

20 October 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 2022/08 held on 15 September 2022

Decision

Item 2.**Item for Committee Information - Smart Signage Trial - Elizabeth Street, Sydney and Chalmers Street, Surry Hills**

TRIM Container No.: [insert TRIM container number]

Recommendations

It is recommended that the Committee note the trialling of Smart Signage at the following locations:

- (A) Western side of Elizabeth Street, Sydney between Liverpool Street and Park Street; and
- (B) Eastern and western side of Chalmers Street, Surry Hills between Cleveland Street and Devonshire Street.:

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Transport for NSW (Transport) is delivering the Smart Technology Corridors Program, a NSW Government initiative to reduce road congestion across Greater Sydney and NSW regional centres.

As part of this program, Transport will be trialling Smart Signage in Sydney to assess the potential benefits of new technology in improving kerbside customer information and reducing congestion in key traffic locations.

During the trial, Smart Signage panels will replace multiple existing parking signs with one, easy to understand digital sign. The signs will display current and upcoming parking restrictions, providing customers with simple, accurate, real-time information at busy kerbside locations.

Comments

The technology will be trialled at two locations. Six signs will be implemented on the western side of Elizabeth Street, Sydney between Liverpool Street and Park Street. 21 signs will be implemented on both the eastern and western side of Chalmers Street, Surry Hills, between Cleveland Street and Devonshire Street.

The chosen trial locations feature multiple kerbside restrictions such as clearways, timed parking, bus zones, no stopping zones and loading zones, depending on the time of day.

The Smart Signage trials will be conducted for up to 18 months and at the end of the trials, Transport will undertake a full review on the effectiveness of the Smart Signage Program. Decisions regarding the next stages of the program will be taken based on the overall performance of the trials.

Consultation

Community feedback on the Smart Signage trials can be made at projects@transport.nsw.gov.au or online at <https://yoursay.transport.nsw.gov.au/smart-sign>.

Financial

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

LAWRENCE WARREN, PROJECT MANAGER, TRANSPORT FOR NSW

Smart Signage Trial

Chalmers St, Surry Hills between Cleveland St and Devonshire St

What is happening?

Transport for NSW (Transport) is delivering the Smart Technology Corridors Program, a NSW Government initiative to reduce road congestion across Greater Sydney and NSW regional centres.

As part of this program, Transport will be trialling Smart Signage in Sydney to assess the potential benefits of new technology in improving kerbside customer information and reducing congestion in key traffic locations.

During the trial, Smart Signage panels will replace existing parking signs with one, easy to understand digital sign. The signs will display current and upcoming parking restrictions, providing customers with simple, accurate, real-time information at busy kerbside locations.

Chalmers Street, Surry Hills between Cleveland Street and Devonshire Street, has been selected as a suitable location for a Smart Signage trial. The chosen trial location features a clearway as well as other uses such as timed parking, a bus zone, no stopping zone and loading zone, depending on the time of day.

A trial will also be run at Elizabeth Street, Sydney CBD between Park Street and Liverpool Street.

What do I need to know?

From **Sunday 6 November** to **Thursday 10 November** and **Sunday 13 November** to **Thursday 17 November 2022**, work will be carried out to install 21 Smart Signs along the western and eastern sides of Chalmers Street between Cleveland Street and Devonshire Street. On **Sunday 20 November**, night work will be carried out to prepare for the start of the trial.

The installation will be completed at night between **8:00pm** and **5:00am, Sunday to Thursday**. Equipment needed to carry out this work includes concrete saws, grinders, hand tools and a vacuum excavation truck. To minimise impacts on the community, the noisiest activities will be completed before midnight. No

vegetation will be removed. Traffic controllers will be on site to manage partial lane closures when required.

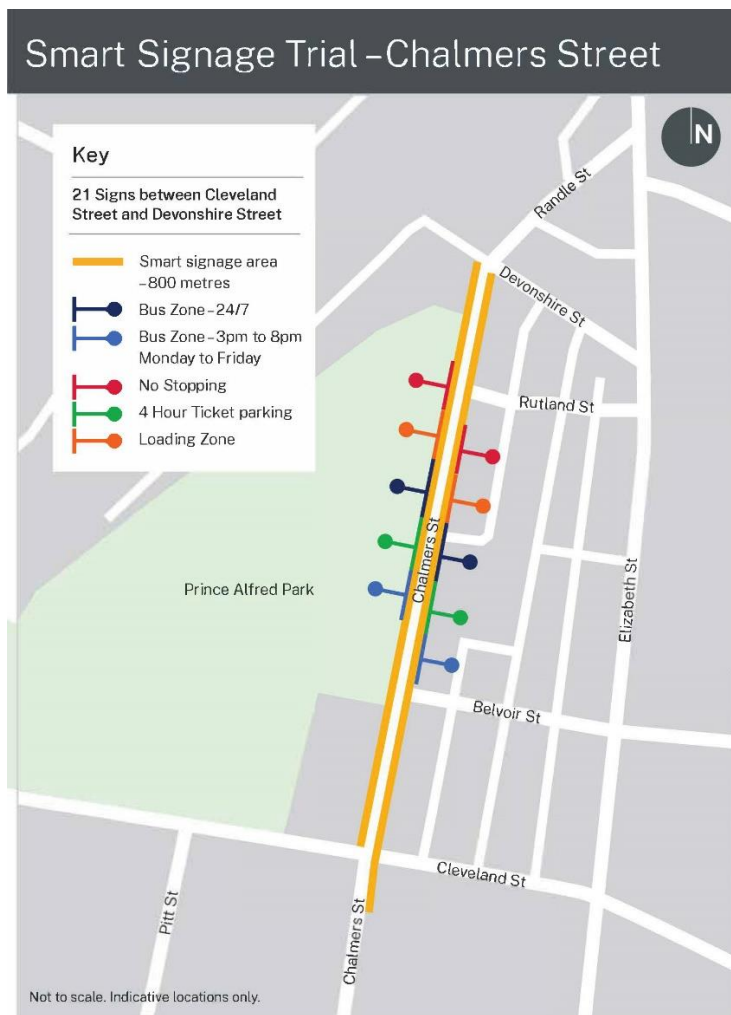
From **Monday 21 November 2022**, we will be conducting a trial on the effectiveness of the Smart Signage technology as well as evaluating community feedback. The trial is expected to continue for up to 18 months.

The Smart Signage technology will be remotely operated and maintained by Transport for the duration of the trial. As part of the trial, cameras attached to the panels ensure they accurately communicate kerbside restrictions. **These cameras only capture the smart signage display.**

Importantly, there are no changes to the existing kerbside restrictions, or enforcement regulations due to the introduction of the Smart Signage trial.



Image: A Smart Sign prototype.



Provide your feedback

Transport is seeking feedback on the Smart Signage trial to determine if it meets its objectives of providing clearer information for customers. We would also like to know if there are any issues or concerns with using this technology.

To Have Your Say, please take part in our survey <https://yoursay.transport.nsw.gov.au/smart-signage>

You can also contact us to provide feedback or for further information:

Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 684 490**.

Email: projects@transport.nsw.gov.au

Phone: 1800 684 490

For more information:

<https://www.transport.nsw.gov.au/STCP>

For urgent enquiries or complaints regarding construction activities, call Transport's 24/7 response line **1800 775 465**.

October 2022

Pub No 1

Privacy Transport for NSW (“TfNSW”) is subject to the Privacy and Personal Information Protection Act 1998 (“PIIP Act”) which requires that we comply with the Information Privacy Principles set out in the PIIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

Smart Signage Trial

Elizabeth St, Sydney CBD between Park St and Liverpool St

What is happening?

Transport for NSW (Transport) is delivering the Smart Technology Corridors Program, a NSW Government initiative to reduce road congestion across Greater Sydney and NSW regional centres.

As part of this program, Transport will be trialling Smart Signage in Sydney to assess the potential benefits of new technology in improving kerbside customer information and reducing congestion in key traffic locations.

During the trial, Smart Signage panels will replace existing parking signs with one, easy to understand digital sign. The signs will display current and upcoming parking restrictions, providing customers with simple, accurate, real-time information at busy kerbside locations.

The western side of Elizabeth Street, Sydney CBD between Park Street and Liverpool Street, has been selected as a suitable location for a Smart Signage trial. The chosen trial location features multiple kerbside restrictions such as timed parking, a bus zone, no stopping zone and loading zone, depending on the time of day.

The technology will also be trialled on Chalmers Street, between Cleveland Street and Devonshire Street, Surry Hills.

What do I need to know?

From **Sunday 23 October** to **Thursday 27 October 2022**, work will be carried out to install 6 Smart Signs along the western side of Elizabeth Street between Park Street and Liverpool Street. On **Sunday 30 October**, night work will be carried out to prepare for the start of the trial.

The installation will be completed at night between **8:00pm** and **5:00am, Sunday to Thursday**. Equipment needed to carry out this work includes concrete saws, grinders, hand tools and a vacuum excavation truck. To minimise impacts on the community, the noisiest activities will be completed before midnight. No

vegetation will be removed. Traffic controllers will be on site to manage partial lane closures when required.

From **Monday 31 October 2022**, we will be conducting a trial on the effectiveness of the Smart Signage technology as well as evaluating community feedback. The trial is expected to continue for up to 18 months.

The Smart Signage technology will be remotely operated and maintained by Transport for the duration of the trial. As part of the trial, cameras attached to the panels ensure they accurately communicate kerbside restrictions. **These cameras only capture the smart signage display.**

Importantly, there are no changes to the existing kerbside restrictions, or enforcement regulations due to the introduction of the Smart Signage trial.



Image: A Smart Sign prototype.



Provide your feedback

Transport is seeking feedback on the Smart Signage trial to determine if it meets its objectives of providing clearer information for customers. We would also like to know if there are any issues or concerns with using this technology.

To Have Your Say, please take part in our survey <https://yoursay.transport.nsw.gov.au/smart-signage>

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If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 684 490**.

Pub No 1

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Phone: 1800 684 490

For more information:

<https://www.transport.nsw.gov.au/STCP>

For urgent enquiries or complaints regarding construction activities, call Transport’s 24/7 response line **1800 775 465**.

Item 3.**Street Event - Temporary Road Closures - Christmas in the City 2022**

TRIM Container No.: 2022/495892

Recommendations

It is recommended that the Committee endorse the temporary road closure for the Christmas in the City 2022 on Saturday, 26 November 2022 from 7pm to 8.45pm subject to the following conditions:-

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City has applied for the temporary road closure of Pitt Street, Sydney between Hunter and King Streets for the Christmas in the City 2022 on Saturday, 26 November 2022 from 7pm to 8.45pm.

Comments

The Christmas in the City 2022 is an new event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

- Pitt Street, Sydney between Hunter and King Streets - Saturday 26 November, 7pm to 8.45pm.

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

Consultation

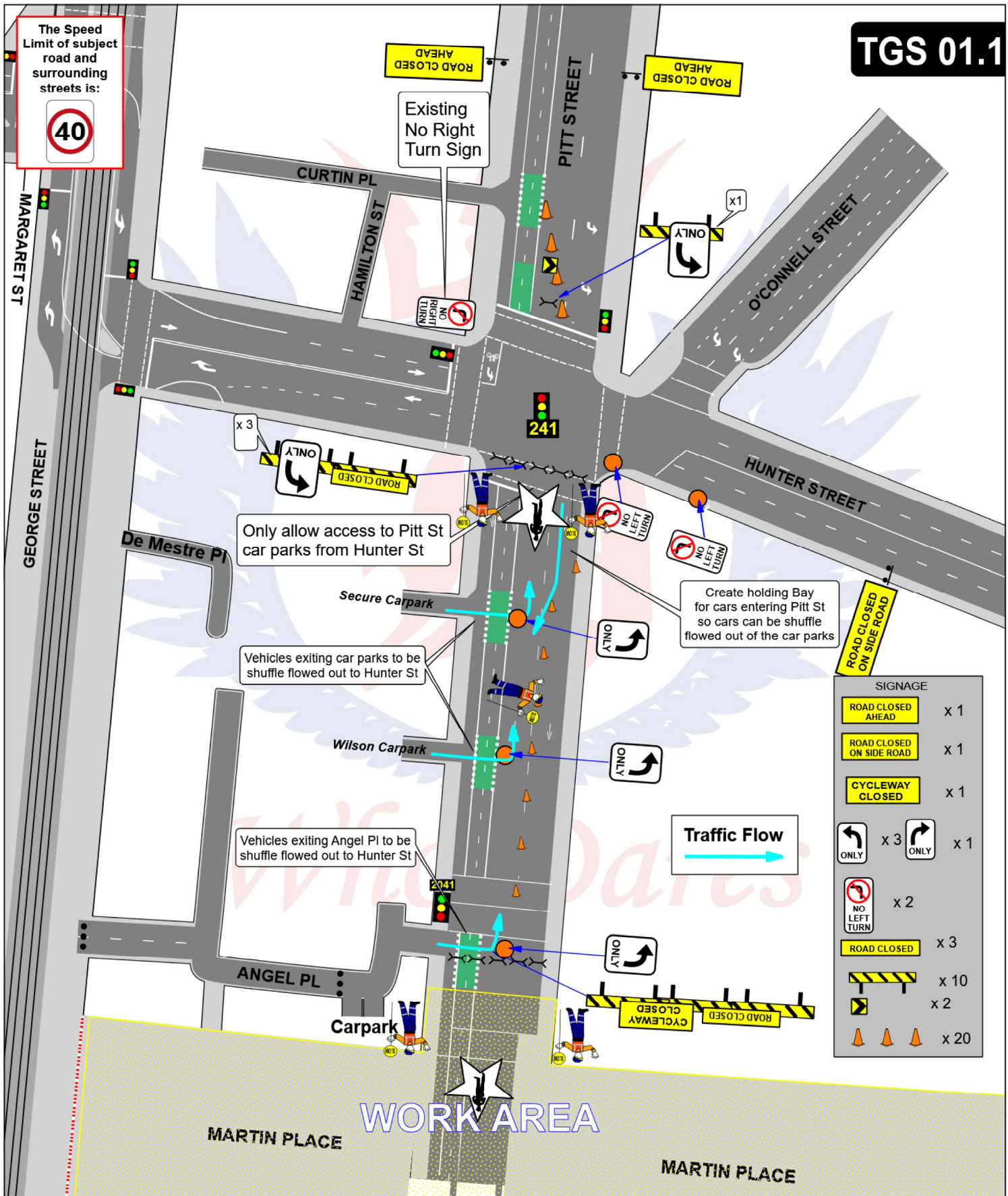
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

The Speed Limit of subject road and surrounding streets is:

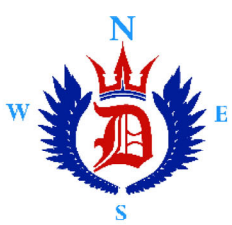
Traffic Flow
→

SIGNAGE	
	x 1
	x 1
	x 1
	x 3
	x 1
	x 2
	x 3
	x 10
	x 2
	x 20

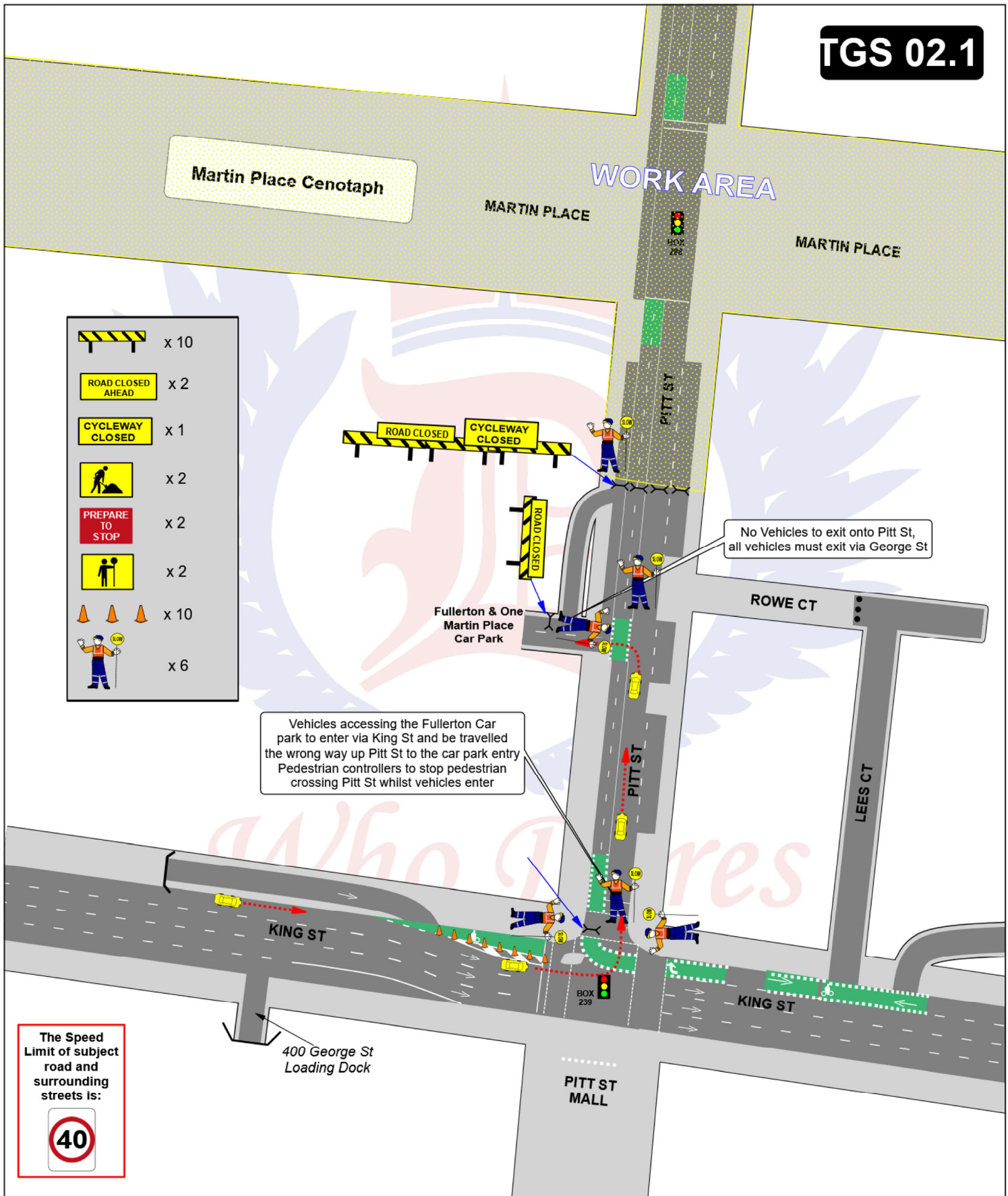
Location: Martin Pl & Pitt St, Sydney.
Date: To be confirmed.
Time of works: 19:00 - 20:45
Client: City of Sydney
Project: Christmas in the City
Plan #: WD/CityXmas/MP/2211-1
Minimum Staff Required: 1x Team Leader + 4 x Traffic/Pedestrian Controllers


Details:
SHORT TERM WORKS
 It is proposed to close Pitt St and Martin Pl and manage local traffic to create a safe work area for Pedestrians, Cyclist and event crew whilst the event is in operation
 The plan shows traffic control positions and advance warning signage.
Maximum lockdown is from 19:00 - 20:45

Plan by: Anthony Russell Safe Work Cert. TCT0026226
 for Who Dares Pty Ltd Signature:



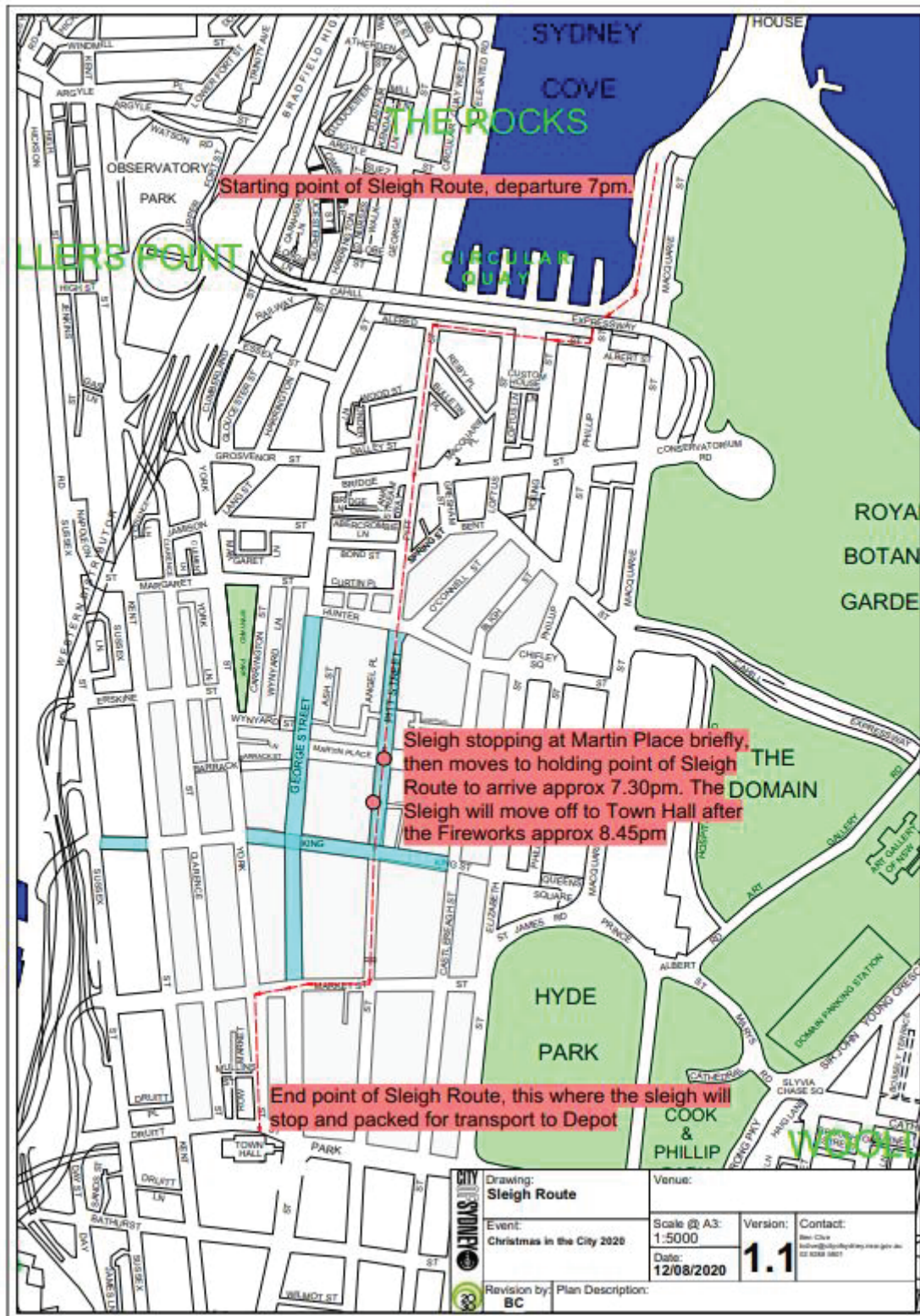
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
 ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.



<p>Location: Martin Pl & Pitt St, Sydney.</p> <p>Date: Saturday 26 November</p> <p>Time of works: 19:00 - 20:45</p> <p>Client: City of Sydney Council</p> <p>Project: Christmas in the City 2022</p> <p>Plan #: WD/CityXmas/MP/2211-2</p> <p>Minimum Staff Required: 1x Team Leader + 5 x Traffic/Pedestrian Controllers</p>	<p>Details:</p> <p>SHORT TERM WORKS It is proposed to close Pitt St and Martin Pl and manage local traffic to create a safe work area for pedestrians, cyclists & event crew whilst the event is in progress.</p> <p>The plan shows traffic control positions and advance warning signage.</p> <p>Maximum lockdown is 19:00 - 20:45.</p>	<p>Plan by: Anthony Russell Safe Work Cert. TCT0026226 for Who Dares Pty Ltd Signature:</p> 
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ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

Sleigh Route from Circular Quay to Pitt St Martin Place



Item 4.**Street Event - Temporary Road Closures - Wayside Chapel Christmas Day 2022**

TRIM Container No.: 2022/477370

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Wayside Chapel Christmas Day 2022 on Sunday, 25 December 2022 from 7am to 5pm 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 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 must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Wayside Chapel has applied for the temporary road closures in Potts Point for Wayside Chapel Christmas Day 2022 on 25 December 2022 from 7am to 5pm:

- Hughes Street between Macleay and Tusculum Streets; and
- Orwell Lane between Orwell and Hughes Streets.

Comments

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

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

Consultation

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

Financial

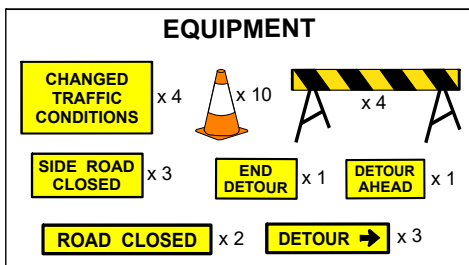
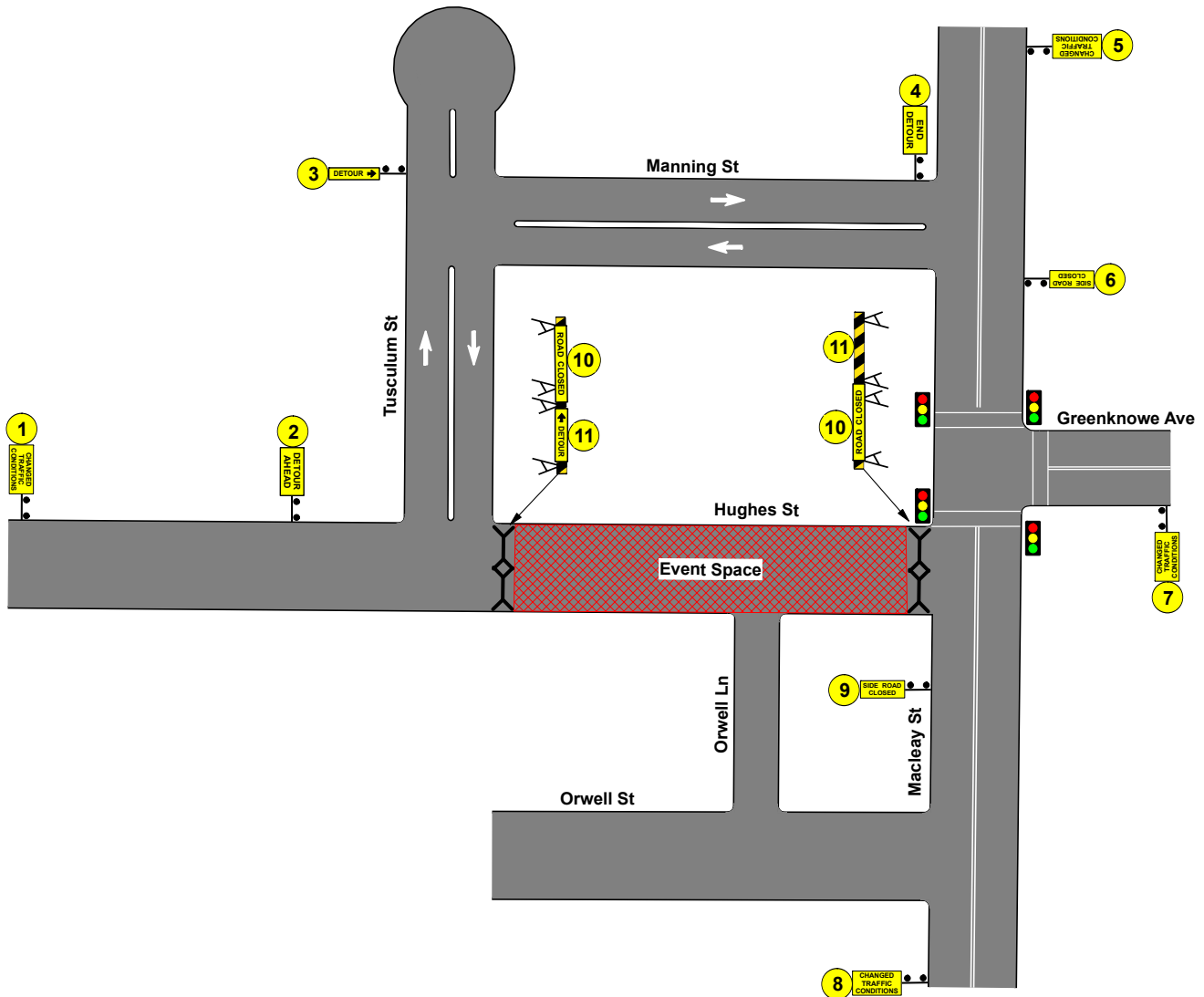
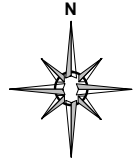
All costs associated with the proposed closures will be borne by the Applicant.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER



WAYSIDE CHAPEL

Christmas at Wayside



Application: 0700 SUN 25 DEC 2022 through to 1700 SUN 25 DEC 2022.
 Location: UBD Map 4, Grid 4E. Drawing NTS - for A3 or larger colour print only.
 © ACESGroup 2022. COMMERCIAL IN CONFIDENCE. TGS developed in reference with AS1742 (series) and Transport for NSW 'Traffic Control at Worksites' Technical Manual (V6.1, Feb 2022).
 Instructions and Notes:

- TCP to be set down following the sequence indicated with yellow numbered tags, and removed in reverse sequence only after through check that the carriageway is clear of obstructions, debris, and pedestrians returned to footpaths;
- *700mm cones to be used to highlight advance warning signs.

Al Barnes

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Momtchil Vassilev VASSILEV

Card No: TCT0052764 D.O.B: 22/02/1976

Date of Issue: 02/11/2016

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

Item 5.**Mobile Crane - Temporary Road Closure - Springfield Avenue, Potts Point**

TRIM Container No.: 2022/473827

Recommendations

It is recommended that the Committee endorse the temporary road closure of Earl Place and Springfield Avenue, between Earl Street and Springfield Lane (three lanes), from 7am to 3pm on Wednesday 2 November 2022, Wednesday 9 November 2022 and Wednesday 16 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 has indicated the 3 November, 10 November and 17 November 2022 as a contingency date.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Rhino Traffic Control Services Pty. Ltd. has applied for the temporary road closure of Earl Place and Springfield Avenue, between Earl Street and Springfield Lane, from 7am to 3pm on Wednesday 2 November 2022, Wednesday 9 November 2022 and Wednesday 16 November 2022.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift materials into site on the frontage of 24-30 Springfield Avenue, Potts Point.

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.

