

15 July 2021

At 10.00 am



Local Pedestrian, Cycling and Traffic Calming Committee

Sydney 2030 Green/Global/Connected

Disclaimer



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

The Committee has no decision-making powers. It is primarily a technical review body required to 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 2021/05 held on 17 June 2021

Decision

Item 2.**Item for Committee Information - Outdoor dining - Various locations****TRIM Container No.:** X037861**Recommendations**

It is recommended that the Committee note the reallocation of parking to "No Stopping" for the installation of an outdoor dining area at various City streets.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

On 2 October 2020, the City and NSW Government announced a \$20 million joint funding partnership to boost the city centre economy, support businesses and creatives and invite the public safely back into the city.

Comments

At the LPCTCC meeting on 19 November 2020, the City presented to the Committee an overview of the Alfresco dining program. One of the initiatives included reallocating the road space to install an outdoor dining area in front of businesses. The City informed that it would seek out-of-session endorsement from the Committee for the temporary reallocation of kerb space for an outdoor dining area.

Since November 2020, the City has installed 43 outdoor dining areas in various City streets.

The table below outlines the locations of the outdoor dining areas installed since June 2021:

Location	Direction	Date of endorsement	Date of installation
Campbell Street, Haymarket	Southern side of Campbell Street west of Castlereagh Street	7 June 2021	22 June 2021
William Street, Darlinghurst	Southern side William Street east of Yurong Street	7 June 2021	22 June 2021
Liverpool Street, Darlinghurst	Southern side of Liverpool Street east of Palmer Street	7 June 2021	17 June 2021
Ward Avenue, Darlinghurst	Northern side of Ward Avenue east of Roslyn Street	15 June 2021	22 June 2021
Holt Street, Surry Hills	Eastern side of Holt Street, Surry Hills north of Gladstone Street	15 June 2021	22 June 2021

Consultation

For each of the above outdoor dining locations, the City consulted local residents and businesses for a duration of ten days.

Financial

The outdoor dining installations will be delivered by the funding partnerships between the City and NSW Government.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Item 3.**Item for Committee Information - Mobile Crane - Temporary Road Closure - Reservoir Street, Surry Hills****TRIM Container No.: 2021/199093****Recommendations**

It is recommended that the Committee note the temporary road closure of Reservoir Street, Surry Hills, between Mary Street and Elizabeth Street, from 7am to 7pm on Sunday 11 July 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 18 July 2021 as a contingency date.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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	✓	
Transport for NSW	✓	
NSW Police – Surry Hills PAC	✓	
Representative for the Member for Sydney	✓	

Advice

The Committee carried the recommendation unanimously out of session

Background

Rhino Traffic Control Services Pty Ltd has applied for the temporary road closure Reservoir Street, Surry Hills, between Mary Street and Elizabeth Street, from 7am to 7pm on Sunday 11 July 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the lifting of roof sheets into 23 Mary Street, Surry Hills.

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

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

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

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

Consultation

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

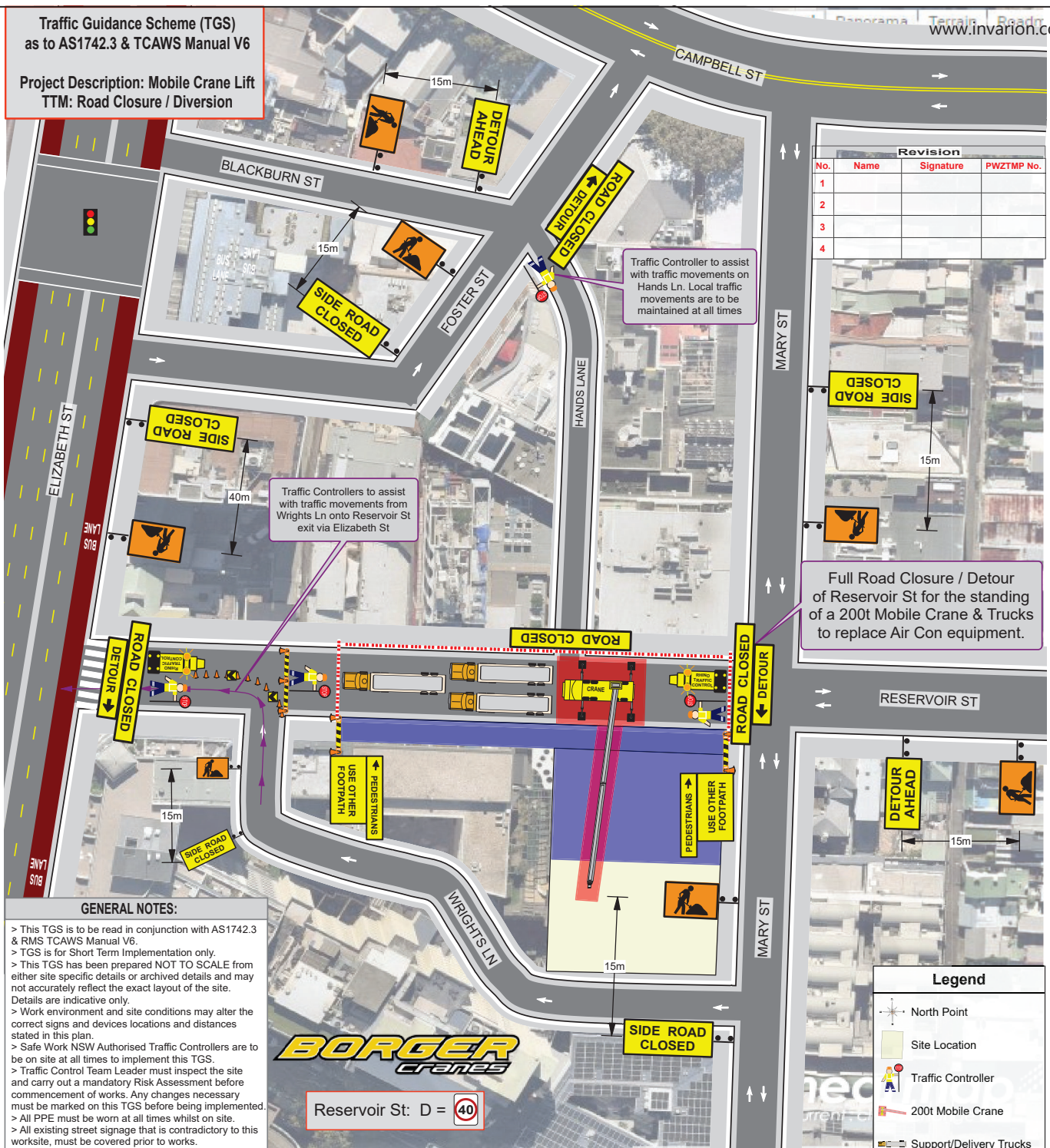
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Traffic Guidance Scheme (TGS)
as to AS1742.3 & TCAWS Manual V6

Project Description: Mobile Crane Lift
TTM: Road Closure / Diversion



Revision			
No.	Name	Signature	PWZTMP No.
1			
2			
3			
4			

Full Road Closure / Detour of Reservoir St for the standing of a 200t Mobile Crane & Trucks to replace Air Con equipment.

GENERAL NOTES:

- > This TGS is to be read in conjunction with AS1742.3 & RMS TCAWS Manual V6.
- > TGS is for Short Term Implementation only.
- > This TGS has been prepared NOT TO SCALE from either site specific details or archived details and may not accurately reflect the exact layout of the site. Details are indicative only.
- > Work environment and site conditions may alter the correct signs and devices locations and distances stated in this plan.
- > Safe Work NSW Authorised Traffic Controllers are to be on site at all times to implement this TGS.
- > Traffic Control Team Leader must inspect the site and carry out a mandatory Risk Assessment before commencement of works. Any changes necessary must be marked on this TGS before being implemented.
- > All PPE must be worn at all times whilst on site.
- > All existing street signage that is contradictory to this worksite, must be covered prior to works.
- > All Advance Warning Signage shall comply to AS1742.3 & RMS TCAWS Manual V6.
- > All Advance Warning Signage is to be erected on the side of the road adjacent to the traffic flow.
- > Authorised Traffic Controllers are to assist with Pedestrian movements around, past or through the Work Site.
- > Removal of Traffic Control Signs and Devices is to be undertaken in the reverse order of erection, progressing away from the Work Site.

****Rhino Traffic Control does not accept liability for or endorse the use of the TGS unless implemented directly by an employee of Rhino Traffic Control holding valid certifications to carry out such works****

LANE WIDTHS

The minimum lane widths to be provided for all live traffic lanes around, past or through a Work Site shall be 3.0m. 3.5m lane widths are desirable.

VEHICLE MOVEMENT PLAN

All vehicles associated with these works are to enter and exit the worksite in a forward facing motion at all times, under the direction and guidance of Authorised Traffic Controllers and with the existing traffic flow conditions.

SIGN SPACINGS - DIMENSION "D"

Speed of Traffic Km/Hr	Dimension D = M	
	AS1742.3	TCAWS
45km/hr or less	15m	15m
46km/hr - 55km/hr	15m	50m
56km/hr - 65km/hr	45m	60m
Greater than 65km/hr	Equal to posted Speed Limit	

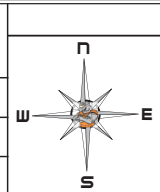
Sign Positioning Tolerances:
Minimum 10% less than the distance or lengths given.
Maximum 25% more than the distance or lengths given.

Legend

- North Point
- Site Location
- Traffic Controller
- 200t Mobile Crane
- Support/Delivery Trucks
- Traffic Control Vehicles
- Lift Area / Exclusion Zone
- Pedestrian Tape
- Sign Placement Marker
- Cone



Date:	30th April 2021	LGA:	City of Sydney Council	TCP Developed By:	Phillip Blair
Client:	Borger Cranes	Road Name:	23 Mary St	APPROVED	<i>P. Blair</i>
Type of Work:	200t Crane Lift	Location of Work:	Reservoir St	PWZTMP Licence No.:	0052151584 Exp.09/22
TC's Req	4	Suburb:	Surry Hills NSW 2010	Plan No.:	RTC/21-Site Specific
Utes / TMA's	2	Road Class:	Council Road (Minor)	RMS ROL Required:	YES



Item 4.**Street Event - Temporary Road Closures - Vivid Sydney 2021****TRIM Container No.: 2021/062663****Recommendations**

It is recommended that the Committee endorse the temporary road closures for Vivid Sydney 2021 from 6 to 28 August 2021 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.
- (F) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closures, 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]
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

Destination NSW has applied for temporary road closures for Vivid Sydney 2021 from 6 to 28 August 2021.

Comments

Vivid Sydney 2021 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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

Consultation

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

Financial

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

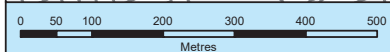
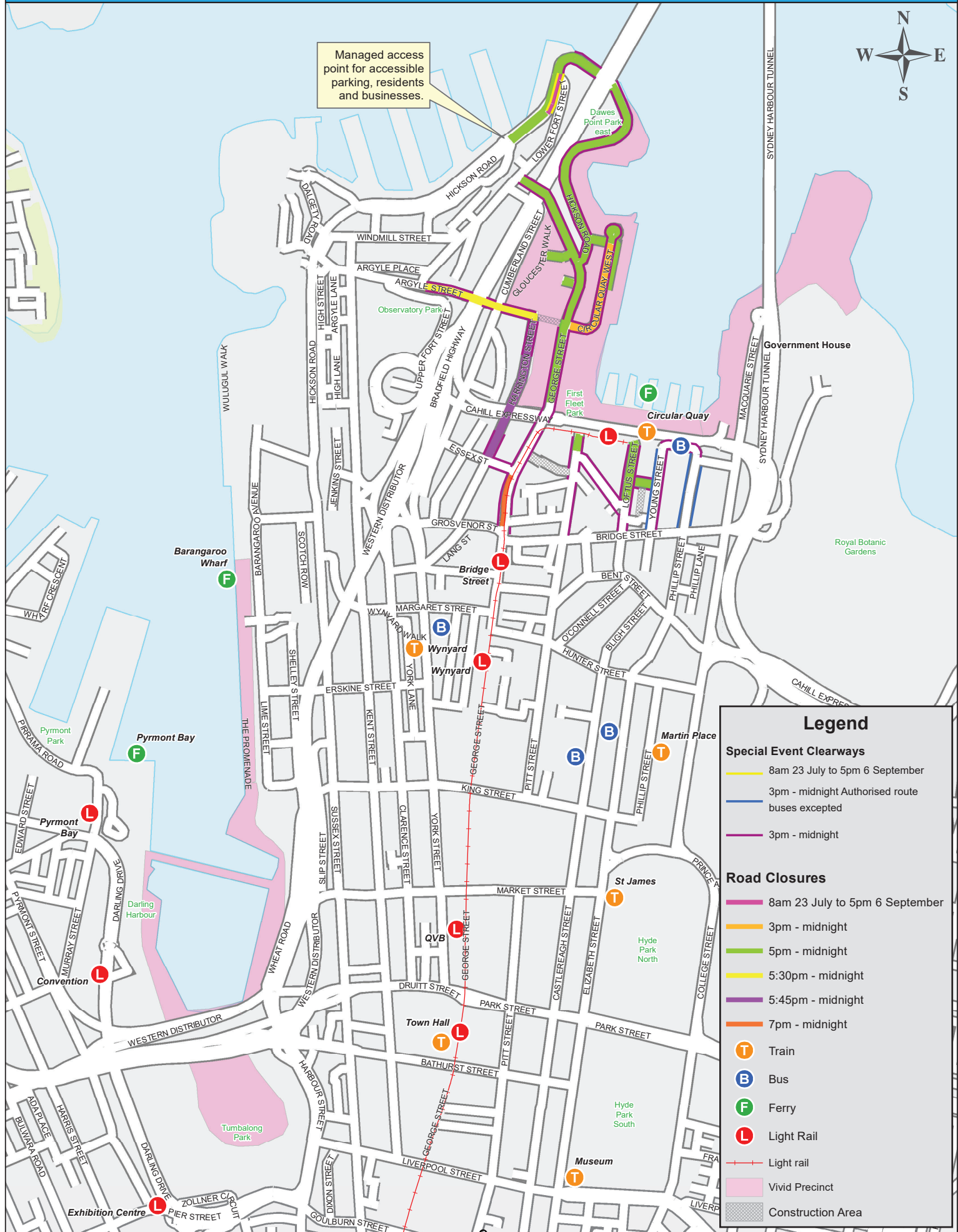
VAN LE, TRAFFIC MANAGER - NORTH

Vivid Sydney 2021

Monday to Thursday: 9-12 August, 16-19 August & 23-26 August



Managed access point for accessible parking, residents and businesses.



Vivid Sydney 2021

Fridays: 6 August, 13 August, 20 August & 27 August



Legend

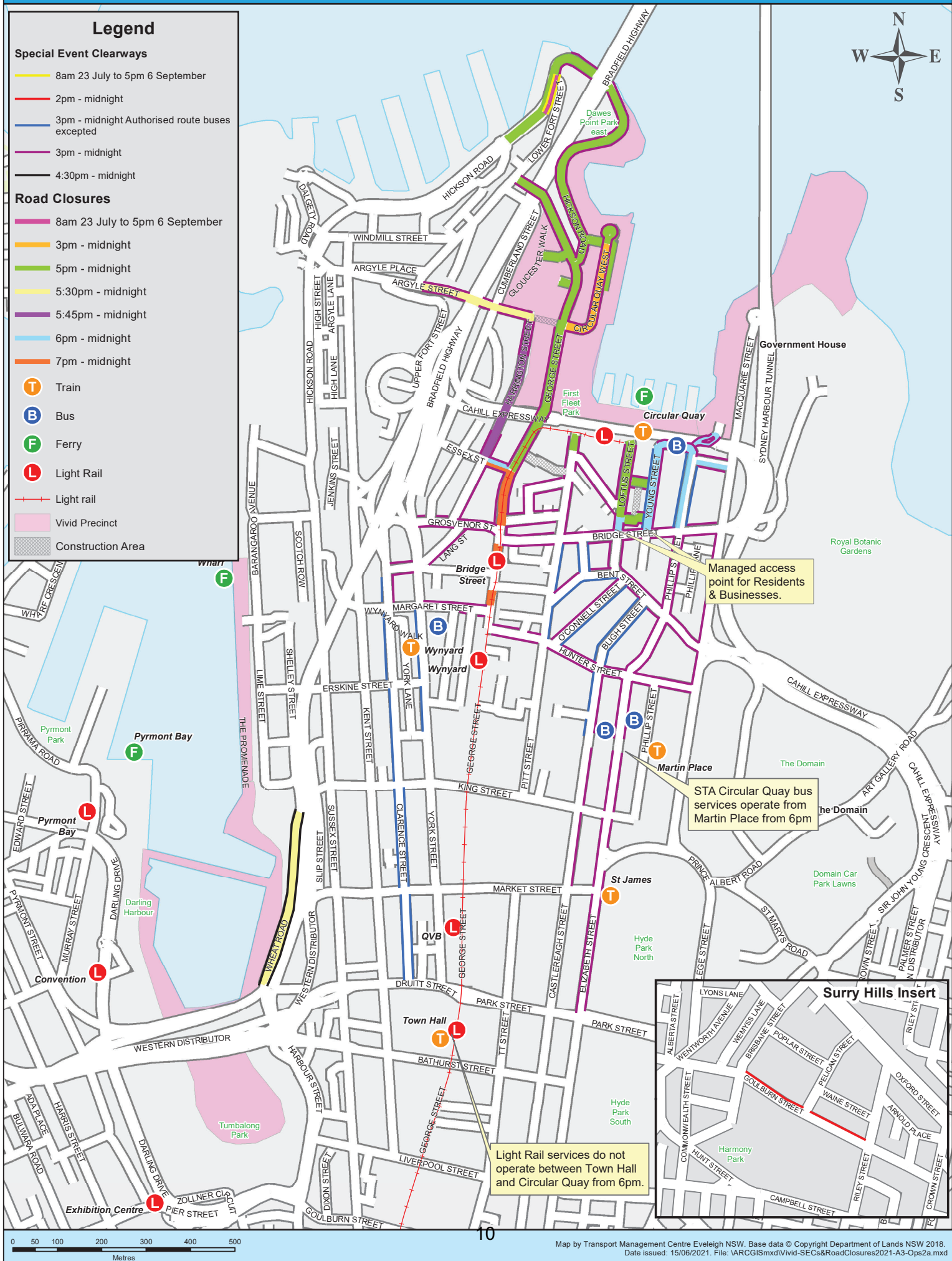
Special Event Clearways

- 8am 23 July to 5pm 6 September
- 2pm - midnight
- 3pm - midnight Authorised route buses excepted
- 3pm - midnight
- 4:30pm - midnight

Road Closures

- 8am 23 July to 5pm 6 September
- 3pm - midnight
- 5pm - midnight
- 5:30pm - midnight
- 5:45pm - midnight
- 6pm - midnight
- 7pm - midnight

- T Train
- B Bus
- F Ferry
- L Light Rail
- Light rail
- Vivid Precinct
- Construction Area



