

21 July 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 2022/05 held on 16 June 2022

Decision

Item 2.**Street Events - Temporary Road Closures - 2023 Mardi Gras Parade**

TRIM Container No.: 2022/330588

Recommendations

It is recommended that the Committee endorse the temporary road closures for the 2023 Sydney Mardi Gras Parade on Saturday, 25 February 2023 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 Surry Hills 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; and
- (G) The Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Transport Management Centre (TMC), Transport for NSW (TfNSW), Sydney Buses, Council and Event Organisers.

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 Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Oxford, Flinders, Liverpool and College Streets and short sections of adjoining streets for the 2023 Sydney Mardi Gras Parade 25 February 2023.

Comments

The Sydney Mardi Gras Parade is an annual event that requires the closure of City streets and traffic detours around the parade route.

The Parade Route remains the same as in 2022. College and Liverpool Streets will be used as the start area i.e. as a form-up area for the floats and participants in the Parade.

The reserved seating area will be located in Flinders Street between Linden Lane and Albion Street, which require rolling lane closures along Flinders Street to allow for set-up arrangements.

The end area for the parade is on Anzac Parade under the Albert (Tibby) Cotter pedestrian overpass, Moore Park.

The Department of Premiers and Cabinet's Community Engagement and Events Division has established an Events Operations Working Group to deal with this event, with representatives from the Police, Transport Management Centre (TMC), Transport for NSW (TfNSW), Sydney Buses, Emergency Services, Royal Botanic Gardens, Sydney Trains, Council and Event Organisers.

The parade route will travel along Oxford Street, starting at Whitlam Square, turn right at Taylor Square into the southbound lanes of Flinders Street, then left into Anzac Parade finishing south of Tibby Cotter Bridge. The parade will start at 7.30pm and finish at 11.30pm.

Temporary Road Closures – 2pm Saturday 25 February 2023 to 12.30am Sunday 26 February 2023

- College Street, between William and Liverpool Streets,
- Wentworth Avenue, between Liverpool and Goulburn Streets

Temporary Road Closures – 2pm Saturday 25 February 2023 to 2am Sunday 26 February 2023

- Campbell Street, between Crown and Bourke Streets,
- Bourke Street, between Campbell and Albion Streets,

These closures include short sections of adjoining streets.

Temporary Road Closures – 4pm Saturday 25 February 2023 to 12.30am Sunday 26 February 2023

- Liverpool Street, between Elizabeth and College Streets,
- Reservoir Street, between Riley and Elizabeth Streets (Residents Excepted),

These closures include short sections of adjoining streets.

Temporary Road Closures – 4pm Saturday 25 February 2023 to 2am Sunday 26 February 2023

- Oxford Street, between College Street and Darlinghurst Road,
- Flinders Street, between Oxford Street and Lang Road,
- Crown Street, between Liverpool and Albion Streets,
- Campbell Street, between Crown and Hunt Streets,

These closures include short sections of adjoining streets.

Temporary Road Closures – 6.30pm Saturday 25 February 2023 to 12.30am Sunday 26 February 2023

- Greens Road, between Moore Park Road and Oxford Street. (Residents Excepted)

This closure includes short sections of adjoining streets.

Temporary Road Closures – 6.30pm Saturday 25 February 2023 to 1am Sunday 26 February 2023

- Moore Park Road, between Flinders Street and Oatley Road (westbound only)

Temporary Road Closures – 9pm Saturday 25 February 2023 to 12am Sunday 26 February 2023

- Castlereagh Street, between Market and Goulburn Streets,
- Elizabeth Street, between Market and Goulburn Streets,
- Pitt Street, between Bathurst and Liverpool Streets,
- Liverpool Street, between Elizabeth and George Streets.

Consultation

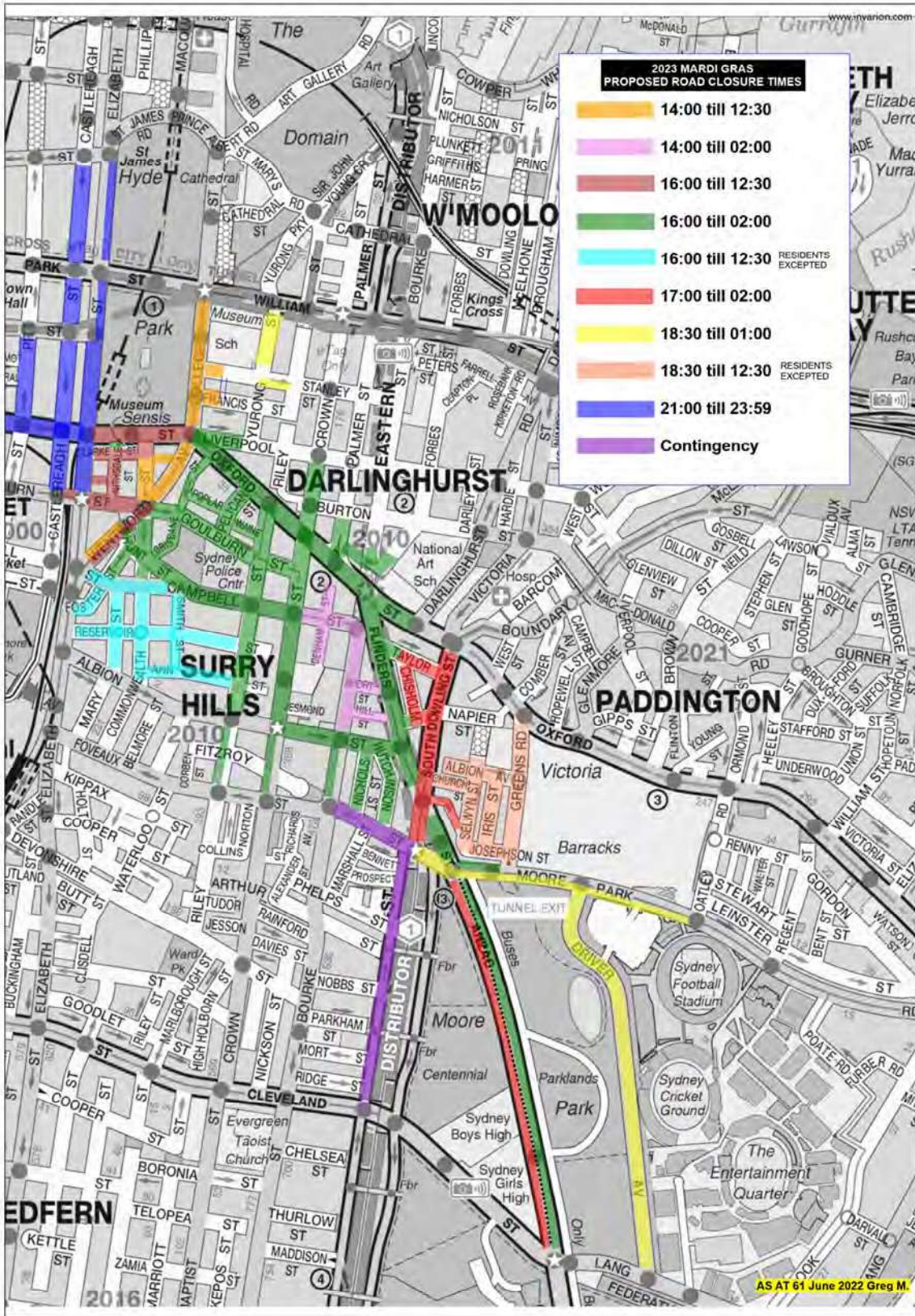
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

Not applicable as Sydney Gay and Lesbian Mardi Gras Ltd is a not-for-profit organisation which is exempt from fees as stipulated in the current Fees and Charges.

TERRY XU, ENGINEERING TRAFFIC OFFICER

ANNEX 1 – Road Closure Map



Item 3.**Street Events - Temporary Road Closures - City2Surf 2022****TRIM Container No.: 2022/315862****Recommendations**

It is recommended that the Committee endorse the temporary road closures for the City2Surf 2022 on Sunday, 14 August 2022 from 3.30am to 12noon 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 and Kings Cross 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 submit an updated Traffic Management Plan for approval by the Transport Management Centre.
- (F) The Applicant must obtain approvals for road closures outside the City of Sydney's Local Government Area.
- (G) The Applicant must advise relevant car share operators seven days prior to the event if their respective vehicle will be affected by the temporary road closures and Special Event Clearways.
- (H) 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.
- (I) 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]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

USM Events Pty Ltd has applied for the temporary road closures of various streets controlled by the City of Sydney for City2Surf 2022 from 3.30am to 12 noon on Sunday 14 August 2022.

Comments

The City2Surf 2022 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Consultation

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

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

3.7 Special event clearways

In 2017 the entire course was SEC for the first time. SEC will continue in 2022. SEC are arranged by TMC.

Special event clearways are in place from 1am to 4pm. Motorists are advised to check signs before parking as vehicles parked in special event clearways will be towed and fines apply.

The list below shows the times and the locations of the Special Event clearways.

Sydney CBD

From 1am to 12 Midday

Castlereagh St*	Between Market St and Park St	Western side
Clarence St*	Between DrUITT St and Market St	Eastern side
College St	Between Prince Albert Rd and Oxford St	
Francis St	Between College St and College Ln	Northern side
Elizabeth St	Between Hunter St and Wentworth Ave	
Macquarie St	Between Hunter St and Prince Albert Rd	
Park St	Between Elizabeth St and College St	
Prince Albert Rd	Between Macquarie St and St Marys Rd	
St James Rd	Between Elizabeth St and Macquarie St	
Stanley St	Between College St and College Ln	
Wentworth Ave	Between Lyons Ln and Liverpool St	Western side
Yurong St	Between Stanley St and William St	Both sides

*Sydney Buses excepted

Darlinghurst / Rushcutters Bay

From 1am to 12 Midday

Bayswater Rd	Between William St and Neild Rd	both sides
Craigend St	Between Ward Ave and Victoria St	Southern side
Crown St	Between William St and Suttor St	Western side
McLachlan Ave	Between Bayswater Rd and New South Head Rd	both sides
Nield Ave	Between Bayswater Rd and New South Head Rd	both sides
New South Head Rd	Between Neild Ave and New Beach Rd	Eastbound, both sides
New South Head Rd	Between New Beach Rd and Barcom Ave	Westbound, both sides
Waratah St	Between Bayswater Rd and Clement St	western side
William St	Between College St and Bayswater Rd*	Northern side
William St	Between Barcom Ave and College St*	Southern side
William St off-ramp	Between William St and Brougham St	Northern side

*Includes Kings Cross Tunnel

Bellevue Hill / Double Bay / Edgecliff / Point Piper / Rose Bay

From 1am to 12 Midday

New South Head Rd	between New Beach Rd and Dover Rd	
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Rose Bay

From 1am to 4pm

O'Sullivan Rd	between Latimer Rd and Old South Head Rd*	Eastern side
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*Charter buses and coaches excepted

3.8 Road closures

Road closure infrastructure will be put into place by Who Dares and Coates in consultation with Police and TMC. Road closures will be maintained by Police, Traffic Controllers with assistance from volunteer course marshals. Course marshals will monitor intersections only, not directly interacting with traffic, and will contact Police or traffic controller if vehicles violate the traffic infrastructure in place. All intersections will have an accredited traffic controller or Police member on point or within line of sight.

In the event that any course marshals do not arrive on site by the required time, a 'course filler' bus and additional marshals are arranged. This vehicle is on standby to work under direction from USM Events GCC rep when gaps are determined.

Darlinghurst Rd and Victoria St will remain open throughout the event to allow access in and out of the Kings Cross precinct.

Roads will be progressively re-opened by the Transport Management Centre (TMC) and Police after cleaning.

Road closures affect both directions unless stated otherwise.

The following road closures will also be in place:

BONDI BEACH

From 1am Sat 13 Aug to 7am Sun 14 Aug

Queen Elizabeth Dr¹ from Campbell Pde (Bondi Beach carpark)

¹access restricted to authorised vehicles from 1am to 1pm on Saturday 10 August

DARLINGHURST / SYDNEY CBD

From 3:30am to 11:30am

College Ln	Between Francis St and Stanley St
College St	between Prince Albert Rd and Oxford St
Francis Ln	Off College Ln
Francis St	Between College St and Yurong St
Hargrave St	Between Francis St and Hargrave Ln
Macquarie St	between Hunter St and St James Rd
Prince Albert Rd	between Macquarie St and St Marys Rd
St James Rd	between Elizabeth St and Macquarie St
Stanley St	Between College St and Yurong St

DARLINGHURST / SYDNEY CBD / WOOLLOOMOOLOO

From 3:30am to 12 Midday

Park St	between Elizabeth St and College St	
William St	between College St and Yurong St	eastbound
William St	Between Riley St and College St	westbound

DARLINGHURST / DARLING POINT / EDGECLIFF / KINGS CROSS / WOOLLOOMOOLOO

From 6am to 12 Midday

Bayswater Rd ¹	between William St and Neild Ave	
Bourke St	between William Ln and St Peters Ln	
Brougham St	from Dowling St	
Cross City Tunnel	William St exit	eastbound
Dowling St ²	from William St to cul-de-sac	

Eastern Distributor	William St exit (Palmer St)	northbound
Eastern Distributor	William St exit (Palmer St)	southbound
Kings Cross Rd	between Ward Ave and Bayswater Rd	
McLachlan Ave	Between Bayswater Rd and New South Head Rd	
Nield Ave	Between Bayswater Rd and New South Head Rd	
New South Head Rd	between Neild Ave and Ocean St	
New South Head Rd	Between New Beach Rd and Barcom Ave	westbound
Ocean St ³	between New South Head Rd and High St	
Palmer St	between Cathedral St and William St	
Riley St	between Suttor St and William St	
Riley St	between Stanley St and William St	northbound
Stanley St	between Riley St and Yurong St	westbound
Stanley St ⁴	between Crown St and Riley St	westbound
William St	between Boomerang Pl and Bayswater Rd ⁵	eastbound
William St	between Barcom Ave and Riley St ⁵	westbound
William St on-ramp	From Darlinghurst Rd	westbound
William St on-ramp	From Ward Ave	eastbound
Yurong St ⁴	Between Stanley St and William St	northbound

- 1 Bayswater Rd remains open to local traffic between Roslyn St and Waratah St
- 2 No access to Dowling St from William St. Exit available at all times
- 3 Ocean Ave to Ocean St is a course crossover point southbound until 7:30am
- 4 Residential access available only. NB No turnaround available for heavy or long vehicles
- 5 Includes Kings Cross Tunnel

EASTERN DISTRIBUTOR

From 6am to 12 Midday

Direction	Off -Ramp Closure	Destination
Northbound	Palmer St off-ramp to William St	City. Kings Cross, Cross City Tunnel ¹
Southbound	Palmer St off-ramp to William St	Kings Cross ²

¹Eastern Distributor northbound City off-ramp to Macquarie St remains open

²Eastern Distributor southbound City/Woolloomooloo off-ramp to Cowper Wharf Rwy remains open

CROSS CITY TUNNEL

From 6am to 12 Midday

Direction	Off -Ramp Closure
Eastbound ¹	All
Westbound ²	Eastern Distributor. Woolloomooloo

¹Cross City Tunnel eastbound closed

²Cross City Tunnel westbound access available via McLauchlan Ave, Rushcutter Bay

DARLING POINT

From 7am to 12 Midday

New Beach Rd ¹	between Loftus St and New South Head Rd	Southbound
New South Head Road	between New Beach Rd and Ocean St	

Item 4.**Mobile Crane - Temporary Road Closure - Phillip Street, Sydney**

TRIM Container No.: 2021/390330

Recommendations

It is recommended that the Committee endorse the temporary road closure of Phillip Street, Sydney, between Hunter Street and King Street (four lanes), from 11.30pm on Friday 19 August 2022 to midnight on Sunday 21 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 26 to 28 August 2022, 2 to 4 September 2022 and 16 and 18 September 2022 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

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

Adams Traffic Management Services has applied for the temporary road closure of Phillip Street, Sydney, between Hunter Street and King Street (four lanes), from 11.30pm on Friday 19 August 2022 to midnight on Sunday 21 August 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 65 Martin Place, Sydney.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

www.invarion.com
 Date: 03/06/2022
 Comments:
 Author: D. Adams
 Card No: TC10101223

CASTLEREAGH ST

ONE WAY

HUNTER ST

MARTIN PLACE

ELIZABETH ST

KING ST

CHURCH

PHILLIP ST

RBA BUILDING
65 MARTIN PLACE

WORK ZONE

DETOUR

DETOUR

LOCAL ACCESS ONLY

ROADWORK AHEAD

NOT TO SCALE

Traffic Speed km/h	Merge Taper Length, m	Lateral Taper Length, m
40 or less	15	0
50	30	15
60	30	30
70	60	30
80	130	60
90	145	90
100	160	100
110	180	110

MARR CONTRACTING

RBA 65 MARTIN PLACE
 SYDNEY CBD
 NSW 2000

ABN: 62 622 910 294
 Add: 12/7 Hoyle Avenue
 Castle Hill NSW 2154
 Ph: (02) 98993307
 Email: info@atmservices.net.au



UDB Ref: F E8
 TGS No: ATMS537

Item 5.**Mobile Crane - Temporary Road Closure - Marriott Street, Redfern**

TRIM Container No.: 2022/324604

Recommendations

It is recommended that the Committee endorse the temporary road closure of Marriott Street, Redfern, between Cooper Street and Cleveland Street, from 7.30am on Monday 29 August 2022 to 5.30pm Tuesday 30 August 2022 (three lanes), 24 Hours continuous, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 5 and 6 September, 12 and 13 September and 19 and 20 September 2022 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders
- (G) The Applicant must provide TfNSW-Accredited Traffic Controllers to safely manage the 24 Hours continuous road closure.

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

Toga Constructions NSW Pty Ltd has applied for the temporary road closure of Marriott Street, Redfern, between Cooper Street and Cleveland Street, from 7.30am on Monday 29 August 2022 to 5.30pm Tuesday 30 August 2022 (three lanes), 24 Hours continuous.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install steel beams on site at 2-38 Baptist Street and 397-399 Cleveland Street, Redfern.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Client Name:	TOGA	Traffic Control Plan Modification (On Site)
Location of Work:	MARRIOTT ST, SURRY HILLS NSW	Modified By:
On Site Contact Name:	JOHN MATOUK	Name:
On Site Contact No.:	0417 970 904	Signature:
Plan No.:	202395	Cert No.:
Type of Closure:	ROAD CLOSURE/ VEHICLE MOVEMENT	Amendments Required? Y/N

Urban Traffic accepts no liability for the implementation or execution of this TCP unless taken by authorised UTS persons. All TCPs are copyright/property of UTS and are not transferable unless authorised by Urban Traffic.

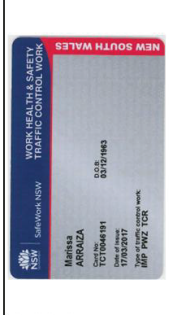
Date: 2/06/2022
UBD REF:

Plan Drawn By: Marissa Aitraitza
* This plan remains the property of Kontrö Services

* This plan is not to scale
* This TCP complies with Aust Standard 1742.3 and RTA TCWSM Version 6.

Prepare a Work Zone Traffic Management Plan
TCT0046191

Date of Issue: 17/03/2017



Spacing (60-80km/h)	12m
Spacing (Over 80km/h)	15m
Merge Taper (60-80km/h)	9m
Lateral Shift (60-80km/h)	12m
Taper Length	
Merge Taper	20m
Lateral Shift Taper	0m
Attended STOP/SLOW	30m
Dm = Speed Limit	

Signs	
Size	"A", "B" or "C"
Spacing	Dm
Advance Warning/ Area to Transition	
Area	20m

Use class 2 reflective signs for day work & class 1 reflective signs for night work.

Speed of Traffic km/h	TC at beginning of taper	Lateral Shift of taper	Merge Taper
45	15	0	15
46-55	15	0	15
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	60	130
86-105	N/A	90	145
Greater	N/A	100	160
105	N/A	110	180

Mobile crane to come from Cleveland st and setup at top of Marriot St. Must be on Marriot St before 5am.

2x Semi-Trailer to drive in from Cleveland and park on Marriot St, past the mobile setup.

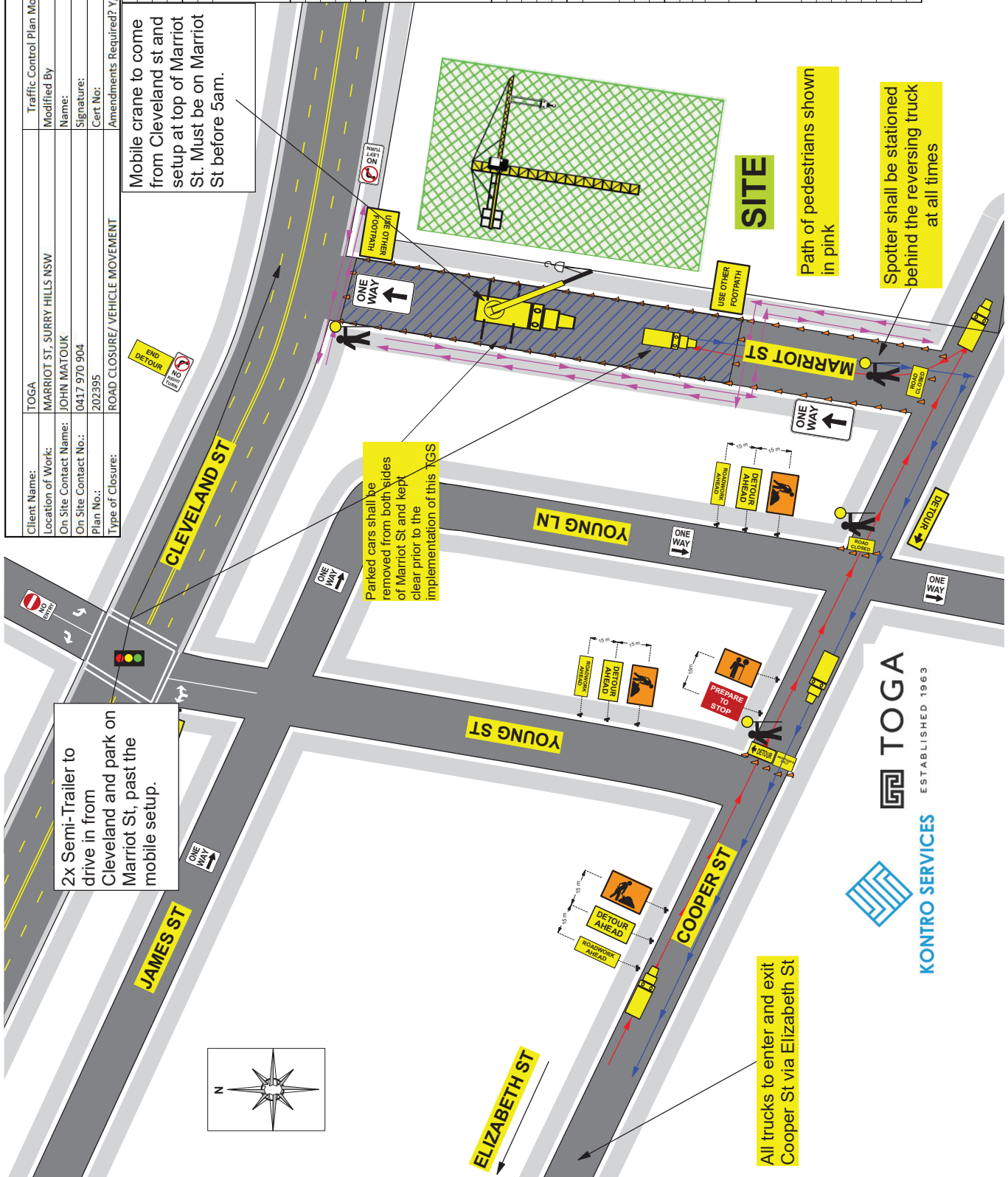
Parked cars shall be removed from both sides of Marriot St and kept clear prior to the implementation of this TGS

SITE

Path of pedestrians shown in pink

Spotter shall be stationed behind the reversing truck at all times

All trucks to enter and exit Cooper St via Elizabeth St



Item 6.**Road Works - Temporary Road Closure - Sophia Street, Surry Hills**

TRIM Container No.: 2022/325805

Recommendations

It is recommended that the Committee endorse the temporary road closure of Sophia Street, Surry Hills between Waterloo Street and Terry Street, (one lane), from Monday 8 August 2022 to Friday 12 August 2022, from 7.30am to 5.30pm, 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 15-22 August 2022 as contingency dates.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Hunt Collaborative has applied for the temporary road closure of Sophia Street, Surry Hills between Waterloo Street and Terry Street, (one lane), from Monday 8 August 2022 to Friday 12 August 2022, from 7.30am to 5.30pm.

