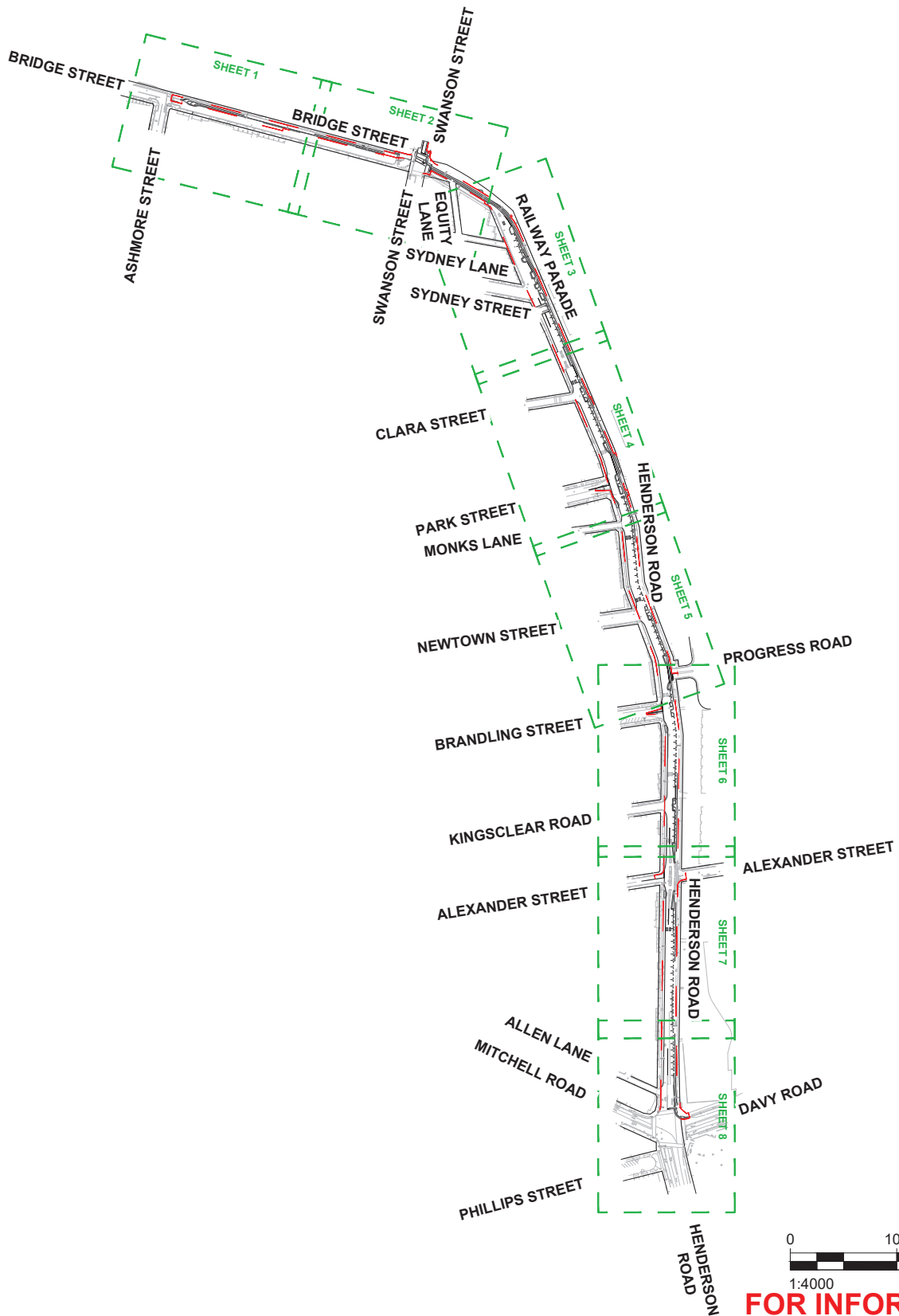
PUBLIC UTILITY LEGEND		HYDRAUNT		SYMBOLS, SIZES & VOLUMES		MAY 1974		DESIGN APPROVAL		ROAD DESIGN ENGINEERING		TENSILE ACCEPTANCE		TRANSPORT FOR NSW	
STOP VALVE		#		FIRST STOP VALVE		VOLUME 1		APPROVED		ROAD DESIGN ENGINEERING		ACCEPTED		SYDNEY COUNCIL AREA	
GAS VALVE		A		FIRST STOP VALVE		VOLUME 2		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TRAFFIC SIGNALS AT	
GAS VALVE		A		FIRST STOP VALVE		VOLUME 3		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		SWANSON (MR193) STREET	
GAS VALVE		A		FIRST STOP VALVE		VOLUME 4		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		AND RAILWAY PARADE	
GAS VALVE		A		FIRST STOP VALVE		VOLUME 5		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		ERSKINEVILLE	
ELECT LEFT PIPE		C		FIRST STOP VALVE		VOLUME 6		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		DESIGN LAYOUT	
ELECT RIGHT PIPE		C		FIRST STOP VALVE		VOLUME 7		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		SECTION	
POWER PIPE		C		FIRST STOP VALVE		VOLUME 8		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TCS No.	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 9		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		1925	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 10		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		REG No.	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 11		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		DS2014/002316	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 12		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		FILE	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 15		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		1:1200	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 16		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		CADD FILE:	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 17		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		V19162_XVA_DES.dgn	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 19		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		PROPOSED	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 20		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TABLE	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 21		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		SHEET	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 22		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TCS No.	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 34		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TABLE	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 36		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		TCS No.	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 39		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		DS2014/002316	
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STOP VALVE		C		FIRST STOP VALVE		VOLUME 41		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		SF2014/011425	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 42		CHAND		ROAD DESIGN ENGINEERING		ACCEPTED		SCALE	
STOP VALVE		C		FIRST STOP VALVE		VOLUME 43</									



