

21 September 2023

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.

Table Of Contents

ITEM		PAGE NO.
1.	Confirmation of Minutes of Meeting 2023/07 held on 17 August 2023.....	1
2.	Item for Committee Information - Local Pedestrian Cycling and Traffic Calming Committee - Meeting Dates 2024.....	2 - 3
3.	Street Event - Temporary Road Closures – Sydney Streets 2023 – Potts Point.....	4 - 9
4.	Street Events - Temporary Road Closures - Various Events - Moore Park Road and Lang Road, Centennial Park.....	10 - 14
5.	Mobile Crane - Temporary Road Closure - Liverpool Street, Darlinghurst.....	15 - 18
6.	Mobile Crane - Temporary Road Closure - Pitt Street, Sydney.....	19 - 21
7.	Works Zone - Phelps Street, Surry Hills.....	22 - 25
8.	Works Zone - Ralph Street, Alexandria.....	26 - 28
9.	Works Zone - Rothschild Avenue, Rosebery.....	29 - 31
10.	Car Share - Linthorpe Street, Newtown.....	32 - 34
11.	Parking - Mobility Parking - Bulwara Road, Ultimo.....	35 - 37
12.	Parking - Mobility Parking - Catherine Street, Glebe.....	38 - 40
13.	Parking - Mobility Parking - Mt Vernon Street, Glebe.....	41 - 43
14.	Parking - Mobility Parking - Reuss Street, Glebe.....	44 - 47

Table Of Contents		
ITEM		PAGE NO.
15.	Parking - Mobility Parking - Church Place, Paddington.....	48 - 50
16.	Parking - Mobility Parking - Foveaux Street, Surry Hills.....	51 - 53
17.	Parking - Mobility Parking - Riley Street, Surry Hills.....	54 - 56
18.	Parking - Mobility Parking - Lawson Street, Redfern.....	57 - 59
19.	Parking - Mobility Parking - Missenden Road, Camperdown.....	60 - 62
20.	Parking - Motorbike Parking - Cope Street, Waterloo.....	63 - 65
21.	Parking - Mobility Parking - Beaconsfield Street, Beaconsfield.....	66 - 68
22.	Parking - Mobility Parking - Ebsworth Street, Zetland.....	69 - 71
23.	Parking - Mobility Parking - Wolseley Grove, Zetland.....	72 - 75
24.	Parking - No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat - Clarence Street, Sydney.....	76 - 78
25.	Parking - No Parking - Kirketon Road, Darlinghurst.....	79 - 81
26.	Parking - No Parking - Belmont Lane, Alexandria.....	82 - 84
27.	Parking - No Parking - Buckland Lane, Alexandria.....	85 - 87
28.	Parking - No Parking - Council Vehicles Excepted - Elizabeth Street, Waterloo.....	88 - 90
29.	Parking - 1P Parking - Mallett Street, Camperdown.....	91 - 93

Table Of Contents

ITEM		PAGE NO.
30.	Parking - Loading Zone and Motorbike Parking - Collins Street, Surry Hills	94 - 96
31.	Parking - No Stopping - Maddison Lane, Redfern	97 - 99
32.	Traffic Treatment - Separated Cycleway - Kelly Street, Mary Ann Street, Ultimo	100 - 113
33.	Schedule of Conditions	114 - 121

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 2023/07 held on 17 August 2023

Decision

Item 2.**Item for Committee Information - Local Pedestrian Cycling and Traffic Calming Committee - Meeting Dates 2024**

TRIM Container No.: 2024/499120

Recommendations

It is recommended that the Committee note the meeting dates for the Local Pedestrian, Cycling and Traffic Calming Committee in 2024.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Committee note the meeting dates for the Local Pedestrian, Cycling and Traffic Calming Committee in 2024.

Comments

Below is the proposed meeting schedule for the Local Pedestrian, Cycling and Traffic Calming Committee in 2024:

Thursday 15 February 2024

Thursday 21 March 2024

Thursday 18 April 2024

Thursday 16 May 2024

Thursday 20 June 2024

Thursday 18 July 2024

Thursday 15 August 2024

Thursday 19 September 2024

Thursday 17 October 2024

Thursday 21 November 2024

Thursday 12 December 2024.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Item 3.**Street Event - Temporary Road Closures – Sydney Streets 2023 – Potts Point**

TRIM Container No.: 2023/452922

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Streets 2023 on Saturday, 18 November 2023 from 9am to 11.30pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must 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 relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In early 2022, the City introduced a series of Sydney Summer Streets events closing several high streets to support communities during the pandemic. The initiative was an opportunity for local businesses to extend their trade onto footpaths and outdoor settings. Following the success of the Sydney Summer Streets events, the City now plans to hold similar Sydney Streets events on an ongoing basis to support communities and local businesses.

The City has applied for the temporary road closures at of Darlinghurst Road and surrounding side streets in Potts Point for the Sydney Streets 2023 on Saturday, 18 November 2023 from 9am to 11:30pm.

Comments

The Sydney Streets 2023 is an ongoing event taking place several times a year that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

The following roads will be closed on 18 November 2023 from 9am to 11.30pm:

- Darlinghurst Road between Bayswater Road and Macleay Street
- Macleay Street between Darlinghurst Road and Greenknowe Avenue
- Roslyn Street between Darlinghurst Road and Kellett Way
- Orwell Street between Macleay Street and Orwell Lane
- Hughes Street between Macleay Street and Orwell Lane

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

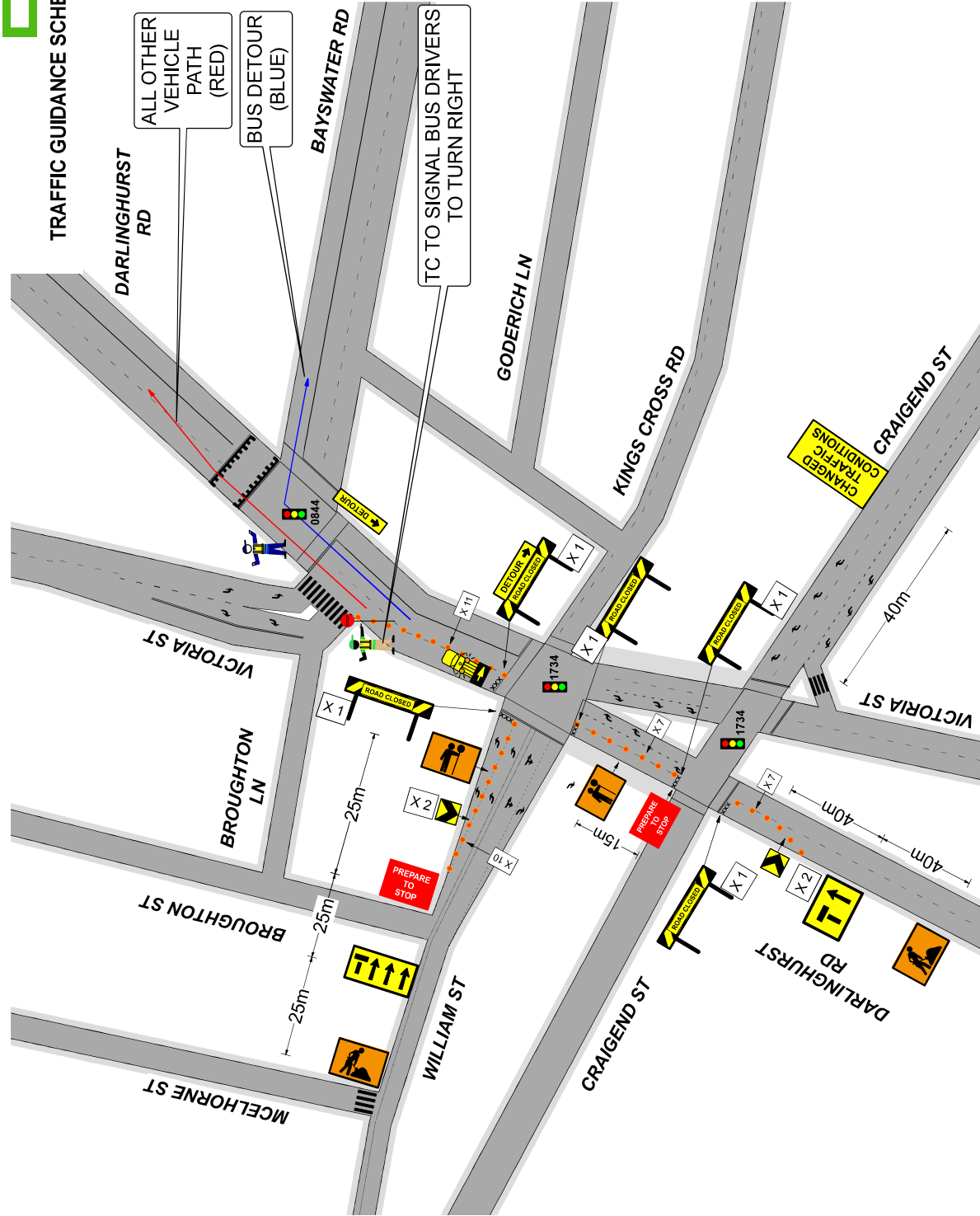
Consultation

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, SENIOR TRAFFIC ENGINEER



MANIFEST	
	X 1
	X 1
	X 1
	X 2
	X 2
	X 2
	X 1
	X 5
	X 1
	X 1
	X 1
	X 1
	X 4
	X 1
	X 55

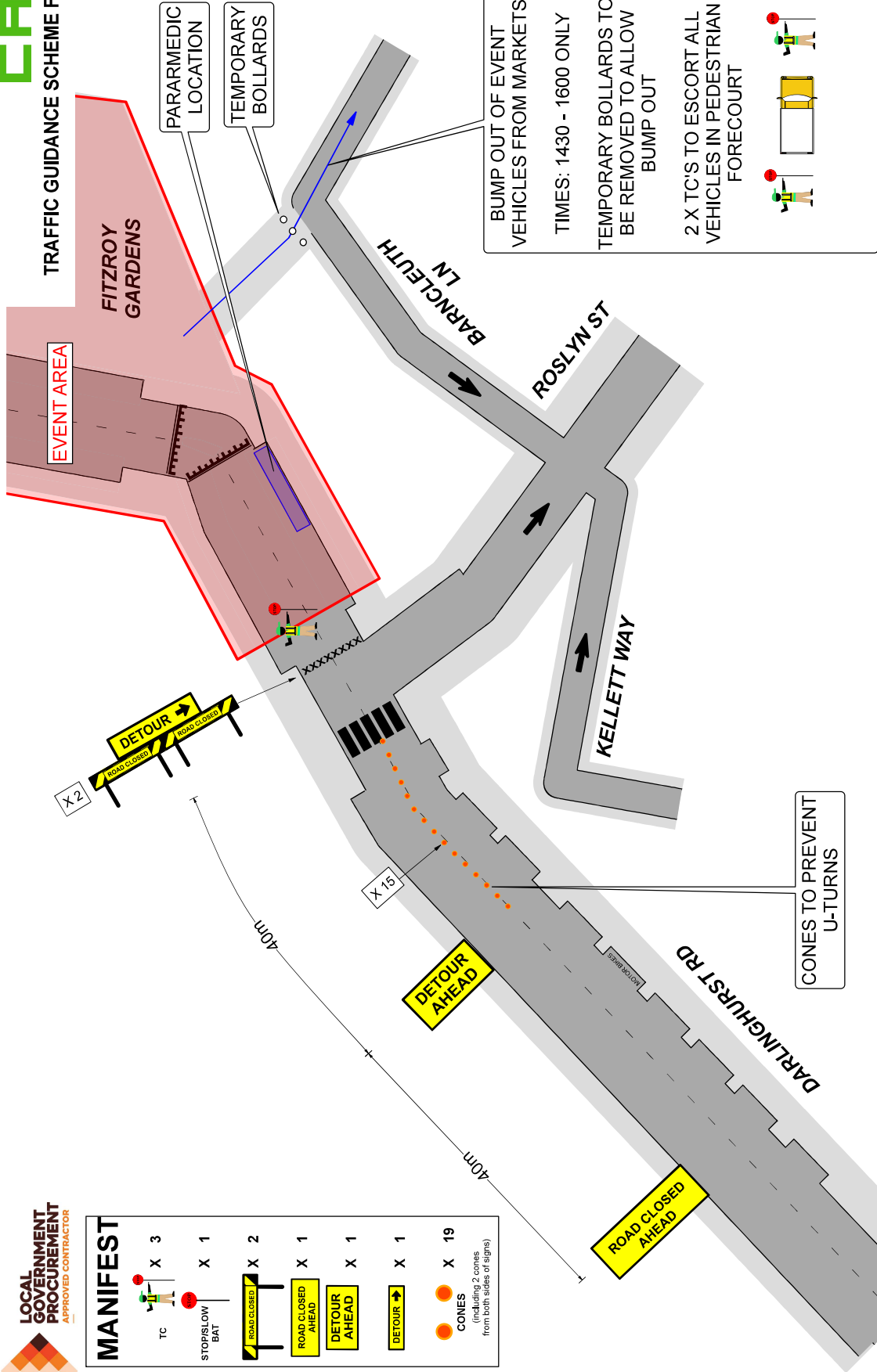
(including 2 cones from both sides of signs)



DRAWN BY: MICHAEL PARKER	TCT 0050831	<i>Michael Parker</i>
APPROVED BY: KIERAN CATO	TCT 0040880	<i>Kieran Cato</i>
POLICY: Cato Location Services Pty Ltd do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services Pty Ltd.		
CA+O		
PROJECT: "SYDNEY STREETS - POTTS POINT"	CLIENT: CITY OF SYDNEY	LOCATION: DARLINGHURST RD AND MACLEAY ST POTTS POINT
APPROVAL REQUIRED:	EVENT TIMES: 1100 - 2200 (18TH)	PLAN NO: KIN-2
LOCAL <input checked="" type="checkbox"/>	SET UP: 0600 - 0600 (18TH)	VARIANT: (A)
STATE <input checked="" type="checkbox"/>	CLOSURE IN: 0900 (18TH)	TYPE: TGS
INSW <input type="checkbox"/>	CLOSURE OUT: 2330 (18TH)	REV: 5.0
OTHER <input type="checkbox"/>	PACK DOWN: 2330 - 0030 (18TH)	EVENT DATE: 18TH NOVEMBER 2023
ROAD OCCUPANCY LICENCE:	NOTE:	DATE: 22ND AUGUST 2023
TMC requires minimum 10 days notice to be submitted to approve PCLs. This may change due to vendor delays or an alteration of event plans.		
CONTACT: GLEN WOOLGAR	PHONE: 02 9265 9168	
ORIGINAL SIZE:	COUNCIL: CITY OF SYDNEY	
NTS A4 LANDSCAPE		



TRAFFIC GUIDANCE SCHEME FOR EVENT



BUMP OUT OF EVENT VEHICLES FROM MARKETS
 TIMES: 1430 - 1600 ONLY
 TEMPORARY BOLLARDS TO BE REMOVED TO ALLOW BUMP OUT
 2 X TC'S TO ESCORT ALL VEHICLES IN PEDESTRIAN FORECOURT

MANIFEST		
TC	X 3	
STOP/SLOW BAT	X 1	
ROAD CLOSED	X 2	
ROAD CLOSED AHEAD	X 1	
DETOUR AHEAD	X 1	
DETOUR	X 1	
CONES (including 2 cones from both sides of signs)	X 19	

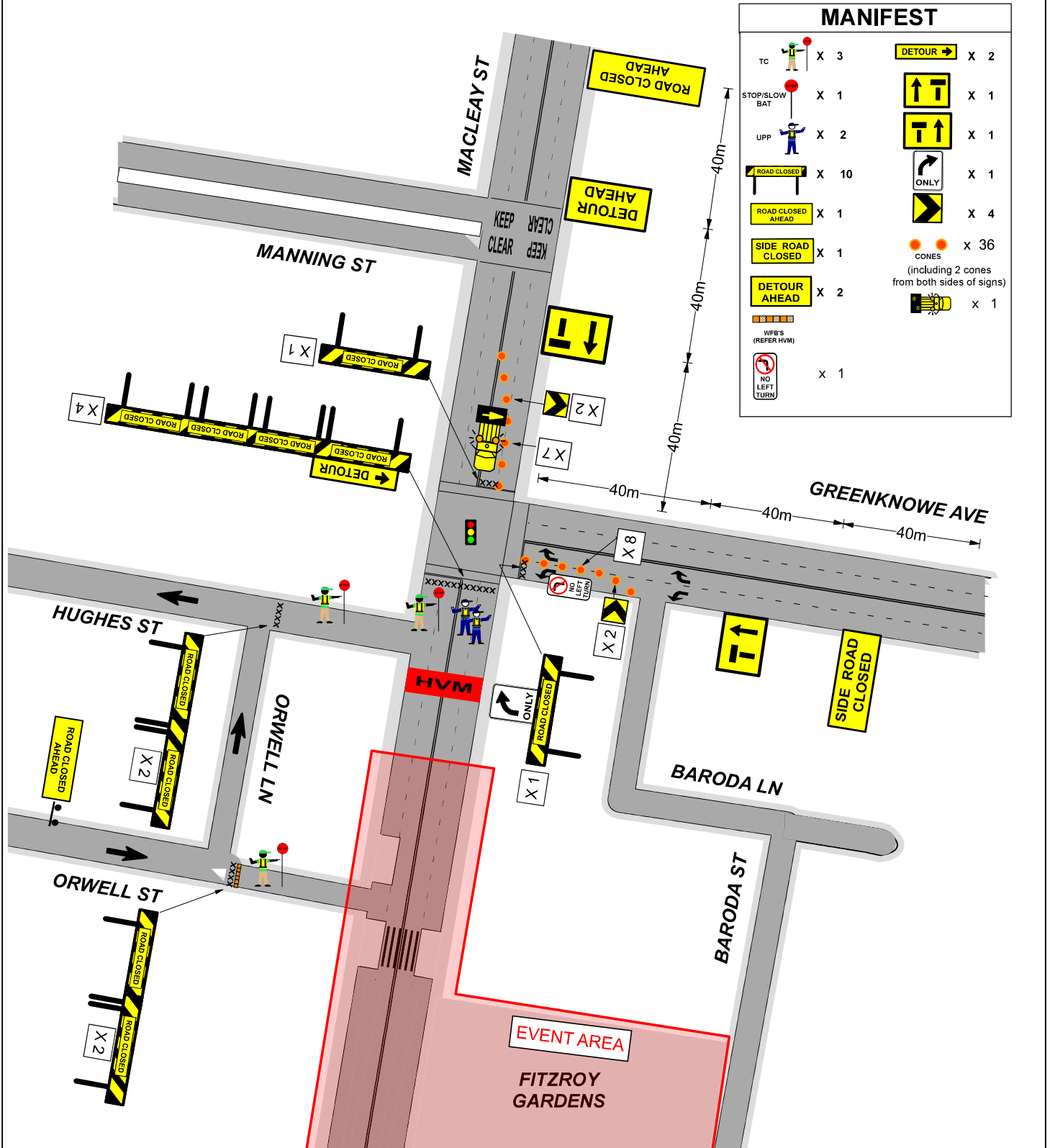


DRAWN BY:	MICHAEL PARKER	TCT 0050831	<i>Michael Parker</i>
APPROVED BY:	KIERAN CATO	TCT 0040880	<i>Kieran Cato</i>
POLICY: Cato Location Services Pty Ltd do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L			
PROJECT:		"SYDNEY STREETS - POTTS POINT"	
CLIENT:		CITY OF SYDNEY	
LOCATION:		MACLEAY ST AND ROSLYN ST POTTS POINT	
CONTACT:	GLEN WOOLGAR	PHONE:	02 9265 9168
ORIGINAL SIZE:	COUNCIL:	CITY OF SYDNEY	
NTS A4 LANDSCAPE			
APPROVAL REQUIRED:	LOCAL <input checked="" type="checkbox"/>	STATE <input type="checkbox"/>	INSW <input type="checkbox"/>
EVENT TIMES:	1100 - 2200 (18TH)	SET UP:	0800 - 0900 (18TH)
PLAN NO:	KIN-3	CLOSURE IN:	0900 (18TH)
		PACK DOWN:	2330 (18TH)
		OTHER:	<input type="checkbox"/>
		ROAD OCCUPANCY LICENCE:	
		NOTE:	The event schedule will affect the pack-down times. Please refer to the event plan for any changes to the pack-down times. If you require a change to the pack-down times, please contact the project manager for approval. This may change due to vendor delays or an alteration of event plans.
		TYPE:	TGS
		REV:	6.0
		EVENT DATE:	18TH NOVEMBER 2023
		DATE:	22ND AUGUST 2023