Vivid Sydney 2021

Saturdays: 7 August, 14 August, 21 August & 28 August



Legend

Special Event Clearways

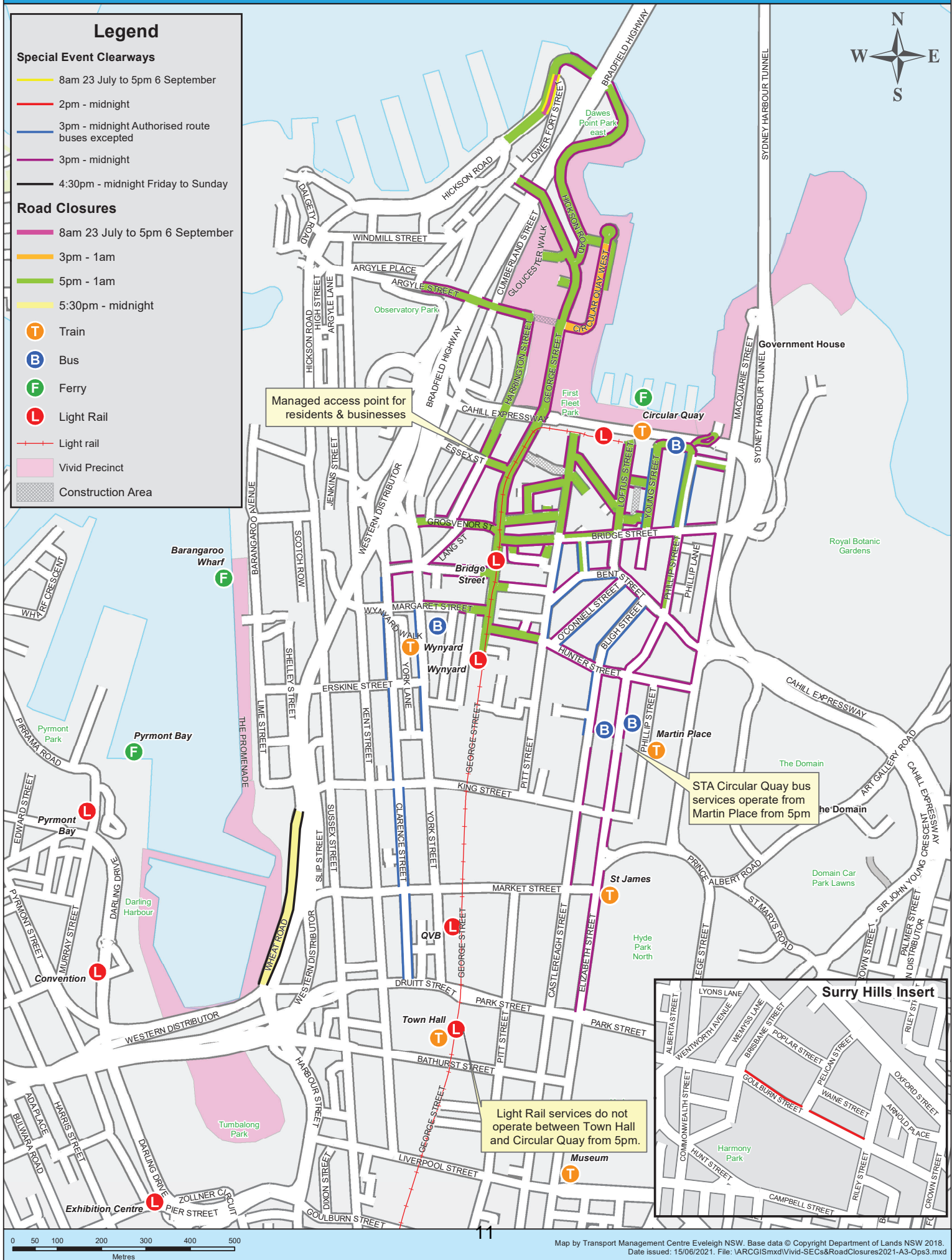
- 8am 23 July to 5pm 6 September
- 2pm - midnight
- 3pm - midnight Authorised route buses excepted
- 3pm - midnight
- 4:30pm - midnight Friday to Sunday

Road Closures

- 8am 23 July to 5pm 6 September
- 3pm - 1am
- 5pm - 1am
- 5:30pm - midnight

- T Train
- B Bus
- F Ferry
- L Light Rail

- +— Light rail
- Vivid Precinct
- Construction Area



Vivid Sydney 2021

Sundays: 8 August, 15 August, 22 August

Legend

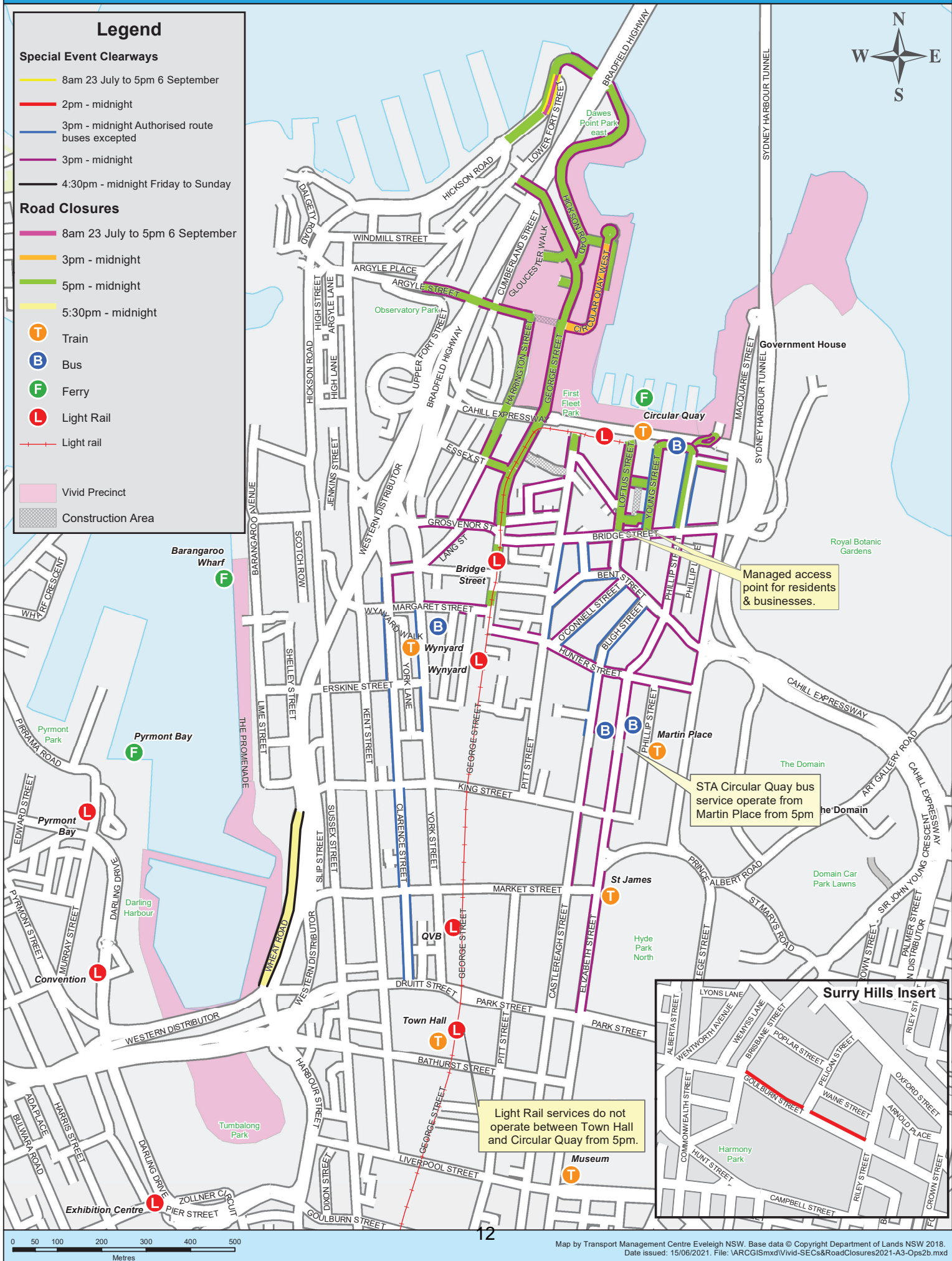
Special Event Clearways

- 8am 23 July to 5pm 6 September
- 2pm - midnight
- 3pm - midnight Authorised route buses excepted
- 3pm - midnight
- 4:30pm - midnight Friday to Sunday

Road Closures

- 8am 23 July to 5pm 6 September
- 3pm - midnight
- 5pm - midnight
- 5:30pm - midnight
- T Train
- B Bus
- F Ferry
- L Light Rail
- Light rail

- Vivid Precinct
- Construction Area



Item 5.**Mobile Crane - Temporary Road Closure - King Street, Sydney****TRIM Container No.: 2021/242575****Recommendations**

It is recommended that the Committee endorse the temporary road closure of King Street, Sydney, between Pitt Street and Castlereagh Street, (four lanes), from 9pm to 5am on Saturday 31 July 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 1 August 2021 as a contingency date.
- (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.

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

Forge Venture Management has applied for the temporary road closure of King Street, Sydney, between Pitt Street and Castlereagh Street, (four lanes), from 9pm to 5am on Saturday 31 July 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of the existing pedestrian bridge link that extends above King Street at 135 King 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).

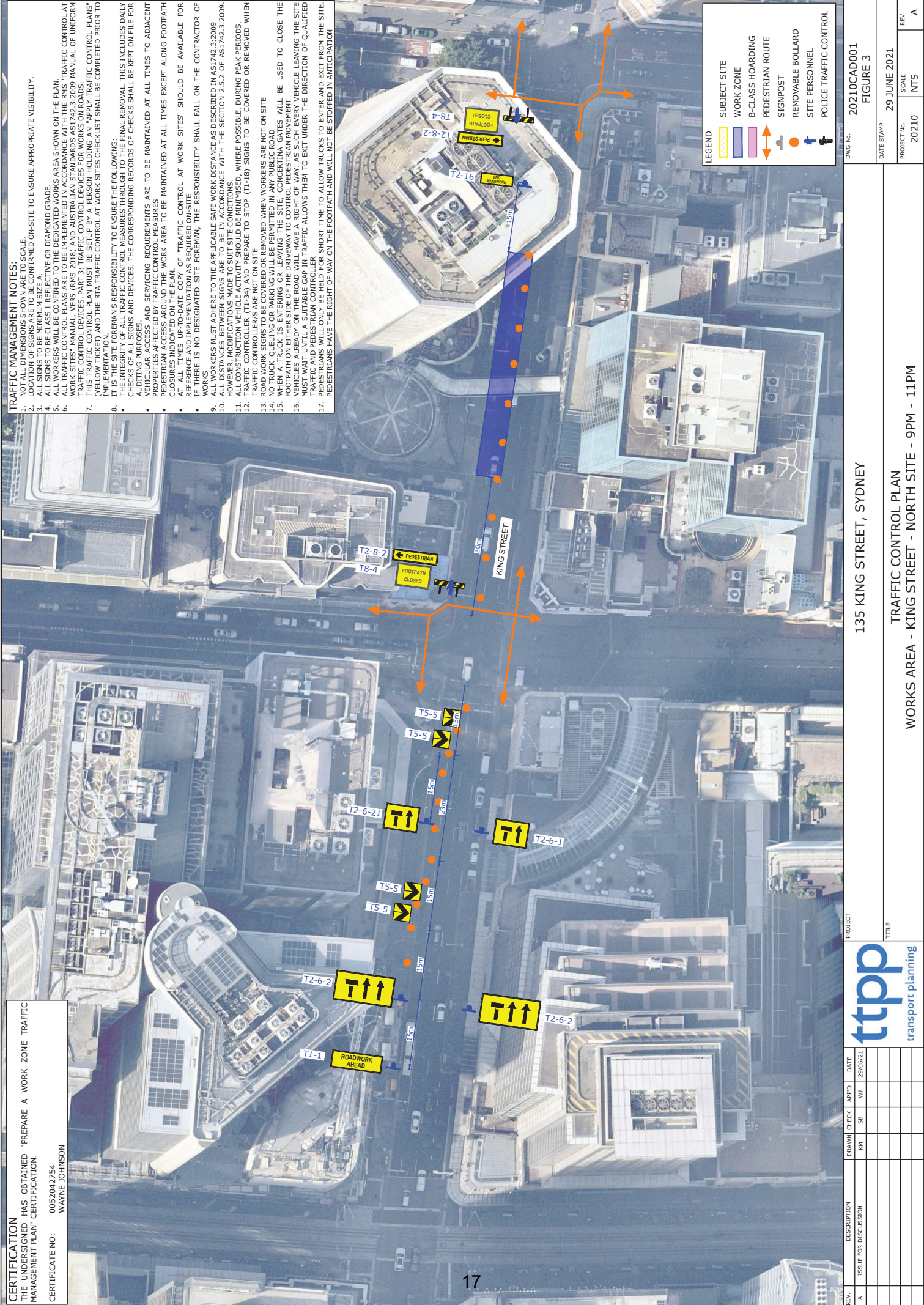
Consultation

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



- 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 WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL WORKERS MUST WEAR HIGH VISIBILITY CLOTHING AND A HARD HAT. "TRAFFIC CONTROL AT WORK SITES" MANUAL, VRS (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 SET UP 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:
 - ALL WORKERS MUST WEAR HIGH VISIBILITY CLOTHING AND A HARD HAT.
 - ALL WORKERS MUST BE TRAINED IN THE USE OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES EXCEPT ALONG FOOTPATH CLOSURES INDICATED ON THE PLAN.
 - CLOSURES OF THE ROAD OR FOOTPATH 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.
 9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009.
 11. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009.
 12. ALL CONSTRUCTION ACTIVITIES SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN WORKS ARE NOT ON SITE.
 14. 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. WHEN A TRUCK IS ENTERING OR LEAVING THE SITE, CONCERNING GATES WILL BE USED TO CLOSE THE ROADWORK AREA. ALL VEHICLES MUST HAVE A RIGHT OF WAY AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 17. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION

LEGEND

- SUBJECT SITE
- WORK ZONE
- B-CLASS HOARDING
- PEDESTRIAN ROUTE
- SIGNPOST
- REMOVABLE BOLLARD
- SITE PERSONNEL
- POLICE TRAFFIC CONTROL

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

PROJECT		135 KING STREET, SYDNEY		20210CAD001	
TITLE		TRAFFIC CONTROL PLAN		FIGURE 3	
REV.		DATE		DATE STAMP	
A		29/06/21		29 JUNE 2021	
DESCRIPTION		DRAWN CHECK		PROJECT No.	
ISSUE FOR DISCUSSION		REV		20210	
		SCALE		NTS	
		REV.		A	

- 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 CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 4. ALL SIGNS TO BE MINIMUM SIZE A.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL WORKERS MUST WEAR HIGH VISIBLE CLOTHING AND MUST BE TRAINED TO THE "TRAFFIC CONTROL AT WORK SITES" MANUAL, VRS (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:
 - THE SITE FOREMAN MUST BE PRESENT AT ALL TIMES DURING THE WORK.
 - THE SITE FOREMAN MUST CONDUCT DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES EXCEPT ALONG FOOTPATH CLOSURES INDICATED ON THE PLAN.
 - CLOSURES 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.
 9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009.
 11. ALL TRAFFIC MANAGEMENT ACTIVITIES SHOULD BE COMPLETED PRIOR TO THE START OF WORK.
 12. ALL CONSTRUCTION/HOARDING ACTIVITIES SHOULD BE COMPLETED, WHERE POSSIBLE, DURING PEAK PERIODS.
 13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN WORKS ARE NOT ON SITE.
 14. 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. WHEN A TRUCK IS ENTERING OR LEAVING THE SITE, CONCERNING GATES WILL BE USED TO CLOSE THE TRUCKS OFF FROM THE ROAD. THE TRUCKS MUST HAVE A RIGHT OF WAY AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 17. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION

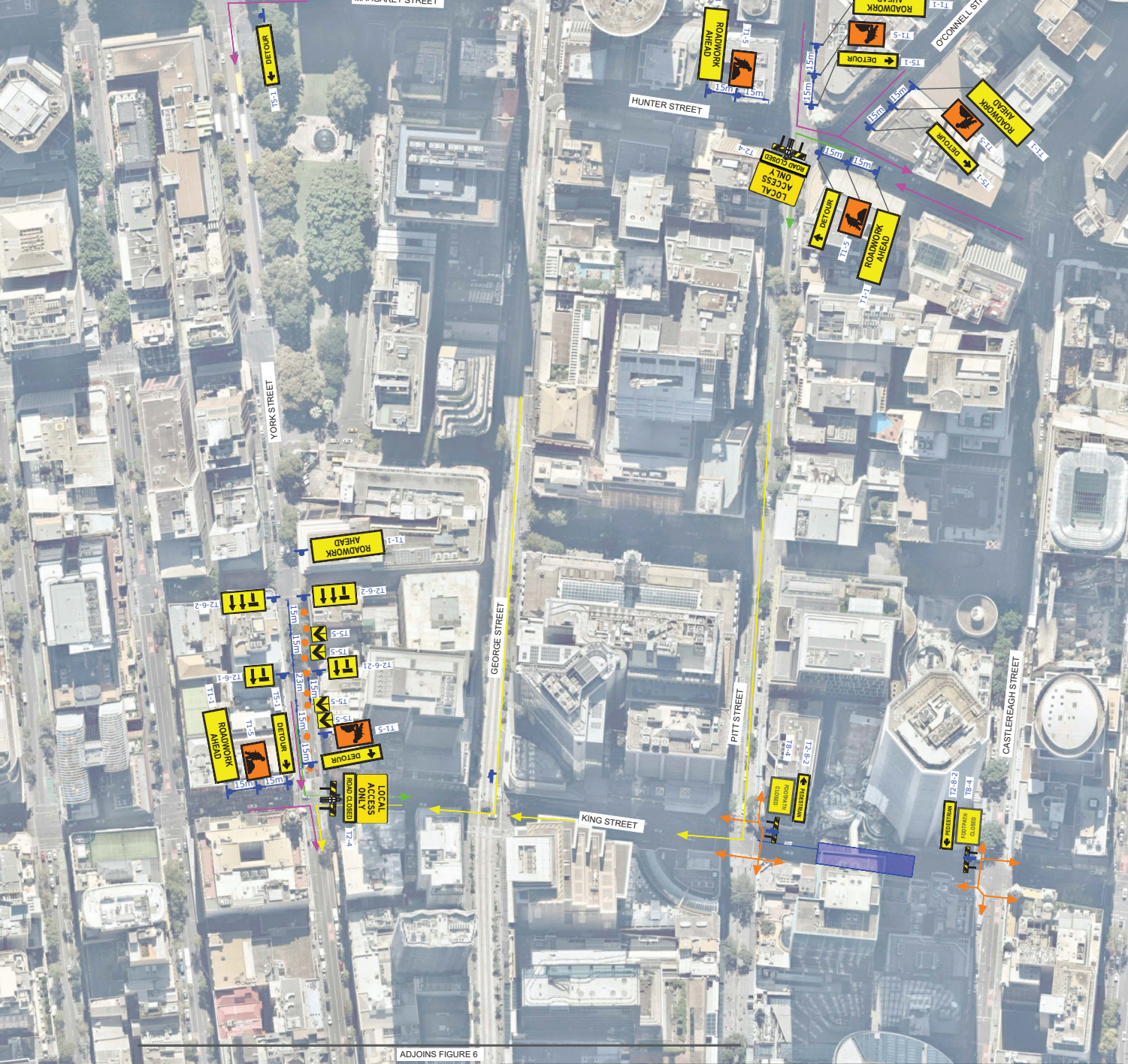


CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.
CERTIFICATE NO: 0052042754
WAYNE JOHNSON