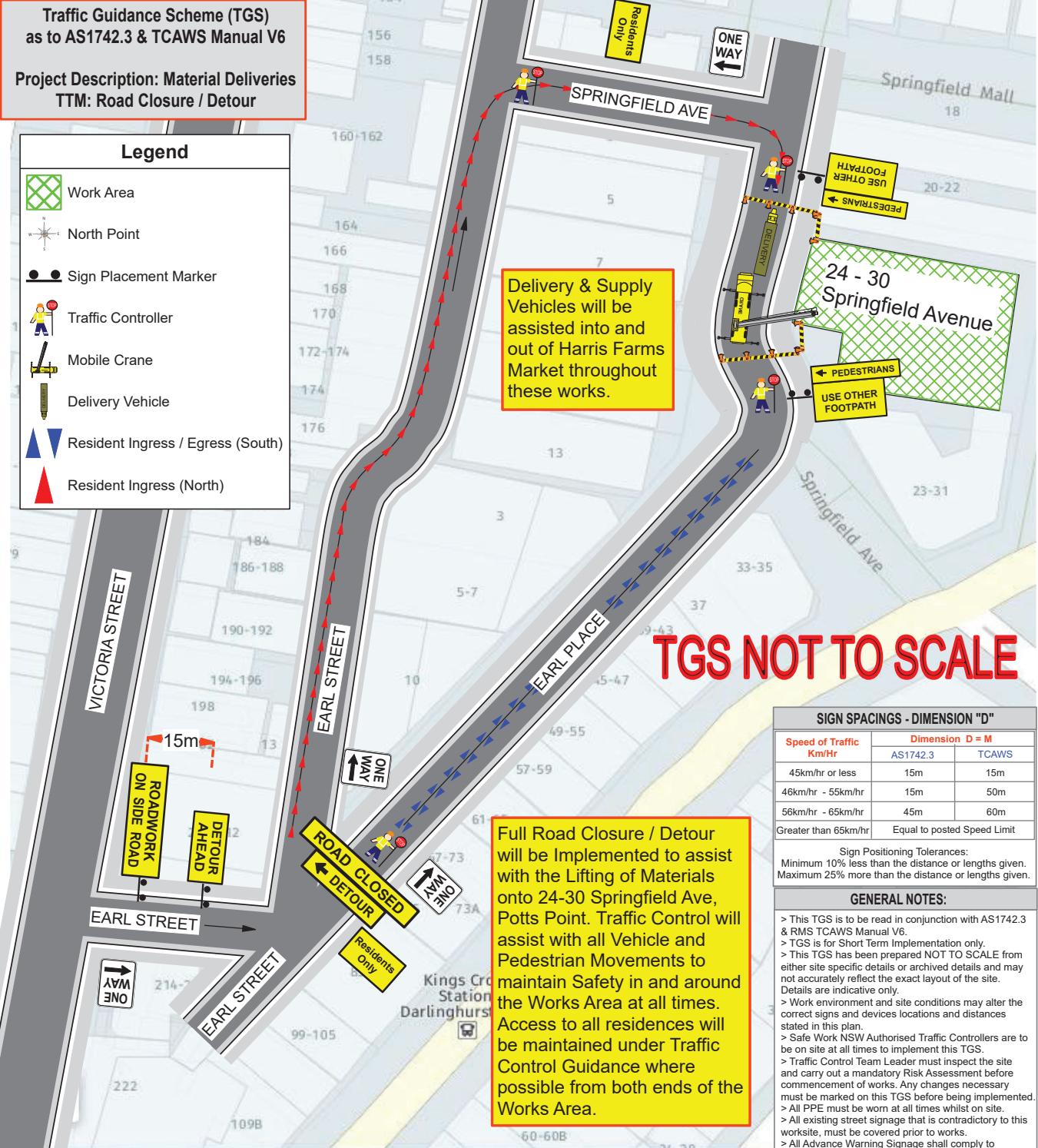
TERRY XU, A/TRAFFIC WORKS COORDINATOR

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

Project Description: Material Deliveries
TTM: Road Closure / Detour

Legend

- Work Area
- North Point
- Sign Placement Marker
- Traffic Controller
- Mobile Crane
- Delivery Vehicle
- Resident Ingress / Egress (South)
- Resident Ingress (North)



TGS NOT TO SCALE

Full Road Closure / Detour will be implemented to assist with the Lifting of Materials onto 24-30 Springfield Ave, Potts Point. Traffic Control will assist with all Vehicle and Pedestrian Movements to maintain Safety in and around the Works Area at all times. Access to all residences will be maintained under Traffic Control Guidance where possible from both ends of the Works Area.

SIGN SPACINGS - DIMENSION "D"

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

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

GENERAL NOTES:

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

RECOMMENDED TAPER LENGTHS (m)

Approximate Speed of Traffic (Km/Hr)	Traffic Control at beginning of Taper	Lateral Shift Taper	Merge Taper
45 or less	15	0	15m
46 - 55	15	15	30m
56 - 65	30	30	60m
66 - 75	N/A	70	115m
76 - 85	N/A	80	130m
86 - 95	N/A	90	145m
96 - 105	N/A	100	160m
Greater than 105	N/A	110	180m

Springfield Ave: D =

LANE WIDTHS

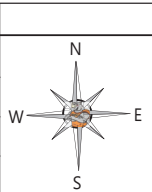
The minimum lane widths to be provided for all live traffic lanes around, past or through a Work Site shall be 3.0m. 3.5m lane widths are desirable.

VEHICLE MOVEMENT PLAN

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

Rhino Traffic Control Services
Professional - Reliable - Safe
ABN: 92 153 683 973
PO Box 194 Kings Langley NSW 2147
Ph: 02 8678 3737 Mob: 0452 131 325
Email: ops@rhinotrafficcontrol.com.au

Date:	7th September 2022	LGA:	City of Sydney Council	TCP Developed By:	Phillip Blair
Client:	SBM	Road Name:	Springfield Ave	APPROVED	
Type of Work:	Crane Lifts - Road Closure	Location of Work:	23-30 Springfield Ave	PWZTMP Licence No.:	0052151584
TC's Req	4	Suburb:	Chiswick NSW 2046	Plan No.:	RTC/22-Site Specific
Utes / TMA's	1 0	Road Class:	Council Road (Minor)	RMS ROL Required:	NO



Item 6.**Works Zone - George Street, Sydney**

TRIM Container No.: 2022/413194

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of George Street, Sydney, between the points 42.6 metres and 77.6 metres north of Essex Street as "Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat" and "No Stopping All Other Times", subject to the following conditions:

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

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

Lendlease Building Pty Ltd has requested a 35 metre indented long Works Zone in George Street, Sydney.

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

Comments

The kerb space on the eastern side of George Street, Sydney between Essex Street and Alfred Street where the parking changes are proposed is currently signposted as "No Stopping".

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

The street is wide enough to allow the Works Zone to be installed in an indented bay on the existing footpath 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.


ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER


George Street, Sydney Proposed Works Zone



Source: nearmap 21 December 2021

Existing
 No Stopping

Proposed
 Works Zone
 7am-7pm Mon-Fri
 7am-5pm Sat
 No Stopping Other Times

 Indented Bay

Item 7.**Works Zone - Slip Street, Sydney****TRIM Container No.: 2022/487070****Recommendations**

It is recommended that the Committee endorse the following traffic and parking changes in Slip Street, Sydney reallocation of the kerb space in Slip Street, Sydney, west of Sussex Street:

- (A) Reallocation of the kerb space on the northern side of Slip Street, between the points 14 metres and 33 metres west of Sussex Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times";
- (B) Reallocation of the kerb space on the southern side of Slip Street, between the points 14 metres and 36 metres west of Sussex Street as "No Stopping"; and
- (C) Relocate the double barrier line in Slip Street to provide adequate road space for the installation of the proposed Works Zone.

subject to the following conditions:

- (D) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (E) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (F) 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.
- (G) 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.
- (H) The Applicant must provide accredited traffic controllers during the Works Zone times to safely manage vehicular traffic around the works area

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

Trescon Pty Ltd has requested a 10 metre long Works Zone in Slip Street, Sydney.

The Works Zone is to facilitate construction works at 81 Sussex Street, Sydney.

Comments

The kerb space on the northern and southern side of Slip Street, Sydney west of Sussex Street is currently signposted as "No Parking" and "No Stopping".

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.

It is proposed to relocate the double barrier line in Slip Street to provide adequate road space and ensure vehicles can safely travel past the Works Zone. The proposal will also include the reallocation of parking on the southern side of Slip Street as "No Stopping".

The proposal will result in a loss of one ticket parking space.

The Applicant will provide traffic controllers to manage vehicular traffic around the Works Zone.

Consultation

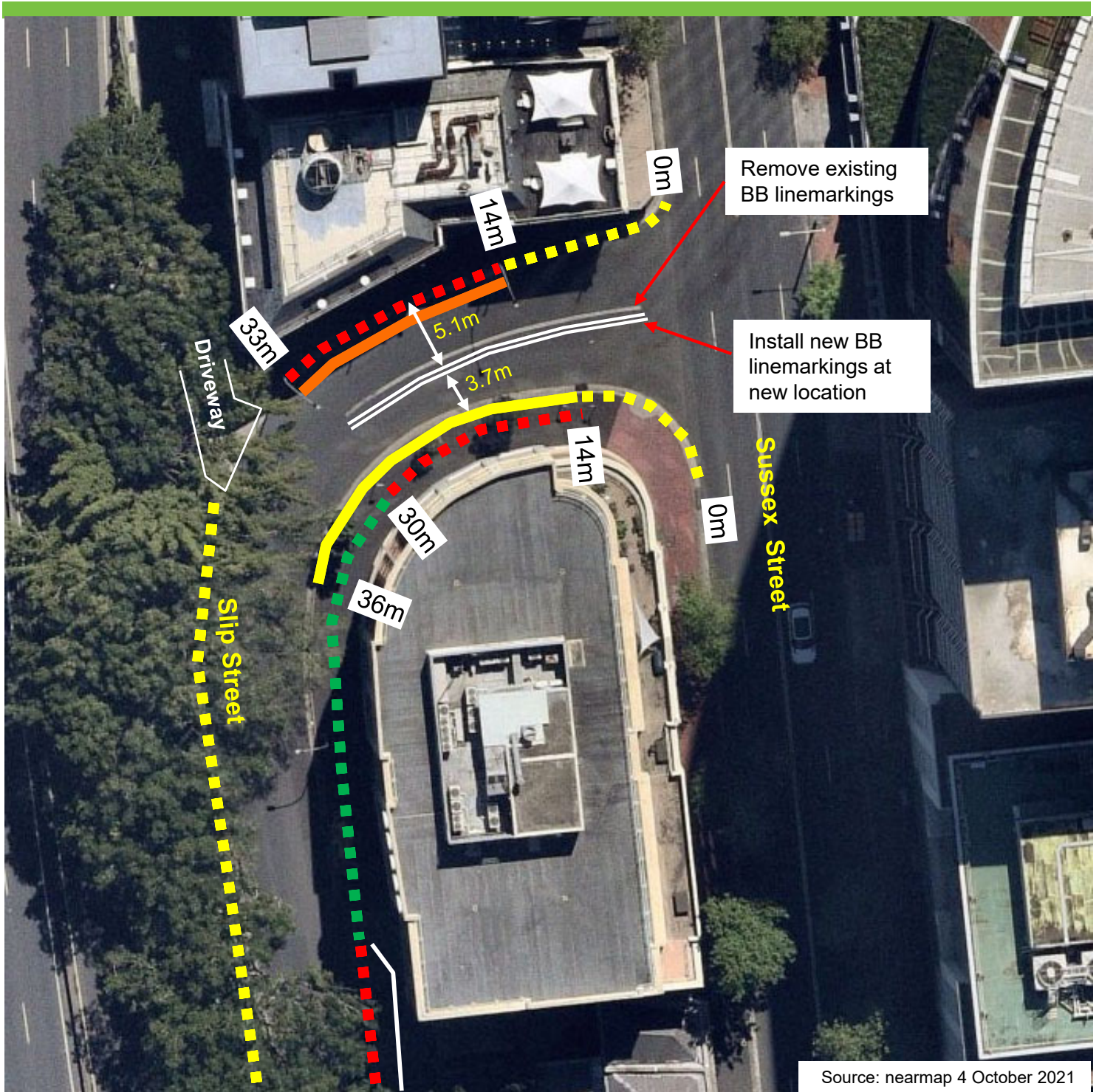
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Slip Street, Sydney Proposed Works Zone



Existing

■ ■ ■ No Stopping

■ ■ ■ No Parking

■ ■ ■

2P Ticket
8am-6pm Mon-Fri
4P Ticket
6pm-10pm Mon-Fri
8am-10pm Sat-Sun & Public
Holidays

Proposed

Works Zone
7am-7pm Mon-Fri
7am-5pm Sat

No Parking
All Other Times

Item 8.**Works Zone - York Street, Sydney**

TRIM Container No.: 2022/463306

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of York Street, Sydney, between the points 30 metres and 45 metres north of DrUITT Street as 'Works Zone 7am-3pm Mon-Fri, 7am-5pm Sat' and 'No Stopping Other Times', subject to the following conditions:

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

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

Decode Sydney Pty Ltd has requested a 15 metre long Works Zone in York Street, Sydney.

The Works Zone is to facilitate construction works at 139 York Street, Sydney.

Comments

The kerb space on the western side of York Street, Sydney between Druitt Street and Market Street is currently signposted as "No Stopping".

The Works Zone is intended to operate from 7am to 3pm Monday to Friday and 7am to 5pm 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 Works Zone will revert to "No Stopping Other Times" after the work zone hours.

Consultation

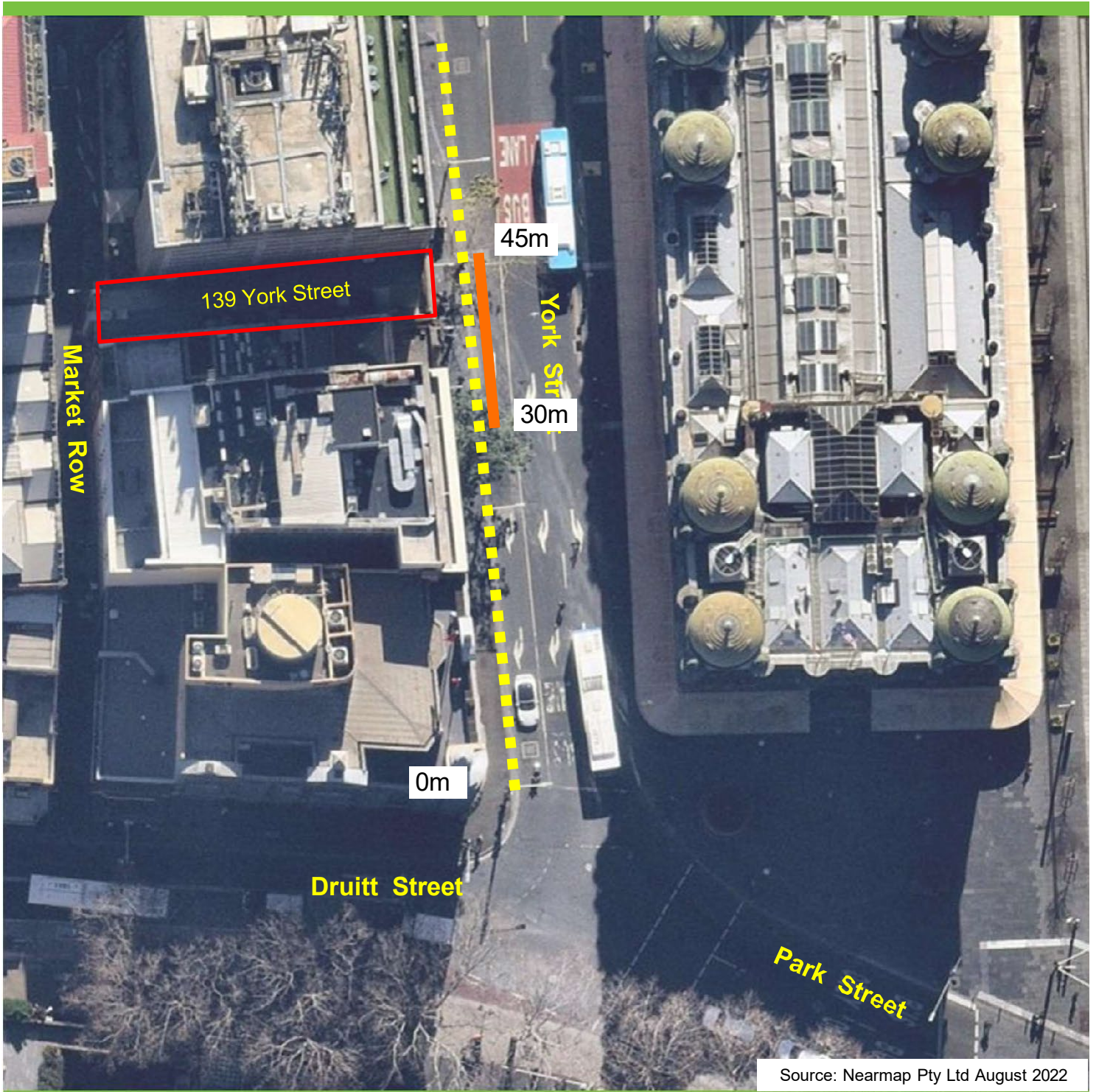
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

York Street, Sydney Proposed Works Zone



Existing

■ ■ ■ "No Stopping"

Proposed

■ "Works Zone 7.00am-3.00pm Mon-Fri, 7.00am-5.00pm Sat / No Stopping Other Times"

Item 9.**Works Zone - Hutchinson Street, Surry Hills**

TRIM Container No.: 2022/508541

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Hutchinson Street, Surry Hills, between the points 24 metres and 40 metres north of Sandwell Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun, Permit Holders Excepted Area 18", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant 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 provide TfNSW-Accredited Traffic Controllers to safely manage the operation of the Works Zone and maintain local vehicular access in Hutchinson Street at all times. If approaching traffic or vehicles exiting driveways cannot pass a vehicle in the Works Zone, the TfNSW-Accredited Traffic Controllers must instruct the construction vehicle to depart the Works Zone immediately.

