

19 May 2022

At 10.00 am

**Local Pedestrian, Cycling and Traffic
Calming Committee**

Disclaimer

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

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

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

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

1. **The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.**
2. **The Local Pedestrian Cycling and Traffic Calming Committee is not a committee of the City of Sydney Council, but a Committee of the Transport for NSW.**
3. Council has been delegated certain powers from the Transport for NSW 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 Transport for NSW 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, Transport for NSW, 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. 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.
8. 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.
9. 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 2022/03 held on 21 April 2022

Decision

Item 2.**Item for Committee Information - Outdoor dining - Various locations - May 2022**

TRIM Container No.: X037861

Recommendations

It is recommended that the Committee endorse the extension of the temporary reallocation of parking to "No Stopping" for the installation of an outdoor dining area at various City streets until the end of June 2023.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In October 2021, the City and NSW Government entered into a joint partnership to revitalise the city centre, establishing a \$20 million CBD Revitalisation Fund to boost the local economy and invite the public back to the city. The City and NSW government will continue

this work by extending the outdoor dining program across the local government area until the end of June 2023.

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. Reallocation of the road space allows businesses to extend operations along the reallocated road space to provide additional outdoor dining opportunities and assist with social distancing.

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 68 outdoor dining areas in various City streets.

The table below outlines the locations where parking was temporary reallocated to "No Stopping" to install an outdoor dining area since November 2020. Given that the renewal of the City's outdoor dining program, the temporary parking changes at the locations outlined in the table below would be extended to end of June 2023.

Location	Direction	Date of out-of-session endorsement
Foster Street, Surry Hills	Eastern side of Foster Street between Hunt and Campbell Streets	27 November 2020
Stanley Street, Darlinghurst	Southern side of Stanley Street between Crown and Riley Streets	21 December 2020
Cumberland Street, The Rocks	Southern side of Cumberland Street east of Lower Fort Street	21 December 2020
Crown Street, Surry Hills	Western side of Crown Street between Fitzroy and Albion Streets	21 December 2020
Crown Street, Surry Hills	Eastern side of Crown Street between Fitzroy and Foveaux Streets	21 December 2020
Victoria Street, Darlinghurst	Eastern side of Victoria Street north of Surrey Street	21 January 2021
Dangar Street, Chippendale	Southern side of Dangar Street between Wiley and Abercrombie Streets	21 January 2021

Location	Direction	Date of out-of-session endorsement
Crown Street, Surry Hills	Western side of Crown Street north of Withers Lane	29 January 2021
Union Street, Erskineville	Eastern side of Union Street between Erskineville Road and Toogood Lane	22 February 2021
Lower Fort and Windmill Street, Millers Point	Northern side of Lower Fort Street west of Windmill Street and Southern side of Windmill Street west of Lower Fort Street	12 February 2021
Goulburn Street, Surry Hills	Northern side of Goulburn Street between Wentworth Avenue and Wemyss Lane	17 February 2021
Barrack Street, Sydney	Southern side of Barrack Street between York and Clarence Streets	19 April 2021
Argyle Place, Millers Point	Northern side of Argyle Place west of Kent Street	1 April 2021
Kent Street, Millers Point	Western side of Kent Street south of High Lane	18 March 2021
Stanley Street, Darlinghurst	Northern side of Stanley Street between Crown and Riley Streets	18 March 2021
Victoria Street, Potts Point	Eastern side of Victoria Street south of Orwell Street	9 April 2021
Victoria Street, Potts Point	Western side of Victoria Street north of Brougham Lane	9 April 2021
Cathedral Street, Woolloomooloo	Northern side of Cathedral Street between Bourke and Palmer Streets	25 March 2021
Holt Street, Surry Hills	Eastern side of Holt Street between Gladstone and Cooper Streets	1 April 2021
Bourke Street, Surry Hills	Eastern side of Bourke Street between Hill and Short Streets	9 April 2021

Location	Direction	Date of out-of-session endorsement
Foveaux Street, Surry Hills	Southern side of Foveaux Street west of Waterloo Street	9 April 2021
Richards Lane, Surry Hills	Eastern side of Richards Lane north of Collins Street	9 April 2021
Reservoir Street, Surry Hills	Northern side of Reservoir Street between Commonwealth Street and Batman Lane	25 March 2021
Harley Street, Alexandria	Southern side of Harley Street between Mitchell Road and Belmont Lane	18 March 2021
Chalmers Street, Redfern	Western side of Chalmers Street north of Wells Street	18 March 2021
Glebe Point Road, Glebe	Eastern side of Glebe Point Road north of Ferry Road	4 May 2021
Glebe Street, Glebe	Northern side of Glebe Street west of Bay Street	4 May 2021
Cathedral Street, Woolloomooloo	Southern side of Cathedral Street west of Dowling Street	27 April 2021
Crown Street, Darlinghurst	Eastern side of Crown Street south of Barnett Lane	4 May 2021
Crown Street, Darlinghurst	Eastern side of Crown Street between Liverpool Street and Kings Lane	19 April 2021
Victoria Street, Darlinghurst	Western side of Victoria Street north of Liverpool Street	9 April 2021
Arundel Street, Forest Lodge	Northern side of Arundel Street west of Forest Street	27 April 2021
Victoria Street, Darlinghurst	Eastern side of Victoria Street north of Surrey Street	27 April 2021

Location	Direction	Date of out-of-session endorsement
Commonwealth Street, Surry Hills	Western side of Commonwealth Street between Foveaux Street and Belmore Lane	27 April 2021
Crown Street, Surry Hills	Western side of Crown Street south of Lansdowne Street	4 May 2021
Poplar Street, Surry Hills	Southern side of Poplar Street west of Pelican Street	14 May 2021
Crown Street, Surry Hills	Western side of Crown Street south of Foveaux Street	27 April 2021
Campbell Street, Haymarket	Southern side of Campbell Street west of Castlereagh Street	7 June 2021
William Street, Darlinghurst	Southern side William Street east of Yurong Street	7 June 2021
Liverpool Street, Darlinghurst	Southern side of Liverpool Street east of Palmer Street	7 June 2021
Ward Avenue, Darlinghurst	Northern side of Ward Avenue east of Roslyn Street	15 June 2021
Holt Street, Surry Hills	Eastern side of Holt Street, Surry Hills north of Gladstone Street	15 June 2021
Campbell Street, Haymarket	Northern side of Campbell Street, Haymarket east of Pitt Street	24 June 2021
Bourke Street, Woolloomooloo	Eastern side of Bourke Street, Woolloomooloo south of Corfu Lane	24 June 2021
Victoria Street, Potts Point	Western side of Victoria Street, Potts Point north of Brougham Lane	24 June 2021
Thurlow Street, Redfern	Southern side of Thurlow Street, Redfern east of Bourke Street	13 July 2021

Location	Direction	Date of out-of-session endorsement
Thomas Street, Haymarket	Eastern side of Thomas Street, south of Ultimo Road	18 November 2021
Darlinghurst Road, Darlinghurst	Eastern side of Darlinghurst Road north of Liverpool Street	18 November 2021
Crown Street, Woolloomooloo	Eastern side of Crown Street south of Cathedral Street	18 November 2021
Crown Street, Surry Hills	Western side of Crown Street south of Miles Street	18 November 2021
Hickson Road, The Rocks	Western side of Hickson Road north of George Street	25 November 2021
Crown Street, Surry Hills	Western side of Crown Street south of Miles Street	25 November 2021
Glebe Point Road, Glebe	Eastern side of Glebe Point Road south of Bridge Road	25 November 2021
Riley Street, Darlinghurst	Eastern side of Riley Street south of Yurong Lane	2 December 2021
26 Victoria Street, Darlinghurst	North of Hayden Place	6 December 2021
87-101 Glebe Point Road, Glebe	East of Mitchell Street	13 December 2021
Retreat Street, Alexandria	West of Botany Road	24 January 2022
162-164 St Johns Road, Glebe	West of Lodge Street	24 January 2022
Thomas Street, Haymarket	West of Quay Street	24 January 2022
84-86 Mary Street, Surry Hills	North of Foveaux Street	24 January 2022

Location	Direction	Date of out-of-session endorsement
18 Hughes Street, Potts Point	West of Macleay Street	14 February 2022
190 Harris Street, Pyrmont	North of Pyrmont Bridge Road	14 February 2022
265 Crown Street, Surry Hills	South of Goulburn Street	14 February 2022
249 Glebe Point Road, Glebe	South of Marlborough Street	21 February 2022
290 Crown Street, Darlinghurst	North of Taggarts Lane	14 March 2022
Cooper Place, Zetland	East of Defries Avenue	21 March 2022
249 Victoria Street, Darlinghurst	North of Hayden Place	11 April 2022
579 Crown Street, Surry Hills	North of Cleveland Street	11 April 2022

Consultation

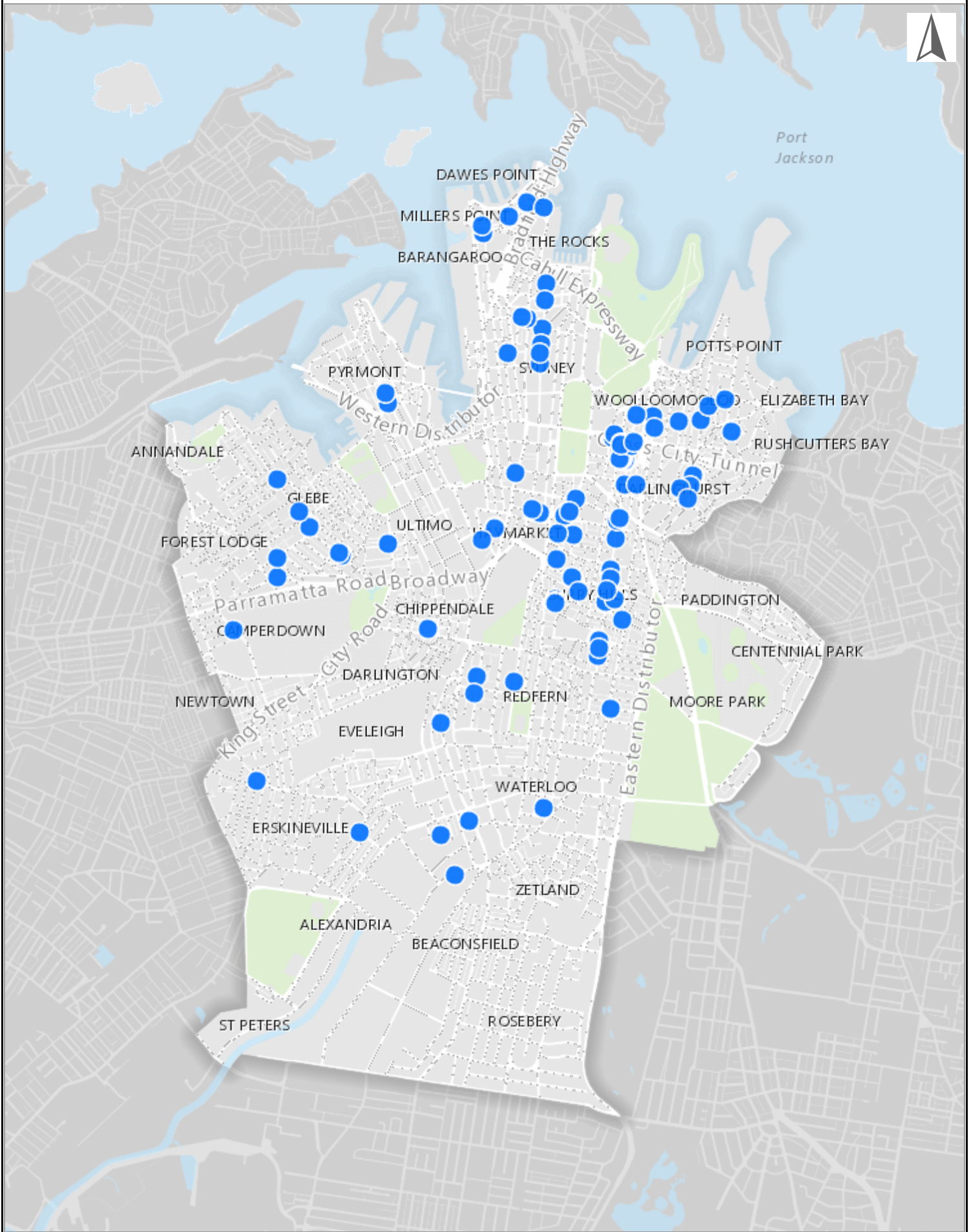
For each of the outdoor dining installations installed since November 2020, the City will notify local residents and businesses on the extension of the outdoor dining program

Financial

All costs associated with the outdoor dining installations will be borne by the funding partnerships between the City and NSW Government.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER


Extension of the temporary reallocation of kerb space to install an outdoor dining area until June 2023



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Notes

 Outdoor dining installations

23/04/2022

Item 3.**Item for Committee Information - Traffic Signals - Cope Street and Raglan Street, Waterloo**

TRIM Container No.: 2021/063945-04

Recommendations

It is recommended that the Committee note the installation of the proposed traffic signals at the intersection of Cope and Raglan Streets, Waterloo.

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

Sydney Metro is constructing the Sydney Metro line, from Bankstown to Sydney CBD and this includes an underground station in Waterloo. The station is bound by Botany Road, Raglan, Cope and Wellington Streets and will provide access to high speed rail, for residents of Waterloo and reduce demand on nearby Redfern and Green Square train stations.

As part of the new metro station, the installation of the proposed traffic signals at Cope and Raglan Streets, will improve safety and access for pedestrians and cyclists to the new metro station at Waterloo.

Comments

The NSW Government has approved the development of an underground Metro Station in Waterloo bound by Botany Road, Raglan, Cope and Wellington Streets

Botany Road is a State Road under the jurisdiction of Transport for NSW (TfNSW), Raglan Street, Cope Street and Wellington Street are local streets under the jurisdiction of the City. All traffic signals in NSW are controlled by TfNSW. Additionally, the City has no authority to approve new infrastructure on State Roads.

The proposed signals will include the removal of the existing roundabout on Cope Street and Raglan Street and the introduction of a no right turn from Raglan Street into Cope Street (south). The following alternate local traffic arrangements will apply:

- Eastbound vehicles on Raglan Street will turn right from Raglan Street into Cooper Street, into Wellington Street to access Cope Street.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for the Sydney Metro Project.

Prior to the commencement of the construction work, the community, adjacent property owners, building managers, businesses and other stakeholders will be notified by the Sydney Metro.

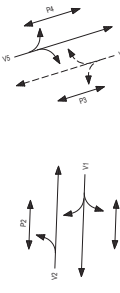
Financial

The cost of works are funded by Sydney Metro.

NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

DETECTOR SPECIFICATION

Detector	FN	AL	CU	AIE1	CIE1
A-C1	SGFS	VT	VT	A	C
A-C2	DS	Z+	C(NEXT)	A(NEXT)	C(EZ)
B-D1	DS	Z+	C(NEXT)	A(NEXT)	C
B-D1	DS	Z+	C(NEXT)	A(NEXT)	D
B-D1	FN	BL	DL	BIE1	DIE1
B-D1	DS	Z+	C(NEXT)	A(NEXT)	D
B-D1	FN	BL	DL	BIE1	DIE1
B-D1	DS	Z+	C(NEXT)	A(NEXT)	D
P1	FN	AP(B)	V1	B(L)	B(L)
P.B.	DS	Z+	C(NEXT)	A(NEXT)	B(D)
P2	FN	AP(B)	V2	B(L)	B(L)
P.B.	DS	Z+	C(NEXT)	A(NEXT)	B(D)
P3	FN	AP(B)	V3	B(L)	B(L)
P.B.	DS	Z+	C(NEXT)	A(NEXT)	B(D)
P4	FN	AP(B)	V4	B(L)	B(L)
P.B.	DS	Z+	C(NEXT)	A(NEXT)	B(D)



A/C PHASE
Z+ allows C phase introduction

B/D PHASE
Z+ allows D phase introduction

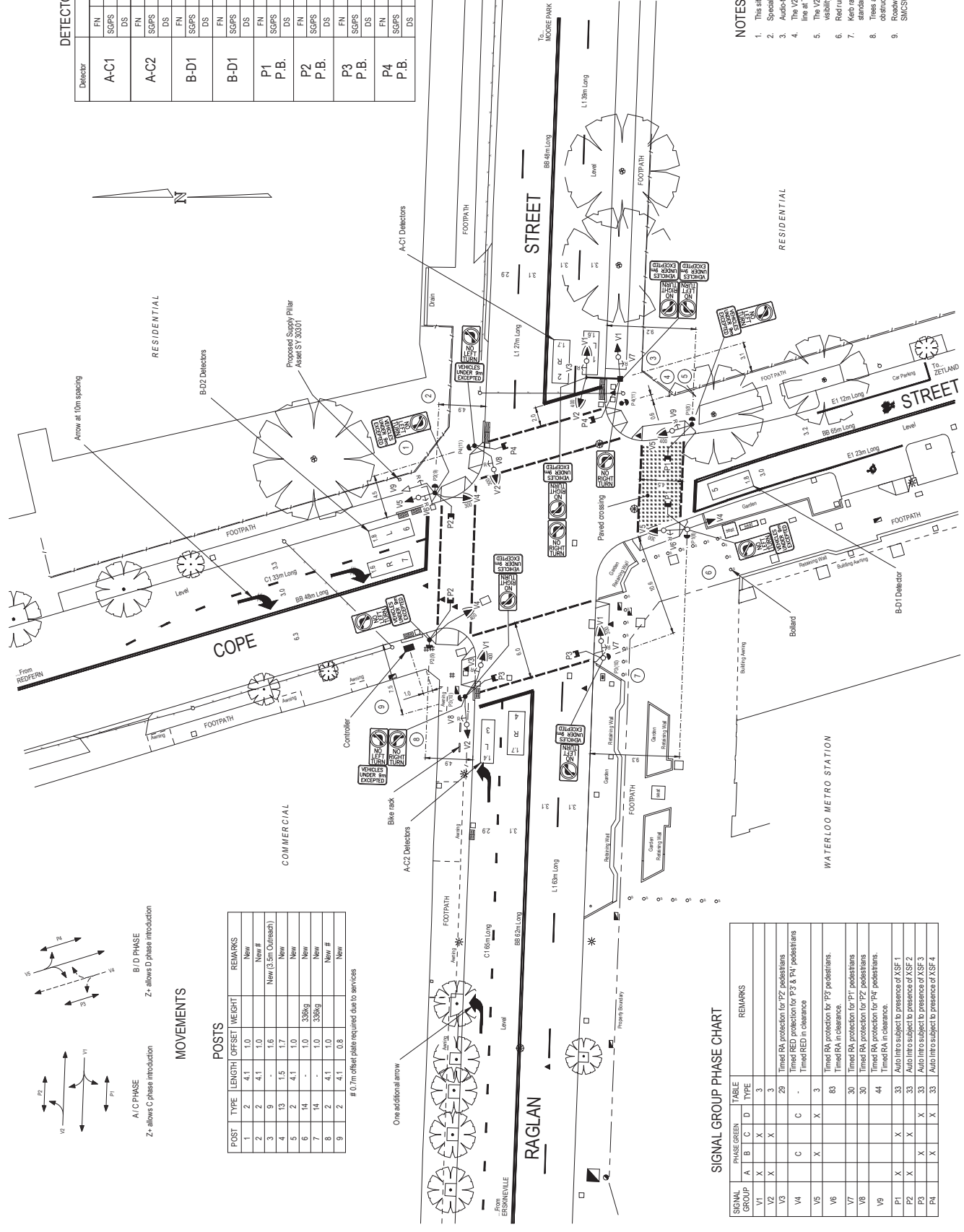
MOVEMENTS

POSTS

POST	TYPE	LENGTH	OFFSET	WEIGHT	REMARKS
1	2	4.1	1.0		New
2	2	4.1	1.0		New
3	9	-	1.6		New (3.5m Outreach)
4	3	13	1.5	1.7	New
5	2	4.1	1.0		New
6	14	-	1.0	338kg	New
7	14	-	1.0	338kg	New
8	2	4.1	1.0		New
9	2	4.1	0.8		New

0.7m offset plate required due to services

One additional arrow



SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE GREEN				REMARKS
	A	B	C	D	
V1	X	X			
V2	X	X			
V3			X		Timed RA protection for P2 pedestrians
V4			X		Timed RA protection for P3 & P4 pedestrians
V5			X		Timed RED in clearance
V6			X		Timed RA protection for P3 pedestrians
V7			X		Timed RA in clearance
V8			X		Timed RA protection for P1 pedestrians
V9			X		Timed RA protection for P4 pedestrians
P1	X	X			Timed RA in clearance
P2	X	X			Auto fire subject to presence of XS F 1
P3	X	X			Auto fire subject to presence of XS F 2
P4	X	X			Auto fire subject to presence of XS F 3

NOTES

- This site is SCATS linked.
- Spread STOP sign (R14) placed on posts 1 & 6.
- Auto-lattice push buttons provided on posts 1, 2, 4, 5, 6, 7, 8 & 9.
- The VZ lanterns are to be angled so they cannot be seen from the eastbound stop line at TCS 47 - Bolary Road, Hurlingham Road and Raglan Street, Abernethy.
- The VZ V8 lanterns on post 8 are mounted on an extended bracket to provide clear visibility to lanterns from adjacent traffic lanes.
- Retrigger software added for detectors 1-7.
- Keel ramps to be constructed at all marked foot crossings in accordance with standard drawing 60330-11.
- Keel ramps to be regularly inspected and trimmed by Council to minimise lantern obstruction.
- Roadworks are in accordance with WSP Construction Drawing SWGSWNSWALWSP/SWALWSP/CE/DWG-2004/1.

TRANSPORT FOR NEW SOUTH WALES

SYDNEY COUNCIL AREA
TRAFFIC SIGNALS AT
RAGLAN STREET AND
COPE STREET
WATERLOO

EXISTING **PROPOSED**

CADD FILE: VV6587-1A_DESIGN
SCALE: 1:1000
FILE: SF2020/36332
REGNO: DS2020/000553
TCS No: 5057

ISSUE A
SHEET 1

DESIGN APPROVAL: APPROVED
DESIGNED BY: P-Line Drafting
CHECKED BY: JAMES
DATE: 2020

ROAD DESIGN RECOMMENDATION: ACCEPTED
NAME: JAMES
POSITION: DATE: NETWORK OPERATIONS: ACCEPTED BY: SECTION:

DESIGN LAYOUT

A ORIGINAL ISSUE

Item 4.**Street Event - Temporary Road Closure - Wynyard Lane, Sydney - Flow and Glow 2022**

TRIM Container No.: 2022/248250

Recommendations

It is recommended that the Committee endorse the temporary road closure for the Flow and Glow 2022 on Thursday, 26 May 2022 from 5pm to 11pm and on Friday, 27 May 2022 from 5pm to 11pm subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Motti and Smith has applied for the temporary road closure of Wynyard Lane, Sydney for the Flow and Glow 2022 on Thursday, 26 May 2022 from 5pm to 11pm and on Friday, 27 May 2022 from 5pm to 11pm.