PROJECT				135 KING STREET, SYDNEY				DWG No. 20210CAD0001			
TITLE				TRAFFIC CONTROL PLAN				FIGURE 4			
				WORKS AREA - KING STREET - NORTH SITE - 11PM - 5AM				DATE STAMP 29 JUNE 2021			
								PROJECT No. 20210			
								SCALE NTS			
								REV. A			

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

CERTIFICATE NO: 0052042754
WAYNE JOHNSON



ADJOINS FIGURE 6

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 WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VRS (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 SET UP 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:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGHOUT 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 SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO 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
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. 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.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD
15. WHEN A TRUCK IS ENTERING OR LEAVING THE SITE, CONCERTINA GATES WILL BE USED TO CLOSE THE FOOTPATH ON EITHER SIDE OF THE DRIVEWAY TO CONTROL PEDESTRIAN MOVEMENT
16. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER
17. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION

LEGEND					
	SUBJECT SITE				
	WORK ZONE				
	B-CLASS HOARDING				
	PEDESTRIAN ROUTE				
	GENERAL TRAFFIC DETOUR				
	LOCAL ACCESS ONLY INGRESS				
	LOCAL ACCESS ONLY EGRESS				
	BUS SERVICE DETOURS				
	SIGNPOST				
	REMOVABLE BOLLARD				
	SITE PERSONNEL				
	POLICE TRAFFIC CONTROL				

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	SB	WJ	29/06/21



PROJECT	135 KING STREET, SYDNEY		
TITLE	19 TRAFFIC CONTROL PLAN WORKS AREA - KING STREET - FULL CLOSURE		

DWG No.	20210CAD001 FIGURE 5		
DATE STAMP	29 JUNE 2021		
PROJECT No.	20210	SCALE	NTS
REV.	A		

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

CERTIFICATE NO: 0052042754
WAYNE JOHNSON

TRAFFIC MANAGEMENT NOTES:

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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 WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VRS5 (RMS 2018) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES 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 SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO 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
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. 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.
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12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD
15. WHEN A TRUCK IS ENTERING OR LEAVING THE SITE, CONCERTINA GATES WILL BE USED TO CLOSE THE FOOTPATH ON EITHER SIDE OF THE DRIVEWAY TO CONTROL PEDESTRIAN MOVEMENT
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ADJOINS FIGURE 5

MARKET STREET

MARKET STREET

SUSSEX STREET

KENT STREET

CLARENCE STREET

YORK STREET

GEORGE STREET

PITT STREET

DRUITT STREET

PARK STREET

BATHURST STREET

LEGEND

- SUBJECT SITE
- WORK ZONE
- B-CLASS HOARDING
- PEDESTRIAN ROUTE
- GENERAL TRAFFIC DETOUR
- LOCAL ACCESS ONLY INGRESS
- LOCAL ACCESS ONLY EGRESS
- BUS SERVICE DETOURS
- SIGNPOST
- REMOVABLE BOLLARD
- SITE PERSONNEL
- POLICE TRAFFIC CONTROL

tpp
transport planning

PROJECT
135 KING STREET, SYDNEY
TITLE
20 TRAFFIC CONTROL PLAN
WORKS AREA - KING STREET - FULL CLOSURE

DWG No. **20210CAD001**
FIGURE 6

DATE STAMP
29 JUNE 2021

PROJECT No.
20210

SCALE
NTS

REV.
A

Item 6.**Mobile Crane - Temporary Road Closure - Pitt Street Sydney****TRIM Container No.: 2021/294715****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Liverpool Street and Goulburn, from 6am to 6pm on Saturday 31 July 2021 and Sunday 1 August 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 and 29 August 2021 as a contingency date.
- (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

Applicant has applied for the temporary road closure of Pitt Street, Sydney, between Liverpool Street and Goulburn, from 6am to 6pm on Saturday 31 July 2021 and Sunday 1 August 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift telecommunications to roof of the Ibis Hotel 382 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).

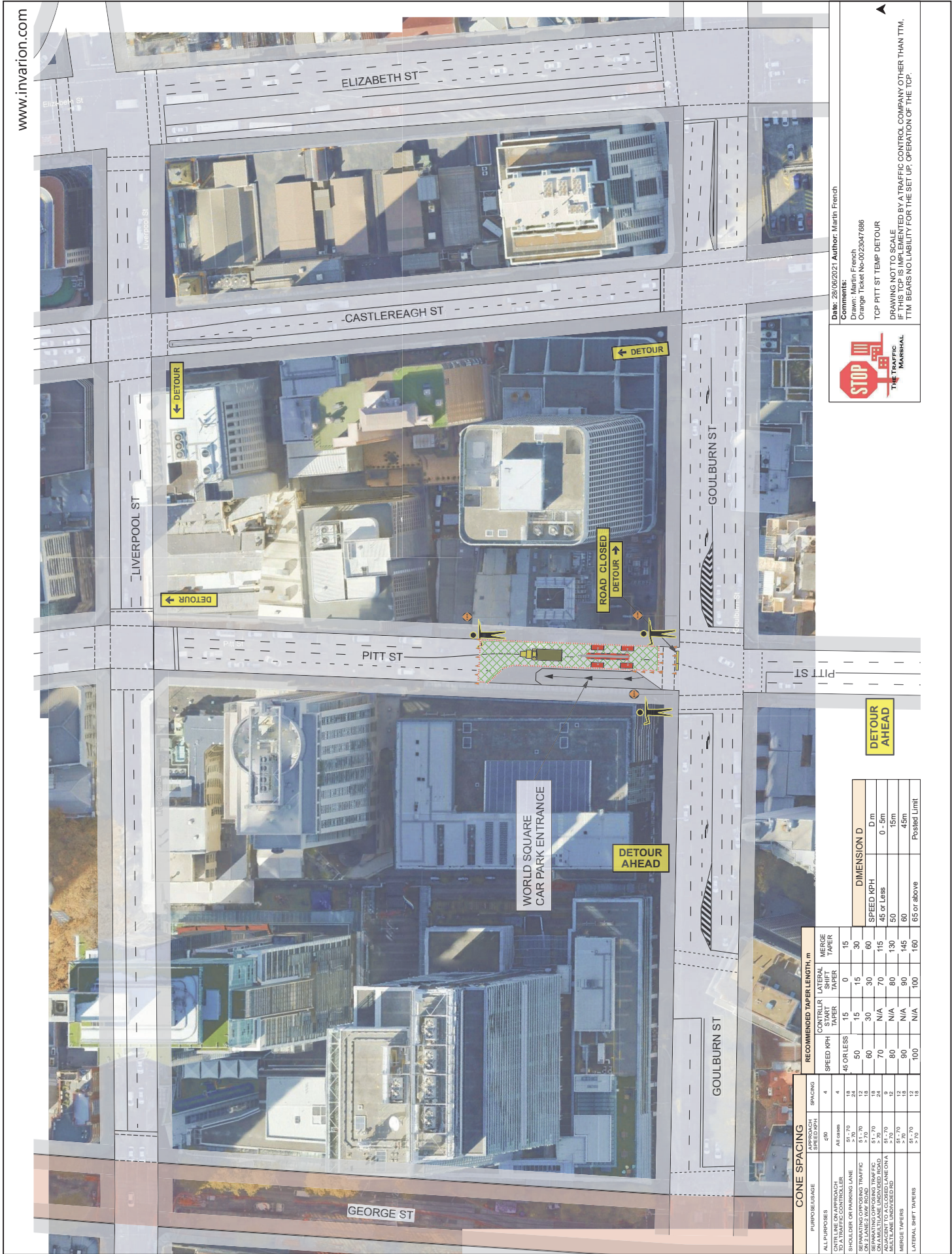
Consultation

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



STOP

THE TRAFFIC MARSHAL

Date: 28/06/2021 Author: Martin French

Comments:

Drawn: Martin French

Charge Ticket No: 0023047686

TCP PITT ST TEMP DETOUR

DRAWING NOT TO SCALE

IF THIS TCP IS IMPLEMENTED BY A TRAFFIC CONTROL COMPANY OTHER THAN TTM, TTM BEARS NO LIABILITY FOR THE SET UP, OPERATION OF THE TCP.

PURPOSE/USAGE	CONE SPACING		RECOMMENDED TAPER LENGTH, m			
	MINIMUM SLOPE WIDTH	SPACING	SPEED KPH	CONTRAILER START TAPER	LATERAL SHIFT TAPER	MERGE TAPER
ALL PURPOSES	≥ 5.0	4	45 OR LESS	15	0	15
ONTLINE OR APPROACH	At cases	4	50	15	15	30
SHOULDER OR PARKING LANE	5.70	18	60	30	30	60
SEPARATING OVERTAKING TRAFFIC ON 2 LANE-2 WAY ROAD	5.70	18	60	30	30	60
SEPARATING OVERTAKING TRAFFIC ON A MULTILANE UNDIVIDED ROAD	5.70	24	70	N/A	70	115
ADJACENT TO A CLOSED LANE ON A	5.70	0	80	N/A	80	130
MERGE TAPERS	5.15/70	12	90	N/A	90	145
LATERAL SHIFT TAPERS	5.15/70	12	100	N/A	100	160
	≥ 7.0	18	65 or above			Posted Limit

DETOUR AHEAD

DIMENSION D	SPEED KPH
D m	45 or Less
0 - 5m	50
5m	60
45m	65 or above

Item 7.**Mobile Crane - Temporary Road Closure - Bell Street, Glebe****TRIM Container No.: 2021/086677****Recommendations**

It is recommended that the Committee endorse the temporary road closure of Bell Street, Glebe, between Boyce Lane and Wigram Road, from 7am to 3pm on Monday 26 July 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 27 July to 31 July 2021 as contingency dates.
- (D) The Applicant must contact the Leichhardt 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 – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Allyom Traffic Control has applied for the temporary road closure of Bell Street, Glebe, between Boyce Lane and Wigram Road, from 7am to 3pm on Monday 26 July 2021.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for a removal of a tree on the frontage of 50 Wigram Road, Glebe.

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

Item 8.**Road Works - Temporary Road Closure - Chisholm Street Darlinghurst****TRIM Container No.:** 2021/238671**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Chisholm Street, Darlinghurst, between Hannam Street and Taylor Street, (two lanes), from 7.30am to 5pm on Monday 2 August 2021 and Tuesday 3 August 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 9 and 10 August 2021 as a contingency date.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Applicant has applied for the temporary road closure of Chisholm Street, Darlinghurst, between Hannam Street and Taylor Street (two lanes) from 7.30am to 5pm on Monday 2 August 2021 and Tuesday 3 August 2021.

Comments

The proposed temporary road closure is required to enable for utilities connection along the frontage of 46 Chisolm 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



Best printed in A3 Size

Notes :-

Traffic Controllers to ensure that pedestrians have safe passage along dedicated pedestrian paths.

Pedestrian Paths to be maintained at a minimum width of 1.5 metres.

Traffic Controllers to maintain a safe escape route at all times.

Additional traffic controller may be required to conform to mandatory traffic controller breaks.

Traffic Cones to be spaced no more than 4 metres apart where required.

Traffic Controllers to be in constant contact via 2-way hand held UHF radios.

Hard copies of all appropriate permits to be held by traffic controllers on duty at all times.

Emergency vehicles to be given high priority at all times

Traffic Control Plan not drawn to scale.

Bus Lane

Pedestrians

Refer to TCP 00522021
for full Detour TCP

A dedicated unobstructed 1.5m wide pedestrian path must be maintained at all times with a traffic controller and pedestrian barricading being present to ensure pedestrian safety at all times. Pedestrian path will move as works move.

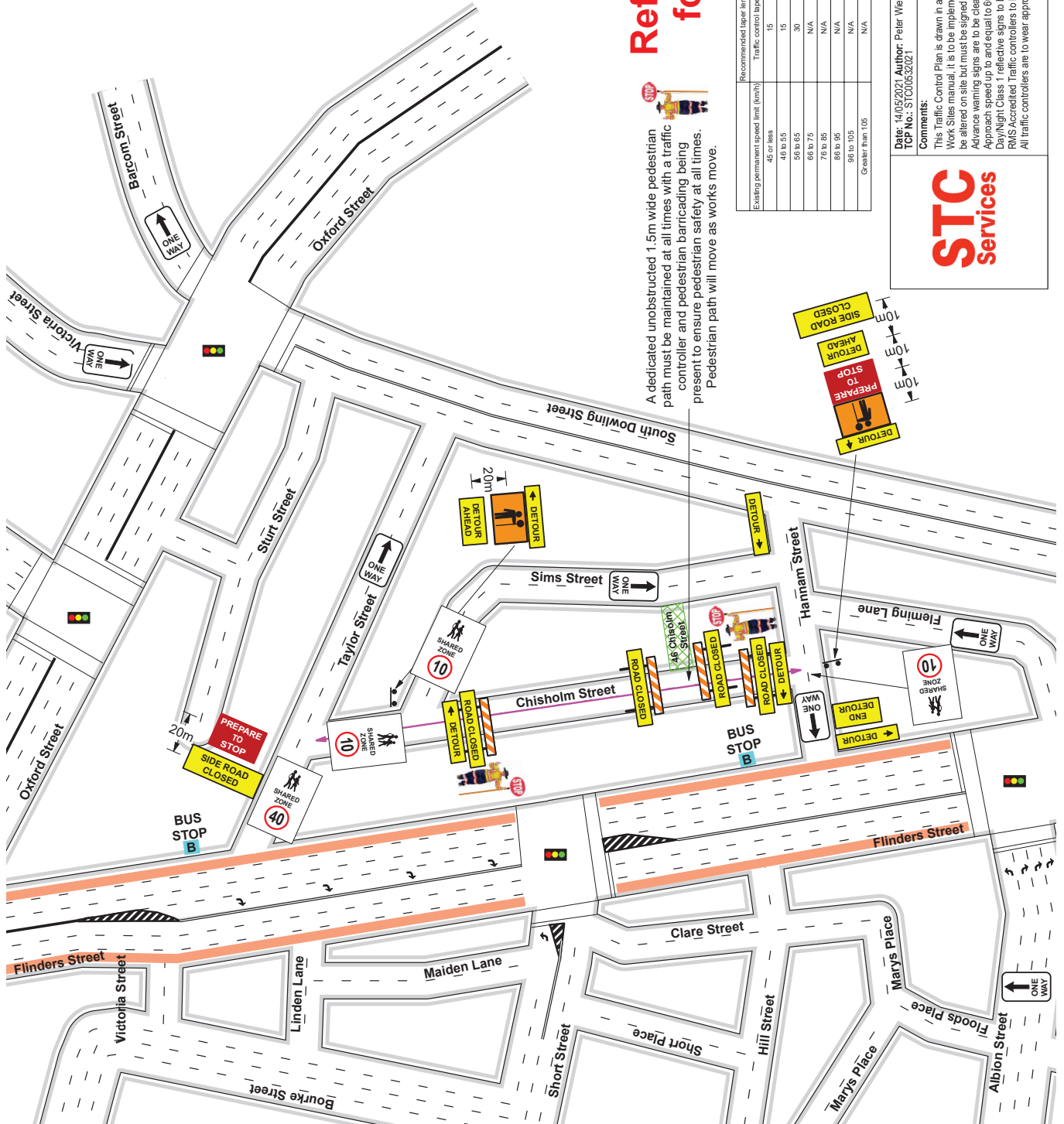
Existing permanent speed limit (km/h)	Recommended taper length (m)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15	15
46 to 55	15	15	15	30
56 to 65	30	30	30	60
66 to 75	N/A	N/A	70	115
76 to 85	N/A	N/A	80	130
86 to 95	N/A	N/A	90	145
96 to 105	N/A	N/A	100	160
Greater than 105	N/A	N/A	110	180

Date: 14/05/2021 Author: Peter Wielecki License # 0051768541 Exp 21.08.21 Project: STC Chisholm Street Darlinghurst TCP No.: STC00532021

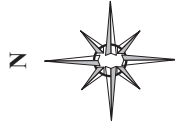
Comments:

This Traffic Control Plan is drawn in accordance with AS 1742.3 and the RMS Traffic Control at Work Sites manual. It is to be implemented as such. This Traffic Plan is a GUIDE ONLY and can be altered on site but must be signed by an RTA Accredited person. Advance warning signs are to be clearly visible and spaced as per AS 1742.3 or as site conditions determine. Approach speed up to and equal to 10km/h. Day/Night Class 1 reflective signs to be used. RMS Accredited Traffic controllers to be employed. All traffic controllers are to wear approved Hi-Vis PPE.