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

Orwell Constructions Pty. Ltd. has requested a 16 metre long Works Zone in Hutchinson Street, Surry Hills.

The Works Zone is to facilitate construction works at 29-41 Hutchinson Street, Surry Hills.

Comments

The kerb space on the western side of Hutchinson Street, Surry Hills north of Sandwell Street and is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 18" 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. Outside of these hours, the Works Zone will revert to 2P Permit Parking.

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

The Works Zone will be installed across the driveway of the site. TfNSW-Accredited Traffic Controllers will maintain access to nearby driveways at all times.

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

Hutchinson Street, Surry Hills Proposed Works Zone



Source: Nearmaps

Existing

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

Proposed

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

Item 10.**Works Zone - Sparkes Street, Camperdown**

TRIM Container No.: 2022/495078

Recommendations

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

- (A) On the northern side of Sparkes Street, Camperdown, between the points 11.2 metres and 21.2 metres east of Larkin Street, Camperdown as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Stopping All Other Times".
- (B) On the southern side of Sparkes Street, Camperdown, between the points 0 metres and 24 metres east of Larkin Street, Camperdown as "No Stopping 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri 3.30pm-10pm Sat 8am-10pm Sun & Public Holidays Permit Holders Excepted Area G".

Subject to the following conditions:

- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (D) 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.
- (E) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (F) The installation of the works zone is subject to the City's approval of the Construction Traffic Management Plan (CTMP).

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

Tartarus Group Pty Ltd has requested a 10 metre long Works Zone in Sparkes Street, Camperdown.

The Works Zone is to facilitate construction works at 26 Sparkes Street, Camperdown.

Comments

The kerb space on the northern side of Sparkes Street between Larkin and Sparkes Streets where the Works Zone is proposed is currently signposted as No Stopping.

The Works Zone is intended to operate from 7.30am-5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. The works zone will revert to "No Stopping All Other Times" after the works zone hours.

The kerb space opposite the proposed works zone is signposted as "1P 8am-10pm Permit Holders Excepted Area G". Sparkes Street is not wide enough to allow the works zone to be installed without affecting traffic flows or property access. To ensure vehicles can safely travel along Sparkes Street, four parking spaces opposite the works zone will be reallocated to "No Stopping" during the works zone hours and revert to permit parking after the work zone hours.

Consultation

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

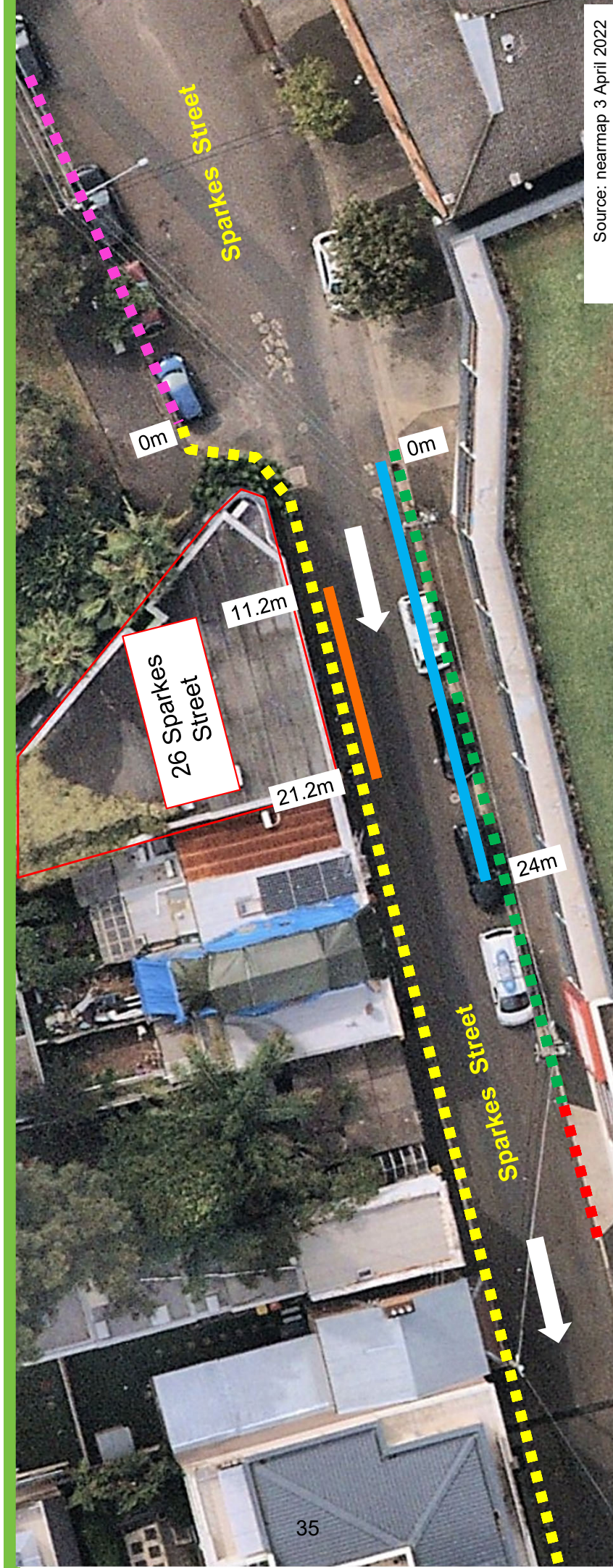
Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Proposal

Sparkes Street, Camperdown Proposed Works Zone



Existing

- No Stopping
- No Parking
- 1P
- 8am-10pm
- Permit Holders Excepted
- Area G

Proposed

- Works Zone
- 7.30am-5.30pm Mon-Fri
- 7.30am-3.30pm Sat
- No Stopping All Other Times

- No Stopping
- 7.30am-5.30pm Mon-Fri
- 7.30am-3.30pm Sat
- 1P
- 5.30pm-10pm Mon-Fri
- 3.30pm-10pm Sat
- 8am-10pm Sun & Public Holidays
- Permit Holders Excepted
- Area G

Item 11.**Parking - No Parking - Wentworth Avenue, Sydney**

TRIM Container No.: 2022/416513

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Wentworth Avenue, Sydney between the points 39.4 metres and 45.4 metres south of Goulburn Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Ace Hotel located at 53 Wentworth Avenue, Sydney has requested consideration of pick up and drop off spaces in Wentworth Avenue outside the hotel frontage for their hotel guests.

Comments

Parking in Wentworth Avenue, where the changes are proposed, is currently signposted as "No Stopping".

On-site inspection shows there is a need to provide "No Parking" restriction to allow pick up and drop off for hotel guests. The current "No Stopping" restriction is 45.4 metres long and there is an opportunity to reallocate a section of the "No Stopping" to "No Parking" without impacting on traffic flows.

Consultation

The City consulted local residents and businesses in the area. There were 203 letters sent out with no responses received for the proposal.

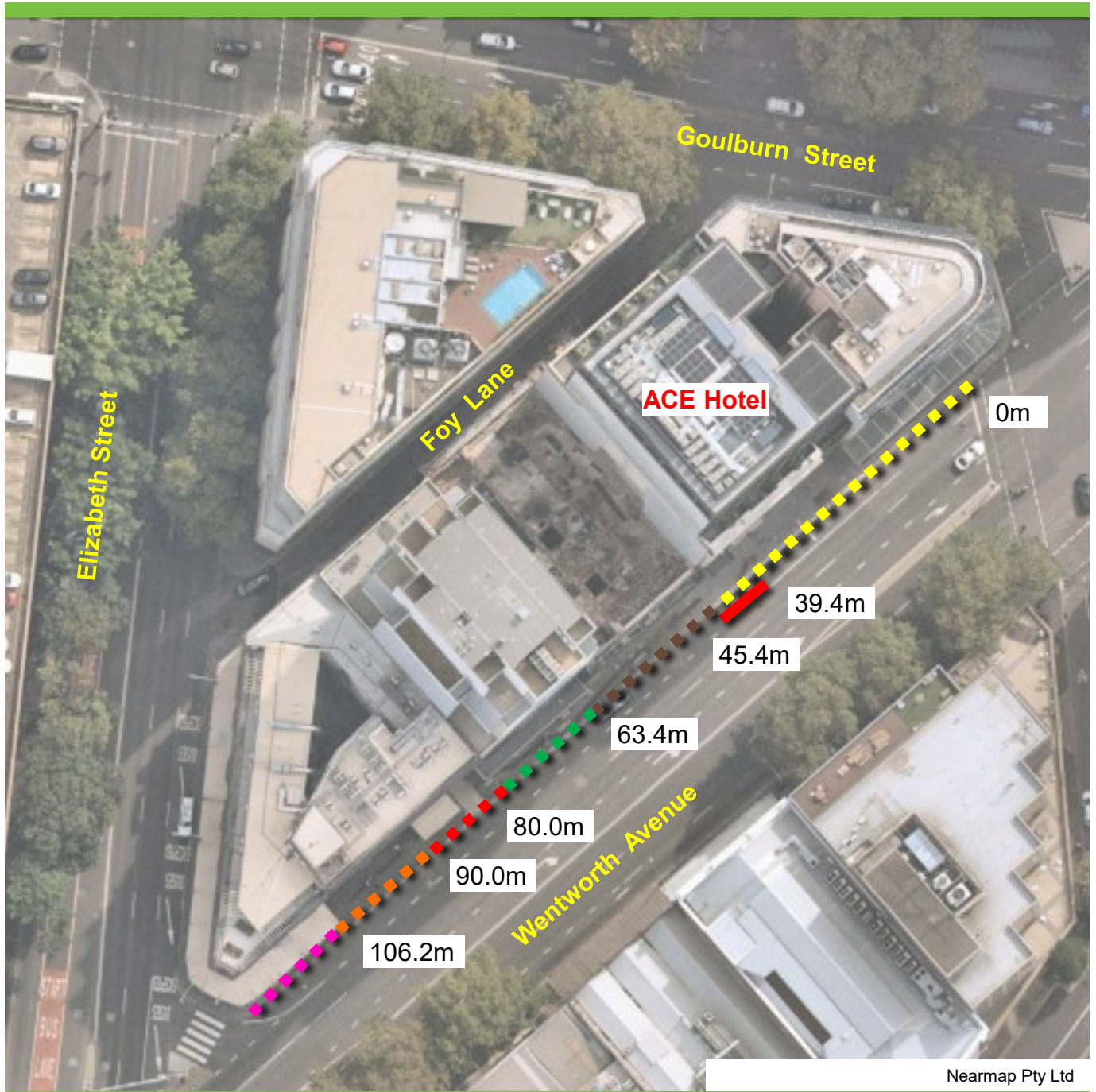
The proposal was consulted with TfNSW, who raised no objections to the parking change.

Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

Wentworth Avenue, Sydney Proposed parking changes



Nearmap Pty Ltd

Existing

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

Existing

- ■ ■ "No Parking Coaches Excepted 15 minute limit"
- ■ ■ "No Stopping Aust. Post Vehicles Excepted"
- ■ ■ "Works Zone 7am-6pm Mon-Fri, 7am-6pm Sat" and "No Stopping other times"
- ■ ■ Unrestricted Parking

Proposed

- ■ ■ "No Parking"

Item 12.**Parking - No Parking - Thurlow Lane, Redfern**

TRIM Container No.: 2022/449674

Recommendations

It is recommended that the Committee endorse the allocation of parking on the western side of Thurlow Lane, Redfern, between the points 7.5 metres and 26 metres (3 car spaces) north of Thurlow Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Residents of Thurlow Street, Redfern has requested consideration of "No Parking" in Thurlow Lane to improve access to their rear-lane garage.

Comments

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

Thurlow Lane is approximately 4.7 metres wide and provides rear-lane property access to houses fronting South Dowling Street.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 57 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Thurlow Lane, Redfern Proposed parking changes



Existing

-  "No Stopping"
-  Unrestricted Parking
-  Existing Driveway

Proposed

-  "No Parking"

Item 13.**Parking - No Stopping - Little Dowling Street, Paddington**

TRIM Container No.: 2022/418821

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Little Dowling Street, Paddington between the points 1 metres and 6.7 metres (1 car space) south of Little Napier Street as "No Stopping".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Members of the Paddington-Darlinghurst Community Working Group have requested that the City improve safety and residential amenity by installing a pedestrian access ramp on the eastern side of Little Dowling Street at the intersection with Little Napier Street.

Comments

The kerb space on the eastern side of Little Dowling Street between Napier Street and Little Napier Street, where the changes are proposed, is currently signposted as "1P 8am-2am Permit Holders Excepted Area 15".

Little Napier Street, between Little Dowling Street and Selwyn Street, is a closed street with pedestrian only access. The proposed access ramp will improve mobility access to Little Napier Street via South Dowling Street.

The NSW Road Rules 2014 prohibit drivers from obstructing access to and from a footpath with access ramps and driveways. To ensure access to the ramp is maintained, the existing No Stopping sign is required to be shifted 5.7m to the north to cover the ramp. This will result in a loss of one parking space.

Consultation

The City consulted local residents and businesses in the area. There were 78 letters sent out with nil responses supporting the proposal and one response opposing the proposal.

The response against the proposal mentioned the following:

- I have a newborn baby and need the amenity of close parking which is provided by those spaces. The removal of the proposed space (being 25% of the available parking spaces) would create a significant inconvenience.
- The ramp is unnecessary because there are kerb ramps on Napier Street, Selwyn Street and Albion Lane. For a precinct that comprises only a few streets, adding a further ramp is unnecessary.

Financial

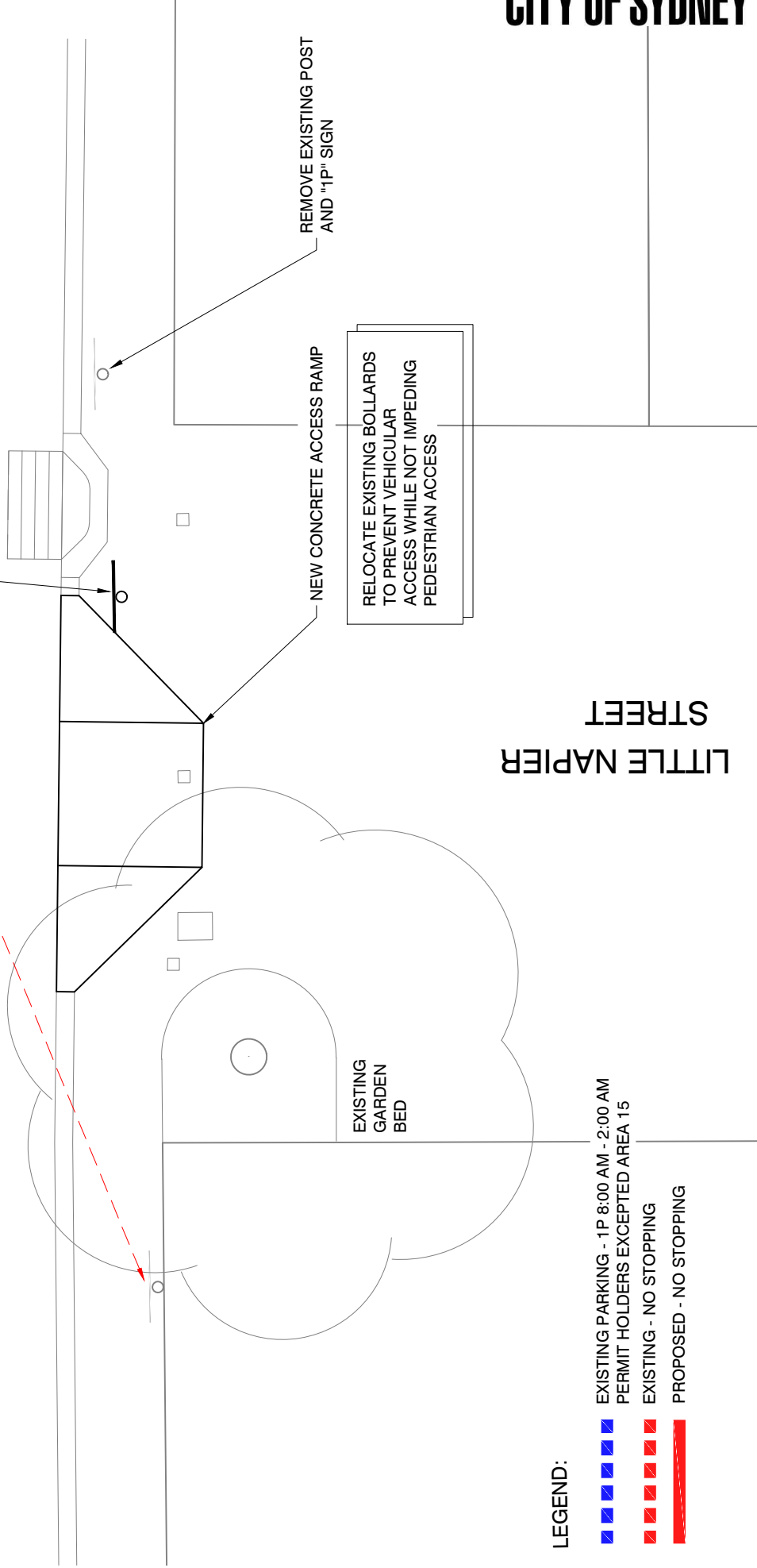
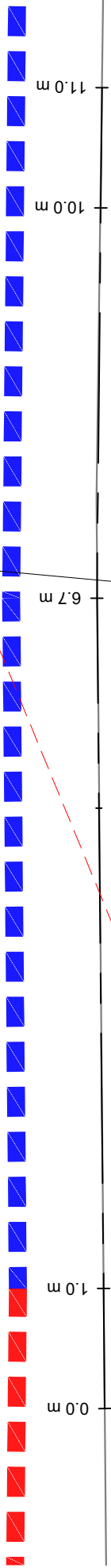
Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

