

16 November 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.

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

- 1. The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.
- 2. The Local Pedestrian Cycling and Traffic Calming Committee in 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.
- 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 2023/09 held on 19 October 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]
Representatives for the Members of Parliament - 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 8 February 2024

Thursday 14 March 2024

Thursday 11 April 2024

Thursday 9 May 2024

Thursday 13 June 2024

Thursday 11 July 2024

Thursday 8 August 2024

Thursday 12 September 2024

Thursday 10 October 2024

Thursday 14 November 2024

Thursday 12 December 2024

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Item 3.

Street Event - Temporary Road Closures - 2024 Mardi Gras Parade

TRIM Container No.: 2023/580889

Recommendations

It is recommended that the Committee endorse the temporary road closures for the 2024 Sydney Mardi Gras Parade on Saturday, 2 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) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required; and
- (G) The Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Transport Management Centre (TMC), Roads and Maritime Services (RMS), Sydney Buses, Council and Event Organisers.

Voting Members for this Item

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

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

Advice will be updated after the meeting.

Background

The Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Oxford, Flinders, Liverpool and College Streets and short sections of adjoining streets for the 2024 Sydney Mardi Gras Parade on 2 March 2024.

Comments

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

The Parade Route remains the same as in 2023. Liverpool and College Streets, Wentworth Avenue and Hyde Park will be used as the start area i.e. as a form-up area for the floats and participants in the Parade.

The reserved seating area will be located, as usual, on Flinders Street, between Moore Park Road and Linden Lane, which require rolling lane closures along Flinders Street to allow for set-up arrangements.

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

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

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

Temporary Road Closures - 4pm Saturday 2 March 2024 to 3am Sunday 3 March 2024

Eastern Distributor off ramp Randwick exit to Anzac Parade

Temporary Road Closures – 6.30pm Saturday 2 March 2024 to 1am Sunday 3 March 2024

Eastern Distributor off ramp access from Moore Park Road.

Temporary Road Closures – 6am Friday 2 March 2024 to 3pm Sunday 3 March 2024

Patterson Lane between Bourke and Flinders Streets.

Temporary Road Closures -11pm Friday 2 March 2024 to 6am Sunday 3 March 2024

Hill Street between Bourke and Clare Streets.

Temporary Road Closures – 6am Friday 2 March 2024 to 3pm Sunday 3 March 2024

- Clare Street between Hill and Short Streets,
- Short Lane between Short and Hill Streets,
- Short Street between Bourke and Flinders Streets.

Temporary Road Closures - 2pm Saturday 2 March 2024 to 1am Sunday 3 March 2024

- Alberta Street between Goulburn and Clarke Streets,
- Commonwealth Street between Wentworth and Clarke Streets,
- College Lane between Stanley and Francis Streets,
- College Street between William and Oxford Streets,
- Francis Lane from College Laner
- Francis Street between College and Hargrave Streets,
- Lyons Lane between Wentworth Avenue and Commonwealth Street,
- Hargrave Street between Francis Street and Hargrave Lane,
- Nithsdale Lane from Albert Street,
- Stanley Street between College and Yurong Streets,
- Wentworth Street between Goulburn and Liverpool Streets,
- Wentworth Street between Elizabeth and Goulburn Streets.

Temporary Road Closures - 3pm Saturday 2 March 2024 to 3am Sunday 3 March 2024

- Bloomfield Lane between Denham and Little Bourke Streets,
- Bloomfield Street between Little Bloomfield and Little Bourke Streets,
- Bourke Street between Campbell and Albion Streets,
- Bourke Street between Albion and Fitzroy Streets,
- Campbell Street between Crown and Bourke Streets,
- Church Lane between Little Bourke and Flinders Streets,
- Denham Lane south of Bloomfield Lane

- Denham Street between Little Oxford and Campbell Streets,
- Denham Street between Campbell Street and Bloomfield Lane,
- Hill Street between Bourke and Clare Streets,
- Maiden Laner between Short Street and Linden Lane,
- Marys Place between Clare Street and Flood Place,
- Linden Lane between Bourke and Flinders Streets,
- Little Bloomfield Street from Campbell Street,
- Little Bourke Street between Church Lane and Campbell Street,
- Little Oxford Street between Crown and Campbell Streets,
- Ryder Street between Taggerts Lane and Little Oxford Street,
- Short Street between Bourke and Flinders Streets,
- Taggarts Lane between Crown and Denham Streets.

Temporary Road Closures - 4pm Saturday 2 March 2024 to 4am Sunday 3 March 2024

- Albion Street between Bourke and Flinders Streets,
- Anzac Parade between Moore Park and Lang Road,
- Farnell Street between Fitzroy and Sandwell Streets (residents excepted),
- Fitzroy Lane between Hutchinson Street and Hutchinson Place (residents excepted),
- Flemings Lane between Flinders and Hannam Streets,
- Flinders, Oxford and South Dowling Streets,
- Flinders Street between South Dowling Street and Moore Park Road,
- Floods Place between Albion Street and Marys Place,
- Hannam Street between Chisholm and Flinders Streets,
- Hutchinson Lane between Hutchinson Street and Hutchinson Place (residents excepted),
- Hutchinson Street between Albion and Fitzroy Streets (residents excepted),
- Hutchinson Place between Hutchinson and Fitzroy Streets (residents excepted),
- Marys Place between Bourke and Clare Streets,
- Moore Park Road between Flinders and Green Streets,

- Nichols Street between Albion and Fitzroy Streets (residents excepted),
- Sandwell Street from Hutchinson Street (residents excepted),
- Short Street between Bourke and Flinders Streets,
- Taylor Street between Flinders and Chisholm Streets.

Temporary Road Closures – 4.30pm Saturday 2 March 2024 to 1am Sunday 3 March 2024

- Ann Street between Commonwealth and Riley Streets (residents excepted),
- Batman Lane from Reservoir Street (residents excepted),
- Batman Lane between Reservoir and Ann Streets (residents excepted),
- Beauchamp Lane from Campbell Street (residents excepted),
- Beauchamp Lane between and Reservoir Streets (residents excepted),
- Beauchamp Lane from Commonwealth Street (residents excepted),
- Blackburn Street between Elizabeth and Foster Streets (residents excepted),
- Campbell Street between Elizabeth and Hunt Streets (residents excepted),
- Campbell Street between Hunt and Crown Streets (residents excepted),
- Clarke Street between Elizabeth and Commonwealth Streets,
- Commonwealth Street between Liverpool and Clarke Streets,
- Commonwealth Street between Albion and Campbell Streets (residents excepted),
- Crawford Place between Albion and Little Albion Streets (residents excepted),
- Goodchap Street between Little Riley and Samuel Streets (residents excepted),
- Goulburn Street between Elizabeth Street and Wentworth Avenue,
- Goulburn Street between Castlereagh and Elizabeth Streets,
- Foster Lane from Foster Street (residents excepted),
- Foster Street between Elizabeth and Campbell Streets (residents excepted),
- Foy Lane between Goulburn and Elizabeth Streets (residents excepted,)
- Little Albion Street from Commonwealth Street (residents excepted),
- Little Riley Street between Ann and Little Albion Streets (residents excepted),
- Little Riley Street between Ann and Campbell Streets (residents excepted),

- Little Smith Street from Smith Street (residents excepted),
- Liverpool Street between Elizabeth and College Streets,
- Mackey Street between Smith and Little Riley Streets (residents excepted),
- Mary Street between Campbell and Albion Streets (residents excepted),
- Nithsdale Street between Liverpool and Goulburn Streets,
- Hands Lane between Foster and Reservoir Streets (residents excepted),
- Reservoir Street between Elizabeth and Riley Streets (residents excepted),
- Samuel Street between Reservoir and Campbell Streets (residents excepted),
- Smith Street between Ann and Campbell Streets (residents excepted),
- Wade Place from Ann Street (residents excepted),
- Wentworth Avenue between Goulburn and Elizabeth Streets,
- Wright Lane between Mary and Reservoir Streets (residents excepted),

Temporary Road Closures – 4.30pm Saturday 2 March 2024 to 2am Sunday 3 March 2024

- Albion Street between Crown and Bourke Streets,
- Bourke Street between Burton and Forbes Streets,
- Brisbane Street between Hunt and Goulburn Streets,
- Brisbane Street between Goulburn and Oxford Streets,
- Burton Street between Palmer and Foley Streets,
- Commonwealth Street between Campbell and Hunt Streets,
- Commonwealth Street between Goulburn and Hunt Streets,
- Crawford Place between Albion and Little Albion Streets,
- Crown Street between Burton and Albion Streets,
- Crown Street between Foveaux and Albion Streets,
- Foley Street between Burton and Palmer Streets,
- Foley Street between Palmer and Forbes Streets,
- Forbes Street between Bourke and Burton Streets,

- Foster Lane from Foster Street,
- Foster Street between Campbell and Hunt Streets,
- Goulburn Lane between Commonwealth and Brisbane Streets,
- Goulburn Street between Wentworth and Crown Streets,
- Hunt Street between Commonwealth and Wentworth Streets,
- Hunt Street between Campbell and Commonwealth Streets,
- Kells Lane between Crown and Palmer Streets,
- Langley Street between Burton and Foley Streets,
- Liverpool Street between Oxford and Hargrave Streets,
- Liverpool Street between Crown and Riley Streets,
- Oxford Street between Liverpool Street and Darlinghurst Road,
- Palmer Street between Burton and Oxford Streets,
- Pelican Street between Oxford and Goulburn Streets,
- Poplar Street between Brisbane and Pelican Streets,
- Riley Street between Oxford and Goulburn Streets,
- Riley Street between Albion and Campbell Streets,
- Seymour Place between South Dowling and Selwyn Streets,
- South Dowling Street between Oxford Street and Albion Avenue,
- South Dowling Street between Albion Avenue and Fitzroy Street,
- Stanley Street between Crown and Riley Streets,
- Sturt Street between Oxford Street and Sturt Street,
- Waine Street between Pelican and Riley Streets,
- Wemyss Lane from Goulburn Street,
- Wemyss Lane between Wentworth Avenue and Brisbane Street.

Temporary Road Closures – 6.30pm Saturday 2 March 2024 to 2am Sunday 3 March 2024

- Greens Road between Oxford Street and Albion Avenue,
- Greens Road between Moore Park Road and Josephson Street,

- Josephson Street between Greens Road and Selwyn Street,
- Moore Park Road between Oatley Road and Flinders Street,
- Selwyn Street between Josephson Street and Albion Avenue,
- Stanley Street between Yurong and Riley Streets,
- Yurong Street between William and Stanley Streets.

Temporary Road Closures – 6.30pm Saturday 2 March 2024 to 10am Sunday 3 March 2024

Driver Avenue between Moore Park and Lang Roads.

(Driver Avenue is a private road under the control of Centennial Park and Moore Park Trust)

Temporary Road Closures – 9pm Saturday 2 March 2024 to 1am Sunday 3 March 2024

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

Temporary Road Closures - 11pm Saturday 2 March 2024 to 6 Sunday 3 March 2024

Flinders Street between Moore Park Rd and Linden Lane (Lane 1 and 2).

Temporary Road Closures – 6am Saturday 2 March 2024 to 1pm Saturday 2 March 2024

Flinders Street between Moore Park Road and Linden Lane (Lane 2).

Temporary Road Closures – 8am Saturday 2 March 2024 to 3pm Saturday 2 March 2024

Wentworth Avenue between Elizabeth and Liverpool Streets (Lane 1).

Temporary Road Closures – 1.30pm Saturday 2 March 2024 to 3pm Saturday 2 March 2024

College Street between William and Liverpool Streets (Lane 1).

Temporary Road Closures – 1pm Saturday 2 March 2024 to 4pm Saturday 2 March 2024

- Flinders Street between More Park Road and Short Street (Lane 1 and 2),
- Flinders Street between Short and Oxford Streets (Northbound, Lane 1).

Temporary Road Closures – 11.59pm Saturday 2 March 2024 to 4am Saturday 3 March 2024

Flinders Street between Moore Park Road and Linden Lane (Lane 1 and 2).

Consultation

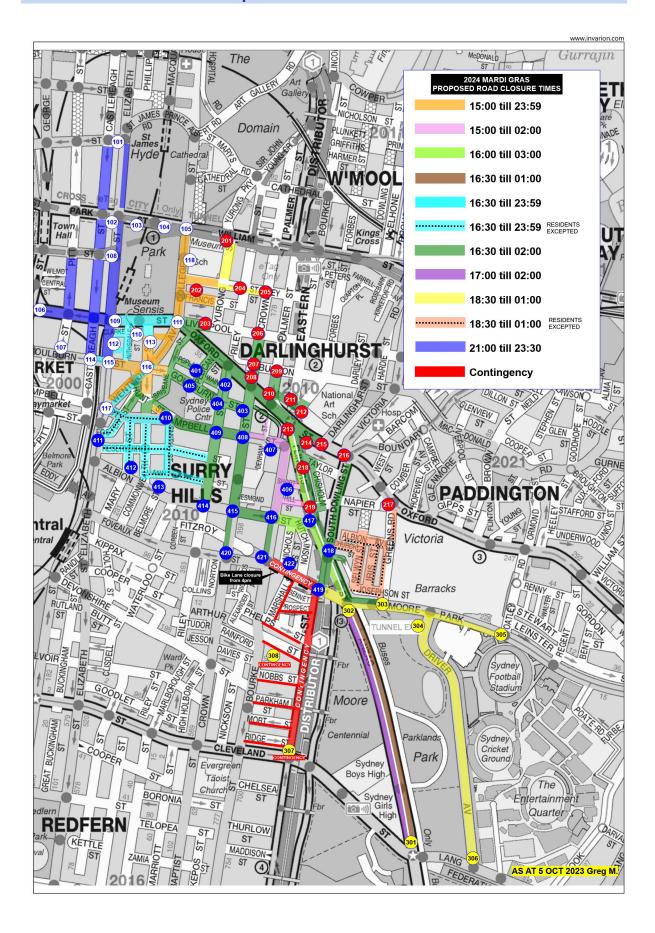
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

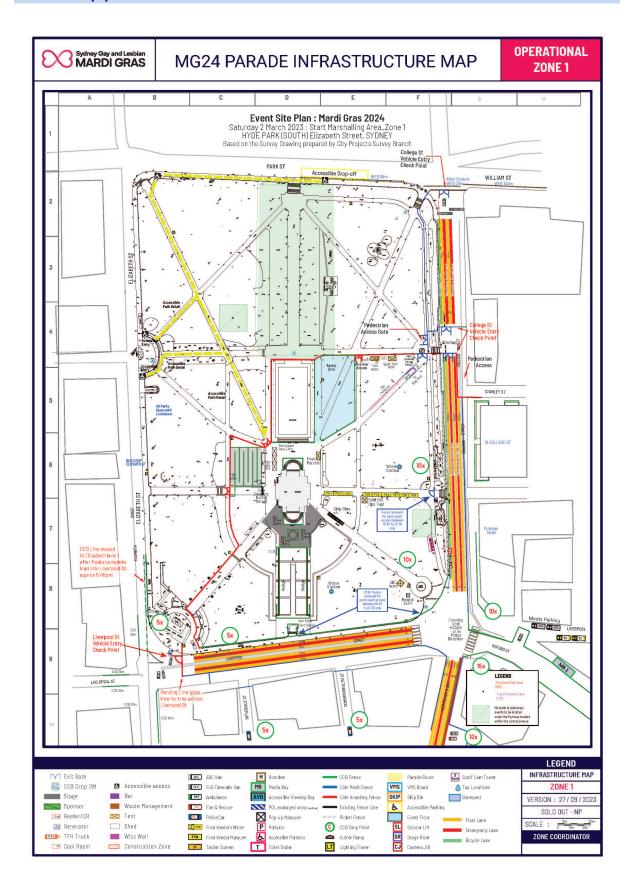
Not applicable as Sydney Gay and Lesbian Mardi Gras Ltd is a not-for-profit organisation which is exempt from fees as stipulated in the current Fees and Charges.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

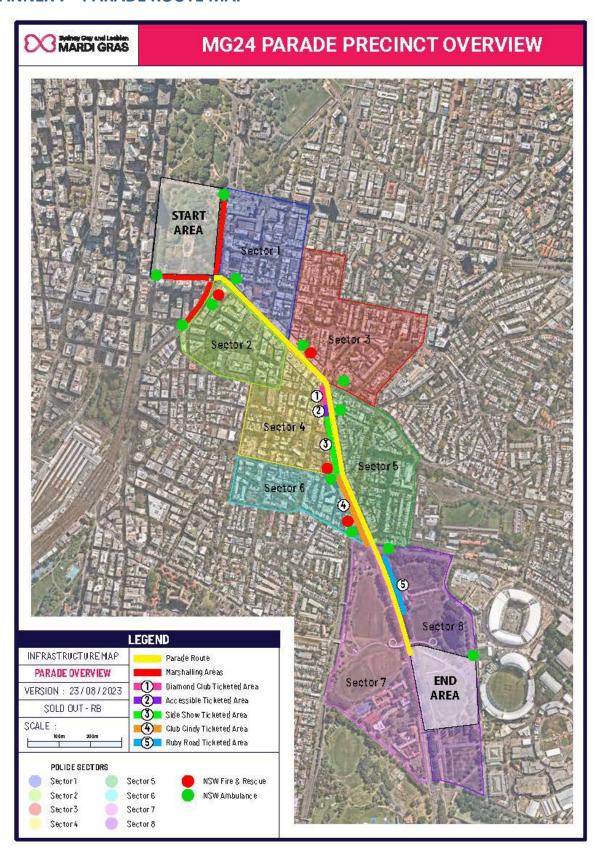
ANNEX 1 – Road Closure Map



ANNEX 6 (a) - START AREA MAP



ANNEX 7 - PARADE ROUTE MAP



ANNEX 8 - END AREA MAP



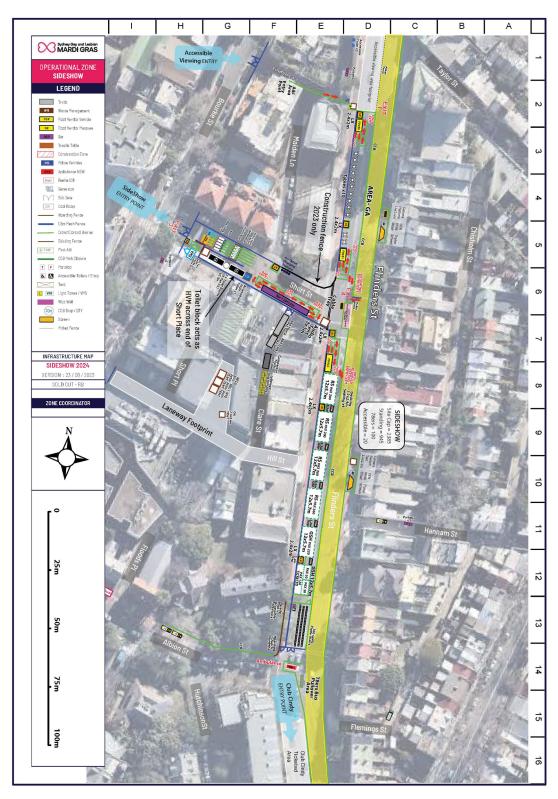
ANNEX 17 - ON ROAD INFRASTRUCTURE

Flinders Street north bound between Moore Park Rd and Linden Lane SURRY HILLS

Phase 1 (2 lanes): 2300 (Friday) till 0600 (Refer to TGS 701a, 702a & 703a)

Phase 2 (1 lanes): 0600 till 1300 (Refer to TGS 701b, 702b & 703b) Phase 3 (2 lanes): 1300 till 1600 (Refer to TGS 701c, 702c & 703c)

Flinders Street Full Road Closures: from 1600



Item 4.

Street Event - Temporary Road Closures - 2024 Mardi Gras Laneway Festival

TRIM Container No.: 2023/580889

Recommendations

It is recommended that the Committee endorse the temporary road closures of Hill Street, Surry Hills and surrounding streets, for the 2024 Mardi Gra Laneway Festival from 12am Sunday, 3 March 2024 to 2am Monday 4 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) The Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Transport Management Centre (TMC), Transport for NSW (TfNSW), Sydney Buses, Council and Event Organisers.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Hill Street, Surry Hills and surrounding streets, for the 2024 Mardi Gra Laneway Festival from 12am Sunday, 3 March 2024 to 2am Monday 4 March 2024.

Comments

The Mardi Gras Laneway Festival is an annual event that requires the temporary closure of City streets and traffic detours around the event location.