STC
services

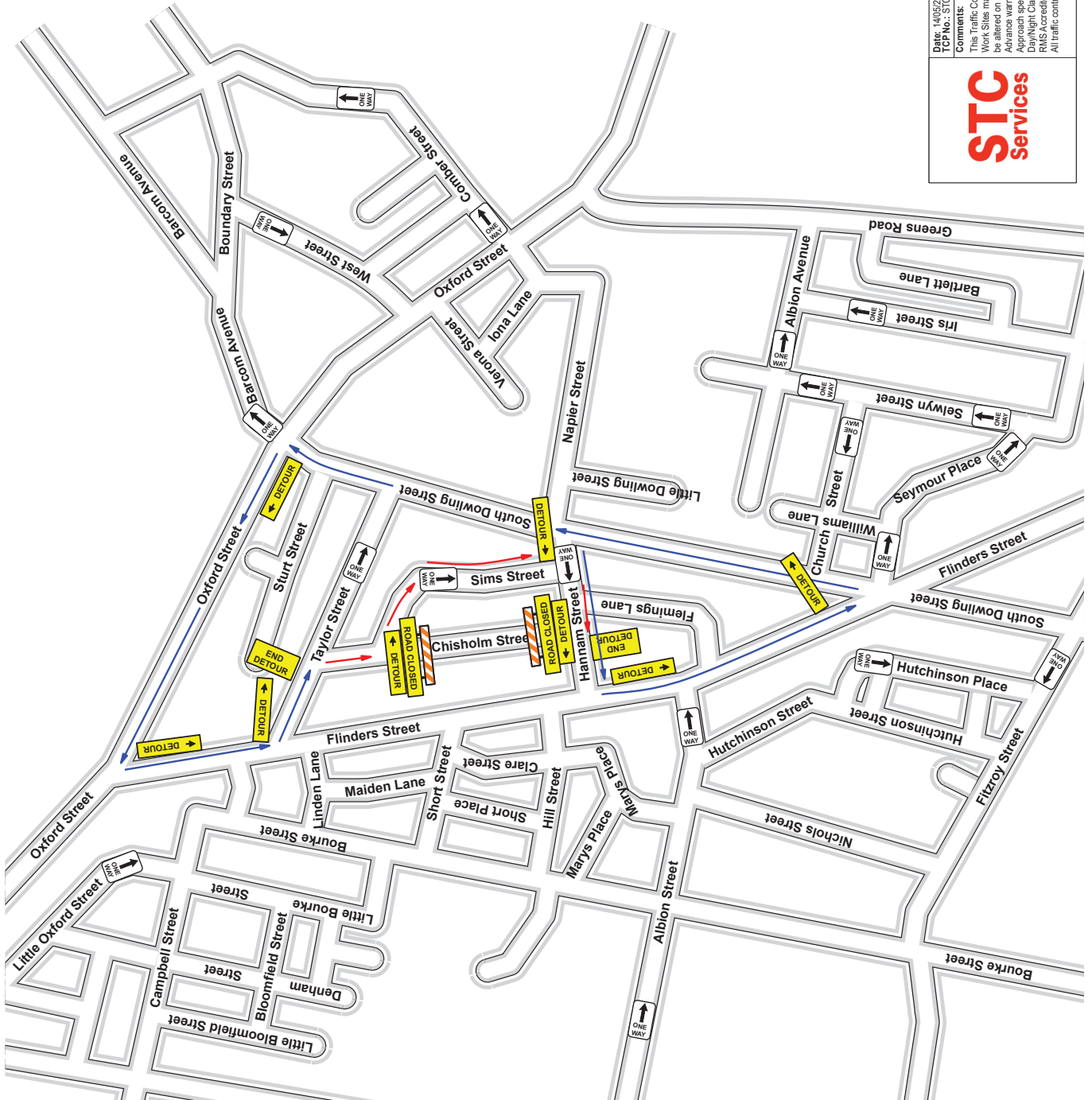



Detour



Best printed in A3 Size

Southbound Detour
Northbound Detour





STC
Services

Date: 14/05/2021 **Author:** Peter Wielocki **License #** 0051768541 **Exp:** 21/08/21 **Project:** STC Chisholm Street Danglinghurst

TCP No.: STC00520201

Comments:

This Traffic Control Plan is drawn in accordance with AS1742.3 and the RMS Traffic Control at Work Sites manual. It is to be implemented as such. This Traffic Plan is a GUIDE ONLY and can be altered on site but must be signed by an RTA Accredited person.

Advance warning signs are to be clearly visible and spaced as per AS1742.3 or as site conditions determine.

Approach speed up to and equal to 60km/h.

Day/Night Class 1 reflective signs to be used.

RMS Accredited Traffic controllers to be employed.

All traffic controllers are to wear approved Hi-Vis PPE.

Item 9.**Works Zone - Albion Street, Surry Hills****TRIM Container No.: 2021/255638****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Albion Street, Surry Hills, between the points 58.5 metres and 72 metres west of Bourke Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 18", subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Goodmanors Pool & Garden has requested a 13.5 metre long Works Zone in Albion Street, Surry Hills.

The Works Zone is to facilitate construction works at 177A Albion Street, Surry Hills.

Comments

The kerb space on the southern side of Albion Street, Surry Hills, west of Bourke Street, where the changes are proposed, is currently signposted as "2P 8am-10pm 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.

Albion Street is a 12.9 metre wide one-way street with two eastbound travel lanes. The northern kerbside lane has a bus lane in operation during peak hours with parking outside of peak hours. A parking lane is provided on the southern side of the street where the Works Zone is proposed.

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

Albion Street, Surry Hills Proposed parking changes



Source: Nearmap 1 Aug 2021

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "2P 8am-10pm Permit Holders
Excepted Area 18"
- Driveway

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri,
7.30am-3.30pm Sat"
- "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm
Sat, 8am-10pm Sun Permit Holders
Excepted Area 18"

Item 10.**Works Zone - Brodrick Street, Camperdown****TRIM Container No.: 2021/257826****Recommendations**

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

- (A) On the northern side of Brodrick Street, between the points 22 metres and 46 metres (three car spaces) east of Church Street as, "No Parking", and
- (B) On the southern side of Brodrick Street, between the points 34 metres and 53 metres (three car spaces) as, "Loading Zone 7.30am-5pm Mon-Fri, 7.30am-4pm Sat", and
- (C) On the southern side of Brodrick Street, between the points 53 metres and 65 metres (one car space) as, "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Parking At Other Times";

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 maintain a clear 3.0 metre travel lane in Brodrick Street for vehicular traffic during the hours the Works Zone is in operation.
- 4. 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 – Inner West PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Imagecorp Australia has requested a 12 metre long Works Zone in Brodrick Street, Camperdown.

The Works Zone is to facilitate construction works at 13 Brodrick Street.

Comments

The kerb space on the southern side of Brodrick Street, east of Church Street, where the Works Zone is proposed, is currently signposted as "No Parking". The kerb space on the northern side of Brodrick Street, east of Church Street, near the proposed Works Zone is currently signposted as "Loading Zone 7.30am-5pm Mon-Fri, 7.30am-4pm Sat".

The applicant's site is located on the southern side of Brodrick Street, which has a kerbspace currently signposted as "No Parking". To provide the applicant a Works Zone and maintain thoroughfare of vehicles along the street, it is proposed to relocate the Loading Zone from the northern side of Brodrick 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.

Brodrick 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.

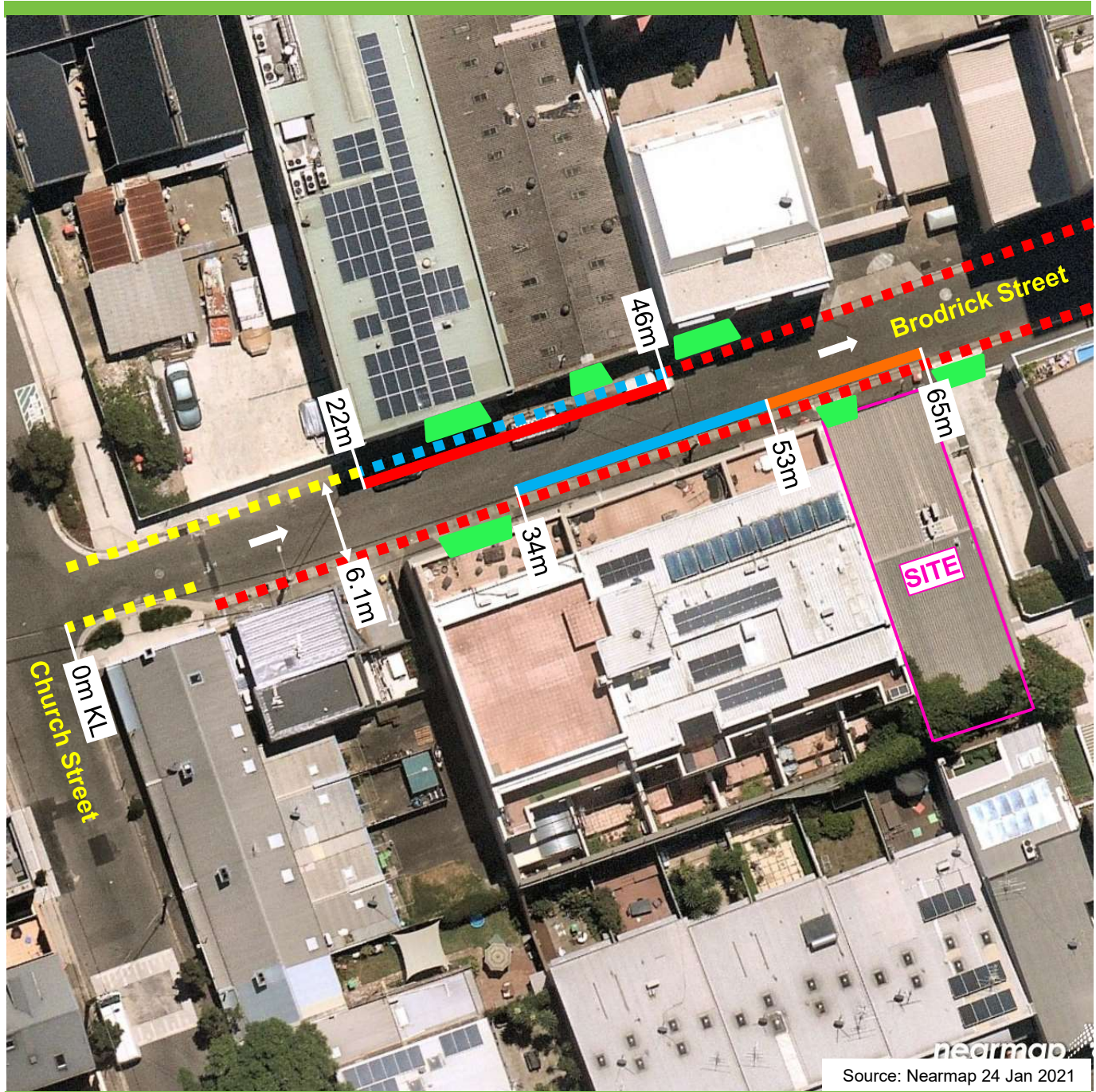
Financial

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

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Brodrick Street, Camperdown Proposed parking changes



Existing

- "No Stopping"
- "No Parking"
- "Loading Zone 7.30am-5pm Mon-Fri, 7.30am-4pm Sat"
- Driveway

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" "No Parking at other times"
- "No Parking"
- "Loading Zone 7.30am-5pm Mon-Fri, 7.30am-4pm Sat"

Item 11.**Works Zone - Surrey Street, Darlinghurst****TRIM Container No.: 2021/237322****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Surrey Street, Darlinghurst between the points 20 metres and 30 metres east of Nimrod Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-5.30pm Sat" and "1P Ticket 5.30pm-12 Midnight Mon-Fri 3.30pm-12 Midnight Sat 8am-12 Midnight Sun & Public Holidays Permit Holders Excepted Area 17", 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 – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Wrightson & Co Pty Ltd has requested a 10 metre long Works Zone in Surrey Street, Darlinghurst, to facilitate construction works at 89 Surrey Street.

Comments

The kerb space on the northern side of Surrey Street, Darlinghurst between Nimrod and Caldwell Street is currently signposted as 1P Ticket 8am-12 Midnight Permit Holders Excepted Area 17.

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

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.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER

Surrey Street, Darlinghurst.
Proposed Works Zone



Existing

- ■ ■ No Stopping
- ■ ■ 1P Ticket 8am-12 Midnight
Permit Holders Excepted Area 17

Proposed

- Works Zone
7.30am-5.30pm Mon-Fri
7.30am-5.30pm Sat
- 1P Ticket 5.30pm-12 Midnight
Mon-Fri 3.30pm-12 Midnight
Sat 8am-12 Midnight Sun &
Public Holidays Permit
Holders Excepted Area 17

Item 12.**Works Zone - Wyndham Street, Alexandria****TRIM Container No.: 2021/207995****Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Wyndham Street, Alexandria between the points 100.6 metres and 110.6 metres south of Henderson Road as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat", 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 – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Decon Australia Pty Ltd has requested a 10 metre long Works Zone in Wyndham Street.

The Works Zone is to facilitate construction works at 75-83 Wyndham Street, Alexandria.

Comments

The kerb space on the western side of Wyndham Street, Alexandria between Buckland Street and Henderson Road is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36".

The Works Zone is intended to operate from 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat in accordance with the Development Consent Conditions.

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.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Wyndham Street, Alexandria Proposed parking changes




Existing

- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36"

 Driveway

Proposed

-  "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat"

Item 13.**Works Zone - York Street, Sydney****TRIM Container No.: 2021/239540****Recommendations**

It is recommended that the Committee endorse the reallocation of kerb space on the eastern side of York Street, Sydney, between the points 25.7 metres and 55.7 metres, south of King Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking Coaches Excepted 15 Minute Limit 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 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) The Applicant must work with The Grace Hotel to accommodate coach parking in the Works Zone during the Works Zone times.
- (F) Should the demand for coach parking increase and the Applicant can no longer accommodate coach parking in the Works Zone, the kerb space on the eastern side of York Street, Sydney, between the points 55.7 metres and 87.7 metres, south of King Street will be reallocated as "No Parking Coaches Excepted 15 Minute Limit".
- (G) The Applicant must submit a Construction Traffic Management Plan to be approved by the City and Transport for New South Wales.
- (H) The applicant must reinstate the footpath to the satisfaction of the City's Public Domain team following the removal of the Works Zone.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Ceeroose has requested a 30-metre Works Zone in York Street, Sydney, to carry out construction works at 32-36 York Street.

Comments

The kerb space on the eastern side of York Street, between King and Market Streets, is signposted as “No Parking Coaches Excepted 15 Minute Limit”, “No Stopping 6-10am 3-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”.

The Works Zone is intended to operate from 7am to 7pm, Monday to Friday and 7am to 5pm on Saturdays in accordance with the Development Consent Conditions. Outside of these times, the kerb space will be signposted as “No Parking Coaches Excepted 15 Minute Limit All Other Times”.

The Applicant must work with The Grace Hotel to accommodate coach parking in the Works Zone during the Works Zone times.

Should the demand for coach parking increase and the Applicant can no longer accommodate coach parking in the Works Zone, the kerb space on the eastern side of York Street, Sydney, between the points 55.7 metres and 87.7 metres, south of King Street will be reallocated as “No Parking Coaches Excepted 15 Minute Limit”.

Consultation

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

The proposal was consulted with The Grace Hotel and Transport for New South Wales, who raised no objections to the proposed parking changes.

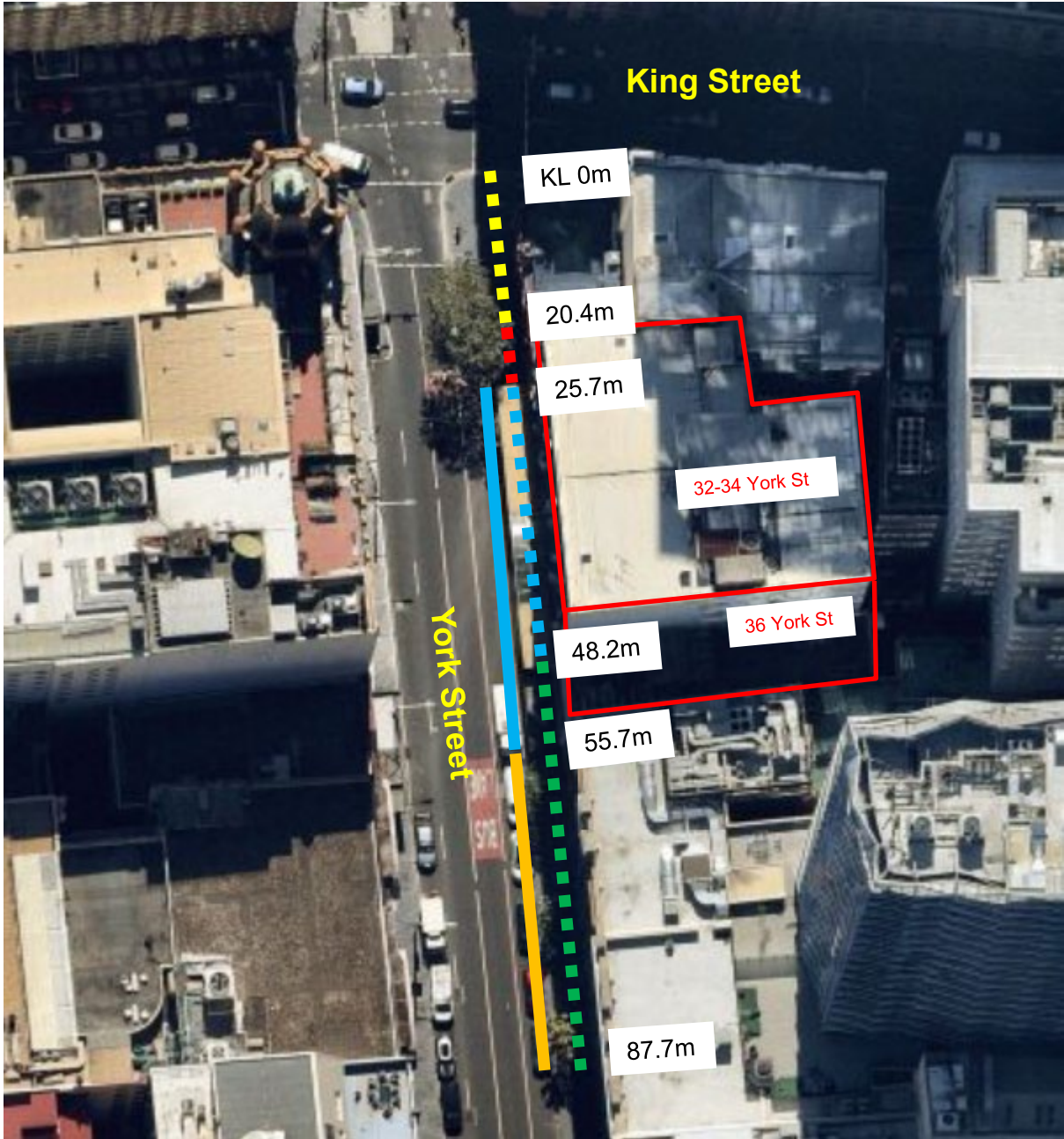
Financial

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

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

York Street, Sydney

Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "No Parking Coaches Excepted 15 Minute Limit"
- ■ ■ "No Stopping 6-10am 3-8pm Mon-Fri", "Loading Zone Ticket 10am-3pm Mon-Fri 6-10am Sat" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"

Proposed

- "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking Coaches Excepted 15 Minute Limit All Other Times"

Proposed changes when coach parking cannot be accommodated in the Works Zone

- "No Parking Coaches Excepted 15 Minute Limit"

Item 14.**Parking - No Parking - Arthur Street, Surry Hills****TRIM Container No.:** 2021/225653**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the southern side of Arthur Street, Surry Hills between the points 13.9 metres and 23.8 metres (two car spaces) east of Riley Street, as "No Parking The Girls & Boys Brigade Buses Excepted 8am-6pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Girls and Boys Brigade has requested consideration of "No Parking Girls and Boys Brigade Buses Excepted 8am-6pm" in Arthur Street, Surry Hills to facilitate safer access for children to travel to and from the brigade centre by bus.

Comments

The kerb space on the southern side of Arthur Street, Surry Hills east of Riley Street, where the changes are proposed, is currently unrestricted for parking.

On-street parking space in front of Girls and Boys Brigade Centre will facilitate safer access for children to travel to and from the brigade centre by bus. The pick-up and drop-off service will be provided between 8am to 6pm seven days a week. Outside of these hours, the kerb space will revert to unrestricted parking.

Consultation

The City consulted local residents and businesses in the area. There were 64 letters sent out with no responses supporting the proposal and seven responses opposing the proposal.