Comments

The Flow and Glow 2022 is an new event that requires the temporary closure of Wynyard Lane, Sydney between Margaret and Wynyard Streets. There are no traffic detours and local access will be maintained during the road closure.

Consultation

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

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

Local Government
PROCUREMENT
APPROVED CONTRACTOR

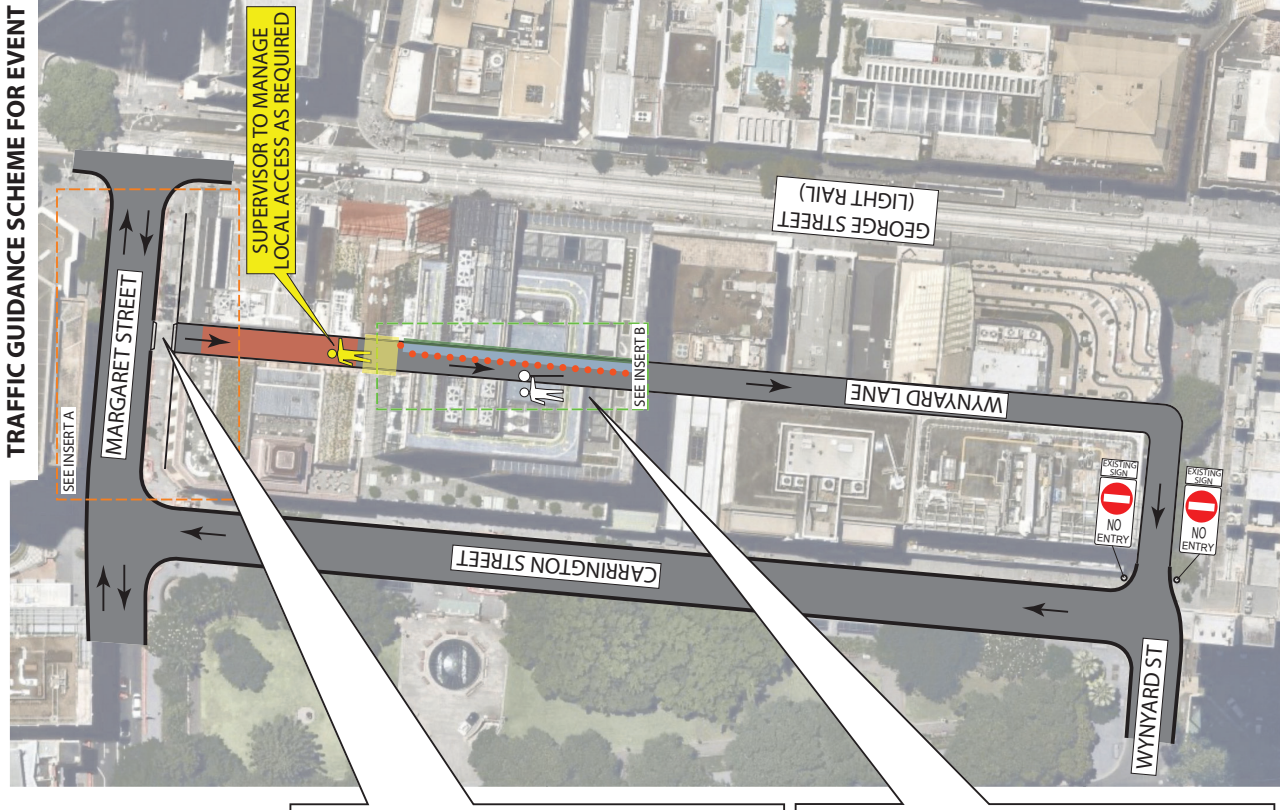
MANIFEST:

- X 2
- X 1
- X 2
- X 1
- X 1
- X 2

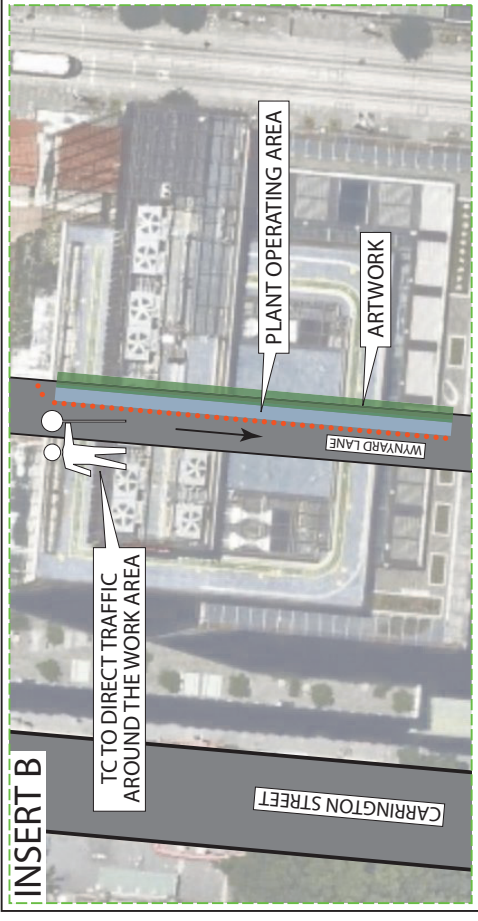
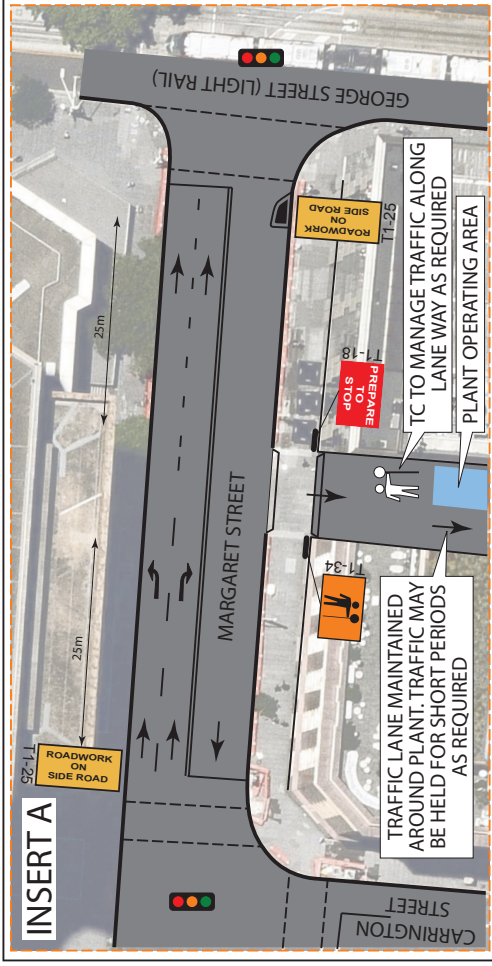
LEGEND:

- TRAFFIC FLOW
- OVERHEAD GLOW ARTWORK
- DJ BOOTH (BROOKFIELD PL RAISED WALKWAY)
- BROOKFIELD PL LIVE ART WALL
- PLANT OPERATING AREA (i.e. SOISSOR LIFT)
- TRAFFIC CONTROLLER
- SUPERVISOR

TRAFFIC GUIDANCE SCHEME FOR EVENT



- NOTES
- BUMP IN DATES & TIMES = TUES 24TH & WED 25TH MAY 2022 - 10:00AM - 8:00PM EACH DAY
 - BUMP OUT DATES & TIMES = SUN 29TH MAY 2022 - 8:00AM - 8:00PM & MON 30TH MAY 2022 - 10:00AM - 8:00PM
 - LOCAL ACCESS REQUIRED AT ALL TIMES WITH SAFE PASSAGEWAY. VEHICLES MAY BE HELD FOR APPROX. 2 MINS
 - ANY VEHICLES ENTERING CLOSURE MUST BE ESCORTED BY AUTHORISED TRAFFIC CONTROLLERS AT ALL TIMES.
 - EVENT INSTALLATIONS ARE TO BE AT PRESCRIBED HEIGHT CLEARANCES AS PRESCRIBED BY STANDARDS, AND COUNCIL.



<p>NOTES:</p> <ol style="list-style-type: none"> THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY/LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED <p>© COPYRIGHT</p>	<p>COUNCIL:</p> <p>CITY OF SYDNEY</p>	<p>DRAWN BY:</p> <p>MATTHEW YOUNG</p>	<p>AUTHORISED BY:</p> <p>KIERAN CATO</p>	<p>PROJECT:</p> <p>FLOW AND GLOW WYNYARD LANE, SYDNEY NSW</p>	<p>PLAN NO:</p> <p>MOT-1</p>
	<p>APPROVAL REQUIRED:</p> <p>LOCAL <input checked="" type="checkbox"/></p> <p>STATE <input type="checkbox"/></p> <p>OTHER <input type="checkbox"/></p>	<p>CERT:</p> <p>TCT 0048974</p>	<p>CERT:</p> <p>TCT 0040880</p>	<p>CLIENT:</p> <p>MOTTI AND SMITH EVENTS</p>	<p>DATE:</p> <p>20/04/2022</p>
		<p>PHONE:</p> <p>0433 314 747</p>	<p>CONTACT:</p> <p>BLAKE SMITH</p>	<p>ORIGINAL SIZE:</p> <p>A4 LANDSCAPE</p>	<p>TYPE:</p> <p>TCP</p>
			<p>NTS</p>	<p>REVISIONS:</p> <p>REV: 2.0</p>	

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

Local Government
PROCUREMENT
APPROVED CONTRACTOR

MANIFEST:

- X 3
- X 1
- X 3
- X 2
- X 2
- X 1
- X 1

LEGEND:

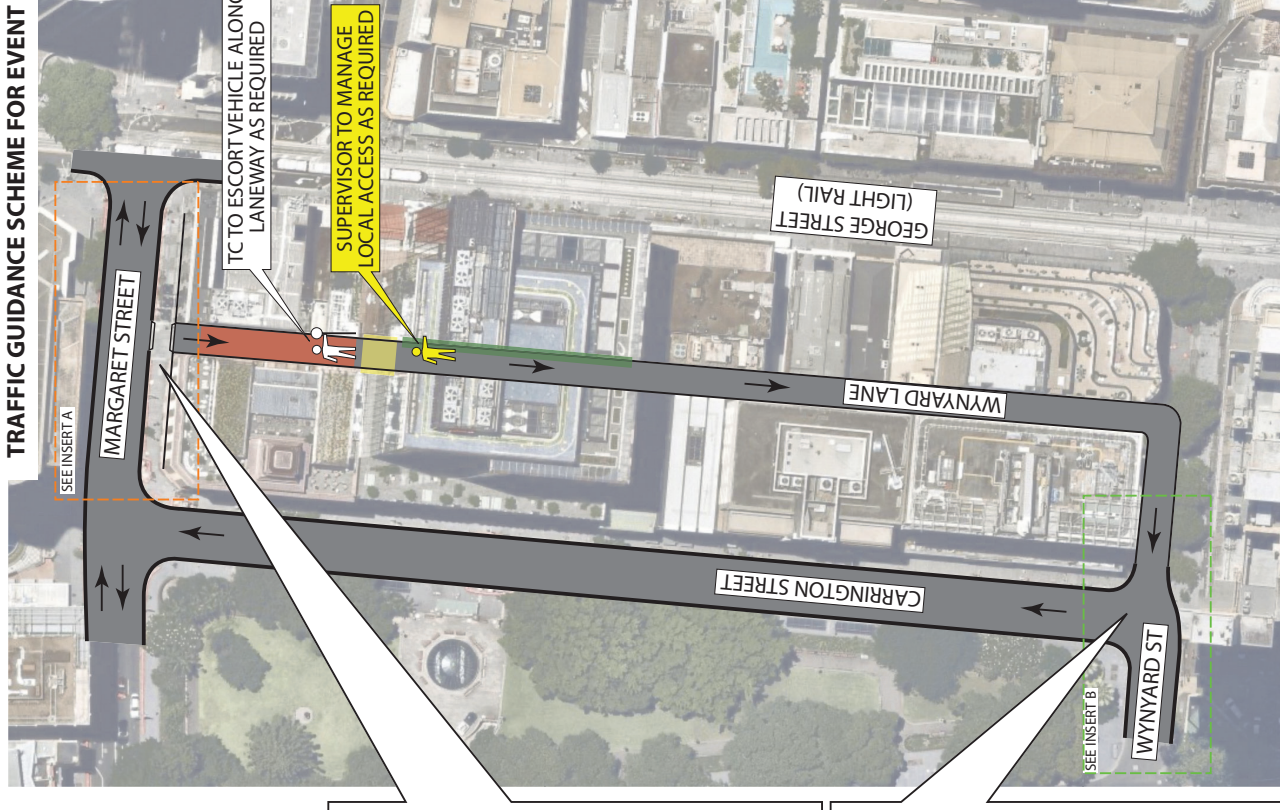
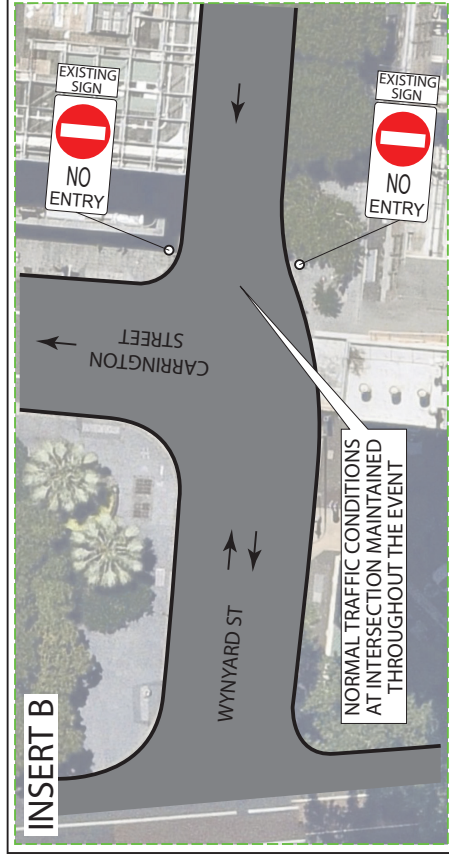
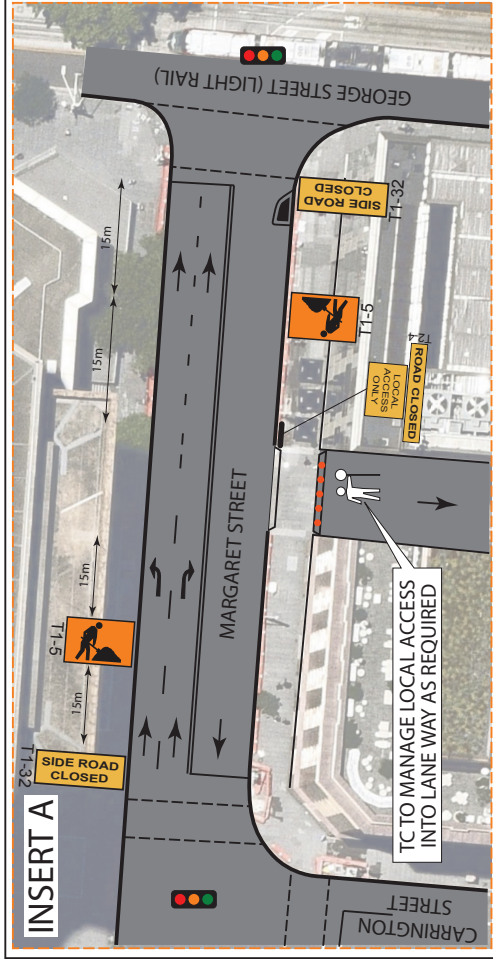
- TRAFFIC FLOW
- OVERHEAD GLOW ARTWORK
- DJ BOOTH (BROOKFIELD PL RAISED WALKWAY)
- BROOKFIELD PL LIVE ART WALL
- TRAFFIC CONES
- TRAFFIC CONTROLLER
- SUPERVISOR

NOTES:

- THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4.
- SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY.
- ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY/LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.

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- NOTES
- 1) INSTALL DATES = 26TH & 27TH MAY 2022 (EVENT HOURS)
 - 2) INSTALL TIMES = 4:00PM - 11:00PM EACH DAY
 - 3) LOCAL ACCESS REQUIRED AT ALL TIMES WITH SAFE PASSAGEWAY. MAXIMUM HOLD FOR VEHICLES = 3 MINUTES
 - 4) ANY VEHICLES ENTERING CLOSURE MUST BE ESCORTED BY AUTHORISED TRAFFIC CONTROLLERS AT ALL TIMES.
 - 5) EVENT INSTALLATIONS ARE TO BE AT PRESCRIBED HEIGHT CLEARANCES AS PRESCRIBED BY STANDARDS, AND COUNCIL.



PROJECT:	FLOW AND GLOW WYNYARD LANE, SYDNEY NSW	DATE:	20/04/2022	AUTHORISED BY:	KIERAN CATO	COUNCIL:	CITY OF SYDNEY
PLAN No:	MOT-2	ORIGINAL SIZE:	A4 LANDSCAPE	DRAWN BY:	MATTHEW YOUNG	APPROVAL REQUIRED:	LOCAL <input checked="" type="checkbox"/> STATE <input type="checkbox"/> OTHER <input type="checkbox"/>
VARIANT:	(A)	CLIENT:	MOTTI AND SMITH EVENTS	CERT:	TCT 0048974	CERT:	TCT 0040880
TYPE:	TCP	CONTACT:	BLAKE SMITH				
PHONE:	0433 314 747	NTS					
REV:	1.0						

Item 5.**Street Event - Temporary Road Closures - The Rocks Vivid Night Markets**

TRIM Container No.: 2022/067441

Recommendations

It is recommended that the Committee endorse the temporary road closure of George Street, Sydney between Essex and Lower Fort Streets on 27 May, 3 June, 10 June and 17 June 2022 from 2pm to 12.30am the following day 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) Place Management NSW to review the road closure traffic arrangements if there are any ships docking at the Overseas Passenger Terminal during the proposed dates.

Voting Members for this Item

Voting Members	Support	Object
Place Management NSW	[Insert]	[Insert]
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

Place Management NSW (PMNSW) has applied for the temporary road closures of George Street, Sydney between Essex and Lower Fort Streets for The Rocks Vivid Night Markets on 27 May, 3 June, 10 June and 17 June 2022 from 2pm to 12.30am the following day.

Comments

The Committee previously endorsed the temporary road closure of George Street, The Rocks between Essex and Lower Fort Streets between 5pm and 12am as part of the Vivid event.

PMNSW has now requested to extend the time for the road to be closed between 2pm and 12.30am on the following Fridays:

- 27 May 2022
- 3 June 2022
- 10 June 2022
- 17 June 2022

This will allow the markets to set up and start trading at 5pm.

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 PMNSW.

CLEMENT LIM, TRAFFIC MANAGER - NORTH

LEVEL 2A ROAD CLOSURE & SPECIAL EVENT CLEARWAY MAP



Item 6.**Street Event - Temporary Road Closures - Walk with Christ 2022**

TRIM Container No.: 2022/243339

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Walk with Christ 2022 on Sunday, 19 June 2022 from 1pm to 4.30pm 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]
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

Catholic Archdiocese of Sydney has applied for the temporary road closures for the Walk with Christ 2022 procession on Sunday, 19 June 2022 from 1pm to 4.30pm.

Comments

The Walk with Christ procession 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

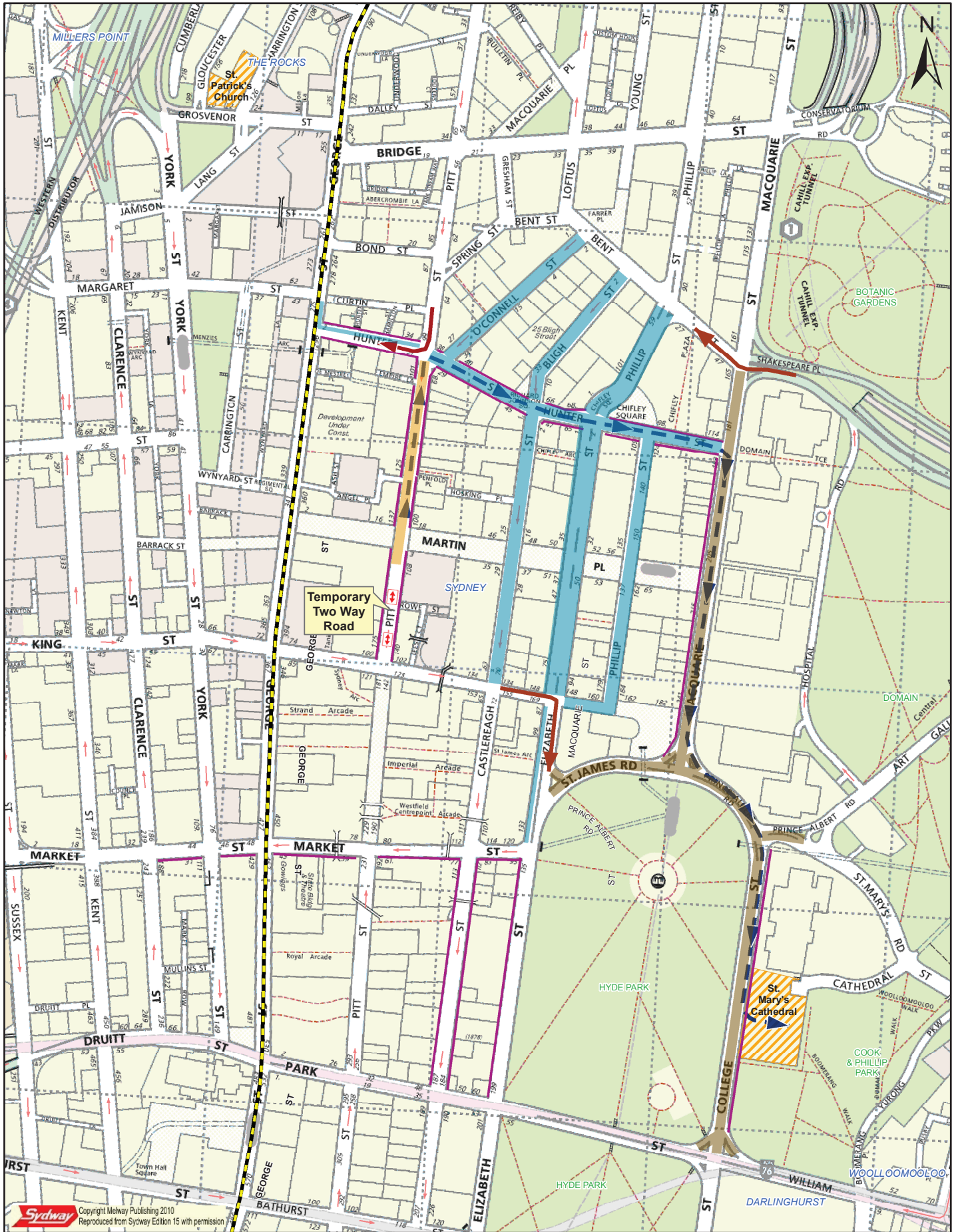
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

Not applicable as Catholic Archdiocese of Sydney is a not-for-profit organisation which is exempt from fees as stipulated in the current Fees and Charges.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Walk with Christ - Sun 19 June 2022



LEGEND	
	Road Closure 1pm - 4pm
	Road Closure 2:30pm - 4:30pm
	Road Closure 2:50pm - 4:30pm
	Special Event Clearway 11am - 4pm
	Procession Route
	Traffic Flow
	Light Rail Corridor



0 50 100 200 300
Metres

Map by Transport Management Centre, Eveleigh NSW.
Base data © Copyright Melway Publishing 2018. Date issued: July 2019
File: ARCGIS mxd/ReligiousProcession-WWC_June2019-A3-comms.mxd

Item 7.**Street Events - Temporary Road Closure - Kensington Street, Chippendale**

TRIM Container No.: 2022/227987

Recommendations

It is recommended that the Committee endorse the temporary road closure of Kensington Street, Chippendale between Outram Street and Dwyer Street, for a Special Event, Street Festival from 6am to 12am (midnight), between 2 June and 6 June 2022, 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 must contact the City's Health and Building about food distribution.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Round Table Creative Pty Ltd has applied for the temporary road closure of Kensington Street, Chippendale between Outram and Dwyer Streets, for a Special Event, Street Festival from 6am to 12am (midnight), between 2 June and 6 June 2022.