Temporary Road Closures - 12am Sunday, 3 March 2024 to 2am Monday 4 March 2024

- Hill Street, between Bourke Street and Claire Street
- Hill Street, between Claire Street and Flinders Street
- Short Lane, between Short Street and Hill Street (Resident Excepted)

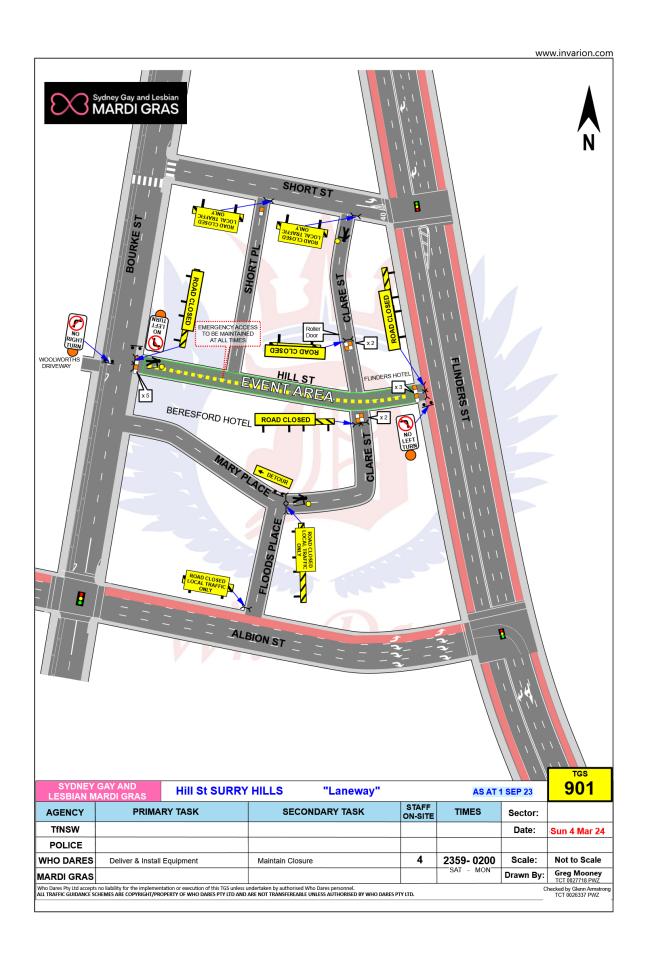
Consultation

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

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Item 5.

Street Event - Temporary Road Closure - Lunar New Year Festival 2024

TRIM Container No.: 2023/564616

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Lunar Streets Festival on Saturday, 10 February 2024 from 12pm to 1am on Sunday, 11 February 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 Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City of Sydney has applied for the temporary road closures in Haymarket for the Sydney Lunar Streets Festival 2024 on Saturday, 10 February 2024 from 12pm to 1am on Sunday, 11 February 2024

Comments

The Sydney Lunar Festival 2024 is an annual event that requires the temporary closures of city streets and traffic detours around the event.

Road Closures

The following roads in Haymarket will be closed on Saturday, 10 February 2024 from 12pm to 1am on Sunday, 11 February 2024

- Hay Street between Sussex Street and Harbour Street.
- Harbour Street between Hay Street and Goulburn Street.
- Sussex Street between Goulburn Street and Hay Street.
- Little Hay Street between Sussex Street and Harbour Street.
- Thomas Street between Hay Street and Ultimo Road.
- Little Pier Street west of Harbour Street.
- Sussex Street between Goulburn Street and the entry point to the Sussex Centre Car Park
- Factory Street between Harbour Street and Dixon Street
- Kimber Lane between Factory Street and Little Hay Street

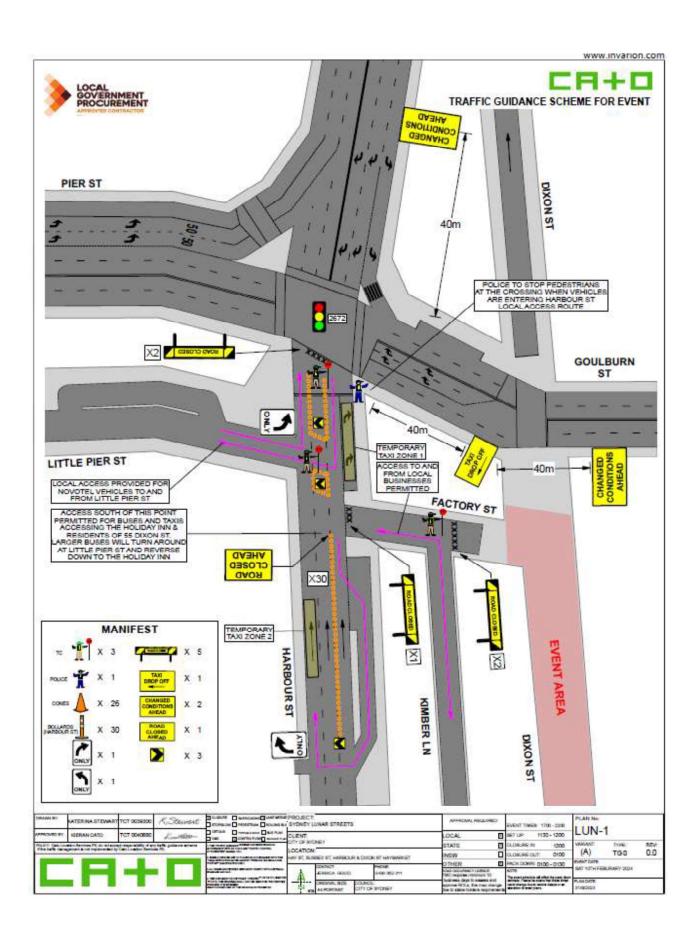
Consultation

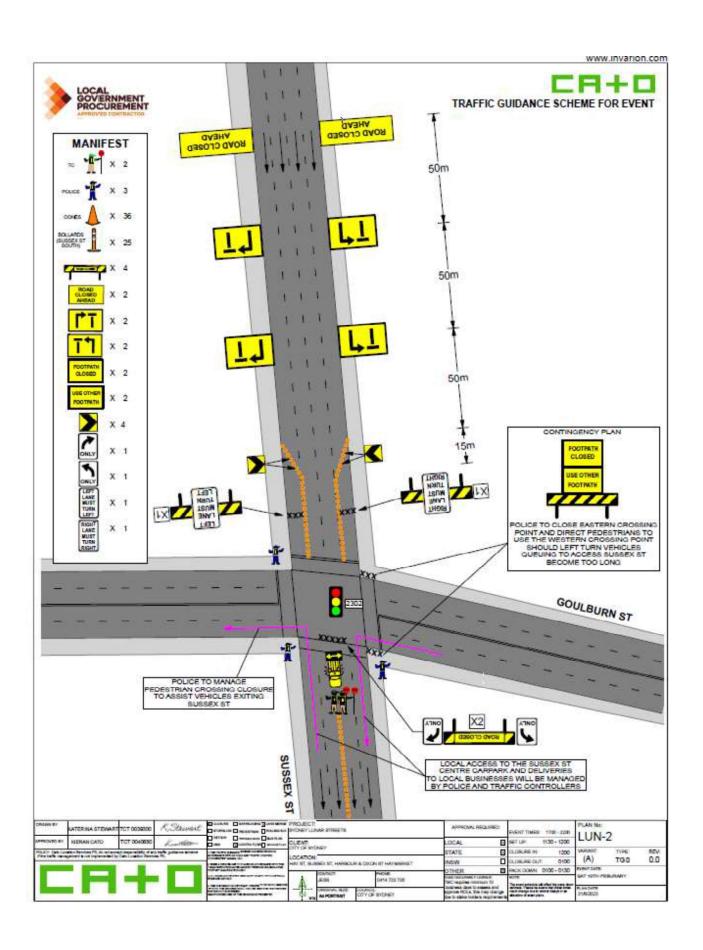
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

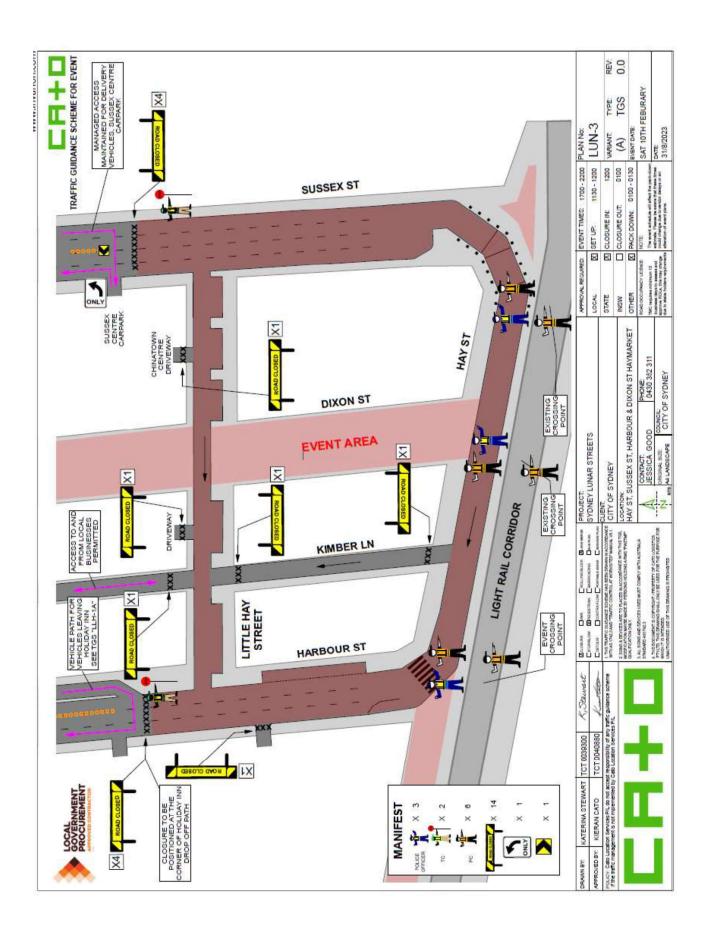
Financial

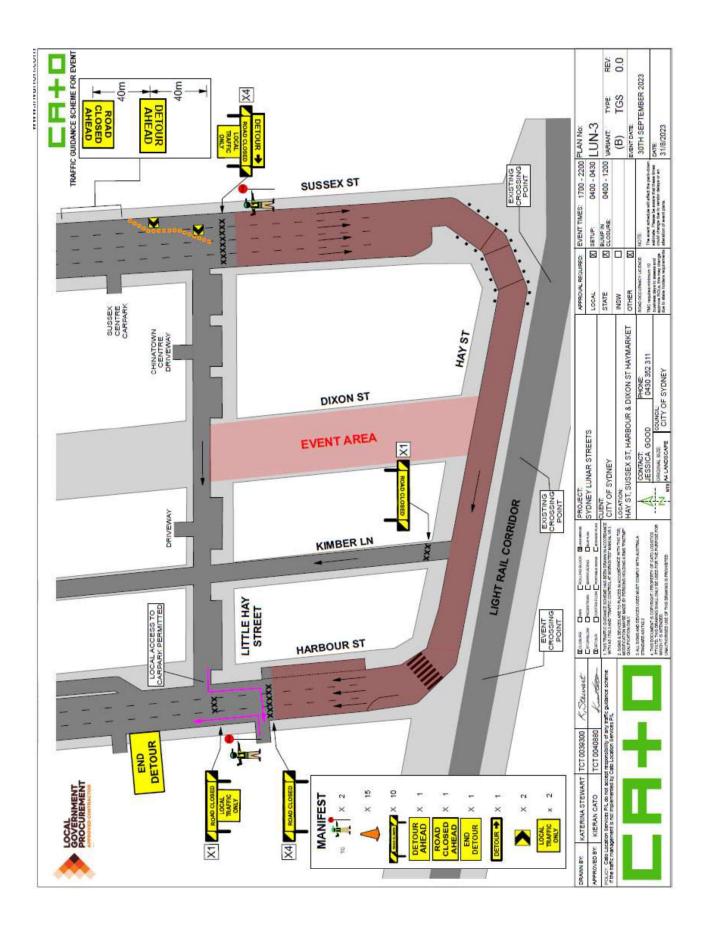
All costs associated with the proposed closures will be borne by the Applicant.

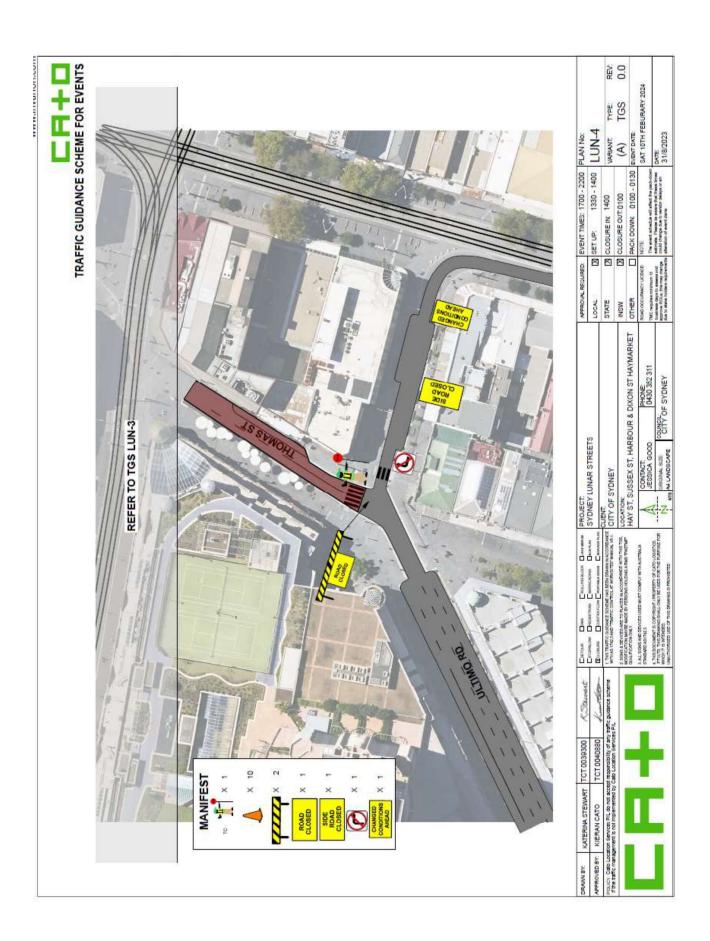
CHIN GUPTA, ENGINEERING TRAFFIC OFFICER

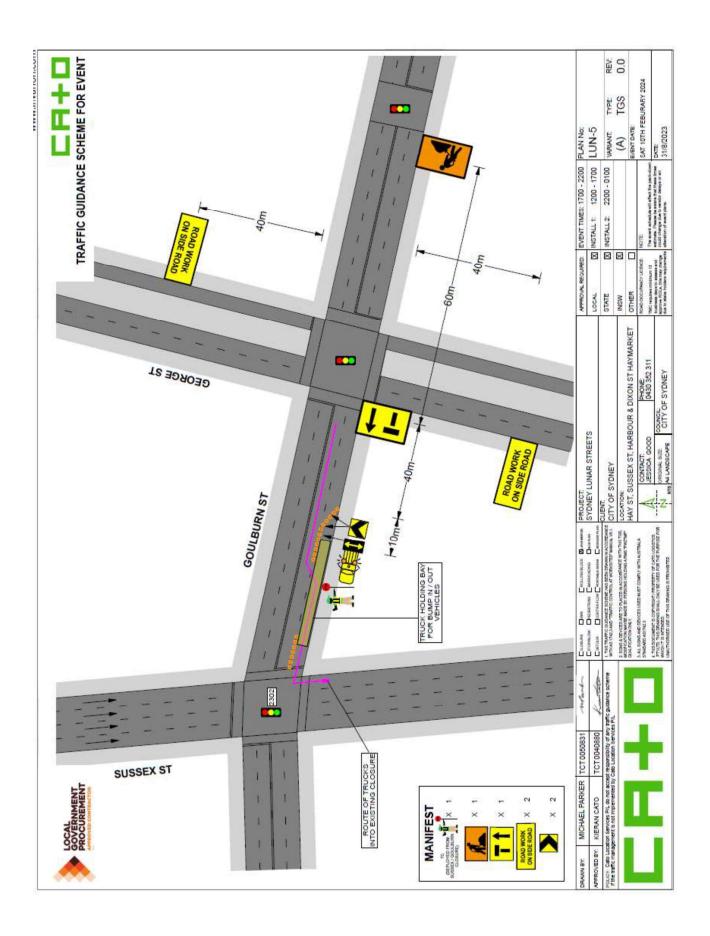








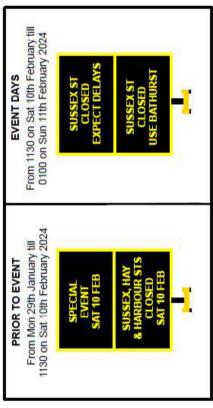


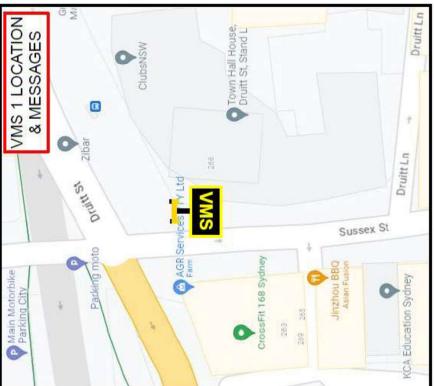


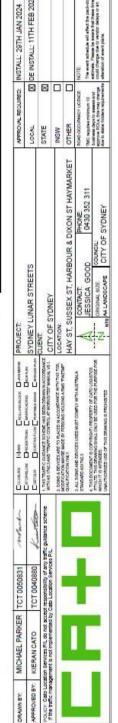












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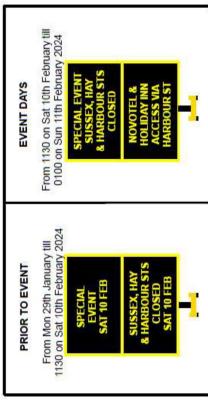
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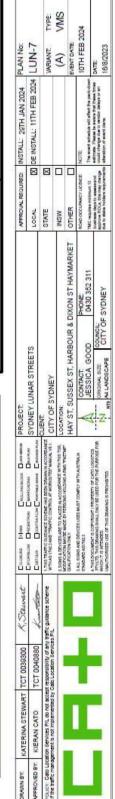
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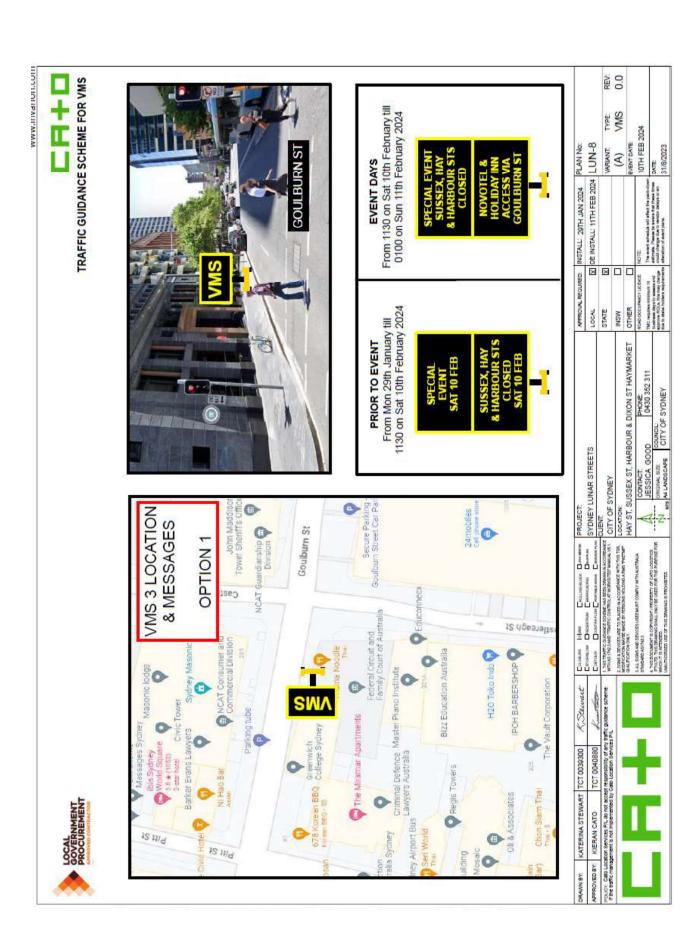








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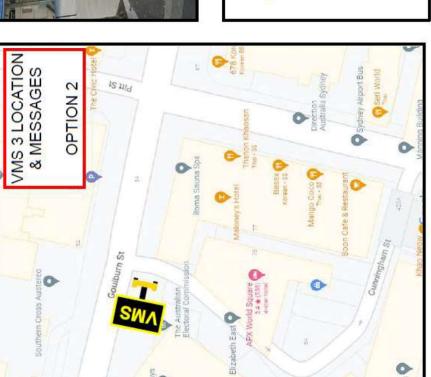


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APPROVAL REQUIRED: INSTALL: 29TH JAN 2024

EVENT DATE: 10TH FEB 2024

Item 6.