DIPEN NANDODWALA, SENIOR ENGINEER - CIVIL DESIGN



LITTLE DOWLING STREET

RELOCATE "1P" & "NO STOPPING SIGN"
 ≈5.7m NORTH - LOSS OF 1 PARKING SPACE



REMOVE EXISTING POST
 AND "1P" SIGN

NEW CONCRETE ACCESS RAMP

RELOCATE EXISTING BOLLARDS
 TO PREVENT VEHICULAR
 ACCESS WHILE NOT IMPEDING
 PEDESTRIAN ACCESS

EXISTING
 GARDEN
 BED

LITTLE NAPIER
 STREET

- LEGEND:
- EXISTING PARKING - 1P 8:00 AM - 2:00 AM PERMIT HOLDERS EXCEPTED AREA 15
 - EXISTING - NO STOPPING
 - PROPOSED - NO STOPPING

ACCESS RAMP, LITTLE DOWLING STREET, PADDINGTON
 NOT TO SCALE

Item 14.**Parking - No Stopping - Booth Street, Camperdown**

TRIM Container No.: 2022/518832

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Booth Street, Camperdown between the points 29.6 metres to 41.7 metres (two car spaces) north of Alexandra Drive as "No Stopping".

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

The City has received requests from residents for consideration to improve the sight lines at the intersection of Booth Street and Alexandra Drive, Camperdown. Residents have highlighted that parked vehicles north of the intersection are restricting the sight lines leading to conflicts with oncoming vehicles on Booth Street.

Comments

The kerb space on the eastern side of Booth Street, Camperdown north of Alexandra Drive, where the parking changes are proposed is currently unrestricted for parking.

The "No Stopping" distance at the intersection is currently less than the Transport for NSW (TfNSW) 10 metres Statutory "No Stopping" distance at unsignalised intersections.

On-site inspection shows that there is a need to increase the "No Stopping" distance to 12.1 metres to improve the sight distance and enhance road safety at the intersection.

The proposal also involves relocating the Give Way line on Alexandra Drive towards Booth Street.

The proposal will result in the loss of two unrestricted parking spaces on eastern side of Booth Street, north of Alexandra Drive.

Consultation

The City consulted local residents and businesses in the area. There were 248 letters sent out with 2 responses supporting the proposal and no responses opposing the proposal.

One response raised concerns about the interaction of people walking and cycling on the proposed shared path on Alexandra Drive. The City had assessed the issue in 2018 on the basis that southbound cyclists will be riding uphill in the separated cycleway on Booth Street and as a result will be travelling slowly when transitioning to the shared path. Signage and pavement markings will be installed at this location to increase awareness of the shared environment and to reinforce pedestrian priority

The other response requested consideration to lower the speed limit along Booth Street to 40 km/h. The City supports low speed limits and are working with TfNSW to reduce the speed limit in the precinct.

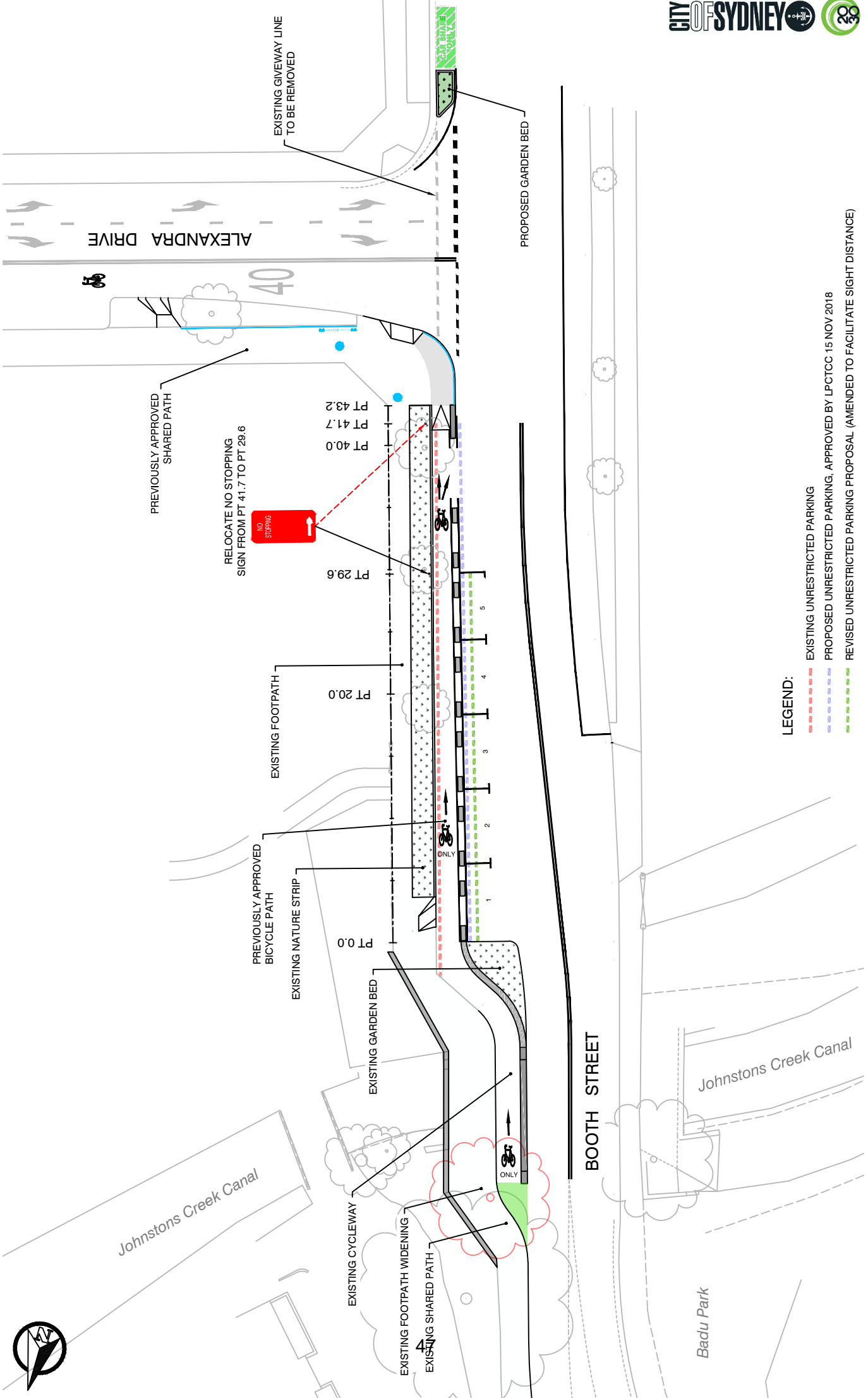
Financial

Funds are available in the current budget.

JIMMY SOO, SENIOR DESIGNER - CYCLING

Booth Street, Annandale

Walking and cycling improvements - Proposed Parking Change



LEGEND:

- ▨ EXISTING UNRESTRICTED PARKING
- ▨ PROPOSED UNRESTRICTED PARKING, APPROVED BY LPCTCC 15 NOV 2018
- ▨ REVISED UNRESTRICTED PARKING PROPOSAL (AMENDED TO FACILITATE SIGHT DISTANCE)

Item 15.**Parking - No Stopping - Navins Lane, Zetland**

TRIM Container No.: 2022/490239

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Navins Lane, Zetland between the points 10 metres and 25.5 metres (two car spaces) east of Portman Street as "No Stopping".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The development of 944-954 Bourke Street, Zetland requires that the Applicant submits a signage plan for kerbside parking arrangements along the site's frontage in Portman Street and Navins Lane to be referred to the Local Pedestrians, Cycling and Traffic Calming Committee.

Comments

The City has approved the redevelopment of 944-954 Bourke Street, Zetland.

The kerb space on the northern side of Navins Lane, east of Portman Street, where the changes are proposed, is currently unrestricted for parking. However, the majority of Navins Lane is currently signposted as "No Stopping" to maintain access.

It is proposed to install parking restrictions to reflect the change in adjacent land use. As such, it is proposed to extend the existing "No Stopping" to cover the kerb space along the frontage of the redevelopment site in Navins Lane.

The extended "No Stopping" would allow uninterrupted access to the building using the proposed driveway.

Consultation

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

Financial



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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Bourke Street, Zetland Proposed parking changes



Existing

-  "No Stopping"
-  Unrestricted Parking

Proposed

-  "No Stopping"
-  Proposed Driveway

Item 16.**Parking - Timed Parking - Forest Street, Forest Lodge**

TRIM Container No.: 2022/464555

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Forest Street, Forest Lodge between the points 49.3 metres and 56 metres (one car space) south of St Johns Road as "1P 8am-10pm, Mon-Sat 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

A resident of Forest Street has requested for the removal of the mobility parking space in Forest Street as it is no longer required.

Comments

The kerb space on the western side of Forest Street, Forest Lodge, south of St Johns Road, where the changes are proposed, is currently signposted as "Mobility Parking Only".

The resident who requested the mobility parking space has advised the City they have moved and no longer require the mobility parking space.

The kerb side restrictions will be changed to "1P 8am-10pm, Mon-Sat Permit Holders Excepted Area G" in line with adjacent kerb space restrictions.

Consultation

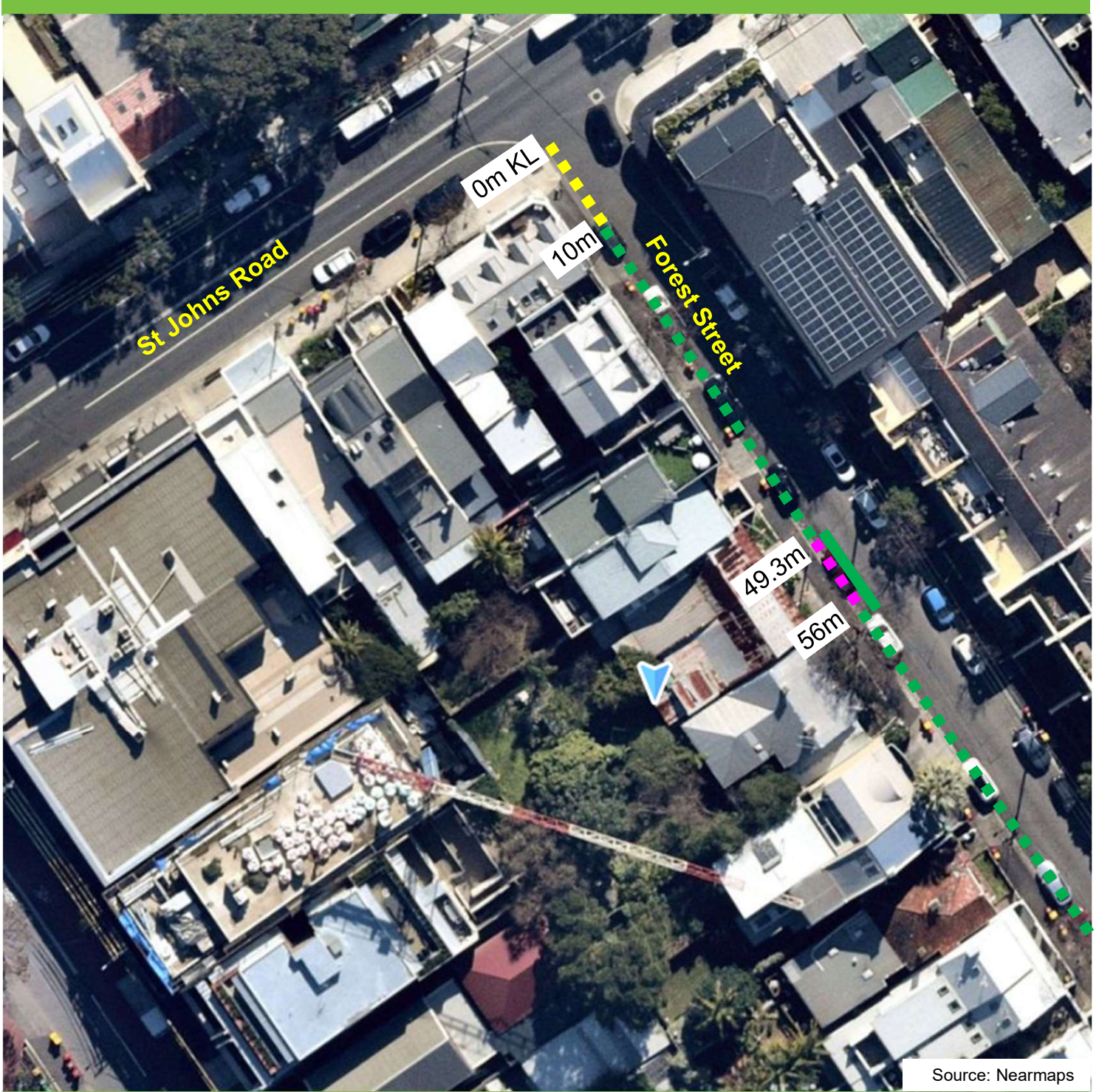
The City consulted local residents and businesses in the area. There were 81 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, ENGINEERING TRAFFIC OFFICER

Forest Street, Forest Lodge Proposed parking changes



Source: Nearmaps

Existing

- ■ ■ "Mobility Parking Only"
- ■ "1P 8am-10pm Mon-Sat Permit Holders Excepted Area G"

Proposed

- "1P 8am-10pm Mon-Sat Permit Holders Excepted Area G"

Item 17.**Parking - Timed Parking - Bourke Street, Waterloo**

TRIM Container No.: 2022/495734

Recommendations

It is recommended that the Committee endorse the extension of operating hours on the existing "2P 10am-5pm Mon-Fri, 8.30am-12.30pm Sat" on the western side of Bourke Street, Waterloo between the points 154.2 metres and 200.2 metres (eight car spaces) north of McEvoy Street to "2P 10am-10pm Mon-Fri, 8am-10pm Sat".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Development Consent for 895-901 Bourke Street, Waterloo (D/2015/194) requires the Applicant to submit a signage plan for kerbside parking arrangement for the site's frontage along Bourke Street to be referred to the Local Pedestrian Cycling and Traffic Calming Committee.

Comments

The City has approved the development application for 895-901 Bourke Street, Waterloo (D/2015/194).

The kerb space on the western side of Bourke Street, north of McEvoy Street, where the changes are proposed, is currently signposted as "2P 10am-5pm Mon-Fri" and " 8.30am-12.30pm Sat".