Comments

The proposed temporary road closure is required to enable connection of new sewer line to 37-51 Foveaux Street, Surry Hills.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



Client	Hunt Collaborative
Location	37-51 Foveaux St, Surry Hills
Date	07/06/2022
Scope	Road Closure- Sophia St
Author	Jessica Lemos
License #	TCT1002557
Plan #	2

Notes:

- Trenching works for water connection
- Road closure in place
- Local access to be maintained at all times under traffic control assistance
- Controllers must use radio communication

Manifest

- 10 x Cone
- 3 x Traffic Controller
- 2 x T2-4 ROAD CLOSED
- 2 x T5-1 (L) DETOUR LEFT
- 2 x TM2-V103 LOCAL ACCESS ONLY
- 1 x T1-25 ROADWORK ON SIDE ROAD
- 1 x T1-6 DETOUR AHEAD
- 1 x T5-1 (R) DETOUR LEFT
- 1 x Traffic Lights

Legend

- Cone
- Traffic Lights
- Trenching approx location
- Work Area



Traffic controllers to maintain local access at all times

Traffic control warning signs and devices must be implemented and operated in accordance with AS17423-2018 (manual of traffic control devices) and RMS NSW TCAMS-V6 technical manual (traffic control at work sites)

Item 7.**Mobile Crane - Temporary Road Closure - Stanley Street, Darlinghurst**

TRIM Container No.: 2022/316821

Recommendations

It is recommended that the Committee endorse the temporary road closure of Stanley Street, Darlinghurst, between College Street and Yurong Street, (four lanes), from 7pm on Saturday 30 July 2022 to 12pm on Sunday 31 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 6-7, 13-14, 20-21 and 27-28 July 2022, 3-4, and 10-11 August 2022 as contingency dates.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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 [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Bellevarde Constructions has applied for the temporary road closure of Stanley Street, Darlinghurst, between College Street and Yurong Street, (four lanes), from 7pm on Saturday 30 July 2022 to 12pm on Sunday 31 July 2022 (17 Hours).

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of a tower crane at 18 College Street, Darlinghurst.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Traffic Control Plan:

Date: 18/05/22 **Author:** Gemini Perera **Project:** 18 College Street, Darlinghurst **Client:** Active Crane Hire **Contact:** Neville Livingston **Phone:** 0421 779 289 www.invarion.com

Comments:

This plan was designed by Gemini Perera of Jim's Traffic Control - Hornsby in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.0. The plan is designed for the safe setup of a work zone on 4/6 lanes on College Street and a full road closure on Stanley Street to stand a mobile crane to remove the site tower crane at 18 College Street, Darlinghurst. During work College Street traffic will be run at contra flow, Stanley Street traffic will be detoured and pedestrians shall be assisted to the other footpath. Certified traffic controllers will be on-site to implement and monitor this TCP. All traffic control plans are copyright/property of Jim's Traffic Control - Hornsby and are not transferrable unless authorized by Jim's Traffic Control - Hornsby. Any questions please contact Dwayne Perera of Jim's Traffic Control - Hornsby on 0400 350 182.

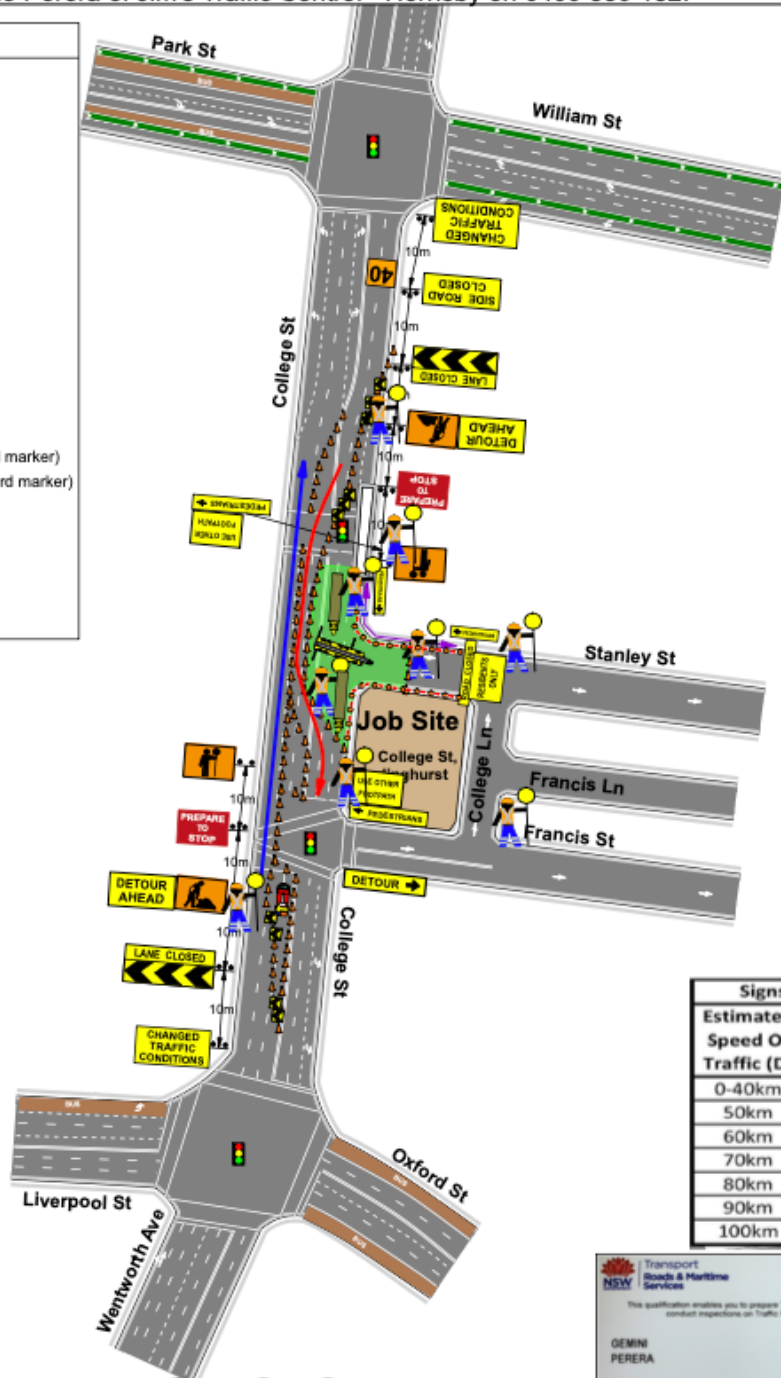


Manifest

- 101 x Cone
- 24 x Bollard
- 22 x Pedestrian Tape
- 11 x sign single
- 10 x T5-5 T5-5 single chevron
- 9 x Traffic Controller
- 5 x ImBUS
- 2 x semi trailer
- 2 x T1-18 PREPARE TO STOP
- 2 x T1-23 CHANGED TRAFFIC CONDITIONS
- 2 x T1-34 TRAFFIC CONTROLLER AHEAD
- 2 x T1-5 WORKERS AHEAD
- 2 x T1-6 DETOUR AHEAD
- 2 x T8-3 USE OTHER FOOTPATH
- 1 x RESIDENTS residents only
- 1 x T1-32 SIDE ROAD CLOSED
- 1 x T2-235 (L) LANE CLOSED LEFT (over hazard marker)
- 1 x T2-235 (R) LANE CLOSED RIGHT (over hazard marker)
- 1 x T2-4 ROAD CLOSED
- 1 x T5-1 (R) DETOUR LEFT
- 1 x T8-2 (L) PEDESTRIANS LEFT
- 1 x T8-2 (R) PEDESTRIANS RIGHT
- 1 x T8-2L pedestrians (L)
- 1 x T8-2R pedestrians (R)

Legend

- Bollard
- Bus Lane
- Cone
- Job Site
- Mobile Crane
- Pedestrian Access
- Pedestrian Tape
- Traffic Controller
- traffic light
- Work Area



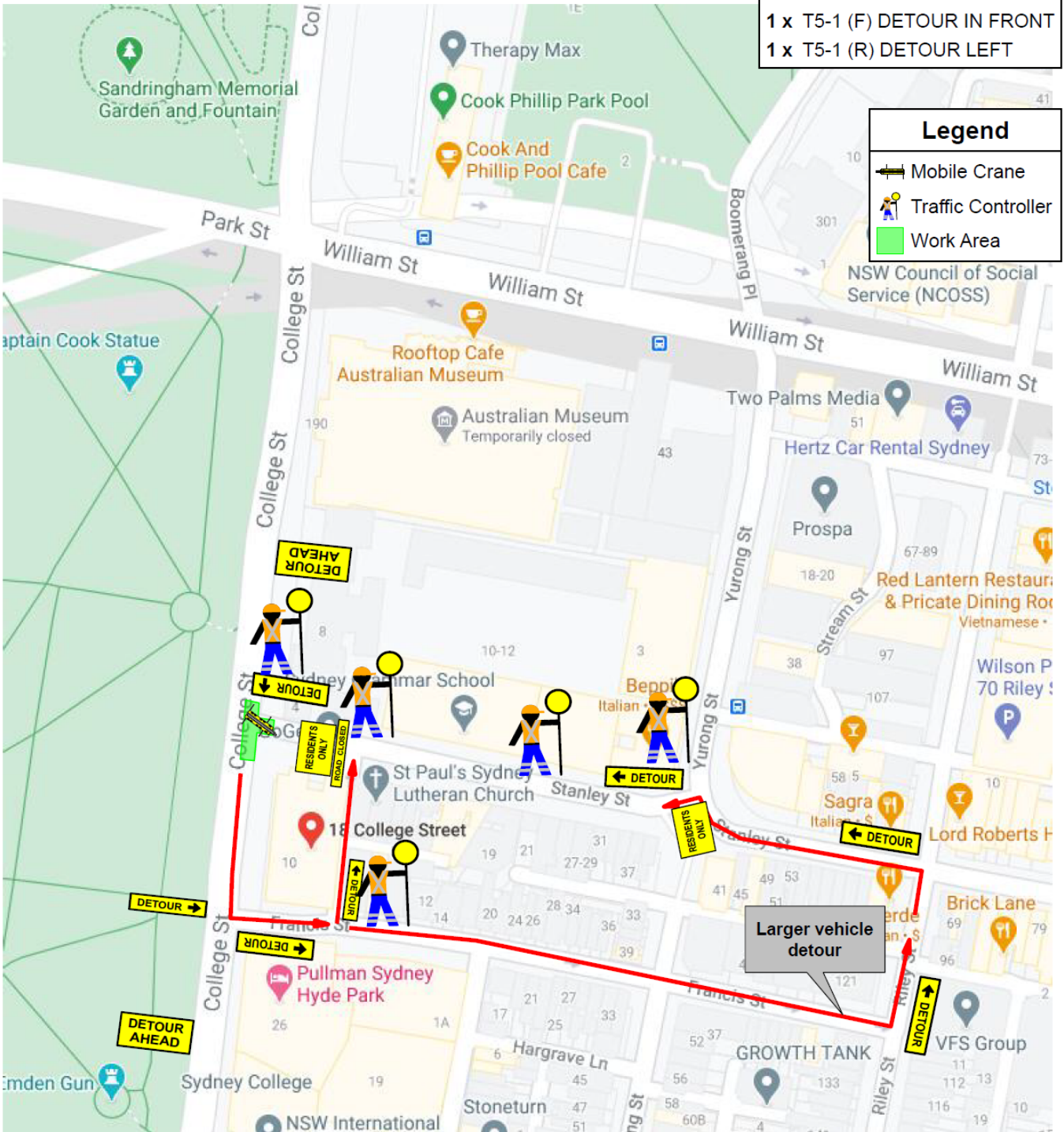
Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m

NSW Transport Roads & Maritime Services
 Prepare a Work Zone Traffic Management Plan
 Cert No. 0052272002
 This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.
GEMINI PERERA
 Expiry Date: 24/01/2023
 This card is not a proof of identity.

PLAN NOT TO SCALE

Detour Routes

Manifest
5 x T5-1 (L) DETOUR LEFT
5 x Traffic Controller
2 x RESIDENTS residents only
2 x T1-6 DETOUR AHEAD
1 x T2-4 ROAD CLOSED
1 x T5-1 (F) DETOUR IN FRONT
1 x T5-1 (R) DETOUR LEFT



NSW Transport Roads & Maritime Services
 Prepare a Work Zone Traffic Management Plan
 Card No. 0052272002
 This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

GEMINI PERERA
 Expiry Date: 24/01/2023

This card is not a proof of identity.

PLAN NOT TO SCALE

Item 8.**Mobile Crane - Temporary Road Closure - Grandstand Parade, Zetland**

TRIM Container No.: 2022/304563

Recommendations

It is recommended that the Committee endorse the temporary road closure of Grandstand Parade, Zetland, between Austin Grove and Wolseley Grove, (four lanes), from 7am to 5pm on Monday 1 August 2022 and Thursday 25 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 2 and 26 August 2022 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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

SafeWayTMS has applied for the temporary road closure of Grandstand Parade, Zetland, between Austin Grove and Wolseley Grove, (four lanes), from 7am to 5pm on Monday 1 August 2022 and Thursday 25 August 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift equipment onto the rooftop of 4 Grandstand Parade, Zetland.

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



3. SCHEDULE OF WORKS
TBA By Metro Cranes.

4. COMPLIANCE

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

TCP-Crane Lifts (Detour)

1. SCOPE OF WORKS
Crane Lifts.

2. TRAFFIC MANAGEMENT LOGISTICS

Certified Traffic Controllers will implement a road closure with a detour in place. Pedestrian and cyclists safety will be a priority at all times.

VICTORIA PARK PARADE



Safeway
Traffic Management Solutions

Location : 4 Grandstand Parade, Zetland
Company : Metro Cranes.
Council : City of Sydney.
TCP Author : Dennis Dandolo
Prepare a Work Zone TMP # TCT0020663

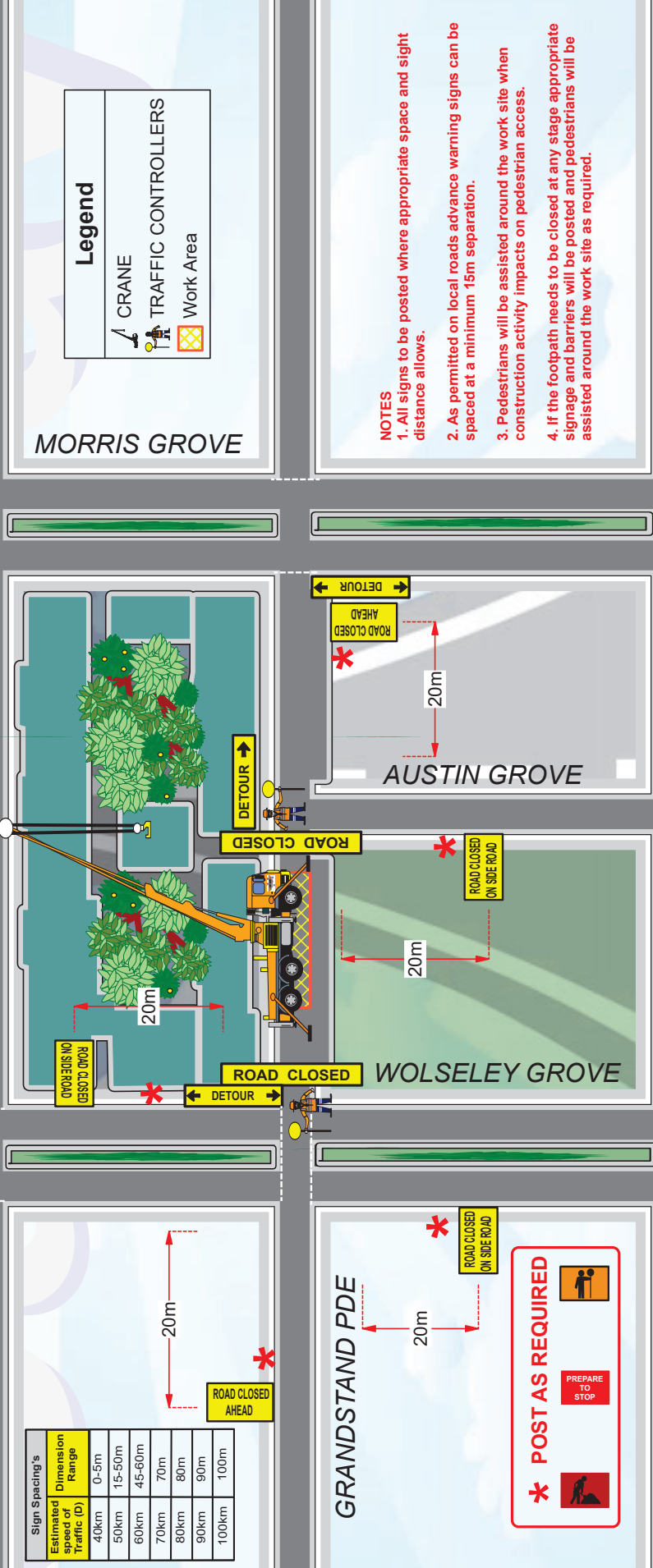
Signature : _____
Filename :

A: Suite 450, 29 Smith Street, Parramatta 2150 NSW
P: 1800 987 891
F: (02) 9823 0494
M: 0403 323 290
E: dennis.dandolo@safewaytms.com.au
W: www.safewaytms.com.au
UBD Reference #: 19/JZ
Scale : NTS
Prepared Date : 20.05.2022

SAFETY WORK NSW
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Dennis George DANDOLO
Card No: TCT0020663
DOB: 2/11/1978
E: 819822916
P: 0403 323 290

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



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

Legend

- CRANE
- TRAFFIC CONTROLLERS
- Work Area

- NOTES**
- All signs to be posted where appropriate space and sight distance allows.
 - As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
 - Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
 - If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.

*** POST AS REQUIRED**

PREPARE TO STOP

JOYNTON AVENUE

Item 9.**Mobile Crane - Temporary Road Closure - Ebsworth Street, Zetland**

TRIM Container No.: 2022/362324

Recommendations

It is recommended that the Committee endorse the temporary road closure of Ebsworth Street, Zetland, between Tweed Place and Barker Street, (four lanes), from 8am to 5pm on Sunday 28 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 4, 11, 18, and 25 September, 2, 9, 16, and 23 October 2022 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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

Protech Air conditioning and Electrical Solutions Pty Ltd has applied for the temporary road closure of Ebsworth Street, Zetland, between Tweed Place and Barker Street, (four lanes), from 8am to 5pm on Sunday 28 August 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for replacement of air conditioning units at 20 Ebsworth Street, Zetland.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Traffic Control Plan:

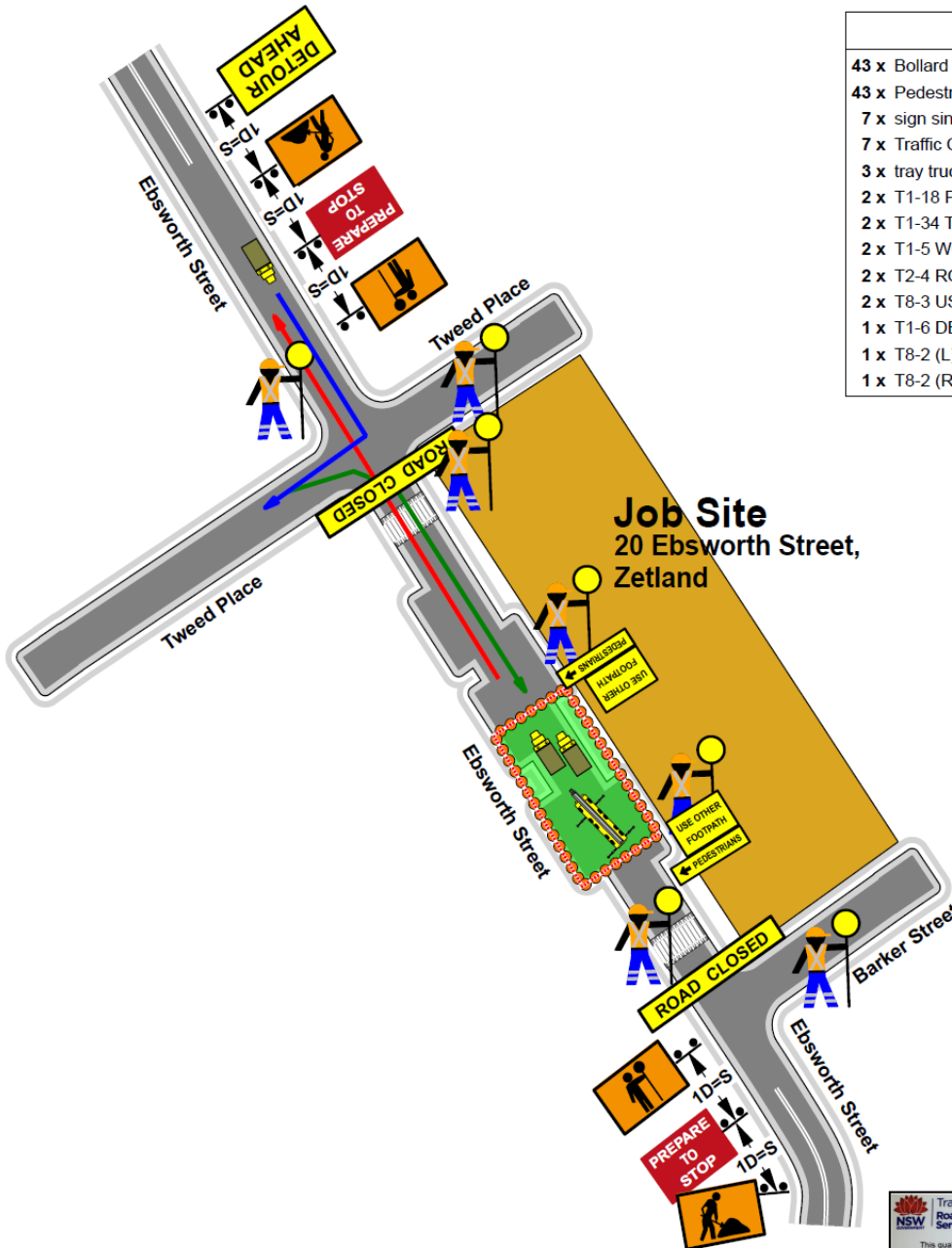
Date: 27/06/22 **Author:** Gemini Perera **Project:** 20 Ebsworth Street, Zetland
Client: Protech Air Conditioning **Contact:** Suki Rokilan **Phone:** 0451 989 100

www.invarior.com



Comments:

This plan was designed by Gemini Perera of Jim's Traffic Control - Hornsby in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.0. The plan is designed for the safe closure of Ebsworth Street, between Tweed Place and Barker Street to setup a mobile crane for the replacement of air conditioning units at 20 Ebsworth Street, Zetland. During work traffic will be detoured around and pedestrians shall be assisted to the other footpath. Certified traffic controllers will be on-site to implement and monitor this TCP. All traffic control plans are copyright/property of Jim's Traffic Control - Hornsby and are not transferrable unless authorized by Jim's Traffic Control- Hornsby. Any questions please contact Dwayne Perera of Jim's Traffic Control - Hornsby on 0400 350 182.



Manifest	
43 x	Bollard
43 x	Pedestrian Tape
7 x	sign single
7 x	Traffic Controller
3 x	tray truck
2 x	T1-18 PREPARE TO STOP
2 x	T1-34 TRAFFIC CONTROLLER AHEAD
2 x	T1-5 WORKERS AHEAD
2 x	T2-4 ROAD CLOSED
2 x	T8-3 USE OTHER FOOTPATH
1 x	T1-6 DETOUR AHEAD
1 x	T8-2 (L) PEDESTRIANS LEFT
1 x	T8-2 (R) PEDESTRIANS RIGHT

Legend	
	Bollard
	Job Site
	Mobile Crane
	Pedestrian Tape
	Traffic Controller
	Vehicle Access
	Vehicle Egress
	Vehicle Reverse
	Work Area

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

NSW Transport Roads & Maritime Services
 Prepare a Work Zone Traffic Management Plan
 Case No. 9052272002
 This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.