Street Event - Temporary Road Closures - New Years Eve 2023

TRIM Container No.: 2023/585679

Recommendations

It is recommended that the Committee endorse the temporary road closures for the New Year's Eve 2023 on 4am Sunday, 31 December 2023 from to 9am Monday 1 January 2023 subject to the following conditions:-

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

Advice will be updated after the meeting.

Background

The City of Sydney has applied for the temporary road closures of city streets for the New Year's Eve 2023 from 4am Sunday, 31 December 2023 from to 9am Monday 1 January 2023.

Comments

The New Year's Eve 2023 is an annual event that requires the temporary closure of City streets and traffic detours around the event.

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



Item 7.

Street Event - Temporary Road Closures - Post Malone Australian Tour 2023

TRIM Container No.: 2023/606661

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Post Malone Australian Tour 2023 from 10pm on Wednesday, 29 November 2023 to 12.30am on Thursday, 30 November 2023 subject to the following conditions:-

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

Background

Event Services International has applied for the temporary road closures for of the Post Malone Australian Tour 2023 10pm on Wednesday, 29 November 2023 to 12.30am on Thursday, 30 November 2023.

Comments

The Post Malone Australian Tour 2023 is an new event that requires the temporary closure of City streets and traffic detours around the event route.

Consultation

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

Financial

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

TANZ ALAM, SENIOR TRAFFIC ENGINEER



Road Closure Overview - Post Malone @ The Domain 2023

Date: Wednesday 29th November 2023| Road Closures:

Location:

The Domain, Royal Botanic Gardens

Notes:

- Managed access to Hospital Rd for emergency vehicles.
- Managed access to Cathedral St for authorised vehicles.
- NSW Police assisted road closures

- Art Gallery Rd from Hospital Rd to Mrs Macquarie's Rd
- St Mary's Rd from Prince Albert Rd to Sir John Young Cr
- Prince Albert Rd from Macquarie St to Art Gallery Rd
- Hospital Rd from Art Gallery Rd to Shakespeare Pl
- Macquarie St from Hunter St to Prince Albert Rd
- St James Rd from Elizabeth St to Macquarie St
- College St from Park St to Prince Albert Rd
- Cathedral St at 39 Marys Rd

Inbound Road Closure From 20:00

Road Closure Area From 22:00 - 00:30

Version 1 - 12/10/2023

Item 8.

Street Event - Temporary Road Closures - Paramore Australian Tour 2023

TRIM Container No.: 2023/606662

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Paramore Australian Tour 2023 from 10pm on Saturday, 25 November 2023 to 12.30am on Sunday, 26 November 2023 subject to the following conditions:

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

Background

Event Services International has applied for the temporary road closures for of the Paramore Australian Tour 2023 10pm on Saturday, 25 November 2023 to 12.30am on Sunday, 26 November 2023.

Comments

The Paramore Australian Tour 2023 is an new event that requires the temporary closure of City streets and traffic detours around the event route.

Consultation

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

Financial

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

TANZ ALAM, SENIOR TRAFFIC ENGINEER



Road Closure Overview - Paramore @ The Domain 2023

Date: Saturday 25th November 2023

Location:

The Domain, Royal Botanic Gardens

Notes:

- Managed access to Hospital Rd for emergency vehicles.
- Managed access to Cathedral St for authorised vehicles.
- NSW Police assisted road closures

Road Closures:

- Art Gallery Rd from Hospital Rd to Mrs Macquarie's Rd
- St Mary's Rd from Prince Albert Rd to Sir John Young Cr
- Prince Albert Rd from Macquarie St to Art Gallery Rd
- Hospital Rd from Art Gallery Rd to Shakespeare Pl
- Macquarie St from Hunter St to Prince Albert Rd
- St James Rd from Elizabeth St to Macquarie St
- College St from Park St to Prince Albert Rd
- Cathedral St at 452 Marys Rd

Inbound Road Closure From 20:00

Road Closure Area From 22:00 – 00:30

Version 1 - 9/10/2023

Item 9.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Stanley Street, Darlinghurst

TRIM Container No.: 2023/576776

Recommendations

It is recommended that the Committee endorse the temporary road closures of Stanley Street, Darlinghurst and surrounding streets for the City's Sydney Streets 2024 event on Saturday, 24 February 2024 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	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 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 throughout the year to support communities and local businesses.

The City has applied for the temporary road closures of Stanley Street, Darlinghurst and surrounding streets for the Sydney Streets 2024 on Saturday, 24 February 2024 from 9am to 11.30pm.

Comments

The Sydney Streets 2024 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 Saturday, 24 February 2024 from 9am to 11.30pm:

- Stanley Street between Yurong and Crown Street.
- Riley Street between Stanley Lane and Francis Lane.
- Yurong Street south of William Street (resident access only).
- Yurong Street north of Francis Street (resident access only).
- Francis Street, Riley Street, Chapel Street and Burrell Place east of Yurong Street.
 Note that Chapel Street will only operate one-way eastbound during the closure with no access from Crown Street. (Resident access only).

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

Consultation

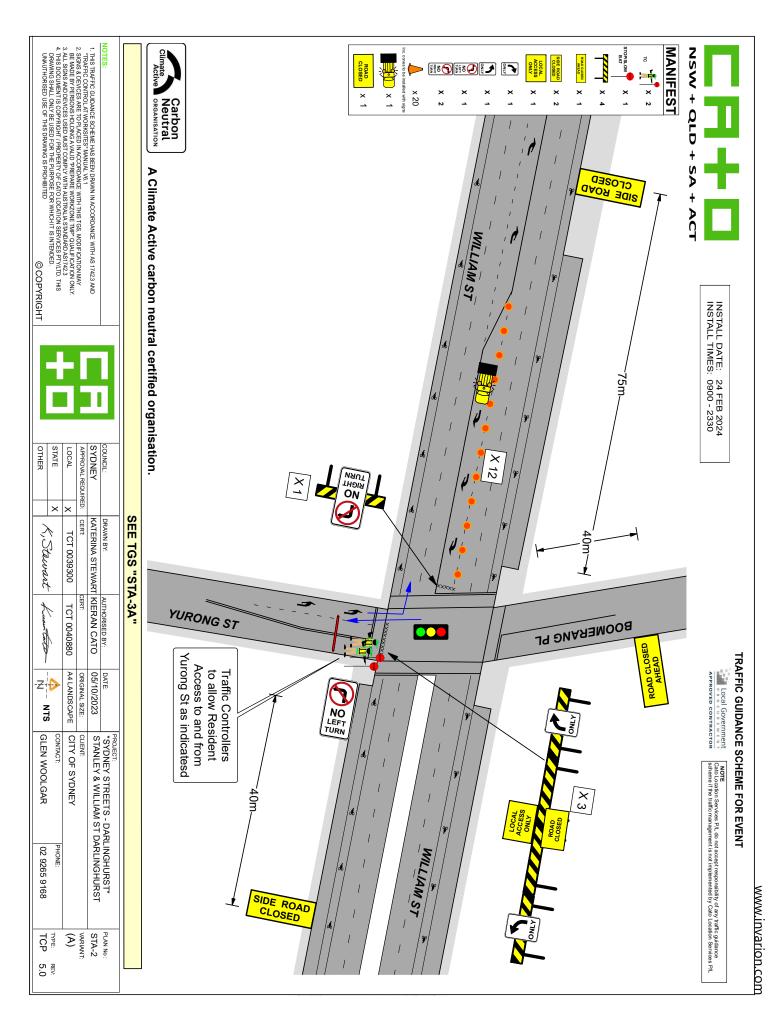
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

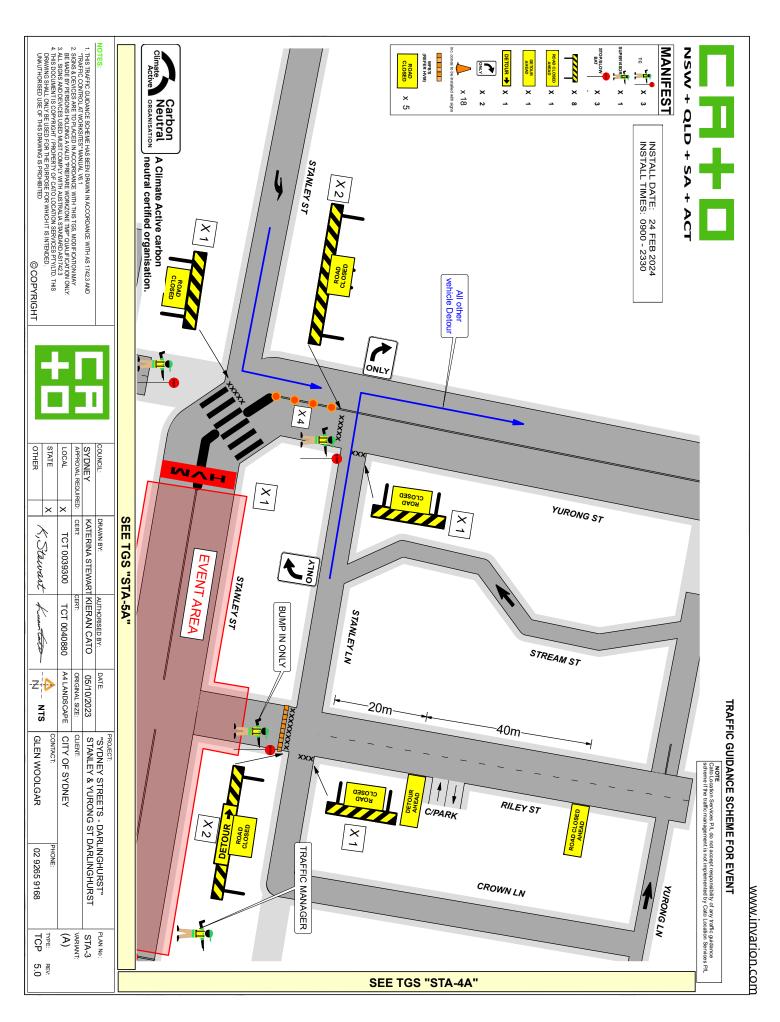
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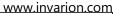
All costs associated with the proposed closures will be borne by the Applicant.

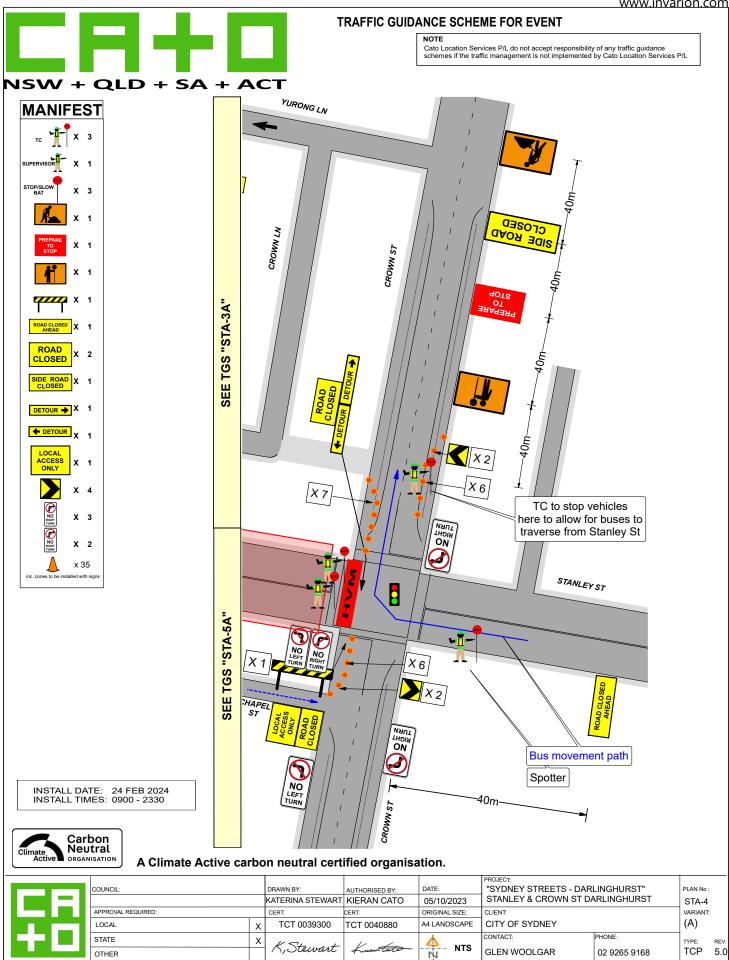
ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

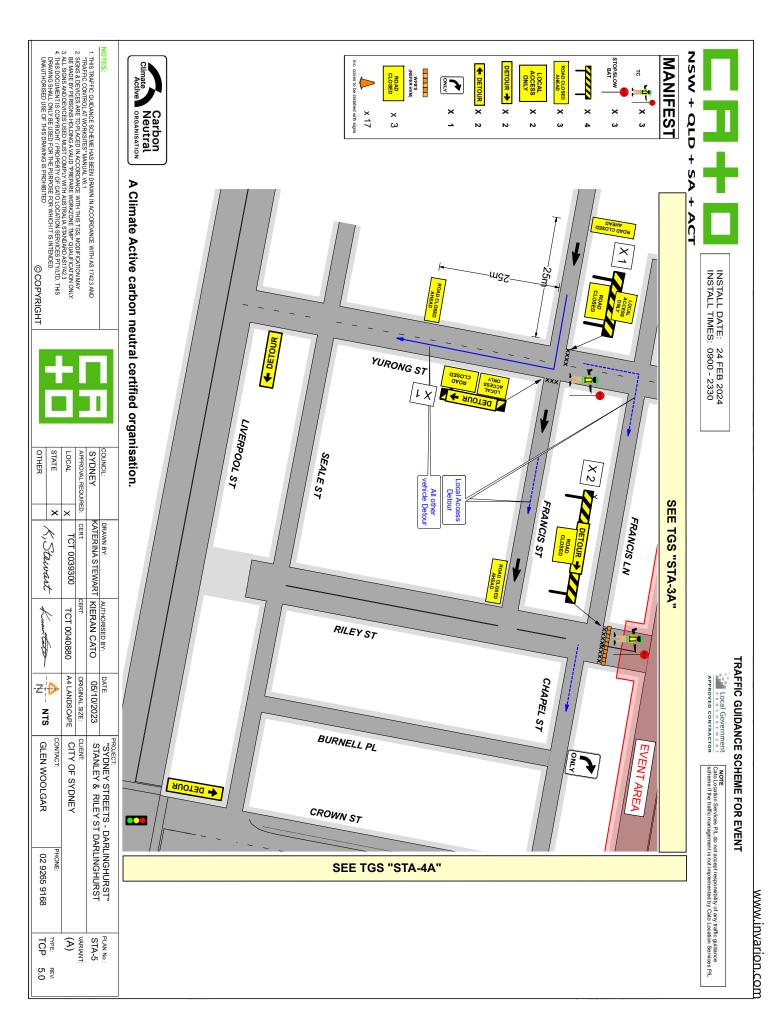












Item 10.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Crown Street, Surry Hills

TRIM Container No.: 2023/576789

Recommendations

It is recommended that the Committee endorse the temporary road closure on Crown Street, Surry Hills and surrounding streets for the City's Sydney Streets 2024 on Saturday, 6 April 2024 from 8am 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 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 approval 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	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 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 throughout the year to support communities and local businesses.

The City has applied for the temporary road closure of Crown Street, Surry Hills and surrounding streets for the Sydney Streets 2024 on Saturday, 6 April 2024 from 8am to 11.30pm.

Comments

The Sydney Streets 2024 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 Saturday, 6 April 2024 from 8am to 11.30pm:

- Crown Street between Foveaux and Cleveland Streets,
- Collins Street between Crown Street and Richards Lane,
- Withers Lane between Riley Street and Crown Street (Resident access will be maintained from Riley Street to Withers Place),
- Arthur Street between Tudor Place and Crown Street,
- Arthur Street between Crown Street and Collins Lane,
- Rainford Street between Crown Street and Collins Lane.
- Jesson Street closed at Crown Street,
- Devonshire Street between Wilshire and Crown Streets,
- Devonshire Street at Crown Street (No Left Turn into Crown Street),
- Lansdowne Street closed between Crown and High Holborn Streets,
- Arthur Street between Crown and Riley Streets (Resident access will be maintained),

- Davies Street between Crown and Bourke Streets (Resident egress contraflow to Bourke Street),
- Devonshire Street between Bourke and Wilshire Streets (Resident access will be maintained),
- Nickson Street closed between Cleveland and Devonshire Street (Resident access will be maintained),
- Miles Street closed at Crown Street. (Resident egress contraflow High Holborn Street to Lansdowne Street).,

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.

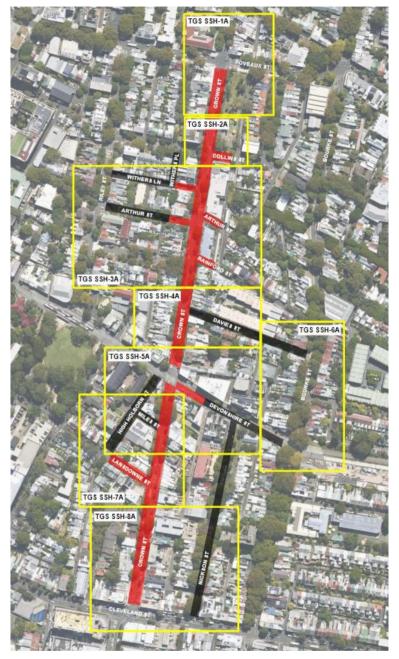
Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

2. EVENT LOCATION

Sydney Streets, Surry Hills will be held on Crown Street between Foveaux and Cleveland Street.