Comments

On 20 May 2021, the Committee endorsed a proposal for a temporary road closure on Kensington Street, Chippendale between Outram and Dwyer Streets for a regular dining event from 11am to midnight between 30 June 2021 to 22 June 2022.

The Current request is for extended hours for a Special Event, Street Festival from 6 am to 12 am (midnight) only between 2 and 6 June.

The proposed special event requires the temporary closure of City's streets and traffic detours around the event route.

The Round Table Creative Pty Ltd has requested that the City approve the temporary closure of the street to vehicles so that businesses could safely provide adequate space to accommodate people attending live music and entertainment, which is part of the "Special Event, Street Festival".

Consultation





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

Financial

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

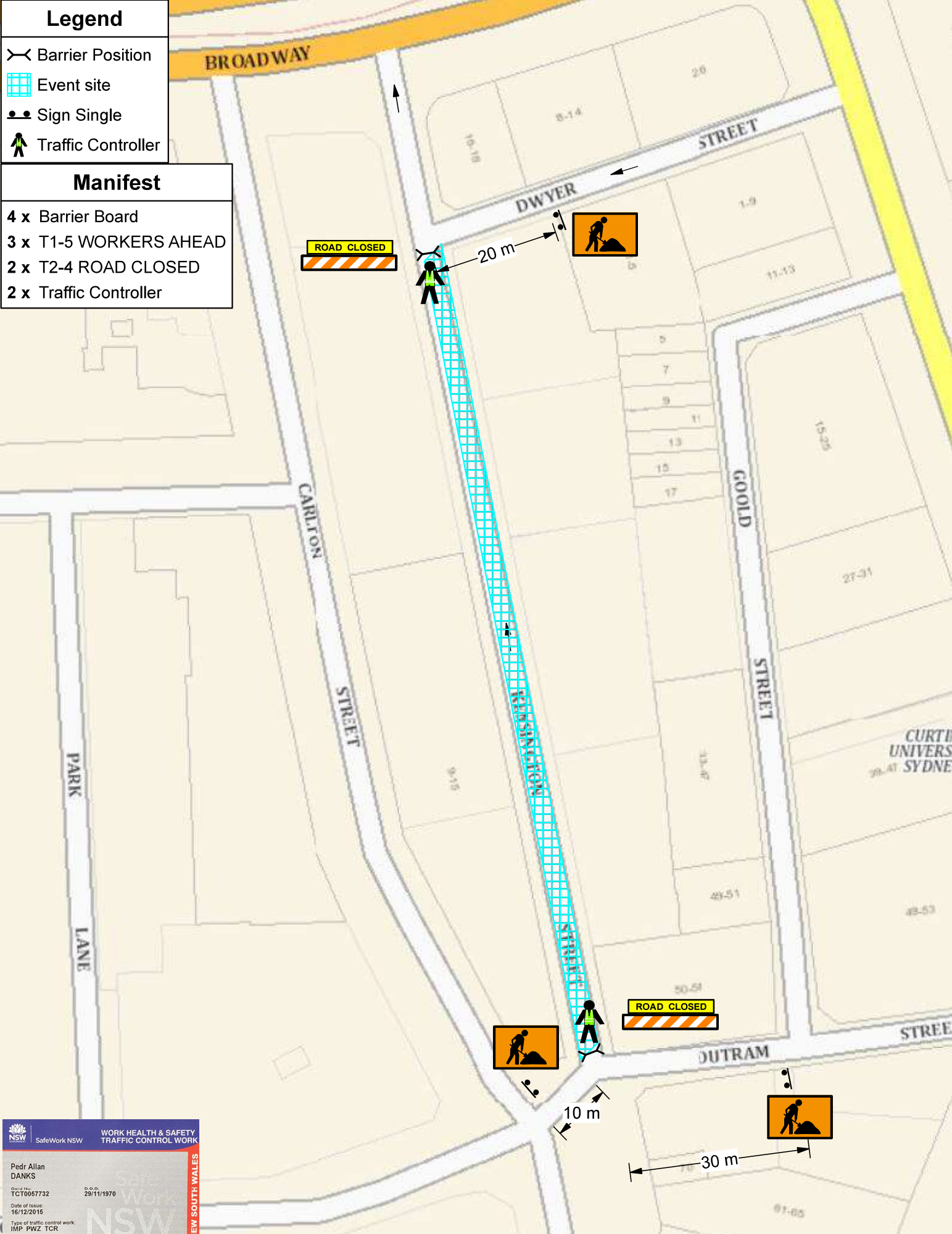
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

Legend

-  Barrier Position
-  Event site
-  Sign Single
-  Traffic Controller

Manifest

- 4 x Barrier Board
- 3 x T1-5 WORKERS AHEAD
- 2 x T2-4 ROAD CLOSED
- 2 x Traffic Controller



NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK


Pedr Allan DANKS
 Date of Plan: TCT0057732 29/11/1970
 Date of Issue: 16/12/2015
 Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

Drawing: Pedr Danks
 Ticket: Prepare Work Zone Traffic Management Plan, TCT #0057732

Drawn on: 04/04/2022

Work Location:
 Kensington ST, Chippendale

North  Plan # 0695 v2

Works: **Chippendale Wine & Dine 2022**

Consulted/Reviewed by:
 P Danks, D Ferguson-Tait, S Graham, P Love.

Site Specific Notes:

TGS Effective:
2nd June 22 06:00hrs to 6th June 22 12:00hrs

SIGN SPACING	
Estimated speed of Traffic 'D'	Dimension of sign 'D'
40	0-5
50	15-50
60	45-60
70	70
80	80
90	90
100	100

- Compliance Notes:
1. Plan not drawn to scale.
 2. A or B Size signs are to be used.
 3. 700mm cones are required.
 4. Cone spacing is 1.5w/TCAWS v6.0
 5. Appropriate PPE to be worn for the conditions.
 6. Traffic Controllers to use 2 way radios when verbal communication is required.
 7. Site specific conditions to be noted
 8. All signs to be placed to +25% -10% tolerance
 9. Sign Checks required every 2 hours.
 10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
 11. Drawn in accordance with AS1742.3 2019, TCAWS v6.0

Modifications are to be marked on the plan. Only current PWZIMP holders can amend TGS.

PWZTMP # _____

Expiry _____ Name _____

Sign _____

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Item 8.**Mobile Crane - Temporary Road Closure - Ralph Street, Alexandria**

TRIM Container No.: 2022/225163

Recommendations

It is recommended that the Committee endorse the temporary road closure of Ralph Street, Alexandria, between Beaconsfield Street and Shirley Street, (four lanes), from 7am to 5pm on Friday 8 July 2022, 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 22 July 2022 as a contingency date.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Strictly Cranes has applied for the temporary road closure of Ralph Street, Alexandria, between Beaconsfield Street and Shirley Street, (four lanes), from 7am to 5pm on Friday 8 July 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of a tower crane within 5 Ralph Street, Alexandria.

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

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

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

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

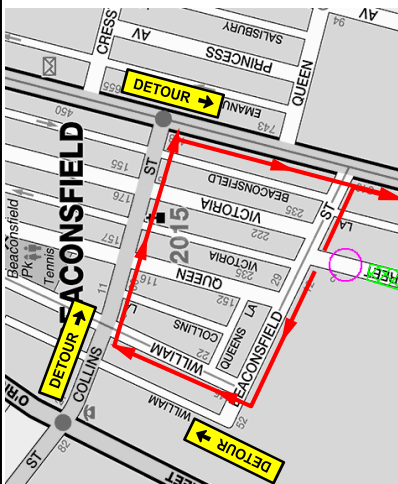
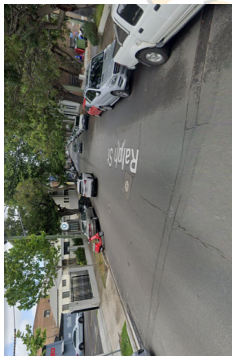
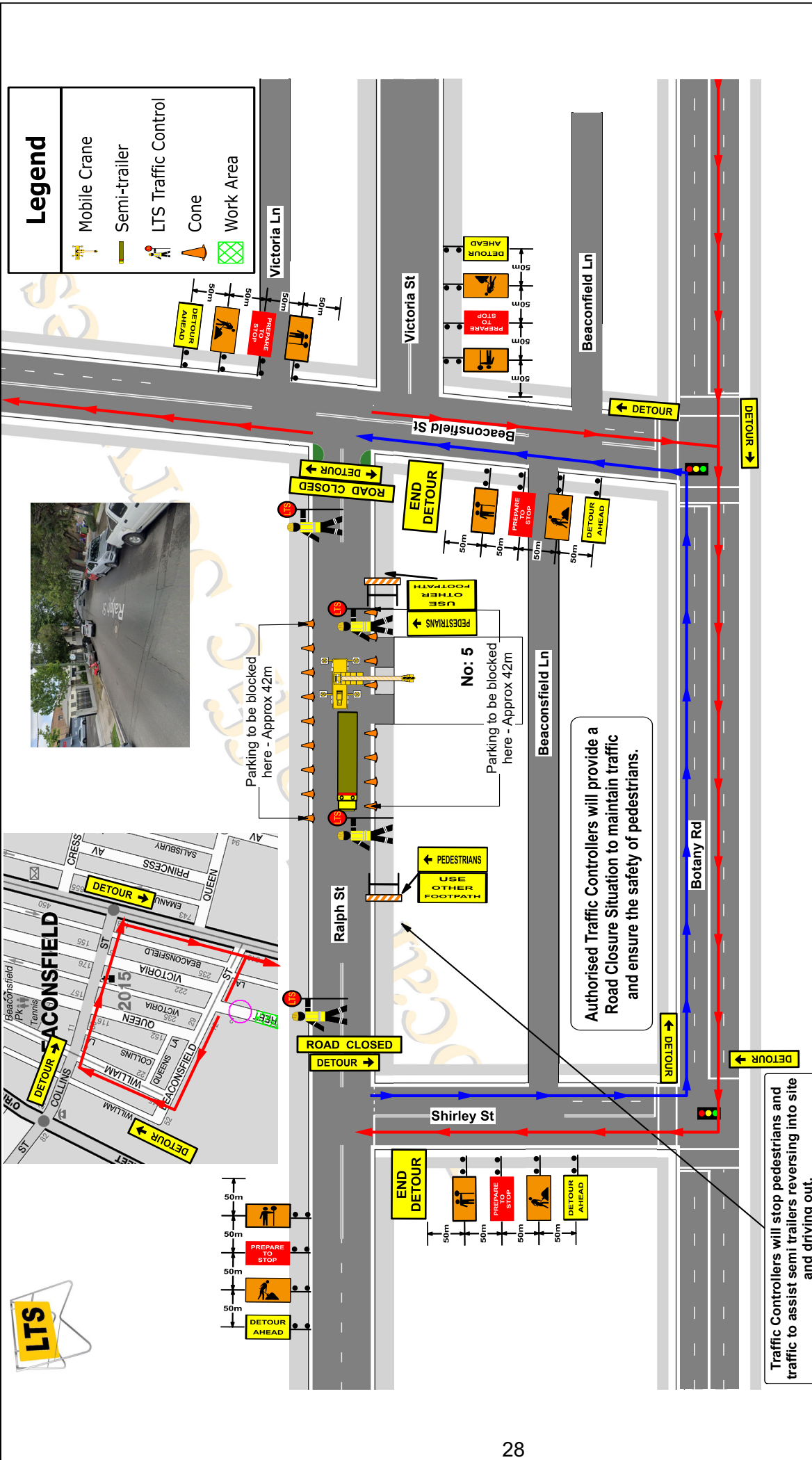
Consultation

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

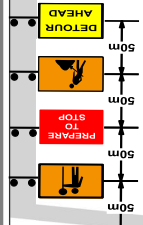
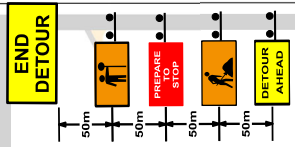
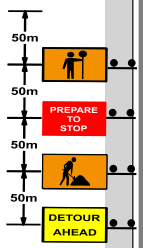
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



Legend	
	Mobile Crane
	Semi-trailer
	LTS Traffic Control
	Cone
	Work Area



Traffic Controllers will stop pedestrians and traffic to assist semi trailers reversing into site and driving out.

Local Traffic Services Plan Drawn By Kevin Boughton 0430 336 969 9603 8886	 WORK, HEALTH & SAFETY TRAFFIC CONTROL WORK Keith BOUGHTON C: 0431 1989 Date of Issue: 22/03/2016 IMP: PWC_TCR	Client Location Of Work 5 Ralph St ALEXANDRIA	Date 19/04/22 UBD REF 19 B11	Plan No: 3596-1 Rev1 Type Of Closure Road Closure On Site Contact Sudheer Reddy 0414 272 637	Speed of traffic Km/h 45 46-55 56-65 66-75 76-85 86-105 Greater 105	Traffic controller at beginning of taper 15 15 30 N/A N/A N/A N/A	Lateral Shift Taper 0 15 30 70 90 100 110	Merge Taper 15 30 60 115 130 145 160 180	

Item 9.**Mobile Crane - Temporary Road Closure - Riley Street, Surry Hills**

TRIM Container No.: 2022/203094

Recommendations

It is recommended that the Committee endorse the temporary road closure of Riley Street, Surry Hills, between Campbell Street and Goulburn Street, (four lanes), from 6am to 10pm on Saturday 20 August 2022, 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 August 2022 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	[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 Traffic Marshal Pty Ltd has applied for the temporary road closure of Riley Street, Surry Hills, between Campbell Street and Goulburn Street, (four lanes), from 6am to 10pm on Saturday 20 August 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of a tower crane at 212 Riley 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).

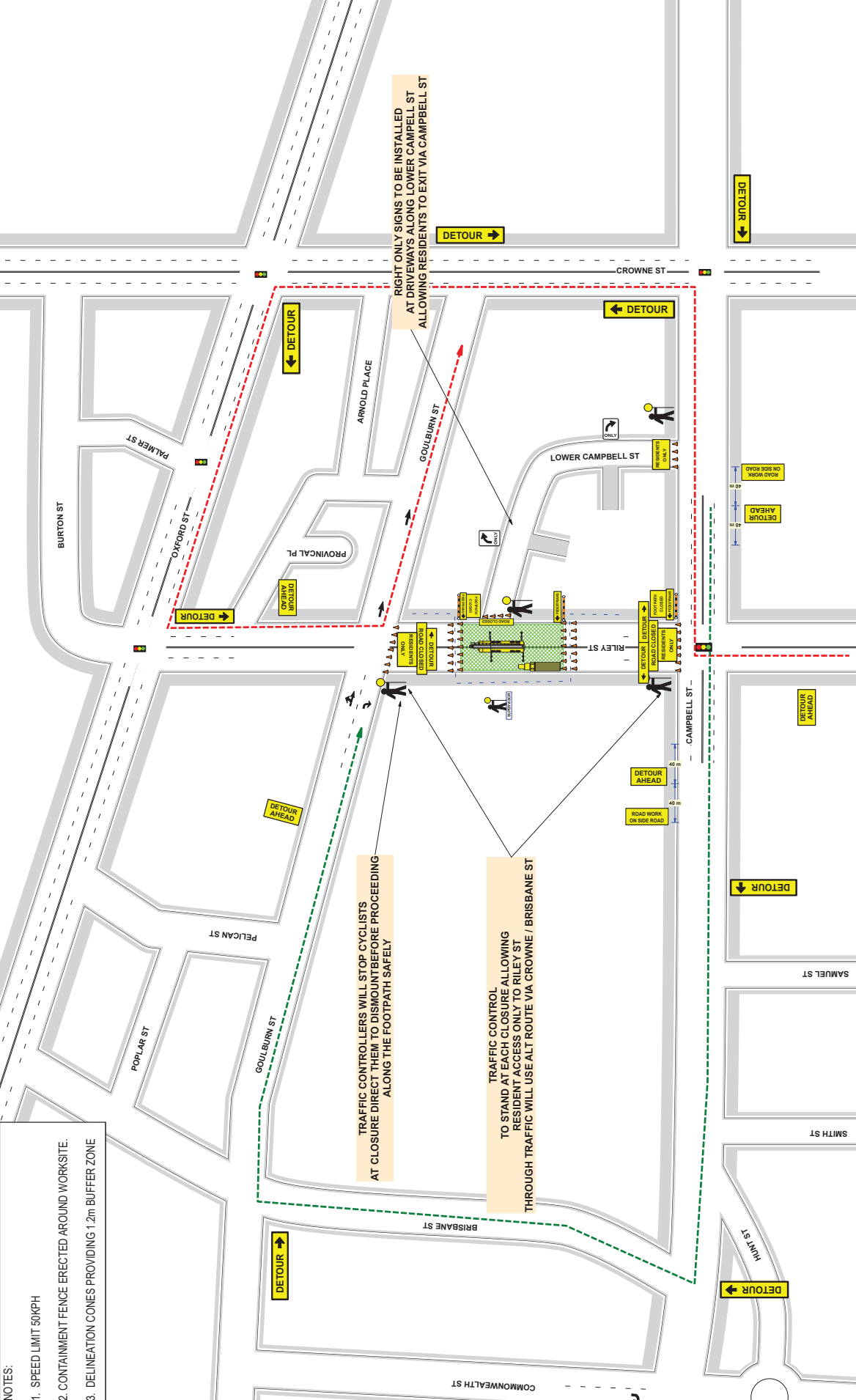
Consultation

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



- NOTES:**
1. SPEED LIMIT 50KPH
 2. CONTAINMENT FENCE ERECTED AROUND WORKSITE.
 3. DELINEATION CONES PROVIDING 1.2m BUFFER ZONE

TRAFFIC CONTROLLERS WILL STOP CYCLISTS AT CLOSURE DIRECT THEM TO DISMOUNT BEFORE PROCEEDING ALONG THE FOOTPATH SAFELY

TRAFFIC CONTROL TO STAND AT EACH CLOSURE ALLOWING RESIDENT ACCESS ONLY TO RILEY ST THROUGH TRAFFIC WILL USE ALT ROUTE VIA CROWNE / BRISBANE ST

RIGHT ONLY SIGNS TO BE INSTALLED AT DRIVEWAYS ALONG LOWER CAMPELL ST ALLOWING RESIDENTS TO EXIT VIA CAMPELL ST

STOP
The Traffic Authority

Date: 10/03/2023 Author: Sarah Brennan Project: Leiber
 Comments:
 Drawn: Sarah Brennan
 PAVZ TMP No:00205-5403
 Riley St, Sturtville
 Detour

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

CONE SPACING

APPROACH	BRISBANE	SMITH ST	SAMUEL ST
APPROACH	450		
BRIDGED PATH			
TRAFFIC CONTROL POSITION	AT 100m	4	
CIVILIAN USE OF TRAFFIC LANE	0-1.70	18	
SEPARATING WORKING TRAFFIC	0-70	18	
SEPARATING TRAFFIC FROM MULTILANE	0-70	12	
UNOPPOSED RELEASE AS PART OF A LANE CLOSURE	0-70	12	
MULTILANE UNOPPOSED	0-70	24	
MULTILANE UNOPPOSED	0-70	30	
MERGE TAPER	0-1.70	0	724.85
LATERAL SHIFT TAPER	0-1.70	0	80
	0-1.70	12	800.00
	0-70	18	816.100

RECOMMENDED TAPER LENGTH (m)

APPROX SPEED	CONTROL TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45	15	15	15
50	15	15	15
60	15	15	15
70	15	15	15
80	15	15	15
90	15	15	15
100	15	15	15

Item 10.**Road Works - Temporary Road Closure - Allen Avenue, Alexandria**

TRIM Container No.: 2022/252570

Recommendations

It is recommended that the Committee endorse the temporary road closure of Allen Avenue, Alexandria, (the not trafficable section) between Kingsclear Road and Brandling Lane from 30 May 2022 to 24 June 2022 (24-hour continuous closure), 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 must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Haiku Building Pty. Ltd. has applied for the temporary road closure of Allen Avenue, Alexandria, (the not trafficable section) between Kingsclear Road and Brandling Lane from 30 May 2022 to 24 June 2022 (24-hour continuous closure).

Comments

The section of Allen Avenue where the road closure is required is a pedestrian and cycling only road (ie the not trafficable section). Users of this road will therefore be detoured through Henderson Lane.

The proposed temporary road closure is required to conduct sewer encasement works along the side of 91 Kingsclear Road.

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.

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.

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.

TERRY XU, ENGINEERING TRAFFIC OFFICER



Comments:

This plan has been designed by Ali Fayad of Sydney Traffic Control in accordance with Australian Standards outlined in the RMS's Traffic Control on Worksites Handbook which complies with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual.