LEGEND

— EXTENT OF WORKS

- - - SHEET BOUNDARIES



FOR INFORMATION

GROUP 2-B
ACCELERATED BIKE NETWORK PROGRAM

TRAFFIC COMMITTEE PLAN
LOCALITY PLAN

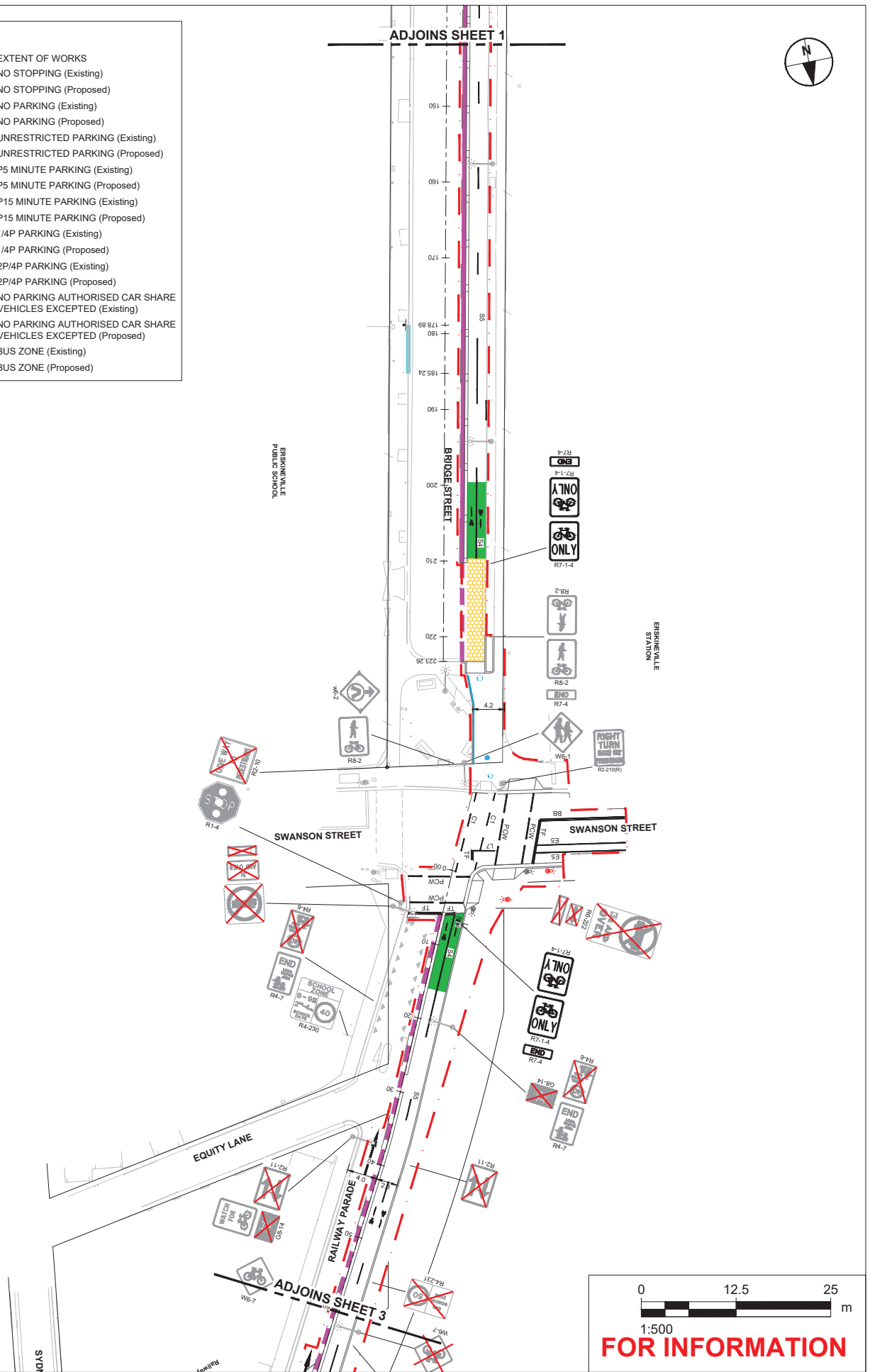
BRIDGE STREET, RAILWAY PARADE AND HENDERSON STREET, ERSKINEVILLE, NSW
 Project No.: 60620833 Date: 28.01.2021 136