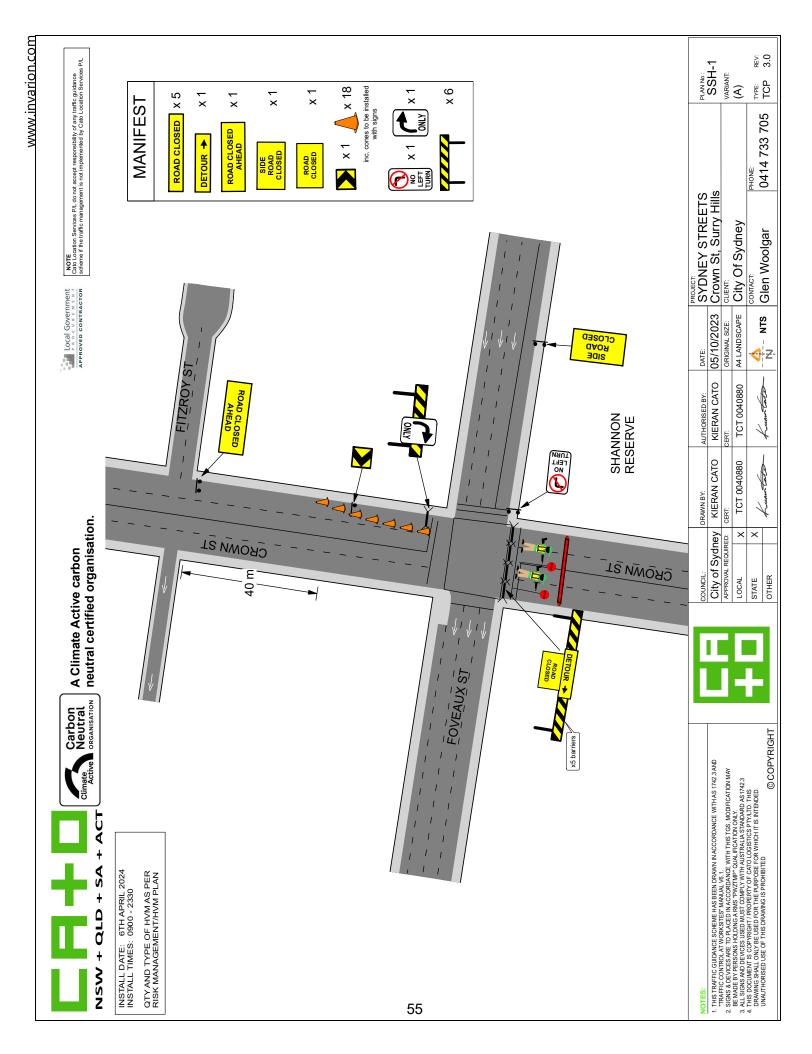


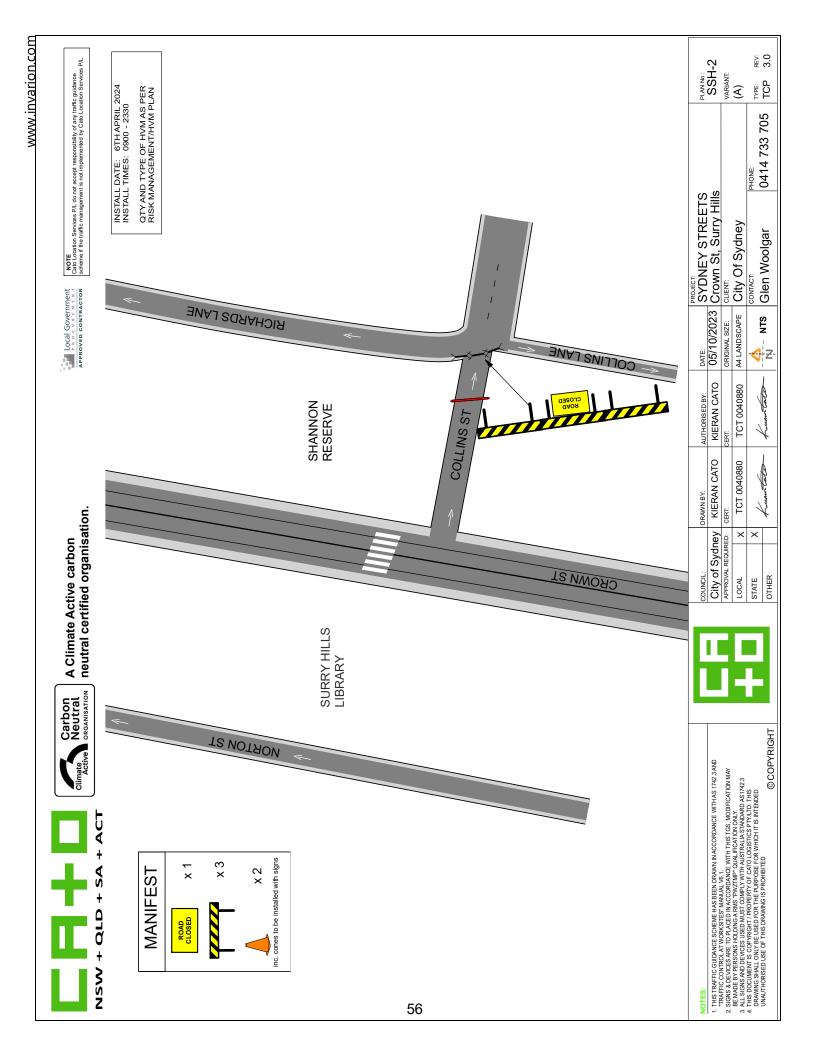
Sydney Streets event location (in red) noting the roads affected by closure.

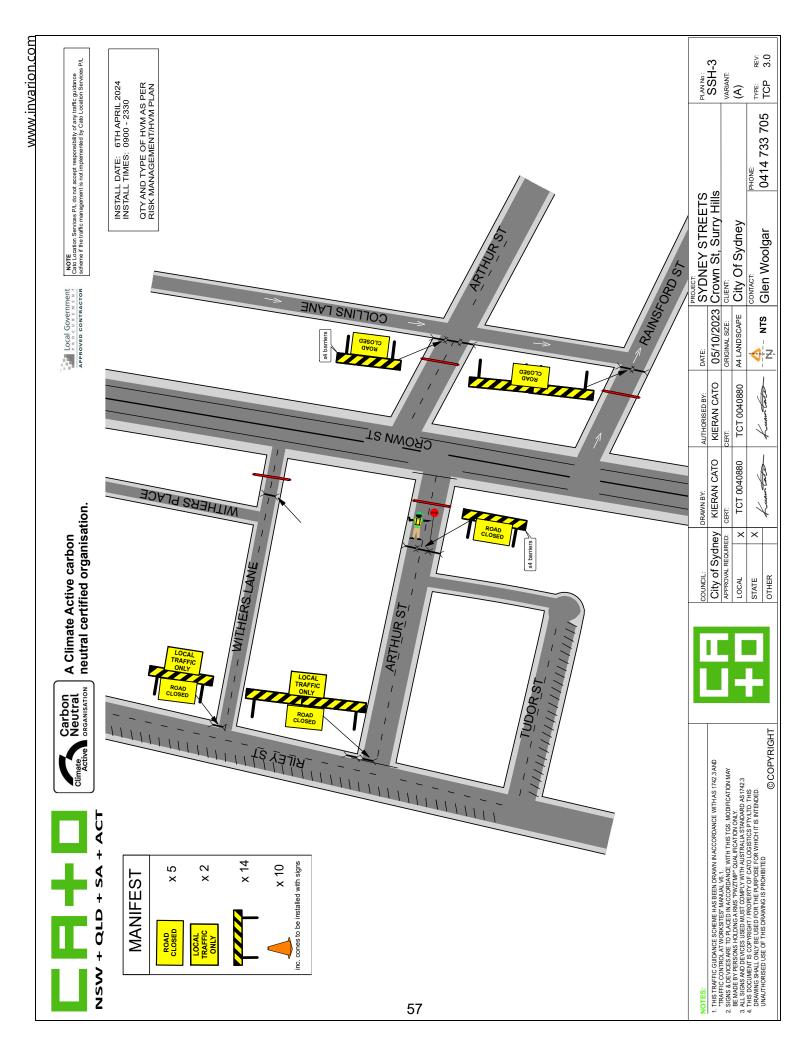
2.1. EVENT SITE MAP

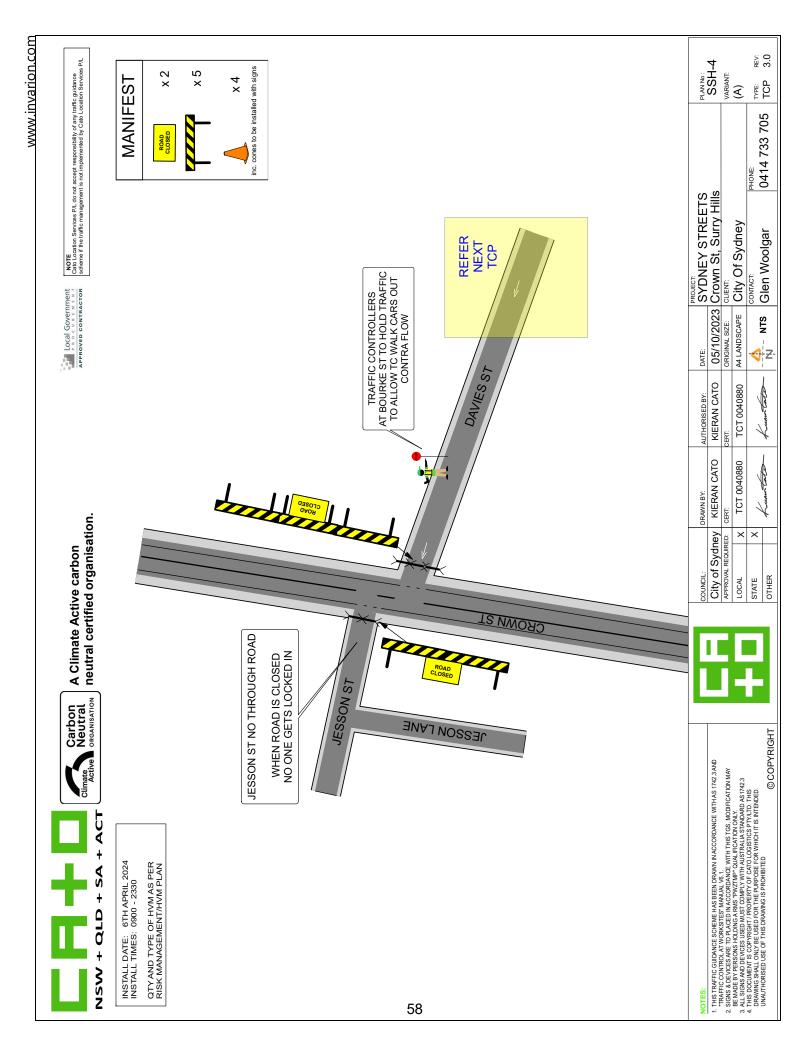
A detailed event site plan is being prepared and will be updated closer to the event within the Event Management Plan. Refer to the Event Organiser in section 1.4 of this document for the latest site plan.













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Carbon Neutral

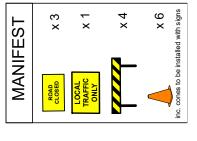
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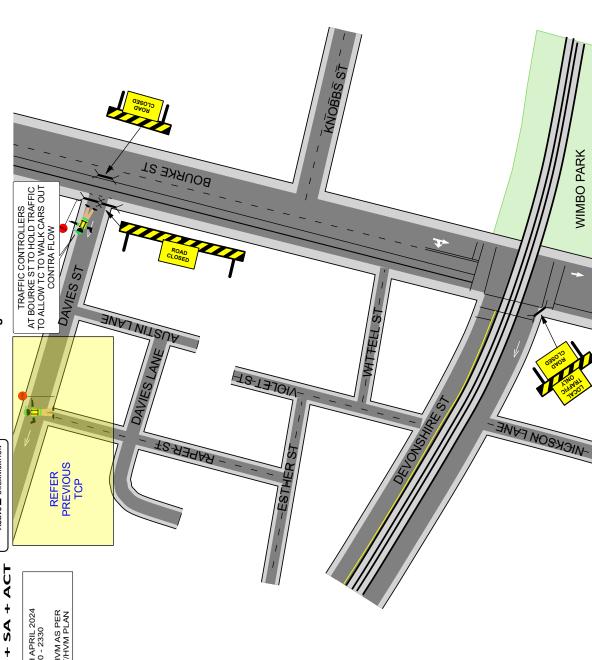
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NOTE
Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L.





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PLAN No.: SSH-5

DATE: SYDNEY STREETS O5/10/2023 Crown St, Surry Hills

City Of Sydney

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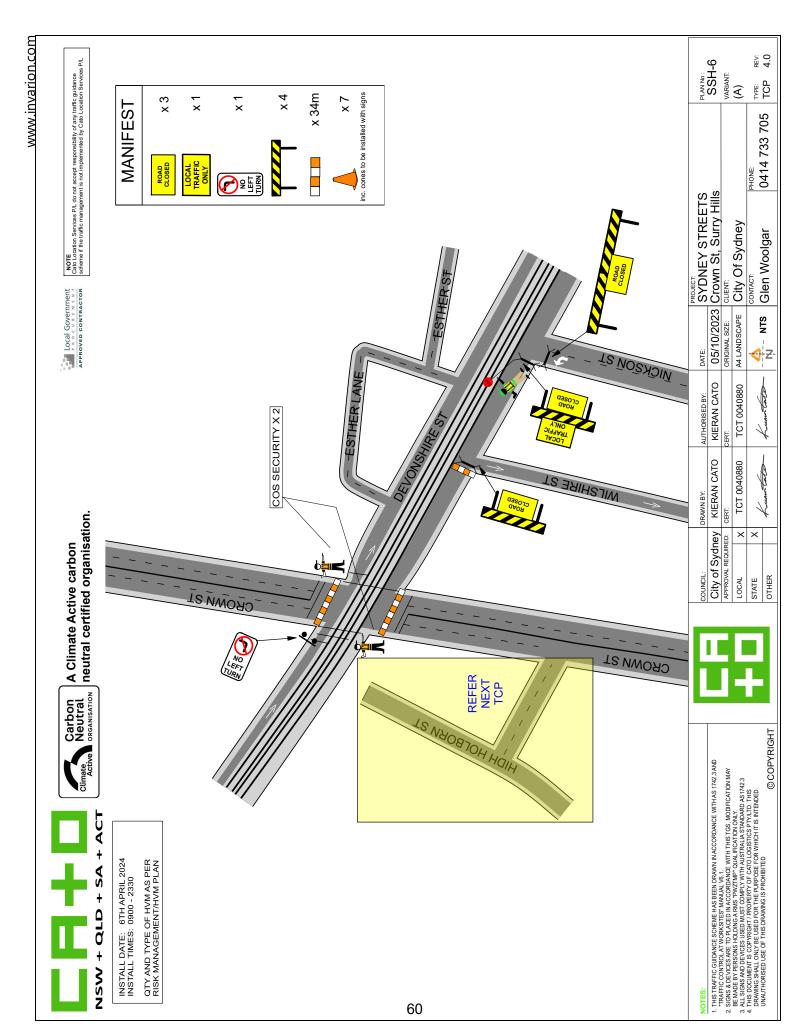
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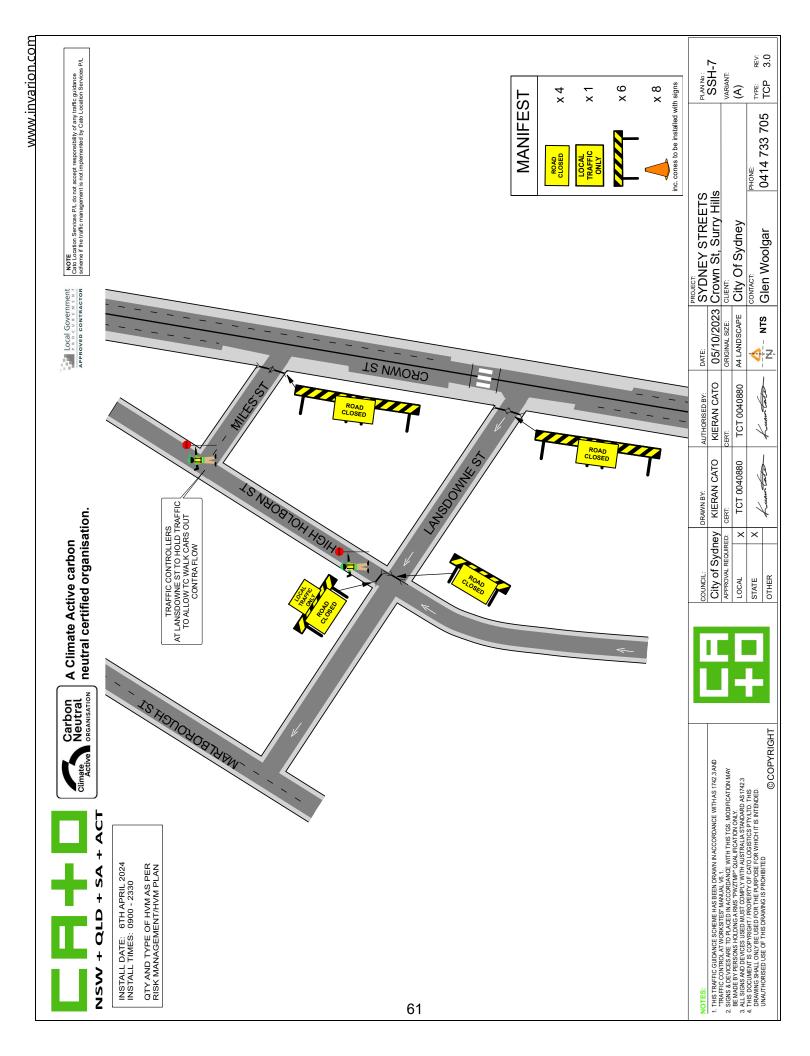
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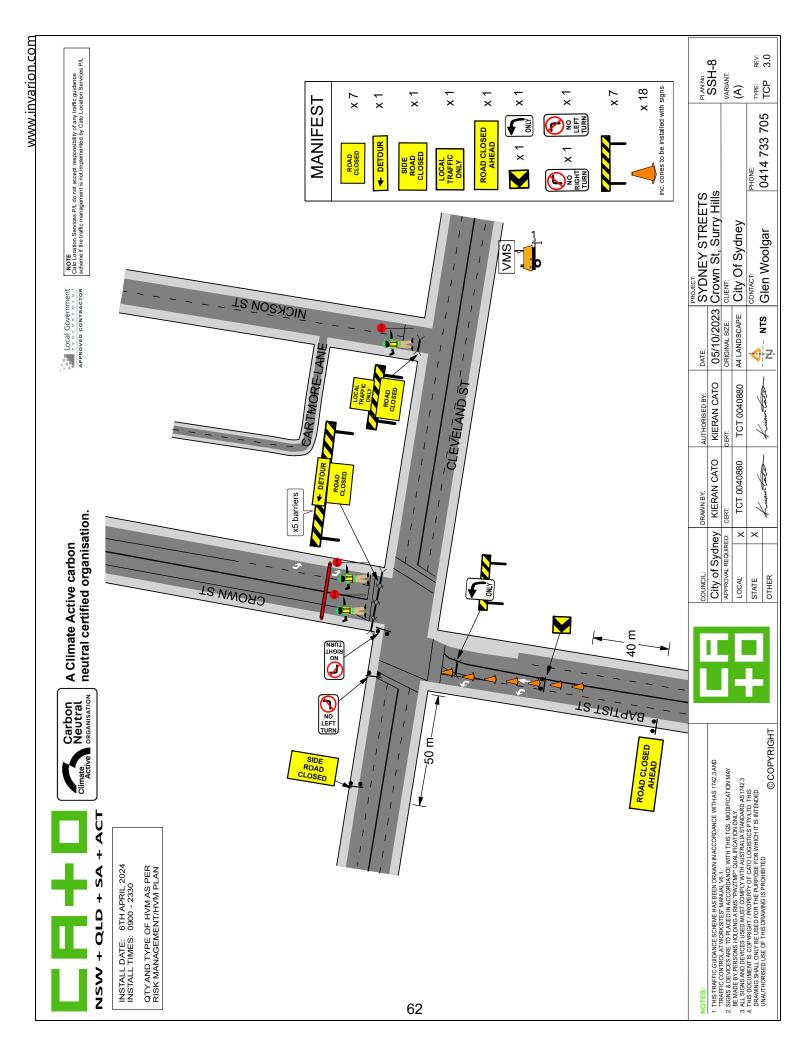
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NSW + QLD + SA + ACT

INSTALL DATE: 6TH APRIL 2024 INSTALL TIMES: 0800 - 2330

QTY AND TYPE OF HVM AS PER RISK MANAGEMENT/HVM PLAN

Local Government APPROVED CONTRACTOR

NOTE
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Bourke St FOVEAUX ST DAVIES ST COLLINS ST Bourke St POSTONISHIRE ST CLEVELAND ST WITHERS LN ARTHUR ST CROWN ST

> SPECIAL EVENT CLEARWAY

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INSTALL DATE: 6TH APRIL 2024 INSTALL TIMES: 0900 - 2330 QTY AND TYPE OF HVM AS PER RISK MANAGEMENT/HVM PLAN

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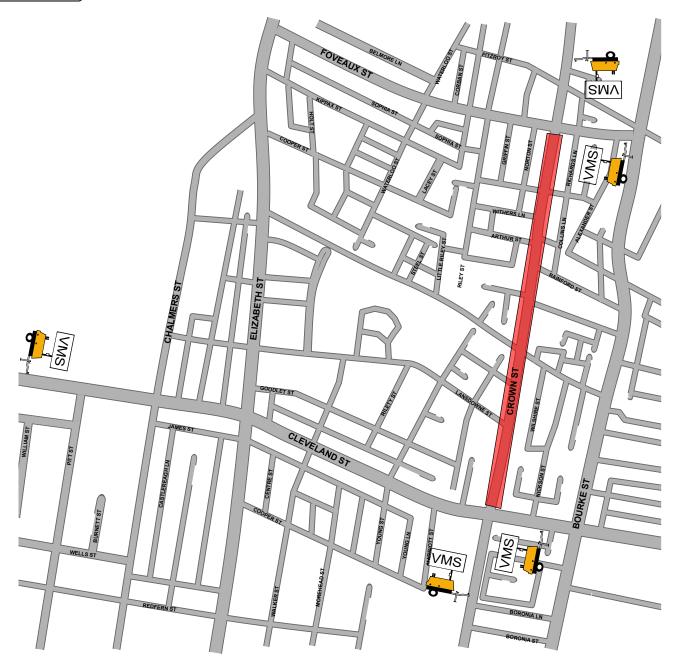
NOTE

Cato Location Services P/L do not accept responsibility of any traffic guidance schemes if the traffic management is not implemented by Cato Location Services P/L

TRAFFIC GUIDANCE SCHEME FOR EVENT



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EVENT AREA

	council: City Of Sydney	_	DRAWN BY: KATERINA STEWART	AUTHORISED BY: KIERAN CATO	DATE:	PROJECT: SYDNEY STREETS Crown St, Surry Hills		PLAN No: SSH-11	
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Item 11.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Redfern Street, Redfern

TRIM Container No.: 2023/576787

Recommendations

It is recommended that the Committee endorse the temporary road closures on Redfern Street, Redfern, and surrounding streets, for the City's Sydney Streets 2024 on Saturday, 16 March 2024 from 8am 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 South Sydney 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 approval 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	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 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 throughout the year to support communities and local businesses. The City has applied for the temporary road closures of Redfern Street, Redfern and surrounding streets for the Sydney Streets 2024 on Saturday, 16 March 2024 from 8am to 11.30pm.