GEMINI PERERA
 Expiry Date: 24/01/2023

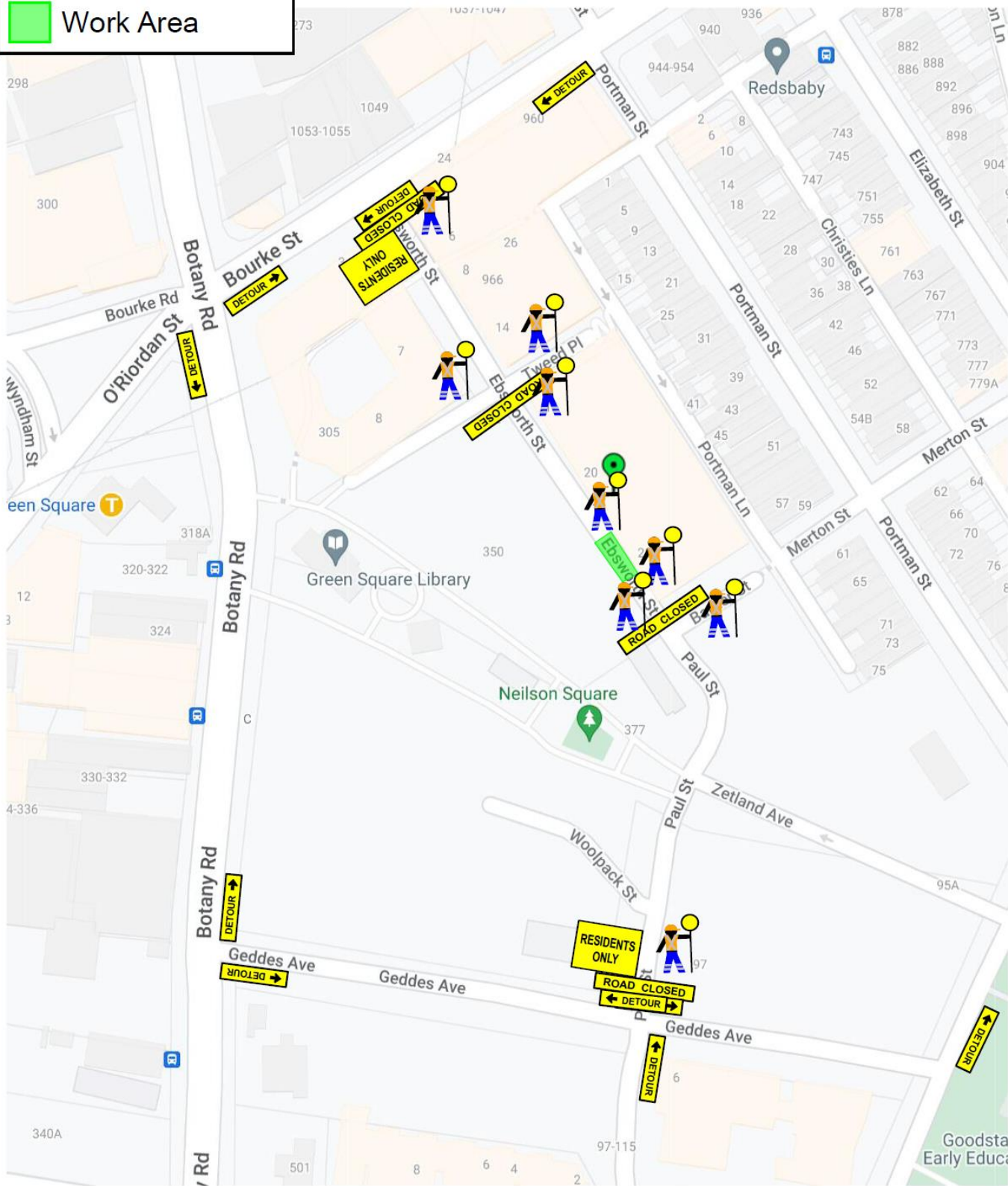
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PLAN NOT TO SCALE

Detour Plan

Legend

-  Traffic Controller
-  Work Area



PLAN NOT TO SCALE

Item 10.**Works Zone - Hosking Place, Sydney**

TRIM Container No.: 2022/349304

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Hosking Place, Sydney, between the points 43 metres and 53 metres west of Castlereagh Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (D) The Applicant must not reverse onto Hosking Place from Castlereagh Street. The Applicant must enter and exit Hosking Place from Castlereagh Street in a forward direction only.
- (E) The Applicant must provide TfNSW-Accredited Traffic Controllers to safely manage the operation of the Works Zone and ensure construction vehicles are parked within the allocated kerb space. If approaching traffic cannot pass a vehicle in the Works Zone, the TfNSW Accredited Traffic Controllers must instruct the construction vehicle to depart the Works Zone immediately.
- (F) The Applicant must provide accredited traffic controllers to manage traffic flows in Hosking Place whilst the works zone is in operation.

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

Intermain Pty Ltd has requested a 10 metre long Works Zone in Hosking Place, Sydney.

The Works Zone is to facilitate construction works at 3 Hosking Place, Sydney.

Comments

The kerb space on the northern side of Hosking Street, Sydney west of Castlereagh Street where the works zone is proposed is currently signposted as "No Parking".

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

The works zone will revert to "No Parking All Other Times" after the works zone hours.

Hosking Place is a two-way "No Through Road". The works zone would restrict travel flows in Hosking Place to a single travel lane. The largest truck size used by the site is 6m long and 2.1m wide. For safety of pedestrians and other road users, truck access and egress from Castlereagh Street will be restricted to forward direction only. There is sufficient road space within Hosking Place for the truck to undertake a three-point turn under direction of traffic controllers.

The applicant must provide accredited traffic controllers to manage traffic flows in Hosking Place whilst the works zone is in operation.

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.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Hosking Place, Sydney Proposed Works Zone



Source: nearmap 6 December 2020

Existing

- ■ ■ No Stopping
- ■ ■ No Parking

Proposed

- Works Zone
- 7am-7pm Mon-Fri
- 7am-5pm Sat
- No Parking All Other Times

Item 11.**Works Zone - Greens Road, Paddington**

TRIM Container No.: 2022/309320

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Greens Road, Paddington, between the points 18.5 metres and 24.5 metres north of Josephson Street as "Works Zone 7.30am to 5.30pm Mon-Fri, 7.30am-3.30 pm Sat", "1P 5.30pm-2am Mon-Fri, 3.30pm-2am Sat, 8am-2am Sun, Permit Holders Excepted Area 15" and "60° Angle Parking Rear to Kerb Vehicles Under 6m Only", 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 not use vehicles larger than 6 metre in length.
- (E) The Applicant must provide TfNSW-Accredited Traffic Controllers to safely manage the operation of the Works Zone.
- (F) 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. and

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

Insync Projects Pty Ltd has requested a six metre long Works Zone in Greens Road, Paddington.

The Works Zone is to facilitate construction works at 101 Greens Road, Paddington.

Comments

The kerb space on the western side of Greens Road, Paddington between Josephson Street and Bartlett Lane is currently signposted as “1P 8am-2am Permit Holders Excepted Area 15”, “60° Angle Parking Rear to Kerb Vehicles Under 6m Only”.

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 existing angle parking will be retained as part of the Works Zone, since only small vans, less than six metres in length, will be used within the Works Zone. The six metre length Works Zone is considered adequate as it provides for two angle parking bays to be used. Also, permit parking will be signposted after Works Zone hours.

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

Greens Road, Paddington Proposed Works Zone



Existing

- ■ ■ "1P 8am-2am Permit Holders Excepted Area 15",
"60° Angle Parking Rear to Kerb Vehicles Under 6m Only"

Proposed

- "Works Zone 7.30am to 5.30pm Mon-Fri, 7.30am-3.30 pm Sat", "1P 5.30pm-2am Mon-Fri, 3.30pm-2am Sat, 8am-2am Sun, Permit Holders Excepted Area 15", and "60° Angle Parking Rear to Kerb Vehicles Under 6m Only"

Item 12.**Works Zone - Oxford Street, Darlinghurst**

TRIM Container No.: 2022/309064

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Oxford Street, Darlinghurst, between the points 28 metres and 51 metres west of Crown Street as "Works Zone 7.30am-3pm Mon-Fri 7.30am-5.30pm Sat and Bus Lane 3-7pm Mon-Fri", 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

Growthbuilt Pty Ltd has requested a 23 metre long Works Zone in Oxford Street, Darlinghurst.

The Works Zone is to facilitate construction works at 56-80 Oxford Street, Darlinghurst.

Comments

The kerb space on the northern side of Oxford Street, Darlinghurst between west of Crown Street is currently signposted as "Loading Zone 7am-3pm Mon-Fri 7am-10am Sat" and "Bus Lane 3pm-7pm Mon-Fri".

The Works Zone is intended to operate from 7.30am to 3pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions.

After the Works Zone hours, the Works Zone will revert to Bus Lane during the PM Peak hours on weekdays and unrestricted parking in the evenings and weekends.

Consultation

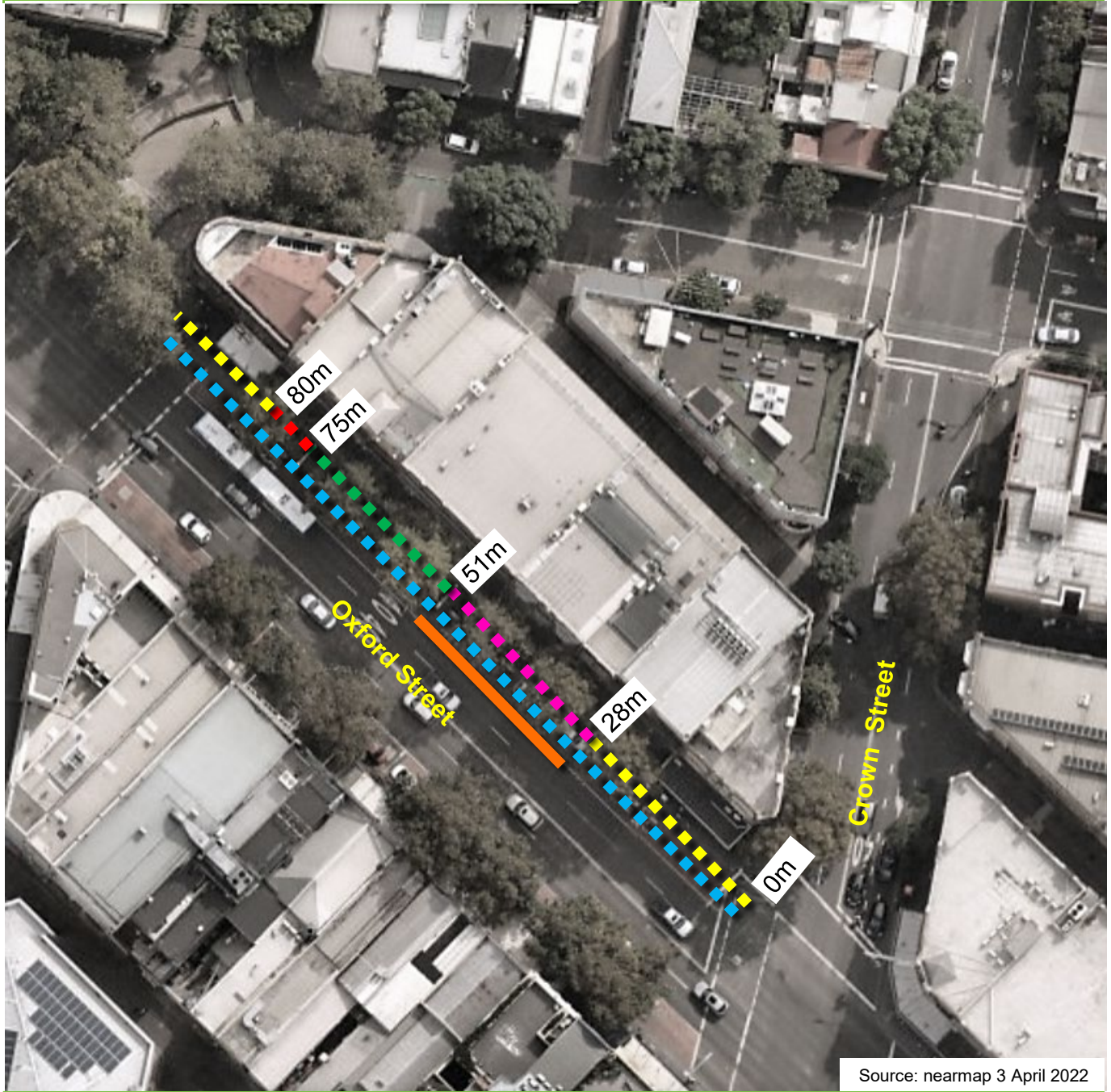
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial








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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Oxford Street, Darlinghurst Proposed Works Zone



Source: nearmap 3 April 2022

Existing		Proposed
	No Stopping	 Works Zone 7.30am-3pm Mon-Fri 7.30am-5.30pm Sat
	No Stopping Taxis Excepted (Limit 1 Minute)	 Bus Lane 3pm-7pm Mon-Fri
	1/4P Free 1P Ticket 8.30am-3pm Mon-Fri 8.30am-6pm Sat-Sun & Public Holidays	
	Loading Zone 7am-3pm Mon-Fri 7am-10am Sat	
	Bus Lane 3pm-7pm Mon-Fri	

Item 13.**Works Zone - Marriott and Cooper Street, Redfern**

TRIM Container No.: 2021/314848

Recommendations

It is recommended that the Committee endorse the extension of existing works zone as follows:

- (A) On the southern side of Cooper Street, Redfern, between the points 0 metre and 14 metres west of Marriott Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping At Other Times" and;
- (B) On the eastern side of Marriott Street, Redfern, between the points 141.5 metres and 152.5 metres south of Cleveland Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping At Other Times";

subject to the following conditions:

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

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

Toga Constructions has requested an extension of the existing works zone by 11 metres in Marriott Street and 14 metres in Cooper Street, Redfern to facilitate construction works at the Surry Hills Shopping Centre, 2-38 Baptist Street, Redfern (D/2018/1128).

Comments

The kerb space on the eastern side of Marriott Street, Redfern south of Cleveland Street and on the southern side of Cooper Street, west of Marriott Street, where the changes are proposed, is currently signposted as "No Stopping".

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

Marriott Street is 6.9 metres wide with parking provided on eastern and western sides of the street. To facilitate adequate space for the Works Zones and to allow construction vehicles to travel on the street, the Works Zones are required to be inset into the site to allow for a 3.3 metre wide travel lane along Marriott Street when the Works Zone is in operation.

Cooper 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

Item 14.**Works Zone - Reservoir Street, Surry Hills**

TRIM Container No.: 2022/326561

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Reservoir Street, Surry Hills, between the points 12.8 metres and 23.8 metres west of Hands Lane as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “4P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays”, subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Beau Bar Pty Ltd has requested a 11 metre long Works Zone in Reservoir Street, Surry Hills.

The Works Zone is to facilitate construction works at 52-58 Reservoir Street, Surry Hills.

Comments

The kerb space on the northern side of Reservoir Street, Surry Hills, west of Hands Lane is currently signposted as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays”.

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. Outside of Works Zone hours the kerb space will be retained as “4P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays”.

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

Currently there is an Alfresco outdoor dining area adjacent the proposed works zone, which is proposed to be extended outside 52-58 Reservoir Street once the Works Zone has been removed.

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


Reservoir Street, Surry Hills Proposed Works Zone



Existing

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

Proposed

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

Item 15.**Works Zone - Buckland Street, Chippendale**

TRIM Container No.: 2022/331185

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Buckland Street, Chippendale, between the points 6 metres and 24 metres south of Blackfriars Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Saturday", 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 Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Alvarez Construction Project Management Pty Ltd has requested an 18 metre long Works Zone in Buckland Street, Chippendale.

The Works Zone is to facilitate construction works at 14-16 Buckland Street, Chippendale.

Comments

The kerb space on the eastern side of Buckland Street, Chippendale is currently signposted as "1P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat" and "No Parking".

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

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

The applicant has indicated concrete pouring will occur from the Works Zone and the low-hanging tree will not impact the process.

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


Buckland Street, Chippendale Proposed Works Zone



Existing

-  "No Stopping"
-  "No Parking"
-  "1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat"

Proposed

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

Item 16.**Works Zone - Glebe Point Road, Glebe**

TRIM Container No.: 2022/309109

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Glebe Point Road, Glebe, between the points 11 metres and 33 metres east of Norton Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat, "1/4P Free 4P Ticket 6pm-10pm Mon-Fri", "1/4P Free 2P Ticket 3.30pm-6pm Sat 8am-6pm Sun & Public Holidays" and "1/4P Free 4P Ticket 6pm-10pm Sat-Sun & Public Holidays", subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Avanti Projects Pty Ltd has requested a 22 metre long Works Zone in Glebe Point Road, Glebe.

The Works Zone is to facilitate construction works at 147-149 Glebe Point Road, Glebe.

Comments

The kerb space on the northern side of Glebe Point Road, Glebe between Norton and Mitchell Streets is currently signposted as "1/4P Free 2P Ticket 8am-6pm" and "1/4P Free 4P Ticket 6pm-10pm".

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

The Works Zone is proposed along the indented parking bay in front of the proposed development. As such, the Works Zone can be installed without affecting traffic flow or property access.

The Works Zone will revert to 2P and 4P ticket parking after the Works Zone hours.

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.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Glebe Point Road, Glebe Proposed Works Zone



Source: nearmap 3 April 2022

Existing

- ■ ■ 1/4P Free
- ■ ■ 2P Ticket 8am-6pm
- ■ ■ 1/4P Free
- ■ ■ 4P Ticket
- ■ ■ 6pm-10pm
- ■ ■ No Stopping
- ■ ■ Bus Zone

Proposed

- Works Zone
- 7.30am-5.30pm Mon-Fri
- 7.30am-3.30pm Sat
- 1/4P Free
- 4P Ticket 6pm-10pm Mon-Fri
- 1/4P Free
- 2P Ticket 3.30pm-6pm Sat
- 8am-6pm Sun & Public Holidays
- 1/4P Free
- 4P Ticket 6pm-10pm Sat-Sun & Public Holidays

Item 17.**Parking - Timed Permit Parking - Elizabeth Bay Road, Elizabeth Bay**

TRIM Container No.: 2022/278963

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Elizabeth Bay Road, Elizabeth Bay between the points 37.2 metres and 45.7 metres (one car space) south of Greenknowe Avenue as "1P 8am-10pm Permit Holders Excepted Area 19".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Elizabeth Bay Road has requested consideration for additional permit parking spaces in the street to improve access to on-street parking.

Comments

The kerb space on the eastern side of Elizabeth Bay Road, Elizabeth Bay where the changes are proposed, is currently signposted as "No Parking 8am-11pm Mon-Sat".

On-site inspection shows the existing "No Parking 8am-11pm Mon-Sat" spaces were not being used frequently and demand for residential permit parking was high in the area.

The proposed changes would limit any vehicle which does not have an Area 19 resident parking permit to one (1) hour of parking from 8am to 10pm, seven days a week where the signs are installed.

Residents with an Area 19 parking permit will be exempted from the one-hour time limit.

One "No Parking 8am-11pm Mon-Sat" space will be retained to allow vehicles to pick up and drop off passengers and goods.

Consultation

The City consulted local residents and businesses in the area. There were 312 letters sent out with two responses supporting and one response opposing the proposal.

The opposing submission was concerned that there would be insufficient short-term delivery parking and legal stopping areas to pick up and drop off passengers.

There are existing loading zones and "No Parking" spaces in Elizabeth Bay Road, which provides on-street parking access for vehicles to pick up and drop off goods and passengers.

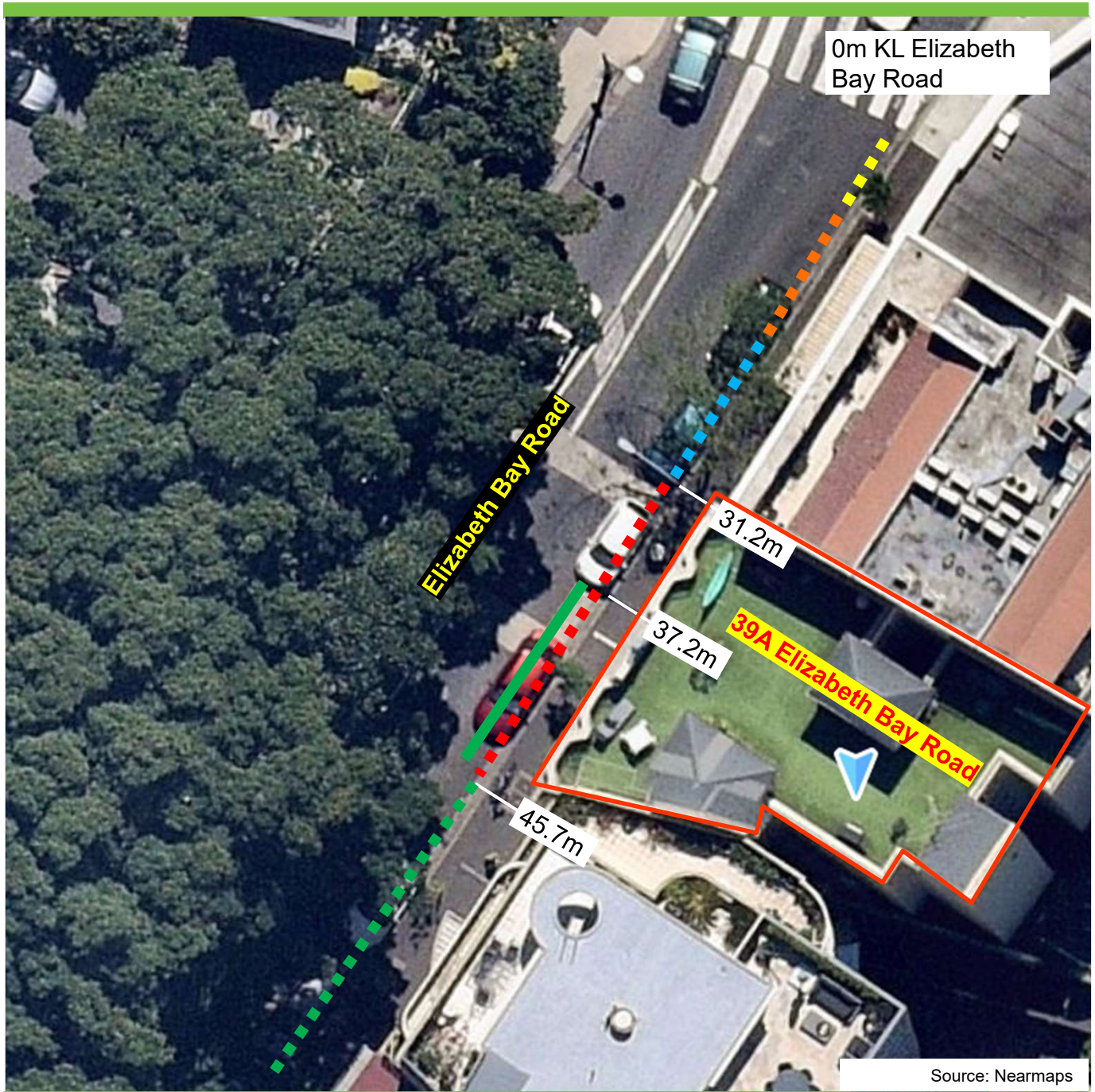
Financial

Funds are available in the current budget.