The responses opposing the proposal raised concerns regarding the loss of parking. However, the brigade centre has no off-street facilities and after 6pm the kerb space will return to unrestricted so it can be used by residents.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Proposal

Arthur Street, Surry Hills Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Car Share Vehicles Excepted Zone GG"
- ■ ■ Unrestricted Parking
- ■ ■ "2P 8am-10pm Permit Holders Excepted Area18"

Proposed

- ■ ■ "No Parking The Girls & Boys Brigade Bus Excepted 8am-6pm"

Item 15.**Parking - No Parking - Ridge Lane, Surry Hills****TRIM Container No.:** 2021/282311**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the southern side of Ridge Lane, Surry Hills, between the points 25.5 metres and 30.5 metres (one car space) west of the 90° bend in Ridge Lane, as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Ridge Street, Surry Hills has requested consideration of "No Parking" in Ridge Lane, to improve rear lane access to their garage.

Comments

The kerb space on the southern side of Ridge Lane, Surry Hills west of the 90° bend in the lane, where the changes are proposed, is currently unrestricted for parking.

Ridge Lane is approximately 4.4 metres wide and provides rear-lane property access to houses fronting Ridge Street and Cleveland Street.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 43 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

Ridge Lane, Surry Hills Proposed parking changes



Existing

- ■ ■ Unrestricted for parking
- Driveway

Proposed

- "No Parking"

Item 16.**Parking - No Parking - Charles Street, Redfern****TRIM Container No.: 2021/002038****Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Charles Street, Redfern between the points 8 metres and 12 metres (one car space) east of Mount 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 Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident of Charles Street, Redfern has requested consideration of "No Stopping" in the street to access their off-street parking.

Comments

The kerb space on the northern side of Charles Street, Redfern between Vaughan Place and Mount Street, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41".

Charles Street is approximately 4 metres wide and contains driveway access to some houses on the street.

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

On-site inspection shows there is a need to provide a "No Stopping" restriction to maintain property access opposite a driveway.

Consultation

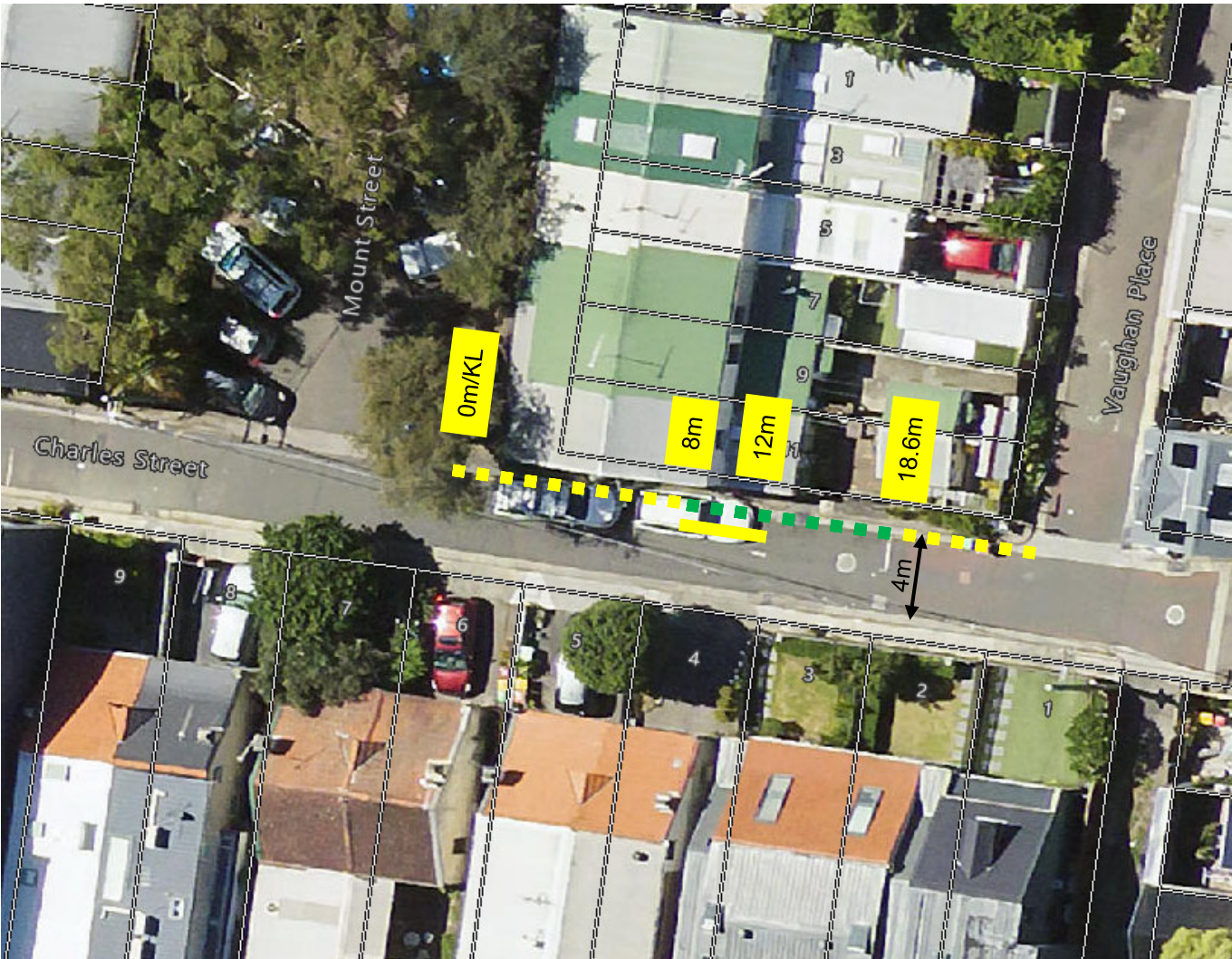
The City notified local residents and businesses in the area. There were 97 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Charles Street, Redfern
Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41"

Proposed

- ■ ■ "No Stopping"

Item 17.**Parking - No Parking - Lindsay Lane, Darlinghurst****TRIM Container No.:** 2020/568931**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the western side of Lindsay Lane, Darlinghurst, between the points 10 metres and 34 metres (four car spaces), north of Boundary 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 – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident of Barcom Avenue has requested consideration to remove parking in Lindsay Lane, Darlinghurst, to improve laneway access.

Comments

Lindsay Lane is a two-way street and approximately 4.8 metres wide (kerb to kerb) north of Boundary Street. The kerb space on the western side of Lindsay Lane is currently unrestricted for parking.

When vehicles park on the western side of the lane, there is approximately 2.7 metres of road space remaining for drivers to pass.

An on-site inspection shows that there is a need to remove parking on western side of Lindsay Lane to improve access for drivers including waste collection and emergency vehicles.

Consultation

The City consulted local residents and businesses in the area. There were 210 letters sent out with six responses supporting the proposal and seven responses opposing the proposal due to the loss of parking.

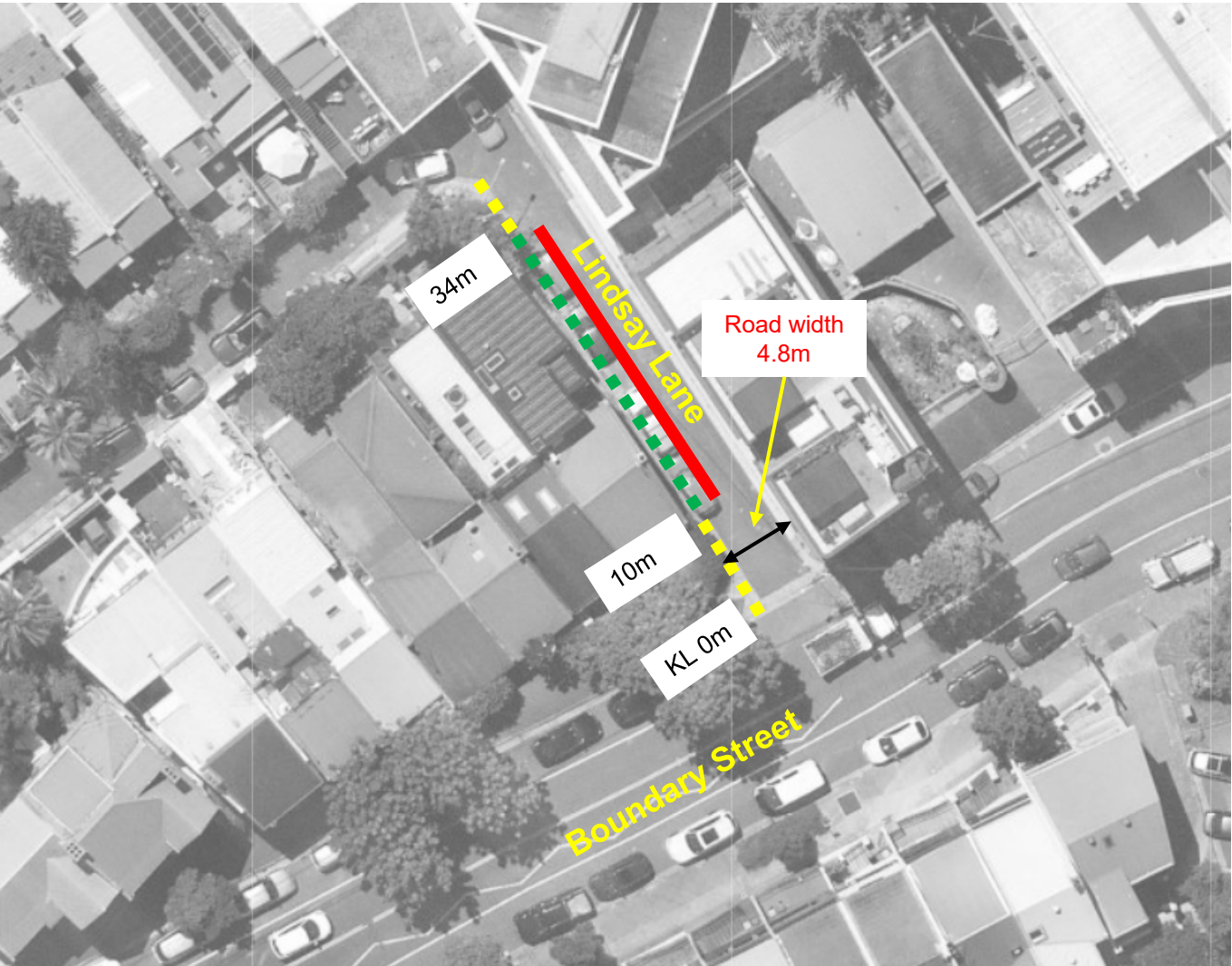
The City's Cleansing and Waste team support the removal of parking to improve waste collection.

Financial



Funds are available in the current budget.

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

Lindsay Lane, Darlinghurst
Proposed parking changes



Existing

-  Unrestricted parking
-  "No Stopping"

Proposed

-  "No Parking"

Item 18.**Parking - No Parking - Victoria Lane, Beaconsfield****TRIM Container No.:** 2021/245998**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the eastern side of Victoria Lane, Beaconsfield, between the points 90 metres and 99 metres (two car spaces) south of Johnson 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 Queen Street, Beaconsfield has requested consideration of "No Parking" in Victoria Lane, to improve rear lane access to their garages.

Comments

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

Victoria Lane is approximately 4.3 metres wide and provides rear-lane property access to houses fronting Queen Street and Victoria Street.

The NSW Road Rules 2014 prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Victoria Lane, cars parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road. Complying with this legislation sometime results in loss of on-street parking.

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

Consultation

The City consulted local residents and businesses in the area. There were 49 letters sent out with no responses supporting or opposing the proposal.

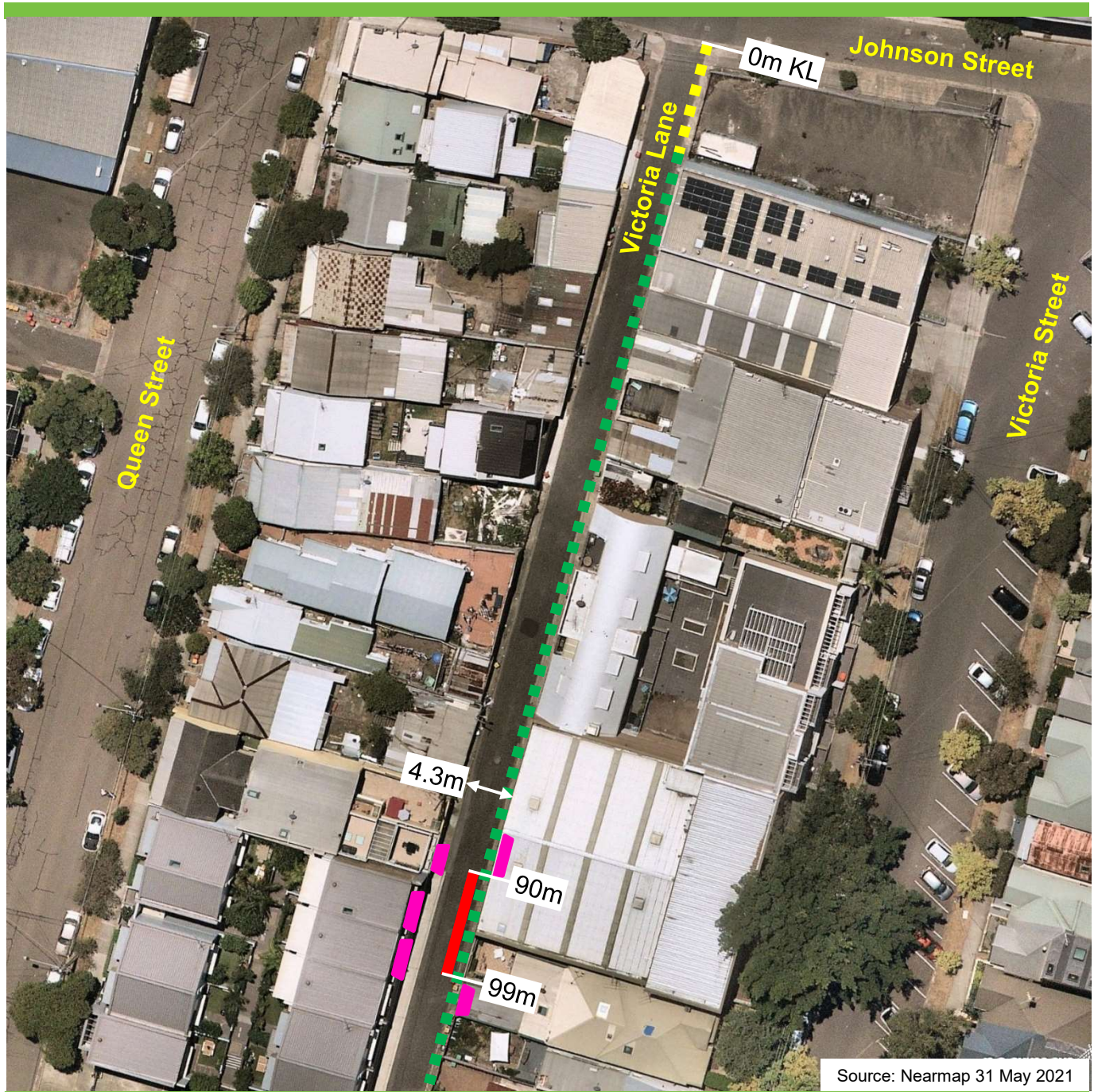
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Victoria Lane, Beaconsfield Proposed parking changes



Existing

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

Proposed

- "No Parking"

Item 19.**Parking - No Parking - Mitchell Lane, Alexandria****TRIM Container No.: 2021/246146****Recommendations**

It is recommended that the Committee endorse the allocation of kerb space in Mitchell Lane, Alexandria, south of Brown Street as follows:

- (A) On the western side, between the points 30 metres and 38.5 metres (one car space), as "No Parking", and
- (B) On the eastern side, between the points 20 metres and 43 metres (four car spaces), 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 Mitchell Road, Alexandria has requested consideration of "No Parking" in Mitchell Lane, to improve rear lane access to their garage.

Comments

The kerb space in Mitchell Lane, Alexandria, south of Brown Street, where the changes are proposed, is currently unrestricted for parking.

Mitchell Lane is approximately 4.9 metres wide and provides rear-lane property access to houses fronting Suttor Street and Mitchell Road.

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

On-site inspection shows there is a need to extend the proposed "No Parking" restrictions across adjacent driveways where the same issue occurs to maintain rear-lane property access.

Consultation

The City consulted local residents and businesses in the area. There were 32 letters sent out with no responses supporting or opposing the proposal.

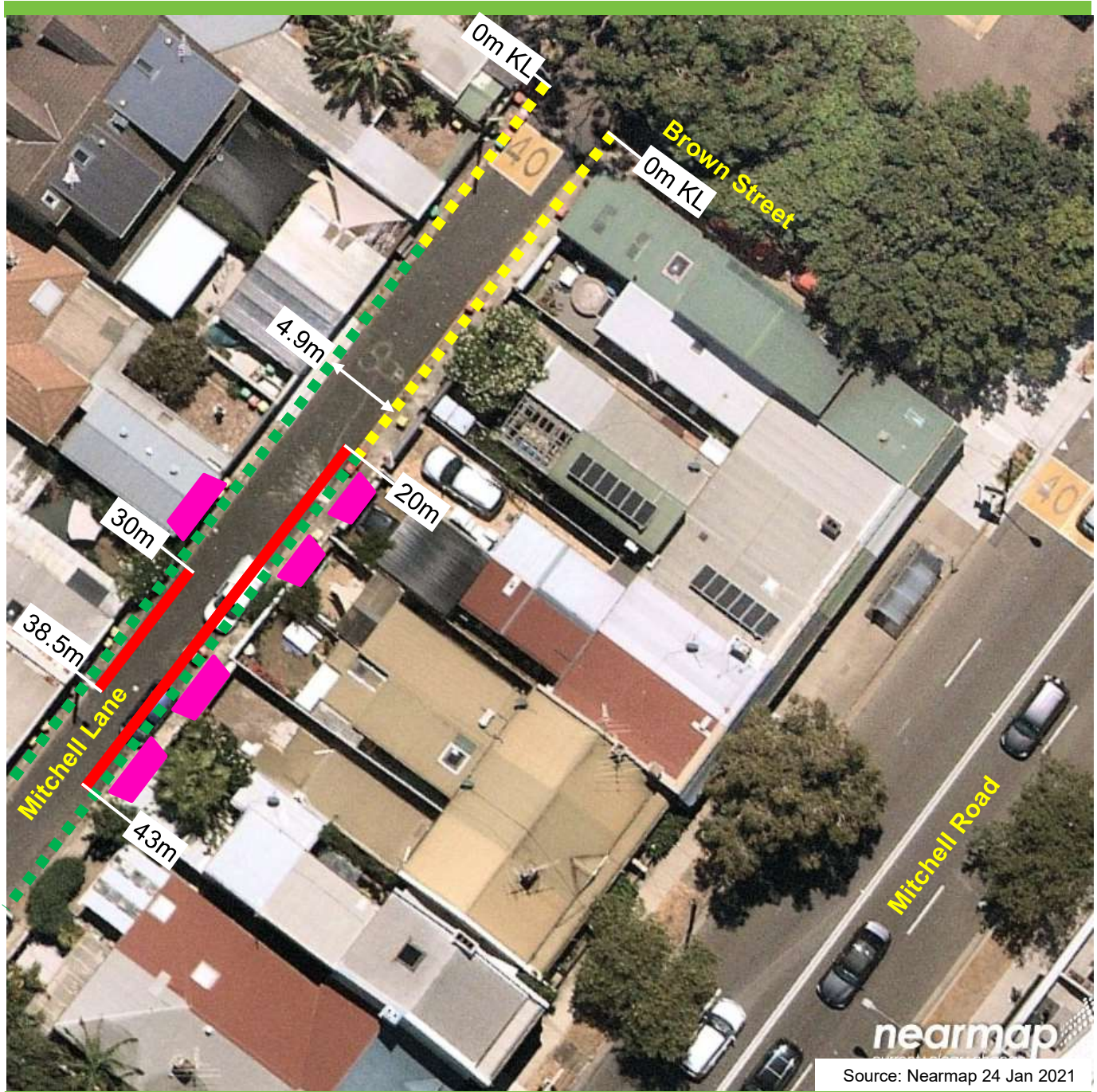
Financial

Funds are available in the current budget.