- 1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH THE TRAFFIC CONTROL AT WORKSITES MANUAL V1.1.
- 2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THE TGS APPLICATION GUIDE MADE BY PERSONS HOLDING A RWS 'TRIZENP' QUALIFICATION ONLY.
- 3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3
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TRAFFIC GUIDANCE SCHEME FOR EVENT



MANIFEST			
	X 3		X 2
	X 1		X 1
	X 2		X 1
	X 10		X 1
	X 1		X 4
	X 1		x 36 (including 2 cones from both sides of signs)
	X 2		X 1
	X 1		

DRAWN BY: MICHAEL PARKER	TCT 0050831		<input checked="" type="checkbox"/> CLOSURE	<input type="checkbox"/> BARRICADE	<input type="checkbox"/> LANE MERGE	PROJECT: "SYDNEY STREETS - POTTS POINT"	APPROVAL REQUIRED:	EVENT TIMES: 1100 - 2200 (18TH)	PLAN No: KIN-4
APPROVED BY: KIERAN CATO	TCT 0040880		<input checked="" type="checkbox"/> STOP/SLOW	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> ROLLING BLK	CLIENT: CITY OF SYDNEY	LOCAL <input checked="" type="checkbox"/>	SET UP: 0800 - 0900 (18TH)	VARIANT: (A)
POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L.			<input checked="" type="checkbox"/> DETOUR	<input type="checkbox"/> MOTORIST DEV	<input type="checkbox"/> BUS PLAN	CITY OF SYDNEY	STATE <input checked="" type="checkbox"/>	CLOSURE IN: 0900 (18TH)	TYPE: TGS
1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN PREPARED IN ACCORDANCE WITH THE TRAFFIC CONTROL BY WORKS BEST PRACTICE MANUAL (TM).			<input type="checkbox"/> VMS	<input type="checkbox"/> CONTRA FLOW	<input type="checkbox"/> MENAGE PLAN	LOCATION: MACLEAY ST AND GREENKNOWE AVE POTTS POINT	INSW <input type="checkbox"/>	CLOSURE OUT: 2330 (18TH)	REV: 5.0
2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THE TRAFFIC CONTROL BY WORKS BEST PRACTICE MANUAL (TM).			3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIAN STANDARDS (AS/NZS).			CONTACT: GLEN WOOLGAR	PHONE: 02 9265 9168	ROAD OCCUPANCY LICENCE: TMC requires minimum 10 business days to assess and approve ROLS, this may change due to stake holders requirements.	EVENT DATE: 18TH NOVEMBER 2023
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Item 4.**Street Events - Temporary Road Closures - Various Events - Moore Park Road and Lang Road, Centennial Park**

TRIM Container No.: 2023/480084

Recommendations

It is recommended that the Committee endorse the temporary road closures of Moore Park Road and Lang Road, Centennial Park for the Listen Out Music Festival 2023 on Saturday 30 September 2023, and other various music festivals throughout the year on Saturday, 2 December 2023 and on Saturday, 16 or 23 March 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) These temporary road closures are to be activated only if it is deemed necessary by the NSW Police for the safe egress of the event crowd.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

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

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

Advice will be updated after the meeting.

Background

Event Services International Pty. Ltd. has applied for the temporary road closures of Moore Park Road and Lang Road for the 2023 Listen Out Music Festival on Saturday 30 September 2023 and other various music festivals held throughout the year on Saturday, 2 December 2023 and on Saturday, 16 or 23 March 2024.

Comments

The Listen Out Music Festival is an annual event that requires the temporary closure of City streets and traffic detours around the event route. There are several other events held by Event Services International Pty. Ltd. that require the same closures on Saturday 2 December 2023, and Saturday 16 or 23 March 2024.

These temporary road closures are to be activated by NSW Police, if it is deemed necessary, for the safe egress of event crowd. The organisers will work with the Transport Management Centre to monitor flows along these roads to minimise disruptions. VMS boards will be installed to encourage traffic away from Moore Park Road and Lang Road to reduce congestion near the event.

Road Closures

Temporary Road Closures - between 8pm and 11pm

- Moore Park Road, Paddington, westbound at Oxford Street; and
- Lang Road, Moore Park, westbound between Anzac Parade and Cook Road.

Temporary Road Closures - between 9pm and 11pm

- Moore Park Road, Paddington, eastbound from Oatley Road to Oxford Street; and
- Lang Road, Moore Park, eastbound between Anzac Parade to Cook Road

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.

TERRY XU, SENIOR TRAFFIC ENGINEER

Northern Detour Overview

Listen Out 2023

Date: Saturday 30th September 2023

Time: 20:00/21:00 to 23:00

Location: Centennial Park

20:00 Road Closures:

- Lang Rd westbound from Anzac Pde to Errol Flynn Blvd
- Driver Ave northbound from Lang Rd to the Southern Turning Circle
- Moore Park Rd eastbound at Oxford St
- Lang Rd at Moore Park Rd
- Cook Rd at Moore Park Rd

21:00 Road Closures:

- Moore Park Rd westbound from Oatley Rd to Oxford St
- Lang Rd from Anzac Pde to Errol Flynn Blvd
- Driver Ave from Lang Rd to the Southern Turning Circle



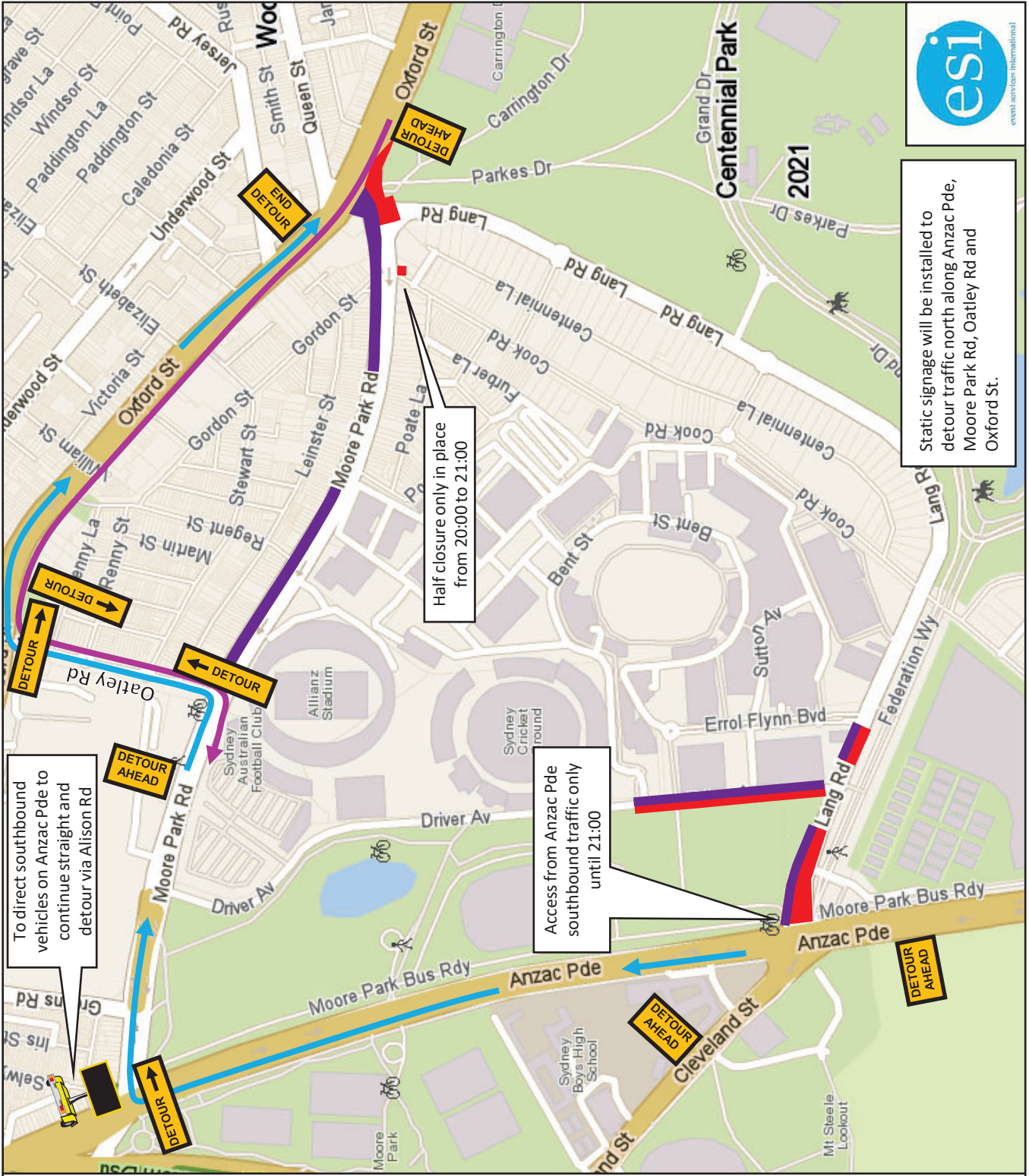
Portable VMS

20:00 Road Closure Area

21:00 Road Closure Area

Northbound Detour Route

Westbound Detour Route



Version 1 – 15/6/23

Southern Detour Overview

Listen Out 2023

Date: Saturday 30th September 2023

Time: 20:00/21:00 to 23:00

Location: Centennial Park

20:00 Road Closures:

- Lang Rd westbound from Anzac Pde to Errol Flynn Blvd
- Driver Ave northbound from Lang Rd to the Southern Turning Circle
- Moore Park Rd eastbound at Oxford St
- Lang Rd at Moore Park Rd
- Cook Rd at Moore Park Rd

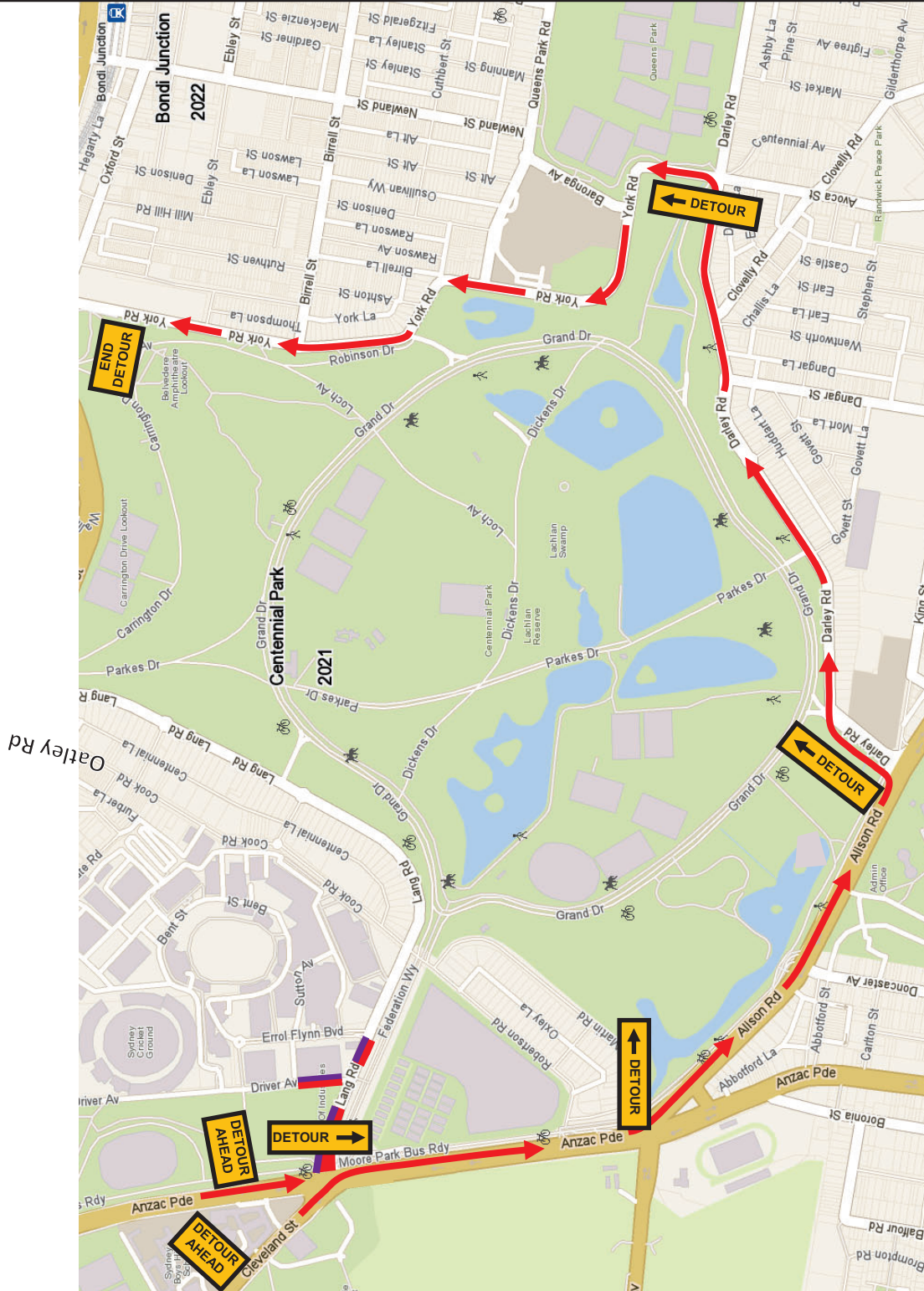
21:00 Road Closures:

- Moore Park Rd westbound from Oatley Rd to Oxford St
- Lang Rd from Anzac Pde to Errol Flynn Blvd
- Driver Ave from Lang Rd to the Southern Turning Circle

 20:00 Road Closure Area

 21:00 Road Closure Area

 Southbound Detour Route



Static signage will be installed to detour traffic north along Anzac Pde, Moore Park Rd, Oatley Rd and Oxford St.



Item 5.**Mobile Crane - Temporary Road Closure - Liverpool Street, Darlinghurst**

TRIM Container No.: 2023/466603

Recommendations

It is recommended that the Committee endorse the temporary road closure of Liverpool Street, Darlinghurst, between Victoria Street and Womerah Avenue, (four lanes), from 8pm to 5am on Saturday 21 October 2023 subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 28 October 2023 as a contingency date.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Site Security & Traffic Control has applied for the temporary road closure Liverpool Street, Darlinghurst, between Victoria Street and Womerah Avenue, (four lanes), from 8pm to 5am on Saturday 21 October 2023.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for Telecommunication Works (Optus Site) at 326-330 Liverpool Street, Darlinghurst.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



DETOUR MAP

Item 6.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney**

TRIM Container No.: 2023/496016

Recommendations

It is recommended that the Committee endorse the temporary road closure Pitt Street, Sydney, between Alfred Street and Bridge Street, (four lanes), from midnight Saturday 14 October 2023 to midnight Sunday 15 October 2023 (48 Hours), subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 28-29 October 2023 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must liaise with the Marriott Hotel regarding the temporary road closure.
- (H) The applicant must remove the temporary road closure and return normal conditions as soon as possible if directed by personnel from the City, NSW Police, or Transport for NSW.

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

Marr Contracting has applied for the temporary road closure of Pitt Street, Sydney, between Alfred Street and Bridge Street, (four lanes), from 12:00am Saturday 14 October 2023 to midnight Sunday 15 October 2023 (48 Hours).

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 55 Pitt Street, Sydney.