TERRY XU, ENGINEERING TRAFFIC OFFICER

Proposal

Elizabeth Bay Road, Elizabeth Bay Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking 8am-11pm Mon-Sat"
- ■ ■ "1P 8am-10pm Permit Holders Excepted Area 19"
- ■ ■ "Disability Only Parking"
- ■ ■ "Loading Zone 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat"

Proposed

- "1P 8am-10pm Permit Holders Excepted Area 19"

Item 18.**Parking - Permit Parking and No Parking - Greenknowe Avenue and Baroda Lane, Elizabeth Bay**

TRIM Container No.: 2022/315996

Recommendations

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

- (A) On the northern side of Baroda Lane between the points 5.3 metres and 24.9 metres (three spaces) east of Baroda Street as "No Parking"; and
- (B) On the southern side of Greenknowe Avenue between the points 62.2 metres and 71.8 metres (one parking space) east of Baroda Street as "1P 8am-10pm Mon-Fri Permit Holders Excepted Area 19".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The redevelopment of 11-13 Greenknowe Avenue (D/2020/377/B) includes changing driveway access arrangements by relocating the property driveway from Greenknowe Avenue to Baroda Lane.

Condition 28 of the Development Application requires the applicant to make a submission to the Committee to change on-street parking restrictions.

Comments

The kerb space on the northern side of Baroda Lane, east of Baroda Street, where the changes are proposed, is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 19".

The existing driveway on the southern side of Greenknowe Avenue in front of 11-13 Greenknowe Avenue where the changes are proposed, is currently signposted as "No Parking".

The parking changes are proposed to facilitate waste vehicle access to the new driveway in Baroda Lane and to reinstate parking in Greenknowe Avenue.

The proposal will result in a net loss of two permit parking spaces.

Greenknowe Avenue is a key pedestrian route from Elizabeth Bay to Kings Cross. The proposed driveway relocation improves safety and accessibility by removing the pedestrian-vehicle conflict that currently exists in Greenknowe Avenue.

Consultation

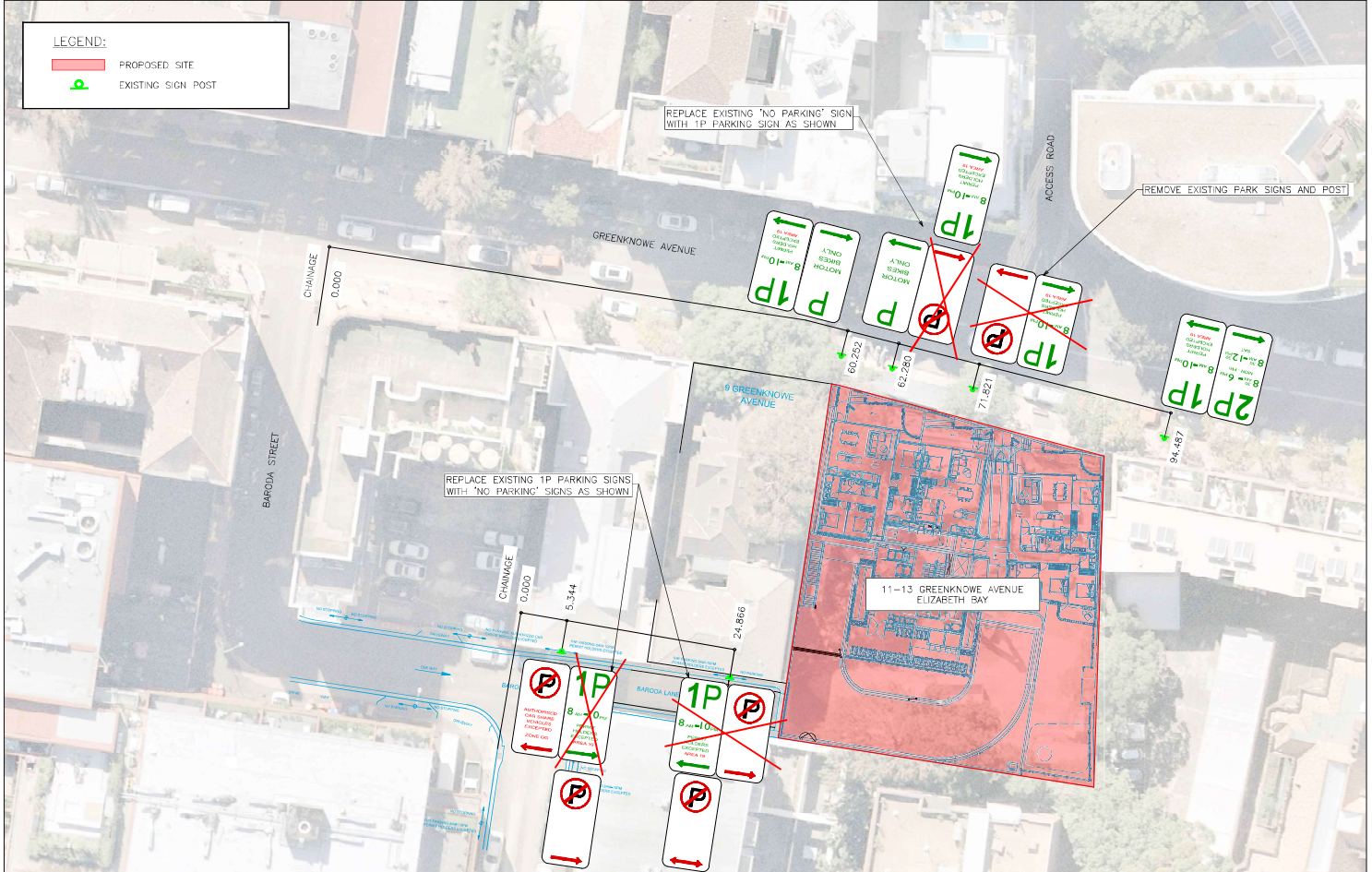
The City consulted local residents and businesses in the area. There were 520 letters sent out with no responses supporting the proposal and five responses opposing the proposal.

The opposing submissions are concerned about the loss of on-street parking spaces.



Financial

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

TANZ ALAM, ENGINEERING TRAFFIC OFFICER



LEGEND:	
█	PROPOSED SITE
📍	EXISTING SIGN POST

 STANBURY TRAFFIC PLANNING <small>TRAFFIC, PARKING & TRANSPORT CONSULTANTS</small>	ADDRESS: 401/380 HARRIS ST, PYRMONT PH: (02) 8971 8314 EMAIL: info@stanburytraffic.com.au WEBSITE: www.stanburytraffic.com.au	STANBURY TRAFFIC PLANNING 11-13 GREENKNOWE AVENUE, ELIZABETH BAY PROPOSED ON-STREET PARKING SIGN SCHEDULE	SCALE  1:400 @ A3	CREATED BY Y.D
			DRAWING NO. 21-216-03-V1	APPROVED BY M.S
			DATE 30 May 2022	SHEET 01 / 01

Item 19.**Parking - No Stopping and Motorbike Parking - Holt Street, Surry Hills**

TRIM Container No.: 2022/273532

Recommendations

It is recommended that the Committee endorse the following reallocation of parking in Holt Street, Surry Hills:

- (A) On the eastern side of Holt Street between the points 28 metres and 31.6 metres north of Gladstone Street as "No Stopping"; and
- (B) On the western side of Holt Street between the points 15 metres and 21 metres (one car space) north of Gladstone Street as "P Motorbikes Only" (five motorbike parking spaces)

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

In 2021, following the installation of outdoor dining areas in Holt Street, Surry Hills, the City installed three new motorbike parking spaces in front of 50 Holt Street. Residents of 50 Holt

Street have reported that the motorbike parking spaces are restricting access to and from the building and have requested consideration to relocate the motorbike parking spaces.

Comments

The kerb space on the eastern side of Holt Street, Surry Hills between Gladstone and Cooper Streets, where the changes are proposed, is currently signposted as Motorbike Parking.

Residents have reported that the motorbike parking spaces in front of their residential building at 50 Holt Street are restricting access from across the road to and from the building. A site assessment showed that that the motorbike parking spaces should be relocated to improve access for residents to and from the building.

The kerb space on the western side of Holt Street, Surry Hills, where the changes are proposed is currently signposted as "2P Ticket 8am-6pm Mon-Fri 4P Ticket 6pm-10pm Mon-Fri 8am-6pm Sat-Sun & Public Holidays". It is proposed to replace one ticket parking space along this kerb space with "P Motorbikes Only". The proposal would create five (5) new motorbike parking spaces.

The kerb space in front of 50 Holt Street will be reallocated to "No Stopping" to maintain unrestricted access for residents to and from the building.

Consultation

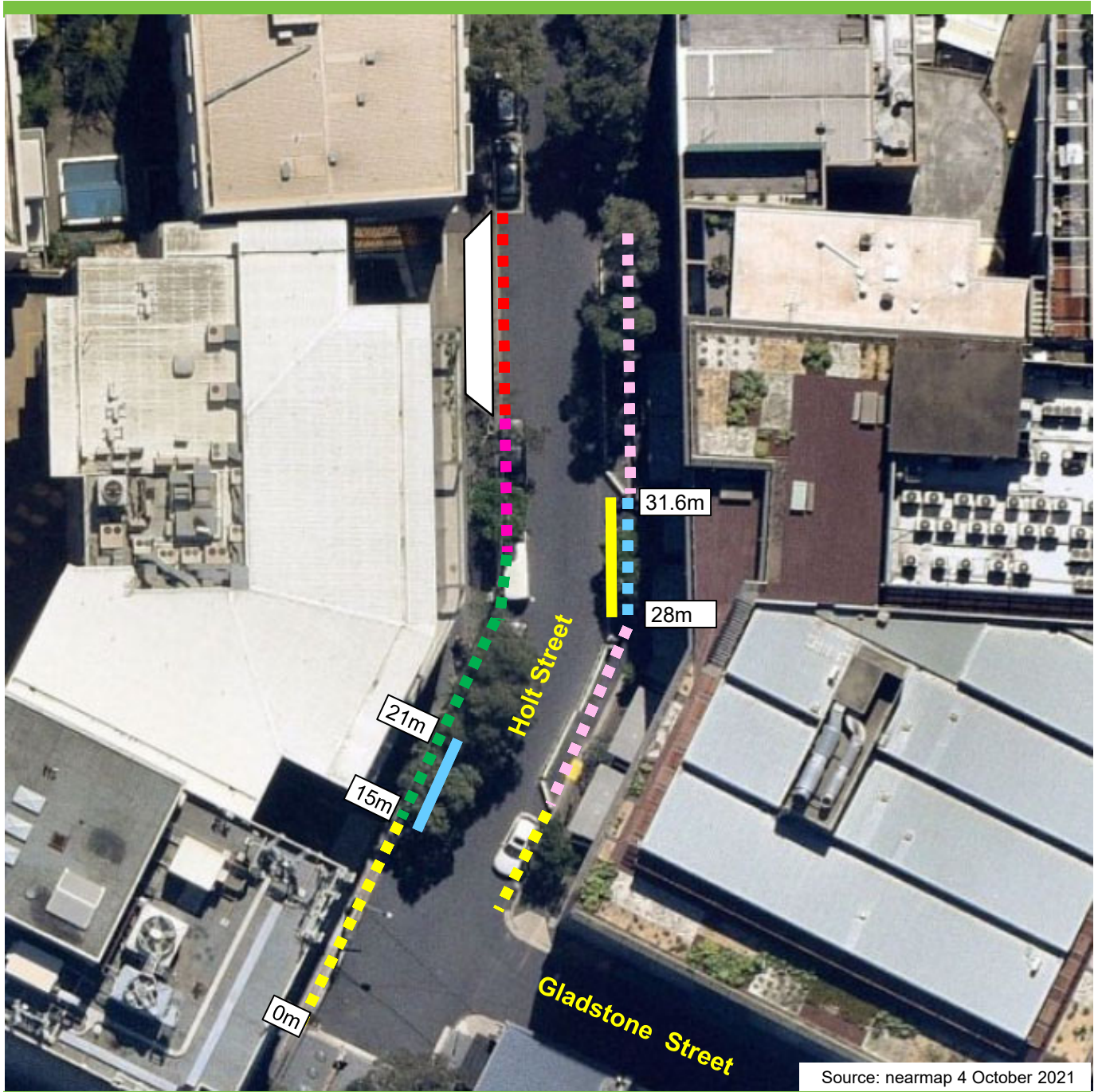
The City consulted local residents and businesses in the area. There were 384 letters sent out with no responses either supporting or opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFIC ENGINEER

Holt Street, Sydney Proposed parking changes



Existing

- No Stopping
- No Parking
- Disability parking
- P Motorbikes Only
- Outdoor dining area
- 2P Ticket
8am-6pm Mon-Fri
- 4P Ticket
6pm-10pm Mon-Fri
8am-6pm Sat-Sun &
Public Holidays

Proposed

- No Stopping
- P Motorbikes Only

Item 20.**Parking - Mobility Parking - Gottenham Street, Glebe**

TRIM Container No.: 2021/406290

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the eastern side of Gottenham Street, Glebe, north of St Johns Road:

- (A) Between the points 47.9 metres and 55.7 metres as "Mobility Parking Only"; and
- (B) Between the points 59.8 metres and 66.5 metres as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

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

Residents in Gottenham Street, Glebe have requested the relocation of the existing mobility space outside 21 Gottenham Street.

Comments

In February 2020, the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorsed a proposal to install mobility parking space outside 21 Gottenham Street, Glebe.

Residents have informed the City that the existing mobility space is not required any more and request for the space to be relocated outside 15 Gottenham 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 Gottenham Street, a 3.2 metre wide bay can be accommodated within the carriageway.

The resident has advised that they are not using a wheelchair but cannot physically walk far. Although 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 83 letters sent out with one response supporting the proposal and one response opposing the proposal.

The opposing submission is concern about the loss of on-street parking spaces.

Financial

Funds are available in the current budget.




TANZ ALAM, ENGINEERING TRAFFIC OFFICER

Proposal



Gottenham Street, Glebe Proposed parking changes



Existing

-  No Stopping
-  2P 8am-6pm Mon-Fri Permit Holders Excepted Area G
-  Disability Parking Only

Proposed

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

Item 21.**Traffic Treatment and Parking Changes - Barlow Street and Parker Street, Haymarket**

TRIM Container No.: 2022/341708

Recommendations

It is recommended that the Committee endorse the following traffic treatment and parking changes in Haymarket:

- (A) Extension of the Barlow Street western end closure from George Street to Parker Lane;
- (B) Reallocation of parking on the southern side of Barlow Street, between the points 0 metre and 11 metre east of Parker Lane as "No Stopping";
- (C) Reallocation of parking on the southern side of Barlow Street, between the points 0 metre and 15.6m metre east of Parker Street as "4P Mobility Parking Only 8am-10pm";
- (D) Reallocation of on the western side of Parker Street, between the points 10 metre and 19.5 metre north of Barlow Street as "No Parking Authorised Car Share Vehicles Excepted Bays 510, 635 & 685" and "60 Degrees Angle Parking Rear to Kerb".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City is proposing to change traffic and parking arrangements in Barlow and Parker Streets, Haymarket for streetscape improvements and improve access to mobility parking and car share spaces.

Comments

The western end of Barlow Street, Haymarket is closed at its intersection with George Street as part of the CBD & South East Light Rail works.

To improve the streetscape in Barlow Street, it is proposed to extend the closure from George Street to Parker Lane. The proposed extension does not change existing traffic conditions and does not require vehicles to change travel patterns.

The proposed extension requires relocation of the mobility parking spaces to provide additional road width for vehicles to turn around safely at the western end of Barlow Street.

There is a loss of two ticket parking spaces from this proposal.

To consolidate the existing car share spaces in Parker Street, Haymarket, it is proposed to reallocate three 60 degrees angle parking spaces on the western side of Parker Street as "No Parking Authorised Car Share Vehicles Excepted Bays 510,635 & 685"

Consultation

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





Financial

Funds are available in the current budget.








CLEMENT LIM, TRAFFIC MANAGER - NORTH

LEGEND



PROPOSED CHANGES

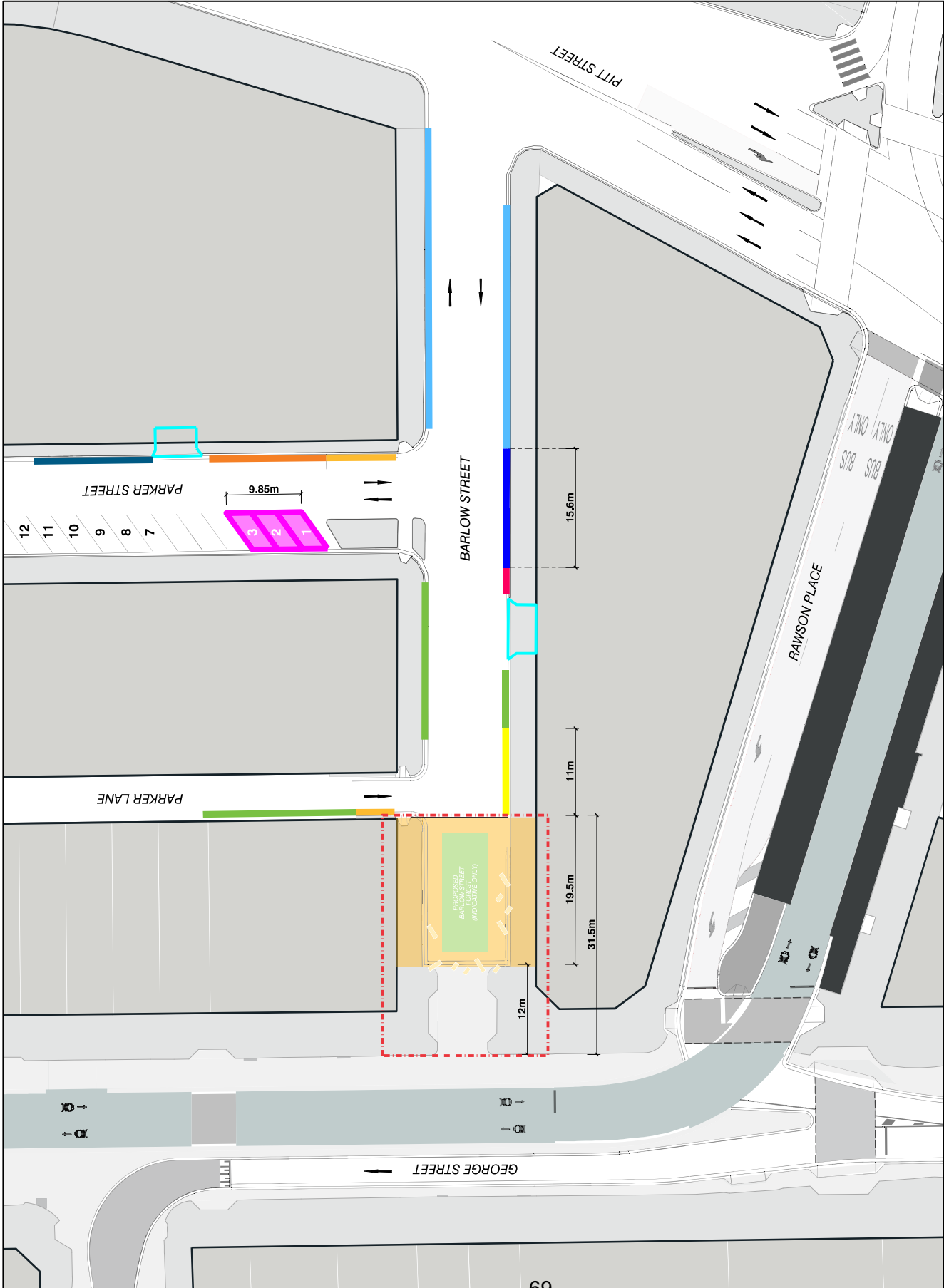
-  ROAD CLOSURE AREA
-  NO STOPPING
-  CAR SHARE
-  4P ACCESSIBLE PARKING ONLY 8am-10pm

EXISTING RETAINED

-  NO STOPPING
-  WORKZONE
-  LOADING ZONE
-  2P / 4P TICKET
-  ACCESSIBLE
-  MOTOR BIKES
-  DRIVEWAY

PEDESTRIAN AREAS

-  EXISTING FOOTWAY
-  NEW PEDESTRIAN AREA



Revisions No. Description A 22.06.2022 FOR REVIEW.		Drawing PROPOSED TRAFFIC CHANGES PARKING PLAN AND ROAD CLOSURE	Scale 1:250	Sheet Size A1	Sheet 01 of 01	Issue A
Designer City of Sydney City Design Unit		Project Barlow Forest		Project No. C330061		
<small> From 1:1000 Scale 0.50m = 100mm Sydney's City Design Unit www.cityofsydney.nsw.gov.au </small>				Drawing Number MAP-101		

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Item 22.**Traffic Treatment - Chevron Line Markings and Permit Parking - Arundel and Ross Streets, Forest Lodge****TRIM Container No.: 2022/297109****Recommendations**

It is recommended that the Committee endorse the following traffic treatment in Arundel Street, Forest Lodge:

- (A) Installation of chevron median line markings in Arundel Street west of Ross Street between the points 0 metres and 52 metres.

It is recommended that the Committee endorse the following reallocation of parking in Arundel Street, Forest Lodge:

- (B) On the northern side of Arundel Street between the points 0 metres and 10 metres, west of Ross Street as "No Stopping";
- (C) On the northern side of Arundel Street between the points 10 metres and 40 metres, west of Ross Street, as "1P 8am-10pm Permit Holders Excepted Area G";
- (D) On the southern side of Arundel Street between the points 14 metres and 61.4 metres, west of Ross Street as "No Stopping";
- (E) On the southern side of Arundel Street between the points 61.4 metres and 78.5 metres, west of Ross Street, as "1P 8am-10pm Permit Holders Excepted Area G"; and
- (F) On the northern side of Arundel Street between the points 10 metres and 45 metres, west of Short Street, as "1P 8am-10pm Permit Holders Excepted Area G".

It is recommended that the Committee note the following parking changes and traffic treatment in Ross Street, Forest Lodge

- (G) Reallocation of parking on the western side of Ross Street north of Parramatta Road between the points 0 metres and 52 metres as "No Stopping"; and
- (H) Installation of chevron median line markings in Ross Street north of Parramatta Road between the points 0 metres and 145 metres.

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

Condition 40 for the redevelopment 42-50 Parramatta Road, Forest Lodge of (D/2020/1088), requires the applicant to make a submission to the Committee to change parking and install traffic treatment measures on the public road.

Comments

42-50 Parramatta Road, Forest Lodge is being redeveloped to accommodate the New Central Sydney Ambulance Station.

The entry and exit to the ambulance station will be from Arundel Street. To allow ambulances to respond to emergencies in a safe and timely manner, chevron median line markings are proposed in both Arundel and Ross Streets to allow ambulances to safely bypass waiting traffic at the intersections.

Parking changes are required in Arundel Street to accommodate the chevron median line markings and a single travel lane in each direction.

A summary of the loss and gain of parking spaces in Arundel Street due the proposal is provided below:

- Northern side of Arundel Street west of Ross Street
 - Conversion of seven angle permit parking spaces to five parallel permit parking spaces

- Net loss of two permit parking spaces
- Southern side of Arundel Street west of Ross Street
 - Reallocation of eight permit parking spaces to "No Stopping" and creation of three new permit parking spaces in front of the new development
 - Net loss of five permit parking spaces
- Northern side of Arundel Street between Short and Sparkes Street
 - Reallocation of six unrestricted parking spaces to six permit parking spaces
 - No net loss of kerb side parking

In addition to allowing ambulances to respond to emergencies in a timely manner, the chevron median line markings would also help to improve general safety in the area by narrowing the travel lane and encouraging slower vehicles speeds.

Consultation

The City consulted local residents and businesses in the area. There were 120 letters sent out with no responses supporting the proposal and four responses opposing the proposal. The submission comments are summarised below.

Summary of submissions	City comments
Object to the loss of permit parking spaces	The parking changes are required in Arundel Street to accommodate the proposed chevron median line markings for ambulances to respond to emergencies in a safe and timely manner.
Object to the loss of unrestricted parking for residents and visitors without a permit	The reallocation of unrestricted parking to permit parking improves on-street parking access for residents with a parking permit. Visitors can apply for visitor parking permits to park long term in Arundel Street.
Object to the proposed location of the entry and exit access for the ambulance station. Access should be located on Parramatta Road rather than Arundel Street.	The submission was taken into consideration as part of the development application assessment.
Request the City to consider reallocating additional unrestricted spaces to permit parking spaces to improve turnover	The City can consider further parking changes to improve access to permit parking spaces if the proposal is supported by the local community.