TIMOTHY LE, ENGINEERING TRAFFIC OFFICER

Proposal

Mitchell Lane, Alexandria Proposed parking changes



Existing

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

Proposed

- ■ ■ "No Parking"

Item 20.**Parking - No Parking NSW Health Vehicles Excepted - Layton Street, Camperdown****TRIM Container No.:** 2021/241475**Recommendations**

It is recommended that the Committee endorse the following reallocation of parking in Layton Street, Camperdown, as:

- (A) "No Parking NSW Health Vehicles Excepted" on the western side, between the points 10 metres and 22 metres, south of Isabella Street; and
- (B) "1P 10am-10pm Mon-Fri Permit Holders Excepted Area G" on the eastern side, between the points 12.7 metres and 18.7 metres, north of Purkis Street.

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

NSW Health has requested consideration for pick-up and set-down parking for their vehicles in Layton Street, Camperdown.

Comments

The kerb space in Layton Street, between Purkis and Isabella Streets, is signposted as "1P 10am-10pm Mon-Fri Permit Holders Excepted Area G" on the western side of the street and "1/2P 8am-5.30pm Mon-Fri" on the eastern side of the street.

To improve access to pick-up and set-down parking for NSW Health vehicles, it is proposed to reallocate two parking spaces on the western side of Layton Street as "No Parking NSW Health Vehicles Excepted". The 1/2P parking space on the eastern side of Layton Street is proposed to be reallocated as 1P permit parking.

Consultation

The City consulted local residents and businesses in the area. There were 105 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

CLEMENT LIM, SENIOR TRAFFIC ENGINEER

Layton Street, Camperdown

Proposed parking changes



Existing

- “No Stopping”
- “1P 10am-10pm Mon-Fri Permit Holders Excepted Area G”
- “1/2P 8am-5.30pm Mon-Fri

Proposed

- “No Parking NSW Health Vehicles Excepted”
- “1P 10am-10pm Mon-Fri Permit Holders Excepted Area G”

Item 21.**Parking - Loading Zone - Wyndham Street, Alexandria****TRIM Container No.:** 2021/253162**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the eastern side of Wyndham Street, Alexandria, between the points 10 metres and 19 metres (two car spaces) south of Henderson 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 Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City has received a request from a local business for a Loading Zone in Wyndham Street, Alexandria to assist with deliveries.

Comments

The kerb space on the eastern side of Wyndham Street, Alexandria, south of Henderson Road, where the changes are proposed, is currently unrestricted for parking.

To improve access to on-street parking for delivery vehicles, it is proposed to install a "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 Wyndham Street, which is a busy road.

Consultation

The City consulted local residents and businesses in the area. There were 220 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

Wyndham Street, Alexandria Proposed parking changes



Source: Nearthmap 1 March 2021

Existing

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

Proposed

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

Item 22.**Parking - Timed Parking - Moore Park Road, Centennial Park****TRIM Container No.: 2021/266457****Recommendations**

It is recommended that the Committee endorse the allocation of parking on the southern side of Moore Park Road, Centennial Park between the points 50 metres and 255 metres west of Cook Road (34 car spaces) as "1P 7pm-6am Permit Holders Excepted Area 13".

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 Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

In May 2021, Council approved continuing the operation of the existing pop-up cycleway on Moore Park Road, Centennial Park for up to two years. The Council report noted that to address community concerns raised during the operation of the pop-up cycleway, it was proposed to implement overnight parking along the southern side of Moore Park Road between Cook Road and Poate Road, subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee.

Comments

The road space on the southern side of Moore Park Road between Cook Road and Poate Roads adjacent to the pop-up cycleway where the parking changes are proposed is currently designated as 'No Stopping'.

The proposed introduction of night time permit parking would limit any vehicle which does not have a valid Area 13 permit to one hour of parking from 7pm to 6am (seven days a week) where the signs are installed.

Overnight parking is not proposed within the pop-up cycleway, but rather in the travel lane adjacent to the cycleway. The proposal would result in reducing Moore Park Road to a single westbound travel lane overnight.

To improve safety and access for road users adjacent to where the parking changes are to occur, it is proposed to replace the existing pop-up cycleway separator with a wider, raised separator to ensure vehicles keep clear of the cycleway.

Consultation

The City consulted residents and businesses in the area between 12 March 2021 to 9 April 2021 as part of the exhibition of the draft Review of Environmental Factors for the Moore Park Road pop-up cycleway. There with 2,250 letters sent out and a webpage was created on Sydney Your Say which included an online survey.

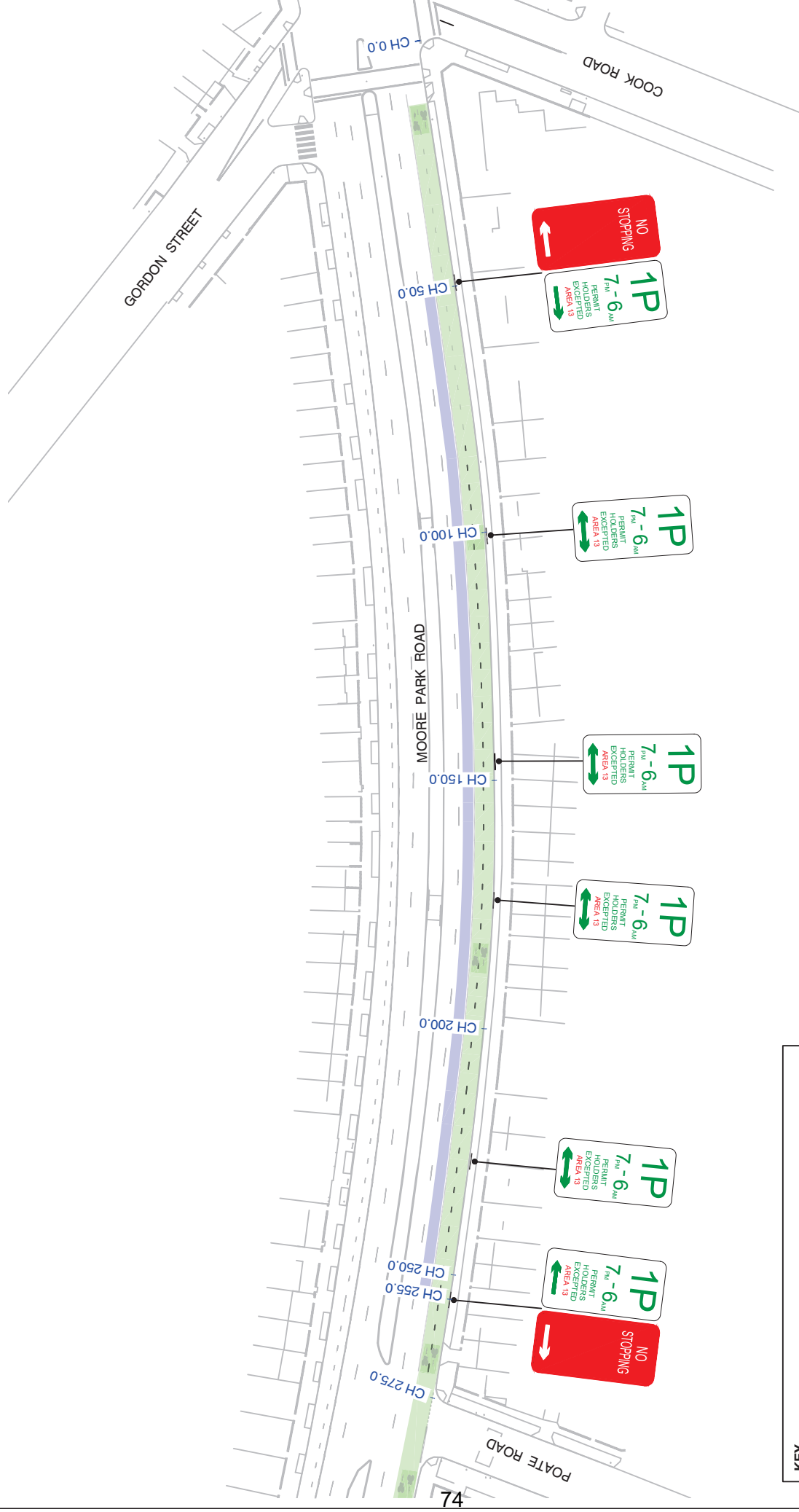
A total of 123 submissions were received including 102 survey responses to sydneyoursay.com.au and 21 email submissions. A total of 11 submissions raised issues related to the reduction in parking spaces by the original pop-up cycleway. This proposal aims to address the concerns raised in these submissions.

Financial

Funds are available in the Cycling Safety Program.

JUSTIN MURPHY, SENIOR DESIGNER - CYCLING

Moore Park Road, Centennial Park Overnight parking



KEY	
EXISTING POP-UP CYCLEWAY	
PROPOSED OVERNIGHT PARKING	
1P 7PM-6AM PERMIT HOLDERS EXCEPTED AREA 13	

Item 23.**Parking - Ticket and Motorbike Parking - Poplar and Pelican Streets, Surry Hills****TRIM Container No.: 2021/211777****Recommendations**

It is recommended that the Committee endorse the reallocation of parking in Surry Hills as follows:

- (A) On the northern side of Poplar Street, between the points 11.5 and 18.6 metres (one car space) east of Brisbane Street, as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays, Permit Holders Excepted Area 18";
- (B) On the southern side of Poplar Street, between the points 14.4 metres and 20.3 metres (one car space) east of Brisbane Street, as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays , Permit Holders Excepted Area 18";
- (C) On the southern side of Poplar Street, between the points 48 metres and 59.1 metres (two car spaces) east of Brisbane Street, as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays, Permit Holders Excepted Area 18";
- (D) On the western side of Pelican Street, between the points 29.9 metres and 36.7 metres (one car space) south of Oxford Street, as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays", and
- (E) On the eastern side of Pelican Street, between the points 11.5 metres and 31.5 metres (three car space) south of Oxford Street, as "Motor Bikes Only".

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

The City has received a submission to consolidate the existing short sections of motorbike parking on Poplar and Pelican Streets, Surry Hills to reduce the noise from motorbikes circulating between the different sections of parking to find an available space.

It is also proposed to update a short section of existing 24 hour ticket parking, permit holders excepted, on the southern side of Poplar Street to align with the hours of operation on the rest of the street and Transport for NSW permit parking guidelines.

Comments

The kerb space on Poplar Street, Surry Hills is generally allocated as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays, Permit Holders Excepted Area 18" with two sections of motorbike parking.

The kerb space on Pelican Street, Surry Hills between Oxford Street and Poplar Street is generally allocated as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Saturday, Sunday and Public Holidays" (ie no permit exception because this street is predominately businesses) with one section of motorbike parking.

The proposal relocates motorbike parking to the eastern side of Pelican Street (adjacent to a business). The new space consolidates existing motorbike parking to location which requires less circulation on quieter streets with lower traffic volumes. This space will not impact windows or doorways of any property so noise will not be an issue.

Consultation

The City consulted local residents and businesses in the area. There were 1,056 letters sent out with five responses received supporting the proposal and two responses received opposing the proposal.

The responses supporting the proposal believed that the change would reduce the impact of noise from motor bike riders circulating on local streets. The responses opposing the proposal recommended alternative locations for motorbike parking away from both Poplar and Pelican Streets, suggesting Riley Street, Goulburn Street or Wentworth Avenue.

Relocating motorbike parking to these streets would move the spaces further away from residents who use the spaces, and would likely relocate noise concerns to other residents who have not requested motorbike parking and are less likely to benefit from the restrictions.

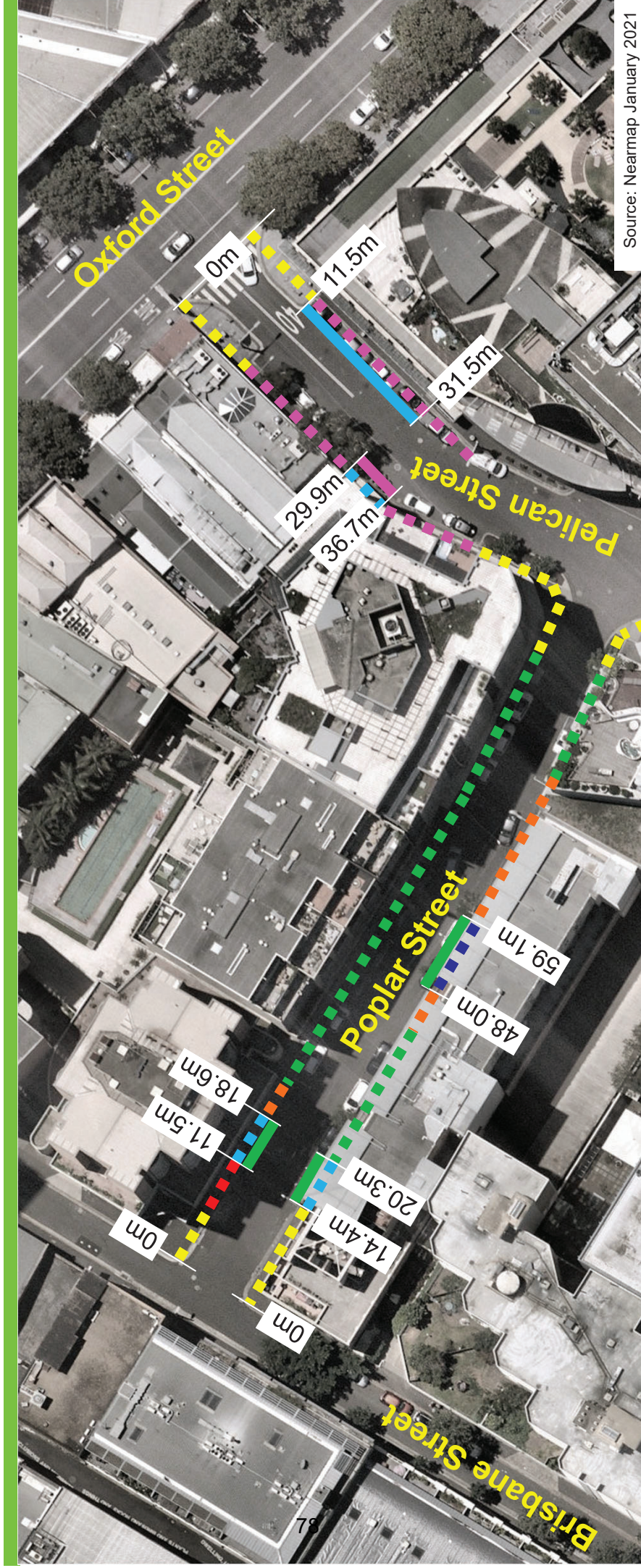
Financial

Funds are available in the current budget.

EOIN CUNNINGHAM, SENIOR TRAFFIC ENGINEER

Proposal

Poplar Street and Pelican Street, Surry Hills Proposed parking changes



Source: Nearmap January 2021

Existing

- No Stopping
- No Parking
- No Parking Car Share Vehicles Excepted
- Motorbike Parking
- 2P Ticket PHE Area 18

Proposed

- 2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays, PHE Area 18
- 2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays
- Motorbike Parking

Item 24.**Traffic Treatment - Speed Cushions - Walker Street, Redfern****TRIM Container No.:** 2021/225768**Recommendations**

It is recommended that the Committee endorse the installation of speed cushions in Walker Street, Redfern at a point 10 metres south of James 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 Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City received a petition signed by 31 residents seeking support for traffic calming measures in Walker Street, Redfern. The petition raised concerns about vehicles speeding in Walker Street.

Comments

Traffic Calming

Walker Street, Redfern runs north-south, parallel to Elizabeth Street, and links Cleveland Street to Wellington Street, with cross links to Redfern, Cooper and Phillip Streets.

Residents are concerned that drivers are using the road as a short-cut route to avoid congestion on nearby streets. Concerns were also raised about the speed of drivers on approach to the traffic lights at Cleveland Street.

Given the initial support from residents, the City developed a proposal for traffic calming in Walker Street. Traffic calming devices, such as speed cushions, would help to reduce the speed of traffic and improve safety on Walker Street.

Therefore, it is proposed to install two speed cushions in Walker Street, south of James Street. The proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Walker Street as part of the City's commitment to calm traffic and improve residential amenity.

Consultation

The City consulted local residents and businesses in the area. There were 86 letters sent out with three responses supporting the proposal and no responses opposing the proposal.

Submissions supporting the proposal noted that the changes would calm traffic, increase safety, and improve residential amenity.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Proposal

Walker Street, Redfern Proposed traffic changes



Item 25.**Traffic Treatment - Continuous Footpath Treatment - Tudor Street, Surry Hills****TRIM Container No.: 2021/247900****Recommendations**

It is recommended that the Committee endorse the installation of the following treatments in Surry Hills:

- (A) A continuous footpath treatment across Tudor Street, just east of Riley Street; and
- (B) A 2.1 metre wide footpath widening on the eastern side of Riley Street between Tudor Street and the points 10 metres north and 10 metres south of Tudor Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Existing kerb extensions on Tudor Street, Surry Hills at Riley Street are approaching the end of their asset life and require reconstruction. The City is proposing to reconstruct the kerb extensions to include a continuous footpath treatment across Tudor Street, just east of Riley

Street. This will improve pedestrian safety, accessibility, slow vehicle speeds and enhance the streetscape.

Comments

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

Traffic counts commissioned for seven days from 16/06/2021 to 22/06/2021, in Tudor Street, just east of Riley Street, recorded a maximum peak-hour volume of 82. While this maximum peak is slightly above the TfNSW warrant for continuous footpath treatments, pedestrian traffic on Riley Street, north of Devonshire Street has increased significantly after the introduction of Light Rail and therefore, the proportion of pedestrians crossing the intersection has been observed to be significantly greater than the number of vehicles.

In addition, the crossing width proposed for the continuous footpath treatment is six metres wide, below the TfNSW warrant and as such compliant with the Technical Direction.