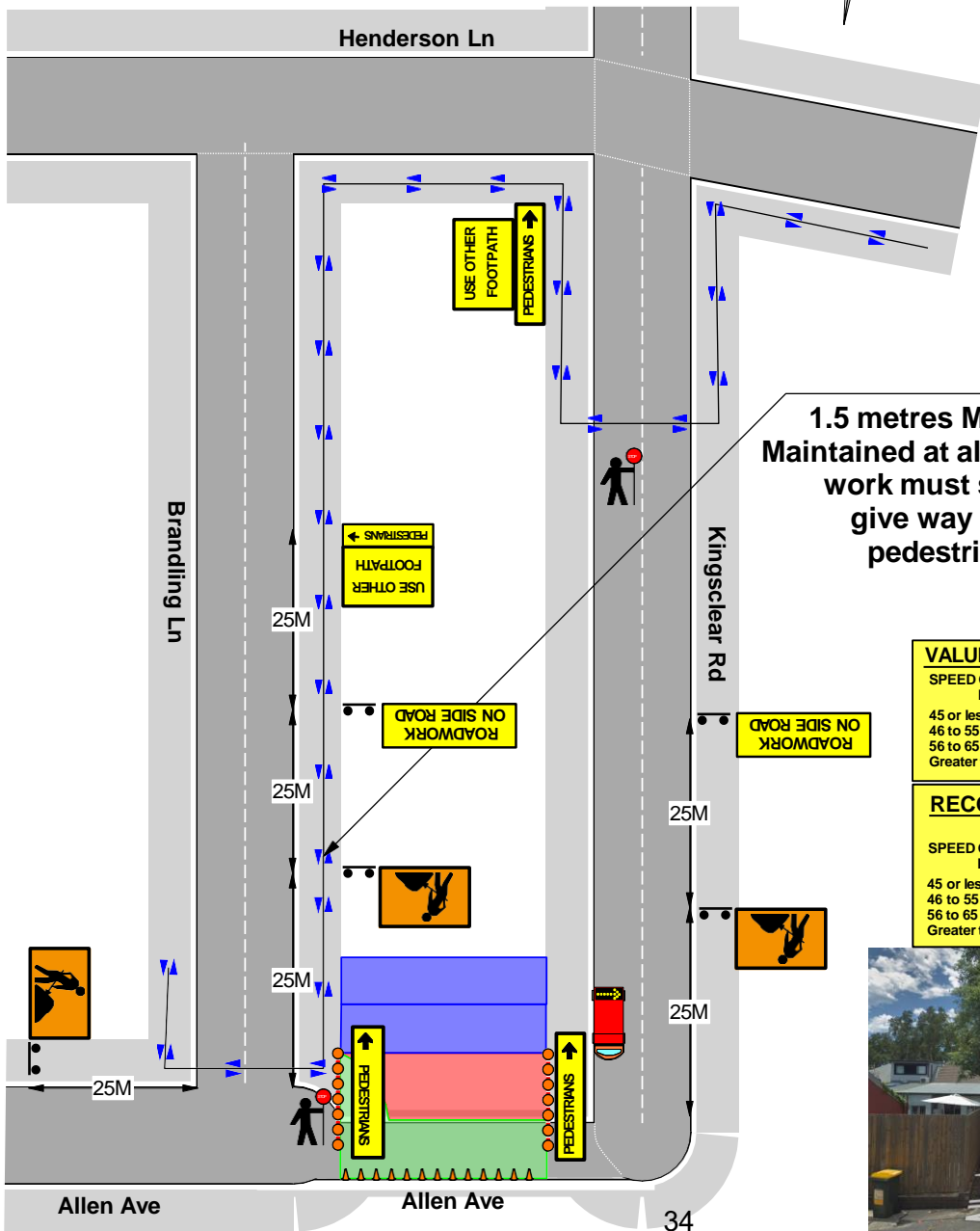
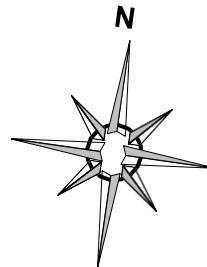
The plan is designed for the installation of a storm water pipe and the Digging of as trench across Allen Ave Alexandria into property 91 Kingsclear Rd Alexandria.

Certified traffic controllers will be on site to implement and monitor this TCP. If you have any questions please contact Ali Fayad on 80681844 or 0451 153 044.

**ALL SIGNS AND SPACING
 MUST BE IN ACCORDANCE
 WITH AUSTRALIAN
 STANDARD17423**

Legend

- Bollard
- Cone
- North Arrow
- Pedestrian route
- Pedestrian Tape
- Site Location
- Surrounding Property's
- T82R pedestrians (R)
- Traffic Control Vehicle
- Traffic Controller
- Work Area



**1.5 metres MUST be
 Maintained at all times and
 work must stop to
 give way to all
 pedestrians**

VALUE OF DIMENSION BETWEEN SIGNS	
SPEED OF TRAFFIC KMH	DIMENSION D M
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

RECOMMENDED TAPER LENGTH (m)	
SPEED OF TRAFFIC KMH	TRAFFIC CONTROL AT THE BEGINNING OF THE TAPER
45 or less	15
46 to 55	15
56 to 65	30
Greater than 65	N/A



Item 11.**Works Zone - Riley Street, Surry Hills**

TRIM Container No.: 2022/218501

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Riley Street, Surry Hills, between the points 20 metres and 30 metres south of Campbell Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 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

Calida Projects has requested a 10 metre long Works Zone in Riley Street, Surry Hills.

The Works Zone is to facilitate construction works at 235 Riley Street, Surry Hills.

Comments

The kerb space on the western side of Riley Street between the points 20m and 30m is currently signposted as "2P Ticket 8am-10pm Mon-Sat, Permit Holders Excepted Area 18".

The Works Zone is intended to operate from 7.30am-5.30pm Monday to Friday and 7.30am-3.30pm Saturday in accordance with the Development Consent Conditions. Ticket permit parking will be retained after works zone hours to assist residents at nights.

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.



TERRY XU, ENGINEERING TRAFFIC OFFICER

Proposal



Riley Street, Surry Hills Proposed Works Zone



Existing

-  "No Stopping"
-  "2P Ticket 8am-10pm Mon-Sat, Permit Holders Excepted Area 18"

Proposed

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

Item 12.**Works Zone - Ralph Street, Alexandria**

TRIM Container No.: 2022/206173

Recommendations

It is recommended that the Committee endorse the allocation of the kerb space on the eastern side of Ralph Street, Alexandria, between the points 80.8 metres and 130.2 metres north of Gillespie Avenue 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

Waterside Constructions (AUST) Pty Ltd has requested a 49.4 metre long Works Zone in Ralph Street, Alexandria.

The Works Zone is to facilitate construction works at 45-47 Ralph Street, Alexandria.

Comments

The kerb space on the eastern side of Ralph Street, Alexandria north of Gillespie Avenue, where the changes are proposed, is currently unrestricted for parking.

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

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

Consultation

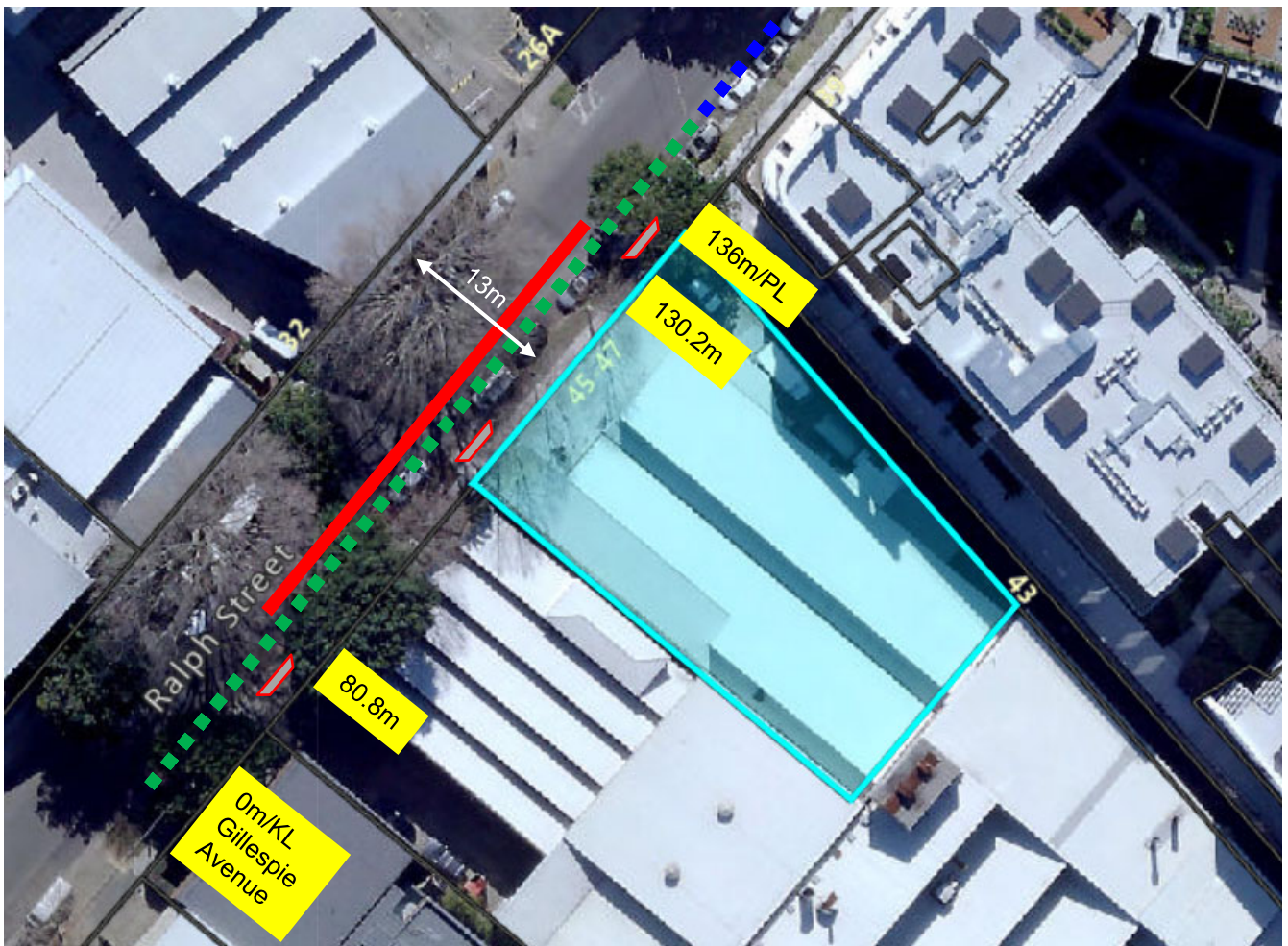
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial




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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER


Ralph Street, Alexandria Proposed Works Zone



Existing

-  "Unrestricted Parking"
-  "2P 8am-10pm"
-  Driveway

Proposed

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

Item 13.**Works Zone - Victoria Street, Beaconsfield**

TRIM Container No.: 2022/192614

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Victoria Street, Beaconsfield, between the points 69 metres and 81.5 metres south of Collins Street 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

All Saints Construction PTY LTD has requested a 12.5 metre long Works Zone in Victoria Street, Beaconsfield.

The Works Zone is to facilitate construction works at 204-206 Victoria Street, Beaconsfield.

Comments

The kerb space on the western side of Victoria Street, Beaconsfield between Collins Street and Beaconsfield Street is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 35".

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

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.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Proposal

204-206 Victoria Street, Beaconsfield Proposed Works Zone



Existing

- ■ ■ "2P 8am-6pm Mon-Fri
Permit Holders Excepted
Area 35"

Proposed

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

Item 14.**Parking - No Stopping - William Street, Redfern**

TRIM Container No.: 2021/564958

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of William Street, Redfern, between the points 32.6 metres and 37.1 metres (1 car space) south of Short 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 William Street, Redfern has requested consideration of "No Stopping" in their street to improve pedestrian access to property.

Comments

The kerb space on the western side of William Street, Redfern between Short Street and Wells Street, where the changes are proposed, is currently signposted as "2P 8am-8pm, Mon-Fri, Permit Holders Excepted Area 41".

William Street is a narrow Shared Zone with parking permitted close to the property line along the street to enable enough space for traffic flow, however, this results in cars blocking some of the entries into the properties. Site inspections have shown that 'No Stopping' is need, in this particular location, to ensure access for people coming and going into this residential house

Consultation

The City consulted local residents and businesses in the area. There were 208 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


William Street, Redfern Proposed parking changes



Existing

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

Proposed

-  "No Stopping"

Item 15.**Parking - No Parking - Albert Lane, Forest Lodge**

TRIM Container No.: 2022/234322

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Albert Lane, Forest Lodge between the points 34 metres and 39 metres (one car space) east of Upper Road as "No Parking".

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

A resident of Wigram Road has requested consideration of "No Parking" restrictions in Albert Lane, opposite their property to improve rear lane access to their driveways.

Comments

The kerb space on the northern side of Albert Lane, Forest Lodge east of Upper Road, where the change is proposed, is currently unrestricted for parking.

Albert Lane is approximately 4.2 metres wide and provides rear-lane property access to houses fronting Wigram Road and Albert 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 Albert Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road.

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

Consultation

The City consulted local residents and businesses in the area. There were 67 letters sent out with no responses supporting the proposal and two submissions opposing the proposal.

The opposing submissions are concern about the parking loss and do not agree that the parked vehicle is obstructing vehicular access to the property driveway.

Swept path analysis have shown that there is a need to provide a "No Parking" restriction to maintain rear-lane property access.

Financial

Funds are available in the current budget.



TERRY XU, ENGINEERING TRAFFIC OFFICER

Proposal


Albert Lane, Forest Lodge Proposed parking changes



Existing

-  Unrestricted Parking
-  Existing Driveway

Proposed

-  "No Parking"

Item 16.**Parking - Disability Parking - Susan Street, Newtown**

TRIM Container No.: 2022/175569

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Susan Street, Newtown, between the points 65.9 metres and 73.3 metres south of Carillon Avenue as "Disability Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

A resident of Susan Street, Newtown has requested a disability parking space in their street. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Susan Street, Newtown between Carillon Avenue and Campbell Street is designated for two-way traffic flow with an approximate width of 4.3 metres.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-10pm Permit Holders Excepted Area 22" on the western side of the street.

The Australian Standard for on-street disability parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

The proposed space is only 7.4 metres long as it needs to fit between the existing next door neighbour's driveway and a "No Stopping" restriction installed to maintain access to a row of driveways on the opposite side of this narrow street. However the adjacent space provided by the driveways creates additional space for a person parking in the proposed disability space. Due to the constrained width of Susan Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Susan Street has very low traffic volumes, low vehicle speed and only provides local access then the requested disability space can be provided with reduced dimensions.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Although the resident is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 231 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Susan Street, Newtown Proposed parking changes



Existing

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

Proposed

-  "Disability Parking"

Item 17.**Parking - Disability Parking - Gowrie Street, Newtown**

TRIM Container No.: 2021/555768

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Gowrie Street, Newtown between the points 68.5 metres and 76.3 metres south of Newman Lane as 'Disability Parking Only'.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

A resident of Gowrie Street, Newtown has requested a disability parking space in front of their house. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Gowrie Street between Newman Lane and Harold Street is designated for one-way southbound traffic flow with an approximate width of 8.6 metres.

The kerb space, where the changes are proposed, is currently signposted as " 2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 36"

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for one-way traffic flow to an approximate width of 4.4 metres. The remaining width is allocated for on-street parking.

Footpaths approximately 1.5 metres wide are provided on both sides of the street.

The Australian Standard for on-street disability parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 7.8 metre long bay is proposed however with consideration for the constrained width of Gowrie Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. Given that Gowrie Street has very low traffic volumes and low vehicle speed, then the requested disability space can be provided with reduced dimensions.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Consultation

The City consulted local residents and businesses in the area. There were 90 letters sent out with two responses opposing the proposal due to loss of a parking space.

Financial

Funds are available in the current budget.

NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

Gowrie Street, Newtown Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P 8am-6pm Permit Holders Excepted Area 36"
- ■ ■ "Disability Parking Only"

Proposed

- "Disability Parking Only"

Item 18.**Parking - Disability Parking - Kellick Street, Waterloo**

TRIM Container No.: 2022/054998

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Kellick Street, Waterloo between the points 73.5 metres and 81.3 metres east of Elizabeth Street as 'Disability Parking Only'.

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 Kellick Street, Redfern has requested a disability parking space in their Street. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Kellick Street, Redfern between Elizabeth Street and Morehead Street is designated for two-way traffic flow with an approximate width of 6.7 metres.

The kerb space, where the changes are proposed, is currently signposted as timed parking “2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41” on the northern side of the street.

The Australian Standard for on-street disability parking (AS 2890.5 – 1993) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Kellick Street, a 3.2 metre wide bay cannot be accommodated within the carriageway. However, as the street carries low volumes of traffic at low speeds, it is considered acceptable for a disability parking space to be provided in this location.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Although the resident is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 165 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Kellick Street Waterloo Proposed parking changes



Existing

- ■ ■ “2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 41”

Proposed

- ■ ■ “Disabled Parking Only”

Item 19.**Parking - Disability Parking - Union Street, Erskineville**

TRIM Container No.: 2022/093301

Recommendations

It is recommended that the Committee endorse the allocation of parking on the eastern side of Union Street, Erskineville between the points 86.7 metres and 94.5 metres north of Munni Street as "Disability Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

A resident of Union Street, Erskineville has requested a disability parking space in their street. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Union Street, Erskineville between Munni Street and Toogood Lane is designated for one-way traffic flow northbound with an approximate width of 7.4 metres.

The kerb space, where the changes are proposed, is currently unrestricted for parking on both sides of the street.

The Australian Standard for on-street disability parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 7.8 metre long bay is proposed however with consideration for the constrained width of Union Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Union Street is designated for one-way traffic flow and has very low traffic volumes, low vehicle speed and only provides local access then the requested disability space can be provided with reduced dimensions.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Although the resident is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 76 letters sent out with one response supporting the proposal and four responses opposing the proposal.

The opposing submissions were from residents that are concerned about the validity of the applicant's mobility permit and loss of on-street parking spaces.

Financial

Funds are available in the current budget.

TERRY XU, ENGINEERING TRAFFIC OFFICER

Proposal

Union Street, Erskineville Proposed parking changes



Existing

■ ■ ■ Unrestricted Parking

Proposed

■ "Disability Parking Only"

Item 20.**Parking - Disability Parking and 2P Permit Parking - Kepos Street, Redfern**

TRIM Container No.: 2021/337887

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Kepos Street, Redfern.

- (A) Between the points 20 metres and 27.8 metres south of Telopea Street as "Disability Parking Only" and,
- (B) Between the points 31 metres and 38.8 metres south of Telopea Street as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41".

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 Kepos Street, Redfern has requested a disability parking space in their street. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

The kerb space, where the changes are proposed, is currently signposted as timed permit parking "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41" and "No Parking 9am-6pm Mon-Fri Council Vehicles Excepted" on the western side of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.8 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3 metres wide) are provided on both sides of the street.

The Australian Standard for on-street disability parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Kepos Street, a 3.2 metre wide bay can not be accommodated within the carriageway. However, as Kepos Street has very low traffic volumes, low vehicle speed and only provides local access then the requested disability space can be provided with reduced dimensions.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

Due to the thick garden bed and tree roots near the property in question, the proposed disability space was relocated to a location further north that ensures better access to the footpath from the car space. This will result in a swap with one permit parking space replacing the location closer to the property in question so no overall permit spaces are lost as part of this proposal.

Although the resident is not wheelchair-bound and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 119 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Kepos Street, Redfern Proposed parking changes



Existing

- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41"
- ■ ■ "No Parking 9am-6pm Mon-Fri Council Vehicles Excepted"

Proposed

- ■ ■ "Disability Parking Only"
- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41"

Item 21.**Traffic Treatment - Give Way Control - Quarry Street, Ultimo**

TRIM Container No.: 2022/242760

Recommendations

It is recommended that the Committee endorse the installation of Give Way signs and line markings in Quarry Street, Ultimo at the intersection with Jones Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Ultimo Public School has requested consideration to install Give Way signs and line markings in Quarry Street, Ultimo at the intersection with Jones Street to reduce driver confusion and improve general safety at the intersection.

Comments

The T-intersection of Quarry and Jones Streets, Ultimo is managed by Give Way controls. Quarry Road is the minor road and there are no Give Way signs or line markings installed. The NSW Road Rules apply at the T-intersection where all vehicles approaching the intersection on Quarry Street must give way to vehicles on Jones Street.

The lack of Give Way signs and line markings in Quarry Road, have led to driver confusion and an increased risk of conflicts between turning vehicles and pedestrians at the intersection with Jones Street especially at the pedestrian crossing in front of the Ultimo Public School.

On-site inspection shows a need to formalise the Give Way controls at the intersection by installing a Give Way sign and line markings in Quarry Street. The Give Way sign and line markings would reduce driver confusion and improve general safety at the intersection by reminding drivers that they must give way to vehicles in Jones Street.

Consultation

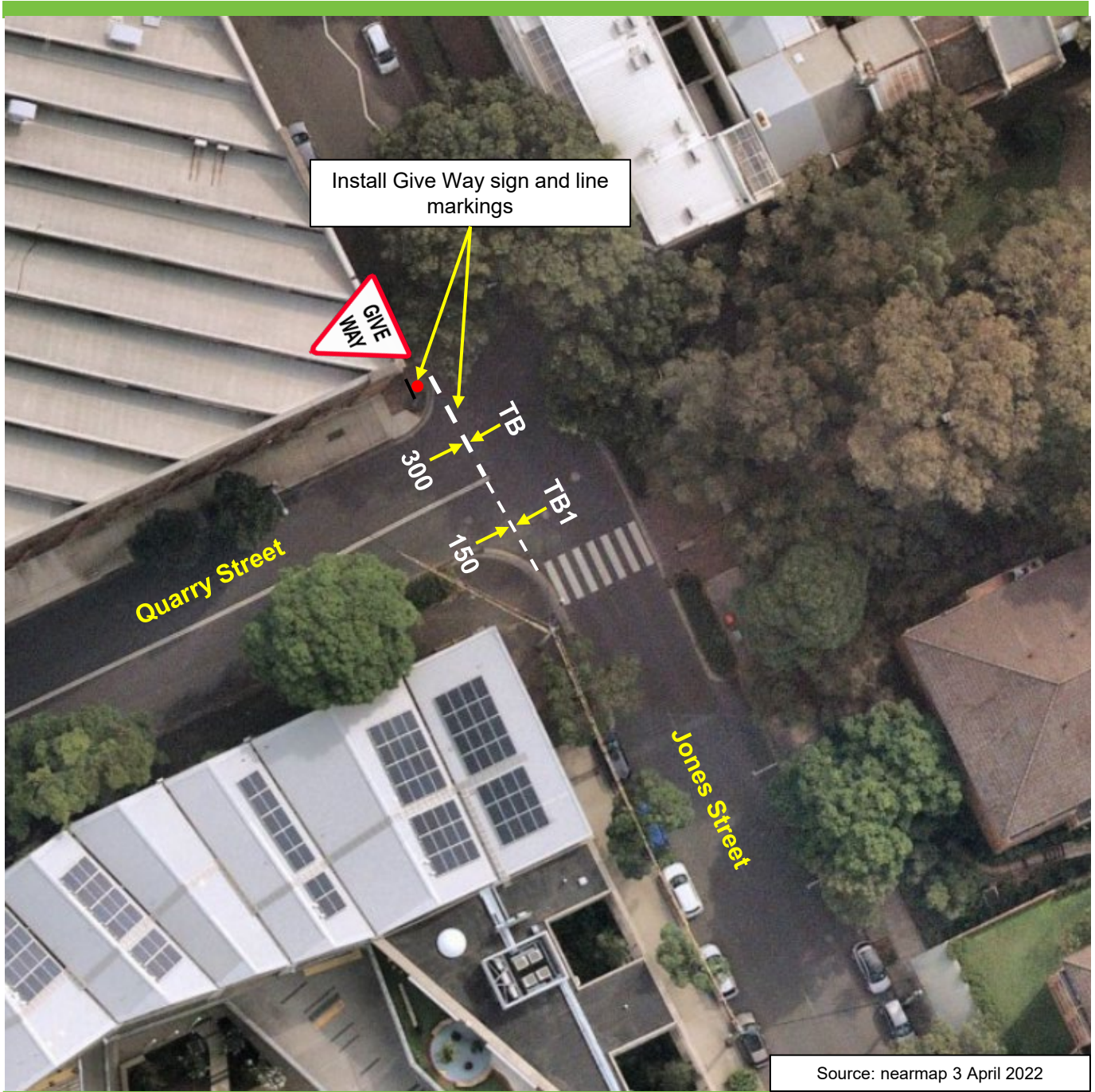
The City notified local residents and businesses in the area. There were 202 letters sent out with no responses either supporting or opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Quarry Street, Ultimo Proposed “Give Way” Control



Item 22.**Traffic Treatment - Streetscape Improvements - Raglan Street, Waterloo**

TRIM Container No.: 2020/373356

Recommendations

It is recommended that the Committee note the proposed traffic signal installation at the intersection of Cope Street and Raglan Street, Waterloo (in lieu of the existing roundabout).