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



ARCHITECTURAL BASE IN BLUE
 DRAWING CD-DR-AR-102
 ISSUE 1
 BY CONRAD CARRETT
 DATED 05/03/2022
 AERIAL IMAGERY FROM NEARMAP
 DATED 11/04/2018

NOT FOR CONSTRUCTION

CLIENT
 KANE CONSTRUCTIONS
 SAMIS CENTRAL
 ARUNDEL STREET (WEST)
 PUBLIC DOMAIN
 SIGNAGE AND LINEMARKING PLAN
 DRAWING NO. 301401585-03-06
 SHEET 06 OF 06
 ISSUE P3



DESIGNED W. XIE
 DRAWN W. XIE
 APPROVED BY R. HAZELL
 SCALE 1:250
 DESIGN CHECK R. HAZELL
 DRAFTING CHECK R. HAZELL
 DATE APPROVED FOR FINAL ISSUE 03/06/2022
 CAD FILE NO. 301401585_03_P3.dwg

GENERAL NOTES

NOTE: 1. ALL NEW SIGN POSTS TO BE LOCATED A MINIMUM OF 1m FROM DRIVEWAY CROSSOVER

REV	DATE	BY	CHK	APP	DESCRIPTION
01	03/06/2022	W. XIE	R. HAZELL		ISSUED FOR SIGNAGE CONSULTATION USE OF ARUNDEL STREET
02	03/06/2022	W. XIE	R. HAZELL		MARK LAYOUT AND CHANGE RECORD
03	11/03/2022	W. XIE	R. HAZELL		FINAL ISSUE

Item 23.**Traffic Treatment - Raised Pedestrian Crossing and No Parking - Bridge Street, Erskineville**

TRIM Container No.: 2022/336024

Recommendations

It is recommended that the Committee endorse the following changes in Bridge Street, Erskineville, between Swanson Street and Ashmore Street.

- (A) The reallocation of parking on the eastern side between the points 60 metres and 74 metres north of Ashmore Street as "No Parking" with a "Kiss & Ride Area" facility, and
- (B) A Raised Pedestrian Crossing, with landscape kerb islands, between the points 74 metres and 95 metres north of Ashmore Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Erskineville Station upgrade is being delivered as part of the Transport Access Program, a NSW Government initiative, to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

A new additional entrance to Erskineville Station, in Bridge Street, will be located at the southern end of the station. The new entrance will be compliant for people with limited mobility and improved access to customers with luggage and using prams.

A new raised pedestrian crossing is a formal link to provide safer access while crossing Bridge Street to and from the new entrance to the station

New accessible Kiss and Ride parking spaces on the eastern side of Bridge Street, is provided for passengers to drop-off and pick-up.

Comments

The western side of Bridge Street, Erskineville has a separated cycleway and a yellow "No Stopping" line is installed, as well as Dragon Teeth on the approach to Erskineville Public School.

The eastern side of Bridge Street, Erskineville is signposted as "P5 minute 8am-9.30am 2.30pm-4pm School Days" near the school and "2P 8am - 6pm Mon-Fri Permit Holders Excepted Area 36" near the houses.

The northern end of Bridge Street is closed to traffic at Swanson Street, with a pocket park and turning area where Erskineville Public School is located.

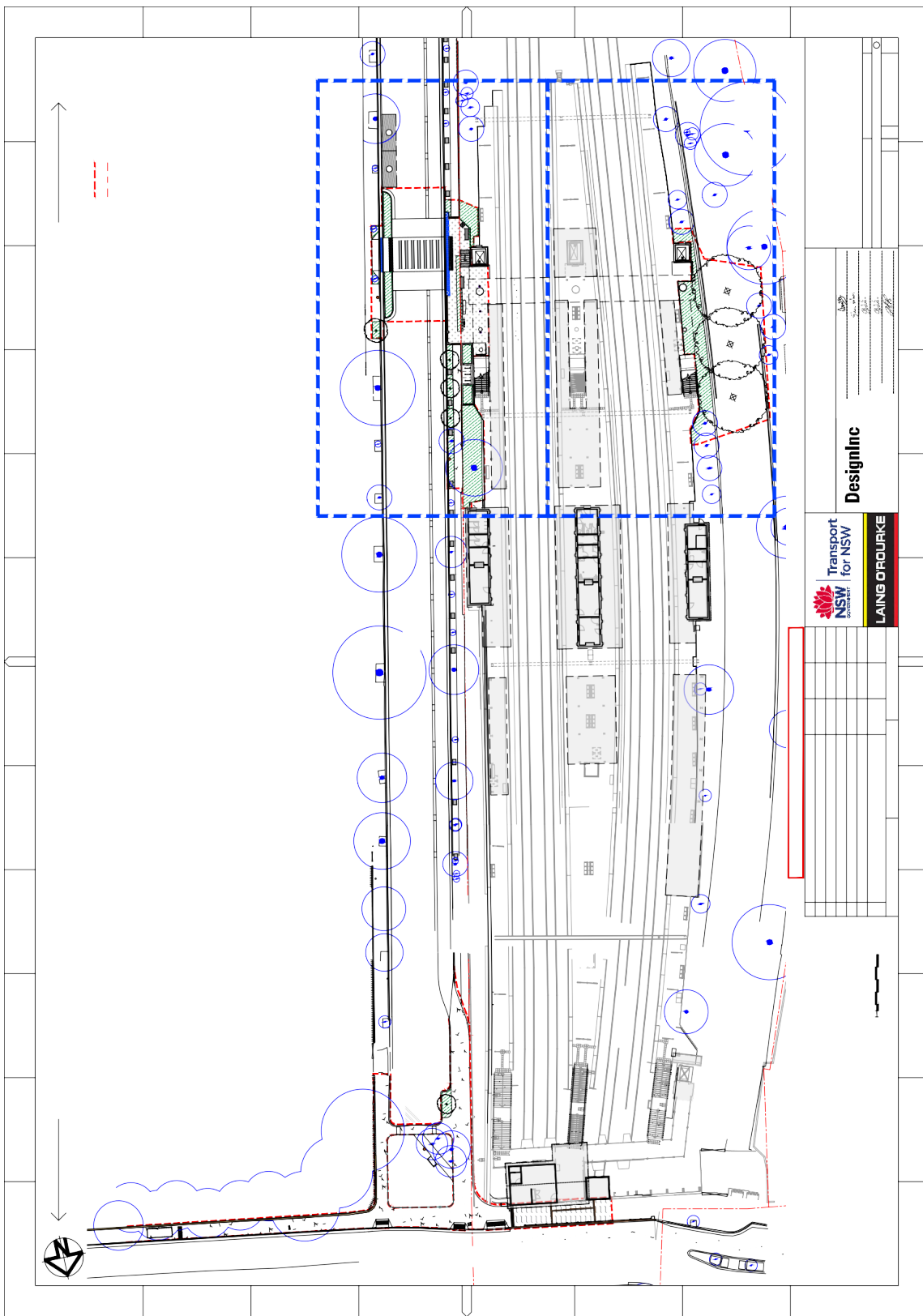
The Erskineville Station upgrade will provide better access to the local community and improve safety with the inclusion of the new raised crossing and the kiss and ride drop-off and pick up area.

Financial

All costs associated with the proposal will be borne by the NSW Government.

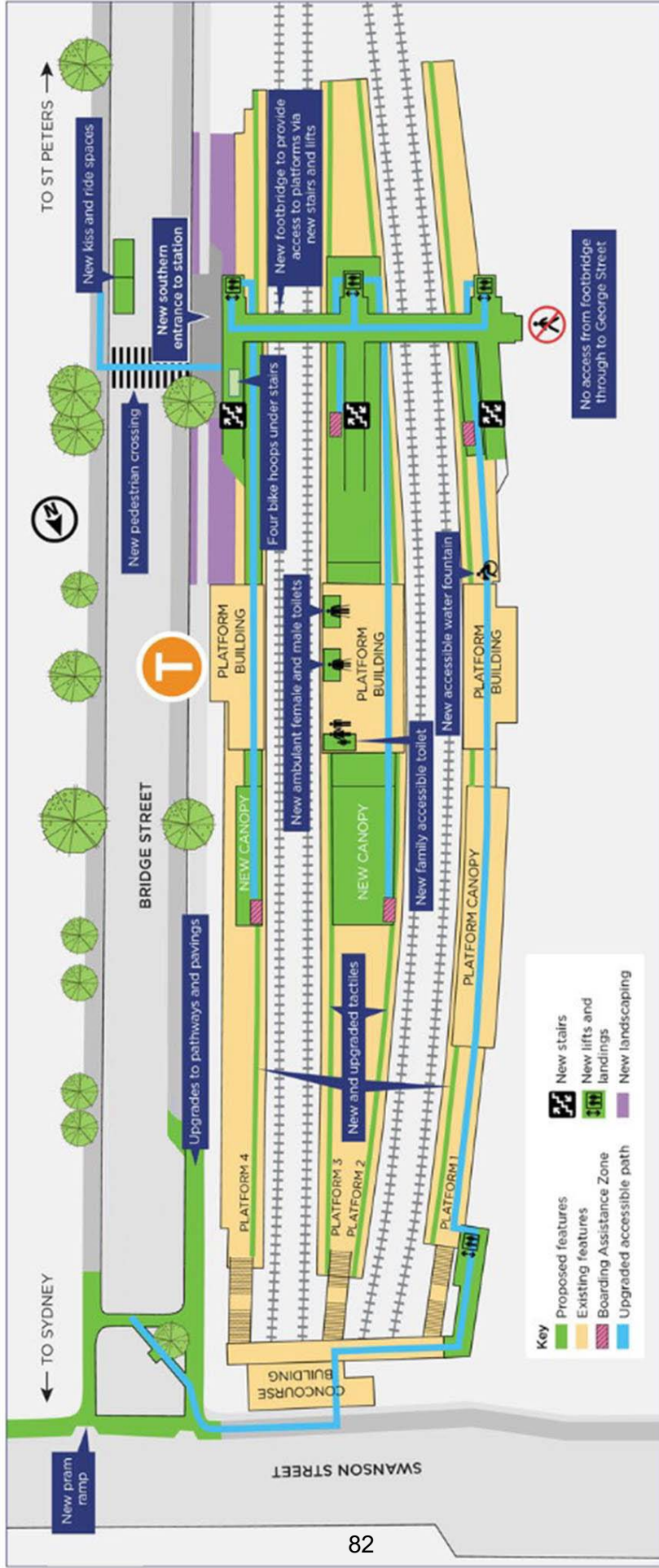
VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Bridge Street, Erskineville



Project Name	Bridge Street, Erskineville
Client	City of Sydney
Project Number	
Scale	
Date	
Author	
Checked	
Approved	
Design Inc	
Transport for NSW	
NSW Government	
LAING O'ROURKE	

Bridge Street, Erskineville



Bridge Street, Erskineville



Item 24.**Traffic Treatment - Continuous Footpath Treatment, Raised Pedestrian Crossing and Timed Parking - Kingsborough Way, Zetland****TRIM Container No.:** 2021/221804-04**Recommendations**

It is recommended that the Committee endorse the following changes in the new extended section of Kingsborough Way, Zetland:

- (A) A continuous footpath treatment just south of the intersection with O'Dea Avenue;
- (B) Installation of an 'All Traffic Turn Left Only' sign, adjacent to the proposed continuous footpath treatment for traffic leaving Kingsborough Way into O'Dea Avenue;
- (C) Eastern side, between the points 11.4 metres and 18 metres south of O'Dea Avenue, allocated as "1/4P 8am-8pm"
- (D) A raised pedestrian crossing between the points 30.6 metres and 38.3 metres south of O'Dea Avenue;
- (E) Eastern side, between the points 8.4 metres and 11.4 metres, 18 metres and 30.6 metres, 38.3 metres and 49.4 metres, and between the points 56 metres 83.3 metres, south of O'Dea Avenue, marked with a yellow " No Stopping " line;
- (F) Western side, between the points 8.4 metres and 30.6 metres, and between 38.3 metres and 83.3 metres south of O'Dea Avenue, marked with a yellow "No Stopping" line;

In addition, it is also recommended that the Committee endorse the following changes in O'Dea Avenue adjacent to the development site:

1. Southern side, installation of a "No Stopping" restriction between the points 48.3 metres and 72.28 metres (statutory area near the new intersection);
2. Northern side, installation of an 'All Traffic Turn Left Only' sign opposite the Kingsborough Way intersection;
3. Southern side, installation of a 'No Right Turn' sign from O'Dea Avenue into Kingsborough Way

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 Development Consent for 888 Bourke Street, Zetland (D/2020/93) requires the Applicant to extend Kingsborough Way within the site to connect at north with O'Dea Avenue. At the completion of works, this extended section of Kingsborough Way will be dedicated as a public road.

The delivery of this extension will address Condition 35 for the development. In addition, Condition 38 also requires the Applicant to submit a signage plan for kerbside and line marking arrangement around the development site in O'Dea Avenue to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee.

Condition 100 of this development requires the provision of a raised pedestrian crossing at midpoint on the extended section of Kingsborough Way between Building A and Building B subject to approval by the City's Local Pedestrian, Cycling and Traffic Calming Committee. Provision of a continuous footpath treatment with left in, left out vehicular arrangement to the intersection of O'Dea Avenue is also part of this condition.

Comments

The City has approved the redevelopment of 888 Bourke Street, Zetland which includes the delivery to extend Kingsborough Way through the site and connect at north with O'Dea Avenue.

The extension of Kingsborough Way is a two-way street, 5.8 metres wide, similar to the existing section of this street where one parking space is provided in an indented parking bay. This indented parking space will be signposted as " 1/4 P 8am-8pm" to provide short term parking for residents and visitors.

The kerb space outside the indented parking bay, raised pedestrian crossing and driveway will be marked with yellow line to indicate " No Stopping".

Currently, the existing section of Kingsborough Way is a no through road providing access to the residents via Bourke Street and there is a wall at its dead end which will be demolished. Connecting the dead end of Kingsborough Way with its proposed extension will provide a local through road for residents to access via Bourke Street and O'Dea Avenue. However, at the intersection of O'Dea Avenue, vehicles are allowed only to left in/left out from Kingsborough Way.

Continuous Footpath Treatment

A continuous footpath treatment at the entry of Kingsborough Way just south of O'Dea Avenue will be provided as part of the development condition.

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

The extension of Kingsborough Way has not been constructed yet and as a result no traffic currently travels along the road. However, the treatment is beneficial from a pedestrian safety and traffic calming perspective. This will improve pedestrian safety and accessibility, slow vehicles speeds and enhance the streetscape. Given the left-in and left-out access requirements into this street, it is expected this street will only provide local access with low volumes of traffic.

Raised Pedestrian Crossing

A raised pedestrian crossing on the Kingsborough Way extension is being provided, as per of the development condition, as it will link between two mid-block pedestrian corridors within the adjacent sites and would therefore create a natural pedestrian desireline midblock along the new section of the street.

The raised pedestrian crossing is beneficial from a pedestrian safety and traffic calming perspective and will increase pedestrian accessibility and will slow vehicle speeds as part of the City's commitment to calm traffic and improve residential amenity. Therefore, it is recommended to proceed with the proposal.

No Parking Restrictions

Currently the southern side O'Dea Avenue at the intersection of the proposed Kingsborough Way intersection has Clearway 7am-10am and 3pm-6pm, Mon to Friday restrictions. This will be removed and No Stopping restrictions between the two points 48.3 metres and 72.28 metres will be installed to prevent parking and stopping across and near the intersection.

All other existing traffic and parking signs, including the bus zone signs on O'Dea Avenue around the development site will be reinstated.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 888 Bourke Street, Zetland

Financial

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

NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

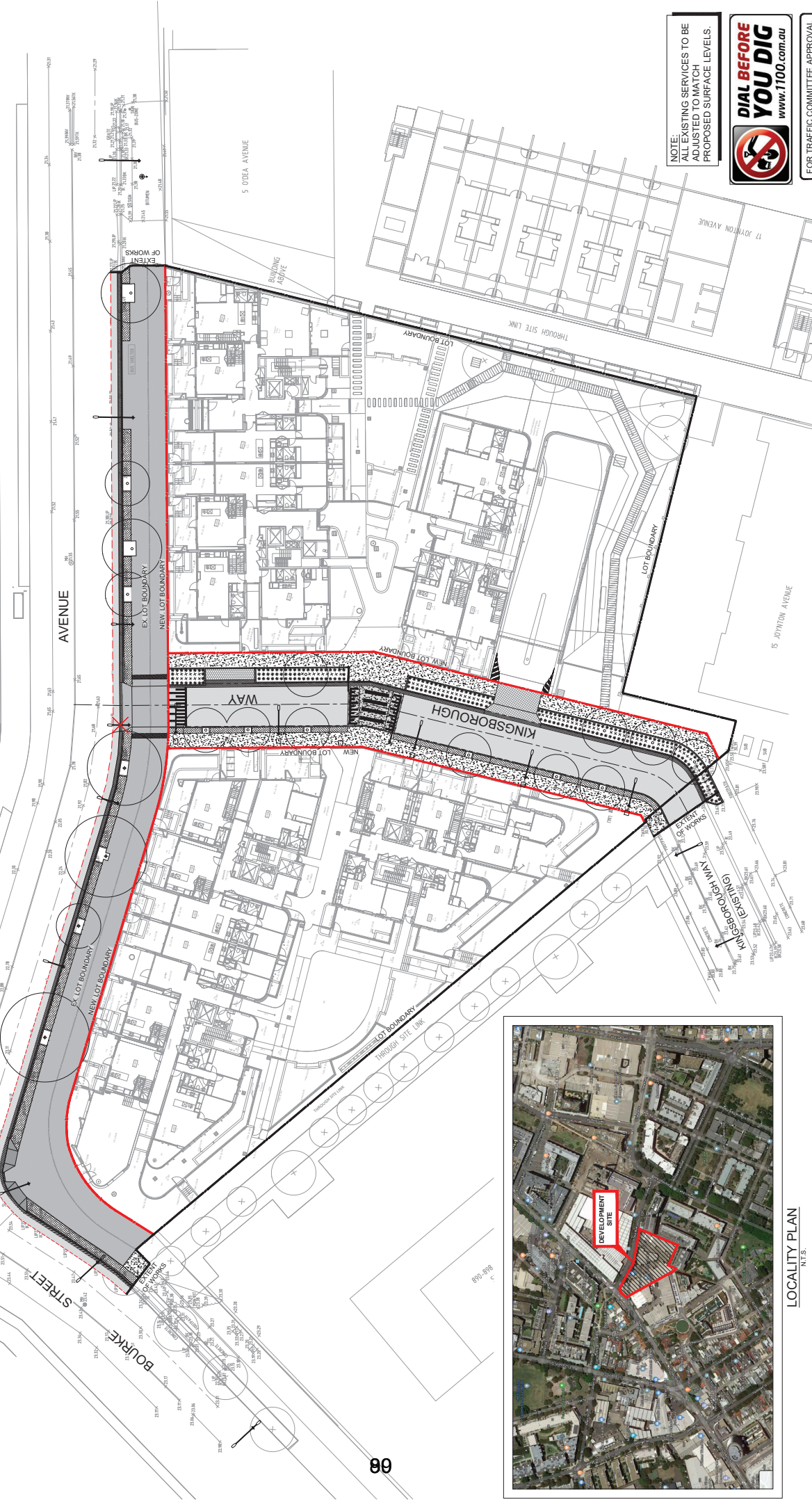


LEGEND

	LOT BOUNDARY
	NEW LOT BOUNDARY
	PROPOSED KERB & GUTTER
	PROPOSED KERB ONLY
	PROPOSED CENTRE LINE DESIGN CONTOURS
	PROPOSED VERGE
	PROPOSED DRIVEWAY
	PROPOSED CONCRETE FOOTPATH
	PROPOSED FLEXIBLE ROAD PAVEMENT
	TREES TO LANDSCAPE ENGINEER SPECIFICATION
	PROPOSED THREE PAVERS
	PROPOSED MFP

NOTE:
FOR LIGHTING DETAILS REFER TO ELECTRICAL PLANS BY LIGHTING, ART & SCIENCE PROJECT NO L163W.

NOTE:
REFER TO AGE 17 1949 CIV CC EXTERNAL DRAINAGE FOR EXTERNAL DRAINAGE DETAILS AND DESIGN.



NOTE:
ALL EXISTING SERVICES TO BE ADJUSTED TO MATCH PROPOSED SURFACE LEVELS.



FOR TRAFFIC COMMITTEE APPROVAL



LOCALITY PLAN
N.T.S.

<p>PROJECT 888 BOURKE STREET, ZETLAND CIVIL ENGINEERING PLANS CONSTRUCTION CERTIFICATE</p>	<p>PROJECT CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD ABN: 27 644 422 506 Shop 1, 195-197 Paramatta Road, Concord, NSW 2137 P: (02) 8397 6000 E: info@csesd.com.au</p>	<p>SCALE 0 2 4 6 8 10 12m SCALE 1:250 @ A1</p>	<p>DATE 17/05/2022 15/05/2022 28/04/2022 20/04/2022 08/03/2022</p>	<p>DESCRIPTION M.Y.C. M.C.O. M.C.O. I.S.N. M.D. M.D. M.D. M.D.</p>	<p>DESIGN Date Design Manager</p>	<p>APPROVAL Date Design Manager</p>	<p>ISSUE NO. 1 2 3 4</p>	<p>ISSUE DATE 17/05/2022 15/05/2022 28/04/2022 20/04/2022</p>	<p>ISSUE DESCRIPTION ISSUE FOR TRAFFIC COMMITTEE APPROVAL ISSUE FOR TRAFFIC COMMITTEE APPROVAL ISSUE FOR CC APPROVAL ISSUE FOR CC APPROVAL ISSUE FOR CC APPROVAL</p>

LOCALITY PLAN

888 BOURKE STREET, ZETLAND
CIVIL ENGINEERING PLANS
CONSTRUCTION CERTIFICATE

CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD
ABN: 27 644 422 506
Shop 1, 195-147 Paramatta Road, Concord, NSW 2137
P: (02) 8397 6000
E: info@csesd.com.au

PROJECT
888 BOURKE STREET, ZETLAND
CIVIL ENGINEERING PLANS
CONSTRUCTION CERTIFICATE

PROJECT
888 BOURKE STREET, ZETLAND
CIVIL ENGINEERING PLANS
CONSTRUCTION CERTIFICATE

PROJECT
888 BOURKE STREET, ZETLAND
CIVIL ENGINEERING PLANS
CONSTRUCTION CERTIFICATE

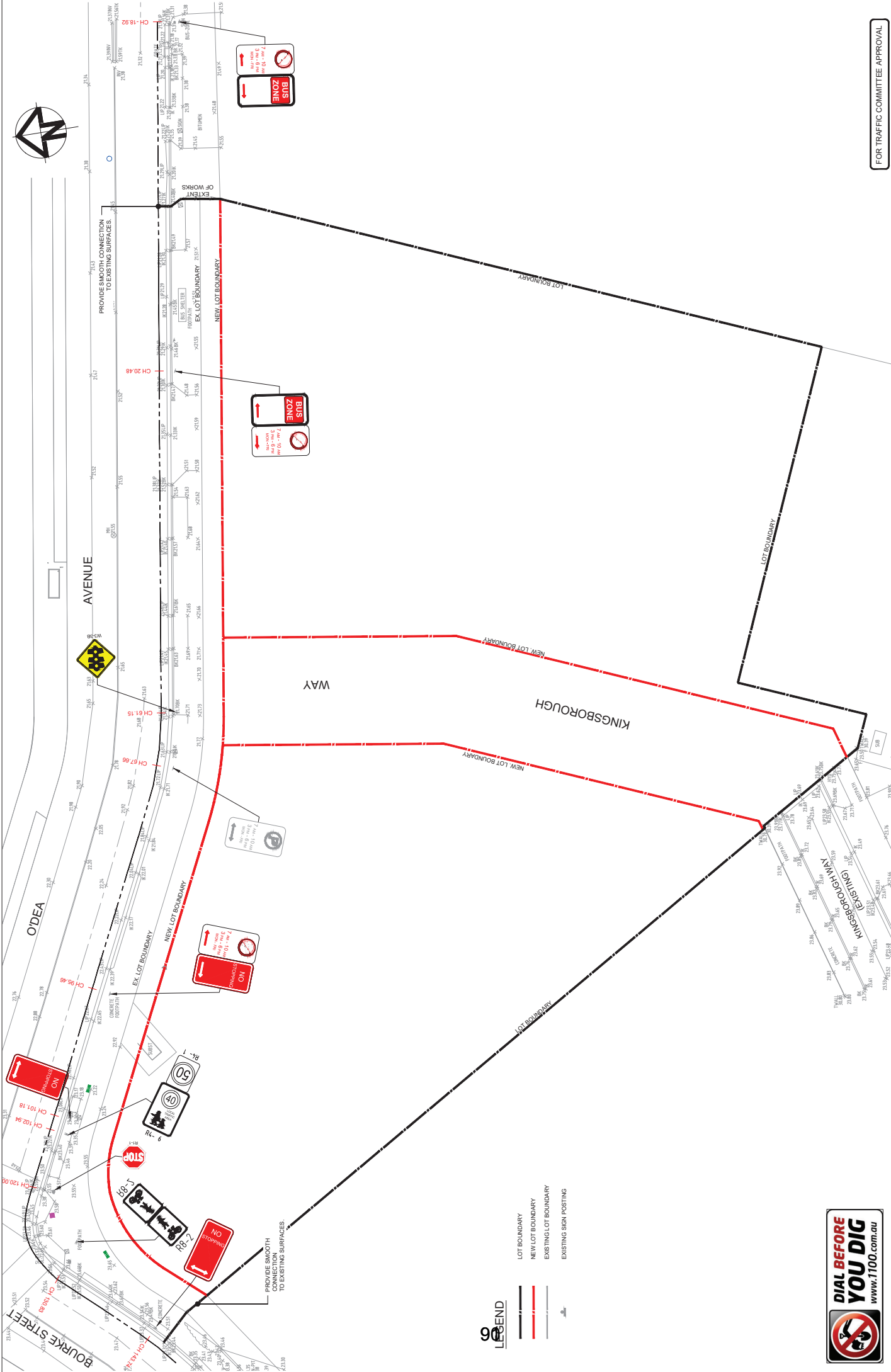
PROJECT
888 BOURKE STREET, ZETLAND
CIVIL ENGINEERING PLANS
CONSTRUCTION CERTIFICATE