Comments

The Sydney Streets 2024 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 Saturday, 16 March 2024 from 8am to 11.30pm:

- Redfern Street between Regent Street and Chalmers Street (allowing north/south traffic on Pitt Street only).
- Renwick Street between Turner Street and Redfern Street (Residents Excepted).
- Renwick Street between Redfern Street and Wells Street (Residents Excepted).
- George Street between Wells Street and Phillip Street (Residents Excepted).
- Glover Lane between Turner Street and Redfern Street (Residents Excepted)

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.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

2. EVENT LOCATION

Sydney Streets, Redfern will be held on Redfern Street between Regent Street and Chalmers Street.

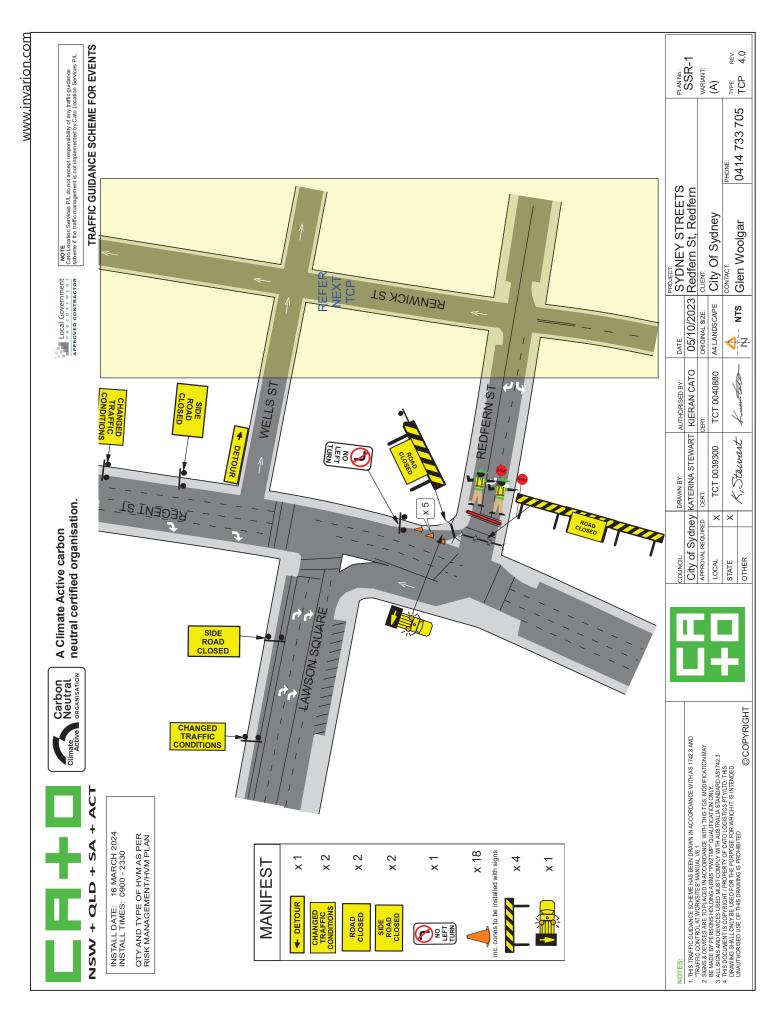


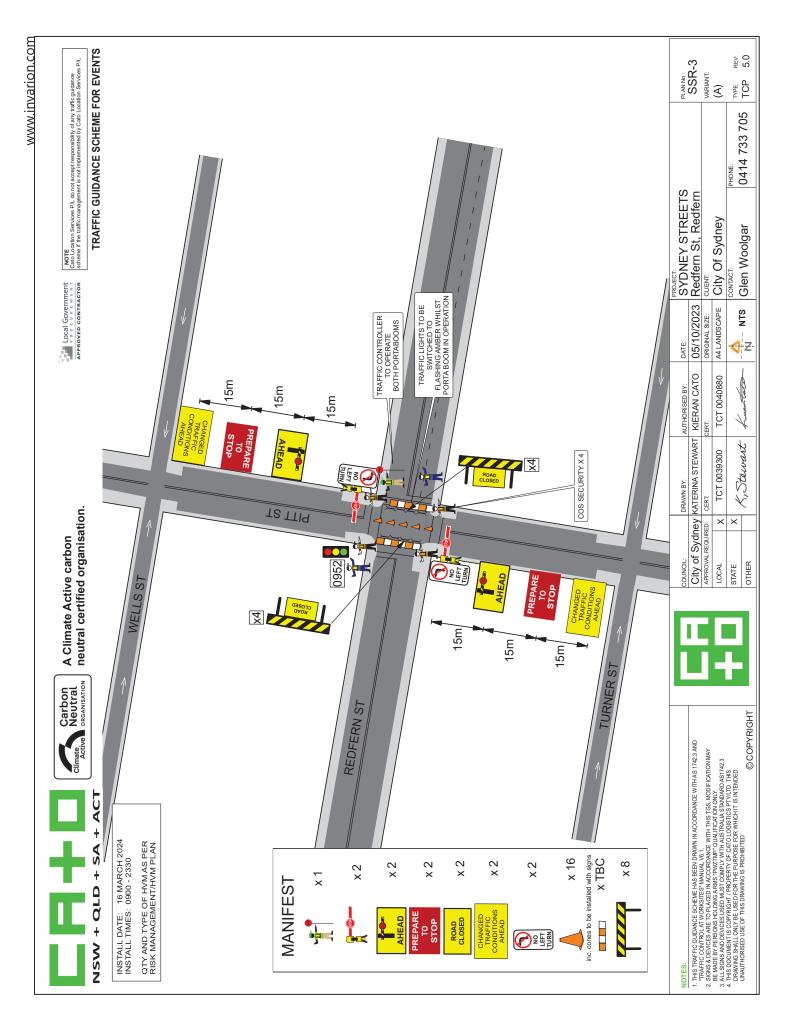
Sydney Streets event location (in blue) noting the roads affected by closure.

2.1. EVENT SITE MAP

A detailed event site plan is being prepared and will be updated closer to the event within the Event Management Plan. Refer to the Event Organiser in section 1.4 of this document for the latest site plan.











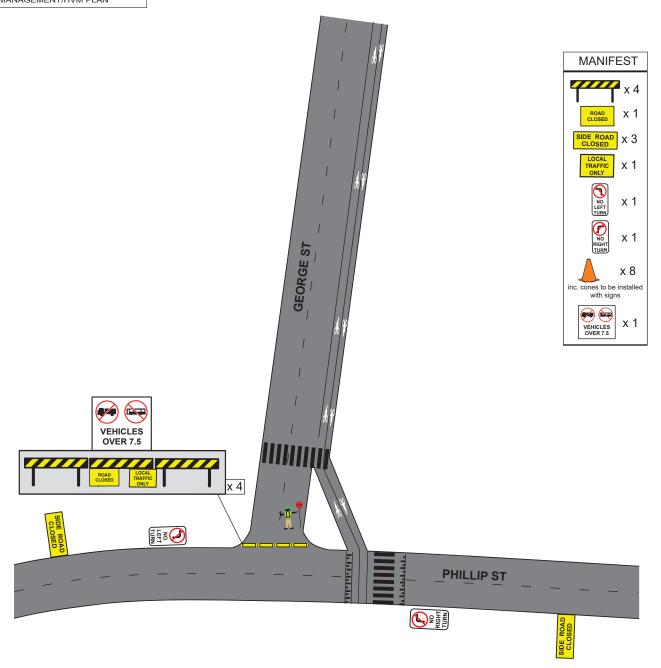


TRAFFIC GUIDANCE SCHEME FOR EVENT

A Climate Active carbon neutral certified organisation.

INSTALL DATE: 16 MARCH 2024 INSTALL TIMES: 0900 - 2330

QTY AND TYPE OF HVM AS PER RISK MANAGEMENT/HVM PLAN



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	City of Sydney			KATERINA STEWART	KIERAN CATO	05/10/2023	Redfern St, Redfern		SSR-5	
		APPROVAL REQUIRED:		CERT:	CERT:		CLIENT:		VARIANT:	
		LOCAL	Х	TCT 0039300	TCT 0040880	A4 LANDSCAPE	City Of Sydney		(A)	
		STATE		115,	V 4			PHONE: 0414 733 705	TYPE:	REV:
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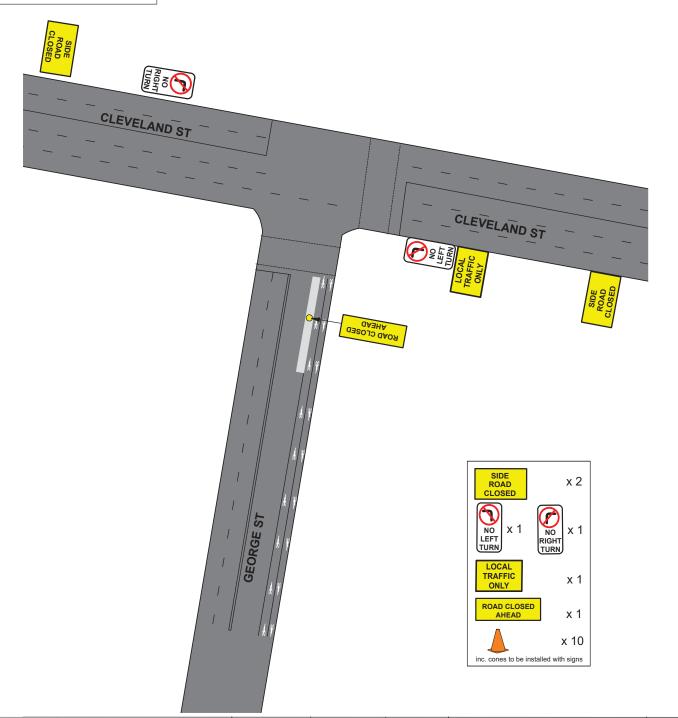


TRAFFIC GUIDANCE SCHEME FOR EVENT

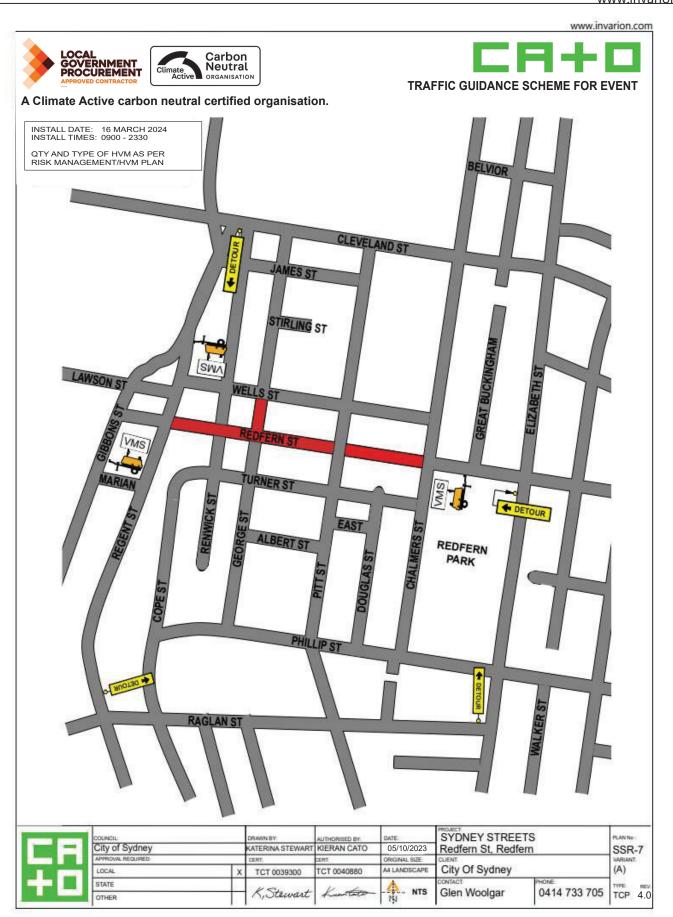
A Climate Active carbon neutral certified organisation.

INSTALL DATE: 16 MARCH 2024 INSTALL TIMES: 0900 - 2330

QTY AND TYPE OF HVM AS PER RISK MANAGEMENT/HVM PLAN



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A Climate Active carbon neutral certified organisation.





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COUNCIL:	ev/	DRAWN BY: KATERINA STEWART	AUTHORISED BY: KIERAN CATO	DATE:	SYDNEY STREETS Redfern St, Redfern		PLAN No :	
APPROVAL REQUIRE			CERT:	ORIGINAL SIZE:	CLIENT:		VARIANT	-
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Item 12.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Darlinghurst Road, Potts Point

TRIM Container No.: 2023/576795

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Street 2024 on Saturday, 17 February 2024 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 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 of Darlinghurst Road and surrounding side streets in Potts Point for the Sydney Streets 2024 on Saturday, 17 February 2024 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 Saturday, 17 February 2024 from 9am to 11.30pm:

- Darlinghurst Road between Roslyn Street and Macleay Street,
- Macleay Street between Darlinghurst Road and Greenknowe Avenue,
- Orwell Street between Macleay Street and Orwell Lane, and
- Hughes Street between Macleay Street and Orwell Lane.

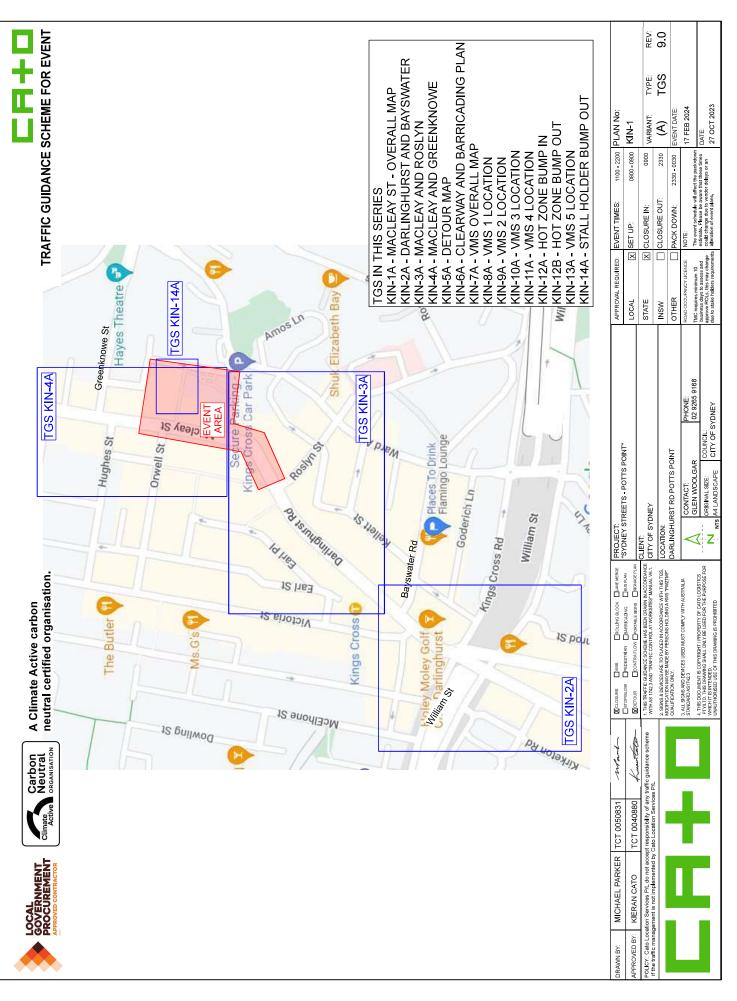
Consultation

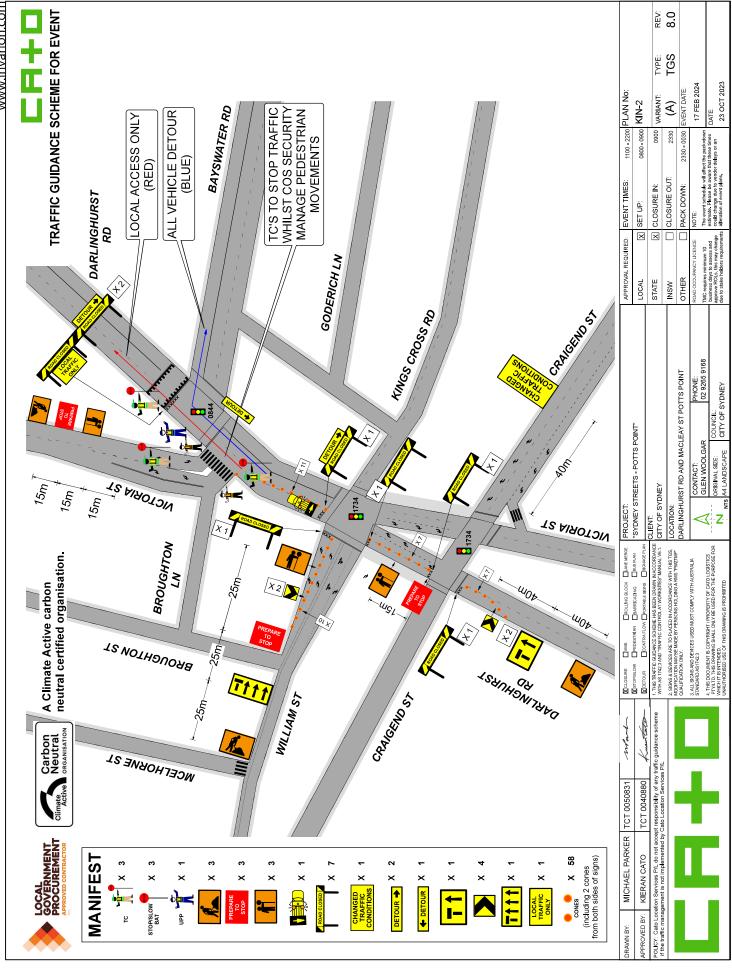
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