It is recommended that the Committee endorse the following changes in Raglan Street, Waterloo;

- (A) The reallocation of parking on the northern side of the street, between the points 6.8 metres and 31 metres east of Cope Street, as "No Stopping" yellow linemarking; an
- (B) The reallocation of parking on the southern side of the street, between the points 13 metres and 55.4 metres east of Cope Street, as "No Stopping" yellow linemarking
- (C) The removal of the existing raised threshold, just west of Cope Street;
- (D) The reallocation of parking on the northern side of the street, between the points 15.6 metres and 45.8 metres west of Cope Street, as "No Stopping" yellow linemarking;
- (E) The reallocation of parking on the southern side of the street, between the points 25.8 metres and 38.3 metres west of Cope Street, as "No Stopping" yellow linemarking;
- (F) The reallocation of parking on the southern side of the street, between the points 38.3 metres and 54 metres west of Cope Street, as "Bus Zone";
- (G) The reallocation of parking on the southern side of the street, between the points 54 metres and 75 metres west of Cope Street, as " No Stopping" yellow linemarking.

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]
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Advice

Advice will be updated after the meeting.

Background

Sydney Metro is constructing the Sydney Metro line, from Bankstown to Sydney CBD and this includes an underground station in Waterloo. The station is bound by Botany Road, Raglan, Cope and Wellington Streets and will provide access to high speed rail, for residents of Waterloo and reduce demand on nearby Redfern and Green Square train stations.

As part of the new station, streetscape improvements are proposed on Raglan, Cope and Wellington Streets to accommodate the increased pedestrian activity resulting from the change in land use.

A report on Traffic Treatment - Streetscape Improvements - Raglan Street was submitted to LPCTCC at its meeting on 15 October 2020 for endorsement, but was deferred to update the plan incorporating the comments raised in the previous meeting

Comments

The NSW Government has approved the development of an underground Metro Station bound by Botany Road, Raglan, Cope and Wellington Streets in Waterloo.

Traffic Signals

The proposal includes the removal of an existing roundabout at the intersection of Raglan and Cope Streets and replacing it with traffic signals. Transport for New South Wales is the approval authority for traffic signals in New South Wales. The new traffic signals will improve access for pedestrians and will include signal-controlled pedestrian crossings on each arm of the new intersection.

The implementation of the new signals requires the removal of an existing raised threshold on Raglan Street, just before the existing roundabout at Cope Street.

Parking

The kerb space on the northern and southern sides of Raglan Street, is a mix of timed and unrestricted parking. The proposal requires the implementation of new "No Stopping" restrictions to facilitate the provision of new traffic signals with turn lanes. A "Bus Zone" restriction is also proposed on the southern side of Raglan Street adjacent to the new Metro Station.

To facilitate wider footpaths and upgraded intersections with improved accessibility for active transport users as part of successful provision of high speed well connected public transport services in Waterloo, a total of 15 car parking spaces are required to be removed from Raglan Street.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for the Sydney Metro Project.

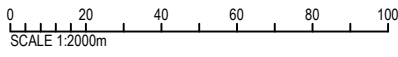
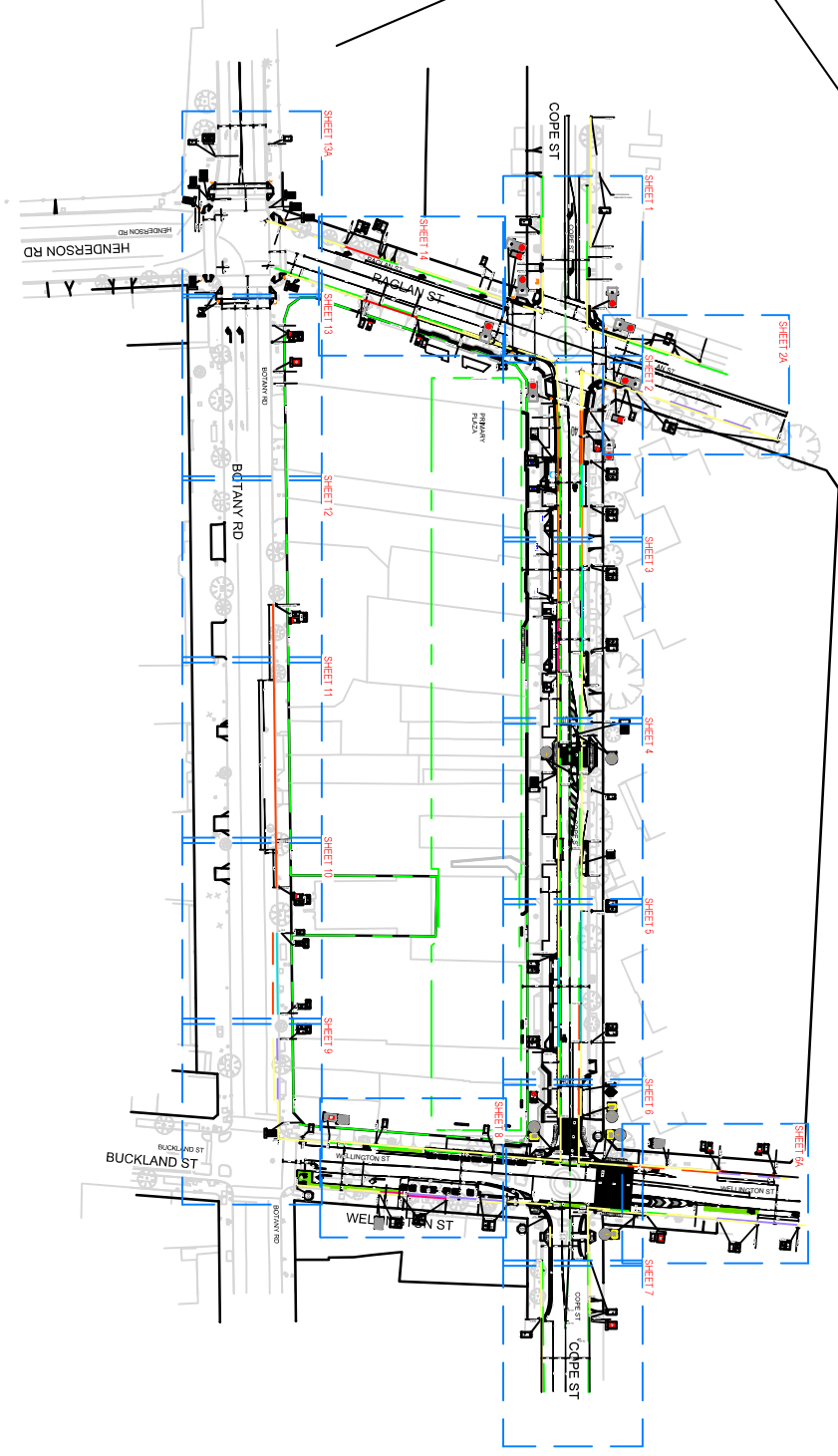
Financial

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

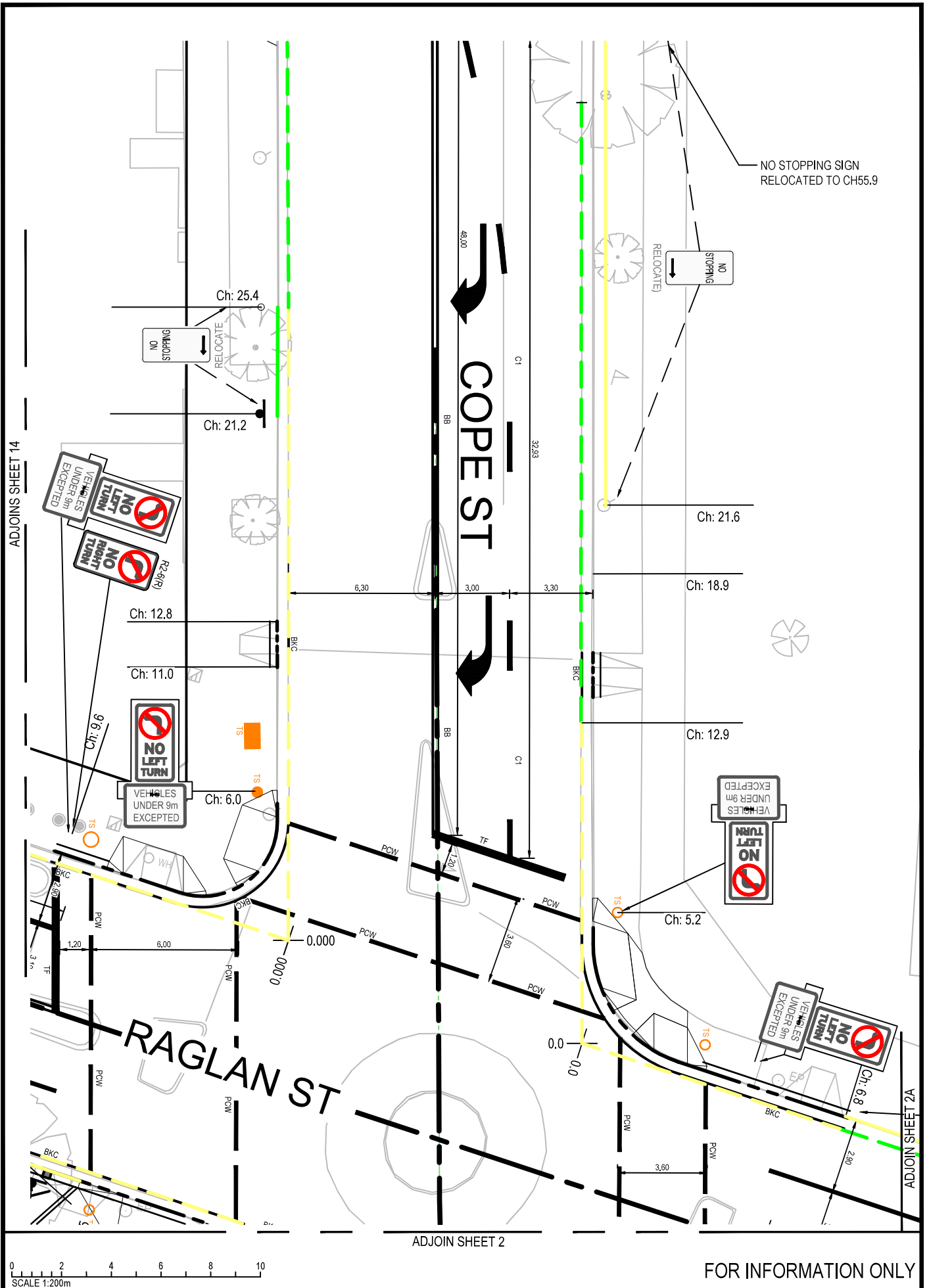
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

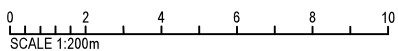
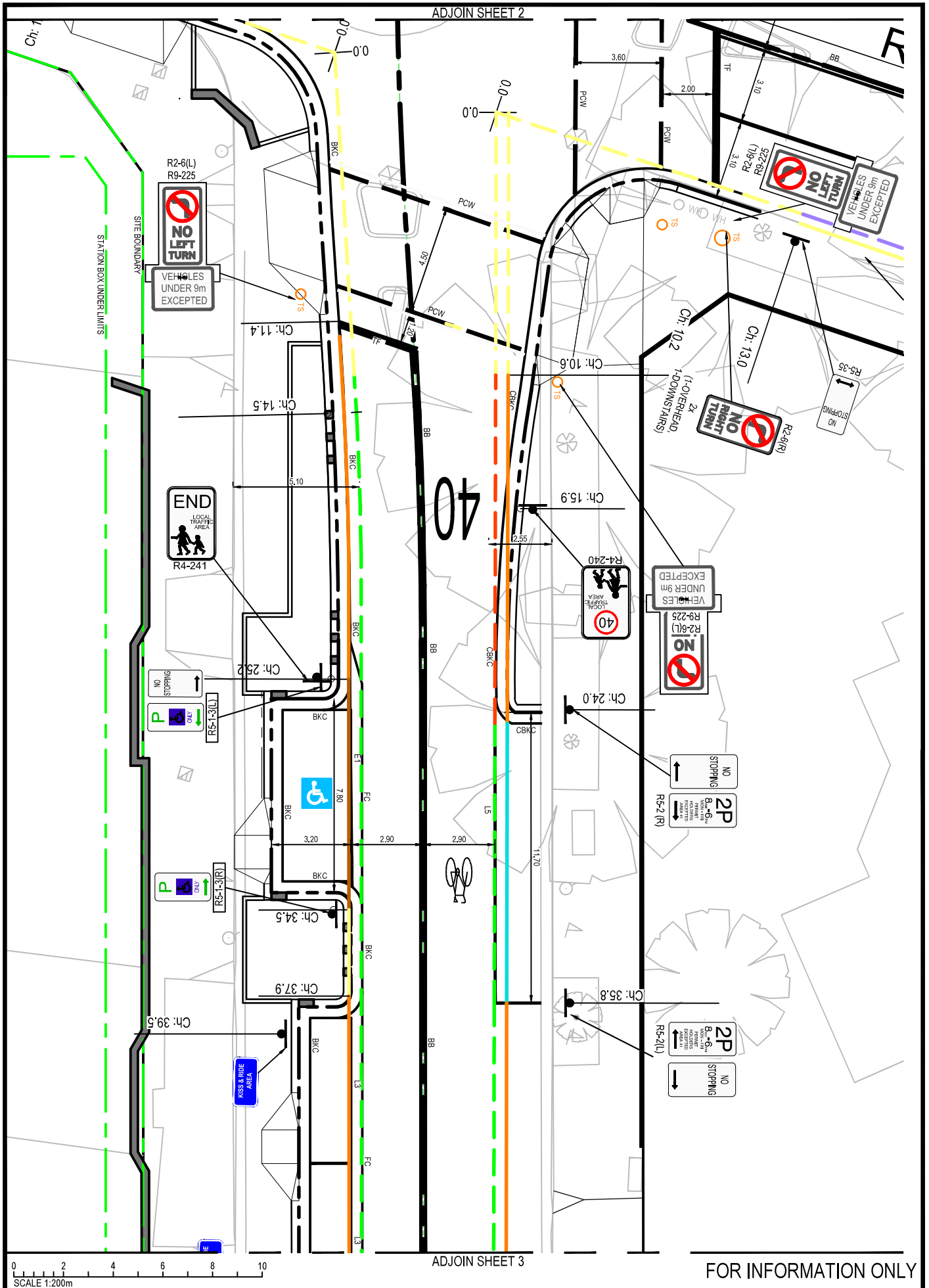


EXISTING		PROPOSED	
	NO STOPPING (EXISTING)		NO STOPPING (PROPOSED)
	UNRESTRICTED (EXISTING)		UNRESTRICTED (PROPOSED)
	BUS ZONE (EXISTING)		2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (PROPOSED)
	1P 9am-6pm MON-FRI (EXISTING)		1P 9am-6pm MON-FRI (PROPOSED)
	2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (EXISTING)		NO PARKING (PROPOSED)
	LOADING ZONE (EXISTING)		DISABILITY PARKING (PROPOSED)
			TAXI RANK/ZONE (PROPOSED)
			BUS ZONE (PROPOSED)