60620833-2B-SKE-1



LEGEND

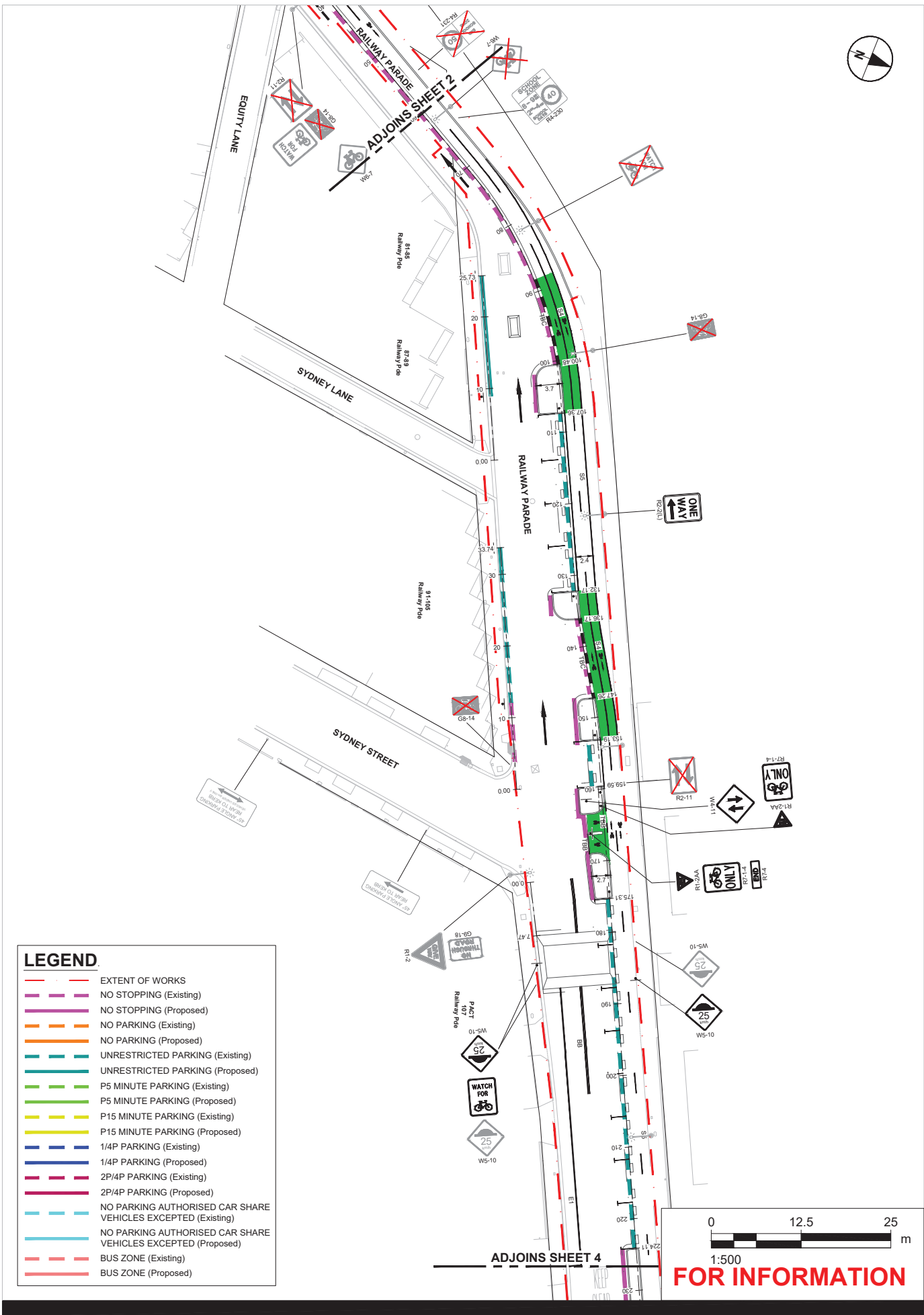
- EXTENT OF WORKS
- NO STOPPING (Existing)
- NO STOPPING (Proposed)
- NO PARKING (Existing)
- NO PARKING (Proposed)
- UNRESTRICTED PARKING (Existing)
- UNRESTRICTED PARKING (Proposed)
- P5 MINUTE PARKING (Existing)
- P5 MINUTE PARKING (Proposed)
- P15 MINUTE PARKING (Existing)
- P15 MINUTE PARKING (Proposed)
- 1/4P PARKING (Existing)
- 1/4P PARKING (Proposed)
- 2P/4P PARKING (Existing)
- 2P/4P PARKING (Proposed)
- NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED (Existing)
- NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED (Proposed)
- BUS ZONE (Existing)
- BUS ZONE (Proposed)