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

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

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

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

Consultation

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

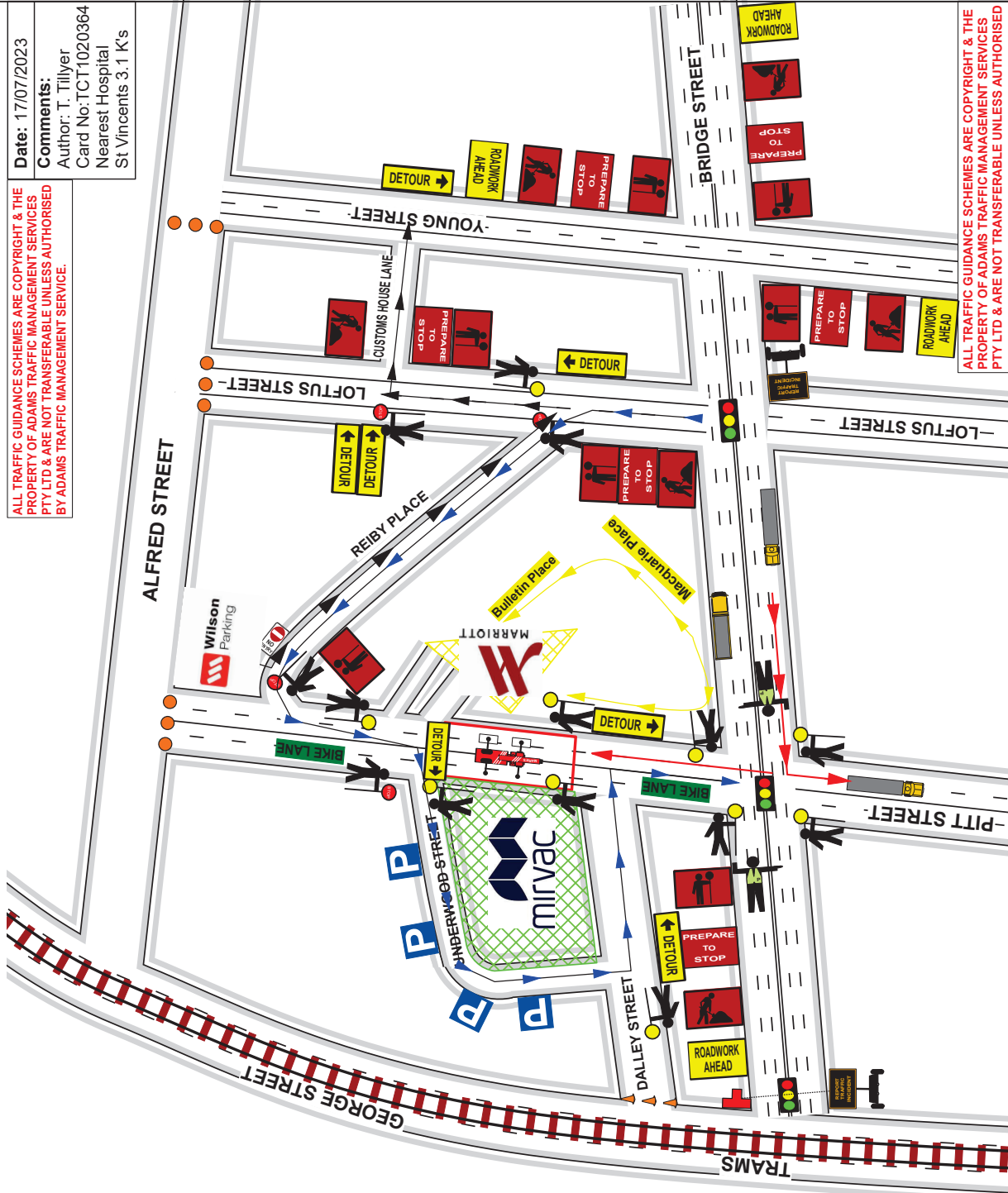
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

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Date: 17/07/2023
Comments:
 Author: T. Tillyer
 Card No: TCT1020364
 Nearest Hospital
 St Vincents 3.1 K's



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Notes
 1- Large buses are to be parked on Bridge Street between Pitt & Loftus Street for passengers to disembark either to walk down Pitt Street or to enter through Bulletin Place for the Marriot Hotel.

Legend

- Bollard
- Bus
- Cone
- Crowd Fencing
- Jib Path
- Marked Path
- Marriot Hotel
- Mirvac Work Zone
- Reiby St Detour

- Manifest**
- 10 x traffic controller
 - 9 x Bollard
 - 7 x T1-34 RED TRAFFIC CONTROLLER AHEAD
 - 6 x T1-5 RED WORKERS AHEAD RED
 - 6 x TM1-18A Prepare To Stop
 - 4 x service symbol - P
 - 4 x T1-1 ROADWORK AHEAD
 - 4 x T5-1 (R) DETOUR LEFT
 - 4 x traffic controller stop
 - 3 x Cone
 - 3 x T5-1 (L) DETOUR LEFT
 - 3 x Traffic Light
 - 2 x ImSTRAIGHTARROW
 - 2 x Policeman
 - 2 x Semi Trailer
 - 2 x VMS Board
 - 1 x R2-4 NO ENTRY NSW

ATM
ADAMS TRAFFIC MANAGEMENT SERVICES PTY LTD

ABN: 62 622 910 294
 Add: 127 Hoyle Avenue
 Castle Hill NSW 2154
 Ph: (02) 9659 6713
 Email: info@atmservices.net.au

MIRVAC
 55 PITT STREET
 SYDNEY 2000

Recommended Taper Lengths

Traffic Speed km/h	Merge Taper Length, m	Lateral Shift Length, m
0	0	0
30	30	30
40	40	40
50 or less	60	60
60	80	80
70	100	100
80	130	130
90	160	160
100	200	200
110	240	240
120	300	300
130	360	360
140	420	420
150	480	480
160	540	540
170	600	600
180	660	660
190	720	720
200	780	780

NOT TO SCALE

UBD Ref	1 H13
TGS No:	ATMS789.1

Item 7.**Works Zone - Phelps Street, Surry Hills**

TRIM Container No.: 2023/512461

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Phelps Street, Surry Hills as follows:

- (A) Between the points 19 metres and 29 metres east of Bourke Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 18"; and
- (B) Between the points 11.8 metres and 19 metres east of Bourke Street as "2P 8am-10pm Permit Holders Excepted Area 18"

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 must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (E) The Applicant is restricted to only using Medium Rigid Vehicles of 8.8 metres in length.
- (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.

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

Bright Build Constructions Pty Ltd has requested a 10-metre long Works Zone in Phelps Street, Surry Hills.

The Works Zone is to facilitate construction works at 480 Bourke Street, Surry Hills.

Comments

The kerb space on the northern side of Phelps Street, Surry Hills between Bourke Street and Marshall Street is currently signposted as "P15 8am-6pm Mon-Fri, 8am-10pm Sat-Sun Permit Holders Excepted Area 18" and "2P 8am-10pm Permit Holders Excepted Area 18".

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 the Works Zone hours, the kerb space restrictions will revert to "2P 5:30pm-10pm Mon-Fri, 3:30pm-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 18".

The existing "P15 8am-6pm Mon-Fri, 8am-10pm Sat-Sun Permit Holders Excepted Area 18" will be temporarily replaced with "2P 8am-10pm Permit Holders Excepted Area 18" for the duration of the Works Zone.

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

Consultation

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

Financial

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

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER

Phelps Street, Surry Hills Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "P15 8am-6pm Mon-Fri, 8am-10pm Sat-Sun Permit Holders Excepted Area 18"
- ■ ■ "2P 8am-10pm Permit Holders Excepted Area 18"

Proposed

- ■ ■ "Works Zone 7:30am-5:30pm Mon-Fri, 7:30am-3:30pm Sat"
- ■ ■ "2P 5:30pm-10pm Mon-Fri, 3:30pm-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 18"
- ■ ■ "2P 8am-10pm Permit Holders Excepted Area 18"

Item 8.**Works Zone - Ralph Street, Alexandria**

TRIM Container No.: 2023/473793

Recommendations

It is recommended that the Committee endorse the allocation of the kerb space on the eastern side of Ralph Street, Alexandria, between the points 50.5 metres and 63.5 metres north of Gillespie Street as “Works Zone 7:30am – 5:30pm Monday to Friday 7:30am – 3:30pm Saturday”, subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Structial Building Pty Ltd has requested a 13 metre long Works Zone in Ralph Street, Alexandria.

The Works Zone is to facilitate construction works at 57 Ralph Street, Alexandria.

Comments

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

The Works Zone is intended to operate from 7:30am – 5:30pm Monday to Friday and 7:30am – 3:30pm Saturday, in accordance with the Development Consent Conditions.

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

Consultation

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

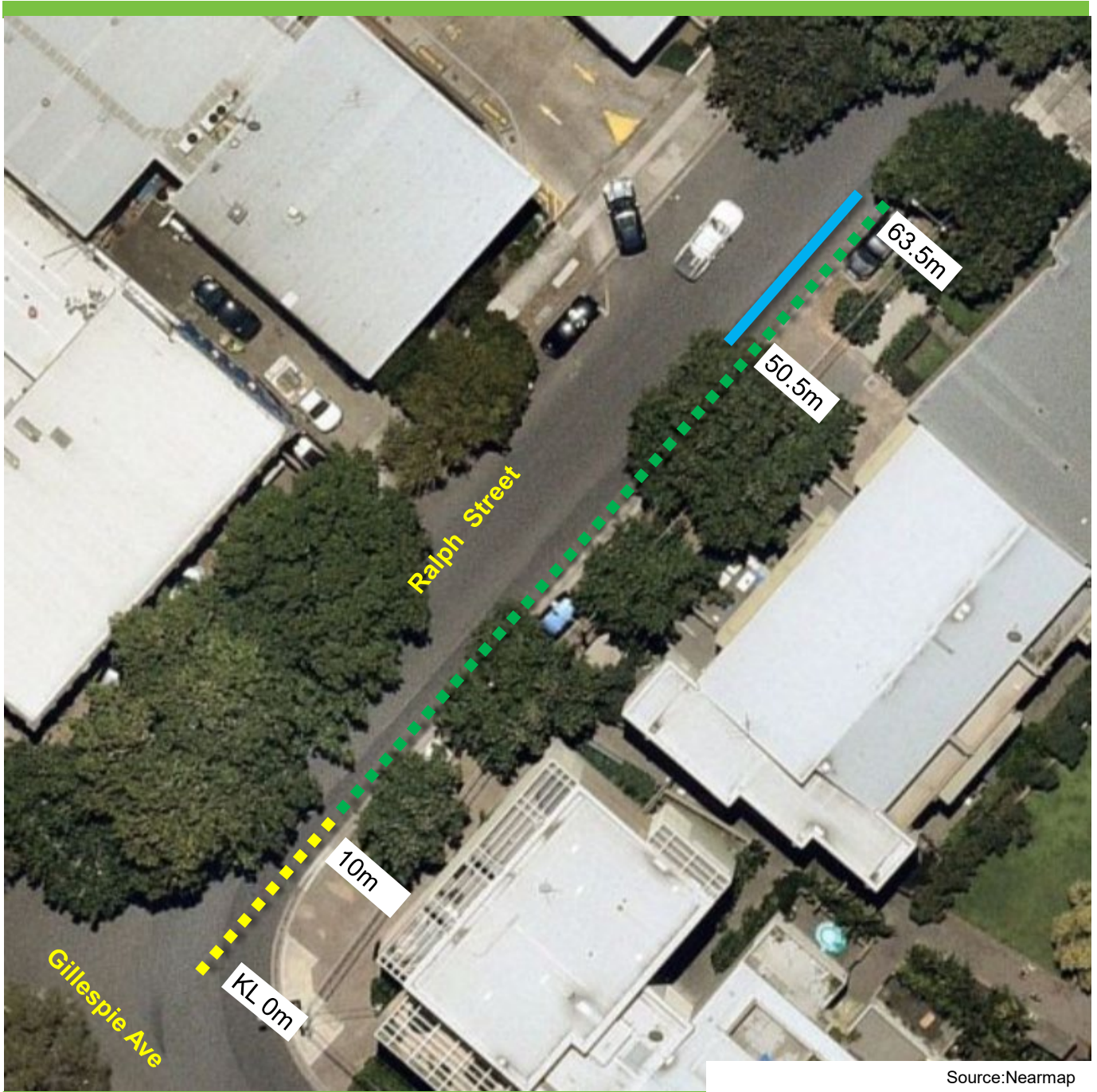
Financial

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



VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Proposal


Ralph Street, Alexandria Works Zone



Existing

-  "No Stopping"
-  Unrestricted Parking

Proposed

-  "Works Zone 7:30am – 5:30pm Monday to Friday
7:30am – 3:30pm Saturday"

Item 9.**Works Zone - Rothschild Avenue, Rosebery**

TRIM Container No.: 2023/471887

Recommendations

It is recommended that the Committee endorse the allocation of the kerb space on the western side of Rothschild Avenue, Rosebery between the points 53 metres and 71 metres north of Cressy Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat", subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Deicorp Pty Ltd has requested to extend the existing Works Zone in Rothschild Avenue, Rosebery by 18 metres.

The Works Zone is to facilitate construction works at 12-22 Rothschild Avenue, Rosebery.

Comments

The kerb space on the western side of Rothschild Avenue, Rosebery north of Cressy Street, where the changes are proposed, is currently "unrestricted for parking".

The Works Zone is intended to operate from 7.30am to 5.30pm, Monday to Friday and 7.30am to 3.30pm on Saturday in accordance with the Development Consent Conditions. Outside of these hours, on-street parking, where the Works Zone is proposed, will revert to unrestricted parking in Rothchild Avenue.

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

Consultation

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

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Rothschild Avenue, Rosebery Proposed Works Zones



Existing

- ■ ■ "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat"
- ■ ■ "Unrestricted Parking"
- ■ ■ "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30 Sat", "2P 5.30pm-8pm Mon-Fri, 3.30pm-8pm Sat, 8am-8pm Sun"

Proposed

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

Item 10.**Car Share - Linthorpe Street, Newtown**

TRIM Container No.: 2023/197328

Recommendations

It is recommended that the Committee endorse the extension to the existing car share space on the southern side of Linthorpe Street, Newtown between the points 13 metres and 17 metres (one car space) west of Brown Street as "No Parking Authorised Car Share Vehicles Excepted Bay".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Share Policy. An Application has been received from Popcar for an additional car share space in Linthorpe Street, Newtown west of Brown Street.

The car share space in Linthorpe and Brown Streets were considered and endorsed at the Local Pedestrian Cycling and Traffic Calming Committee (LPCTCC) meeting in July 2023.

However, the submissions received were not recorded in the LPCTCC reports. Therefore, the City is considering these reports again with updated information for Committee's consideration.

Comments

The kerb space on the southern side of Linthorpe Street, Newtown, west of Brown Street, where the changes are proposed, is currently unrestricted for parking.

The proposed car share will be installed adjacent the existing car share.

The car share space will be installed and managed in accordance with the Transport for New South Wales's Technical Direction 2018/001 and the provisions of the Council-approved Car Share Policy.

Car sharing is popular in more than 600 cities worldwide, and research has shown substantial environmental benefits. Car sharing reduces total urban driving, reduces household vehicle holdings, and increases walking, cycling and public transport use.

Car sharing can provide numerous environmental and transportation benefits. It is an alternative to owning a car where public transport, walking, and cycling can be used most of the time and a car is only necessary for long distance trips, moving large items, or special occasions. Car share members typically take fewer trips by car after becoming an active car share member. This means their total mileage driven and use of fuel decreases which also means fewer carbon emissions and less traffic congestion.

On average, each car share vehicle in the City can replace up to 12 private vehicles that would otherwise compete for parking.

Consultation

The City consulted local residents and businesses in the area. There were 126 letters sent out with no responses supporting and 10 responses opposing the proposal.

The responses opposing the proposal noted that car share spaces are already installed in Linthorpe and Brown Streets, installing more car share space will result in loss of parking for residents.

However, the City has approved additional Car Share Operators, including Popcar, which will provide more options to residents, but additional car share spaces are needed for the new operators. Therefore it is proposed to proceed with this proposal.

Financial

All costs associated with the Car Share space installation will be borne by the Applicant.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Linthorpe Street, Newtown Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking, Authorised Car Share Vehicles Excepted Zone GG"
- ■ ■ "Unrestricted Parking"

Proposed

- "No Parking, Authorised Car Share Vehicles Excepted"

Item 11.**Parking - Mobility Parking - Bulwara Road, Ultimo**

TRIM Container No.: 2023/458202

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Bulwara Road, Ultimo between the points 27.8 metres and 36.2 metres north of William Henry Street as "4P Mobility Parking 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

The City is proposing a mobility parking space in Bulwara Road to improve on-street parking access for visitors to the Ultimo Community Centre.

Comments

Bulwara Road, Ultimo, north of William Henry Street is designated for one-way traffic flow with an approximate width of 4.9 metres, with parking on the west side of Bulwara Road. The road and footway grades are generally flat adjacent to the proposed parking space.

The kerb space, where the changes are proposed, is currently signposted as "1/4P 8-10am and 4-6pm Mon-Fri No Parking Other Times Authorised Council Vehicles Excepted".

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

A 7.8 metre long bay is proposed however with consideration for the constrained width of Bulwara Road, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. Bulwara Road is a one-way local access road and carries low traffic volumes with low speeds. As such, the requested mobility space can be provided with reduced dimensions.

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

Consultation

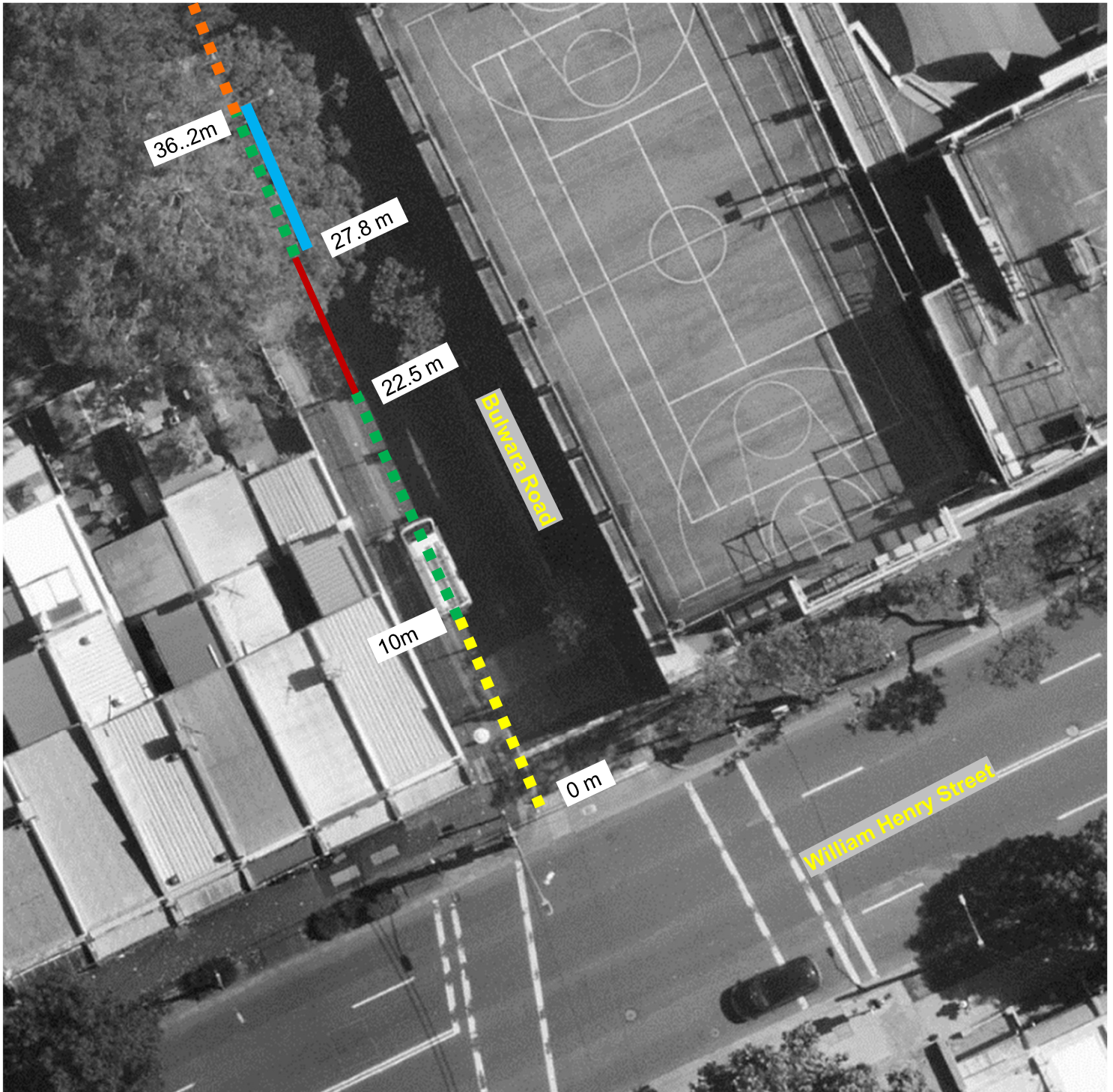
The City consulted local residents and businesses in the area. There were 603 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

TANZ ALAM, SENIOR TRAFFIC ENGINEER


Bulwara Road, Ultimo Proposed parking changes



Existing

-  No Stopping
-  1P Ticket
10am-9pm Permit Holders
Excepted Area 20
-  Driveway

1/4P
8-10am 4-6pm Mon-Fri

-  No Parking Other Times
Authorised Council
Vehicles Excepted

37

Proposed

-  4P Mobility Parking 8am-10pm

Item 12.**Parking - Mobility Parking - Catherine Street, Glebe**

TRIM Container No.: 2023/481472

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Catherine Street, Glebe between the points 33.1 metres and 56.5 metres east of Mount Vernon Street as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

Residents have requested multiple mobility parking spaces in Catherine Street, Glebe. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

The southern side of Catherine Street east of Mount Vernon Street, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

Footpaths (approximately 3.5 metres wide) are provided on both sides of the street.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 121 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial


Funds are available in the current budget.