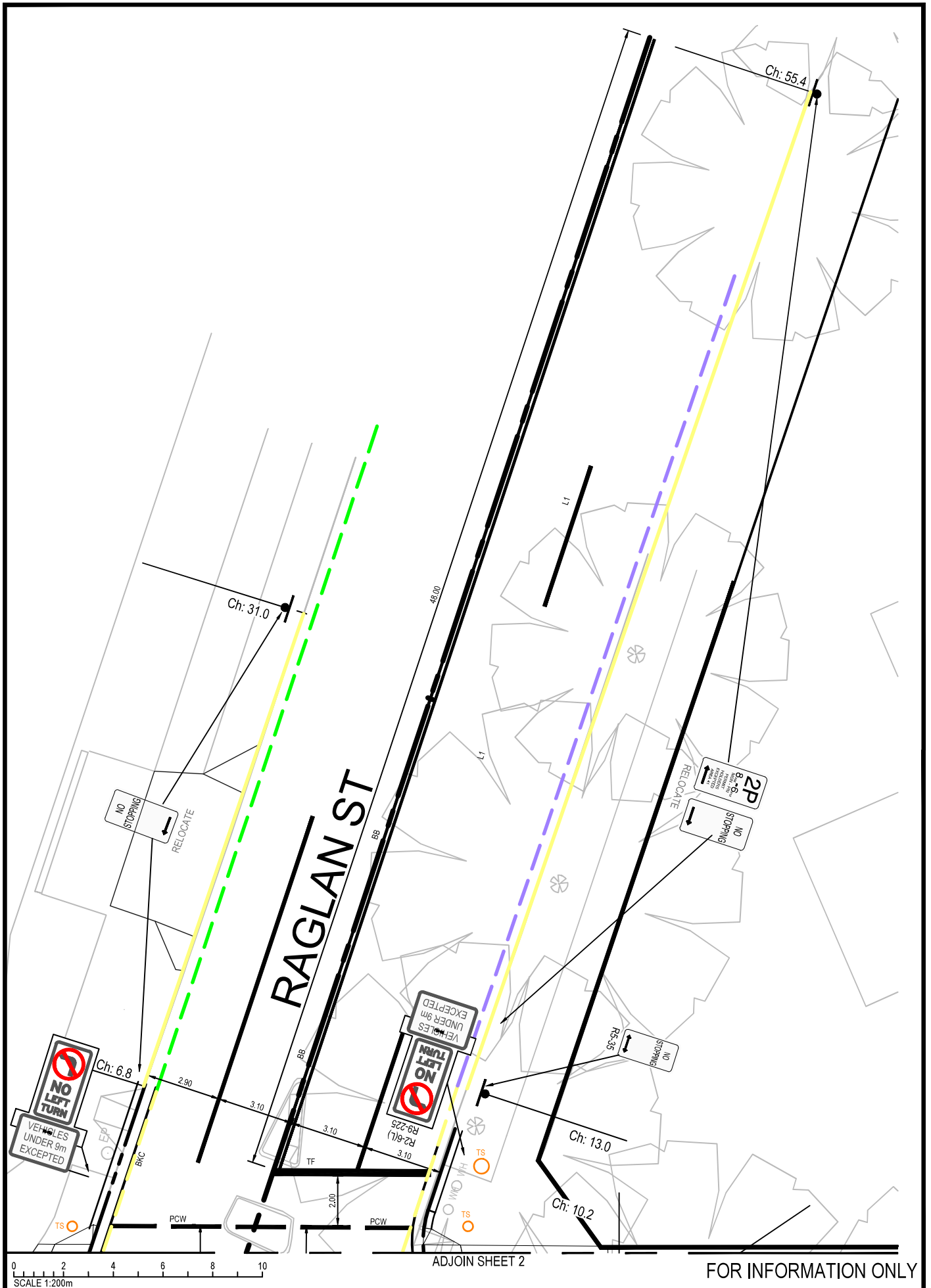
FOR INFORMATION ONLY

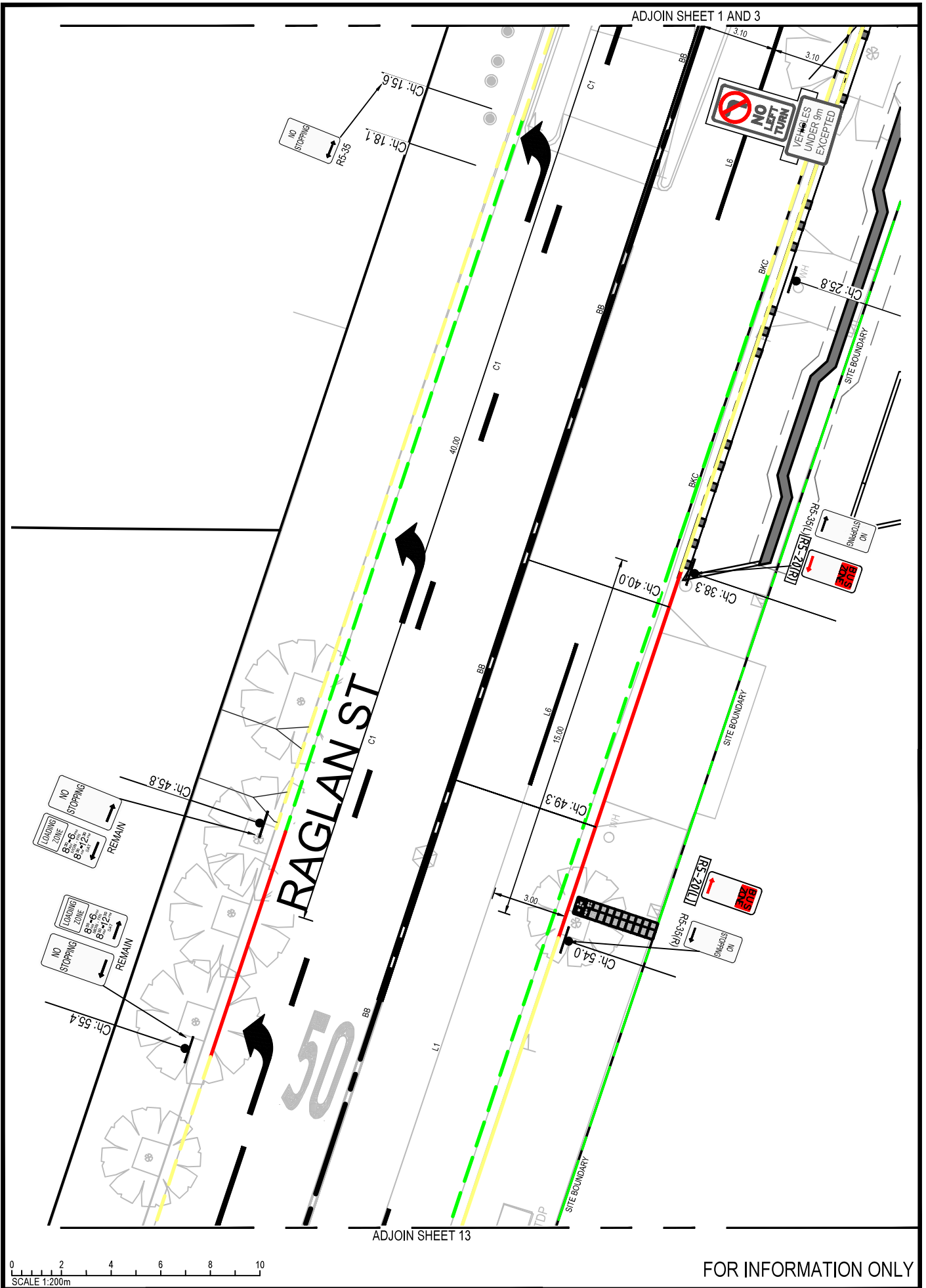




ADJOIN SHEET 3

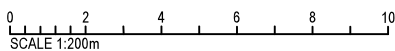
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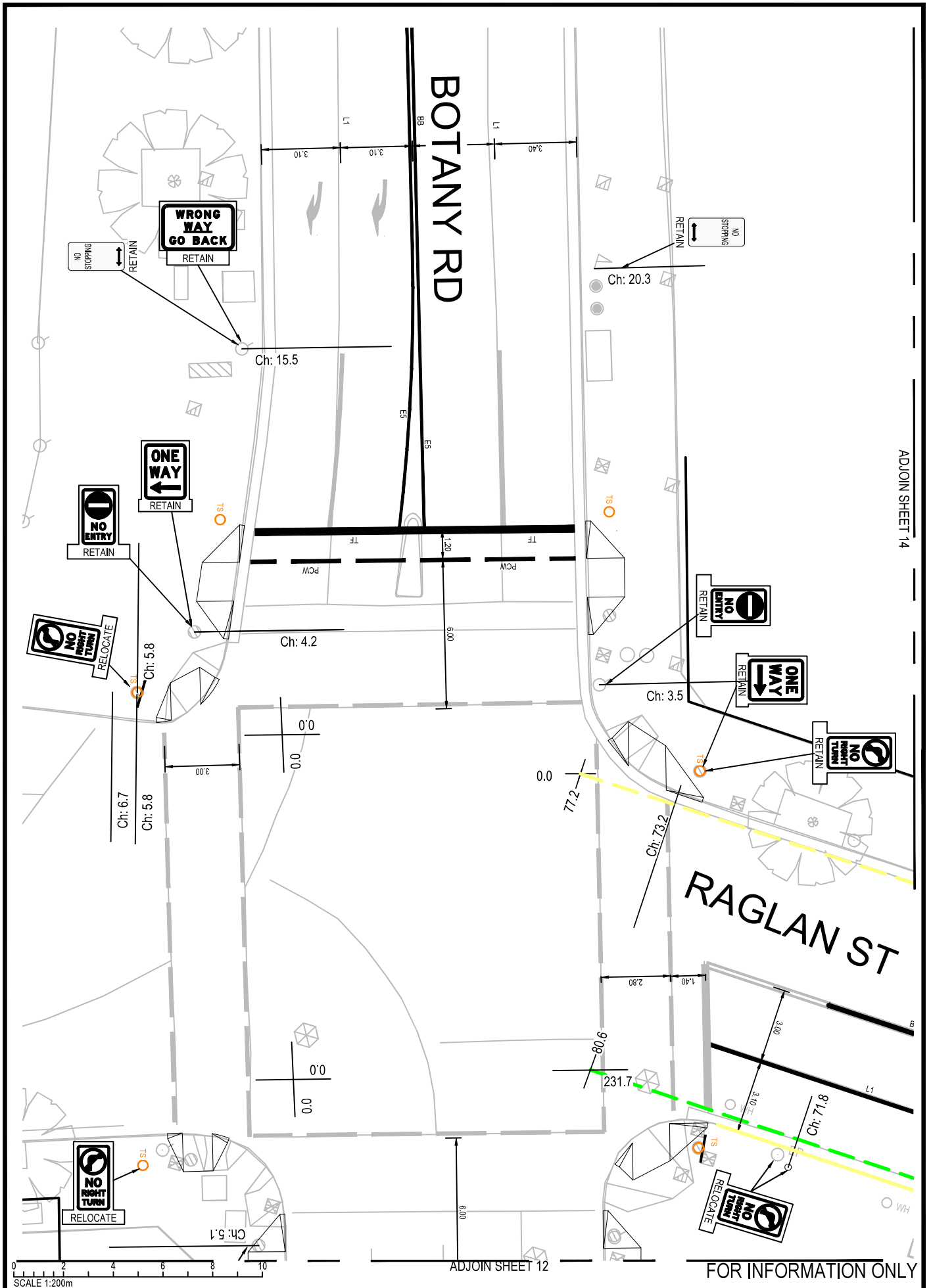


ADJOIN SHEET 1 AND 3

ADJOIN SHEET 13



FOR INFORMATION ONLY



Item 23.**Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo****TRIM Container No.: 2020/368825****Recommendations**

It is recommended that the Committee note the proposed traffic signal installation at the intersection of Cope and Raglan Street, Waterloo (in lieu of existing roundabout).

It is also recommended that the Committee endorse the installation of the following streetscape improvements and traffic treatments in Cope Street, Waterloo.

- (A) A 5.1 metre footpath widening, outside of indented parking bays, on the western side between Raglan Street and Wellington Street;
- (B) A 2.6 metre footpath widening on the eastern side, between the point 0 metres and 24 metres south of Raglan Street;
- (C) A 2.3 metre wide traffic island on the eastern side, between the points 74.4 metres and 83.2 metres south of Raglan Street;
- (D) Central median chevron line marking (either side of the central pedestrian refuge island) between the points 82.9 metres and 129.1 metres south of Raglan Street;
- (E) Two 2.3 metre wide central pedestrian refuge islands between the points 96.1 metres and 101.1 metres and between the points 107.15 metres and 112.1 metres south of Raglan Street;
- (F) A marked pedestrian crossing between the points 101.1 metres and 107.15 metres, south of Raglan Street;
- (G) A 2.3 metre wide traffic island on the eastern side, between the points 124.7 metres and 133.6 metres south of Raglan Street;
- (H) A 2.34 metre footpath widening on the eastern side, between the points approximately 185 metres south of Raglan Street to a point 196.8 metres south of Raglan Street;
- (I) A Stop control on the northern and southern approaches to Wellington Street, in lieu of the existing roundabout,
- (J) A raised pedestrian crossing across Cope Street, just north of Wellington Street;
- (K) Two (approximately) 2.3 metre wide traffic islands on the eastern side, between the point 0 metres and 13.7 metre south of Wellington Street in lieu of the existing roundabout refuge islands;
- (L) A 2.3 metre footpath widening on the western side, between the points 0 metres and 31 metres south of Wellington Street;

- (M) The reallocation of parking on the western side, between the points 21.2 metres and 25.4 metres north of Raglan Street, as "No Stopping" yellow linemarking;
- (N) The reallocation of parking on the eastern side, between the points 21.6 metres and 37.8 metres north of Raglan Street, as "No Stopping" yellow linemarking;
- (O) The reallocation of parking on the western side, between the points 12.9 metres and 25.2 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (P) The reallocation of parking on the western side, between the points 25.2 metres and 34.5 metres (one car space) south of Raglan Street, as "Disability Parking Only ";
- (Q) The reallocation of parking on the western side, between the points 34.5 metres and 37.9 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (R) The reallocation of parking on the western side, between the points 37.9 metres and 62.7 metres (four car spaces) south of Raglan Street, as "Kiss and Ride Area";
- (S) The reallocation of parking on the western side, between the points 62.7 metres and 67.5 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (T) The reallocation of parking on the western side, between the points 67.5 metres and 83 metres (three car spaces) south of Raglan Street, as "Taxi Zone ";
- (U) The reallocation of parking on the western side, between the points 83 metres and 157.1 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (V) The reallocation of parking on the western side, between the points 157.1 metres and 183.1 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (W) The reallocation of parking on the western side, between the points 183.1 metres and 199.2 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (X) The reallocation of parking on the eastern side, between the points 10.6 metres and 24 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (Y) The reallocation of parking on the eastern side, between the points 24 metres and 35.8 metres (two car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (Z) The reallocation of parking on the eastern side, between the points 35.8 metres and 51.6 metres south of Raglan Street, as "No Stopping" yellow linemarking`;
- (AA) The reallocation of parking on the eastern side, between the points 51.6 metres and 74.4 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";
- (BB) The reallocation of parking on the eastern side, between the points 74.4 metres and 143.2 metres south of Raglan Street, as "No Stopping" yellow linemarking
- (CC) The reallocation of parking on the eastern side, between the points 143.2 metres and 167.1 metres (four car spaces) south of Raglan Street, as "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41";

- (DD) The reallocation of parking on the eastern side, between the points 167.1 metres and 196.8 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (EE) The reallocation of parking on the western side, between the points 15.5 metres and 31 metres south of Wellington Street, as "No Stopping" yellow linemarking; and
- (FF) The reallocation of parking on the eastern side, between the points 11.5 metres and 29.7 metres south of Wellington Street, as "No Stopping" yellow linemarking.

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

Sydney Metro is constructing the Sydney Metro line, from Bankstown to Sydney CBD and this includes an underground station in Waterloo. The station is bound by Botany Road, Raglan, Cope and Wellington Streets and will provide access to high speed rail, for residents of Waterloo and reduce demand on nearby Redfern and Green Square train stations.

As part of the new metro station, streetscape improvements are proposed on Raglan, Cope and Wellington Streets to accommodate the increased pedestrian activity resulting from the change in land use. These changes will complement the NSW Government proposals for the redevelopment of existing Department of Housing properties within Waterloo, especially on the eastern side of Cope Street, opposite the new train station.

A report on Traffic Treatment - Streetscape Improvements - Cope Street, Waterloo was submitted to LPCTCC at its meeting on 15 October 2020, but was deferred in order to update the plan incorporating the comments raised in the previous meeting.

Comments

The NSW Government has approved the development of an underground Metro Station in Waterloo bound by Botany Road, Raglan, Cope and Wellington Streets.

Traffic Signals

The proposal includes the removal of an existing roundabout at the intersection of Raglan and Cope Streets and replacing it with traffic signals. Transport for New South Wales is the approval authority for traffic signals in New South Wales. The new traffic signals will improve access for pedestrians and will include signal-controlled pedestrian crossings on each arm of the new intersection.

Footway Widening

To accommodate the expected increase in pedestrian volumes at the new station, it is proposed to increase the width of the footpath by 5.1 metres on the western side of Cope Street, outside the station. The wider footpath will allow for indented parking spaces and reduce the road width to two single traffic lanes, 2.9 metres wide in north and south directions on Cope Street. The reduced width of traffic lanes in Cope Street will help to slow down traffic travelling to or past the new station and therefore improve safety.

Pedestrian Crossings

The proposal includes the provision of an at-grade pedestrian crossing on Cope Street, mid-block between Raglan and Wellington Street, which connects to one of the main Station entry points.

Due to drainage constraints, it is not possible to raise the mid-block pedestrian crossing without resulting in flooding and water ponding on Cope Street. To reduce vehicle speeds on approach to the crossing it is proposed to provide a 2.3 metre wide central pedestrian refuge island with associated chevron line marking either side of the crossing. The refuge islands will provide good visibility and a safe protected waiting point (if required by pedestrians) and will also reduce vehicle speeds by providing a bend in the road and preventing a straight line for southbound drivers travelling along Cope Street, from Raglan Street to Wellington Street.

A raised pedestrian crossing will also be provided across Cope Street, just north of Wellington Street. This will be installed as part of the replacement for the existing roundabout at this intersection.

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

The new Metro Station will significantly increase pedestrian and vehicle activity in Cope Street and as such, it is not possible to provide accurate data for the warrants prior to opening of the station. The proposed crossings are in locations that will improve accessibility and safety for pedestrians and are supported in principle by TfNSW.

Parking

The kerb space on the western sides of Cope Street, Waterloo between Raglan Street and Wellington Street is unrestricted for parking.

As part of the proposal, parking changes are provided in indented parking bays on the western side of Cope Street to reflect the changes in land use. It is proposed to provide a section of "Kiss and Ride Area" to facilitate drivers picking-up and dropping-off outside the station, a "Taxi Zone" to facilitate the provision of a taxi rank and a disability parking space to improve availability and accessibility to parking for drivers with a mobility parking permit.

The disability parking space is proposed to be 3.2 metres wide and 7.8 metres long in line with the Australian Standard for on-street disability parking (AS 2890.6 – 2009).

The kerb space on the eastern side of Cope Street is currently unrestricted for parking. Additionally, there are currently two bus stops with associated bus zone restrictions on the eastern side of Cope Street.

As part of the proposal, it is proposed to provide "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41" on the eastern side of Cope Street. The change would reflect the parking restrictions on neighbouring streets and reflect the increased demand on parking resulting from the change in land use.

The proposed changes would limit any vehicle which does not have a permit to two (2) hours of parking from 8am to 6pm Monday to Friday, where the signs are installed. Residents with an Area 36 parking permit will be exempted from the two-hour time limit.

As part of the implementation of the new Metro Station, buses will no longer access the bus stops on Cope Street. As such, the existing bus zones on Cope Street are no longer required and will be replaced by 2 hour permit parking.

To enable wider footpaths to be provided, upgraded intersections with improved accessibility for active transport users, and a successful provision of well connected public transport services in Waterloo, a total of 22 car parking spaces are required to be removed from Cope Street. The majority of the loss in parking spaces are currently used by commuters who should be using the Metro Station once it is completed.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for the Sydney Metro Project.

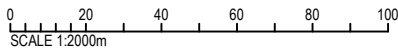
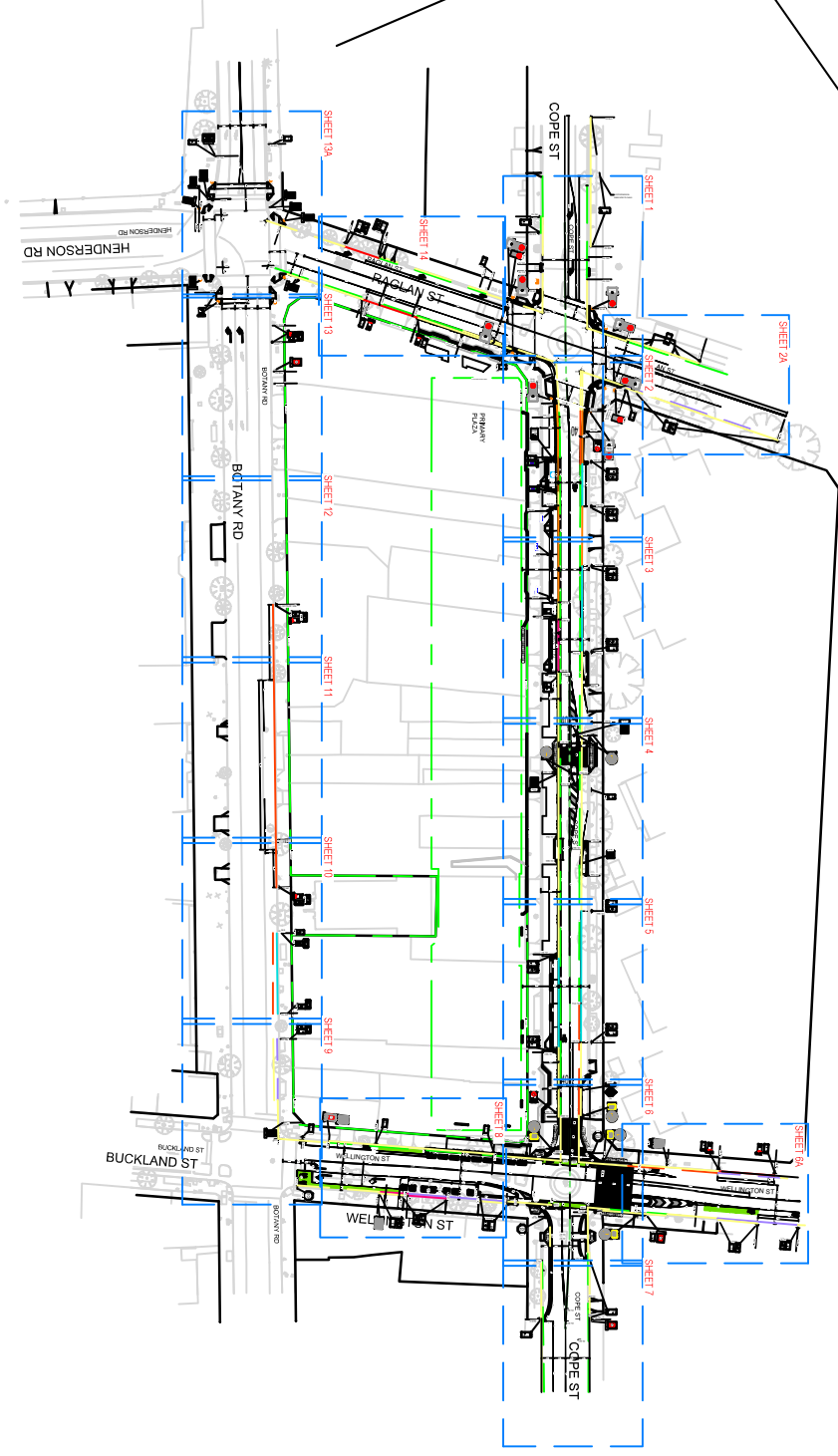
Financial

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

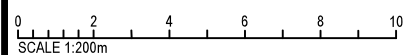
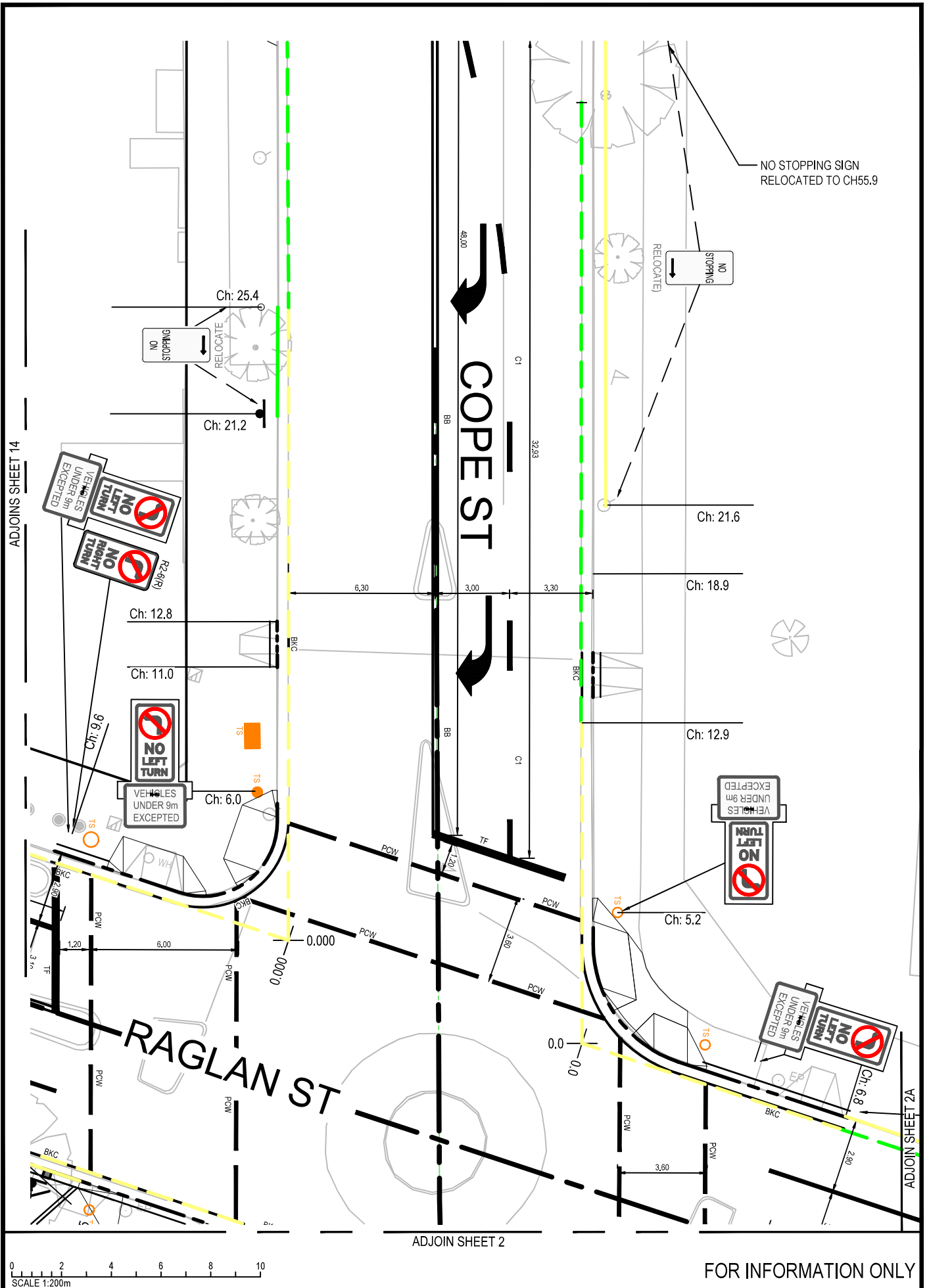
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER



EXISTING		PROPOSED	
	NO STOPPING (EXISTING)		NO STOPPING (PROPOSED)
	UNRESTRICTED (EXISTING)		UNRESTRICTED (PROPOSED)
	BUS ZONE (EXISTING)		2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (PROPOSED)
	1P 9am-6pm MON-FRI (EXISTING)		1P 9am-6pm MON-FRI (PROPOSED)
	2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (EXISTING)		NO PARKING (PROPOSED)
	LOADING ZONE (EXISTING)		DISABILITY PARKING (PROPOSED)
			TAXI RANK/ZONE (PROPOSED)
			BUS ZONE (PROPOSED)