GROUP 2-B ACCELERATED BIKE NETWORK PROGRAM

BRIDGE STREET, RAILWAY PARADE AND HENDERSON STREET, ERSKINEVILLE, NSW
Project No.: 60620833 Date: 28.01.2021

TRAFFIC COMMITTEE PLAN SHEET 2



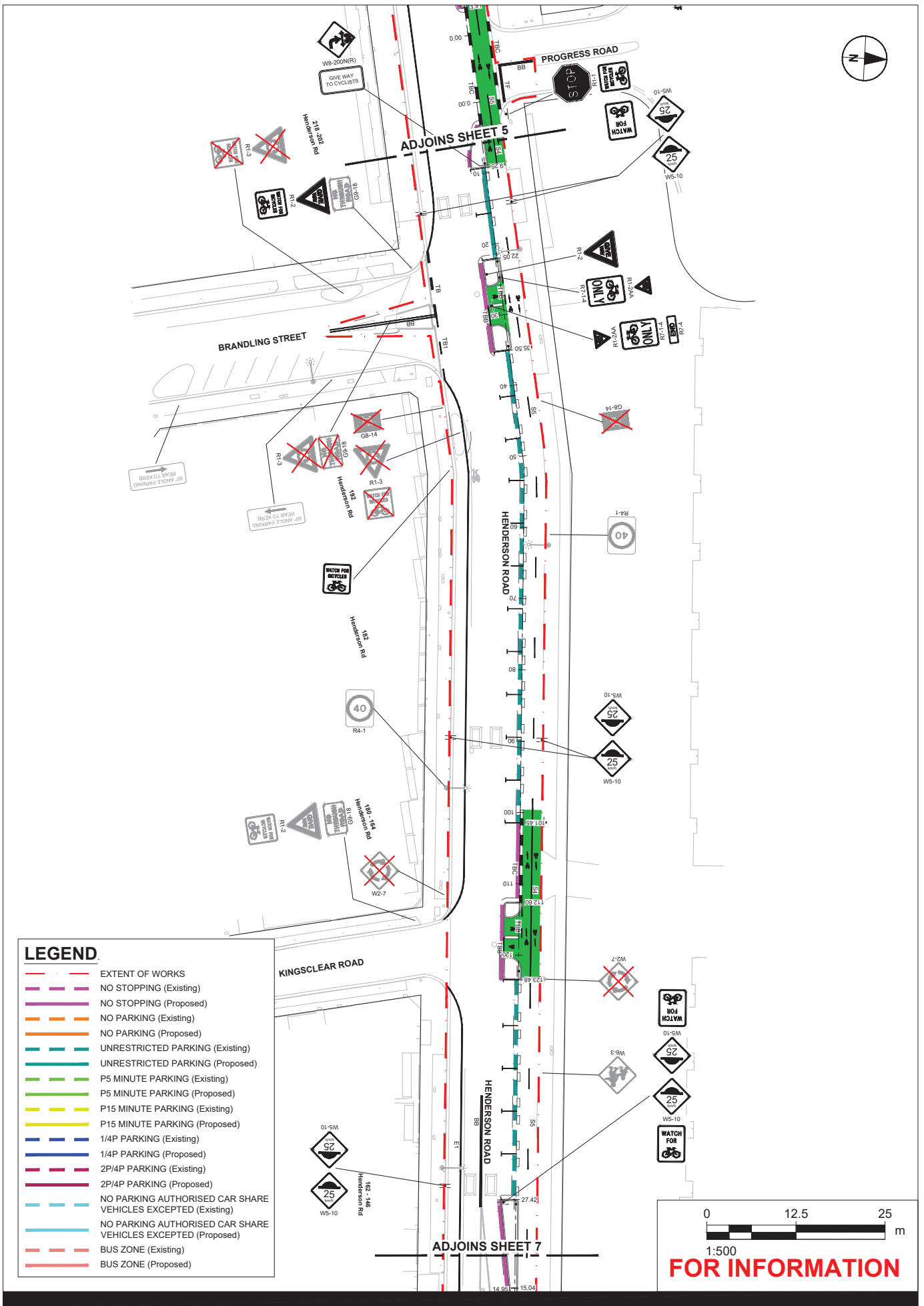
GROUP 2-B
ACCELERATED BIKE NETWORK PROGRAM

TRAFFIC COMMITTEE PLAN
SHEET 3

BRIDGE STREET, RAILWAY PARADE AND HENDERSON STREET, ERSKINEVILLE, NSW
 Project No.: 60620833 Date: 28.01.2021 139

60620833-2B-SKE-1



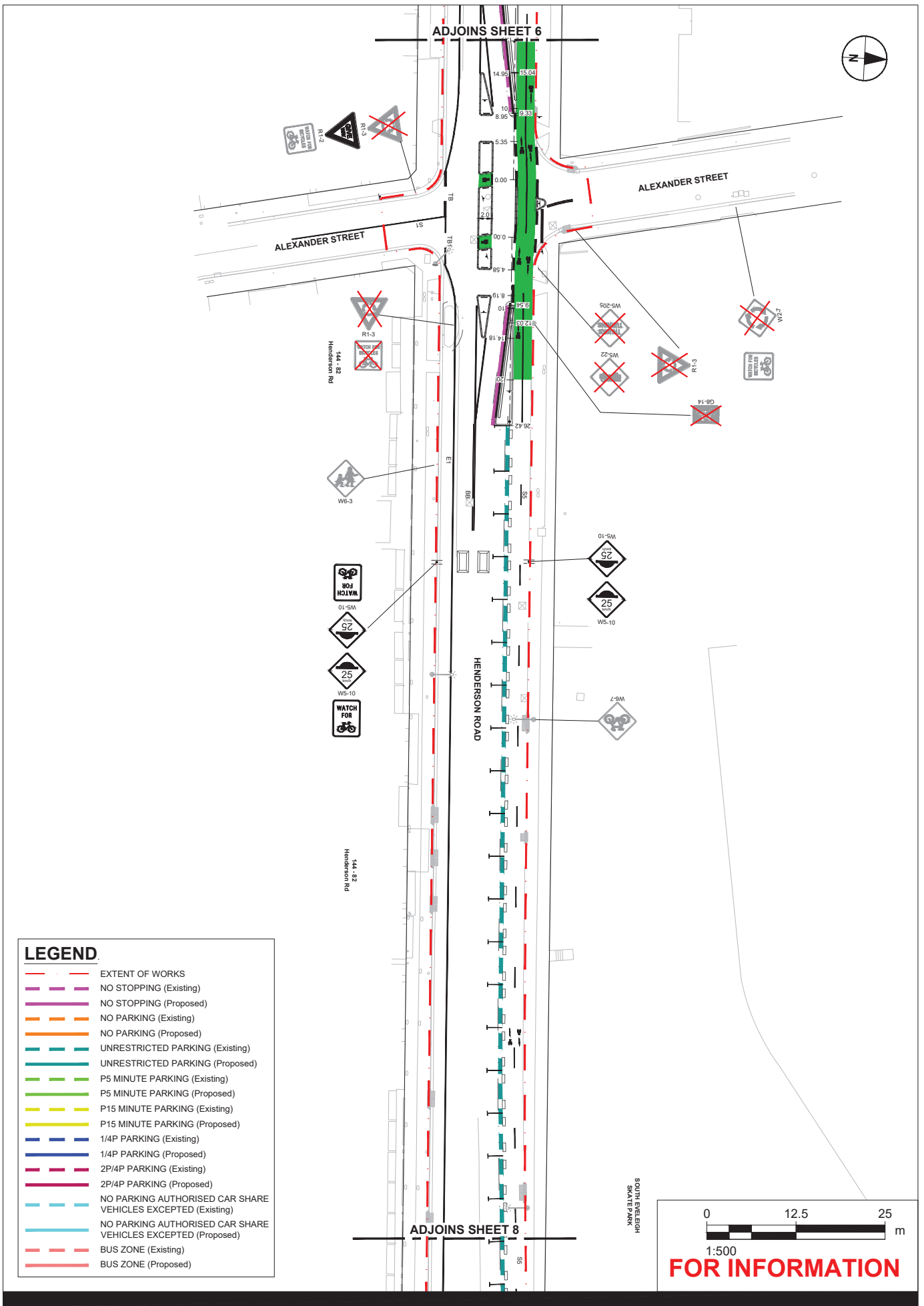


GROUP 2-B
ACCELERATED BIKE NETWORK PROGRAM

TRAFFIC COMMITTEE PLAN
SHEET 6

BRIDGE STREET, RAILWAY PARADE AND HENDERSON STREET, ERSKINEVILLE, NSW
 Project No.: 60620833 Date: 28.01.2021 142

60620833-2B-SKE-1



GROUP 2-B
ACCELERATED BIKE NETWORK PROGRAM

TRAFFIC COMMITTEE PLAN
SHEET 7

BRIDGE STREET, RAILWAY PARADE AND HENDERSON STREET, ERSKINEVILLE, NSW
 Project No.: 60620833 Date: 28.01.2021

Item 36.**Other Authorities - Traffic Treatment - Temporary Road Closure - George Street, The Rocks****TRIM Container No.:** 2020/382662**Recommendations**

It is recommended that the Committee endorse the extension of the temporary road closure of the northbound lane of George Street, The Rocks, between Argyle and Globe Streets, until 31 March 2021.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Place Management NSW	[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

George Street, The Rocks, between Argyle and Globe Streets, was presented to the LPCTCC and the CSTTC and approved on a month to month basis from 8th July – 28th February in support for businesses and tenants during the COVID19 response.