TANZ ALAM, SENIOR TRAFFIC ENGINEER


Catherine Street, Glebe Proposed parking changes



Existing

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

Proposed

-  Mobility Parking Only

-  Garden Bed

Item 13.**Parking - Mobility Parking - Mt Vernon Street, Glebe**

TRIM Container No.: 2023/452812

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Mount Vernon Street, Glebe between the points 117.5m metres and 125.3 metres south of St Johns Road as "Mobility Parking Only".

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 Mount Vernon Street has requested a mobility parking space in their street. The resident has advised they are not in a wheelchair but cannot physically walk far.

Comments

Mount Vernon Street, south of St Johns Road is designated for two-way traffic flow with an approximate width of 11metres. The road and footway grades are generally flat adjacent to the proposed parking space.

The kerb space on the eastern side of Mount Vernon Street, south of St Johns Road, where the changes are proposed, is currently signposted as "2P 8am-10pm Permit Holders Excepted Area G".

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

Although the resident does not use a wheelchair and kerb ramps are not necessary, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 131 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

TANZ ALAM, SENIOR TRAFFIC ENGINEER

Mount Vernon Street, Glebe Proposed parking changes



Existing

- ■ ■ 2P 8am-10pm Permit Holders Exceeded Area G

Proposed

- Mobility Parking Only

Item 14.**Parking - Mobility Parking - Reuss Street, Glebe**

TRIM Container No.: 2023/415932

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Reuss Street, Glebe between the points 15 metres and 22 metres west of Purves Street as "Mobility Parking Only".

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

There is an existing part-time "Mobility Parking Only" space in Reuss Street, Glebe. To improve both the access to mobility parking and enforcement of the mobility parking restriction, it is proposed to introduce "Mobility Parking Only" full time.

Comments

The southern side of Reuss Street, west of Purves Street, where the changes are proposed, is currently “1P 8am-6pm Permit Holders Excepted Area G” & “Mobility Parking Only At Other Times”.

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

A 7 metre long bay is proposed however with consideration for the constrained width of Reuss Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. The length of the space has not been increased from the existing 7 metres as it meets the need of the local resident and any increase in length would result in the effective loss of one parking space. As Reuss Street is a cul-de-sac and has very low traffic volumes, low vehicle speed and only provides local access then the requested mobility space can be provided with reduced dimensions.

The resident is not a wheelchair user and kerb ramps are not required, nor can they be provided due to the limited footpath width.

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

Consultation

The City consulted local residents and businesses in the area. There were 123 letters sent out with one response supporting the proposal and 8 responses opposing the proposal.

Residents raised the following issues / concerns:

- Potential loss of parking due to any increase in the length of the mobility parking space;
- Requests for the space to be relocated to St Johns Road to improve access for the wider community;
- Concerns around the legitimacy of the permit holder's condition; and
- Questions about the need for the change and the limited history of non-compliance.

The proposal maintains the existing length of the mobility parking space and there are no parking loss. The mobility parking space is only available to those with a valid permit, any further discussion about the validity / issuing of mobility parking permits is not relevant to or appropriate for this committee. The existing part time mobility parking restriction does not provide significant benefits as the resident is usually parked for most of the day. The restriction does inherently lead to situations where drivers may park illegally by overstaying the 6pm time limit.

Financial




Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

Reuss Street, Glebe Proposed parking changes



Existing

-  "No Stopping"
-  "1P 8am-10pm Permit Holders Excepted Area G"
-  "1P 8am-6pm Permit Holders Excepted Area G Mobility Parking Only At Other Times"

Proposed

-  "Mobility Parking Only"

Item 15.**Parking - Mobility Parking - Church Place, Paddington**

TRIM Container No.: 2023/455847

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Church Place, Paddington between the points 6 metres and 13.8 metres west of Ulster Street as "4P Mobility Parking Only 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Church Place, Paddington.

Comments

Church Place, Paddington, west of Ulster Street is designated for two-way traffic flow with an approximate width of 6.1 metres, with parking on the south side of Church Place. The road and footway grades are generally flat adjacent to the proposed parking space.

The kerb space, where the changes are proposed, is currently signposted as timed permit parking (e.g. 1P 8am-10pm Permit Holders Excepted Area 13) on the southern side of the street.

Under existing conditions, vehicles park on the southern side of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 4 metres. The remaining width is allocated for on-street parking.

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

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

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

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

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

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

Financial

Funds are available in the current budget.



TERRY XU, SENIOR TRAFFIC ENGINEER

Church Place, Paddington Proposed parking changes





Source: Nearmaps

Existing

-  "No Stopping"
-  "1P 8am-10pm, Permit Holders Excepted Area 13"

Proposed

-  "4P Mobility Parking Only 8am-10pm"
-  Proposed new kerb ramp

Item 16.**Parking - Mobility Parking - Foveaux Street, Surry Hills**

TRIM Container No.: 2023/460452

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Foveaux Street, Surry Hills between the points 22 metres and 29.8 metres east of Mary Street as “4P Mobility Parking Only 8am-10pm”.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City’s Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to “continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area”.

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Foveaux Street, Surry Hills.

Comments

Foveaux Street, Surry Hills, east of Mary Street is designated for one-way traffic flow westbound with an approximate width of 11.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for one-way traffic flow to an approximate width of 7.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.6 metres wide) are provided on both sides of the street.

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

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Foveaux Street, Surry Hills, a 3.2 metre wide bay can be accommodated within the carriageway.

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

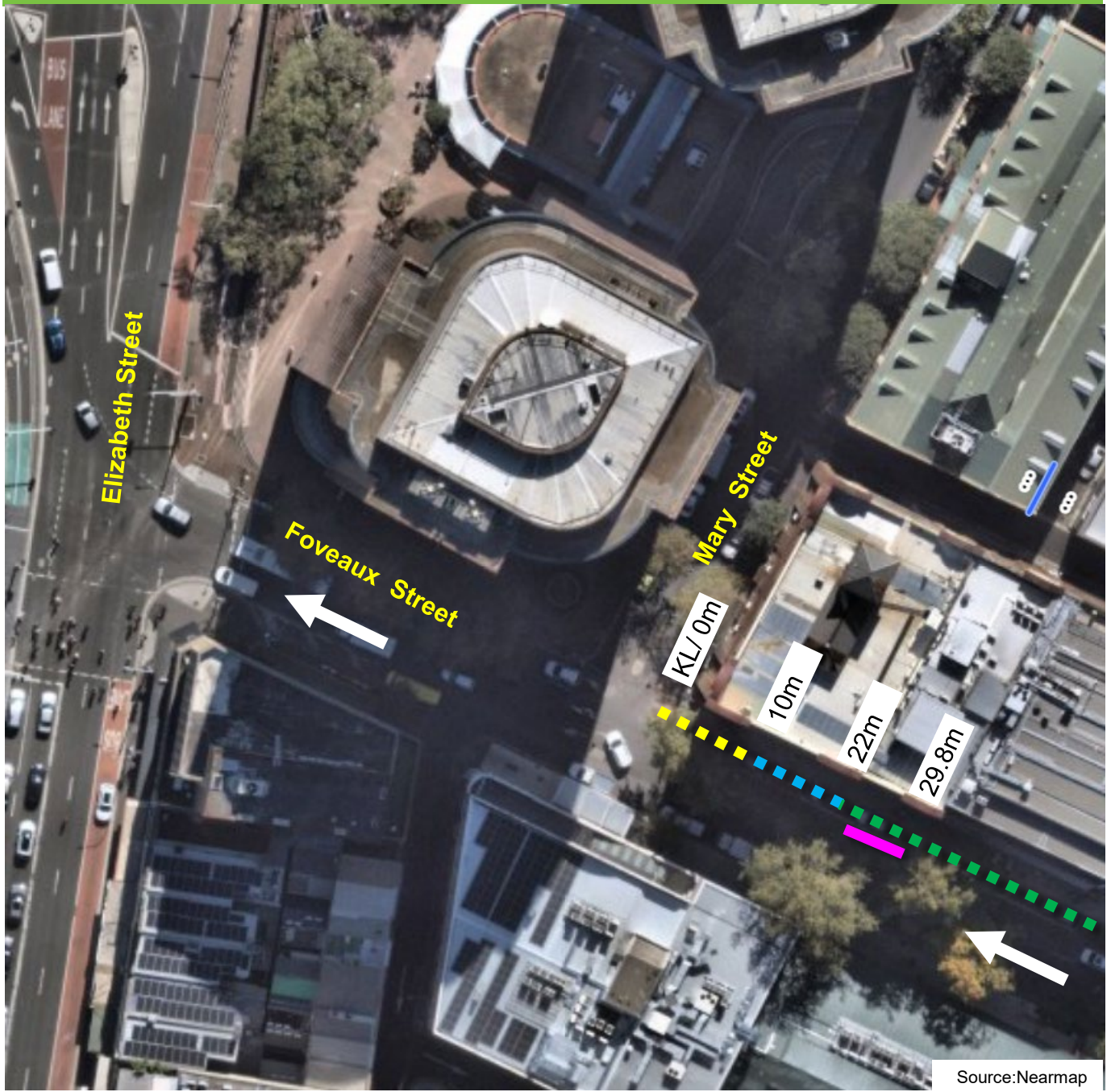
The City consulted local residents and businesses in the area. There were 126 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Foveaux Street, Surry Hills Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted"
- ■ ■ "2P Ticket 8am-6pm Mon-Fri,
4P Ticket 6pm-10pm Mon-Fri
8am-10pm Sat-Sun & Public Holidays"

Proposed

- "4P Mobility Parking Only 8am-10pm"

Item 17.**Parking - Mobility Parking - Riley Street, Surry Hills**

TRIM Container No.: 2023/456572

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Riley Street, Surry Hills between the points 38.5 metres and 46.3 metres north of Devonshire Street as "4P Mobility Parking 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking 8am-10pm" in Riley Street, Surry Hills.

Comments

Riley Street, Surry Hills north of Devonshire Street is designated for two-way traffic flow with an approximate width of 10 metres. The road and footway grades are generally flat adjacent to the proposed parking space.

The eastern side of Riley Street, north of Devonshire Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 18".

In line with the actions recommended in the IDAP, it is proposed to introduce "4P Mobility Parking Only 8am-10pm".

The proposed parking changes would limit any vehicle with a NSW Mobility Parking Scheme permit to four hours of parking between 8am-10pm seven days a week where the signs are installed.

Under existing conditions, the trafficable lane for two-way traffic flow to an approximate width of 5 metres. The remaining width is allocated for on-street parking.

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

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

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

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

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

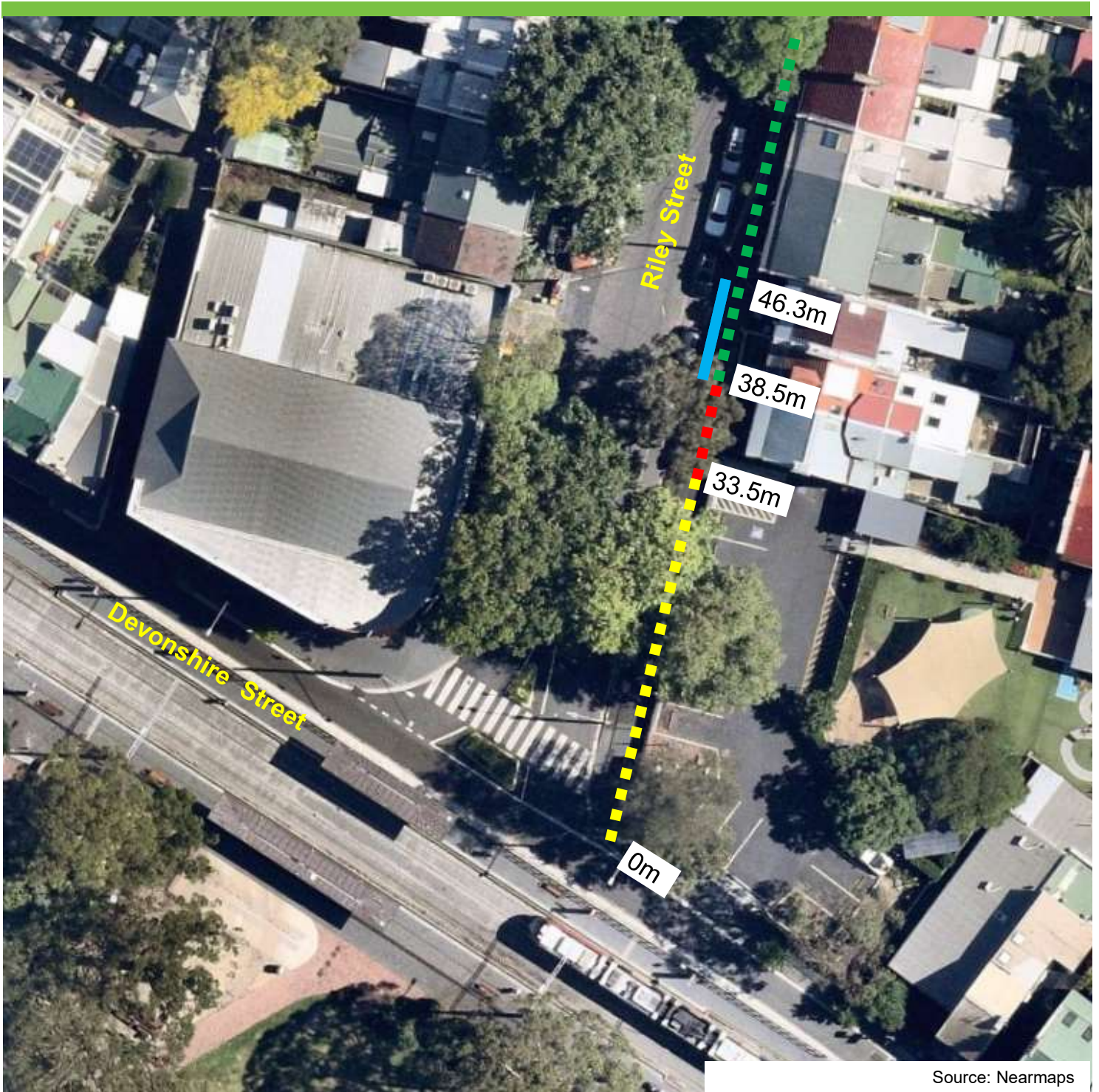
The City consulted local residents and businesses in the area. There were 38 letters sent out with no response supporting the proposal and one response opposing the proposal due to loss of on-street parking.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Riley Street, Surry Hills Proposed parking changes



Source: Nearmaps

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted Bay 904"
- ■ ■ "2P 8am-10pm Permit Holder Excepted Area 18"

Proposed

- ■ ■ "4P Mobility Parking 8am-10pm"

Item 18.**Parking - Mobility Parking - Lawson Street, Redfern**

TRIM Container No.: 2023/464301

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Lawson Street, Redfern between the points 96.5 metres and 88.7 metres west of Eveleigh Street as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

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

Comments

Lawson Street, Redfern west of Eveleigh Street is designated for two-way traffic flow with an approximate width of 9.8 metres. The road and footway grades are generally flat adjacent to the proposed parking space.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 32" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 5.6 metres. The remaining width is allocated for on-street parking

Footpaths (approximately 2.8 metres wide) are provided on both sides of the street.

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

A 7.8-metre-long bay is proposed however with consideration for the constrained width of Lawson Street, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Lawson Street is a local residential street then the requested disability space can be provided with reduced dimensions.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 108 letters sent out with no responses supporting the proposal and one response opposing the proposal due to loss of parking.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Lawson Street, Redfern Proposed parking changes



Existing

- ■ ■ "2P 8am-10pm Permit Holders Exempted Area 32"

Proposed

- P Mobility Parking

Item 19.**Parking - Mobility Parking - Missenden Road, Camperdown**

TRIM Container No.: 2023/460245

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Missenden Road, Camperdown, between the points 10 metres and 17.8 metres north of Brown Street as “4P Mobility Parking Only 8am-10pm”.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City’s Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to “continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area”.

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Missenden Road, Camperdown.

Comments

Missenden Road north of Brown Street is designated for two-way traffic flow, with an approximate width of 12.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays, Permit Holders Excepted Area 22" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.5 metres wide) are provided on both sides of the street.

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

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Missenden Road, Camperdown, a 3.2 metre wide bay can be accommodated within the carriageway.