FOR INFORMATION ONLY



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ADJOINS SHEET 14

ADJOIN SHEET 2

ADJOIN SHEET 2A

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 RELOCATED TO CH55.9

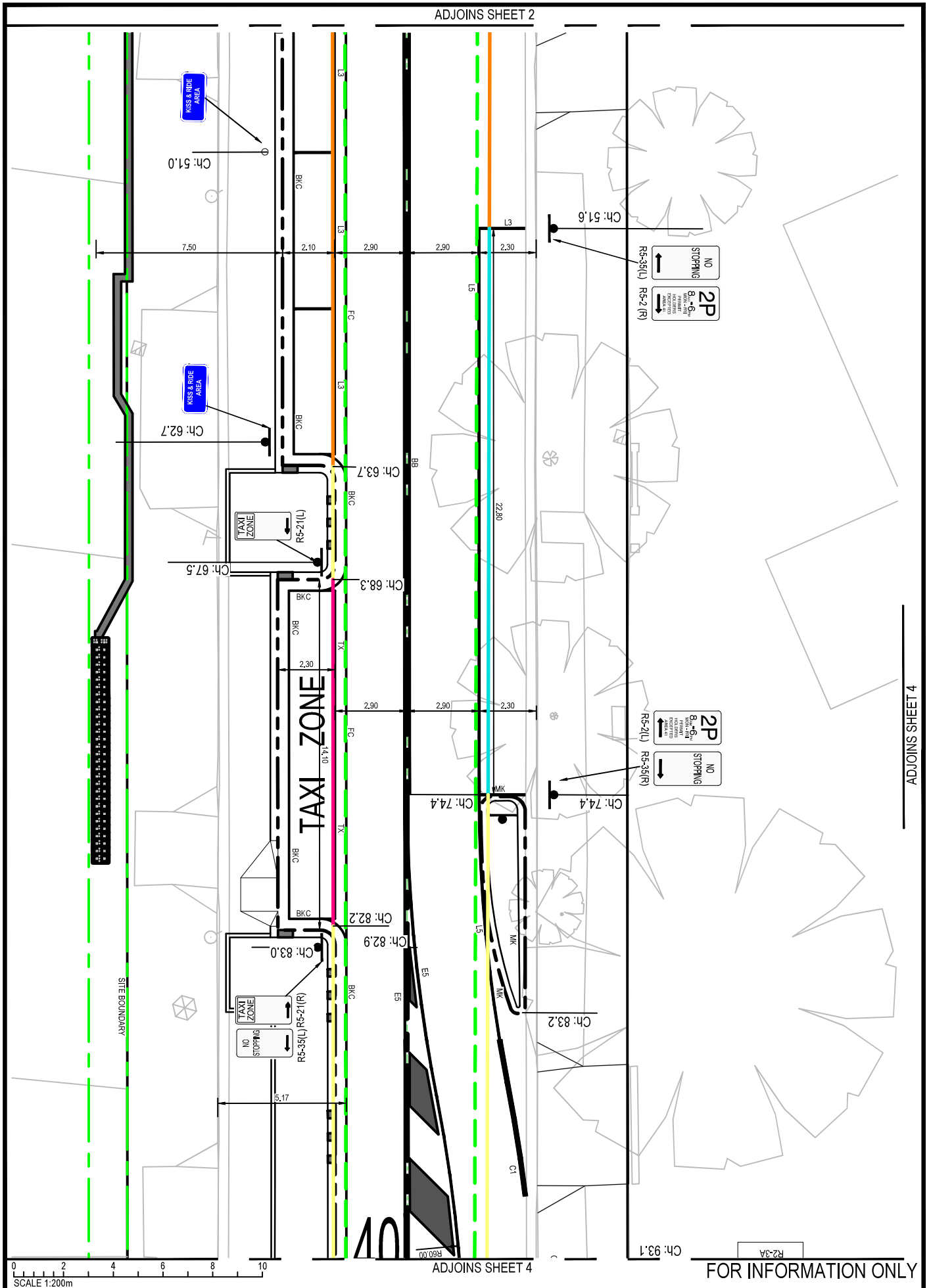
NO STOPPING
 STOPPING
 RELOCATED

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 NO LEFT TURN
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 R2-9/19

VEHICLES UNDER 9m EXCEPTED
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VEHICLES UNDER 9m EXCEPTED
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VEHICLES UNDER 9m EXCEPTED
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SYDNEY METRO

WATERLOO STATION
 LINEMARKING & SIGNAGE SKETCH
 PROJECT NO: PS117919 DATE: 28.03.22

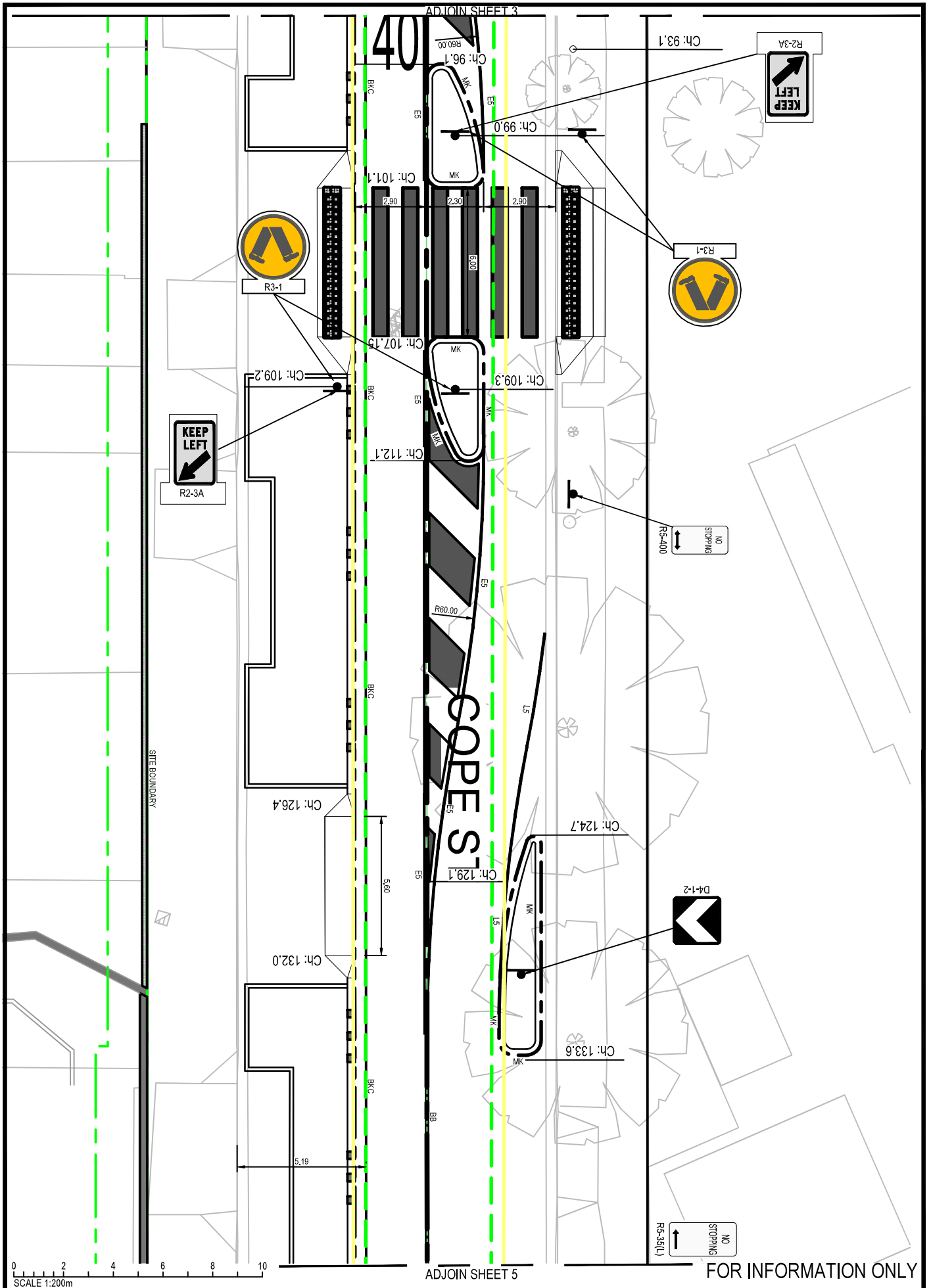
TRAFFIC COMMITTEE PLAN

SHEET 3



FOR INFORMATION ONLY

ADJOINS SHEET 4



FOR INFORMATION ONLY

SYDNEY METRO

WATERLOO STATION
LINEMARKING & SIGNAGE SKETCH
PROJECT NO: PS117919 DATE: 28.03.22

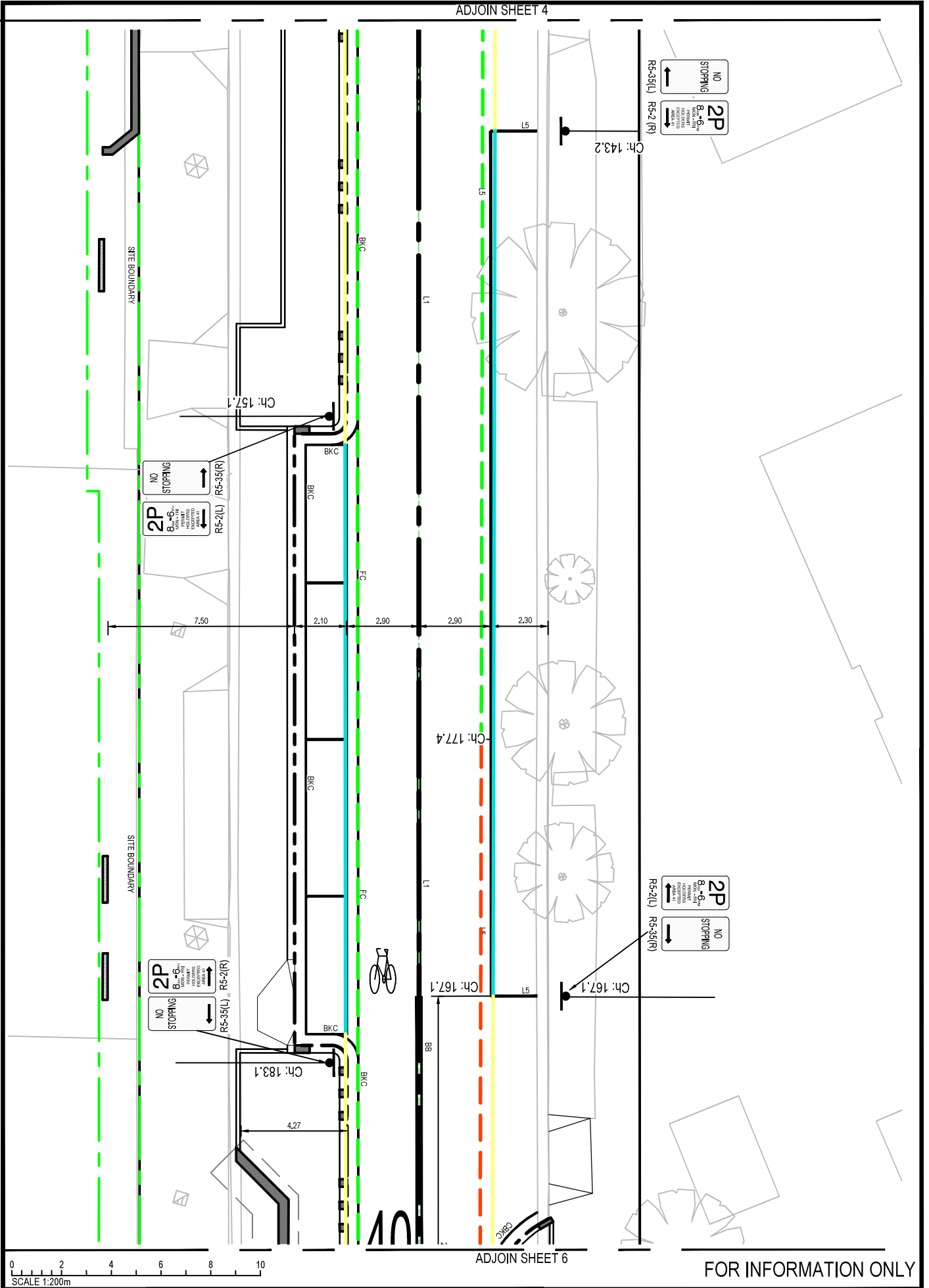
TRAFFIC COMMITTEE PLAN

SHEET 4 OF 6





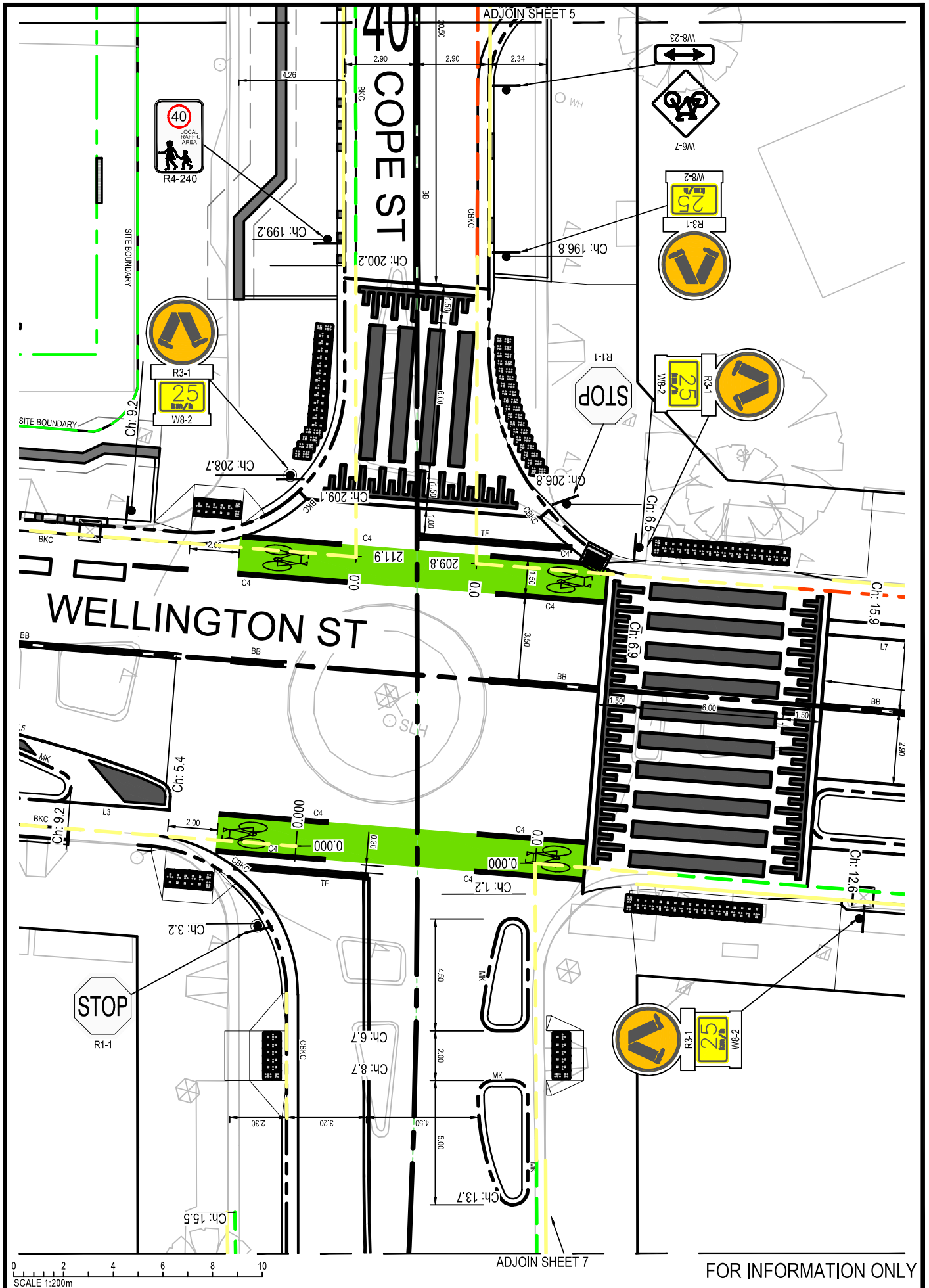
ADJOIN SHEET 4



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ADJOIN SHEET 6

FOR INFORMATION ONLY



FOR INFORMATION ONLY

Item 24.**Traffic Treatment - Streetscape Improvements - Wellington Street, Waterloo****TRIM Container No.: 2020/373352****Recommendations**

It is recommended that the Committee endorse the installation of the following traffic treatments in Wellington Street, Waterloo;

- (A) A 1.5 metre wide bicycle lane on the northern side of the street between Botany Road and a point 23.5 metres east of Cope Street;
- (B) A 0.6 metres wide median separator island between the bicycle lane and the traffic lane on the northern side of the street between points 9.2 metres and 49.2 west of Cope Street
- (C) A 0.6 metre wide painted traffic island between the bicycle lane and the traffic lane on the northern side of the street between the approximate points 15.9 metres and 25.5 metres east of Cope Street;
- (D) A 1.5 metre wide bicycle lane on the southern side of the street between Botany Road and 56 metres east of Cope Street;
- (E) A 1 metre wide median separator island on the southern side of the street between the bicycle lane and the parking lane between the points 19.7 metres and 40.5 metres west of Cope Street;
- (F) A 3.3 metre wide traffic island on the southern side of the street between the points 11.9 metres and 19.7 metres west of Cope Street;
- (G) A 2.9 metres wide chevron median between the bicycle lane and the traffic lane on the southern side of the street between the points 12.9 metres and 36 metres east of Cope Street;
- (H) A Stop control on Cope Street at the northern and southern approaches to Wellington Street, in lieu of the existing roundabout,
- (I) A raised pedestrian crossing across Wellington Street, just east of Cope Street;
- (J) The reallocation of parking on the northern side of the street between the points 12.8 metres and 37.1 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (K) The reallocation of parking on the northern side of the street between the points 37.1 metres and 52 metres east of Cope Street, as "Bus Zone";
- (L) The allocation of parking on the northern side of the street between the points 9.2 metres and 49.2 metres, west of Cope Street, as "No Stopping" yellow linemarking;

- (M) The reallocation of parking on the southern side of the street between the points 4.1 metres and 21.5 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (N) The reallocation of parking on the southern side of the street between the points 36.5 metres and 45.2 metres east of Cope Street, as "No Stopping " yellow linemarking;
- (O) The reallocation of parking on the southern side of the street between the points 11.9 metres and 19.7 metres west of Cope Street, as "No Stopping " yellow linemarking;
- (P) The reallocation of parking on the southern side of the street between the points 27.9 metres and 38.2 metres west of Cope Street, as "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat "; and
- (Q) The reallocation of parking on the southern side of the street between the points 38.2 metres and 45 metres west of Cope Street, as "No Stopping " yellow linemarking

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

Sydney Metro is constructing the Sydney Metro line, from Bankstown to Sydney CBD and this includes an underground station in Waterloo. The station is bound by Botany Road, Raglan, Cope and Wellington Streets and will provide access to high speed rail, for residents of Waterloo and reduce demand on nearby Redfern and Green Square train stations.

As part of the new station, streetscape improvements are proposed on Raglan, Cope and Wellington Streets to accommodate the increased pedestrian activity resulting from the change in land use. These changes will complement the NSW Government proposals for the

redevelopment of existing Department of Housing properties within Waterloo, on the eastern side of Cope Street, opposite the new train station.

Comments

The NSW Government has approved the development of an underground Metro Station bound by Botany Road, Raglan, Cope and Wellington Streets in Waterloo.

Bicycle Lanes

The proposal includes the provision of separated bicycle lanes on the northern and southern side of Wellington Street. Wellington Street is an existing cycle link in the City's on-road cycle network and a bicycle storage area and advanced stop line is provided for westbound bicycle riders at the traffic signals at Botany Road. Given the expected increase in activity to the area because of the Waterloo Metro Station, it is proposed to provide cycle facilities on Wellington Street to improve accessibility and safety for bicycle riders.

The implementation of the bicycle lanes with the median to separate the bicycle lane from general traffic requires the reduction of the general traffic lanes to a minimum of 2.9 metres along Wellington Street.

Future development in Waterloo will include an extension to the cycle lanes further east.

Pedestrian Crossings

The proposal includes the provision of an at-grade pedestrian crossing across Wellington Street just east of Cope Street to improve pedestrian safety and access to the station. This will partly replace the existing roundabout at the intersection. The new design has realigned the location of the crossings at the intersection of Cope and Wellington Streets to match the current pedestrian desireline along the footpath, as best as possible.

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

The new Metro Station will significantly increase pedestrian and vehicle activity in Wellington Street and as such, it is not possible to provide accurate date for the warrants prior to opening of the station. The proposed crossing is in addition to crossings on Cope Street to provide safe and accessible access to the new station.

Parking

The kerb space on the northern side of Wellington Street is a mix of timed and unrestricted parking with an existing bus zone. The kerb space on the southern side of Wellington Street is a mix of loading zone, timed permit parking and unrestricted parking.

The proposal will require the installation of "No Stopping" restrictions to accommodate safe access for bicycle users and the proposed pedestrian crossing. The changes include the relocation of the bus zone and loading zone but will retain access for public transport and loading facilities.

To facilitate wider footpaths, upgraded intersections with improved accessibility for active transport users, as part of successful provision of high speed well connected public transport services in Waterloo, a total of 17 car parking spaces are required to be removed from Wellington Street.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for the Sydney Metro Project.