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

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

Consultation

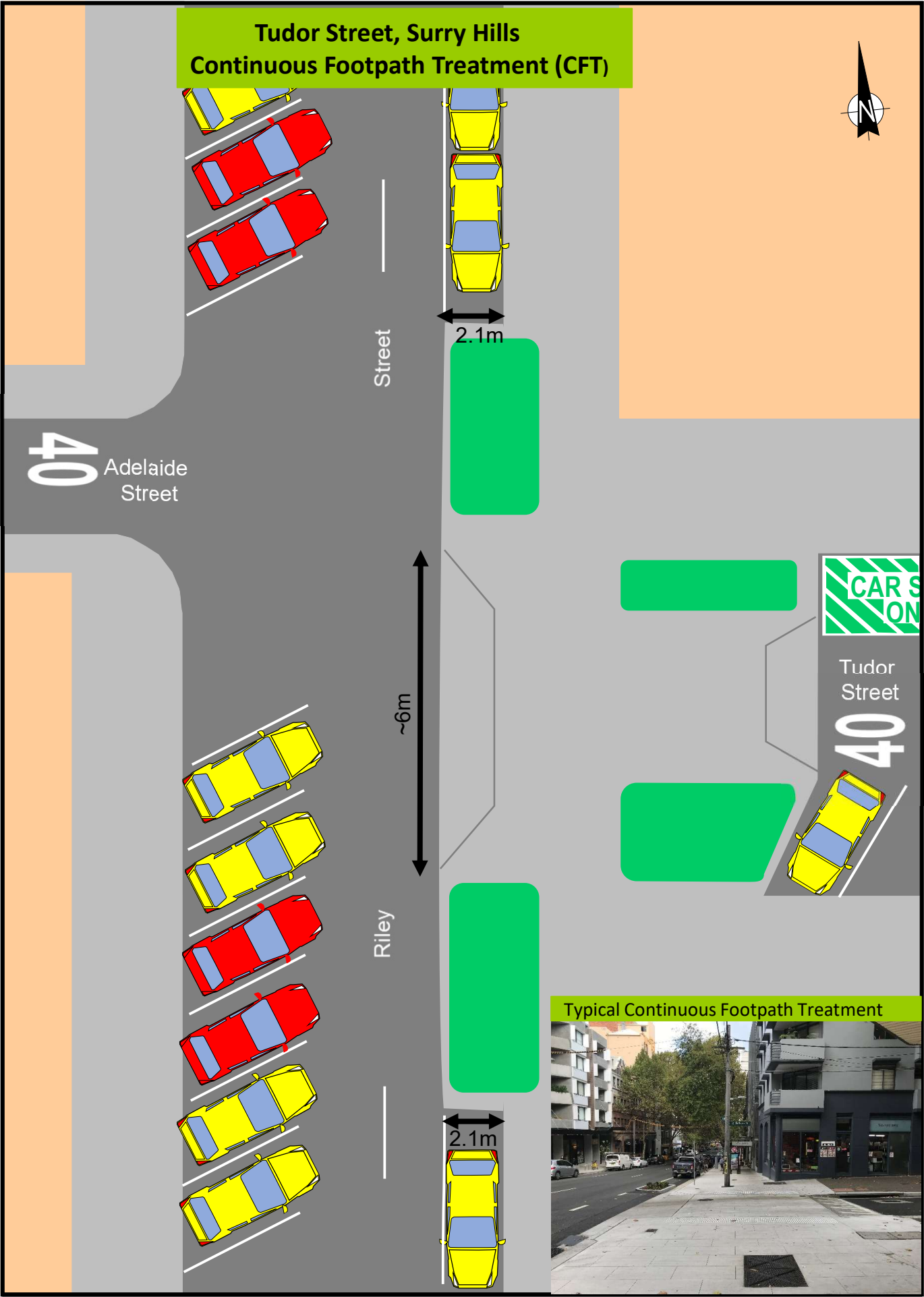
The City consulted local residents and businesses in the area. There were 79 letters sent out with no responses supporting the proposal and three responses opposing the proposal.

The submissions objecting to the proposal raised concerns that the treatment is not required at this location. Given that the proposal would increase pedestrian safety and aligns with the City's strategic directions of promoting a City for Pedestrians and Cyclists, it is recommended to proceed with the proposal.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Item 26.**Traffic Treatment - Shared Path - Rothschild Avenue, Rosebery****TRIM Container No.: 2021/235762****Recommendations**

It is recommended that the Committee endorse the installation of a Shared Path on the eastern side of Rothschild Avenue, Rosebery between Epsom Road and Crewe Place.

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 is committed to encouraging people to ride bicycles more often and safely. The City is improving the safety and amenity of cycling infrastructure by making bicycle riding a real and convenient option for short local trips.

A Shared Path is proposed on Rothschild Avenue to improve rider safety by providing an off-road alternative to Rothschild Avenue for 370 metres to Crewe Place.

From that point onwards, Crewe Place and Primrose Avenue offer a quiet street alternative to Rothchild Avenue to continue south to the bicycle crossing at Gardeners Road to reach the Bayside Council bike network.

Comments

Bicycle riding is supported as a low cost, environmentally friendly mode of transport that can help to improve the liveability of our towns and cities. A Shared Path is proposed to improve safety by providing an off-road alternative for people riding along Rothschild Avenue which serves as a bus route.

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 path of Rothschild Avenue between Epsom Road and Stedman Street is 3.2 metres wide, while between Stedman Street and Crewe Place the path is 4.4 metres wide.

According to Transport for NSW Centre for Road Safety research findings published in August 2015, Shared Paths represent a relatively low safety risk.

Consultation

The City consulted local residents and businesses in the area with 1,437 letters sent out requesting feedback on the proposal. The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 31 May 2021 and 15 June 2021 via an online form and survey.

A total of 37 formal submissions were received with 11 responses supporting the proposal, eight responses with partial support and 18 opposing. The 18 submissions opposing the proposal cited concerns about the interaction of people walking and riding on the path.

Of the submissions received, 14 expressed a preference for separate paths for people walking and riding along Rothschild Avenue, while six submissions acknowledged that people riding currently use the paths.

As detailed in the table below, the City ensures that locations for proposed shared paths are safe and appropriate and supports good behaviour through monitoring, education and behaviour change programs.

Response	Frequency	City of Sydney response
Support	11	Noted.

Child safety/ Pedestrian safety	17	<p>Shared paths are implemented to provide a safe, reduced speed connection for people walking and riding. People who do not feel confident riding on the road can choose to use a shared path but must give way to people walking and are advised to not exceed 10km/h. The City only installs shared path where the space is wide enough, such as this section of Rothschild Avenue. If endorsed the shared path will be installed with appropriate line marking and signage. In addition to this City staff will run on-site education sessions and monitoring. The City has installed a number of shared paths near schools and early childhood education providers including:</p> <ul style="list-style-type: none"> - Bourke Street Public School, Surry Hills - Little Zak's Academy - Wattle Street, Ultimo - Alexandria Park Community School – Buckland Street, Alexandria.
Build a separated cycleway instead	7	<p>The City's preference is to build separated cycleways where possible however there is currently insufficient space for a dedicated cycleway while maintaining space for people walking and road space to maintain current vehicle and bus access. In this location at this time, a shared path is a good option to provide options for more modes of transport.</p>
Don't remove parking	2	<p>This project does not propose to change any parking.</p>
Shared Paths need proper signage and line marking	1	<p>If approved the shared path will be installed with the required regulatory signage and supplementary pavement markings.</p>
Create a crossing on Epsom Road at Dunning Avenue	1	<p>The City's Traffic Operations team are developing a new crossing of Epsom Road at Dunning Avenue</p>
The path is currently too busy for extra forms of transport	1	<p>The City only installs shared path where there is sufficient space, such as this section of Rothschild Avenue. The wider footpath allows for more safe options even on busier paths.</p>

This table including the City's response and commitment to a safe connection has been shared with respondents prior to LPCTCC.

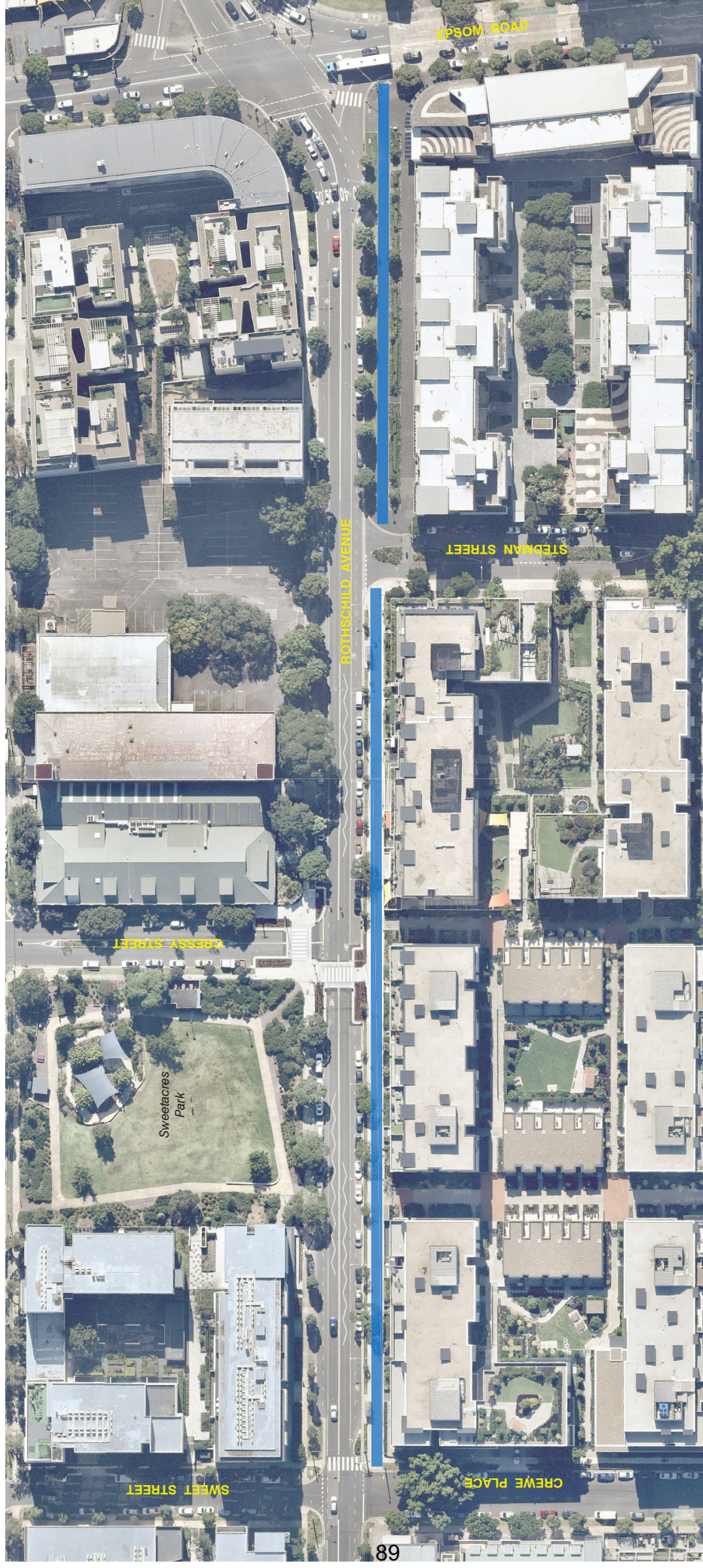
Pavement markings will be installed along the shared path to encourage riders to travel slowly and to reinforce pedestrian priority.

Financial

Funds for the project are available in the Cycling Safety Program.

JUSTIN MURPHY, SENIOR DESIGNER - CYCLING

Rothschild Avenue, Rosebery Shared Path



KEY
PROPOSED SHARED PATH

Item 27.**Traffic Treatment - Traffic Signals and Separated Cycleway - Epsom Road and Link Road, Zetland****TRIM Container No.: 2021/297788****Recommendations**

It is recommended that the Committee note the installation of traffic signals at the intersection of Epsom Road, Link Road and Bunmarra Street, Zetland.

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

- (A) A 2.4 metre wide separated cycleway on the southern side of Epsom Road, Rosebery between Bunmarra Street and a point 102.3 metres west of Bunmarra Street;
- (B) A shared path on the southern side of Epsom Road, Rosebery between the points 102.3 metres west of Bunmarra Street and Dalmeny Avenue;
- (C) A 2.4 metre wide separated cycleway on the southern side of Epsom Road, Rosebery between Bunmarra Street and a point 107.1 metres east of Bunmarra Street;
- (D) A shared environment on the southern side of Epsom Road, Rosebery between the points 109.7 metres and 124.3 metres east of Bunmarra Street;
- (E) Removal of the existing raised threshold on Epsom Road, Zetland between the points 42.5 metres and 52.7 metres east of Link Road;
- (F) The reallocation of parking on the northern side of Epsom Road, Zetland between Link Road and 25.6 metres east of Link Road, as "No Stopping";
- (G) The reallocation of parking on the northern side of Epsom Road, Zetland between the points 25.6 metres and 40.1 metres east of Link Road, as "Bus Zone"; and
- (H) The allocation of parking on the southern side of Epsom Road, Rosebery between Bunmarra Street and the point 83 metres east of Bunmarra 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

As part of the development of 67-77 Epsom Road, Rosebery (D/2015/624) the developer is required to upgrade the existing roundabout at Epsom Road and Link Road to provide new traffic signals. A new road, known as “Bunmarra Street” connecting to Epsom Road, opposite Link Road, is also to be provided with a separated cycleway on the southern side of Epsom Road, east of Dalmeny Avenue.

Comments

Traffic Signals

In April 2019, Transport for New South Wales approved the Traffic Control Signal (TCS) Plan for the upgrade of the existing roundabout at Epsom Road and Link Road to traffic signals.

This upgrade will help to improve general safety, facilitate safe pedestrian connections across all four intersection arms as well as cycle connections through the signals. The signals will also provide a bus jump start to promote public transport and allow for the creation of a new road, "Bunmarra Street", to connect to Epsom Road.

The new signals will relocate the intersection to the east so that it aligns with Bunmarra Street and results in the removal of an existing raised threshold and approximately ten on-street parking spaces.

Separated Cycleway

In December 2017, the Committee endorsed a proposal for a separated cycleway along Epsom Road. The proposals included a shared path on the southern side of Epsom Road east of Dalmeny Avenue since the footpath was too narrow to provide a dedicated separated cycle facility until the redevelopment of the area allowed for additional road related area to be provided.

The extension of the cycleway connection facilitates the proposal to provide a high priority regional cycle route along Epsom Road as outlined in The City's Cycle Strategy and Action Plan 2007-2017.

Shared Environment

A shared environment is proposed at an existing driveway on Epsom Road where Galara Street will be extended to connect with Epsom Road as part of the future development of the Garraway Park development. As recommended in the *TfNSW Cycleway Design Toolbox*, a shared environment is proposed to safely manage the interface between pedestrians, cyclists and motorists.

The shared environment would be similar to the treatments previously provided as part of the Epsom Road, Bourke Street and George Street cycleways.

Consultation

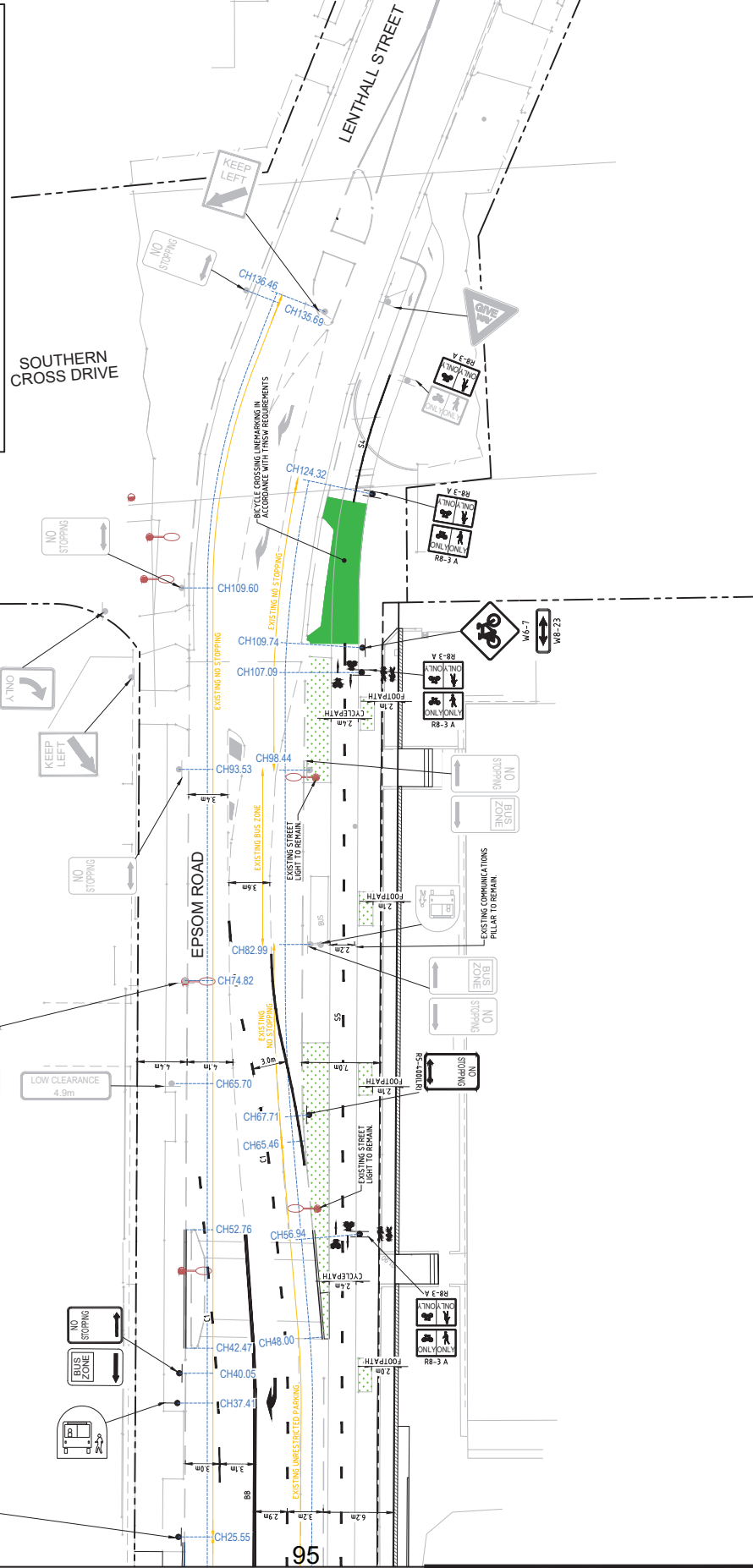
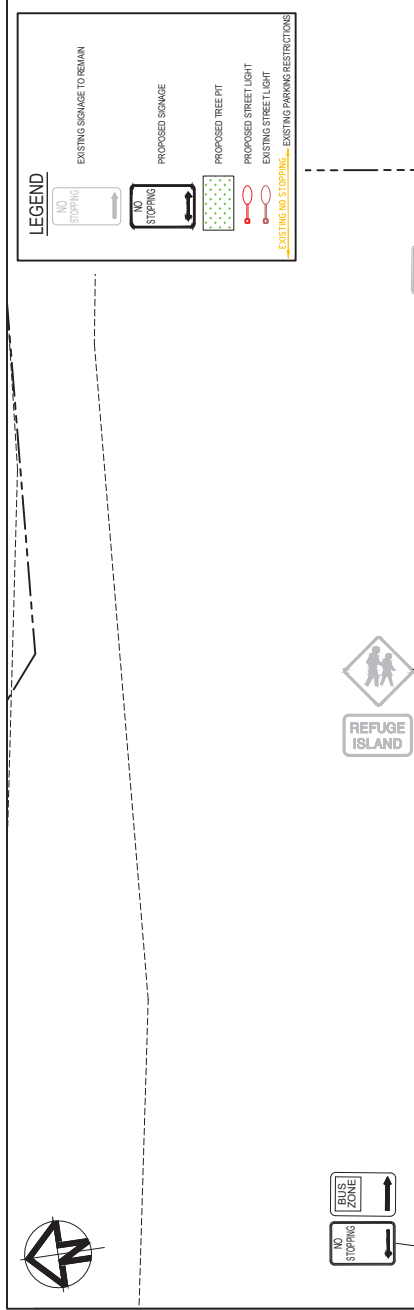
Consultation for the proposed changes was undertaken as part of the masterplan for the Epsom Park Precinct. Consultation was also undertaken with directly affected stakeholders as part of the Development Application process for 67-77 Epsom Road, Rosebery.