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

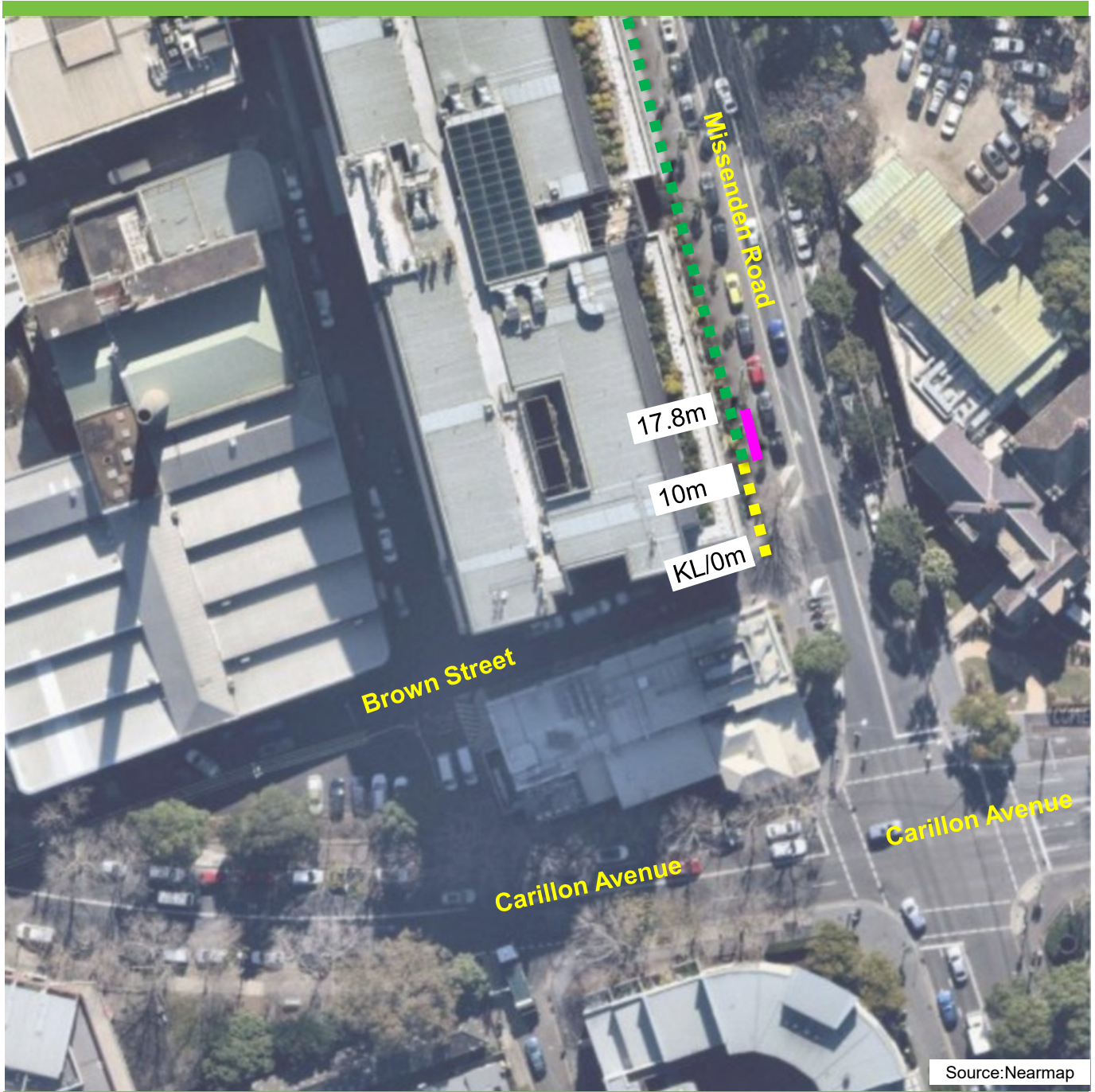
The City consulted local residents and businesses in the area. There were 15 letters sent out with no responses supporting or opposing the proposal.




Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Missenden Road, Camperdown Proposed parking changes



- | | |
|---|---|
| Existing | Proposed |
|  "No Stopping" |  "4P Mobility Parking Only 8am-10pm" |
|  "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays, Permit Holders Excepted Area 22" | |

Item 20.**Parking - Motorbike Parking - Cope Street, Waterloo**

TRIM Container No.: 2023/430353

Recommendations

It is recommended that the Committee endorse the allocation of parking on the western side of Cope Street, Waterloo, between the points 9.5 metres and 13.2 metres (one car space, 3 motorbike spaces) north of Phillip Street as "P Motorbikes Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In response to a business owner's concerns about vehicles illegally parking and blocking driveway access, it is proposed to introduce 3.7 metres of "P Motorbikes Only" as the existing parking space is too small to accommodate a car.

Comments

The kerb space on the western side of Cope Street, Waterloo north of Phillip Street, where the changes are proposed, is currently unrestricted for parking. However, it is adjacent to an existing Motorbike Parking zone.

An assessment of the site revealed that this location is suitable for an extension to the existing dedicated motor bike parking as it has insufficient length to accommodate other motor vehicles.

Consultation

The City consulted local residents and businesses in the area. There were 333 letters sent out with one response were received supporting the proposal and one responses received opposing the proposal due to loss of parking.

Financial





Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Cope Street, Waterloo Proposed parking changes



Existing

-  "No Stopping"
-  Unrestricted Parking
-  "P Motorbike Only"
-  Driveway

Proposed

-  "P Motorbike Only"

Item 21.**Parking - Mobility Parking - Beaconsfield Street, Beaconsfield**

TRIM Container No.: 2023/457383

Recommendations

It is recommended that the Committee endorse the allocation of parking on the southern side of Beaconsfield Street, Beaconsfield between the points 20 metres and 27.8 metres west of Botany Road as "4P Mobility Parking Only 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Beaconsfield Street, Beaconsfield.

Comments

Beaconsfield Street, Beaconsfield west of Botany Road is designated for two-way traffic flow with an approximate width of 14 metres, with parking on both side of Beaconsfield Street. The road and footway grades are generally flat adjacent to the proposed parking space.

The southern side of Beaconsfield Street, where the changes are proposed, is currently unrestricted parking.

In line with the actions recommended in the IDAP, it is proposed to introduce "4P Mobility Parking Only 8am-10pm".

The proposed parking changes would limit any vehicle with a NSW Mobility Parking Scheme permit to four hours of parking between 8am-10pm seven days a week where the signs are installed.

Under existing conditions, the trafficable lane for two-way traffic flow to an approximate width of 9.8 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.7 metres wide) are provided on both sides of the street.

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

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

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

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

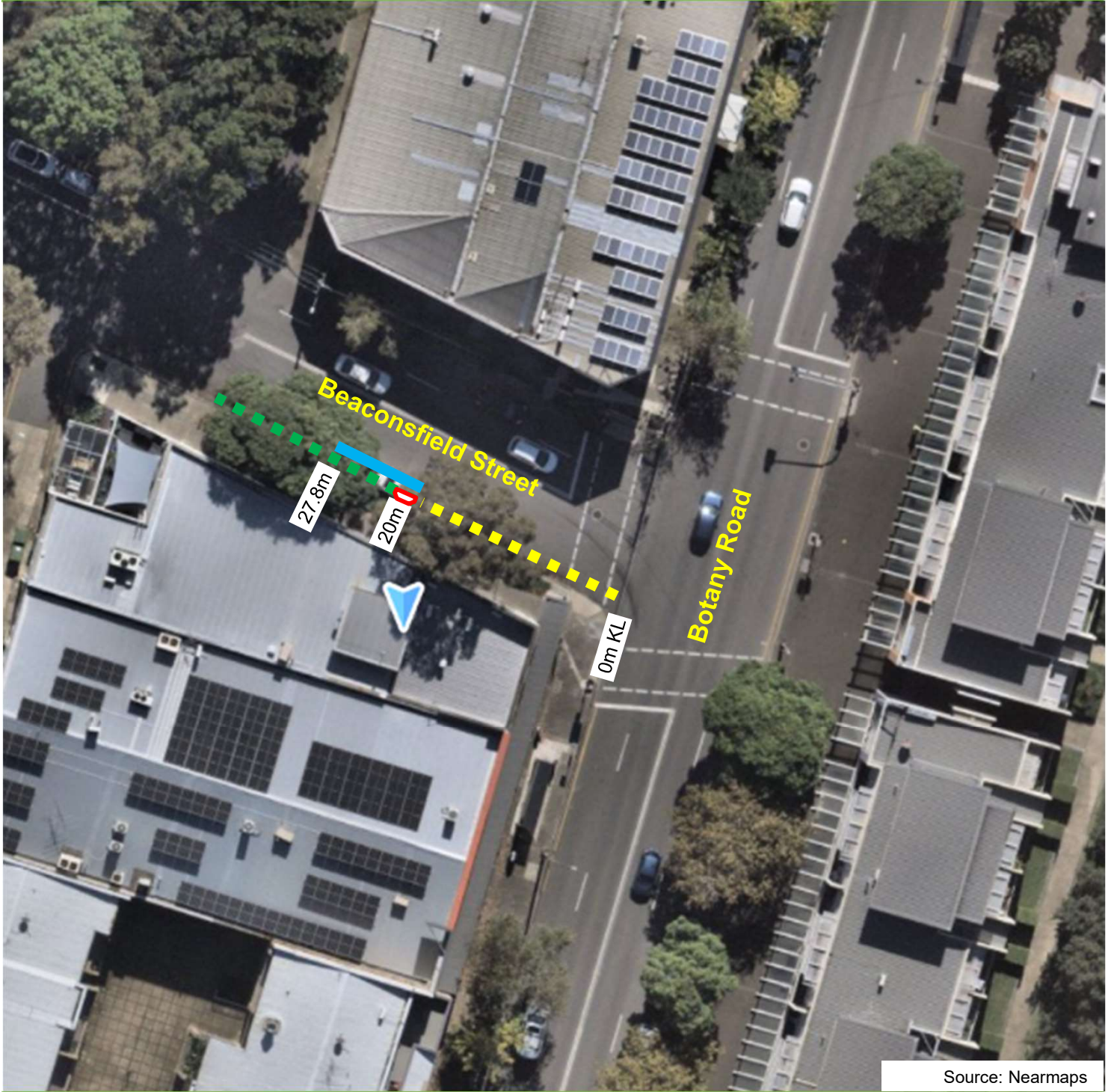
The City consulted local residents and businesses in the area. There were 379 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.



TERRY XU, SENIOR TRAFFIC ENGINEER

Beaconsfield Street, Beaconsfield Proposed parking changes





Source: Nearmaps

Existing

-  "No Stopping"
-  Unrestricted Parking

Proposed

-  "4P Mobility Parking Only 8am-10pm"
-  Proposed new kerb ramp

Item 22.**Parking - Mobility Parking - Ebsworth Street, Zetland**

TRIM Container No.: 2023/456574

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Ebsworth Street between the points 25.8 metres and 32.6 metres south of Bourke Street as "4P Mobility Parking 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking 8am-10pm" in Ebsworth Street, Zetland.

Comments

Ebsworth Street, Zetland south of Bourke Street is designated for two-way traffic flow with an approximate width of 12 metres, indented parking on both side of Ebsworth Street. The road and footway grades are generally flat adjacent to the proposed parking space.

The western side of Ebsworth Street, south of Bourke Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-10pm".

In line with the actions recommended in the IDAP, it is proposed to introduce "4P Mobility Parking Only 8am-10pm".

The proposed parking changes would limit any vehicle with a NSW Mobility Parking Scheme permit to four hours of parking between 8am-10pm seven days a week where the signs are installed.

Under existing conditions, the trafficable lane for two-way traffic flow to an approximate width of 6 metres. The remaining width is allocated for indented on-street parking.

Footpaths (approximately 5 metres on western side and 4 metres on eastern side wide) are provided on both sides of the street.

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

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

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

The City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

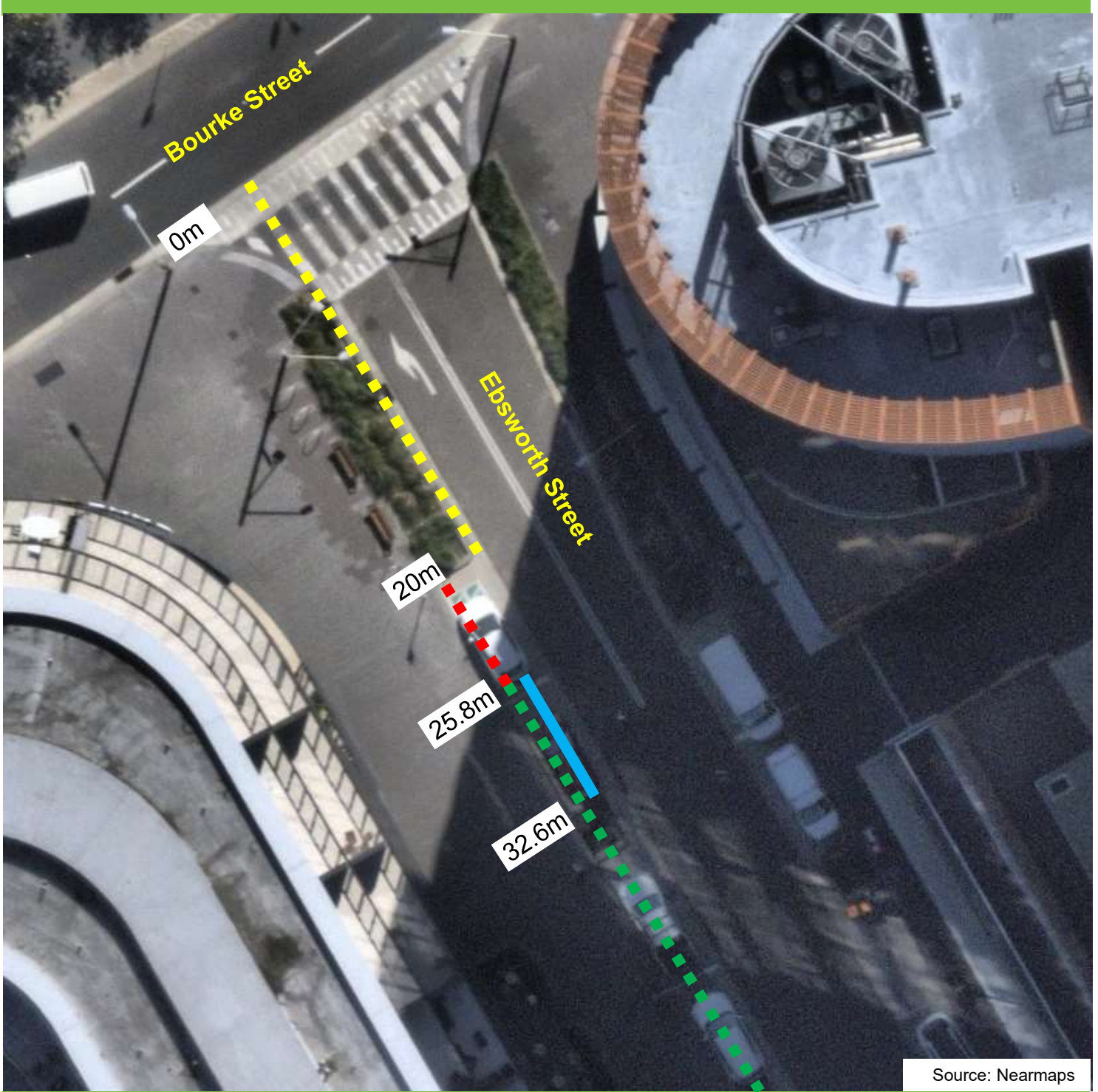
The City consulted local residents and businesses in the area. There were 746 letters sent out with two responses supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Ebsworth Street, Zetland Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted Bay 900"
- ■ ■ "2P Ticket 8am-10pm"

Proposed

- ■ ■ "4P Mobility Parking 8am-10pm"

Item 23.**Parking - Mobility Parking - Wolseley Grove, Zetland**

TRIM Container No.: 2023/456567

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wolseley Grove, Zetland between the points 25 metres and 32.8 metres west of Gadigal Avenue as "4P Mobility Parking 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City's Inclusion (Disability) Action Plan 2021-2025 (IDAP) includes a series of actions designed to actively address barriers faced by people with disability.

One of the actions identified in the IDAP is to "continue to explore and implement strategies to increase access to on-street and off-street accessible parking and drop off points in the City of Sydney area".

Therefore, the City is proposing to install "4P Mobility Parking 8am-10pm" in Wolseley Grove, Zetland.

Comments

Wolseley Grove, Zetland west of Gadigal Avenue is designated for two-way traffic flow with an approximate width of 16 metres, the eastbound and westbound traffic flow is separated by a median island and indented parking is provided on both sides of Wolseley Grove. The road and footway grades are generally flat adjacent to the proposed parking space.

The southern side of Wolseley Grove, west of Gadigal Avenue, where the changes are proposed, is currently signposted as "4P 8am-6pm Mon-Fri".

In line with the actions recommended in the IDAP, it is proposed to introduce "4P Mobility Parking Only 8am-10pm".

The proposed parking changes would limit any vehicle with a NSW Mobility Parking Scheme permit to four hours of parking between 8am-10pm seven days a week where the signs are installed.

Under existing conditions, each trafficable lane separated by median is approximately 4 metres wide. The remaining width is allocated for indented on-street parking on both sides of Wolseley Grove.

Footpaths (approximately 5 metres on southern side and 3 metres on northern side wide) are provided on both sides of the street.

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

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

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

The City will investigate installing ramps at this site should the proposal be endorsed

Consultation

The City consulted local residents and businesses in the area. There were 249 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Wolseley Grove, Zetland Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Authorised Car Share Vehicles Excepted Zone GG"
- ■ ■ "4P 8am-6pm Mon-Fri"

Proposed

- "4P Mobility Parking 8am-10pm"

Item 24.**Parking - No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat
- Clarence Street, Sydney**

TRIM Container No.: 2023/444924

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Clarence Street, Sydney between the points 16.9 metres and 46.1 metres (three car spaces) north of Jamison Street as "No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat".

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

Transport for NSW has requested consideration of "No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat" in Clarence Street, Sydney.

Comments

The kerb space on the eastern side of Clarence Street, Sydney north of Jamison Street, where the changes are proposed, is currently signposted as "No Parking Wedding or Funeral Vehicles Excepted Mon-Sat".

To enable Transport for NSW tow trucks to effectively respond to planned and unplanned incidents on the Sydney Harbour Bridge and surrounding road network, it is proposed to introduce "No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat".

The proposed parking changes would only allow wedding, funeral and TfNSW vehicles to park on the eastern side of Clarence Street, Sydney north of Jamison Street, where the signs are installed.

Consultation

The City consulted with St Phillips Church and TfNSW who raised no objections to the proposed parking changes.

Financial

Funds are available in the current budget.

VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER

Clarence Street, Sydney Proposed parking changes



Existing

■ ■ ■ "No Parking Wedding or Funeral Vehicles Excepted Mon-Sat"

■ ■ ■ "No Stopping"

Proposed

■ "No Parking Wedding, Funeral and TfNSW Vehicles Excepted Mon-Sat"

Item 25.**Parking - No Parking - Kirketon Road, Darlinghurst**

TRIM Container No.: 2023/430560

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Kirketon Road, Darlinghurst between the points 38.5 metres and 50 metres (two car spaces) north of Tewkesbury Avenue as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Kirketon Hotel in Darlinghurst has requested consideration of "No Parking" adjacent its fire exits on Kirketon Road.

Comments

The kerb space on the eastern side of Kirketon Road, Darlington between Tewkesbury Avenue and Farrell Avenue, where the changes are proposed, is currently signposted as "1P 8am-12 midnight Permit Holders Excepted Area 17".

On-site inspection shows that due to limited footpath space there is a need to provide a "No Parking" restriction to maintain rear-lane property access and ensure fire exits remain un-obstructed. The kerb space in front of the doors is between 1 - 2 car spaces in length, hence why the equivalent of two parking spaces are proposed to be removed.

The "No Parking" restriction allows vehicles to stop for up to two minutes provided the driver remains within 3 metres of the vehicle. This restriction will allow for existing waste collection and delivery activities at the rear of the hotel to continue while still reducing the chance of obstruction of the doors.