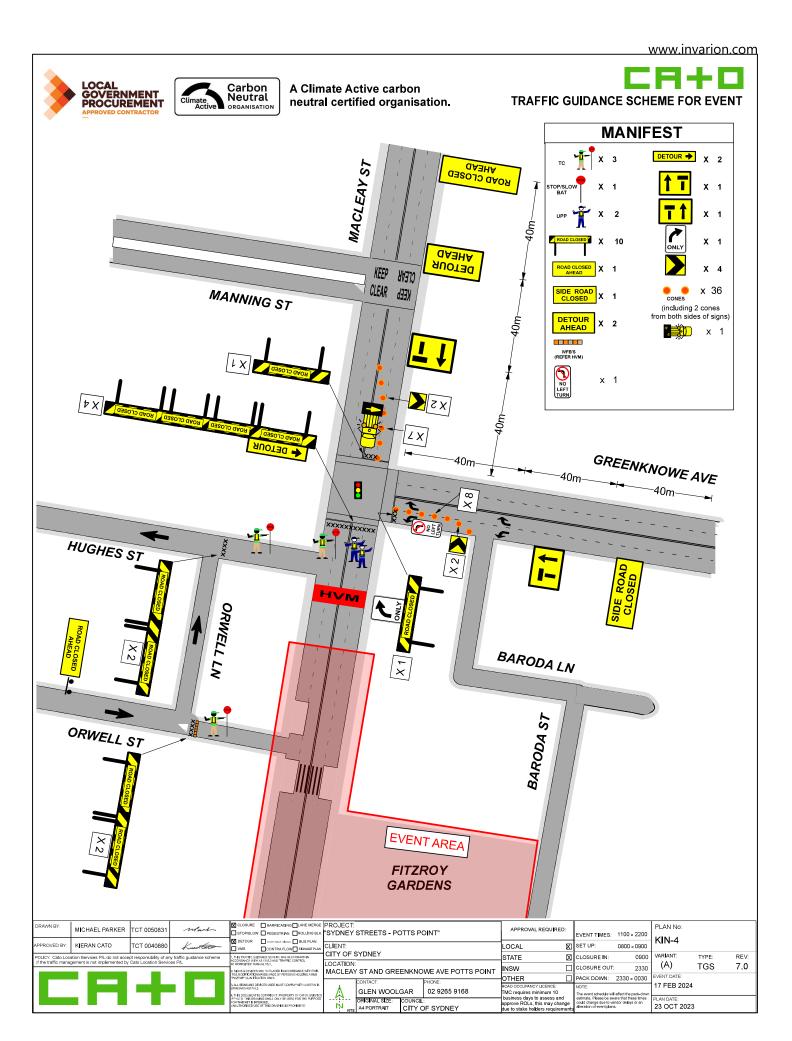
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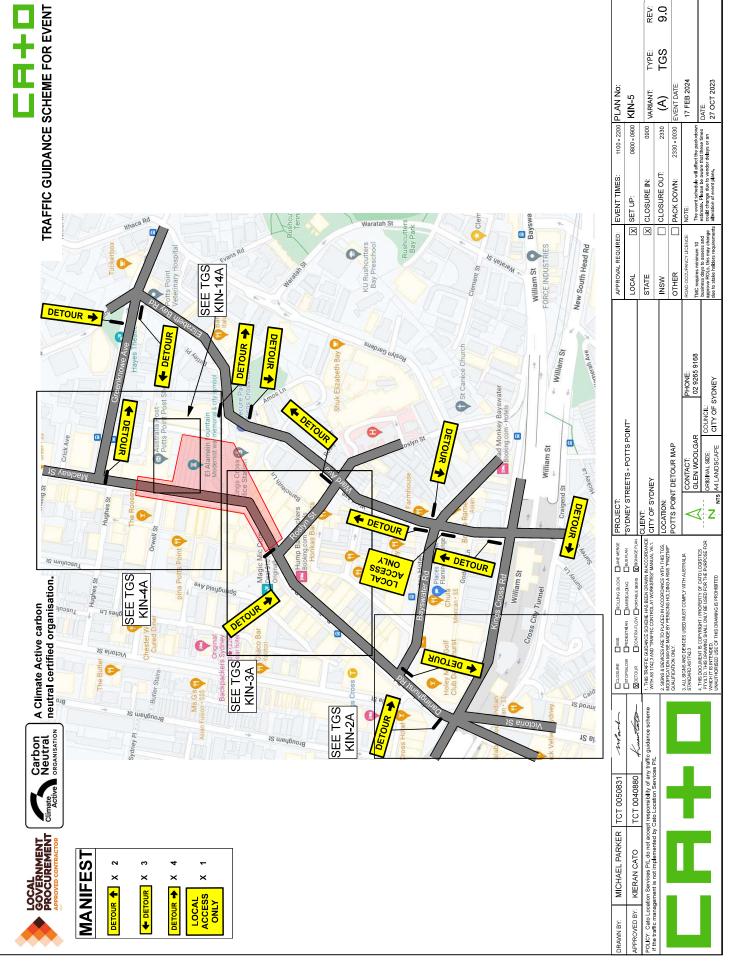
All costs associated with the proposed closures will be borne by the Applicant.

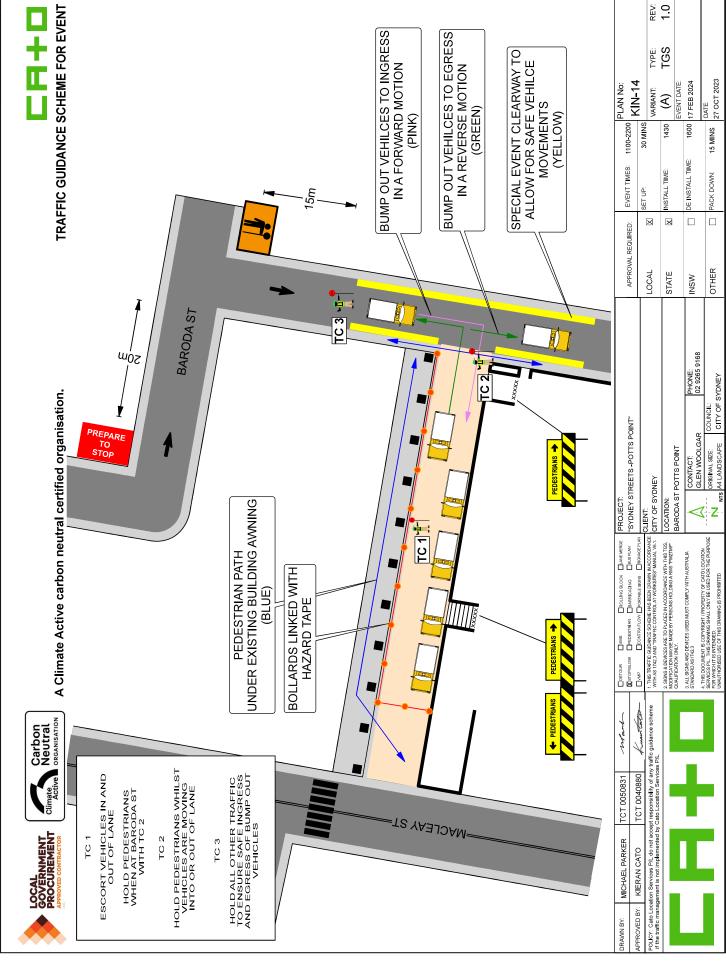
VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER











Item 13.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Glebe Point Road, Glebe

TRIM Container No.: 2023/576792

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Streets 2024 on Saturday, 9 March 2024 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 Leichhardt 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 – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

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 throughout the year to support communities and local businesses.

The City has applied for the temporary road closures of Glebe Point Road, Glebe and surrounding streets for the Sydney Street 2024 on Saturday, 9 March 2024 from 9am to 11.30pm.

Comments

The Sydney Streets 2024 is an ongoing event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

The event will require the temporary closure of the following City streets:

- Glebe Point Road between Broadway and St Johns Road.
- Norton Street between Campbell Street and Glebe Point Road.
- Mitchell Street between Campbell St and Derwent Street.
- Cowper Street between Campbell St and Glebe Point Road.
- Derby Place between Glebe Point Road and Derwent Lane.
- Francis Street between Glebe Point Road and Grose Street.
- Derwent Lane between Derby Place and Broadway.
- Derwent Lane between Glebe Point Road and St Johns Road.
- Campbell Lane between Cowper Street and St Johns Road.

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

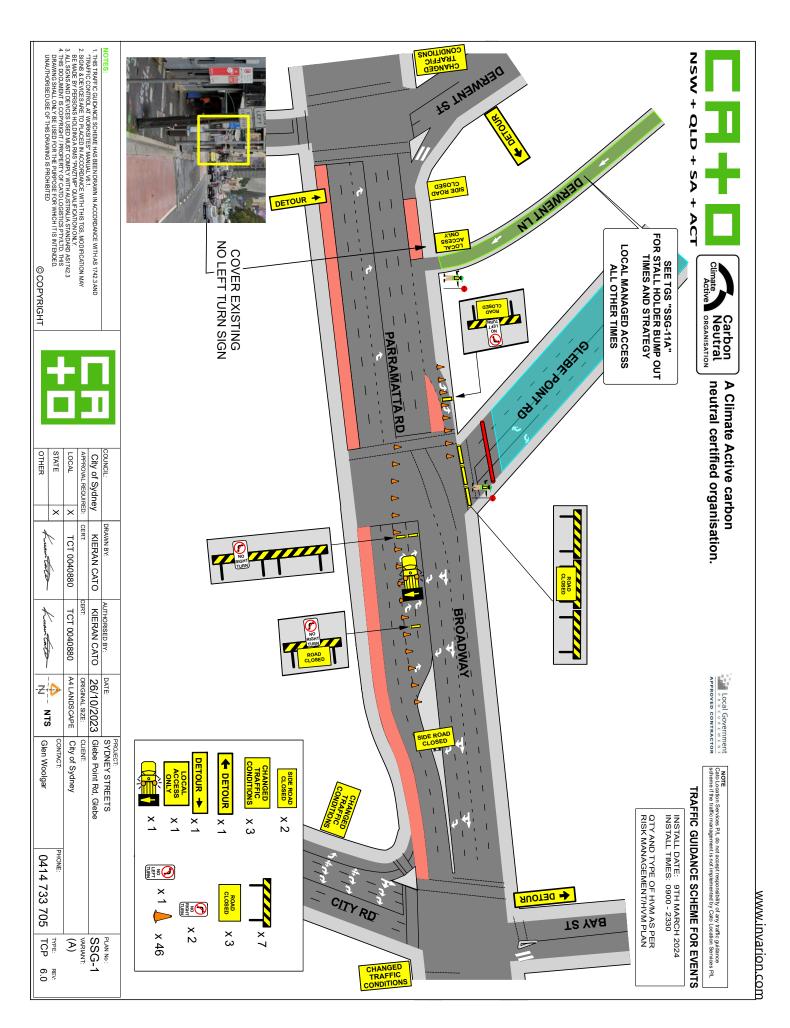
Consultation

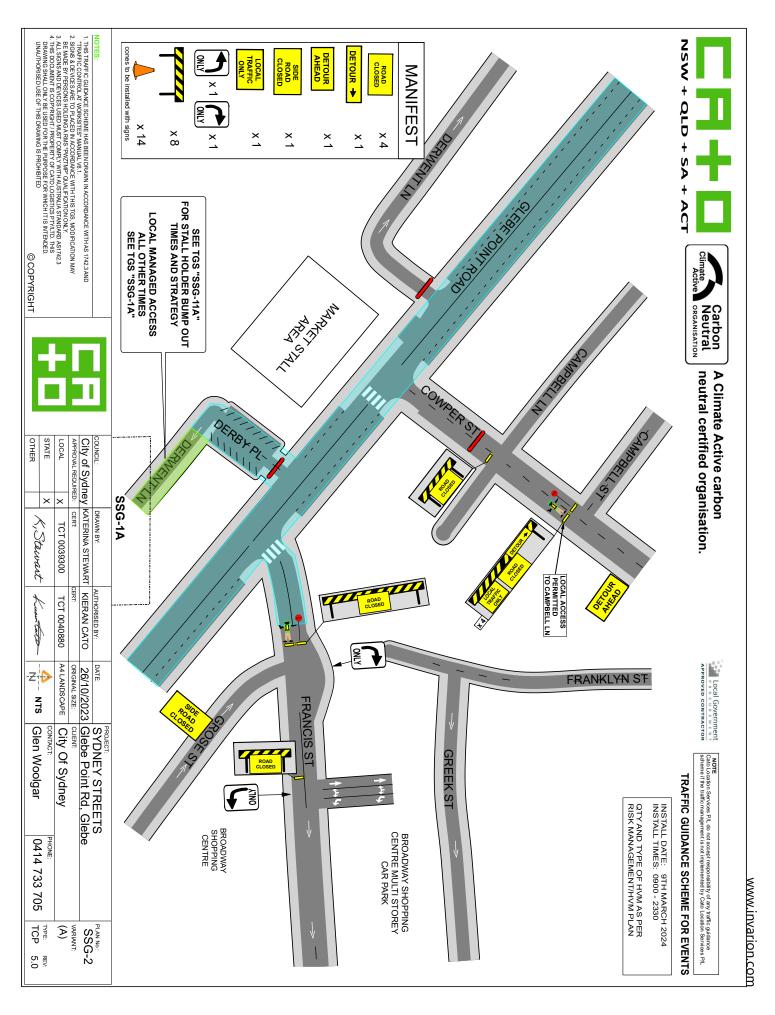
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

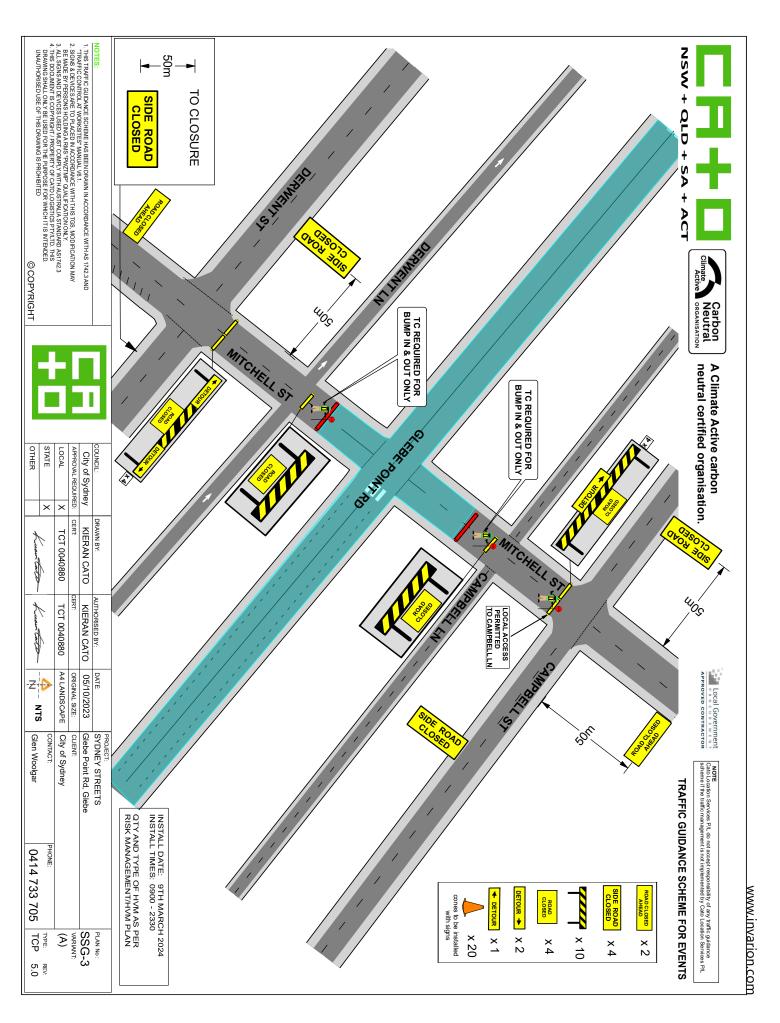
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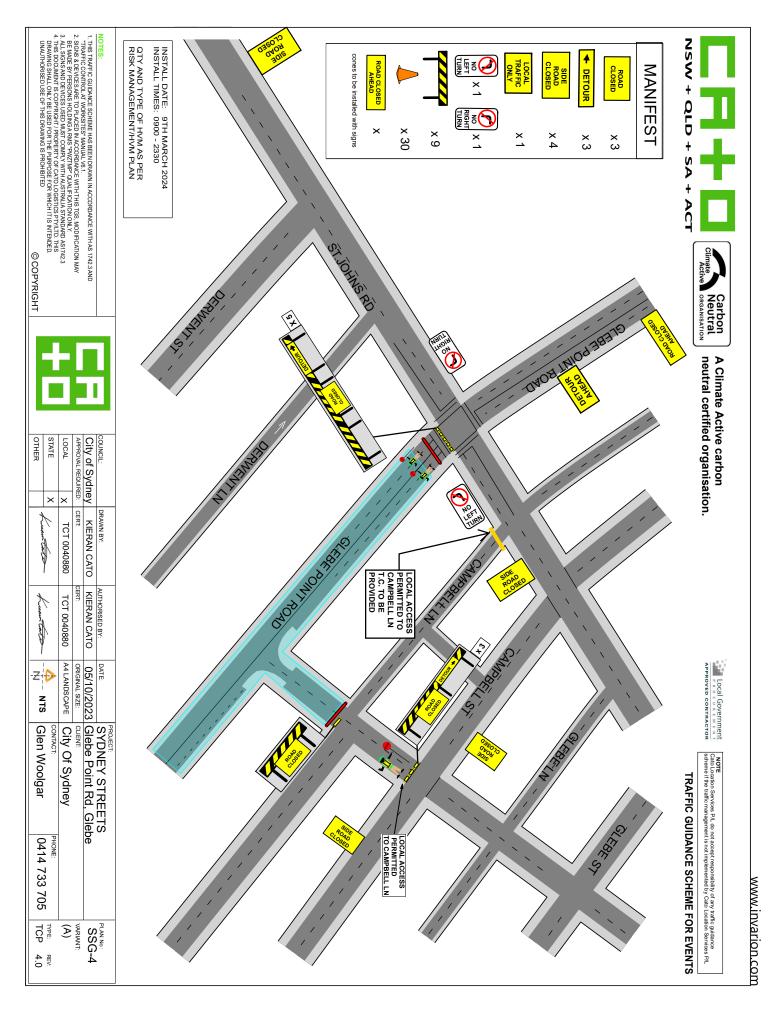
All costs associated with the proposed closures will be borne by the Applicant.

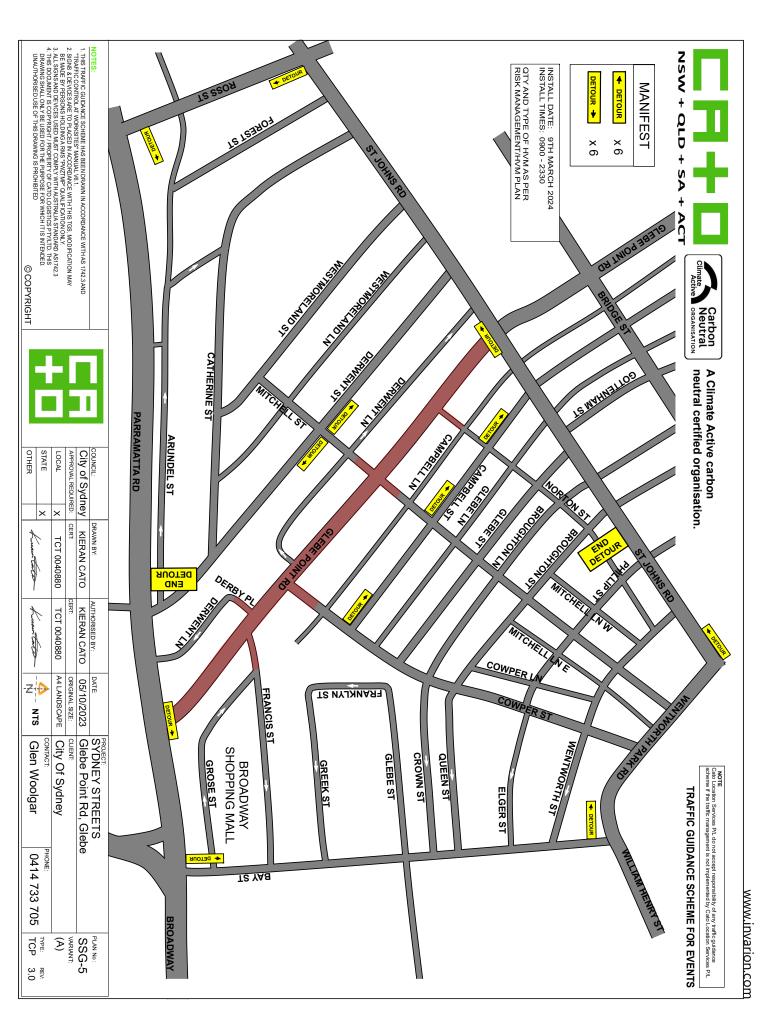
ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