Dated back till 17th July, Place Management NSW submitted a request to the LPCTCC for out of session approval to extend this northbound closure until the 3rd of August. The City of Sydney, NSW Police, Transport NSW and the Representative for the Member for Sydney advised no objection to the continuation of this arrangement on a month to month basis.

This proposal is for the:

- Closed northbound carriageway closure of George St, The Rocks between Globe Street and Argyle Street until Wednesday 31st March 2021.
- Parking, loading zone and mail zone changes on the western side of George Street between Argyle St and Globe St until Wednesday 31st March 2021.

NOTES:

PMNSW will following consultation with Port Authority NSW and TfNSW, agree to remove the George St closure if the Overseas Passenger Terminal cruise vessel operations is returning and other traffic management alternatives cannot be negotiated or successfully resolved.

Comments

The proposed is a temporary carriageway closure in the retail centre of The Rocks to provide greater opportunity for social distancing, activation and active public space in a period when small business operators in the area are experiencing significant financial impact due to the COVID pandemic. This provides opportunities for existing small business operators, including stallholders in the Rocks Markets to expand their offering and pursue pop-up retail opportunities through NSW Government assets and contributing to broader NSW economic recovery efforts in our local centres post COVID-19

The proposal has not had a significant impact on the surrounding road network for the period of operation since July 2020. Since the activation of Light Rail in Circular Quay commenced, traffic volumes along this section of George St have reduced due to access restrictions to Alfred and Pitt St. The major use of this section of road during the pandemic is for southbound access from Hickson Rd for public and several key stakeholders. The proposed closure does not significantly impact this transport route for these stakeholders.

The proposal may impact and cause minor delays for vehicles looking to travel southbound on George St through the area that would be diverted at Essex St to travel via Cumberland St instead. The proposal will benefit a much larger number of pedestrians, businesses, and visitors in terms of improved pedestrian connectivity and movement around The Rocks precinct, supporting social and community wellbeing.

Consultation

Place Management NSW notified adjacent properties, business and stakeholder of the temporary works. Enquiries and feedback directed to the Director, Partnerships, Activation and Customer Experience at Place Management NSW.

PMNSW continue to work closely and consult with NSW Police, TfNSW, CSTTC, City of Sydney, tenants and Port Authority NSW on this project.

Financial

All costs associated with the parking spaces, signs, VMS, traffic controllers, road barriers and road marking changes will be borne by PMNSW.

**JASON CRAIG, SENIOR MANAGER, SECURITY OPERATIONS, PLACE MANAGEMENT
NSW**

THE ROCKS

EXTENDED PEDESTRIANIZED ZONE

PREFERRED OPTION - AS OF 25-6-2020

Proposed full closure between Globe St and Argyle St.
Creating enhanced pedestrianized zone

KEY BENEFITS

Extended outdoor trade opportunities for key food and beverage retailers

Increased pedestrian space for activation including street performers, brand activations, public art and greenery

Opportunities to enhance cycle transport to the precinct to ease pressure on roads and public transport, allowing for designated bike parking areas

Greater integration opportunities with The Rocks Markets in the wider precinct

South bound traffic from **Hickson Road** maintained to the Oversea Passenger Terminal for cruise ship operations (OPT)



Relocated taxi / ride-share zone installed on **Hickson Road North of OPT**



George Street vehicle loading zone maintained



Additional temporary roundabouts installed on top of **Hickson road** and beginning of **George Street Closure** (size limits apply)



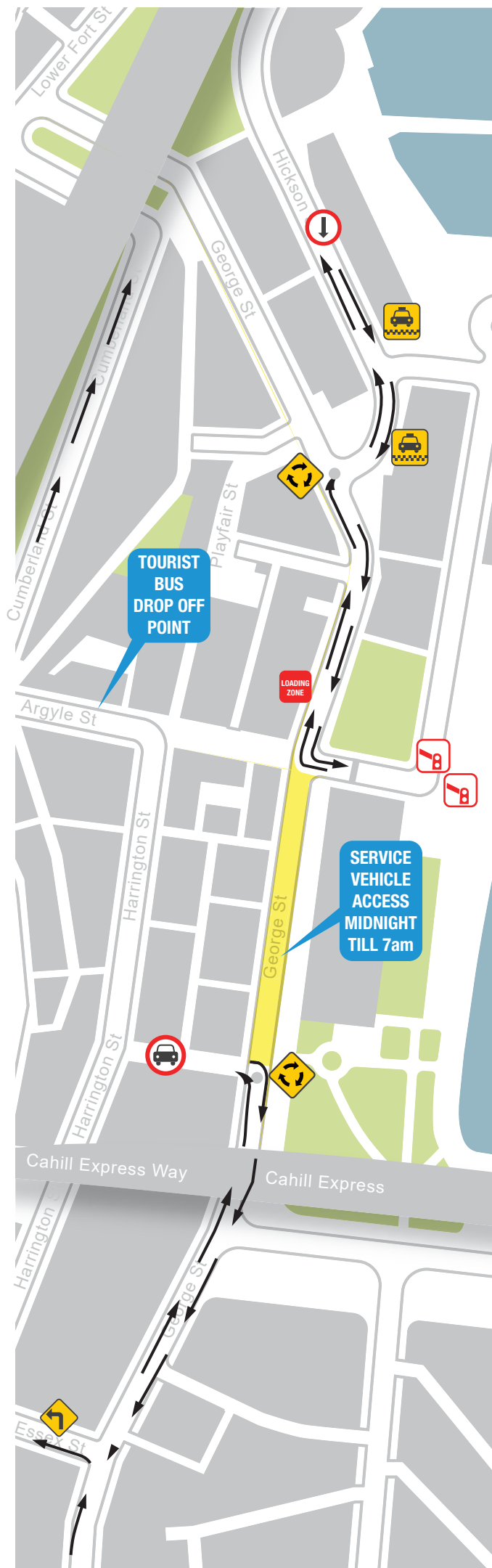
Relocated OPT Access Control Point (Boom Gate)
Non OPT Vehicle Turn Around Point