Consultation

The City consulted local residents and businesses in the area. There were 386 letters sent out with zero responses supporting the proposal and seven responses opposing the proposal.

Submissions raised as issues the limited availability of street parking in the area, potential over-provision of pick up / drop off space Darlington Road on the opposite side of the Kirketon Hotel and concerns about future removals of parking space for other fire doors in the area.

Financial



Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER


Kirketon Road, Darlinghurst Proposed parking changes



Existing

-  "No Stopping"
-  "1P 8am-12midnight Permit Holders Excepted Area 17"

Proposed

-  "No Parking"

Item 26.**Parking - No Parking - Belmont Lane, Alexandria**

TRIM Container No.: 2023/430345

Recommendations

It is recommended that the Committee endorse the allocation of parking on the eastern side of Belmont Lane, Alexandria between the points 136.3 metres and 141.3 metres (one car space) south of Fountain Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Belmont Street, Alexandria, has requested consideration of "No Parking" in Belmont Lane, Alexandria to improve rear lane access to their property and their ability to take out their bins for collection.

Comments

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

Belmont Lane is approximately 4.6 metres wide and provides rear-lane property access to houses fronting Belmont Street and Mitchell Road. Part of the kerb space nearby is already signposted as 'No Parking' to allow access to rear driveways so this would match existing conditions.

Currently, due to the narrow footpath (approximately 0.5 metres) in Belmont Lane, parking restricts the resident's ability to access their property. 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 76 letters sent out with nil responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Belmont Lane, Alexandria Proposed parking changes



Existing

-  "No Stopping"
-  "No Parking"
-  Unrestricted Parking

Proposed

-  "No Parking"

Item 27.**Parking - No Parking - Buckland Lane, Alexandria**

TRIM Container No.: 2023/467163

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Buckland Lane, Alexandria between the points 46.6 metres and 53.6 metres (one car space) west of Phillips Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Anderson Street, Alexandria has requested consideration of a "No Parking" restriction in Buckland Lane at the rear of the property to allow access to off-street parking.

Comments

The kerb space on the northern side of Buckland Lane, Alexandria west of Phillips Street, where the changes are proposed, is currently a combination of unrestricted parking and marked painted white chevrons.

Buckland Lane is approximately five metres wide and provides rear-lane property access to houses fronting Anderson and Buckland Streets.

Under existing conditions, when cars are parked on either side of the driveway it obstructs access to the property. Therefore, the City is proposing to install "No Parking" signs to improve access to rear-lane garages.

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 Buckland Lane, car parking adjacent 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

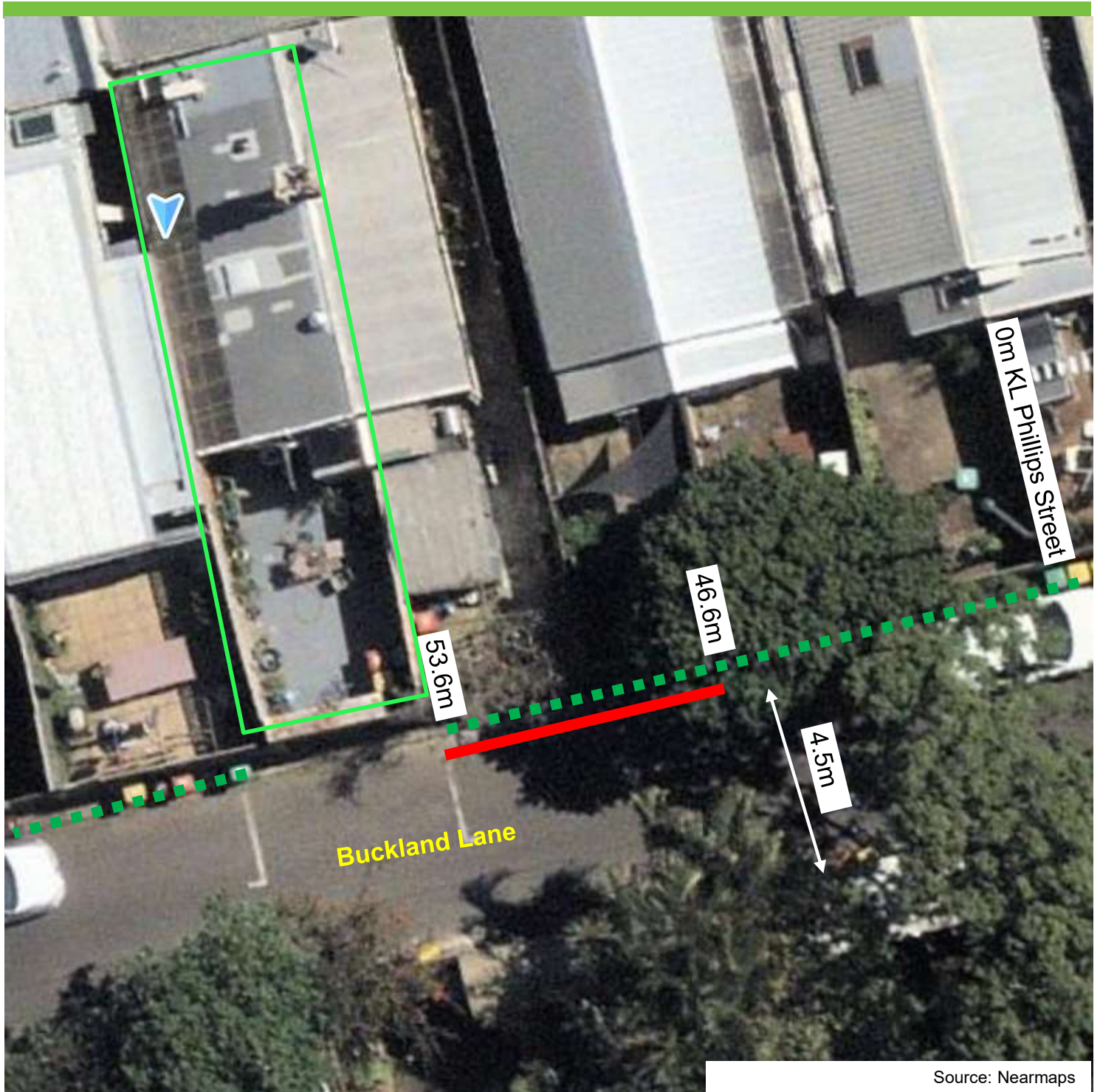
The City consulted local residents and businesses in the area. There were 80 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Buckland Lane, Alexandria Proposed parking changes



Existing

■ ■ ■ Unrestricted

Proposed

■ "No Parking"

Item 28.**Parking - No Parking - Council Vehicles Excepted - Elizabeth Street, Waterloo**

TRIM Container No.: 2023/472870

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Elizabeth Street, Waterloo as follows;

- (A) Between the points 9 metres and 16.8 metres (one car space) south of Kellick Street as “No Parking 8am-4pm Mon-Fri Authorised Council Vehicles Excepted” with “No Parking 4pm-6pm Mon-Fri”; and
- (B) Between the points 16.8 metres and 20 metres south of Kellick Street as “No Parking 4pm-6pm Mon-Fri”.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City’s Libraries and Learning Creative City Team in Elizabeth Street, Waterloo has requested consideration of “No Parking 8am – 4pm Mon-Fri Authorised Council Vehicles

Excepted” in Elizabeth Street, Waterloo for their delivery team to pick up and drop off books and equipment safely throughout the day at the Library.

Comments

The kerb space on the eastern side of Elizabeth Street, south of Kellick Street, where the changes are proposed, is currently signposted as "No Parking". The adjacent kerb space has a PM peak “No Parking 4pm-6pm Mon - Fri” restriction with unrestricted parking at other times.

To improve safety and on-street parking access, The City’s Libraries and Learning Creative City Team, it is proposed to provide 7.8 metres of “No Parking 8am – 4pm Mon-Fri Authorised Council Vehicles Excepted”.

It is also proposed to retain the “No Parking 4pm-6pm Mon-Fri” to match adjacent parking restrictions.

Consultation

The City consulted local residents and businesses in the area. There were 62 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Elizabeth Street, Waterloo Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "No Parking 4pm-6pm Mon-Fri"

Proposed

- "No Parking 8am – 4pm Mon- Fri
Authorised Council Vehicles Excepted"
And "No Parking 4pm-6pm Mon-Fri"
- "No Parking 4pm-6pm Mon-Fri"

Item 29.**Parking - 1P Parking - Mallett Street, Camperdown**

TRIM Container No.: 2023/403429

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Mallett Street, Camperdown, between the points 22.1 metres and 29.9 metres (one car space) south of Hampshire Street as "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Mallett Street, Camperdown has requested the removal of the existing Mobility Only Parking space in the street as it is no longer needed.

Comments

The kerb space on the eastern side of Mallett Street, Camperdown, south of Hampshire Street, where the changes are proposed, is currently signposted as "P Mobility Only".

The original applicant's family was contacted and has confirmed that the "P Mobility Only" space is no longer needed. On-site inspection has determined to reallocate the existing "P Mobility Only" to "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22", to match the adjacent kerb space conditions and will improve parking for local residents.

The proposed changes would limit any vehicle which does not have a permit to one (1) hour of parking from 8am to 6pm, Monday to Friday where the signs are installed.

Residents with an Area 22 parking permit will be exempt from the one-hour time limit.

Consultation

The City consulted local residents and businesses in the area. There were 5 letters sent out with no responses supporting or opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Mallett Street, Camperdown Proposed parking changes



Existing

-  "No Stopping"
-  "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22"
-  "P Mobility Only"

Proposed

-  "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22"

Item 30.**Parking - Loading Zone and Motorbike Parking - Collins Street, Surry Hills**

TRIM Container No.: 2023/454225

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Collins Street, Surry Hills as follows:

- (A) Between the points 5.7 metres and 15.3 metres (one car space) east of Crown Street as: "Loading Zone 7am-6pm Mon-Fri, 7am-10am Sat" and "No Parking All Other Times"; and
- (B) Between the points 21 metres and 26.9 metres (one car space) east of Crown Street as "P Motorcycles Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Businesses in the area have requested consideration of Loading Zone parking in Collins Street, Surry Hills to facilitate deliveries to nearby businesses. In addition, a small section in

the street will be reallocated to motorcycle parking as the space is not long enough to accommodate a car.

Comments

The kerb space on the northern side of Collins Street, Surry Hills between Crown Street and Richards Lane, where the changes are proposed, is currently signposted as "No Stopping".

On-site inspection shows there is a need to provide a "Loading Zone 7am-6pm Mon-Fri, 7am-10am Sat" and "No Parking Other Times" to cater for local businesses as there are no other Loading Zones within easy walking distance. This parking arrangement allows businesses to get deliveries during business hours and for all other drivers to pick up and drop off passengers outside of business hours.

Due to the remaining length of space on Collins Street, motorcycle parking will be installed as a vehicle cannot fit in this space.

Consultation

The City consulted local residents and businesses in the area. There were 46 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.



TERRY XU, SENIOR TRAFFIC ENGINEER

Collins Street, Surry Hills Proposed Parking Changes



Source: Nearmaps

Existing
 "No Stopping"

Proposed
 "Loading Zone 7am-6pm
 Mon-Fri, 7am-10am Sat" &
 "No Parking All Other times"
 "P Motorcycle Parking Only"

Item 31.**Parking - No Stopping - Maddison Lane, Redfern**

TRIM Container No.: 2023/430367

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Maddison Lane, Redfern between the points 19 meters and 24.5 metres (one car space) south of Thurlow Street as "No Stopping".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of South Dowling Street, Redfern, has requested consideration of "No Stopping" in Maddison Lane to improve access to their rear-lane garage.

Comments

The kerb space on the western side of Maddison Lane, Redfern, south of Thurlow Street where the changes are proposed, is currently signposted as "No Parking 6am-6pm Wed Only".

Maddison Lane is approximately 3.5 metres wide and provides rear-lane property access to houses fronting South Dowling Street and Maddison 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 Maddison 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 Stopping" restriction to maintain rear-lane property access and to match adjacent parking conditions.

Consultation

The City consulted local residents and businesses in the area. There were 50 letters sent out with one response supporting the proposal and one response opposing the proposal due to the concerns about increased speed.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Maddison Lane, Redfern Proposed parking changes



Existing

-  "No Stopping"
-  "No Parking 6AM-6PM
WED ONLY"
-  DRIVEWAY

Proposed

-  "No Stopping"

Item 32.**Traffic Treatment - Separated Cycleway - Kelly Street, Mary Ann Street, Ultimo**

TRIM Container No.: X021146.011

Recommendations

It is recommended that the Committee endorse following traffic treatments in Ultimo:

- (A) Provision of a 3 metre wide two-way separated cycleway on the southern side of Kelly Street between Bay Street and Wattle Street;
- (B) Removal of the existing right turn only eastbound bike lane on Kelly Street, west of Wattle Street;
- (C) Provision of a 3 metre wide two-way separated cycleway on the northern side of Mary Ann Street between Wattle Street and Omnibus Lane;
- (D) Provision of a 2.6 metre wide two-way separated cycleway on the northern side of Mary Ann Street between Omnibus Lane and the end of Mary Ann Street cul-de-sac near The Goods Line;
- (E) Extension of the existing separated cycleway on Wattle Street to the north towards the intersection with Kelly Street by 10 metres;
- (F) Provision of marked pedestrian crossing and a bike crossing on Mary Ann Street, between the chainages 373.3 metres and 379.3 metres, located at the end of the closed Jones Street; and
- (G) The removal of the shared path and shared path signs and linemarking on south side of Mary Ann Street between Wattle Street and Harris Street.

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

Southern side of Kelly Street

- (H) Between the points 10 metres and 37.4 metres, east of Bay Street as "No Stopping";
- (I) Between the points 168.1 metres and 192.6 metres, between Blackwattle Lane and Wattle Street as "2P Parking 8am - 6pm Mon-Fri 8am -12:30pm Sat Permit Holders Excepted Area 20"; and
- (J) Between the points 192.7 metres and 199.0 metres, between Blackwattle Lane and Wattle Street as "No Parking Authorised Car Share Vehicles Excepted Zone Bay 885"

Northern side of Mary Ann Street between Wattle Street and Harris Street

- (K) Between the points 273 metres and 291.4 metres as "No Stopping";

- (L) Between the points 305 metres and 316.9 metres as "No Stopping";
- (M) Between the points 335.7 metres and 454 metres as "No Stopping"; and
- (N) Between the points 475.9 metres and 504.6 metres as "No Stopping".

Southern side of Mary Ann Street between Wattle Street and Harris Street

- (O) Between the points 270 metres and 273.8 metres as "No Parking Authorised Car Share Vehicles Excepted Zone GG", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (P) Between the points 273.8 metres and 276.9 metres as "2P Ticket 8am to 7pm Permit Holders Excepted Area 20", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (Q) Between the points 361.5 metres and 363.9 metres as "P Motor Bikes Only";
- (R) Between the points 380.1 metres and 388.7 metres as "Accessible Parking", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (S) Between the points 388.7 metres and 390.0 metres as "No Parking";
- (T) Between the points 390 metres and 403.2 metres as "P Motor Bikes Only"; and
- (U) Between the points 459.5 metres and 469.4 metres as "2P Ticket 8am to 7pm Permit Holders Excepted Area 20", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only".

Northern side of Mary Ann Street east of Harris Street

- (V) Between the points 573.3 metres and 612.7 metres as "No Stopping";
- (W) Between the points 612.7 metres and 618.6 metres as "No Parking Authorised Car Share Vehicles Bay 606 Excepted Zone GG"; and

Between the points 618.6 metres and 636.6 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20".

Southern side of Mary Ann Street east of Harris Street

- (X) Between the points 578 metres and 582.3 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20"; and
- (Y) Between the points 622.5 metres and 640.1 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20".

It is recommended that the Committee note the following traffic control signal plan changes in Ultimo:

- (Z) Traffic Control Signal (TCS) plan changes at the intersections of Wattle and Kelly Streets (TCS 3772) - bike riders on Wattle Street can turn left into Kelly Street and eastbound bike riders on Kelly Street can turn right into Wattle Street in the same B phase as per existing phasing
- (AA) Traffic Control Signal (TCS) plan changes at the intersections of Harris and Mary Ann Streets (TCS 2843) - three turn lanes northbound on Mary Ann Street reduced to two

turn lanes - one shared left turn/through lane and one right turn, bike riders getting the green during the B phase and bike riders banned from making right turns from Mary Ann Street eastbound and banned from making left turns from Mary Ann Street westbound from the bike paths.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Increasing the mode share of cycling in the Sydney metropolitan region and providing safe cycleway connections to centres and key precincts are the objectives identified in the Transport for NSW (TfNSW) Sydney's Cycling Future and TfNSW Active Transport Strategy. The project consisting of a separated bi-directional cycleway along Kelly Street and Mary Ann Street is part of the Glebe to Ultimo east-west connection in Sydney's Bike Network, connecting Forest Lodge and Glebe with the City's south.

The project is identified in the City's Cycle Strategy and Action Plan 2018–2030 as a planned regional cycle route. It is aligned with the NSW Government's Co-designed Bicycle Network (Principal Bike Network) and their Sydney City Centre Access Strategy. The proposed cycleway will also provide bike access to the International Grammar School on Kelly Street, TAFE on Mary Ann Street and UTS campuses at the eastern end of Mary Ann Street.

Kelly and Mary Ann Streets well-used cycle routes and it connects low traffic streets in Glebe with the Goods Line and Haymarket.

The project includes a new pedestrian and bike crossing on Mary Ann Street at Jones Street, and the cycleway on Mary Ann Street will replace the existing shared path outside the TAFE.

When the City builds new separated cycleways, it is common for the number of bike trips to double within one or two years. This growth is higher in the city centre or where a cycleway is well connected to the network. A bike count between 6am and 9am and 4pm and 7pm in October 2022 counted 300 bike trips on Wattle Street between Kelly and Mary Ann Streets, and 340 bike trips on Jones Street between Thomas and Mary Ann Streets. We expect the new cycleway will have approximately 500 bike trips per day initially.

The concept design was endorsed by the Transport, Heritage, Environment and Planning Committee on 13 February 2023 and was approved Council on 20 February 2023.

The proposal comprises:

- (a) A separated bi-directional cycleway on the southern side of Kelly Street between Bay Street and Wattle Street.
- (b) Minor changes to the existing separated bi-directional cycleway on the eastern side of Wattle Street, between Kelly and Mary Ann Streets to connect to the new cycleway at each end;
- (c) Removal of the existing right-turn bicycle lane on Kelly Street at its intersection with Wattle Street;
- (d) A separated bi-directional cycleway on the northern side of Mary Ann Street and removal of the existing shared path on the southern side of Mary Ann Street;
- (e) A new pedestrian and bike crossing on Mary Ann Street at Jones Street;
- (f) Footpath widening at the south-west and south-east corners of Mary Ann Street and Harris Street intersection, with two additional trees;
- (g) Of the 114 existing on-street car parking spaces, 34 spaces removed and 9 new spaces created, resulting in net loss of 25 spaces

Comments

Traffic Signal Plans

The Traffic Signal Plans for the two intersections - Harris/Mary Ann Streets and Wattle/Kelly Streets, have in-principle approval from TfNSW and the plans have been submitted to TfNSW for approval.