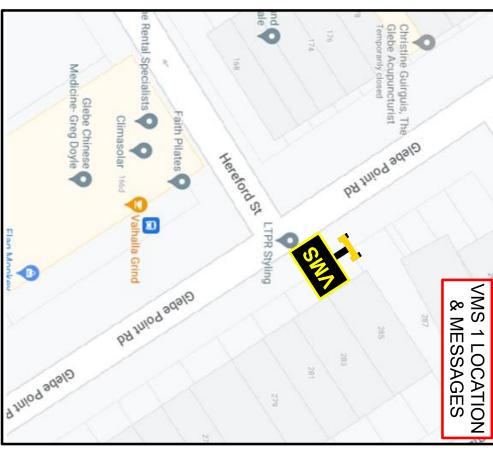




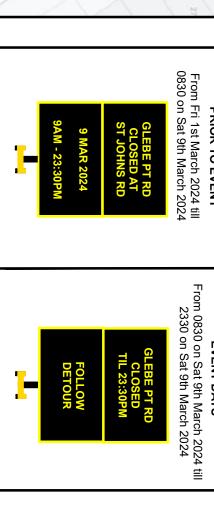












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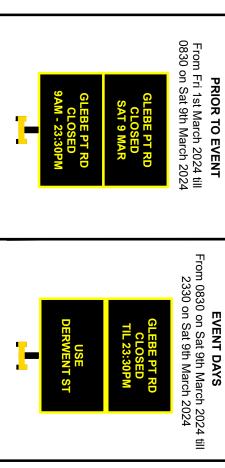


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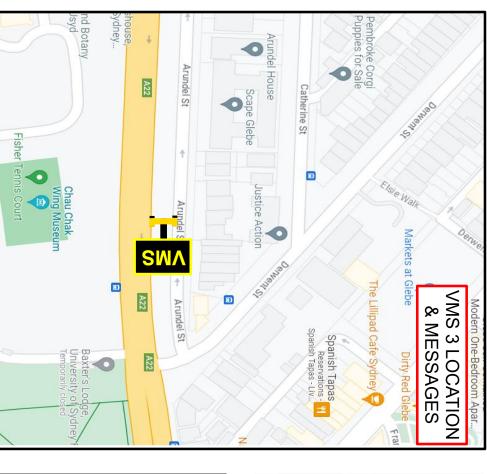




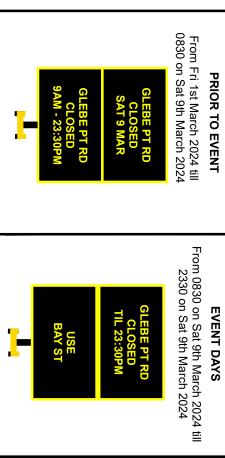


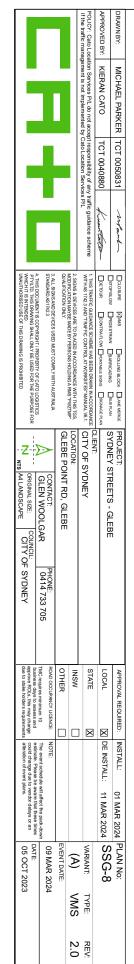


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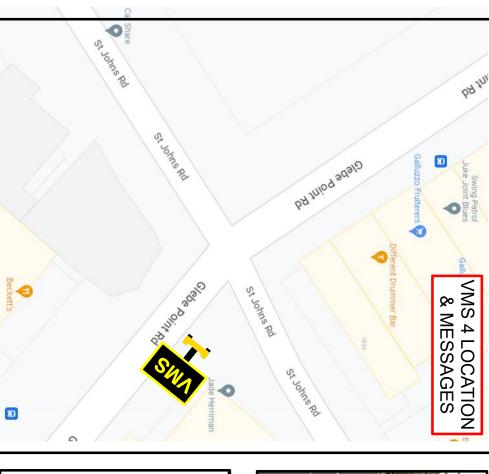






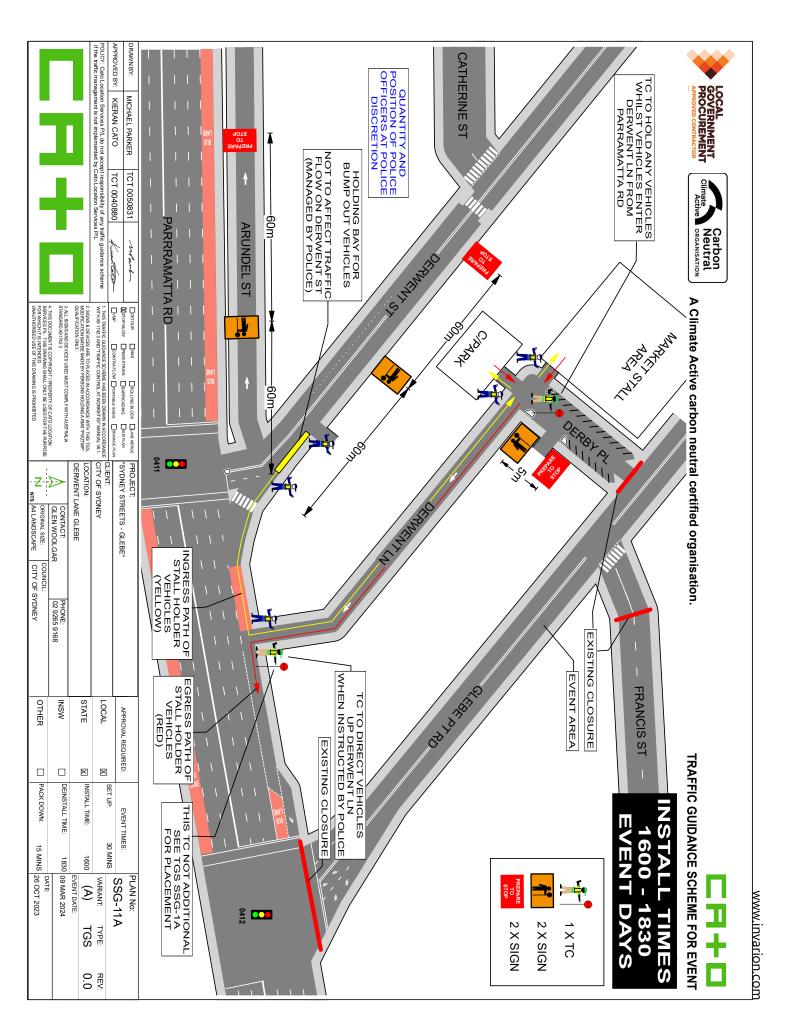


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Item 14.

Street Event - Temporary Road Closures - Sydney Streets 2024 - Harris Street, Pyrmont

TRIM Container No.: 2023/576781

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Streets 2024 on Saturday, 23 March 2024 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 Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact 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 – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

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 throughout the year to support communities and local businesses.

The City has applied for the temporary road closures of Harris Street and surrounding streets in Pyrmont for the Sydney Streets 2024 event on Saturday, 23 March 2024 from 9am to 11.30pm.

Comments

The Sydney Streets 2024 is an ongoing event that requires the temporary closures of City streets and traffic detours around the event route.

Road Closures

The following roads will be closed on Saturday 23 March 2024 from 9am to 11:30pm:

- Harris Street between Pyrmont Bridge Road to Miller Street.
- Harris Street between John Street and Miller Street.
- Little Mount Street between Pyrmont Bridge Road and Miller Street.
- Saunders Street between Quarry Masters Drive and Miller Street.
- Jones Street at Miller Street, and
- Bulwara Road at Miller Street.

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

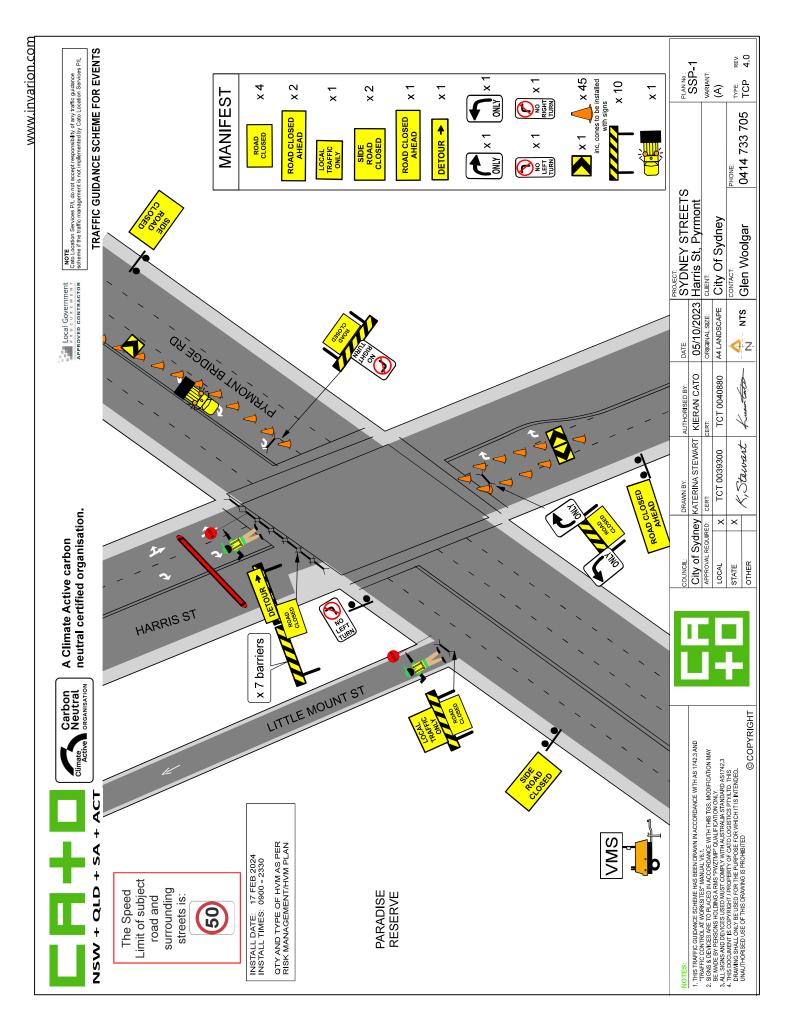
Consultation

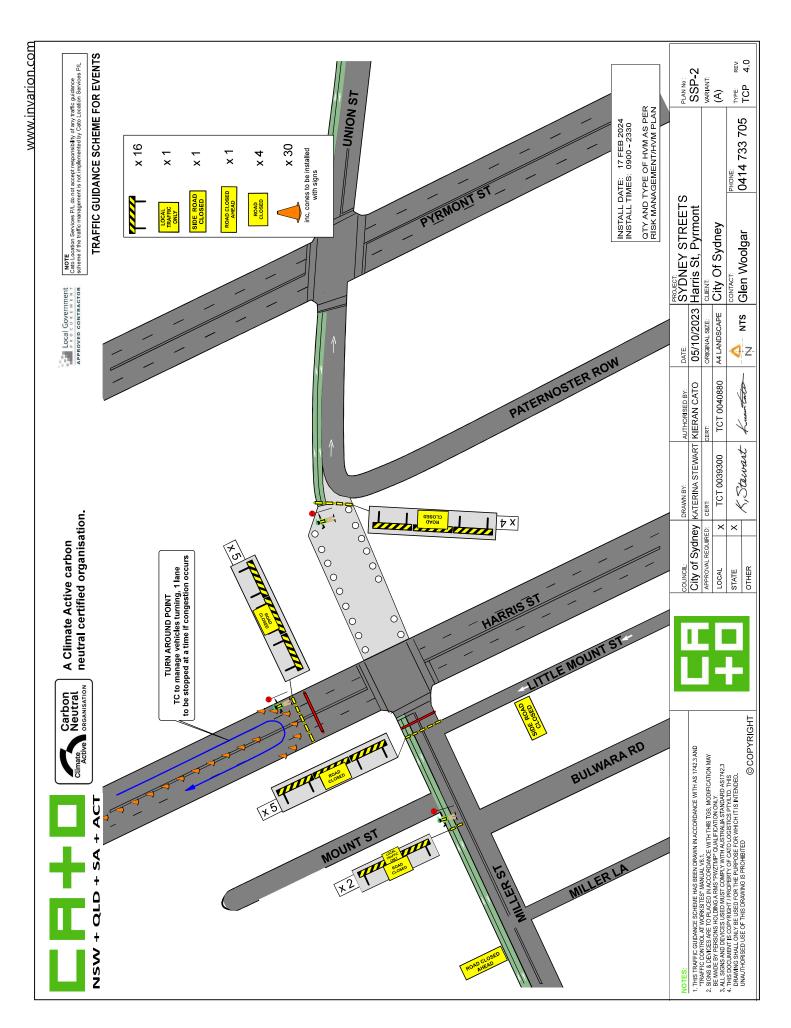
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

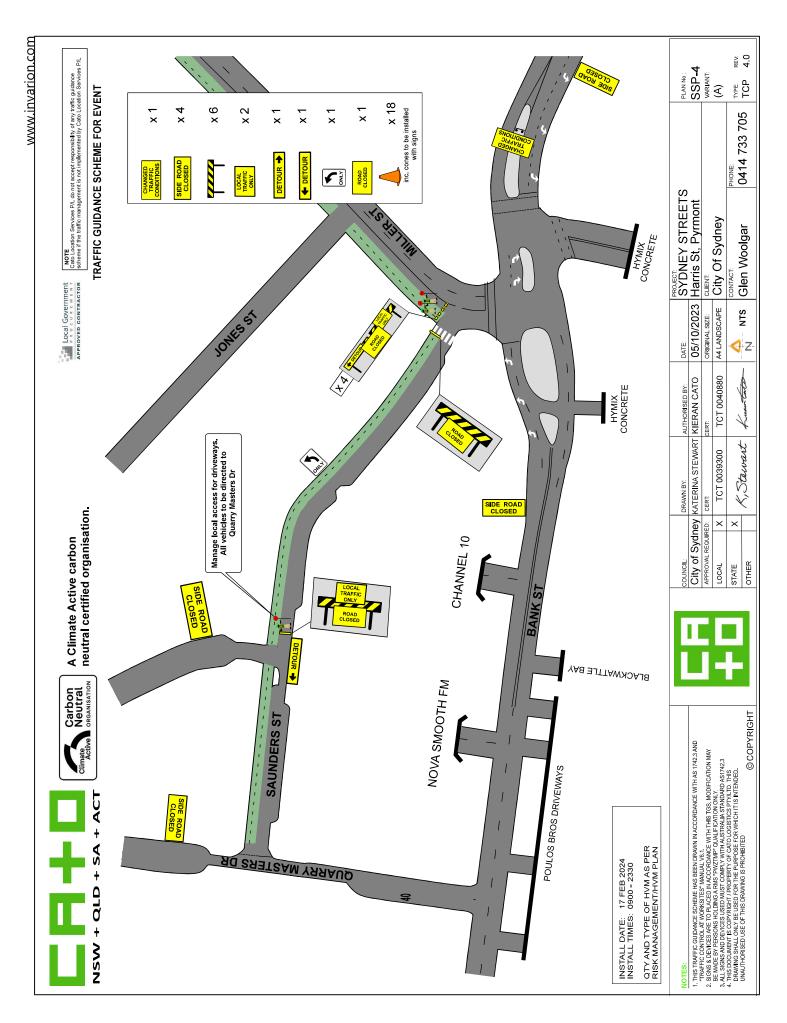
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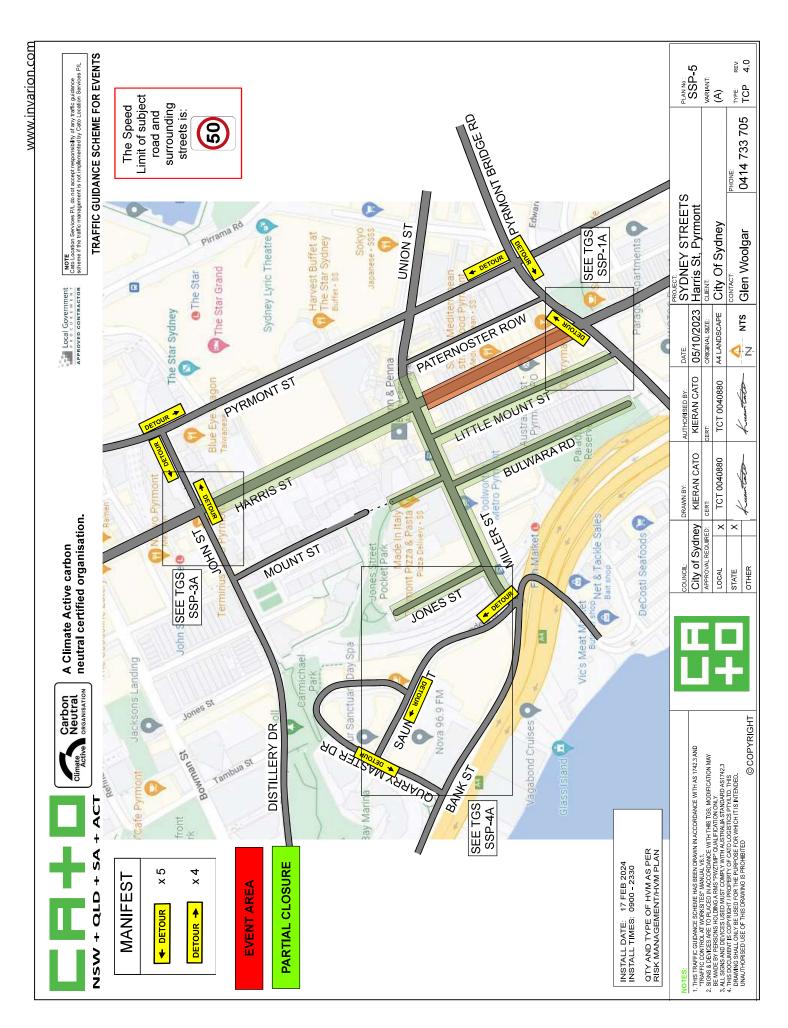
All costs associated with the proposed closures will be borne by the Applicant.

VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER









Item 15.

Mobile Crane - Temporary Road Closures - Marion Street and William Lane, Redfern

TRIM Container No.: 2023/601826

Recommendations

It is recommended that the Committee endorse the temporary road closures of Marion Street, Redfern between Regent and Gibbons Streets, (two lanes) and William Lane at Marion Street, (one lane), from 7am on Saturday 25th November to 8pm on Sunday 26th November 2023 (37 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 2-3, 9-10 December 2023, 13-14, 20-21 January 2024 and 3-4,10-11/ February 2024 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closures.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members	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 will be updated after the meeting.

Background

Richard Crookes Construction has applied for the temporary road closures of Marion Street, Redfern between Regent and Gibbons Streets, (two lanes) and William Lane at Marion Street, (one lane), from 7am on Saturday 25th November to 8pm on Sunday 26th November 2023 (37 hours).

Comments

The proposed temporary road closures are required to allow a mobile crane to be used for removal of a tower crane on the frontage of 90-102 Regent Street, Redfern.

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

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

The temporary road closures 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 closures will be borne by the applicant.

CHIN GUPTA, A/TRAFFIC WORKS COORDINATOR

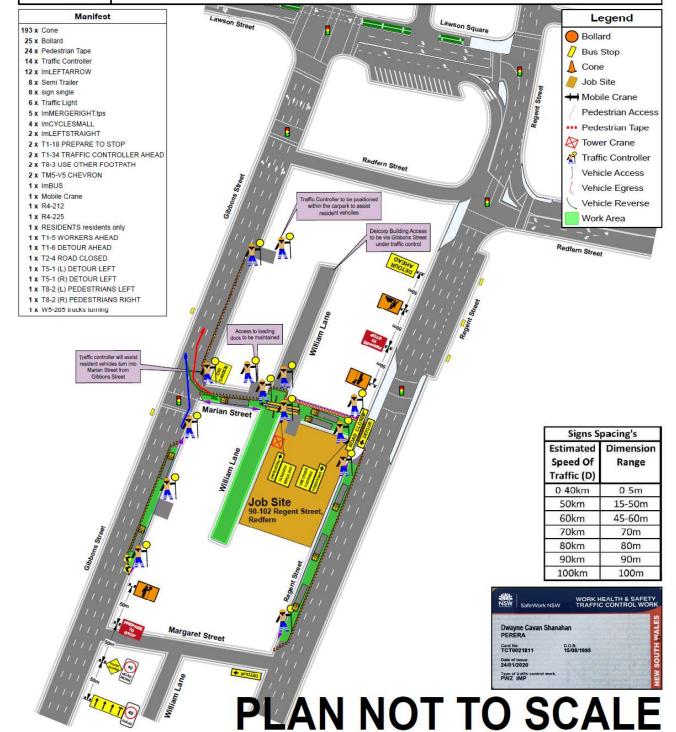
www.iiivaiioii.com

Date: 17/10/2023 Author: Dwayne Perera Project: 90-102 Regent Street, Redfern Client: Richard Crookes Construction Contact: Wayne Famlonga Phone: 0409 516 889

Comments:



This plan was designed by Dwayne Perera of Roadside Traffic Management in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.1. The plan is designed for the safe closure of Marian Street between Gibbons and Regent Street, William Lane, the kerb lane on Regent Street and the kerb lane on Gibbons Street for the setup of a 300T mobile crane to remove the site tower crane at 90-102 Regent Street, Redfern. During work traffic and pedestrians will be detoured. Certified traffic controllers will be on-site to implement and monitor this TGS. All traffic guidance schemes are copyright/property of Roadside Traffic Management and are not transferrable unless authorized by Roadside Traffic Management. Any questions please contact Dwayne Perera of Roadside Traffic Management on 0400 350 182.