Access for **155 George Street** car park maintained.



North bound traffic on **George Street** diverted at **Essex Street** to **Cumberland Street** excluding Four Seasons Hotel vehicles, access to the hotel maintained for small vehicles.



Item 37.**Other Authorities - Temporary Road Closure - St Patrick's Day 2021 - George Street, The Rocks****TRIM Container No.:** 2020/382662**Recommendations**

It is recommended that the Committee endorse the temporary road closure timings for The Rocks Markets area on George Street, The Rocks, by Place Management NSW (PMNSW) for outdoor dining and event opportunities for tenants on St Patricks Day 17 March 2021.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Place Management NSW	[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

There is an opportunity for The Mercantile Hotel on George St The Rocks to trade on George Street for St Patricks Day 2021. The Rocks Markets operations closes the Road each weekend from Sat 4am till Sun at 10pm and during some public holidays.

PMNSW is requesting the LPCTCC endorsement to close the George St markets area on Wednesday 17th March for St Patricks Day 2021 and to extend the road closure on Sunday 21st March for the St Patricks Day festival in the Rocks. PMNSW has led the delivery of an outdoor dining pilot Government initiative that supports businesses during COVID19.

There is opportunities for The Mercantile Hotel on George St The Rocks to trade on each Friday evenings in December and January. The Rocks Markets operations currently closes the road each weekend from Sat 4am till Sun at 10pm and during some public holidays.

PMNSW is requesting the LPCTCC endorsement to close the George St markets area 12hrs earlier at 4pm on Friday afternoons on 11th, 15th Dec and 1st Jan.

The Rocks area outdoor dining program is swelling and meeting objectives by Government for jobs creation and the economy recovery.

Location - George St between Lower Fort Street and Hickson Road (The Rocks Markets Area)

Dates proposed.

- Tuesday 16th March at 6pm till Thursday 18th March at 1am; and
- Sunday 21st March at 10pm to Monday 22nd March at 1am (current road reopens 10pm on 21st March)

Comments

The proposed closures for the hotels, markets and restaurants of The Rocks are to provide greater opportunity for social distancing, increased patronage and active public space in a period when small business operators in the area are experiencing significant financial impact due to the COVID pandemic.

The closure on Tuesday 16th March at 6pm is to allow the setup of the areas for the morning breakfast period at 730am. It will allow the canopy to be built on the roadway on Tuesday night & bumped out following Sundays trade at 10pm on Wednesday night

The proposal will change timings and operations of the normal Rocks Markets traffic conditions and surrounding road network for the period of operations.

The local access arrangements to tenants, mail zone and loading zones will be managed by traffic controllers who will be programmed for the period of closures. Access for authorised vehicles will be provided at both the North and South closure areas.

Consultation

Place Management NSW has consulted and notified adjacent properties, business and stakeholder of the intention to implement the temporary works. Enquiries and feedback directed to the Director, Partnerships, Activation and Customer Experience at Place Management NSW.