It is proposed to update the parking restrictions to "2P 10am-10pm Mon-Fri, 8am-10pm Sat" along the frontage of the development site in Bourke Street. These changes will reflect the change in adjacent land use, will increase parking turnover and will improve access to on-street parking for visitors to the area.

Consultation

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

Financial

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

NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER

Item 18.**Parking - 2P Parking - Newton Street, Alexandria**

TRIM Container No.: 2022/430117

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Newton Street, Alexandria between the points 68.2 metres and 76 metres (1 car space) north of Copeland Street as: "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Newton Street, Alexandria has requested the removal of the "Mobility Parking Only" space in the street as it is no longer needed.

Comments

The kerb space on the western side of Newton Street, Alexandria between Copeland and Renwick Streets, where the changes are proposed, is currently signposted as 2P and a "Mobility Parking Only" space.

The resident that originally requested the mobility parking space has advised the City that they no longer need the mobility parking space in front of their home.

On-site inspection shows there is a need to reallocate the existing "Mobility Parking Only" to "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36" to match the adjacent kerb space conditions.

Consultation

The City consulted local residents and businesses in the area. There were 182 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Newton Street, Alexandria Proposed parking changes



- | Existing | Proposed |
|---|---|
| "2P 8am-6pm MON-FRI
PERMIT HOLDERS EXCEPTED AREA 36" | "2P 8am-6pm MON-FRI
PERMIT HOLDERS EXCEPTED AREA 36" |
| "Mobility Parking" | |
| "No Stopping" | |

Item 19.**Parking - P5mins - Dowling Street, Woolloomooloo**

TRIM Container No.: 2022/365320

Recommendations

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

- (A) On the western side of Dowling Street, Woolloomooloo south of Wilson Street, between the points 31.5 metres and 43.5 metres as "P5mins 7.30am - 9.30am, 2.30pm - 3.30pm School Days";
- (B) On the eastern side of Dowling Street, Woolloomooloo north of Pring Street, between the points 10 metres and 16 metres as "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28"; and
- (C) On the eastern side of Dowling Street, Woolloomooloo north of Pring Street, between the points 21 metres and 27 metres as "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28".

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 Plunkett Street Public School Parents and Carers Association has requested consideration for 5 minute parking in Dowling Street to improve pick up and drop off opportunities for the school..

Comments

The kerb spaces on the western side of Dowling Street, Woolloomooloo between Wilson and Pring Streets, where the parking changes are proposed is currently signposted as "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28".

The kerb space on the eastern side of Dowling Street north of Pring Street where the parking changes are proposed currently is unrestricted for parking.

On-site inspection shows there is a need to provide 5 minute parking spaces in Dowling Street to allow for school students to be safely picked up and dropped off. These spaces will be unrestricted outside school pick up and drop off times. To reduce the impact on parking access for residents, visitors, and customers of local businesses, the 1P permit parking on the western side of Dowling Street will be relocated to the eastern side.

Consultation

The City consulted local residents and businesses in the area. There were 255 letters sent out with three responses opposing the proposal.

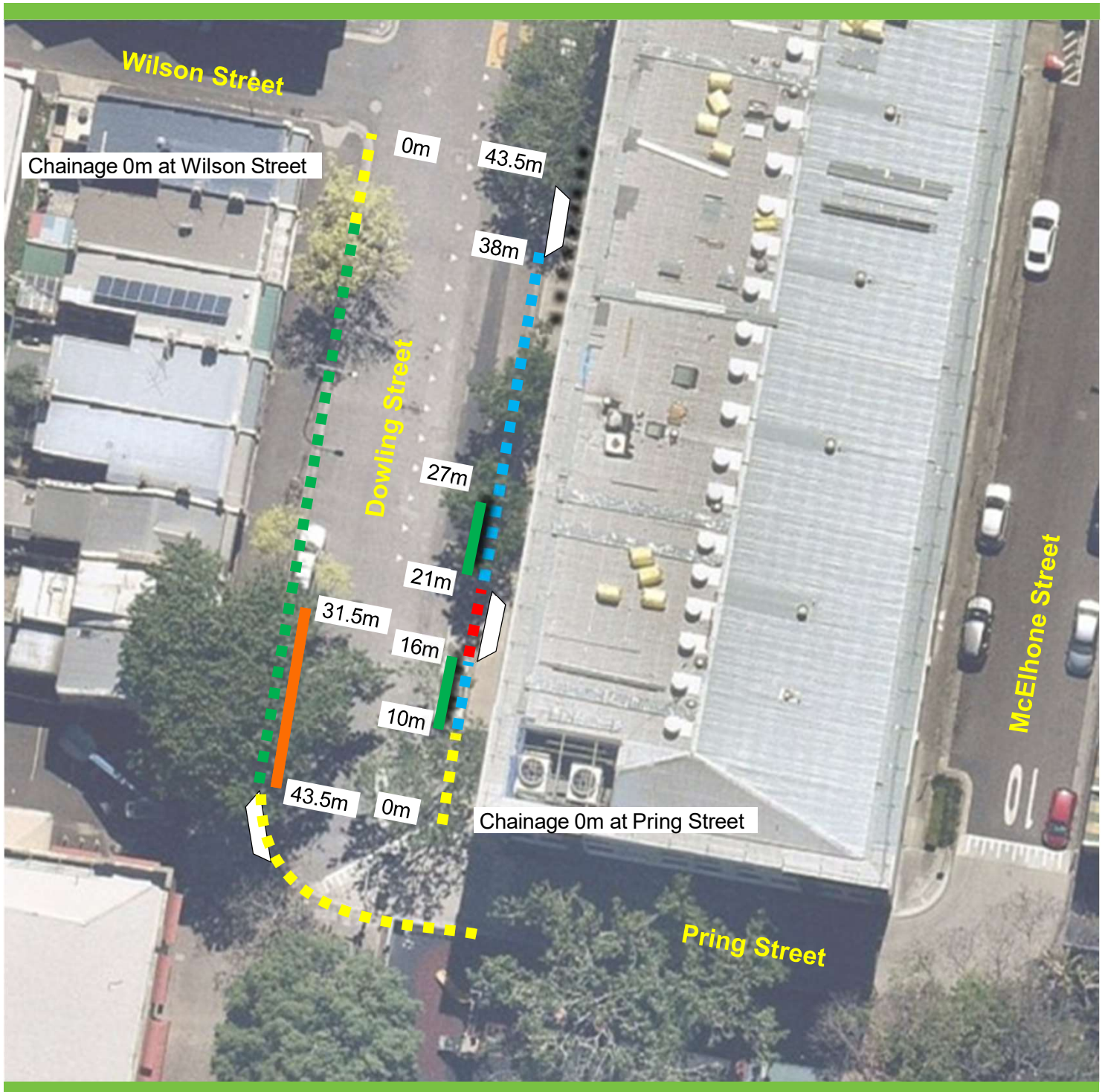
The responses opposing the proposal expressed concerns regarding loss of all day unrestricted parking spaces.








Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

Dowling Street, Woolloomooloo Proposed parking changes



Existing		Existing		Proposed	
	Unrestricted		"No Parking"		"P5 min 7.30am-9.30am 2.30pm-3.30pm School Days"
	"No Stopping"				"1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28"
	Driveway				
	"1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28"				

Item 20.**Traffic Treatment - Raised Crossing, No Stopping, Timed Parking, Bus Zone, Taxi Zone and Car Share - Baptist and Marriott Streets, Redfern**

TRIM Container No.: 2022/091075

Recommendations

It is recommended that the Committee endorse the installation of the following changes in Redfern:

- (A) The installation of a Raised Crossing in Marriott Street, between the points 30.3 metres and 37.8 metres, south of Cleveland Street.
- (B) The reallocation of kerbside parking restrictions in Marriott Street, Redfern as follows;
- Western side, between the points 23.1 metres and 57.8 metres (six car spaces) south of Cleveland Street as, "No Stopping";
 - Eastern side, between the points 7.6 metres and 56.6 metres (seven car spaces) south of Cleveland Street as, "No Stopping";
 - Eastern side, between the points 56.6 metres and 129.1 metres (14 car spaces) south of Cleveland Street as, "1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 41".
- (C) The reallocation of kerbside parking restrictions in Baptist Street, Redfern as follows;
- Western side, between the points 84.9 metres and 132 metres (eight car spaces) south of Cleveland Street as, "Bus Zone";
 - Western side, between the points 132 metres and 164.6 metres (five car spaces) south of Cleveland Street as, "No Stopping";
 - Western side, between the points 164.6 metres and 170.4 metres (one car spaces) south of Cleveland Street as, "No Parking Authorised Car Share Vehicles Excepted Bay 170".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]

NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Development Consent for 2-38 Baptist Street, Redfern requires the Applicant to provide traffic calming measures and submit a signage plan for kerbside parking and line marking arrangements in Baptist and Marriott Streets that is to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee for consideration and endorsement.

Comments

The former Surry Hills Shopping Village has been approved for redevelopment.

The proposal includes installation of a Raised Crossing with kerb side islands in Marriott Street, south of Cleveland Street. This will reduce vehicle speeds, improve pedestrian safety and accessibility, and improve local amenity for the nearby residents into the new development.

To maintain adequate sightline for drivers approaching the Raised Crossing in Marriott Street, it is proposed to install "No Stopping" restrictions on either side of the proposed crossing.

During the construction phase, the developer requested the City to relocate the Car Share in Marriott Street and replace with Works Zone to facilitate construction activities.

The Car Share was relocated to northern side of Cooper Street, west of Marriott Street. However, the Car Share operator has now advised the City not to relocate the Car Share back to its original location in Marriott Street. Therefore, the Car Share in Marriott Street will be replaced with "No Stopping" as part of the new marked crossing.

It is proposed to install "1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 41" along the frontage of the development site. This would reflect the change in the adjacent land use. The one-hour parking would limit any vehicle to one hour of parking and increase parking turnover and space availability for resident in the area, where the signs are installed. This would also match the existing restrictions on the western side of the street.

It is also proposed to extend and relocate the existing "Bus Zone", "No Stopping" and Car Share on western side of Baptist Street to accommodate new entry and exit driveways and to reflect the change in the adjacent land use.

Consultation

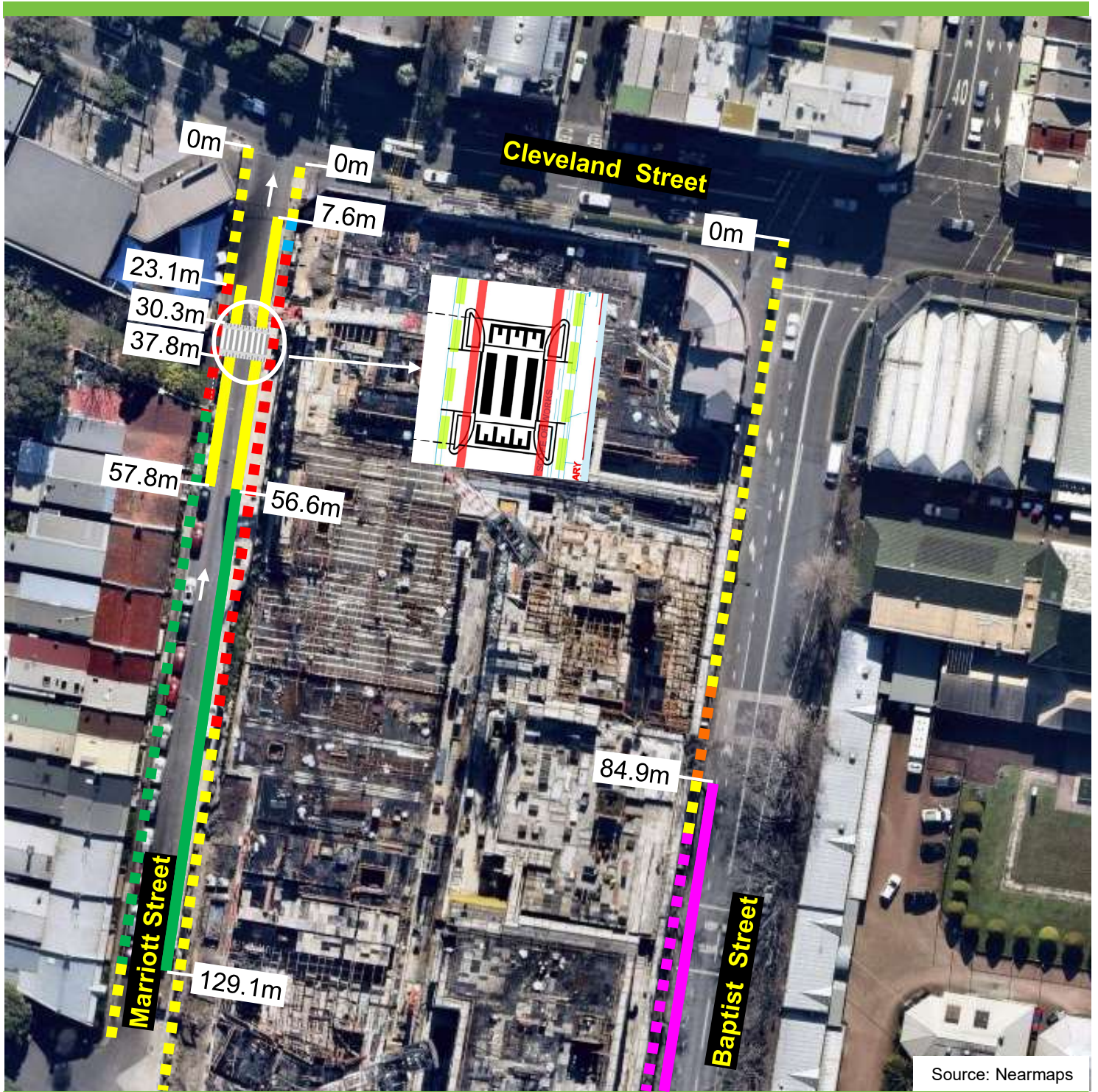
The Applicant must notify adjacent properties at least 14 days prior to the implementation of the changes.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Baptist and Marriott Streets, Redfern Proposed parking changes




Existing

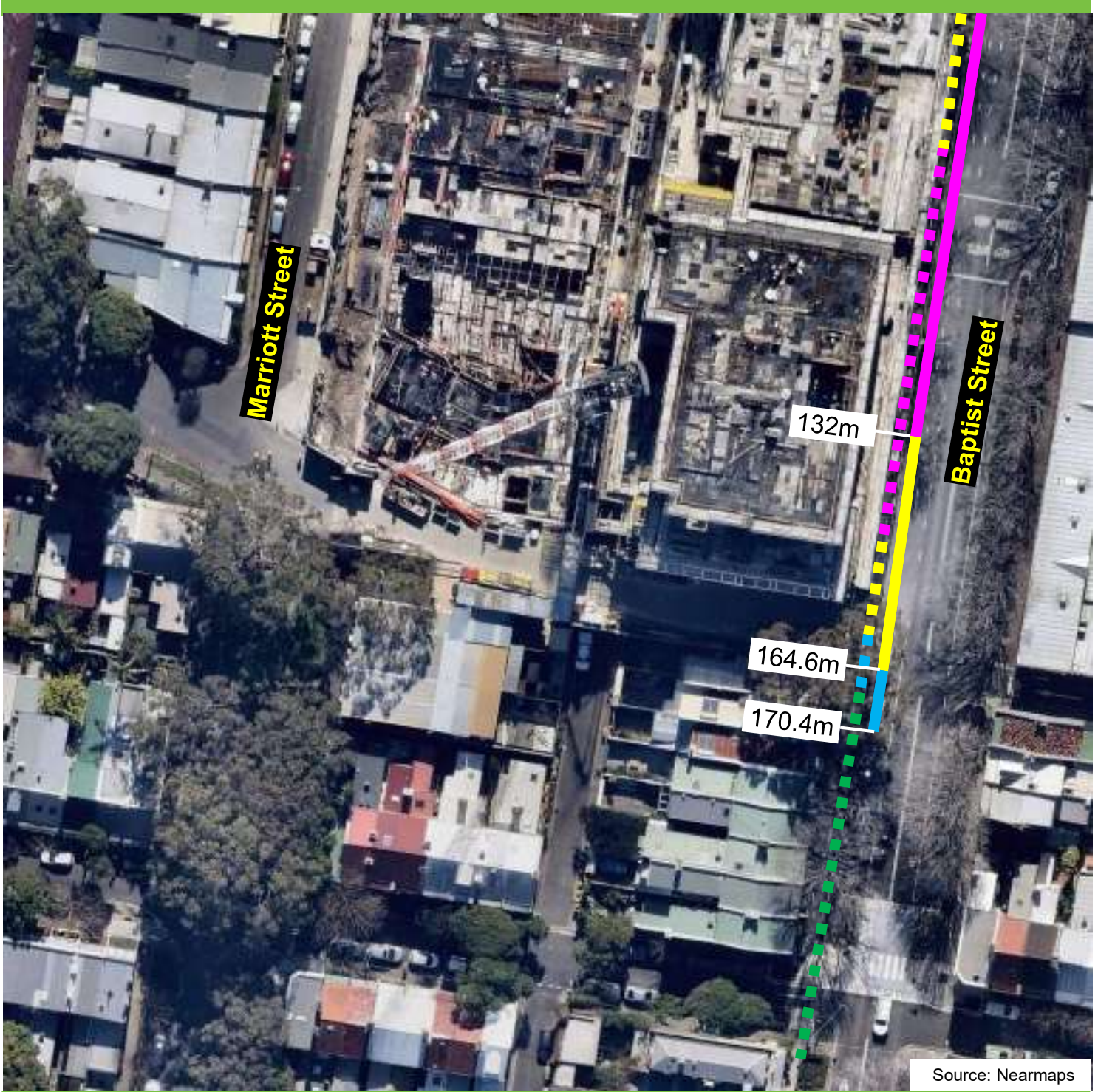
- ■ ■ "No Stopping"
- ■ ■ Unrestricted Parking
- ■ ■ 1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 41"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted Zone GG"