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CONSTRUCTION CERTIFICATE

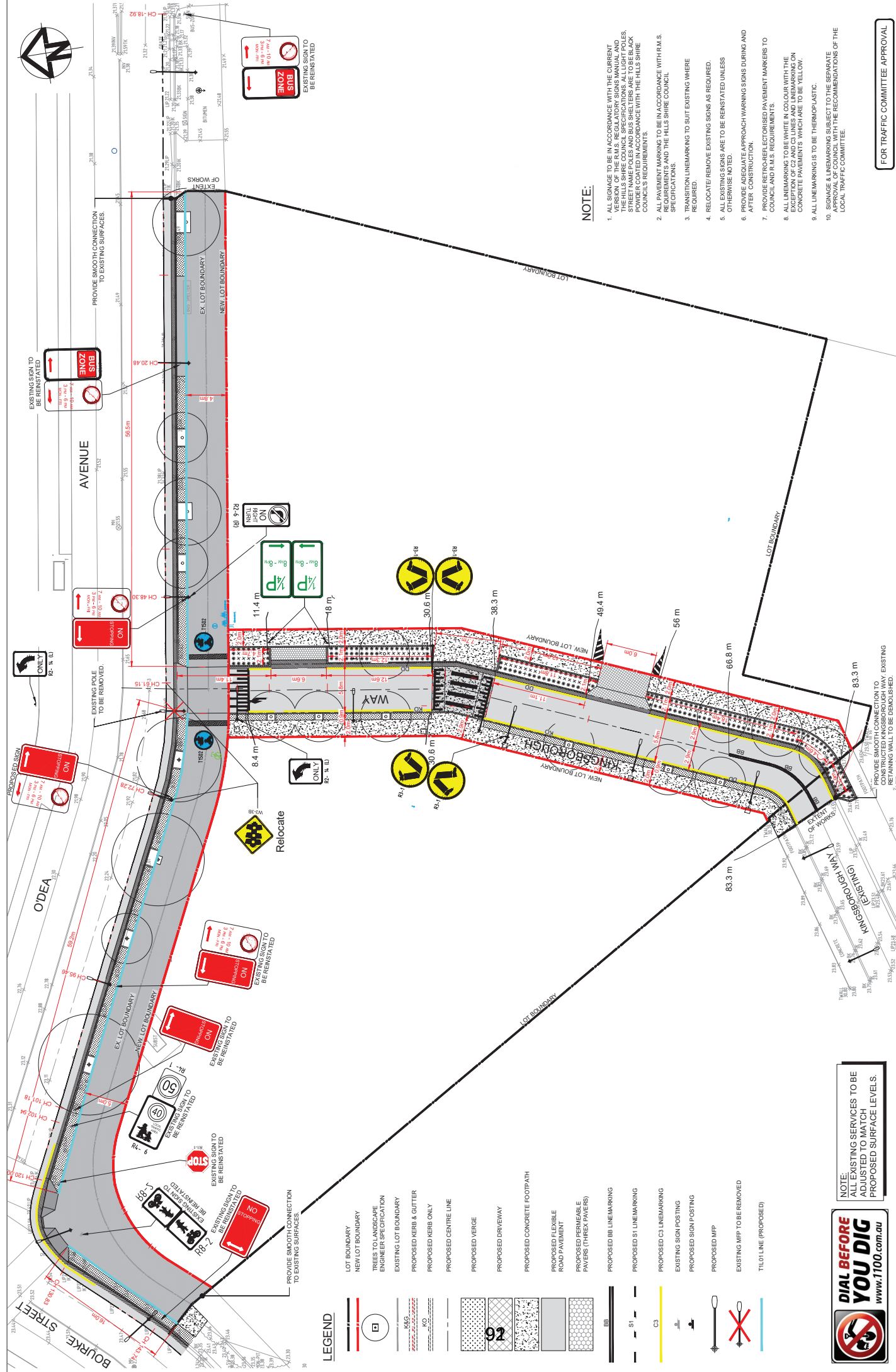


LEGEND

	LOT BOUNDARY
	NEW LOT BOUNDARY
	EXISTING LOT BOUNDARY
	EXISTING SIGN POSTING

		PTW Architects Level 1, 58 Philip Street, Sydney NSW 2000 Phone: (02) 9232 8877		TOPPLACE PTY LTD Council CITY OF SYDNEY COUNCIL		Scale SCALE 1:200 @ A1		 CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD ABN: 27 644 422 506 Shop 1, 195-197 Parramatta Road, Concord, NSW 2137 P: (02) 8397 6200 Email: info@csel.com.au		Project 888 BOURKE STREET, ZETLAND CIVIL ENGINEERING PLANS CONSTRUCTION CERTIFICATE		Drawing Title EXISTING SIGNAGE AND LINEMARKING PLAN		Drawing No. 171349		Issue No. C0700		Date 1:200		Scale 1:200		Project No. 171349		Issue No. C0700		Date D	
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FOR TRAFFIC COMMITTEE APPROVAL



NOTE:

1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE CURRENT AUSTRALIAN STANDARD FOR TRAFFIC SIGNS AND THE HILLS SHIRE COUNCIL SPECIFICATIONS. ALL LIGHT POLES, STREET NAME POLES AND BUS SHELTERS ARE TO BE BLACK POWDER COATED IN ACCORDANCE WITH THE HILLS SHIRE COUNCIL'S REQUIREMENTS.
2. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH R.M.S. SPECIFICATIONS AND THE HILLS SHIRE COUNCIL SPECIFICATIONS.
3. TRANSITION LINE MARKING TO SUIT EXISTING WHERE REQUIRED.
4. RELOCATE/ REMOVE EXISTING SIGNS AS REQUIRED.
5. ALL EXISTING SIGNS ARE TO BE REINSTATED UNLESS OTHERWISE NOTED.
6. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION.
7. PROVIDE RETRO REFLECTORISED PAVEMENT MARKERS TO COUNCIL AND R.M.S. REQUIREMENTS.
8. ALL LINE MARKING TO BE WHITE IN COLOUR WITH THE EXCEPTION OF C2 AND C3 LINES AND LINE MARKING ON CONCRETE PAVEMENTS WHICH ARE TO BE YELLOW.
9. ALL LINE MARKING IS TO BE THERMOPLASTIC.
10. SIGNAGE & LINE MARKING SUBJECT TO THE SEPARATE APPROVALS BY THE RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE.

FOR TRAFFIC COMMITTEE APPROVAL

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **PROPOSED SIGNAGE AND LINE MARKING PLAN**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

Project: **888 BOURKE STREET, ZETLAND**
 Drawing Title: **CIVIL ENGINEERING PLANS**
 Scale: 1:200
 Date: 17/1/2022
 Drawing No: C0701
 Issue: D

NOTE:
 ALL EXISTING SERVICES TO BE ADJUSTED TO MATCH PROPOSED SURFACE LEVELS.



LEGEND

- LOT BOUNDARY
- NEW LOT BOUNDARY
- TREES TO LANDSCAPE ENGINEER SPECIFICATION
- EXISTING LOT BOUNDARY
- PROPOSED KERB & GUTTER
- PROPOSED KERB ONLY
- PROPOSED CENTRE LINE
- PROPOSED VERGE
- PROPOSED DRIVEWAY
- PROPOSED CONCRETE FOOTPATH
- PROPOSED FLEXIBLE ROAD PAVEMENT
- PROPOSED PERMEABLE PAVEMENT (THICK PAVERS)
- PROPOSED BB LINE MARKING
- PROPOSED S1 LINE MARKING
- PROPOSED C3 LINE MARKING
- EXISTING SIGN POSTING
- PROPOSED SIGN POSTING
- PROPOSED MFP
- EXISTING MFP TO BE REMOVED
- TL101 LINE (PROPOSED)

Issue	Description	Date	Design	Manager
D	ISSUE FOR TRAFFIC COMMITTEE APPROVAL	17/05/2022	M.Y.C.	M.C.O.
C	ISSUE FOR TRAFFIC COMMITTEE APPROVAL	15/05/2022	M.Y.C.	M.C.O.
B	ISSUE FOR CC APPROVAL	20/04/2022	M.D.	O.C.
A	ISSUE FOR CC APPROVAL	08/03/2022	M.D.	O.C.

Author: **PTW Architects**
 Level 11, 58 Philip Street, Sydney NSW 2000
 Phone: (02) 9232 8877
 City of Sydney Council

Author: **TOPLATE PTY LTD**
 City of Sydney Council

Author: **CIVIL & STORMWATER ENGINEERING SERVICES PTY LTD**
 ABN: 27 644 422 506
 Shop 1, 105-147 Parramatta Road, Concord, NSW 2137
 P: (02) 8397 6500
 Email: info@cses.com.au

Author: **FOR TRAFFIC COMMITTEE APPROVAL**

Item 25.**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 Street and Raglan Street, Waterloo (in lieu of the existing roundabout).

It is also recommended that the Committee endorse the installation of the following 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) Landscaped 2.4m wide central pedestrian refuge islands between the points 82.9 metres and 101.1 metres, and between the points 107.15 metres and 121.15 metres south of Raglan Street;
- (E) Central median chevron line marking between the points 121.15 metres and 129.1 metres south of Raglan Street;
- (F) A marked pedestrian crossing between the points 101.1 metres and 107.2 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) 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;
- (J) 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;
- (K) 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;
- (L) 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 ";

- (M) 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;
- (N) 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";
- (O) The reallocation of parking on the western side, between the points 62.7 metres and 66.3 metres south of Raglan Street, as "No Stopping" yellow linemarking;
- (P) 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 ";
- (Q) 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;
- (R) 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";
- (S) 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;
- (T) 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;
- (U) 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";
- (V) 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`;
- (W) 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";
- (X) 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`;
- (Y) 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";
- (Z) 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;

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, 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 19 May 2022, but was deferred to update the plan with the following changes:

- The chevron line markings and the concrete central median refuge islands between the points 82.9 metres and 101.1 metres, south of Raglan Street be changed to landscaped islands to reduce the amount of impermeable surface, increase greening and improve the traffic calming effect.

Sydney Metro has subsequently reviewed the design and submitted new design plans replacing the chevron markings and concrete island with a larger, landscaped refuge islands to reflect the Committee's comments.

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.

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 single traffic lane 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 2.4 metre wide central pedestrian refuge island with landscaping and 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 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 and will be subject to separate approval by the LPCTCC.

The new Metro Station will significantly increase pedestrian and vehicle activity in Cope Street. 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 exempt 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 be replaced with 2 hour permit parking.

To enable wider footpaths to be provided, upgraded intersections with improved accessibility for active transport users, a successful provision of high speed 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 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.

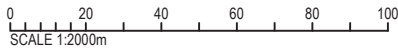
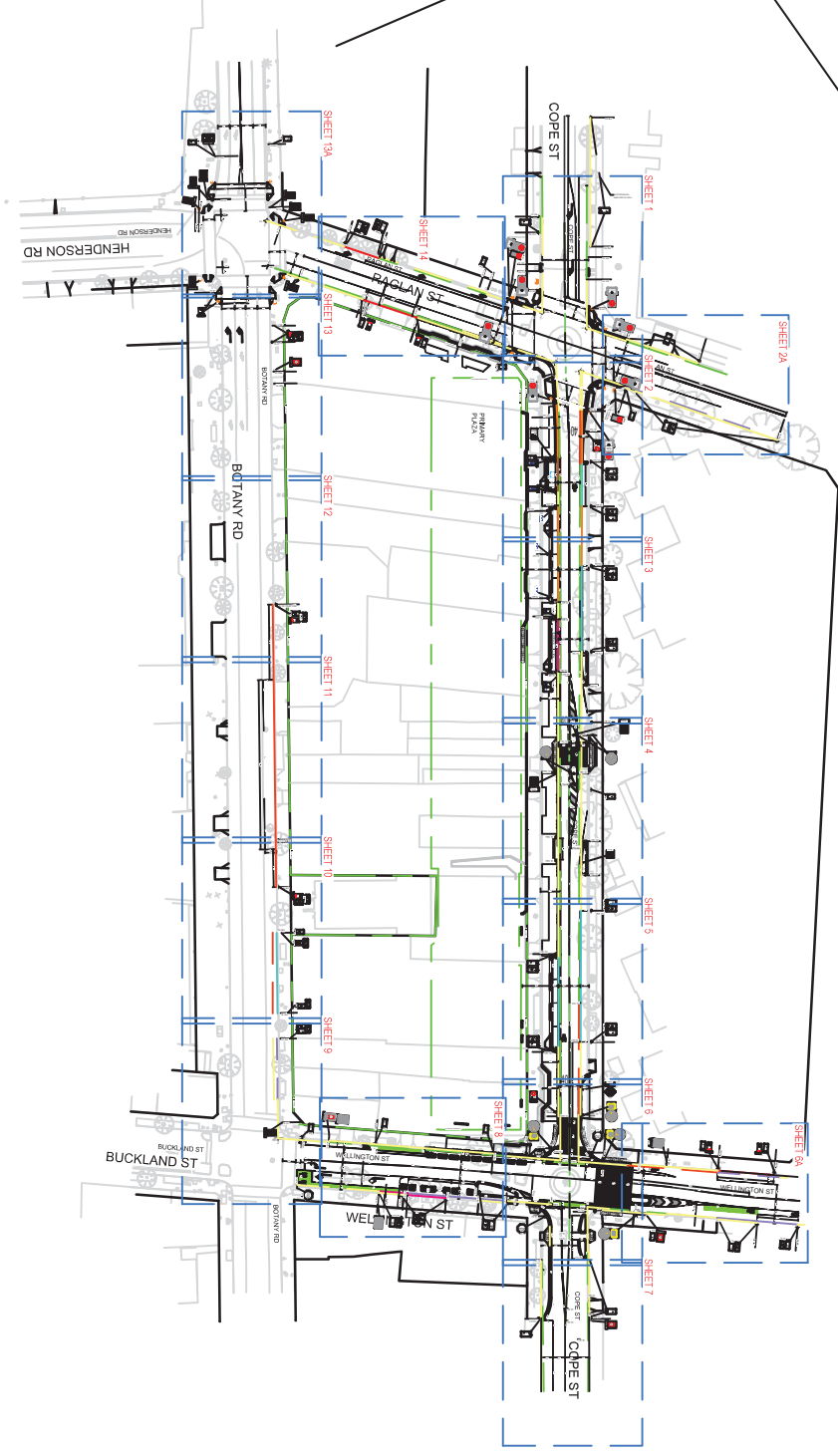
Financial

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

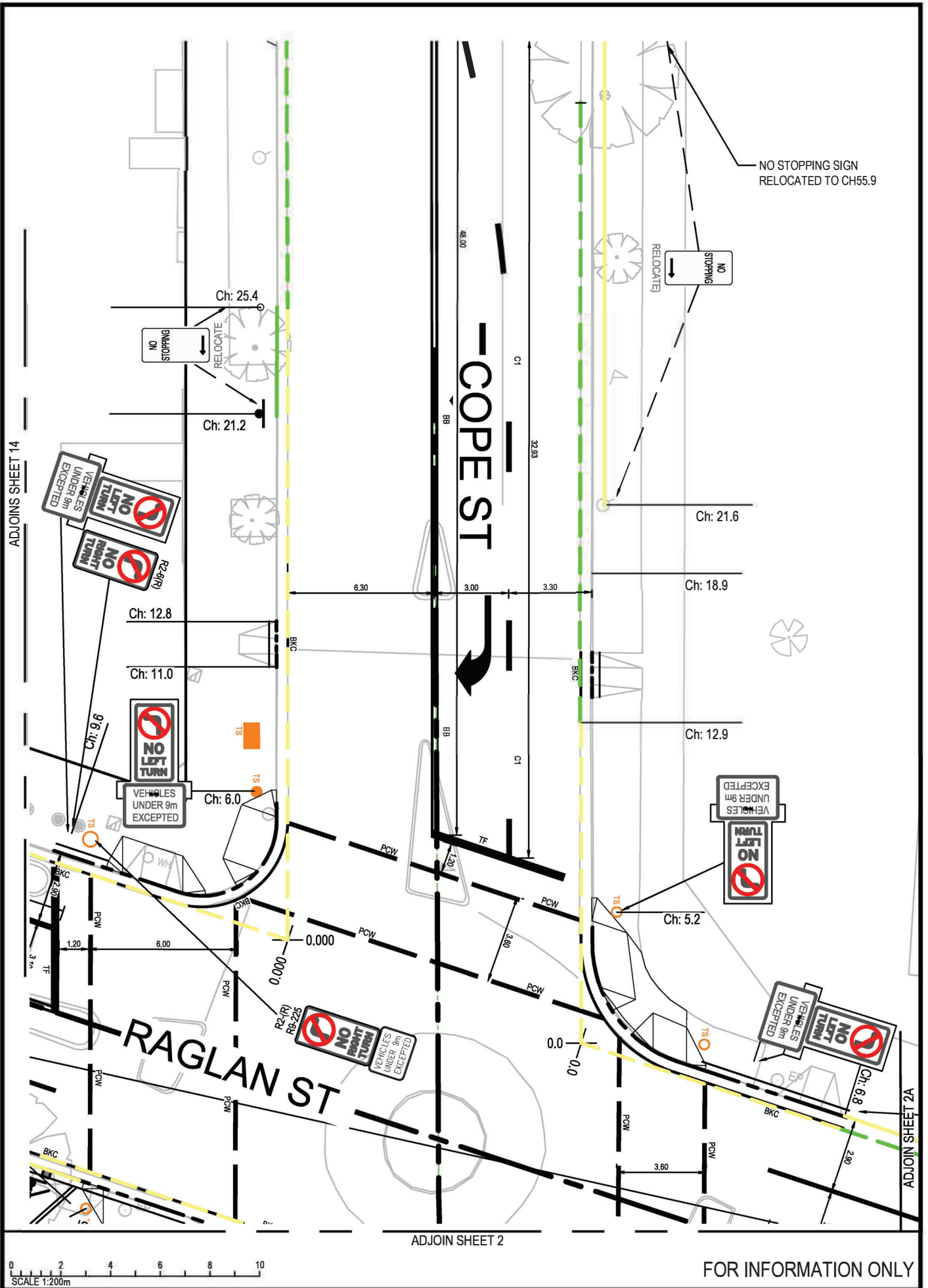
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER



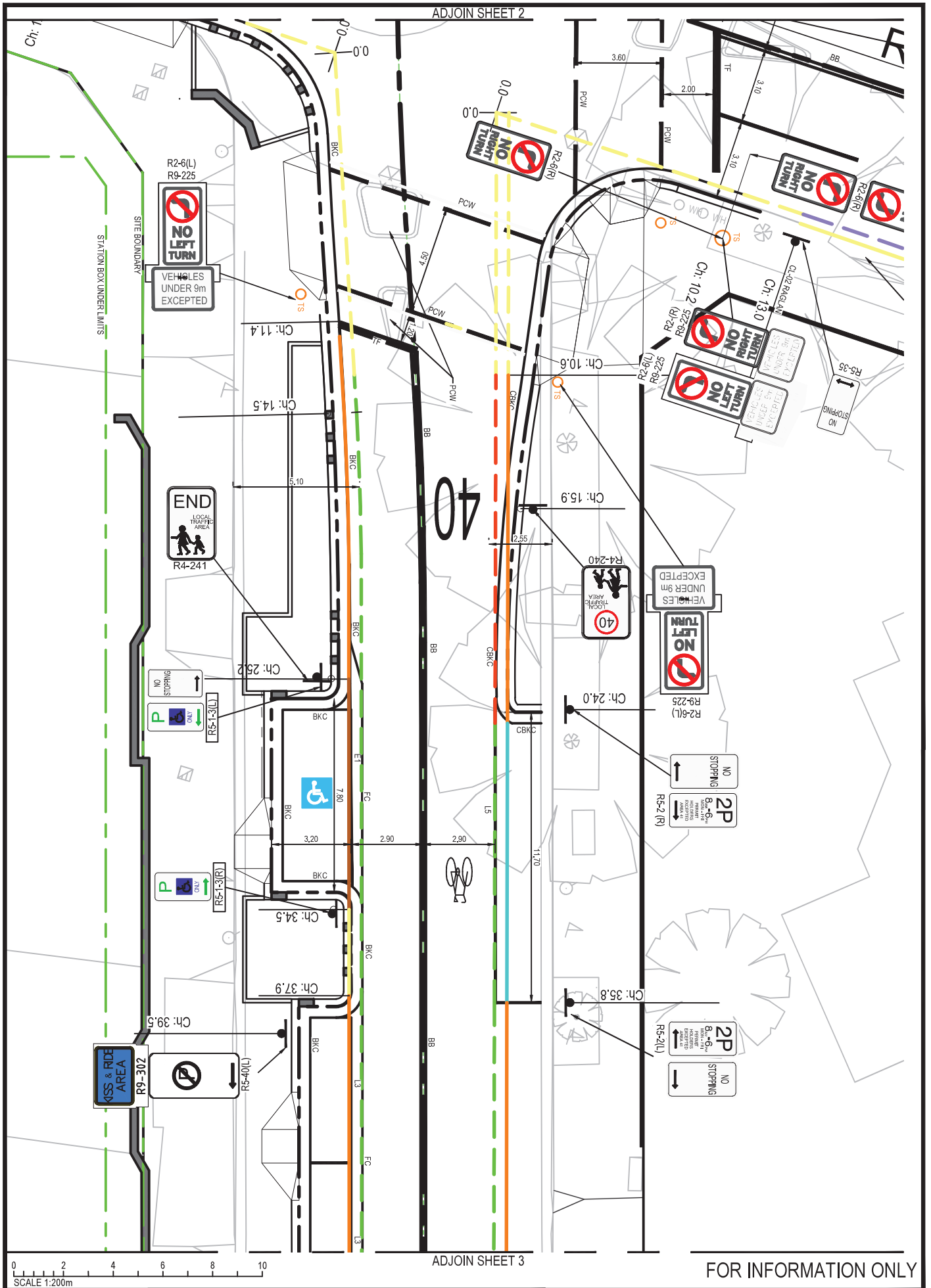
EXISTING		PROPOSED	
	NO STOPPING (EXISTING)		NO STOPPING (PROPOSED)
	UNRESTRICTED (EXISTING)		UNRESTRICTED (PROPOSED)
	BUS ZONE (EXISTING)		2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (PROPOSED)
	1P 9am-6pm MON-FRI (EXISTING)		1P 9am-6pm MON-FRI (PROPOSED)
	2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED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