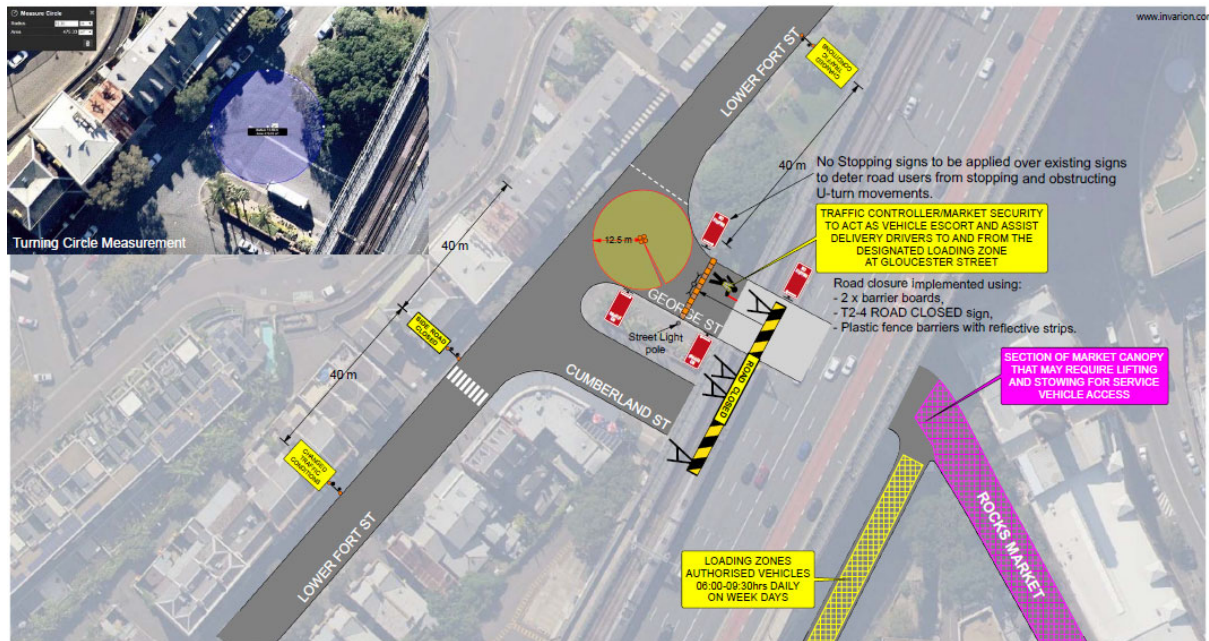
PMNSW continue to work closely with NSW Police, TfNSW, CSTTC, and City of Sydney and Port Authority NSW on this activity and provide event activation information to Police events team.

Financial

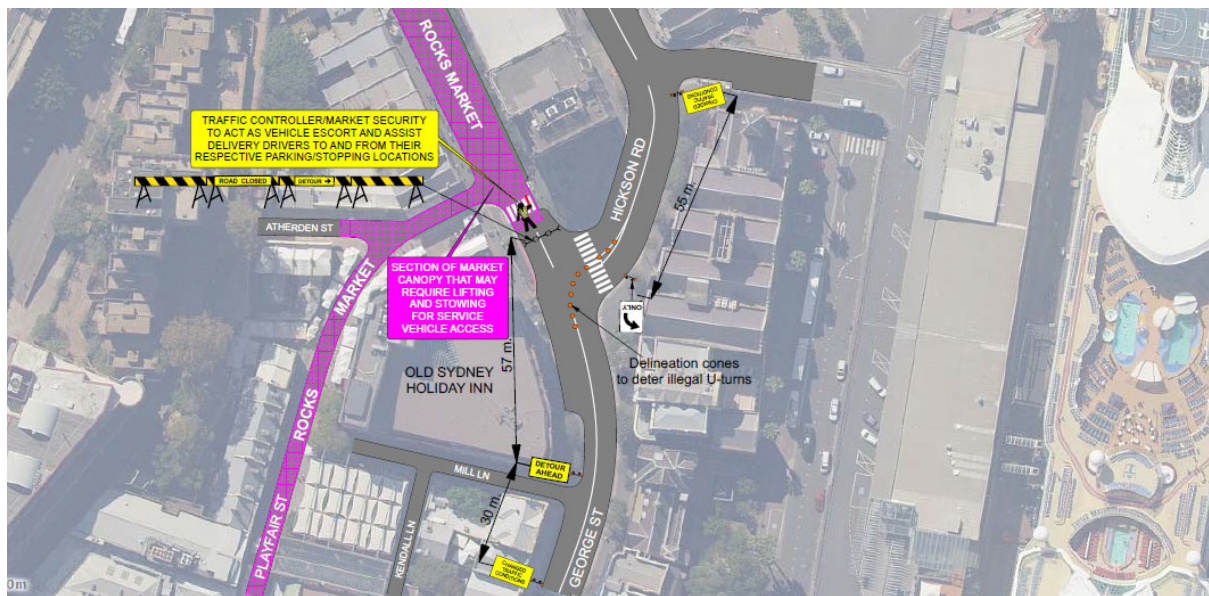
All costs associated with the parking spaces, signs, traffic controllers, Rangers, road barriers and accessible ramps has and will be borne by PMNSW.

**JASON CRAIG, SENIOR MANAGER, SECURITY OPERATIONS, PLACE MANAGEMENT
NSW**

LOCATION 1 - George St North at Lower Fort St



LOCATION 2- George St North at Hickson Rd



Private vehicles - General road users will be impacted by the closure by having increased travel times. The below images indicate projected travel times for normal alternative / detour route e.g. 1min vs 6min, which is seen as acceptable under the Assure Traffic Management Plan Rocks Market Weekday Operations - PMNSW.



Item 38.

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.
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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.