At the Harris Street and Mary Ann Street signalised intersection, bicycle traffic signal detectors are proposed in the cycleway on Mary Ann Street on approach to Harris Street. The bike riders will share the green phase with the pedestrians crossing Harris Street.

At the Wattle Street and Kelly Street signalised intersection, bicycle traffic signal detectors are proposed in the cycleway on Kelly Street and Wattle Street approaches. The bike will share the green phase with the pedestrians crossing Wattle Street.

Parking

Of the 114 existing on-street car parking spaces, 34 spaces removed due the proposed cycleway, 8 new spaces created on the southern side of Mary Ann Street and 1 new space created on the southern side of Kelly Street, resulting in net loss of 25 spaces.

The 7 motorbike spaces affected by the proposed cycleway on the northern side of Mary Ann Street are replaced on the southern side of Mary Ann Street outside TAFE.

Bus Stops

There are two bus stops on Harris Street near the intersection with Mary Ann Street. The northbound bus stop is located approximately 20m south of Mary Ann Street and southbound bus stop is located approximately 25m north of Mary Ann Street.

- Bus Stop ID 200717, located on Harris Street, south of Mary Ann Street; and
- Bus Stop ID 200713, located on Harris Street, north of Mary Ann Street

Both bus stops are not affected by the operation of the proposed bike paths. Prior to construction commencing, the contractor will consult with the bus authority for traffic management during construction.

Consultation

The City carried out community consultation for the project from Monday 10 October to Monday 7 November 2022, which included sending notification letters to 2,250 properties and held two on-site community engagement sessions at the corner of Mary Ann and Jones Streets near TAFE on Tuesday 18 October and Thursday 27 October 2022.

The Sydney Your Say page was visited 1,336 times during the consultation period. The plan was downloaded 460 times. This activity indicated that people are aware of the project. Sixty people dropped 174 pins on the Social PinPoint map-based survey and some people dropped more than one pin. A total of 31 emailed submissions were received during the public exhibition period. Of the 80 different comments, 51 (64 per cent) were positive, 22 (27 per cent) were neutral and seven (nine per cent) were negative.

One raised concern that removal of parking spaces will affect resident parking on weekends and another raised concern that there isn't enough on-street parking. The majority were supportive of the cycleway works, with several suggestions made to improve the designs.

Financial

The City has accepted grant funding from the NSW Government to construct the project as part of the Transport for NSW Active Transport Program.

JAY NG - PRINCIPAL ENGINEER, INFRASTRUCTURE DESIGN, TECHNICAL SERVICES



INTERNATIONAL GRAMMAR SCHOOL SYDNEY

4-8

IGS PRESCHOOL

2

BAY STREET

63 - 67

W/O ON POWER POLE



CH 0.0
CH 1.3
CH 2.3
CH 8.2
CH 8.9
CH 10.0
CH 20.0
CH 30.0
CH 37.4
CH 40.0
CH 50.0

KELLY STREET

105

7

Academy of Information Technology

44-50

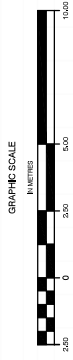
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R5-400 (L&R)



R5-400 (L&R)



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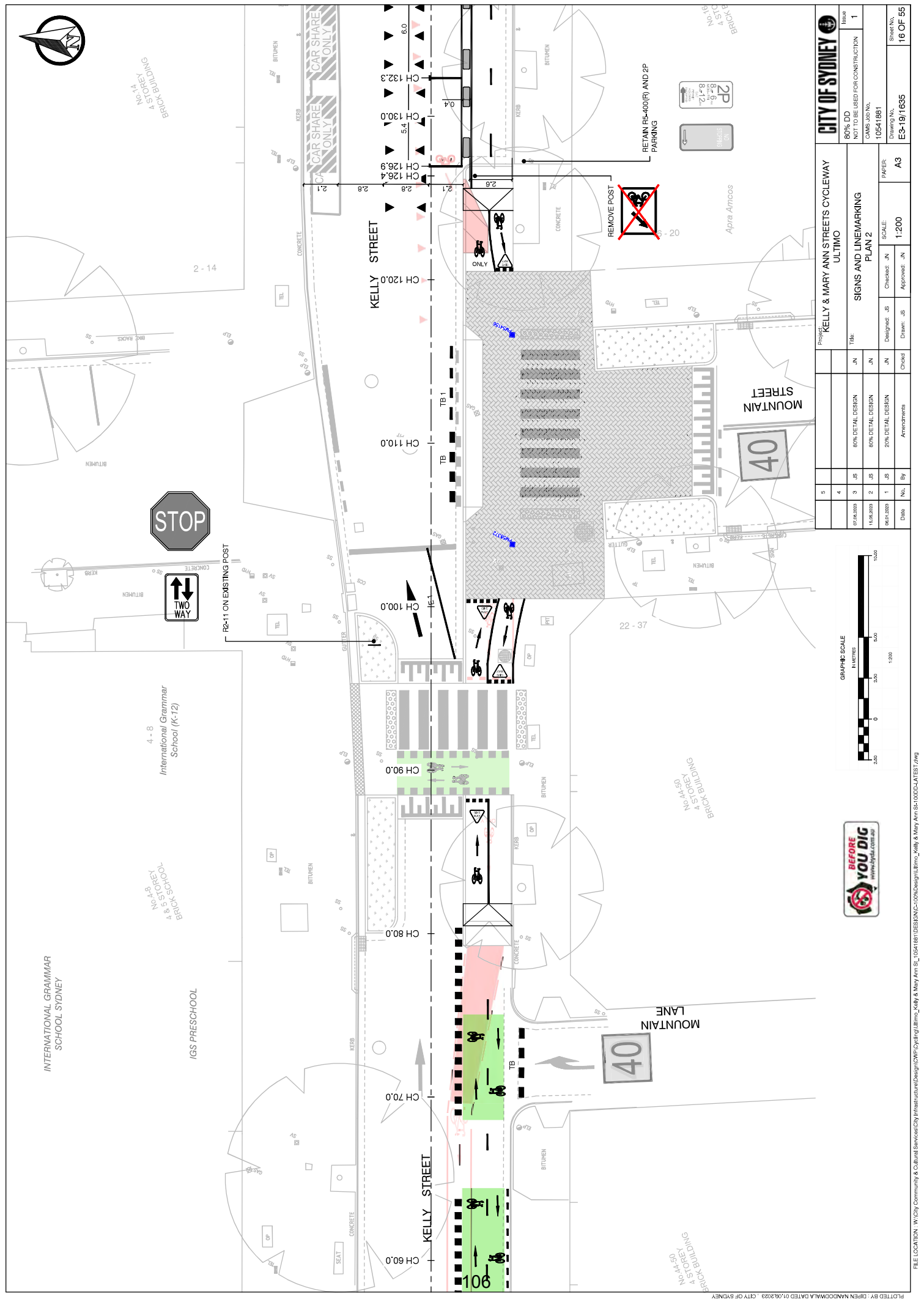
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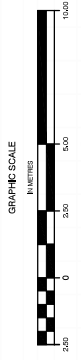
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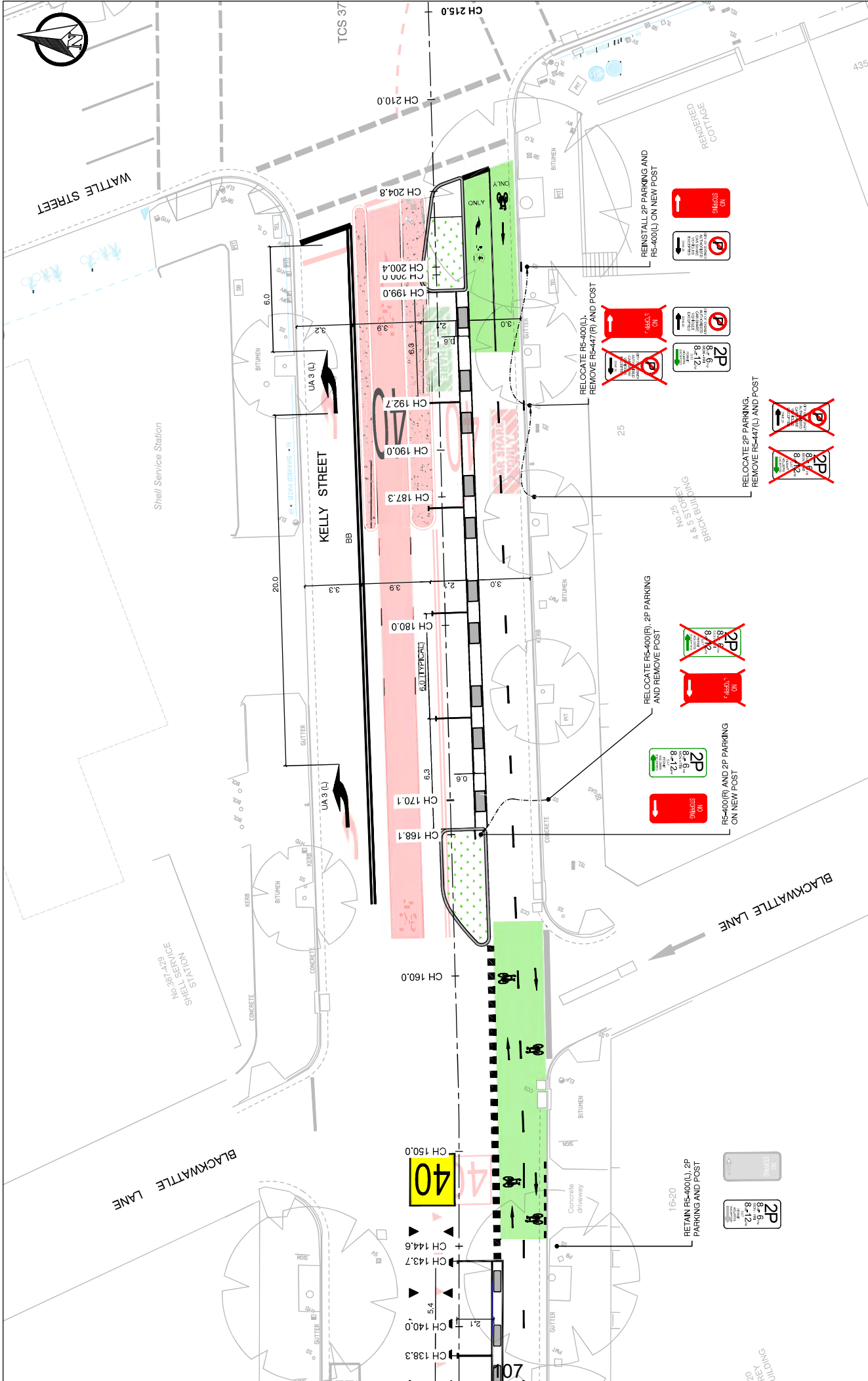


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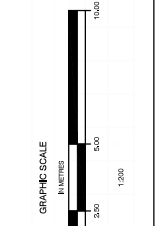


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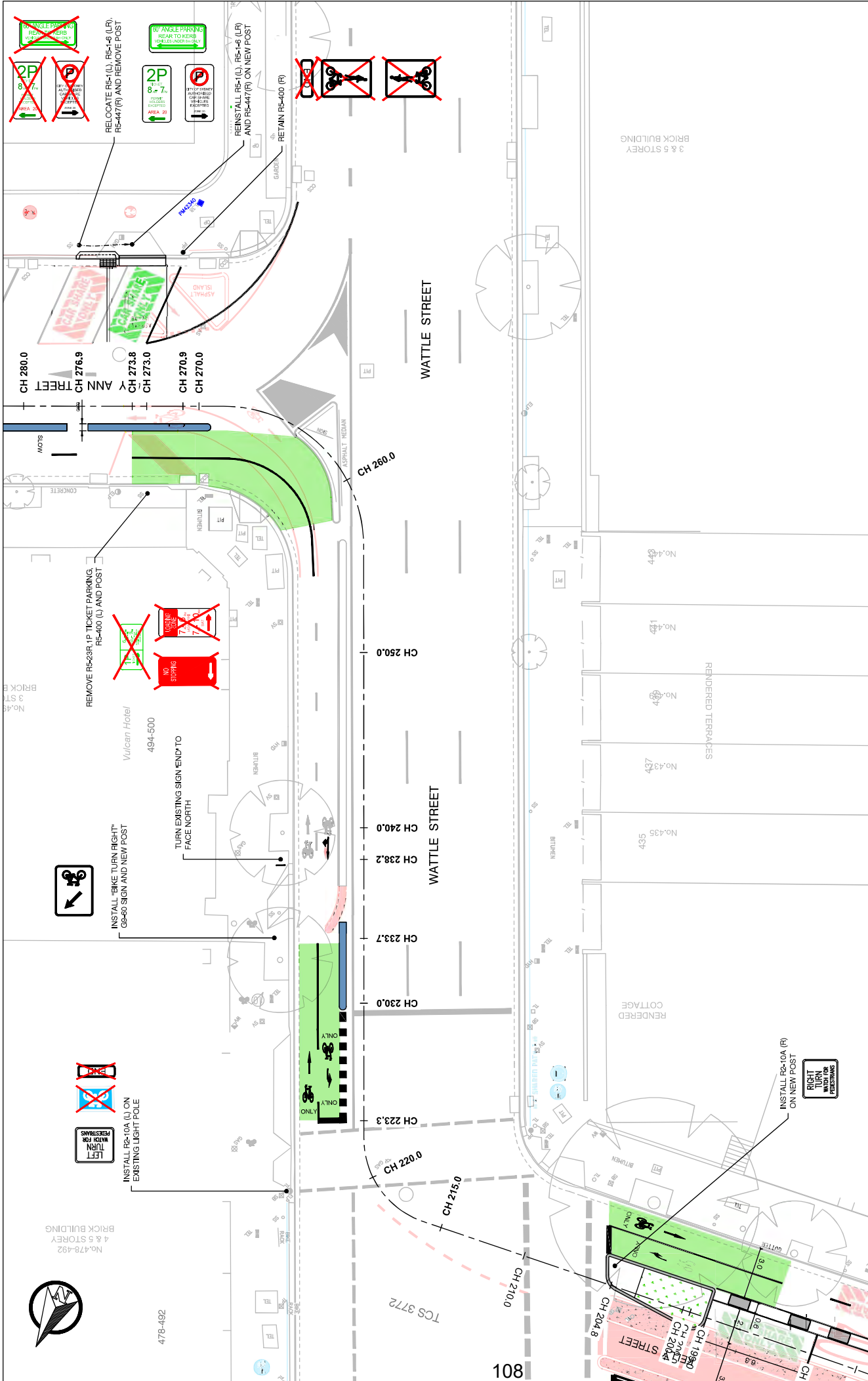
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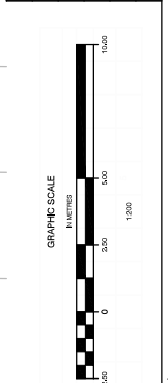
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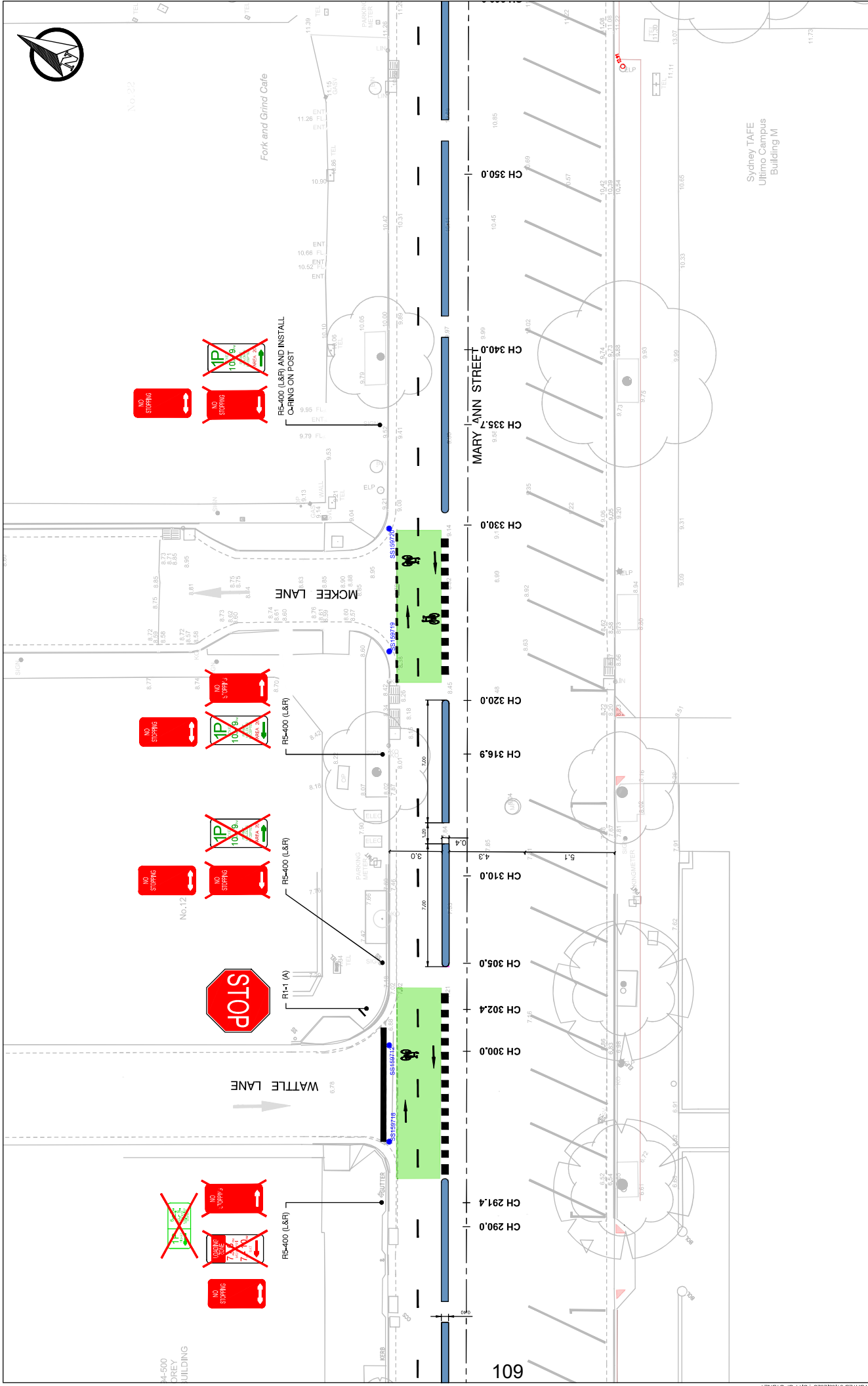