FOR INFORMATION ONLY



FOR INFORMATION ONLY



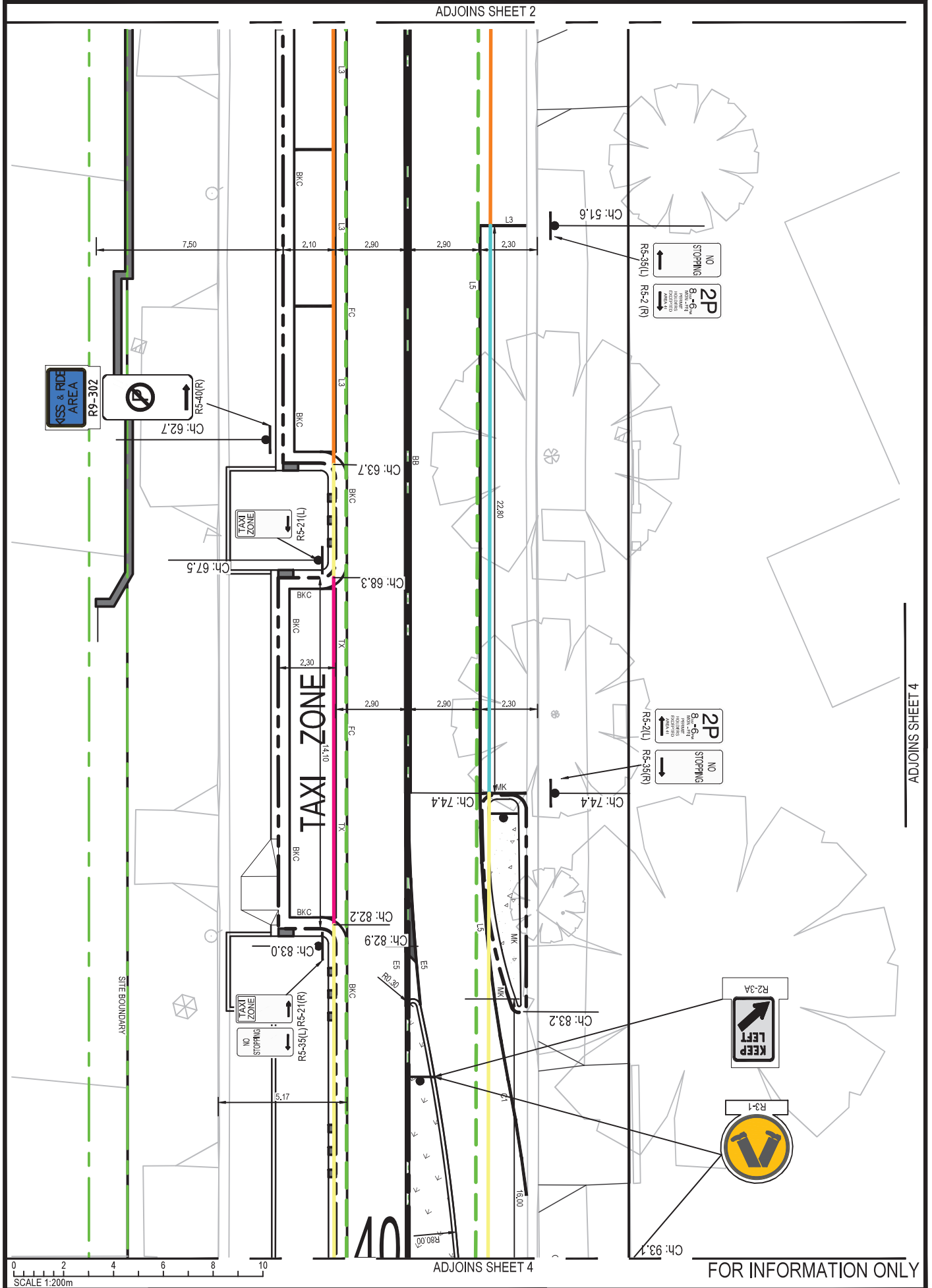
FOR INFORMATION ONLY

SYDNEY METRO

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

TRAFFIC COMMITTEE PLAN
 SHEET 2 OF 100





ADJOINS SHEET 2

ADJOINS SHEET 4

ADJOINS SHEET 4

FOR INFORMATION ONLY

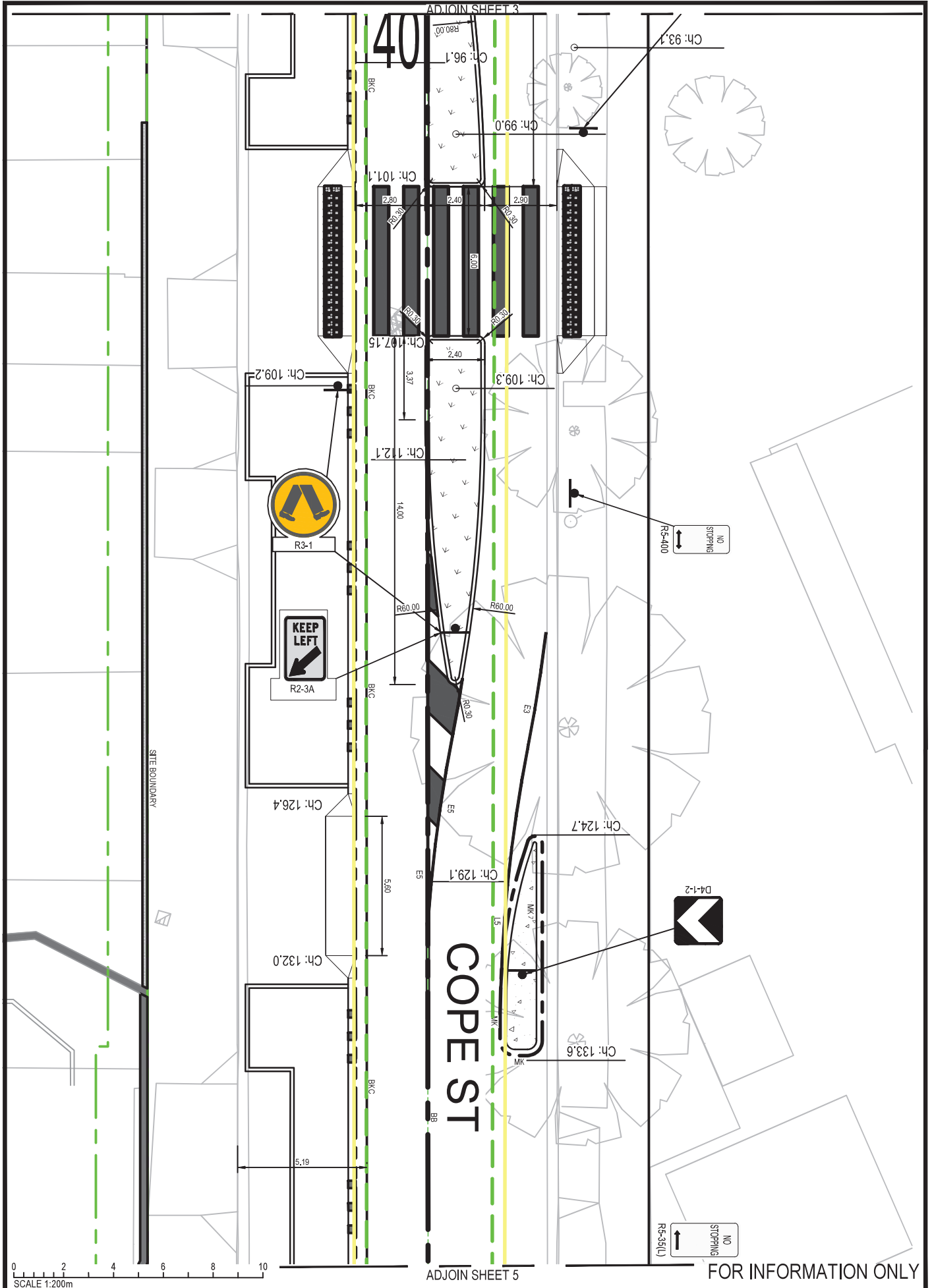
SYDNEY METRO

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

TRAFFIC COMMITTEE PLAN

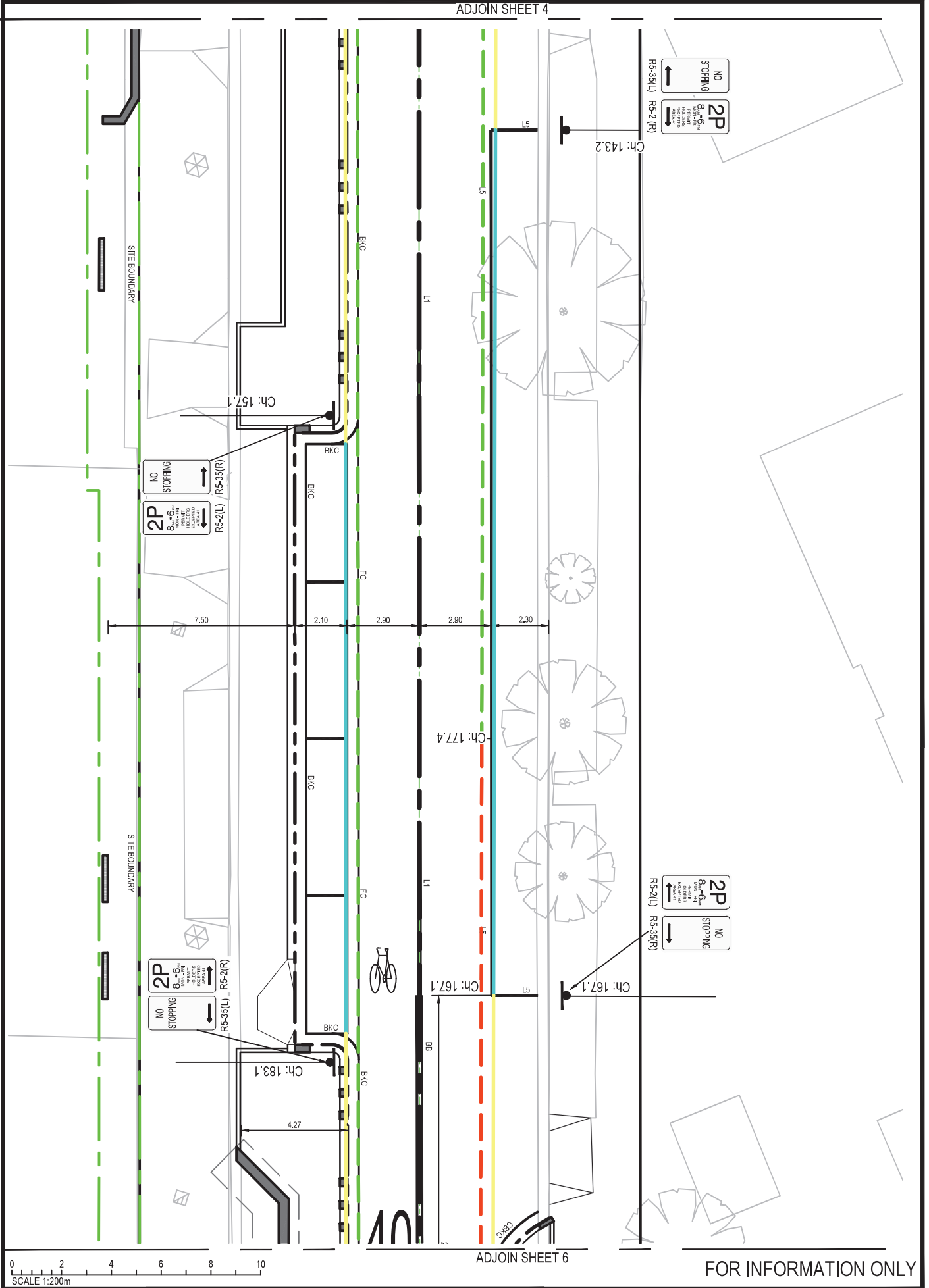
SHEET 3 OF 14







ADJOIN SHEET 4



Item 26.**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 19 May 2022 and was one of three items related to the Waterloo Metro station that were collectively deferred to allow for design revisions as requested by the Committee. There were no design changes for Raglan Street arising from the 19 May 2022 LPCTCC and the design plans are resubmitted for the Committee's endorsement.

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.

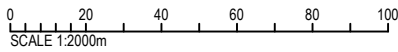
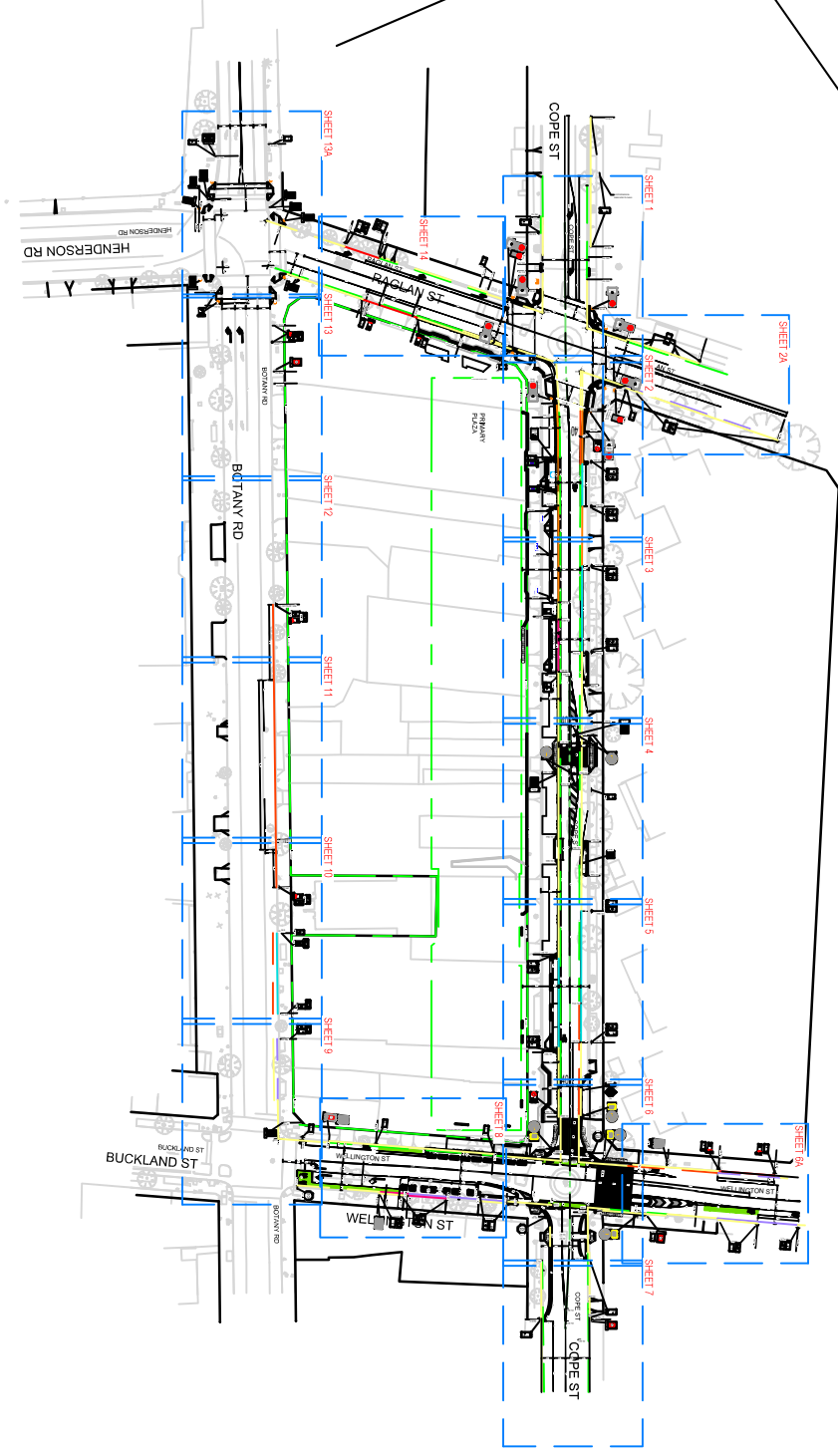
Financial

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

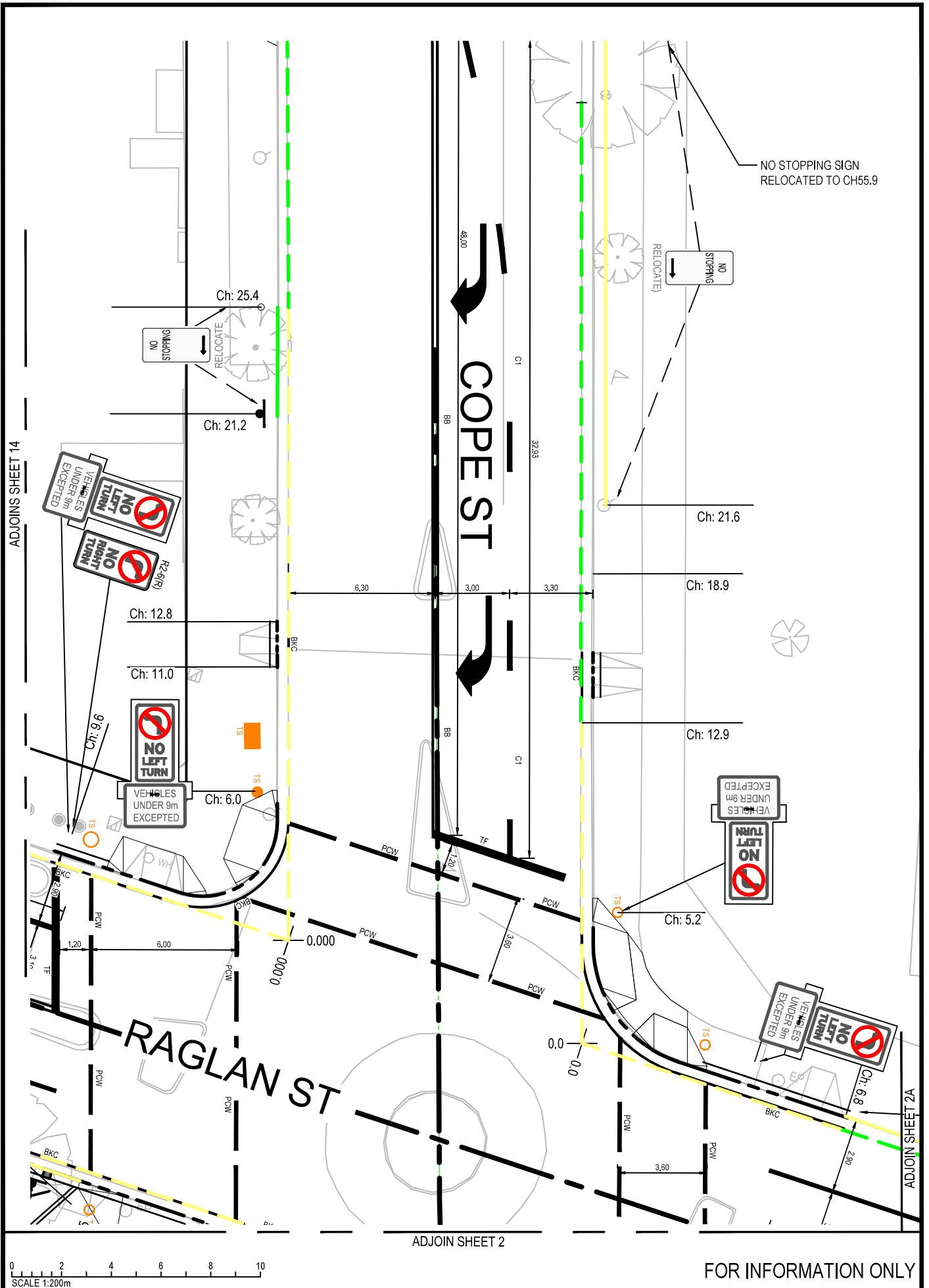
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