Financial

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

EOIN CUNNINGHAM, SENIOR TRAFFIC ENGINEER



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Status	FOR APPROVAL		A1
NOT TO BE USED FOR CONSTRUCTION			
Scales	1 : 200		
Height		Drawn	
Datum		GB	
		Designed	
		GB	
		Checked	
		P/W	
Grid		Approved	
	MGA56 GDA94		
Checked			



at&l

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Project
LINK ROAD & EPSOM ROAD
ZETLAND
PROPOSED INTERSECTION
WORKS

Title

Project No. - Drawing No. 20-827-SKC004	Issue P1
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Item 28.**Other Authorities - Parking - Outdoor Dining - Cumberland, Gloucester and Harrington Streets, The Rocks****TRIM Container No.: 2020/552571****Recommendations**

It is recommended that the Committee endorse the reallocation of kerb space for outdoor dining in Cumberland, Gloucester and Harrington Streets, The Rocks, until 30 April 2022.

Voting Members for this Item

Voting Members	Support	Object
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

PMNSW is partnering with Independent Liquor and Gaming Authority (ILGA) and the City of Sydney (CoS) to deliver a pilot that will streamline outdoor alcohol licensing requirements for venues. The Rocks hotels and restaurants have been put forward as the initial priority focus to trial new regulations to assist local tenants in The Rocks for extended trading.

An on-site meeting was held 29th September 2020 at The Australian Hotel with TfNSW, CoS, Police Licensing, Avert Risk and PMNSW to discuss this activation and review streamlining similar future activations under the pilot program.

The areas have been established / set up since October 2020 under the approved terms of use and have had no impacts on existing traffic, parking or loading zones and are planned to be in place until 30th April 2022.

This proposal is for the endorsement by LPCTCC of the existing activities until 30 April 2022.

Location 1: Adjacent to The Glenmore Hotel (western side of Cumberland Street, north of Argyle Street).

Location 2: Adjacent to The Australian Hotel (western side of Cumberland Street, south of Gloucester Street.)

Location 3 is located adjacent to Maybe Sammy at 111 Harrington St (western side of Harrington Street, North of Essex Street.)

The requested bays in 1 & 2 locations are 4 x Parking Bays. Location 3 is 3 spaces but HVM is utilising the first space and 2 remaining spaces activated. (Total of 11 x Bays.)

Comments

The proposed is a temporary parking bay closures for the hotels 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. This provides opportunities for existing business operators to expand their offerings and pursue opportunities through NSW Government assets, which contributes to the broader NSW economic recovery efforts in our local centres post COVID-19.

PMNSW Parking Bays and hotel loading zones will be used only. Jersey kerbs will be placed around the designated Parking Bays and will feature light and bright colouring for visual purposes. Parking signage will be changed to No Stopping and parking metres removed.

Consultation

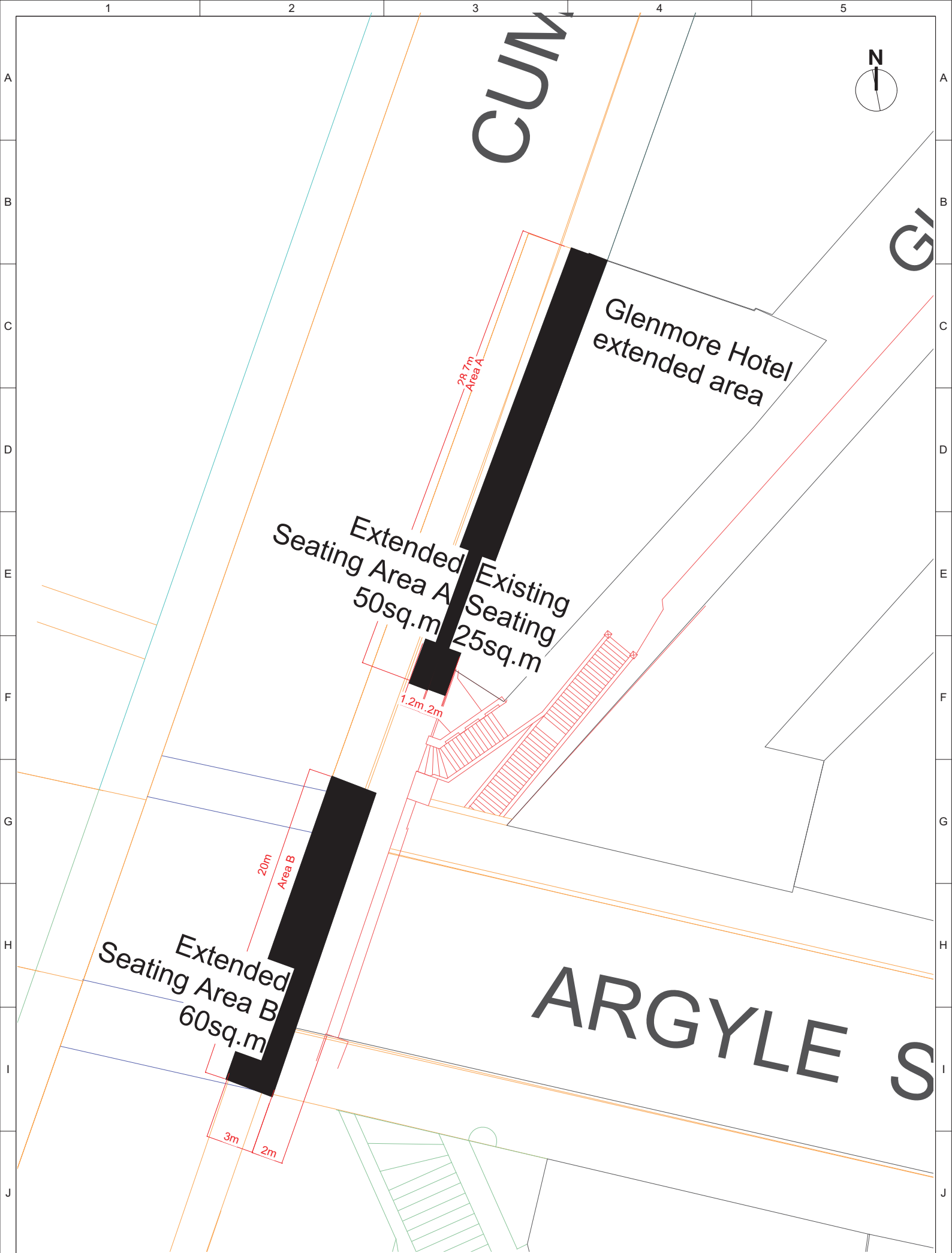
Place Management NSW has consulted and notified adjacent properties, business and stakeholder of the intention to implement the temporary works. Enquiries and feedback directed to the Director, Partnerships, Activation and Customer Experience at Place Management NSW.

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

Financial

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

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



**Planning,
Industry &
Environment**

Place Management NSW Level 6, 66 Harrington Street,
The Rocks, NSW 2000
PO box N408, Grosvenor Place 1220

SHEET #:

ODP15

REVISION #:

B

SITE:

Glenmore - Outdoor Dining Pilot Map

EVENT NAME:

101

SITE CONTACT:

Place Management NSW

CONTACT NUMBER:

02 9240 8500

DATE:

1 December, 2020

DRAFTSPERSON:

Victor Lam

SCALE:

(as bar scale)

PAPER

SIZE: A3

ISSUE DATE:

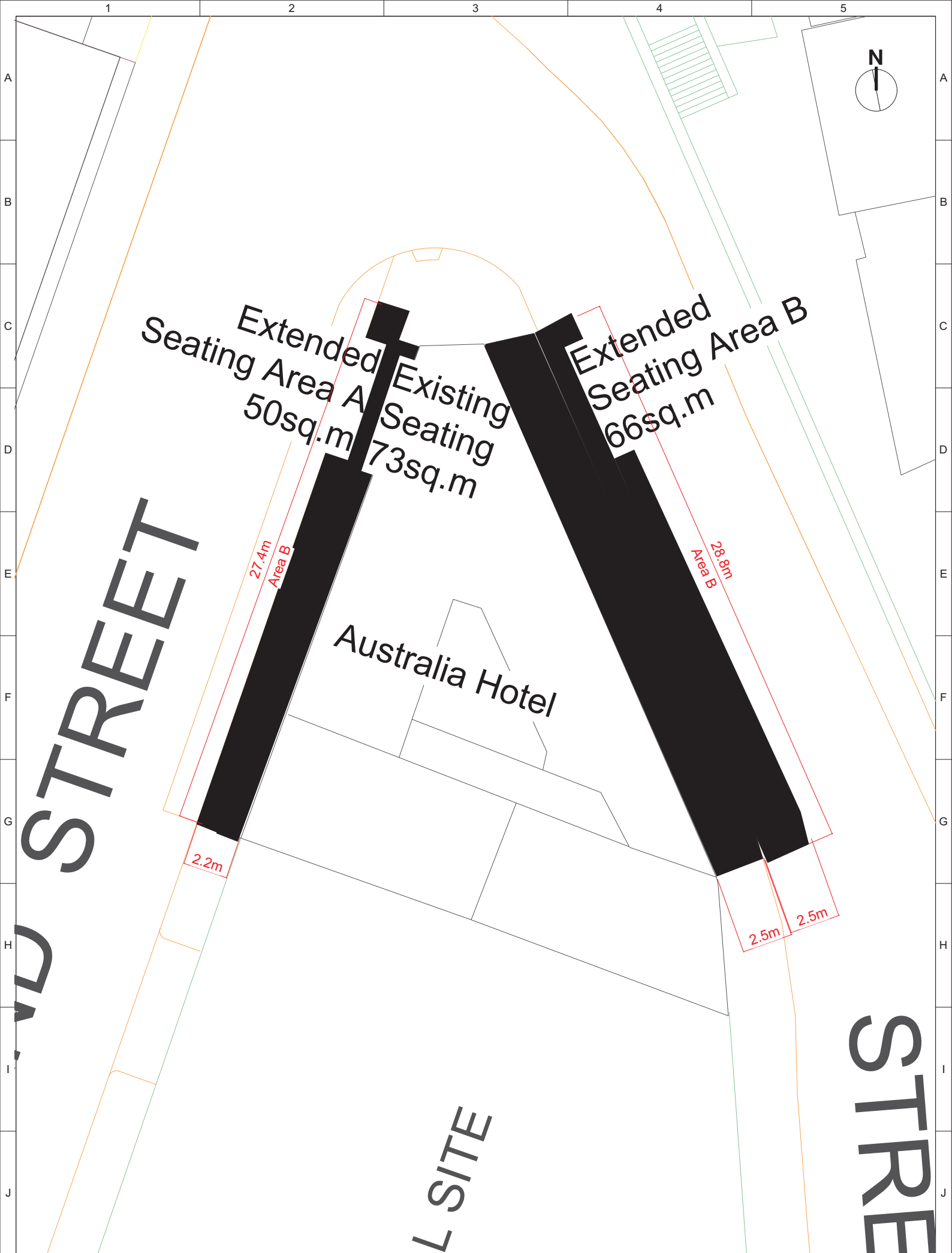
LEGEND:



Extended
Seating Area



Existing
Seating Area



**Planning,
Industry &
Environment**

Place Management NSW Level 6, 66 Harrington Street,
The Rocks, NSW 2000
PO box N408, Grosvenor Place 1220

SHEET #:

ODP16

REVISION #:

A

SITE:

The Australian Hotel - Outdoor Dining Pilot Map

EVENT NAME:

102

SITE CONTACT:

Place Management NSW

CONTACT NUMBER:

02 9240 8500

DATE: 16 November, 2020

DRAFTSPERSON:

Victor Lam

SCALE:

(as per scale)

ISSUE DATE:

PAPER
SIZE: A3

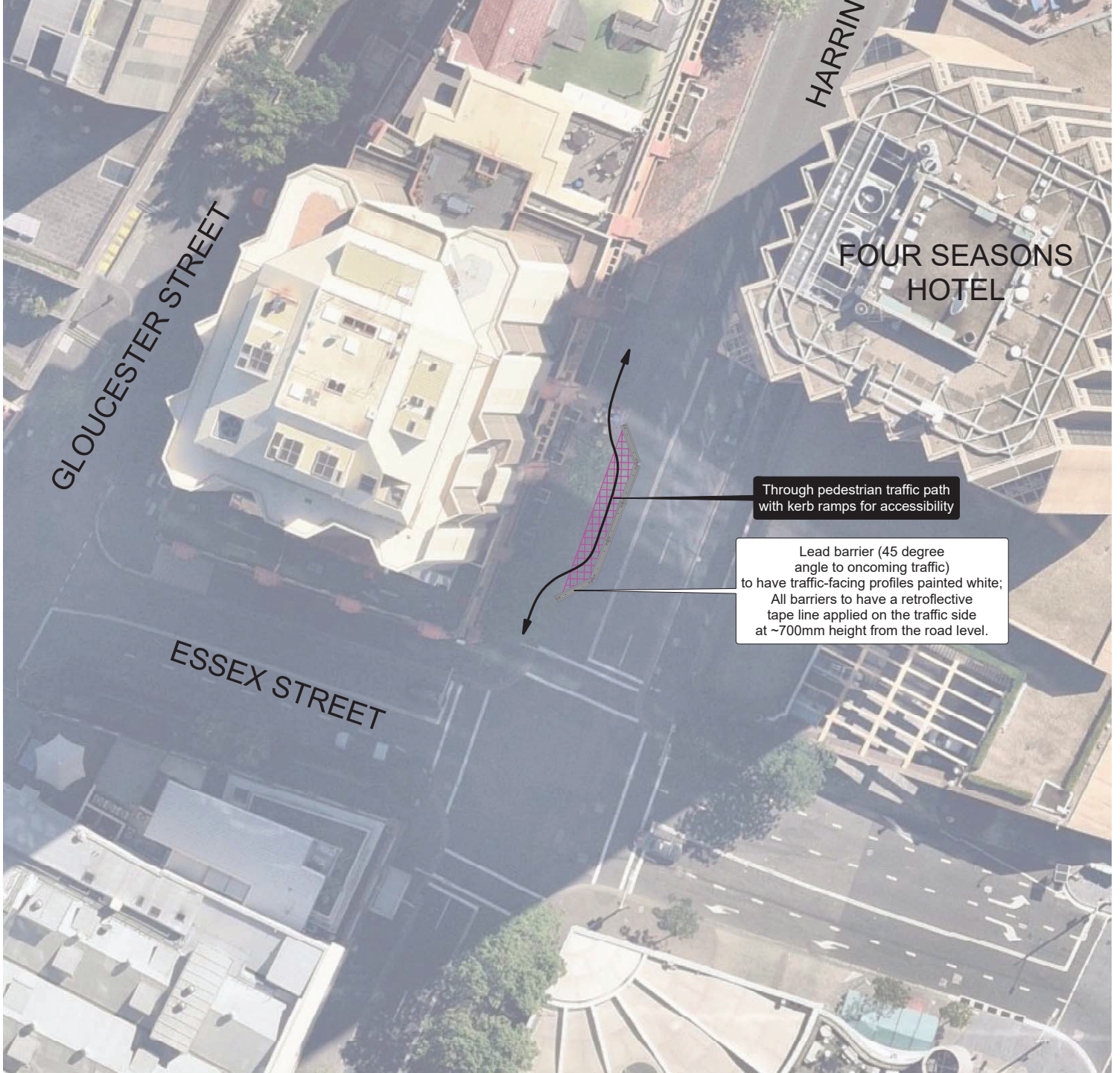
LEGEND:



Extended
Seating Area



Existing
Seating Area



Maybe Sammy outdoor trading area - Harrington Street, The Rocks.
 UBD Map D, Grid 18C. Sheet for A3 colour print only.

- NOTES:
- a) Precast concrete barriers Type F to be used to establish the outdoor trading area (3 car spaces);
 - b) Distance between the outermost edge of the barriers parallel to passing traffic to the center marking or center of the carriageway (where there is no lines marked) to be no less than 3.5m;
 - c) No Stopping signs to be installed as indicated, using existing posts;
 - d) HVM elements are likely to be added, but not included in this drawing - subject to further planning and need-to-know communication.

z z z l k y d u r q l f r p

SafeWork NSW

WORK HEALTH & SAFETY

TRAFFIC CONTROL WORK

Momchil Vassilev
VASSILEV

Card No:
TCT0052764

D.O.B:
22/02/1976

Date of issue:
02/11/2016

Type of traffic control work:
IMP PWZ TCR

NEW SOUTH WALES

Item 29.**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 August 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 Globe Street and Argyle Street, was presented to the LPCTCC and the CSTTC and approved on a month to month basis from 8 July 2020 in support for businesses and tenants during the COVID19 response.

Dated back till 17 July, Place Management NSW submitted a request to the LPCTCC for out of session approval to extend this northbound closure until 3 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 Street, The Rocks, between Globe Street and Argyle Street until 31 July 2021.
- Parking, loading zone and mail zone changes on the western side of George Street between Argyle Street and Globe Street until 31 July 2021.

NOTES:

PMNSW will following consultation with Port Authority NSW and TfNSW regarding the return of Overseas Passenger Terminal cruise vessel operations.

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, tenants, stallholders etc 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 proposed closure does not significantly impact this transport route for these stakeholders. This 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, part time traffic controllers, road barriers and road marking changes will be borne by PMNSW.

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

THE ROCKS

TEMPORARY NORTHBOUND LANE CLOSURE

Proposed north bound closure between Globe St and Argyle St. Creating short term activation 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)



Existing taxi / ride-share zones maintained



George Street vehicle loading zones relocated approximately 50m south from existing southern loading zone



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



George Street police parking temporary relocated to **Argyle street**



Existing mail zone maintained via managed access provided by PMNSW



Item 30.

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.