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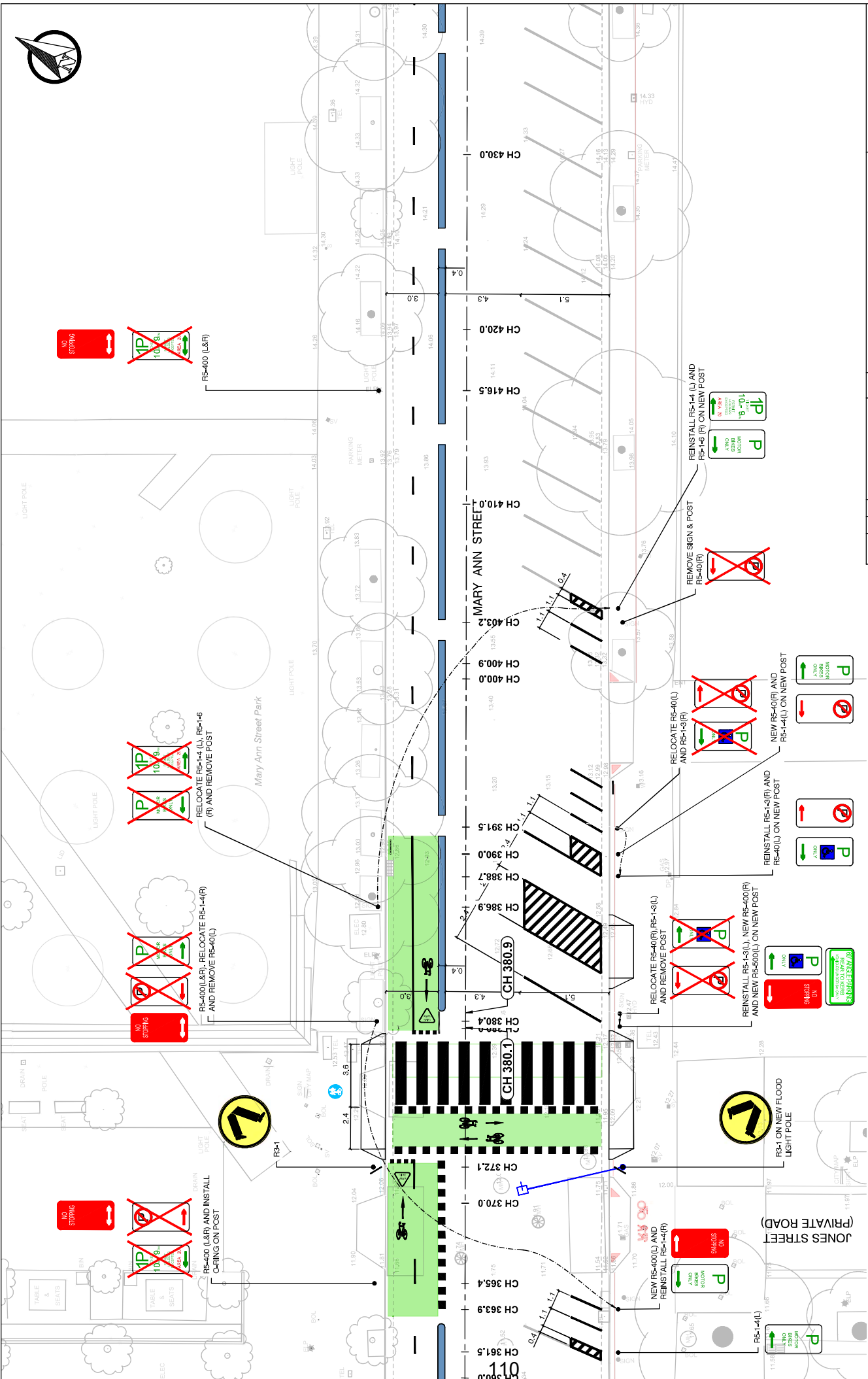
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www.beforeyoudig.com.au

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CAMS JOB NO. 10541881
Drawing No. E3-19/1685



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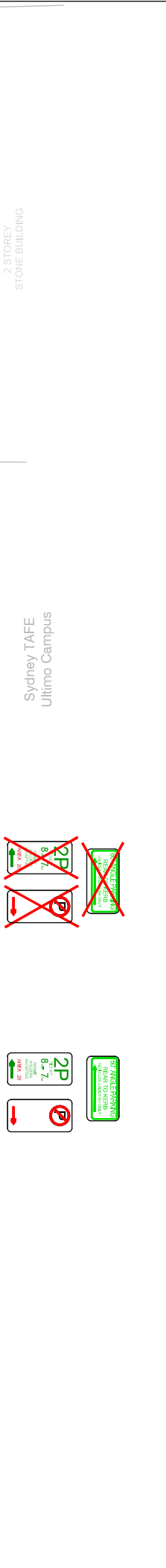
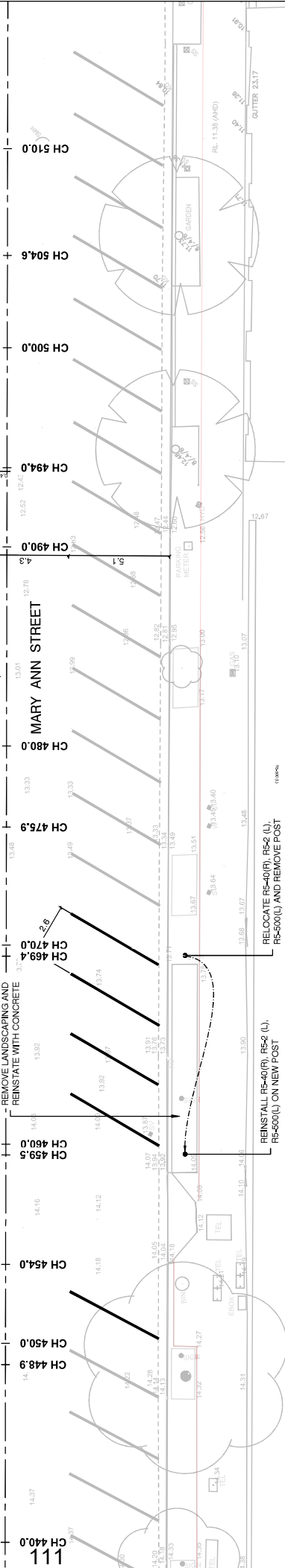
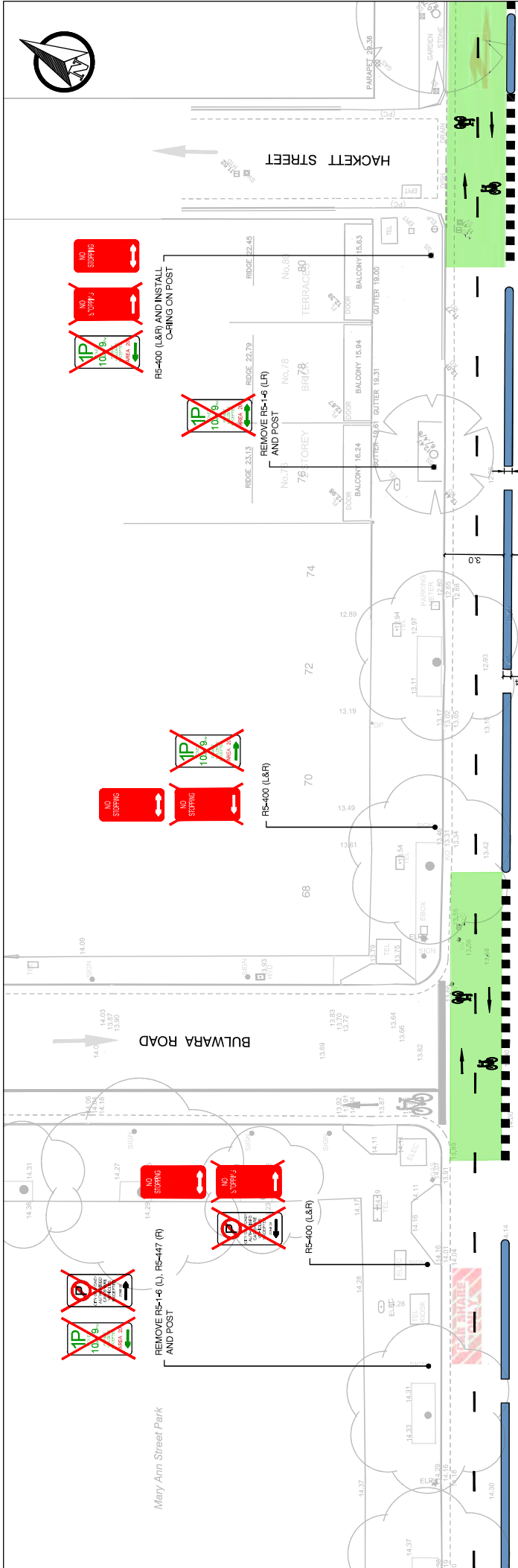
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3	JS	07/06/2023	90% DETAIL DESIGN	JS	JS	1:200	JS
4	JS			JS	JS	1:200	JS
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GRAPHIC SCALE
 IN METRES
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BEFORE YOU DIG
 www.beforeyoudig.com.au

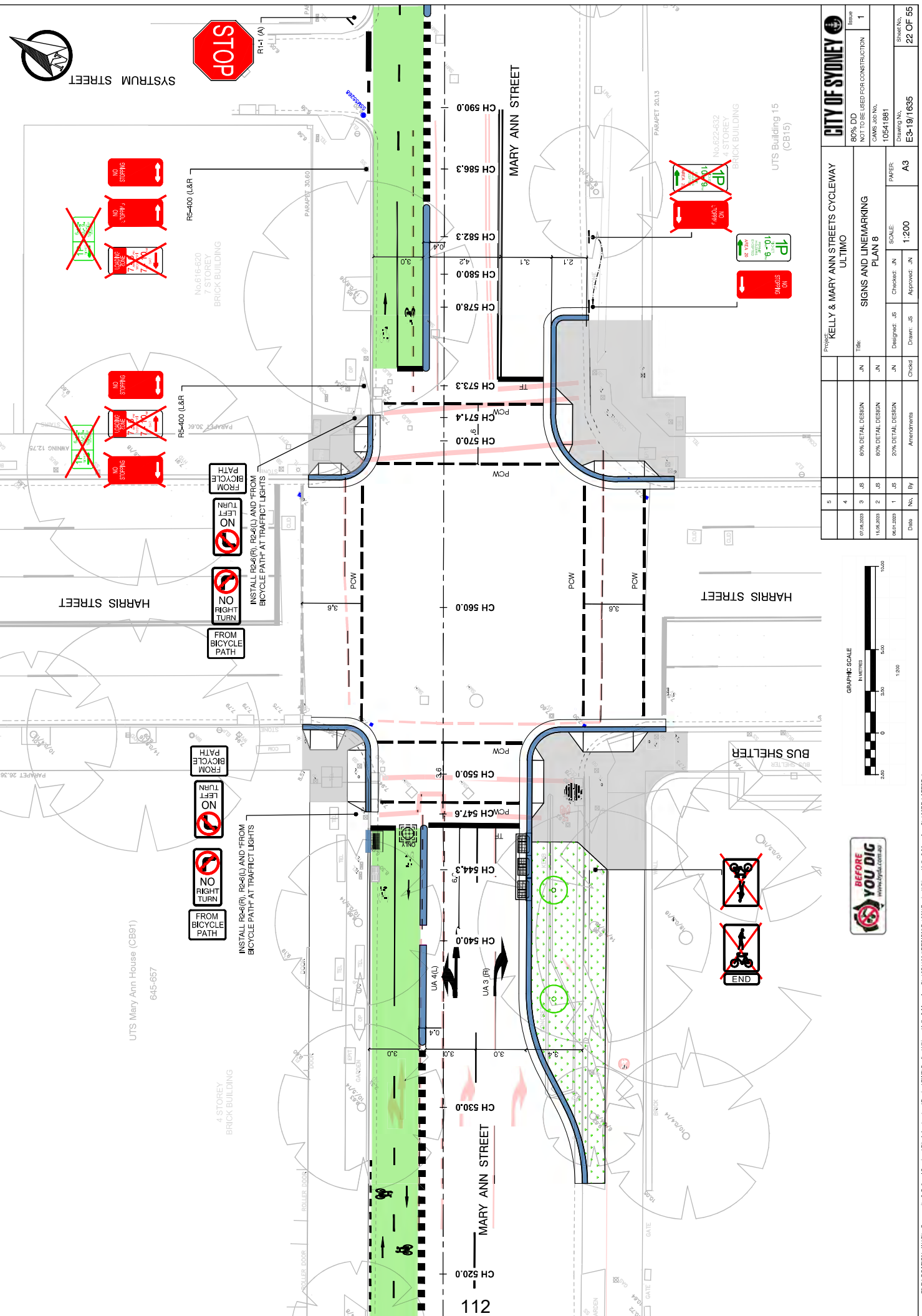
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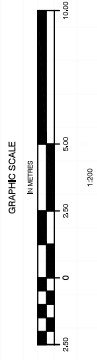
SYSTEM STREET



Rt-1 (A)



Project: KELLY & MARY ANN STREETS CYCLEWAY ULTIMO	
Issue: 1	80% DD
NOT TO BE USED FOR CONSTRUCTION	
CAWS Job No. 10541881	
Drawing No. E3-19/1685	
Sheet No. 22 OF 55	
Title: SIGNS AND LINE MARKING PLAN 8	
Scale: A3	1:200
Checked: JN	Designed: JS
Drawn: JS	Approved: JN
Date	Amendments
No.	By
5	
4	
3	80% DETAIL DESIGN
2	80% DETAIL DESIGN
1	20% DETAIL DESIGN



UTS Mary Ann House (CB91)
645-657

4 STOREY BRICK BUILDING

INSTALL R26(R), R26(L) AND "FROM BICYCLE PATH" AT TRAFFIC LIGHTS

INSTALL R26(R), R26(L) AND "FROM BICYCLE PATH" AT TRAFFIC LIGHTS

BUS SHELTER

MARY ANN STREET

HARRIS STREET

UTS Building 15 (CB15)

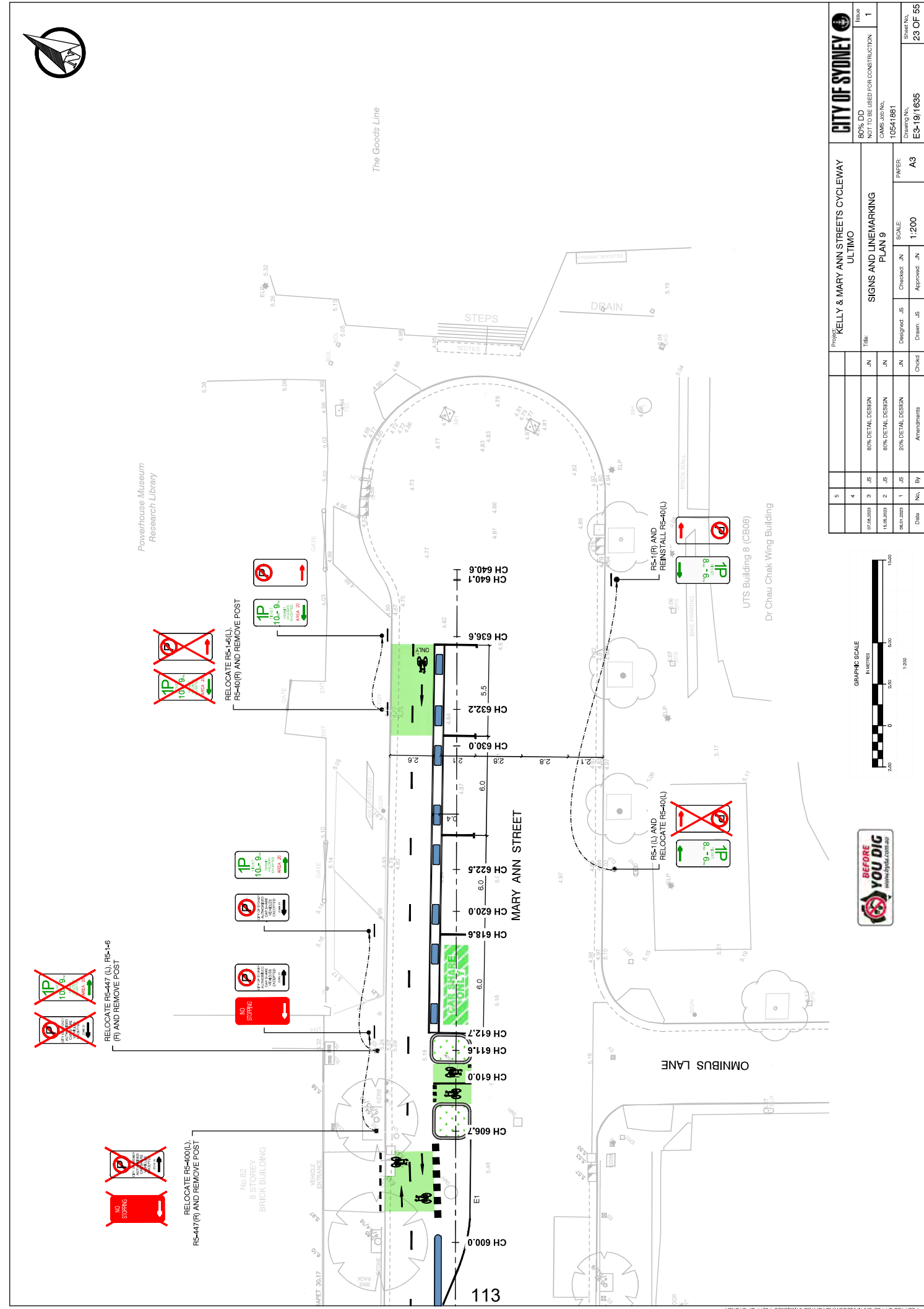
No.622-632 4 STOREY BRICK BUILDING

No.616-620 7 STOREY BRICK BUILDING

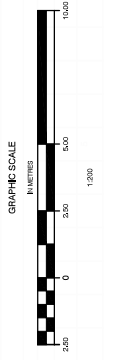


Powerhouse Museum
Research Library

The Goods Line



5					
4					
	07/FAL/2023	3	JS	80% DETAIL DESIGN	JN
	14/OCT/2023	2	JS	80% DETAIL DESIGN	JN
	06/OCT/2023	1	JS	20% DETAIL DESIGN	JN
	Date	No.	By	Amendments	Checked
					JN
					Approved
					JN
Project: KELLY & MARY ANN STREETS CYCLEWAY ULTIMO					
Title: SIGNS AND LINEMARKING PLAN 9					
80% DD NOT TO BE USED FOR CONSTRUCTION					Issue 1
CAMS JOB NO. 10541881					
Drawing No. E3-19/1685					Sheet No. 25 OF 55



Item 33.

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.