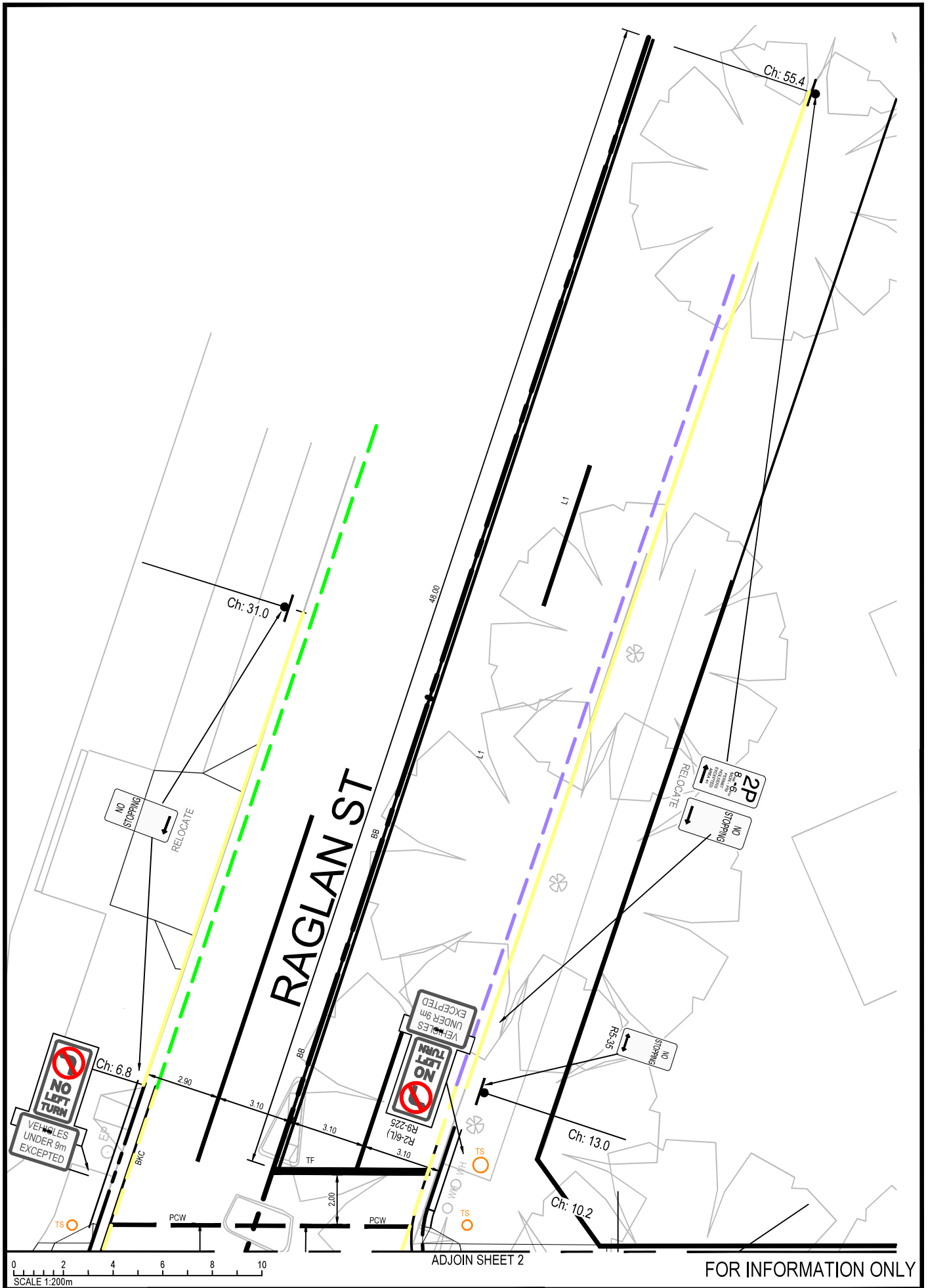


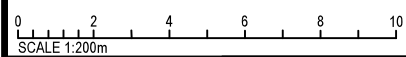
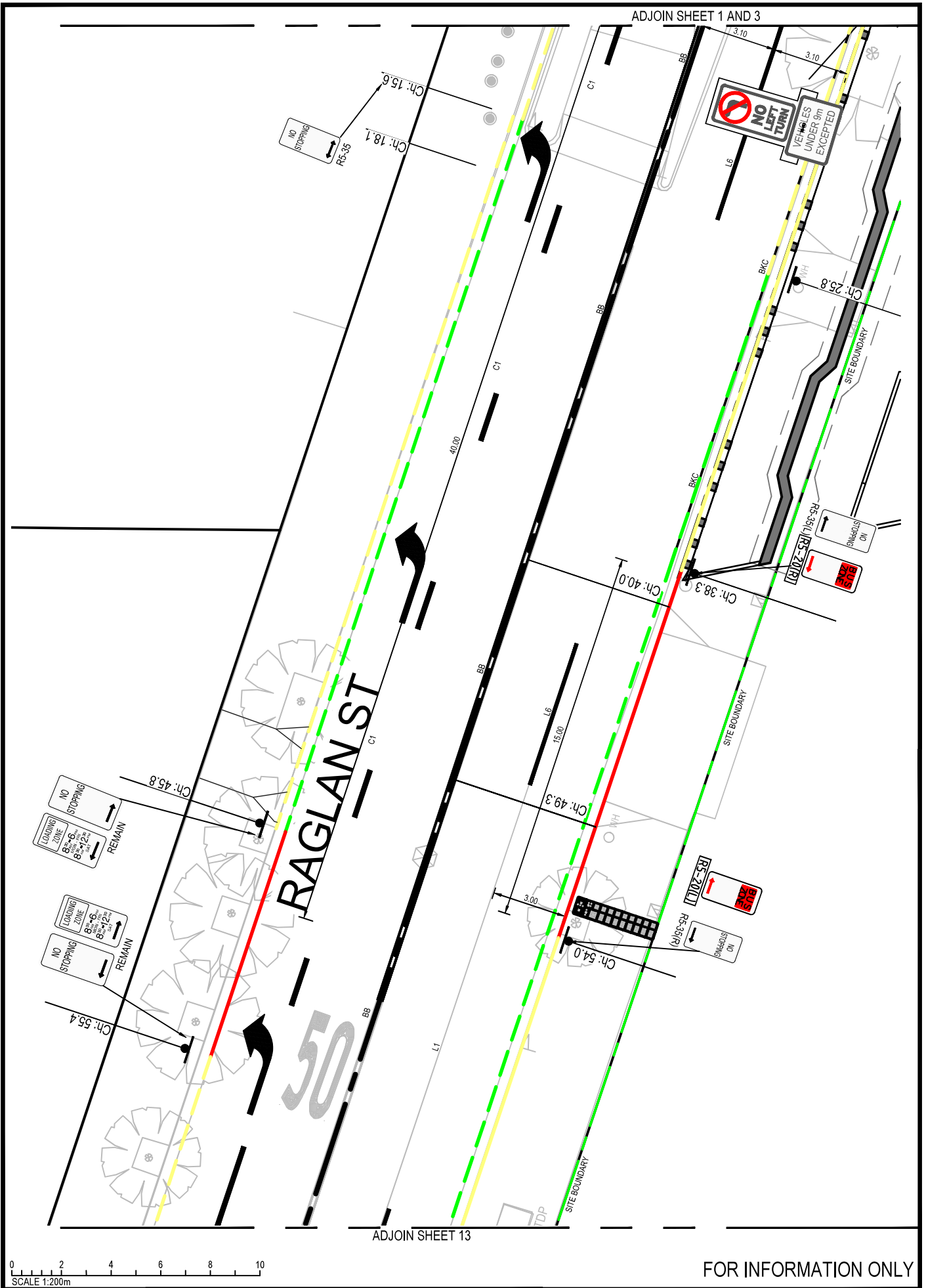
EXISTING		PROPOSED	
	NO STOPPING (EXISTING)		NO STOPPING (PROPOSED)
	UNRESTRICTED (EXISTING)		UNRESTRICTED (PROPOSED)
	BUS ZONE (EXISTING)		2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED ARE 41 (PROPOSED)
	1P 9am-6pm MON-FRI (EXISTING)		1P 9am-6pm MON-FRI (PROPOSED)
	2P 8am-6pm MON-FRI PERMIT HOLDER EXCEPTED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



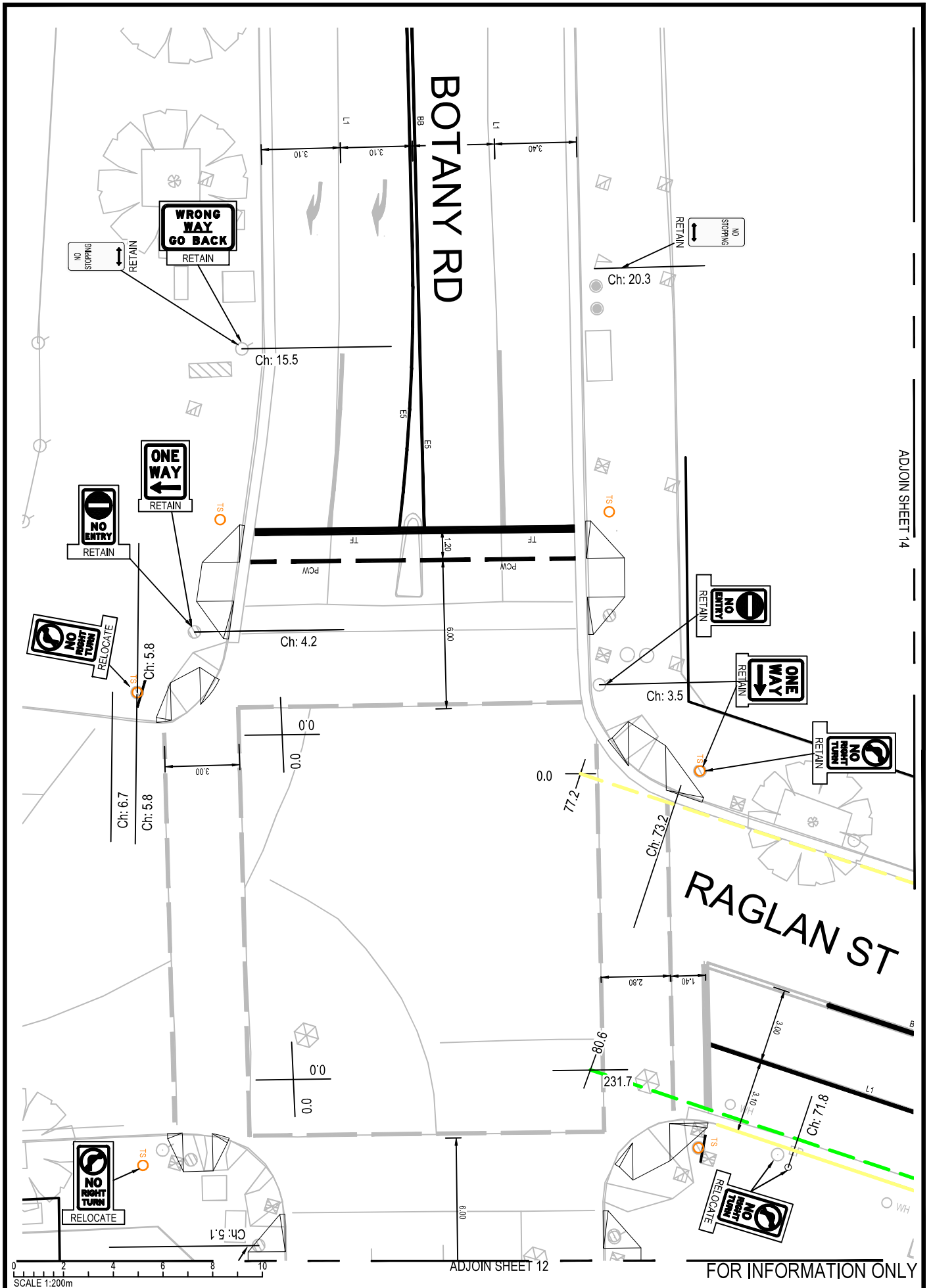
FOR INFORMATION ONLY







FOR INFORMATION ONLY



Item 27.**Other Authorities - Shared Path, Darling Island Pyrmont**

TRIM Container No.: 2022/366386

Recommendations

It is recommended that the Committee endorse the implementation of a Shared Path along the eastern boardwalk from Ballarat Park to Pyrmont Bay Park.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Place Management NSW is committed to encouraging people to ride bicycles and improving the safety and amenity of cycling infrastructure by making bicycle riding a real and convenient option for the Pyrmont community.

A Shared Path is proposed for the Darling Island eastern promenade to improve rider safety by providing an off- road alternative to Pirrama and Darling Island Road.

The implementation of a shared pathway in Darling Island that is designated for the use of both bicycle riders and pedestrians would promote safety and compliance amongst cyclist

and pedestrian behaviors, compliance by riders and deter high-risk behaviors among cyclists by reminding them to slow down.

Comments

Bicycle riding is supported as a low cost, environmentally friendly mode of transport that can help to improve the livability of our towns and cities. A Shared Path is proposed to improve safety by providing an off-road alternative for people riding along Darling Island Pyrmont which serves as transit corridor.

Shared paths are implemented to provide a safe, reduced speed connection for people walking and riding. People who do not feel confident riding on the road can choose to use a shared path but must give way to people walking and are advised to not exceed 10km/h. Place Management NSW seek to install a shared path where the space is wide enough, such as this section of Darling Island Pyrmont.

According to Transport for NSW Centre for Road Safety, the recommended minimum shared path width is 2.5 meters, which is based on Austroads guidelines. The path of the main promenade of Darling Island is approximately 4 meters wide and between sections widens to 5 meters.

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

If endorsed the shared path will be installed with appropriate line marking and signage.

Consultation

Place Management NSW has reviewed the areas use and established there is a clear need for a Shared Path as such has consulted with the community directly affected and have since received endorsement from the Pyrmont Saunders Wharf Apartments strata committee and surrounding residents / stakeholders, for the implementation of a Shared pathway at Darling Island.

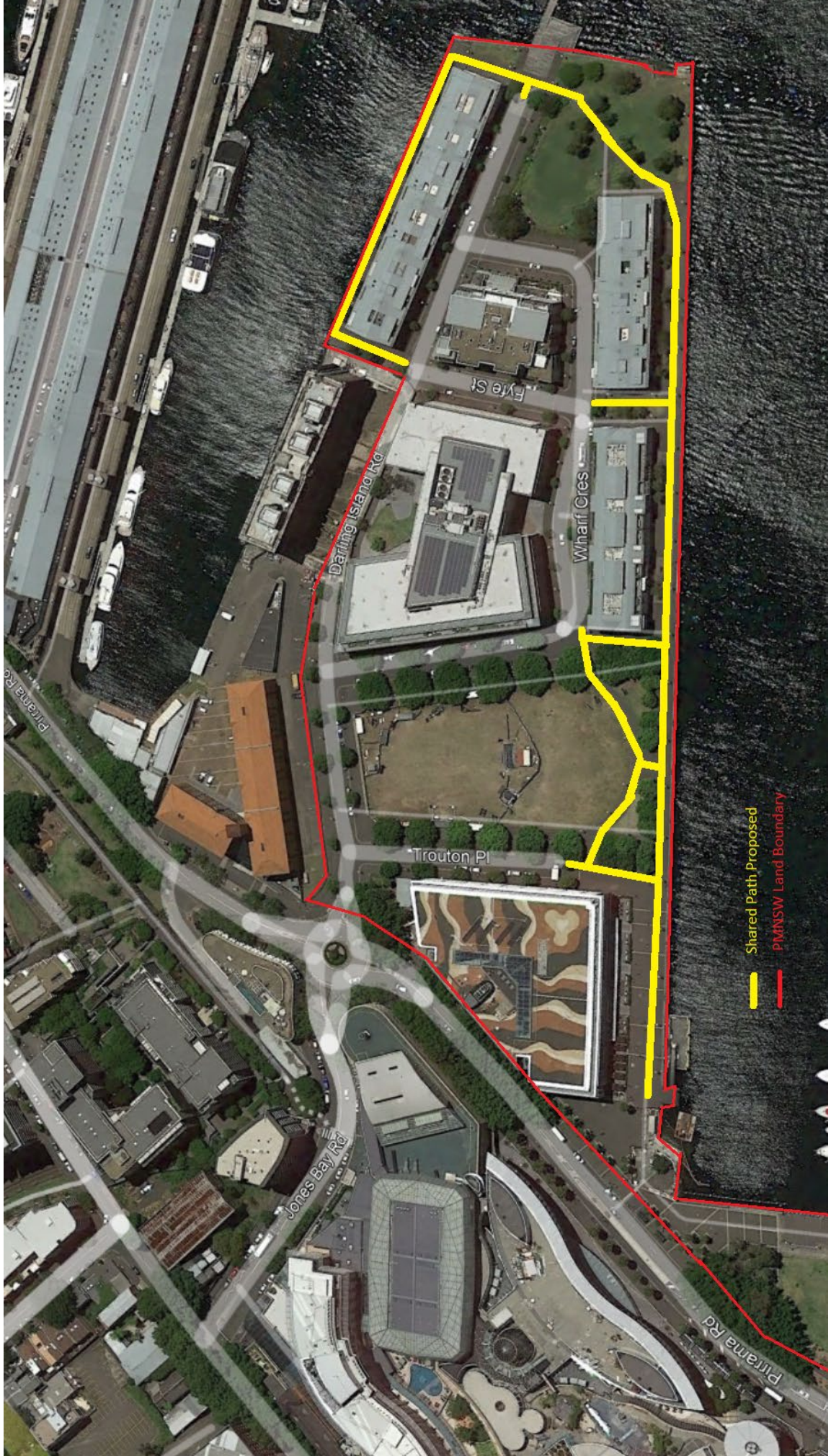
Place Management NSW believe the establishment of a shared path will be the best outcome to promote safety and compliance amongst cyclist and pedestrians as well as providing residence clarity for the use of the public spaces and the ability to self-regulate users or to report issues to PMNSW control rooms or Police.

Financial

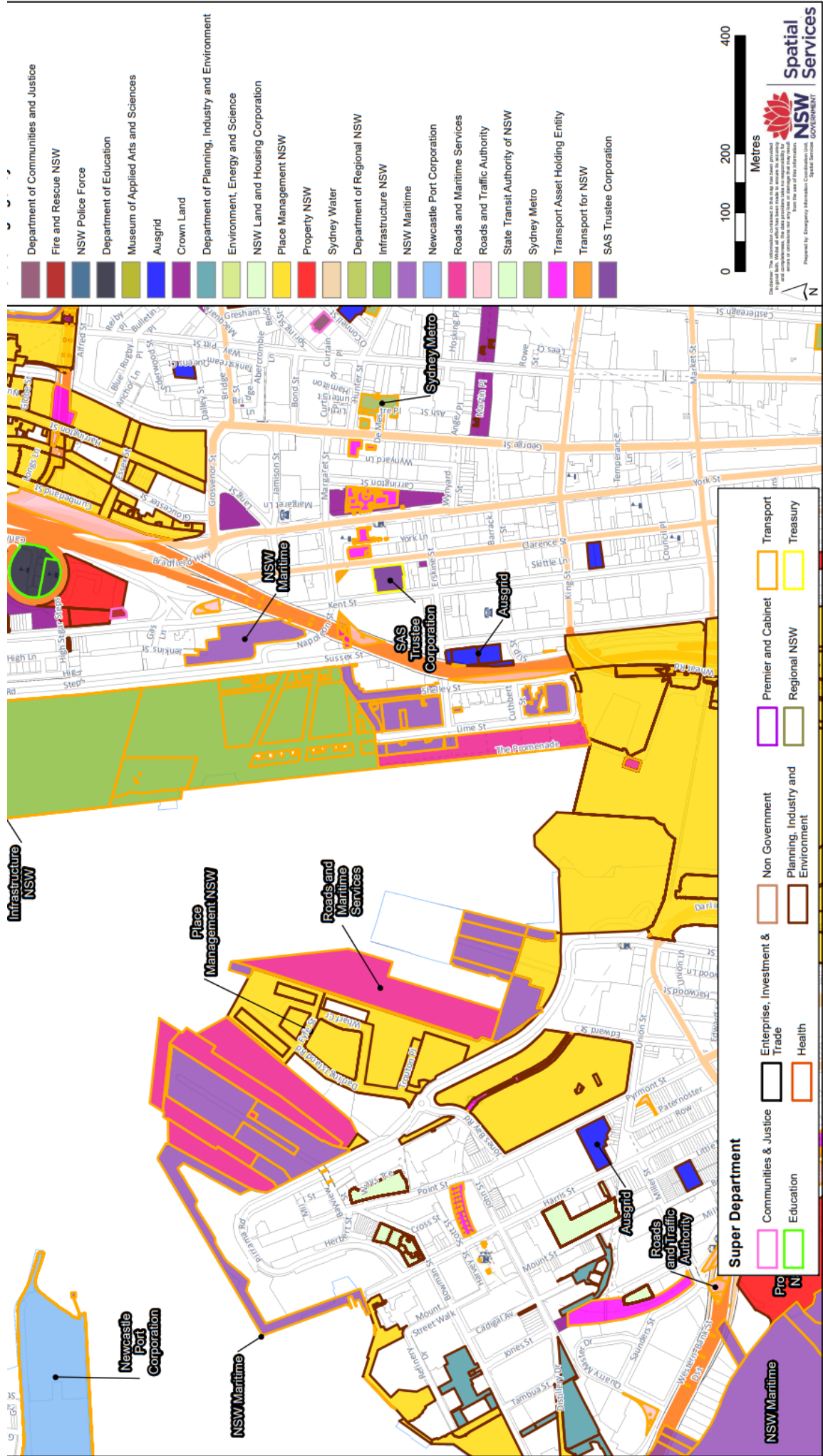
All costs associated with the Shared Path signage installation and promenade markings will be borne by Place Management NSW.

JASON CRAIG - SENIOR MANAGER, SECURITY OPERATIONS, PMNSW

Below describes the PMNSW boundary & the proposed Shared Path locations that will be signposted & regulated in Darling Island at Pymont.



Below is the EICU government land map 2022 for the proposed area at Darling Island and the land ownership.



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



Item 28.**Other Authorities - Road Works - Temporary Road Closure - Ivy Street, Redfern**

TRIM Container No.: 2022/377575

Recommendations

It is recommended that the Committee endorse the temporary road closure of Ivy Street, Redfern between Abercrombie and Wilson Streets (three lanes), from 1 August 2022 to 1 November 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 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 Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Atlas Traffic Management has applied for the temporary road closure of Ivy Street, Redfern between Abercrombie and Wilson Streets (three lanes), from 1 August 2022 to 1 November 2022.

Comments

The proposed temporary road closure is required as part of the Redfern Station upgrade.

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

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

The temporary road [choose an item] 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.

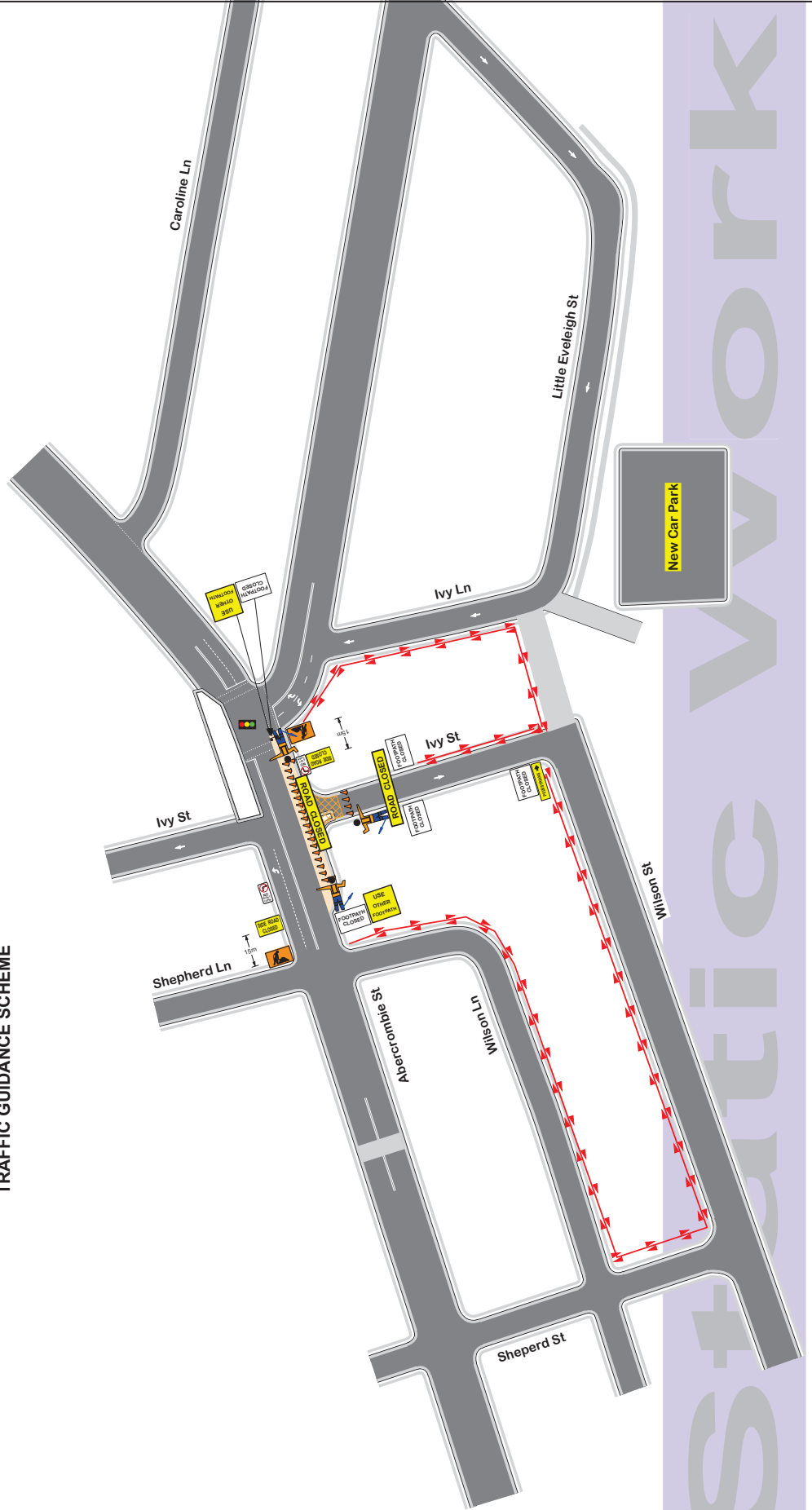
VAN LE, NETWORK AND SAFETY SERVICES MANAGER, TRANSPORT FOR NSW

 ATLAS TRAFFIC MANAGEMENT Time Period: 24hrs Commencement date: TBC Dimension D: 50m between Signs, Clause 7.3(Figure 7.1, Table 7.2) Sign check needs to be completed at start of shift with at least 2 inspections carried out through the shift. It is recommended a sign check is completed every 2 hours.	Client: State Asphalt Services	Duration: 1 shift	TGS Completion date: 24.3.2022	Division/Organization: ATLAS TRAFFIC MANAGEMENT P/L
	Project Name: Novo Rail	Road Configuration: 1 Lane each way	TGS PLAN REF NO: 22-0-153rev-1	Role: TGS Designer
Road Name: Ivy St	Speed Limit: 50km/h	Request by: Hamza Khan	Designer: Kyle Edgington	Role: Operations Manager
Location: Abercrombie St - Wilson St	ROL Approved? N/A	Signature: 	Signature: 	Approved By: Jason Roe
Suburb: Redfern	SAZ Approved? N/A	PNVZ TMP: TCT0041776	PNVZ TMP: TCT0033290	
Issue Date: 24.3.2022	NOT TO SCALE	Design Date: 24.3.2022	Review Date: 24.3.2022	
Comments: 1) See detour plan for available detours. 2) 3) 4) 5)				

Legend

-  Activity Zone
-  Cone
-  Cyclist/Pedestrian Detour
-  Escape Route
-  Traffic Controller

TRAFFIC GUIDANCE SCHEME





Work Zone. No vehicle access into Ivy St from Abercrombie nor Wilson St

Pedestrians/Cyclists (3.5m wide)

Item 29.

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.