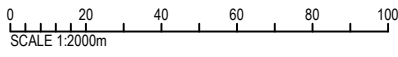
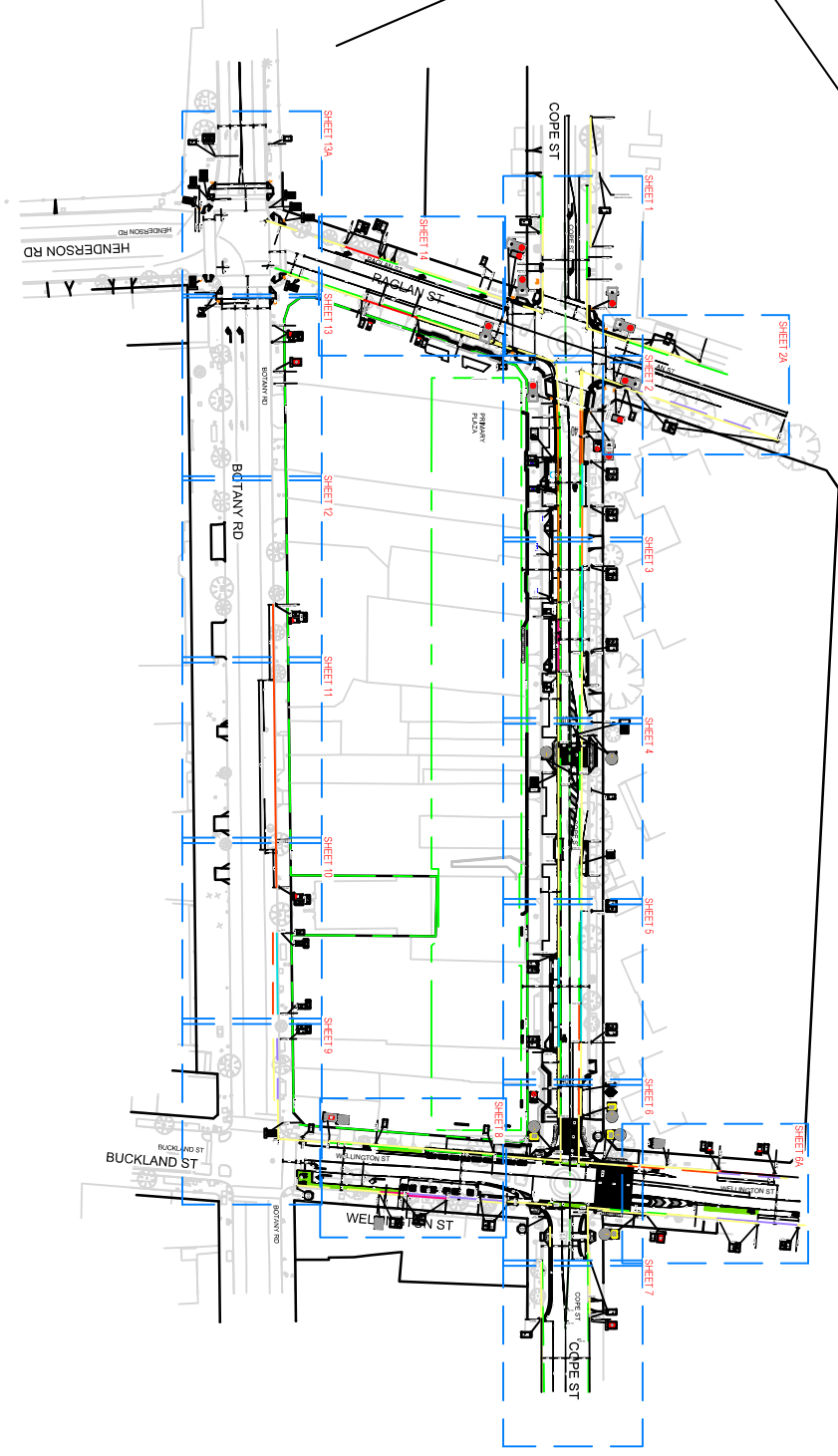
Financial

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

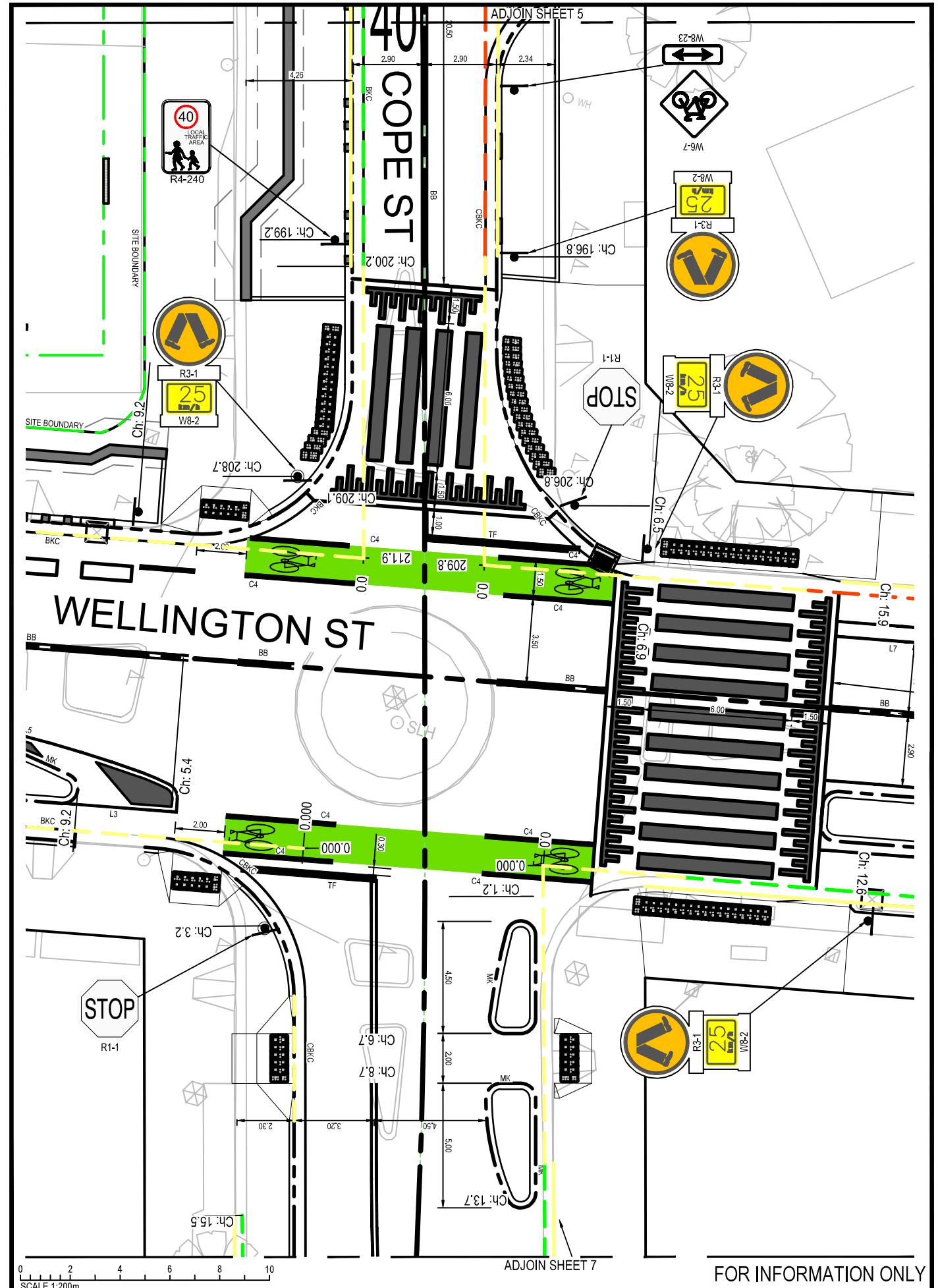
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER



EXISTING		PROPOSED	
	NO STOPPING (EXISTING)		NO STOPPING (PROPOSED)
	UNRESTRICTED (EXISTING)		UNRESTRICTED (PROPOSED)
	BUS ZONE (EXISTING)		2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (PROPOSED)
	1P 9am-6pm MON-FRI (EXISTING)		1P 9am-6pm MON-FRI (PROPOSED)
	2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (EXISTING)		NO PARKING (PROPOSED)
	LOADING ZONE (EXISTING)		DISABILITY PARKING (PROPOSED)
			TAXI RANK/ZONE (PROPOSED)
			BUS ZONE (PROPOSED)

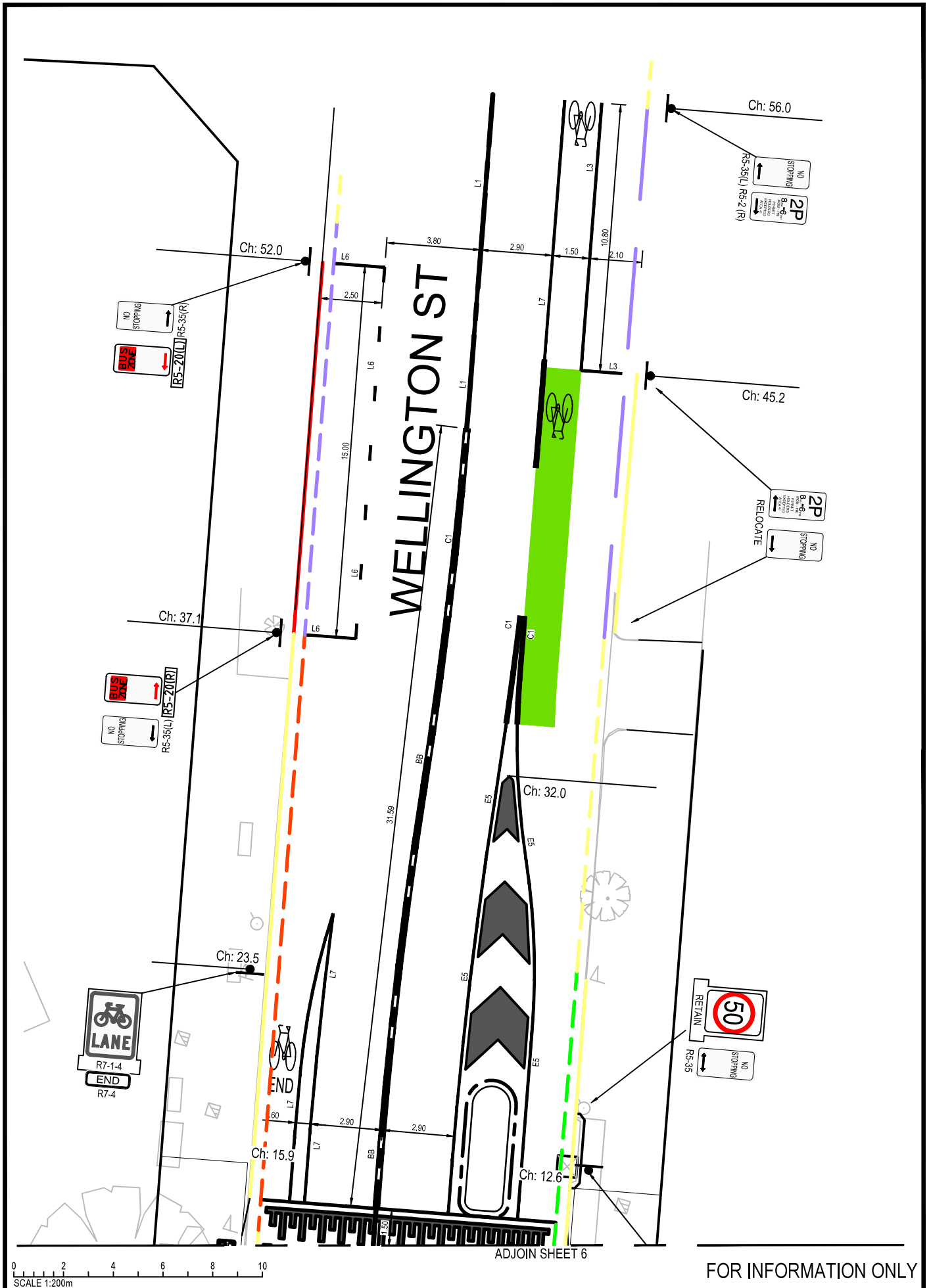


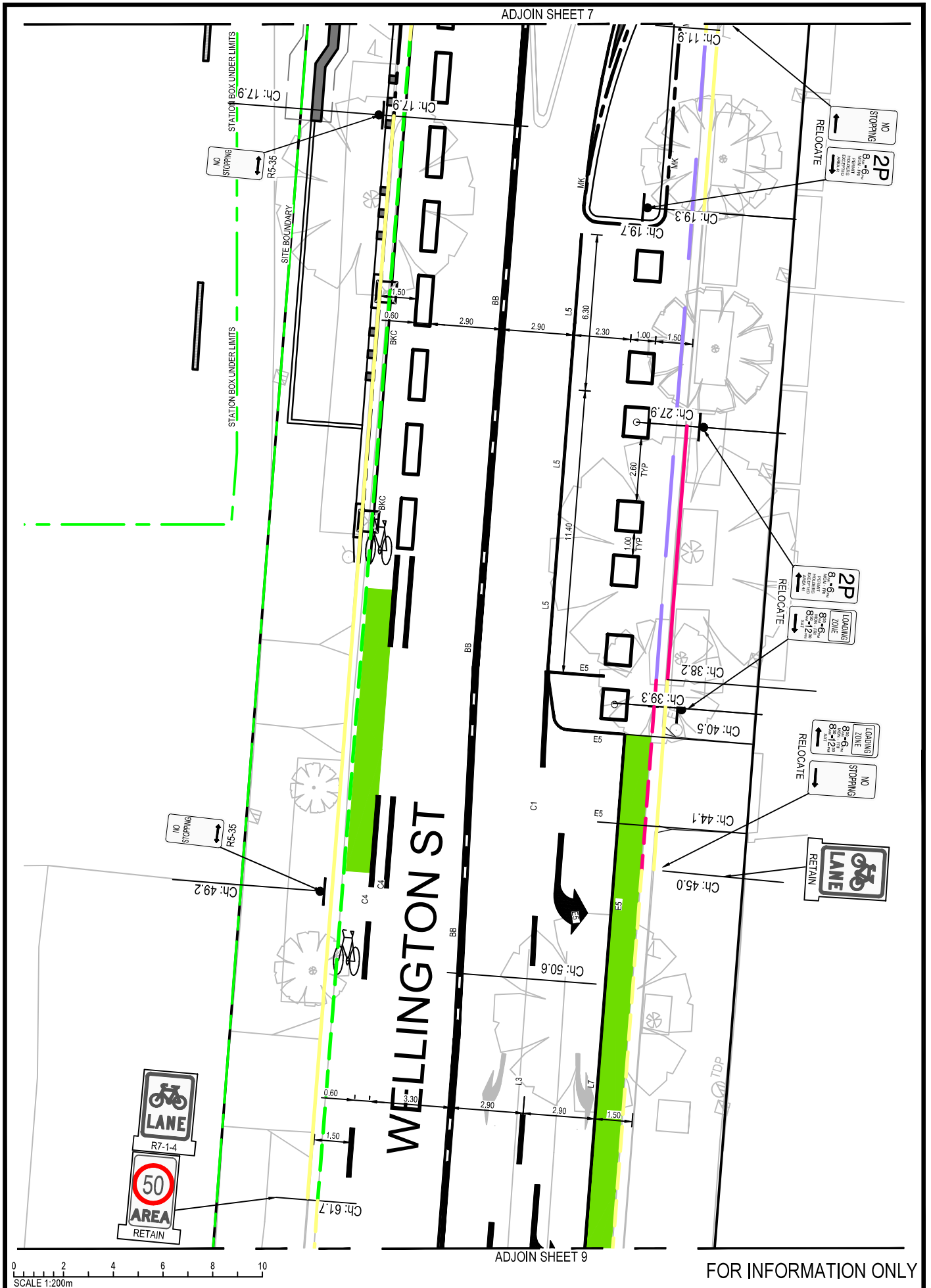
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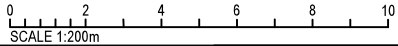




ADJOIN SHEET 7

ADJOIN SHEET 9

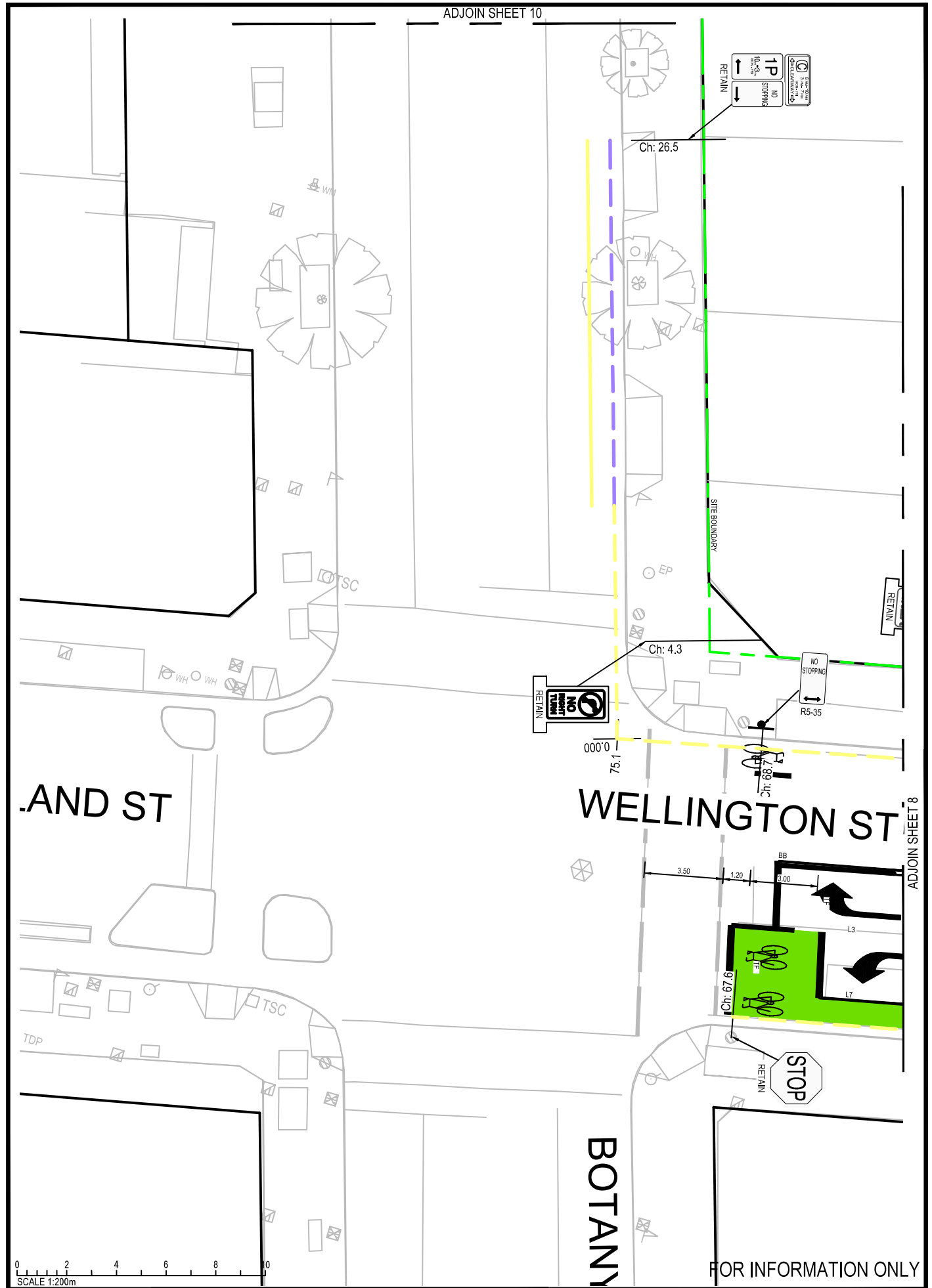
WELLINGTON ST



FOR INFORMATION ONLY



ADJOIN SHEET 10



Item 25.**Other Authorities - Parking - Bus Zone - Joynton Avenue, Zetland**

TRIM Container No.: 2022/262217

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Joynton Avenue, Zetland between the points 10 metres and 34 metres north of Hansard Street as "Bus Zone"

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 Transit System bus operators have requested for a temporary Bus Layover Parking in Joynton Avenue, Zetland.

Comments

TfNSW has developed an integrated network plan for Sydney's South East to provide much needed capacity for customers as well as to support existing and emerging travel patterns

The new network plan requires interim bus layover parking in Joynton Avenue, Zetland until the opening of the Green Square Terminus. The temporary bus layover will require the removal of four unrestricted parking spaces. These spaces will be reinstated at the completion of works, expected by the end of 2023.

Consultation

Consultation with the directly impacted community and bus operators will be conducted by TfNSW.

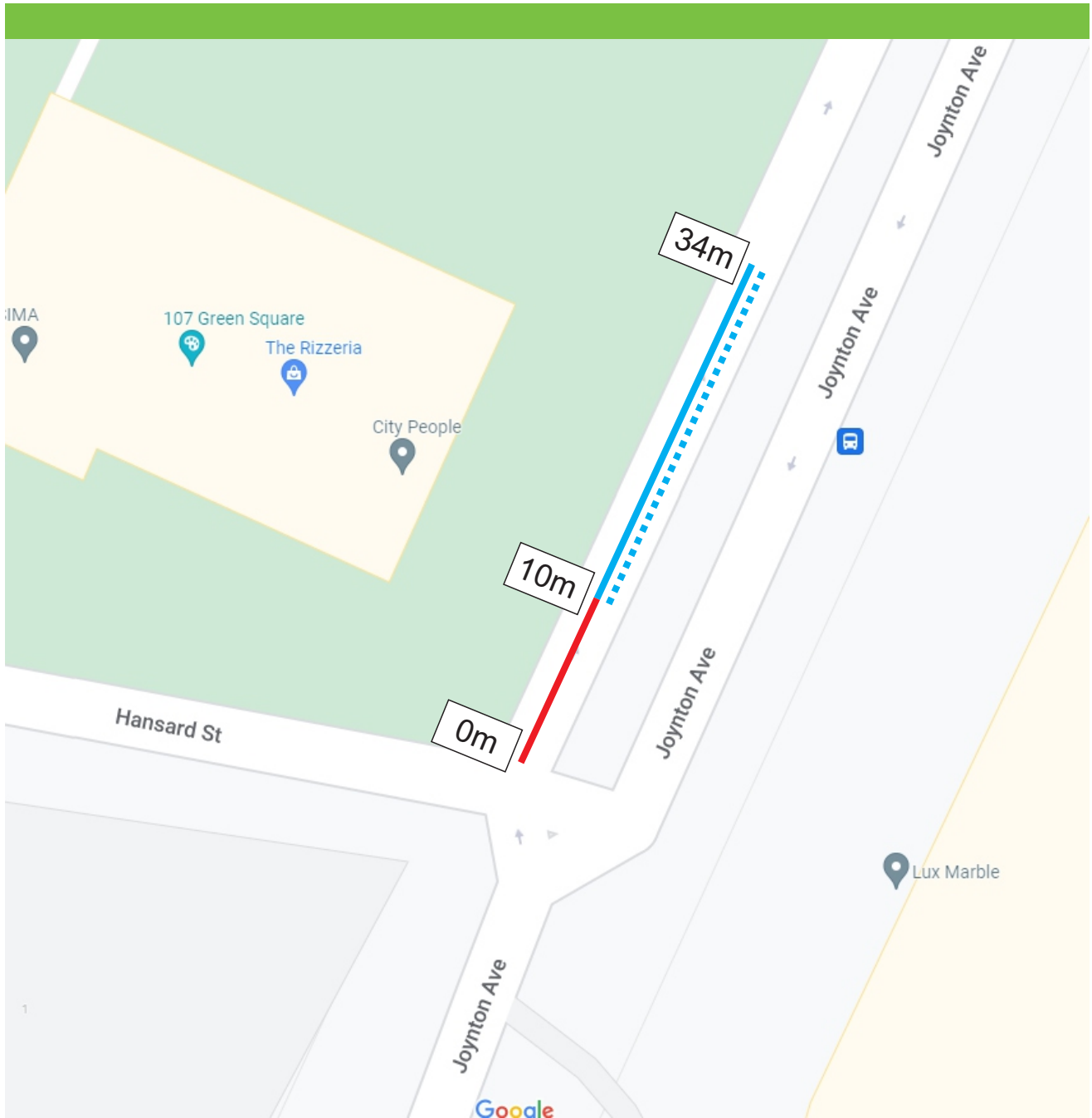
Financial

TfNSW will cover costs of signage changes.

BEN BORGER, TRANSPORT PLANNING PROJECT MANAGER, CUSTOMER JOURNEY PLANNING, TFNSW

Proposal

Joynton Avenue, Zetland Proposed Parking Changes



Existing



No Stopping



"2P Ticket 8am-10pm" parking

Proposed



Bus Zone

Item 26.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Schedule C

Works Zone Conditions

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

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

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