- ■ ■ "Bus Zone"
- ■ ■ "Taxi Zone"

Proposed

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 41"
- ■ ■ "Taxi Zone"
- ■ ■ "Bus Zone"
-  Raised Pedestrian Crossing

Baptist and Marriott Streets, Redfern Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 41"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted Zone GG"

■ ■ ■ "Bus Zone"

Proposed

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised Vehicles Excepted Bay 170"
- ■ ■ "Bus Zone"

Item 21.**Traffic Treatment - Streetscape Improvements - Intersection of Wellington Street and Cope Street, Waterloo****TRIM Container No.: 2020/373352****Recommendations**

It is recommended that the Committee endorse the removal of the existing roundabout at the intersection of Wellington Street and Cope Street, Waterloo, and the installation of a Stop control on Cope Street at the northern and southern approaches to Wellington Street, in lieu of the roundabout.

It is also recommended that the Committee endorse the installation of the proposed traffic treatments in Wellington Street and Cope Street, Waterloo.

Following are the traffic treatments recommended for installation in Wellington Street;

- (A) A 1.5 metre wide bicycle lane on the northern side of the street between Botany Road and a point 23.5 metres east of Cope Street;
- (B) A 0.6 metre wide painted traffic island between the bicycle lane and the traffic lane on the northern side of the street between the approximate points 13.9 metres and 25.5 metres east of Cope Street;
- (C) A 1.5 metre wide bicycle lane on the southern side of the street between Botany Road and 56 metres east of Cope Street;
- (D) A 2.8 metre wide median separator island on the southern side of the street between the bicycle lane and the traffic lane between the approximate points 14.9 metres and 31.2 metres east of Cope Street;
- (E) The reallocation of bus zone on northern side of the street between the points 12 metres and 37.1 metres east of Cope Street, as "No Stopping " yellow line marking";
- (F) The reallocation of parking on the northern side of the street between the points 37.1 metres and 52.1 metres east of Cope Street, as "Bus Zone";
- (G) The reallocation of parking on southern side of the street between the points 4.1 metres and 21.5 metres east of Cope Street, as "No Stopping " yellow line marking;
- (H) The reallocation of parking on southern side of the street between the points 36.5 metres and 45.2 metres east of Cope Street, as "No Stopping " yellow line marking;
- (I) Installation of a raised pedestrian crossing across the street, just east of Cope Street;
- (J) A R2-6(L) R9 -225 "No Left Turn Vehicles Over 6 m Excepted" sign on northern side of the street facing west at point 9.2 metres west of Cope Street;

- (K) A 0.6 metres wide median separator island between the bicycle lane and the traffic lane on northern side of street between points 9.2 metres and 49.2 west of Cope Street;
- (L) A 1.8 metre wide traffic island on southern side of the street between the points 0 metres and 2.7 metres west of Cope Street;
- (M) A 2 metre wide traffic island on southern side of the street between the points 4.7 metres and 19.3 metres west of Cope Street;
- (N) A 1 metre wide median separator island between the bicycle lane and the traffic lane on southern side of the street between points 19.3 metres and 40.5 west of Cope Street;
- (O) The allocation of parking on the northern side of the street between the points 9.2 metres and 61.7 metres, west of Cope Street, as "No Stopping" yellow line marking;
- (P) The reallocation of parking on the southern side of the street between the points 11.9 metres and 19.7 metres west of Cope Street, as "No Stopping " yellow line marking;
- (Q) The reallocation of parking on southern side of the street between the points 27.9 metres and 38.2 metres west of Cope Street, as "Loading Zone 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat "; and
- (R) The reallocation of parking on the southern side of the street between the points 38.2 metres and 45 metres west of Cope Street, as "No Stopping " yellow line marking

Following are the traffic treatments recommended for installations in Cope Street;

- (A) Installation of a raised pedestrian crossing across the street, just north of Wellington Street;
- (B) A R2-6(L) R9 -225 "No Left Turn Vehicles Over 6 m Excepted" sign on western side of the street facing south at point 1.33 metres south of Wellington Street;
- (C) A 2.25 metre wide raingarden on eastern side of the street between Wellington Street and a point 5.9 metre;
- (D) A 2.25 metre wide rain-garden on eastern side of the street between the points 7.9 metres and 13.7 metres south of Wellington Street;
- (E) The reallocation of parking on eastern side of the street between the points 13.7 metres and 30.1 metres south of Wellington Street, as "No Stopping " yellow linemarking;
- (F) The reallocation of parking on western side of the street between the points 14.27 metres and 30.1 metres south of Wellington Street, as "No Stopping " yellow linemarking;
- (G) A 2.30 metre wide raingarden on western side of the street between Wellington Street and a point 5.35 metres, and between the points 10.57 metres and 14.27 metres.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

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

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

A report on Traffic Treatment - Streetscape Improvements - Wellington Street, Waterloo was submitted to LPCTCC at its meeting on 19 May 2022, but was deferred to provide an updated plan with safe pedestrian facilities at all crossing points, tighter radii on all corners of the intersection of Wellington and Cope Streets that improve pedestrian safety and address issues associated with draining storm water at the intersection.

Comments

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

Sydney Metro has reviewed the original design and submitted new design plans with the following changes that reflect the Committee's previous comments:

- Providing tighter radii at north-east corner of Wellington and Cope Streets does not work, as swept path demonstrates it would make it difficult and unsafe for service vehicles turning left from Wellington Street into Cope Street and from Cope Street into Wellington Street.
- The radii at south-east corner of the intersection has been tightened by replacing the two raised islands on eastern side of Cope Street, south of Wellington Street with two rain-gardens. This would slow vehicles when turning left from Wellington Street into Cope Street, improve pedestrian safety and would facilitate storm water draining.

The radii on south-west corner of the intersection has been tightened by providing two rain-gardens on western side of Cope Street, south of Wellington Street to improve pedestrian safety by slowing vehicles and would facilitate storm water drainage.

Bicycle Lanes

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

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

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

Stop Control

The proposal includes removal of the existing roundabout at the intersection of Wellington Street and Cope Street and provision of a Stop Control on Cope Street at the northern and southern approaches to Wellington Street. This would improve safety for people walking and accessing the Waterloo Metro Station.

Pedestrian Crossings

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

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

Parking

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

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

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

Consultation

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

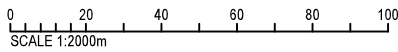
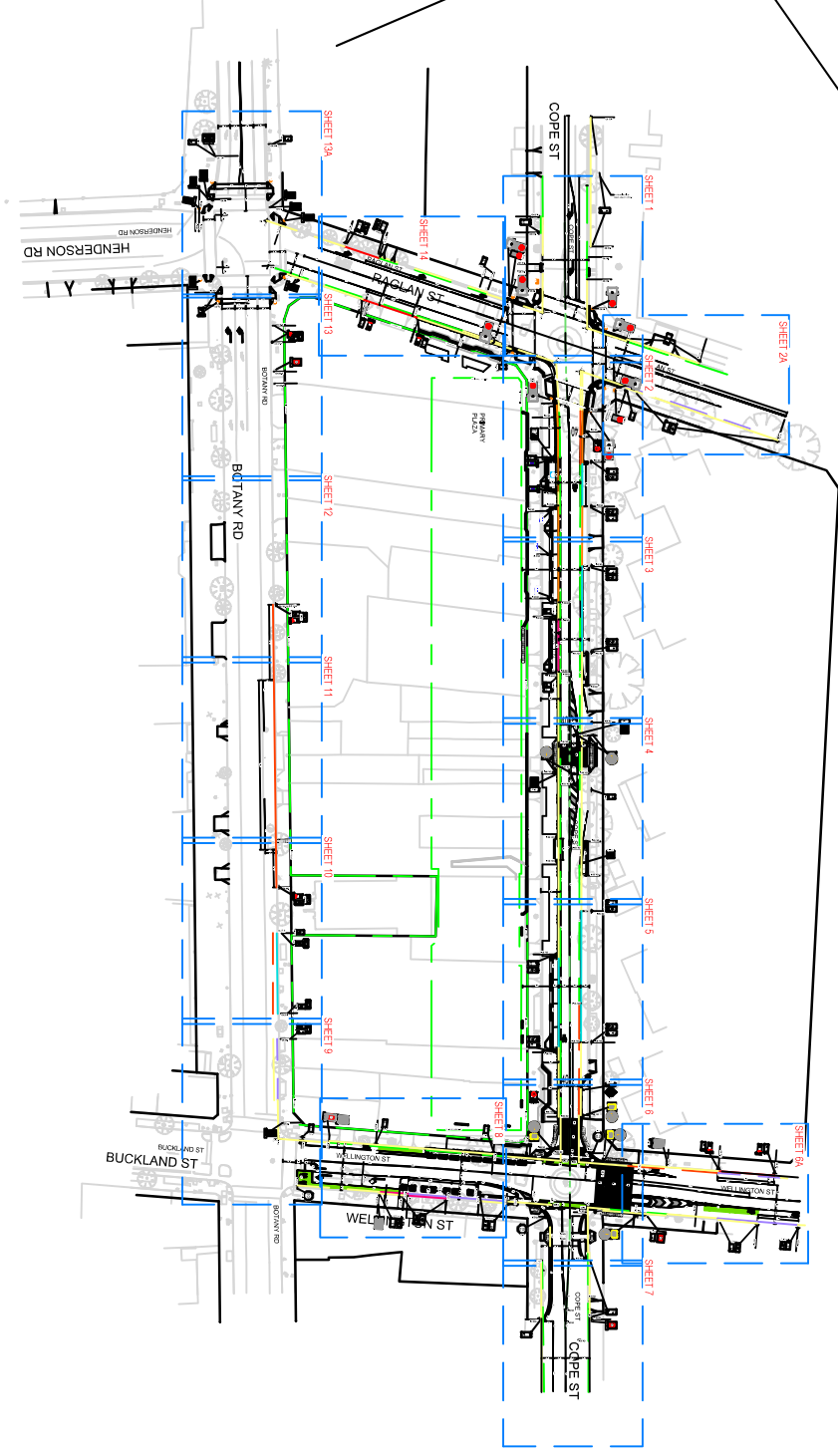
Financial

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

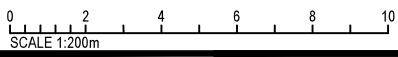
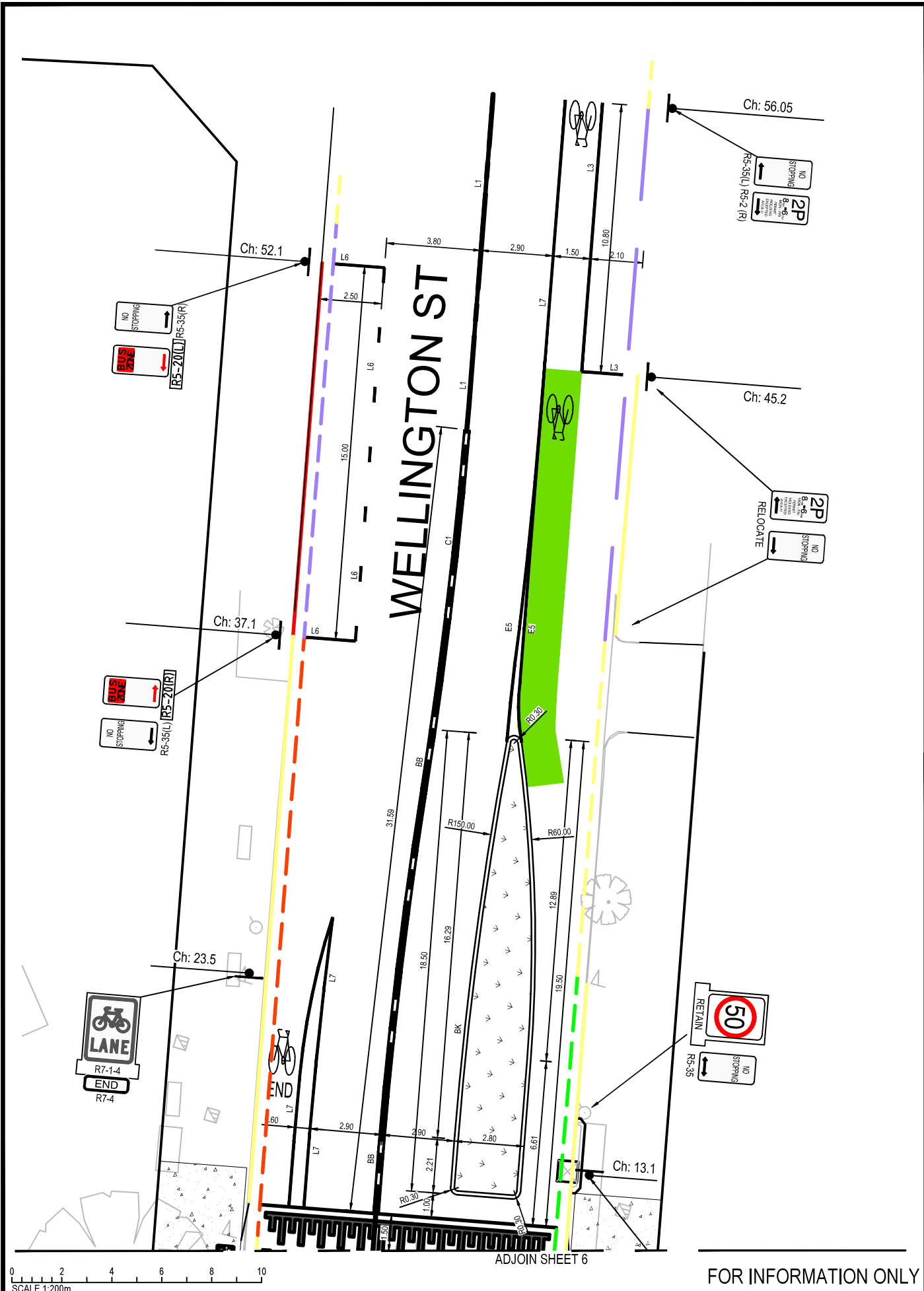
NAZAR BADSHAH, SENIOR TRAFFIC ENGINEER



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

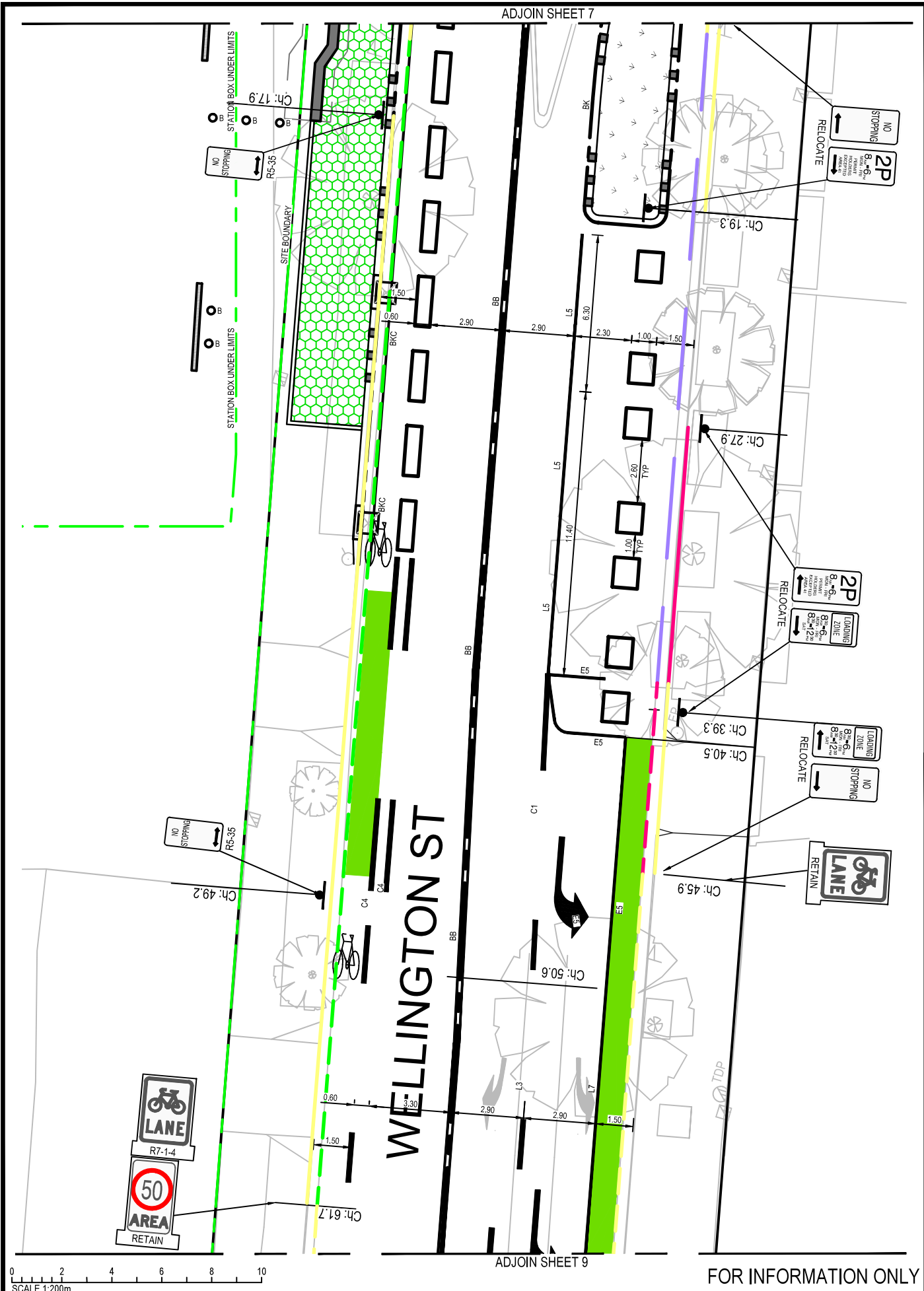


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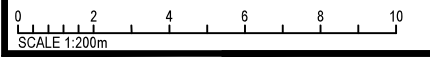
ADJOIN SHEET 6

FOR INFORMATION ONLY



ADJOIN SHEET 7

ADJOIN SHEET 9



FOR INFORMATION ONLY

Item 22.**Traffic Treatment - Permanent Road Closure - Farnell Street, Surry Hills**

TRIM Container No.: 2022/284946

Recommendations

It is recommended that the Committee endorse the permanent road closure of Farnell Street, Surry Hills between Fitzroy and Sandwell Streets.

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

A food and beverage business located at the eastern corner of Fitzroy and Farnell Streets; Surry Hills has applied for an outdoor dining area on Farnell Street as part of the Alfresco night-time business program supported by the NSW government.

The width of the footpath on Fitzroy Street in front of the restaurant is unable to safely accommodate both footpath dining and pedestrian access. Given that Farnell Street has no footpaths, the business is also not eligible for footway dining on Farnell Street. As such, the

business has requested consideration to utilise Farnell Street provide outdoor seating opportunities, improve pedestrian access, and activate the area.

Comments

Farnell Street, Surry Hills between Fitzroy and Sandwell Streets is a local road under the jurisdiction of the City. Farnell Street runs in a north-south direction between Sandwell Street in the north and Fitzroy Street in the south. Farnell Street is approximately 4.0 metres wide with no footpaths and provides pedestrian access to residential properties located along the street. There is only one driveway along the street providing access to a property's garage. There is no kerb side parking in the street and "No Stopping" restrictions are installed along both the eastern and western kerb sides.

Sandwell Street, Surry Hills is a local two-way road that runs in an east-west direction between Hutchinson Street in the east and Farnell Street in the west. Sandwell Street has no footpaths and provides pedestrian and vehicles access to residential properties and businesses located along the streets. There is no kerb side parking in the street and "No Stopping" restrictions are installed along both the northern and southern kerb sides.

To improve pedestrian access, provide outdoor seating opportunities and activate the area, a business has requested consideration to permanently close Farnell Street between Fitzroy and Sandwell Streets.

Vehicle and speed surveys were undertaken in Farnell and Sandwell Streets from Monday 9 December to Sunday 15 December 2019. A summary of the traffic survey data is outlined in the following table.

Street	Direction	85th Percentile Speed (km/h)	7 Day AADT (veh/day)
Farnell Street	Northbound	19	7
	Southbound	19	3
Sandwell Street	Eastbound	19	6
	Westbound	19	18

It is evident from the traffic survey data that Farnell and Sandwell Streets experiences low vehicle volumes and speeds. Both streets are mainly accessed by local traffic accessing the residential properties and businesses in the area. Vehicles on Farnell Street are mainly travelling towards the businesses on Sandwell Street.

Farnell Street and Sandwell Street have an AADT of 10 vehicles/day and 24 vehicles/day respectively. With the proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets, traffic on Farnell Street will now be diverted through Sandwell Street. Given the low AADT on Farnell Street, the diverted traffic is not expected create traffic impacts on Farnell Street. Furthermore, Sandwell Street experiences low pedestrian

volumes and the increased AADT of 10 vehicles/day is not expected to impact on pedestrian safety and amenity.

Farnell and Sandwell Streets provide vehicle access to rear property driveways to properties fronting Hutchinson and Fitzroy Streets. There are four driveways and one loading dock on Sandwell Street and one driveway on Farnell Street.

The proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets would not impact on vehicles access to the driveways in Farnell and Sandwell Streets. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street.

Given that the existing vehicle speeds and traffic volumes are low along Farnell and Sandwell Streets impacts to pedestrian safety and amenity is not expected. Following the permanent road closure of Farnell Street and commencement of outdoor dining, pedestrian volumes in the area is expected to increase. However, given the low traffic volumes and vehicle speeds along Sandwell Street, impact to pedestrian safety and amenity is not expected.

The treatment proposed to implement the road closures would continue to provide access to both pedestrians and bike riders. When the outdoor dining area is installed, adequate space would be provided to accommodate pedestrians in wheelchairs and prams and bike riders.

The permanent road closure at Farnell Street will be implemented initially using bollards to prevent vehicle access. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street. When the budget is available in the Capital Works Program, the road closure would include streetscape treatment measures

Consultation

In compliance with Section 116 of the Roads Act 1993, the City consulted with local residents and businesses for a period of 28 days and advertised in the Sydney Morning Herald and Wentworth Courier.

The City consulted local residents and businesses in the area. There were 422 letters sent out with four responses supporting the proposal and one response opposing the proposal. Two responses provided feedback on the proposal but neither supported nor opposed the proposal.

The submissions are summarised below:

Submission no.	Support or Object	Description of submission	City's comments
Submission 1 - 4	Support	Submissions supported the City's proposal to improve the amenity of the area and support a local business.	The proposal would provide outdoor dining opportunities for current and future businesses in the area, improve pedestrian amenity

			and road safety in the area.
Submission 5	Object	<p>The submission response stated that the closure would increase traffic on Hutchinson Street.</p> <p>The response also stated that the closure would impact on emergency access and tradesmen access to carry out urgent works sin Farnell Street.</p>	<p>The AADT on Farnell Street is less than 10 veh/day. As such, any impact of diverted traffic onto Hutchinson Street is minimal. In addition, closure of Farnell Street prevents rat-running through the street and improves road safety.</p> <p>Emergency services personnel can remove the bollards to access the street during emergencies. Tradesmen requiring urgent access to the street can contact the City to arrange removal of the bollards.</p>
Submission 6	Feedback on proposal	<p>The submission requested for a pedestrian crossing on Fitzroy Street.</p>	<p>Given that Fitzroy Street is a two lane one-way westbound road, it does not satisfy the requirements for a pedestrian crossing.</p> <p>A midblock signalised pedestrian crossing also does not meet the requirements for a signalised crossing due to close proximity of the two signalised intersections at both ends of Fitzroy Street.</p>
Submission 7	Feedback on the proposal	<p>The submission requested the following:</p>	<p>The funding to close the road will be borne initially from City's outdoor dining programme. The</p>

		<ul style="list-style-type: none"> - cost of the closure should not be borne using funds from rate payers. - a pedestrian crossing in Fitzroy Street - the impact of additional traffic on Hutchinson Street - a shared zone in Sandwell Street - convert Hutchinson Street to a one-way northbound 	<p>permanent closure with streetscape improvements will be borne from the City's capital works programme similar to other traffic treatment projects in the City.</p> <p>The City installs Shared Zones in areas where there is high pedestrian volume to improve pedestrian safety. Pedestrian volume in Sandwell Street is low and as such would does not warrant a shared zone.</p> <p>Converting Hutchinson Street to a one way northbound is not supported as there has been no requests from residents or businesses in the area.</p>
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Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Farnell Street, Surry Hills

Proposed permanent road closure between Fitzroy and Sandwell Streets.



Removable bollards



Proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets



Alternate routes to Farnell and Sandwell Streets from Hutchinson Street



Item 23.**Other Authorities - PMNSW - Parking - Loading Zone and 2P Meter Parking - Darling Drive, Haymarket**

TRIM Container No.: 2022/483757

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Darling Drive between the points 15 metres and 30 metres, south of Zollner Circuit as "Loading Zone Meter 8am-6pm Mon-Sun" and "2P Meter 6-10pm Mon-Sun 8am-10pm Public Holidays".

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 (PMNSW) is requesting endorsement for reallocation of two 15min parking spaces in Darling Drive, Haymarket to support Darling Square tenant operations and public visitation. There is an increased need for essential delivery vehicles access to service Darling Square business and resident buildings. The parking spaces, which is currently 15 min parking are often occupied by private cars/uber vehicles, parking and often extending

their stay beyond 15min. Trucks have also been using the footpath to park due to a need for loading zones.

A review of the area has identified a need for a loading zone to support key businesses operations and allow visitation for the public to Steam Mill Lane eateries, doctors, chemist, and retail.

PMNSW believes that the proposed change will aid Darling Square building operations and increase parking options for stakeholders and businesses in the area therefore improving customer experience in line with our values.

Comments

The two kerb-side parking spaces on the eastern side of Darling Drive, Haymarket between Pier and Hay Streets where the changes are proposed, are currently signposted as '1/4 P'. Vehicle often overstay their time and it is difficult to monitor and enforce with Rangers which the loading zone and 2P ticketless parking meter will improve.

The proposed 2 loading zone spaces will also improve safety for drivers conducting activities for loading and unloading as the loading zone is positioned near services.

Parking signage will be replaced, managed and maintained by PMNSW in accordance with the relevant TNSW guidelines.

Consultation

In developing this solution, PMNSW have consulted with CBRE, contractors and monitored trends. This resulted in a consensus for the proposal.

Financial

All costs associated with the parking spaces, sign replacement, maintenance, supply and installation of 1 x parking metres will be borne by PMNSW.





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

12 Darling Drive Parking Changes

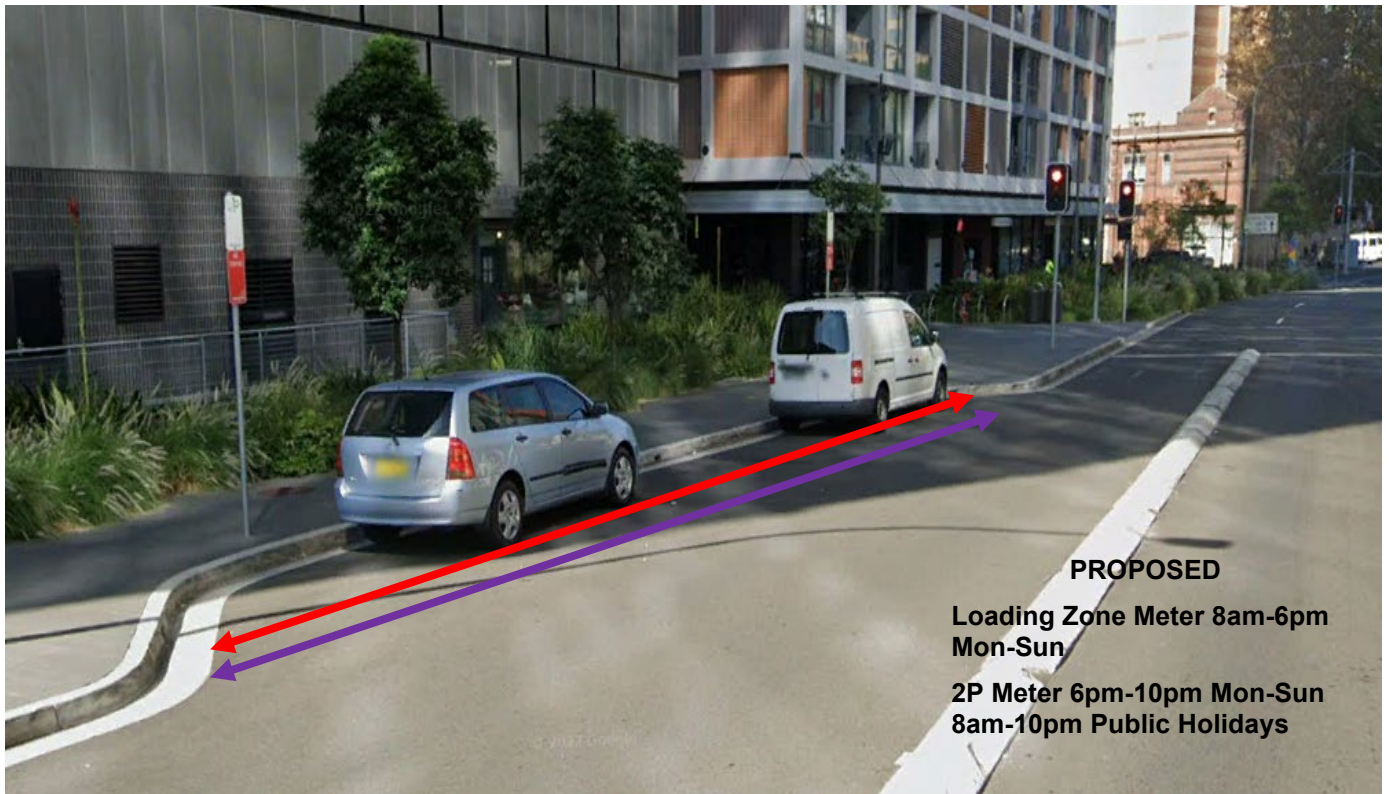
Parking Change Proposal – Place Management NSW

Darling Drive, Darling Harbour, Sydney - Proposed change to parking spaces to achieve a better mixed use for businesses, tenants and visitors for the area.



Existing	Proposed
 1/4 P	 Loading Zone Meter 8am-6pm Mon-Sun
	 2P Meter 6pm-10pm Mon-Sun 8am-10pm Public Holidays
	 Parking meter

12 Darling Drive Parking Changes



Item 24.

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.