Item 16.

Works Zone - Mallett Street, Camperdown

TRIM Container No.: 2023/577127

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Mallett Street, Camperdown as follows:

- between the points 25.8 metres and 50.8 metres south of Hampshire Lane as "Works Zone 7:30am-5:30pm Mon-Fri 7:30am-3:30pm Sat "
- between the points 70.5 metres and 82.3 metres as "No Parking, 8:30am-5pm Mon-Fri Authorised Disabled Persons Vehicles Excepted", 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	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 will be updated after the meeting.

Background

FDC Fitout & Refurbishment (NSW) Pty Ltd has requested a 25 metre long Works Zone in Mallett Street, Camperdown.

The Works Zone is to facilitate construction works at 88 Mallett Street, Camperdown.

Comments

The kerb space on the eastern side of Mallett Street, Camperdown between Hampshire Lane and Fowler Street, where the changes are proposed, is a combination of "No Parking, 8:30am-5pm Mon-Fri Authorised Disabled Persons Vehicles Excepted", "No Parking", "1P 8:30am-5pm Mon-Fri", and "2P 8:00am-10pm Mon-Fri Permit Holders Excepted Area 22".

The Works Zone is intended to operate from 7:30am to 5:30pm Monday to Friday and 7:30am to 3:30pm Saturday" in accordance with the Development Consent Conditions. The existing "No Parking, 8:30am-5pm Mon-Fri Authorised Disabled Persons Vehicles Excepted" will be temporarily relocated to the south of the pedestrian crossing on the eastern side of Mallett Street.

Outside of the Work Zone hours, the kerb space restrictions will revert back to unrestricted parking.

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.

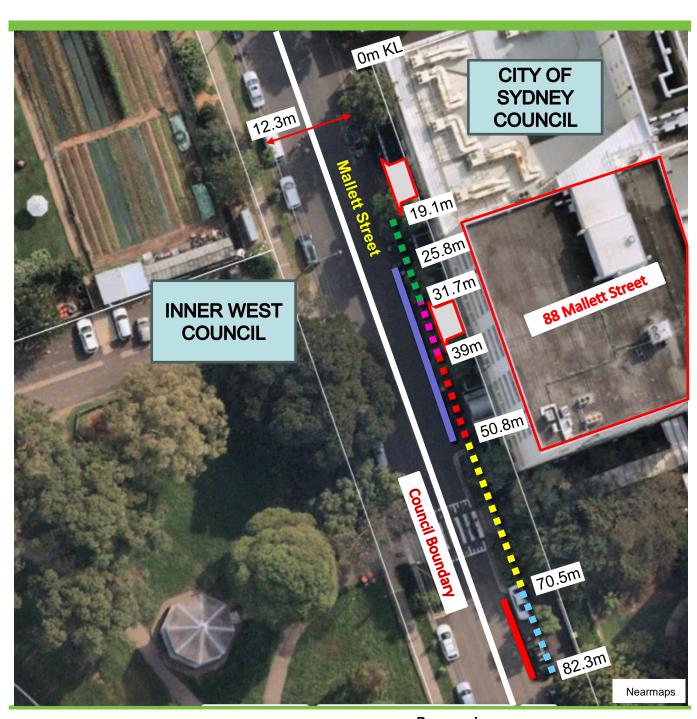
Financial

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

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER



Mallett Street, Camperdown Proposed Works Zone



Existing

🎍 👊 😘 "No Stopping"

"No Parking, 8:30am-5pm Mon-Fri Authorised Disabled Persons Vehicles Excepted"

👞 🖶 "1P 8:30am-5pm Mon-Fri"

🏮 📮 🐧 "No Parking"

"2P 8am-10pm Mon-Fri Permit Holders Excepted Area 22"

Driveway

Proposed

"Works Zone 7:30am-5:30pm Mon-Fri 7:30am-3:30pm Sat"

"No Parking, 8:30am-5pm Mon-Fri Authorised Disabled Persons Vehicles Excepted"

"2P 5pm-10pm Mon-Fri Permit Holders Excepted Area 22"



Item 17.

Works Zone - Mentmore Avenue, Rosebery

TRIM Container No.: 2023/580563

Recommendations

It is recommended that the Committee endorse the allocation of the kerb space on the eastern side of Mentmore Avenue, Rosebery, between the points 50 metres and 68 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	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 will be updated after the meeting.

Background

Deicorp Pty Ltd has requested an extension of the existing Works Zone by 18 metre in Mentmore Avenue, Rosebery.

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

Comments

The kerb space on the eastern side of Mentmore Avenue, Rosebery north of Cressy Street 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, the kerb space where the works zone is proposed will revert back to unrestricted parking.

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

Consultation

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

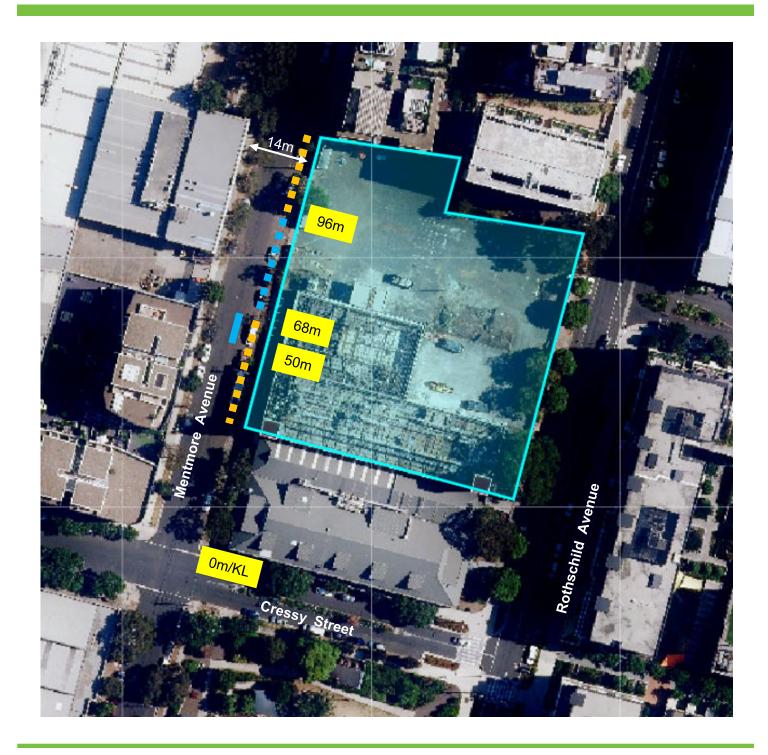
Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER



Mentmore Avenue, Rosebery Proposed Works Zone Extension



Existing

"Unrestricted Parking"

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

Proposed

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



Item 18.

Works Zone - Goderich Lane, Potts Point

TRIM Container No.: 2023/556432

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Goderich Lane, Potts Point between the points 10 metres and 20 metres east of Pennys Lane as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri, 3.30-10pm Sat and 8am-10pm Sun Permit Holders Excepted Area 19", subject to the following conditions:

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

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 will be updated after the meeting.

Background

Redwood & Co Pty Ltd has requested a 10 metre long Works Zone in Goderich Lane, Potts Point.

The Works Zone is to facilitate construction works at 9-15 Bayswater Road, Potts Point.

Comments

The kerb space on the western side of Goderich Lane, Potts Point between Pennys Lane and Ward Avenue is currently signposted as "No Stopping" and "1P 8am-10pm Permit Holders Excepted Area 19".

The Works Zone is intended to operate from 7.30am-5.30pm Mon-Fri and 7.30am-3.30pm Sat in accordance with the Development Consent Conditions. Outside of these hours, the kerb space will revert to "1P 5.30pm-10pm Mon-Fri, 3.30-10pm Sat and 8am-10pm Sun Permit Holders Excepted Area 19."

Consultation

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

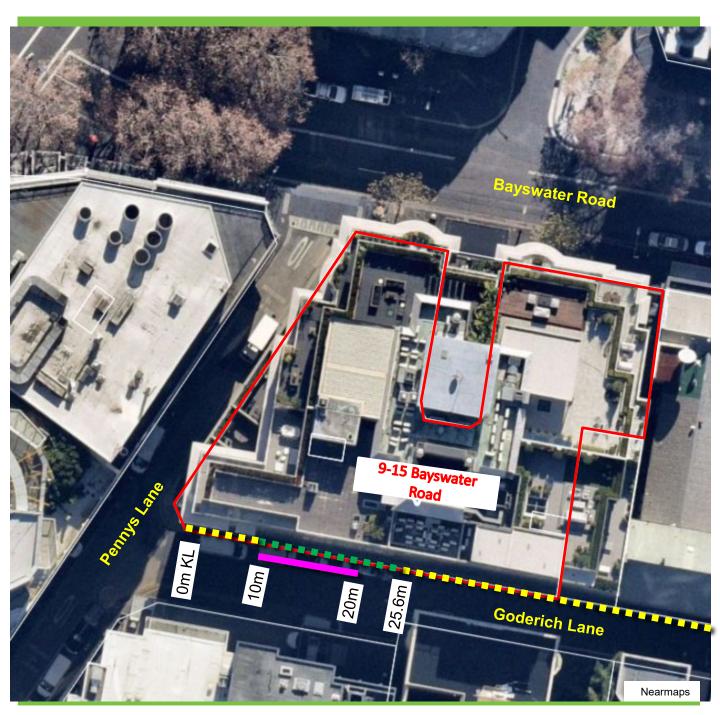
Financial

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

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER



Goderich Lane, Potts Point Proposed Works Zone



Existing

No Stopping

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

Proposed

Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat 1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 19



Item 19.

Works Zone - Phillip Street, Sydney

TRIM Container No.: 2023/582612

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Phillip Street, Sydney, between the points 50 metres and 80 metres south of Bent Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" & "No Parking Other Times", subject to the following conditions:

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

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 will be updated after the meeting.

Background

Essence Project Management Pty. Ltd. has requested a 30 metre long Works Zone in Phillip Street, Sydney.

The Works Zone is to facilitate construction works at 61-101 Phillip Street, Sydney.

Comments

The kerb space on the western side of Phillip Street, Sydney between Bent Street and Hunter Street at the location of the proposed works is currently signposted as "No Parking".

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

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

The location of the proposed Works Zone is intended to maximise queuing space on approach to the bus stop and left turn lane on Phillip Street at the intersection with Bent Street. The proposed location will obstruct the entry to the Porte Cochere of the hotel, which will not be in use during construction.

Consultation

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

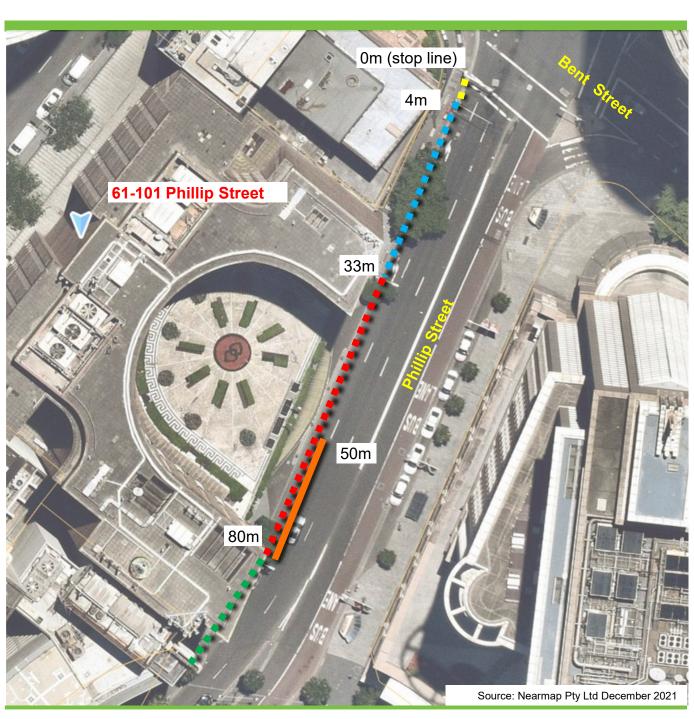
Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

CITY OF SYDNEY 🐠

Phillip Street, Sydney Proposed parking changes



Existing

No Stopping

■■■ No Parking

👞 👞 Taxi Zone

💶 👊 Bus Zone

Proposed

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

8

No Parking Other Times



Item 20.

Works Zone - Pyrmont Bridge Road, Pyrmont

TRIM Container No.: 2023/586650

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Pyrmont Bridge Road, Pyrmont, between the points 36.1 metres and 56.1 metres east of Edward Street as "Works Zone 10am-4pm Mon-Sat" and "No Parking Other Times", subject to the following conditions:

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

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 will be updated after the meeting.

Background

JCGV ETP has requested a 20 metre long Works Zone in Pyrmont Bridge Road, Pyrmont.

The Works Zone is to facilitate construction works at 37-69 Union Street, Pyrmont.

Comments

The kerb space on the northern side of Pyrmont Bridge Road between Edward Street and Union Street is currently signposted as "No Stopping" and "No Parking".

The Works Zone is intended to operate from 10am-4pm Monday-Saturday in accordance with the approved CTMP. Outside of Works Zone hours, kerbside restrictions will revert back to "No Parking".

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

Consultation

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

Financial

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

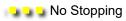
ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

CITY OF SYDNEY 🏵

Pyrmont Bridge Road Proposed parking changes



Existing



■■ No Parking

Proposed

Works Zone 10am-4pm
Mon-Sat

8

No Parking Other Times



Item 21.

Works Zone - Riley Street, Surry Hills

TRIM Container No.: 2023/583163

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Riley Street, Surry Hills, between the points 19 metres and 29 metres south of Adelaide Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 18", subject to the following conditions:

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

Voting Members	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 will be updated after the meeting.

Background

Robert Plumb Build Pty Ltd has requested a 10 metre long Works Zone in Riley Street, Surry Hills.

The Works Zone is to facilitate construction works at 471 Riley Street, Surry Hills.

Comments

The kerb space on the western side of Riley Street, Surry Hills south of Adelaide Street is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 18".

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

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access. The largest vehicle used is a small rigid truck that will be able to reverse into the parallel parking space where the Works Zone is proposed to be located.

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



Riley Street, Surry Hills Works Zone



Existing

- "No Stopping"

*2P 8am-10pm, Permit Holders Excepted Area 18"

Proposed

"Works Zone 7:30am-5:30pm Mon-Fri, 7:30-3:30pm Sat"
"2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 18"







Vehicle dimensions

Small Rigid Vehicle 1.05 3.80 1.55

Length: 6.40 m
Max width: 2.33 m
Lock to lock time: 4.0 s
Max steering angle: 38.18°
Turn radius (curb to curb): 7.70 m
Turn radius (wall to wall): 7.71 m

kyle@tnetraiiicplanner.com	■ WHEEL PATH		
The Traffic Planner	VEHICLE PATH	i	
	- VEHICLE BODY		
Plan: Issue: Date:		Legena:	WORK ZONE
Prepared by: Kyle Fieg			ENTER AND EXIT THE
Project: 471 Riley St, Surry Hills NSW 2010			DIAGRAM ILLUSTRATES TURNING MANOEUVRES RECLURED FOR TRUCKS TO
	Rev Notes: A - Initial Submission	Rev Notes: A - Initial Si	INVARION RAPIDPATH
** C. M. C.			VEHICLE PATHS
SWEPT PATH DIAGRAM	Scale: 1:235 @ A3	Scale: 1:	Notes:

Item 22.

Works Zone - Union Street, Pyrmont

TRIM Container No.: 2023/586691

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Union Street, Pyrmont, between the points 14.1 metres and 32.1 metres east of Edward Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "2P Ticket Permit Holders Excepted Area 20 Other Times", subject to the following conditions:

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

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 will be updated after the meeting.

Background

JCGV ETP has requested an 18 metre long Works Zone in Union Street, Pyrmont.

The Works Zone is to facilitate construction works at 37-69 Union Street, Pyrmont.

Comments

The kerb space on the southern side of Union Street, Pyrmont between Edward Street and Pyrmont Bridge Road is currently signposted as "No Stopping", "No Parking" and "2P Ticket Parking Permit Holders Excepted Area 20".

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

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.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

CITY OF SYDNEY 🏵

Union Street Proposed parking changes



Existing

No Stopping

■■■ No Parking

2P Ticket Permit Holders Excepted Area 20

Proposed

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

&

2P Ticket Permit Holders Excepted Area 20 Other Times



Item 23.

Works Zone - York Street, Sydney - Extension to Existing Works Zone

TRIM Container No.: 2023/586262

Recommendations

It is recommended that the Committee endorse the extension of the existing Works Zone on the western side of York Street, Sydney, between the points 27 metres and 30 metres north of Druitt Street as "Works Zone 7am-3pm Mon-Fri, 7am-5pm Sat" and "No Stopping Other Times", subject to the following conditions:

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

Voting Members	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 will be updated after the meeting.

Background

Versatile Made Construction has requested an additional 3 metre long Works Zone in York Street, Sydney to facilitate construction works at 139 York Street, Sydney.

Comments

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

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

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

The Works Zone will revert to "No Stopping Other Times" after the work zone hours.

Consultation

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

Financial

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

VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER

Works Zone - York Street, Sydney - Extension to Existing Works Zone

TRIM Container No.: 2023/586262

Recommendations

It is recommended that the Committee endorse the extension of the existing Works Zone on the western side of York Street, Sydney, between the points 27 metres and 30 metres north of Druitt Street as "Works Zone 7am-3pm Mon-Fri, 7am-5pm Sat" and "No Stopping Other Times", subject to the following conditions:

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

Voting Members	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 will be updated after the meeting.

Background

Versatile Made Construction has requested an additional 3 metre long Works Zone in York Street, Sydney to facilitate construction works at 139 York Street, Sydney.

Comments

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

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

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

The Works Zone will revert to "No Stopping Other Times" after the work zone hours.

Consultation

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

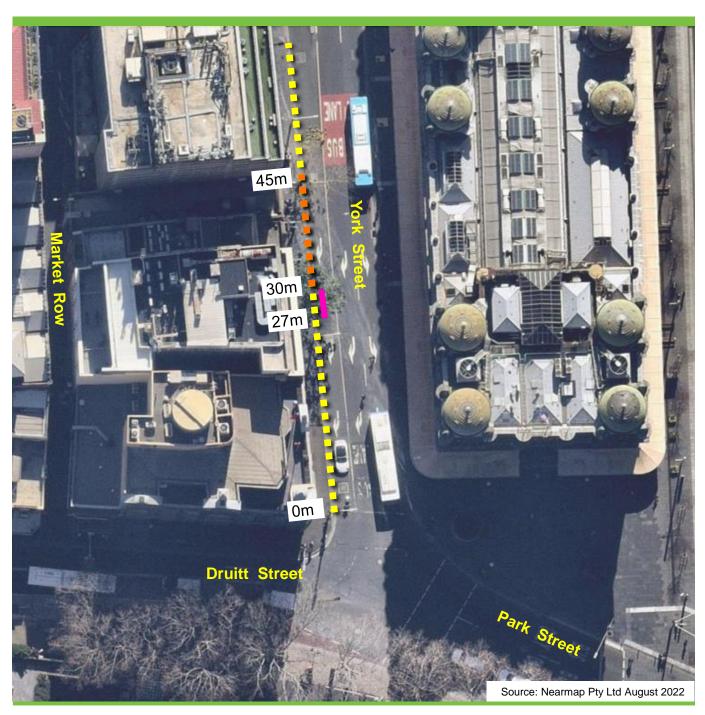
Financial

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

VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER

CITY OF SYDNEY 🐠

York Street, Sydney Proposed Works Zone



Existing

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

Proposed

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



Item 24.

Car Share - Pitt Street, Waterloo

Recommendations

It is recommended that the Committee endorse the allocation of parking as follows:

- On the western side of Pitt Street, Waterloo between the points 16 metres and 21.5 metres (one car space) north of Raglan Street as "No Parking Authorised Car Share Vehicles Excepted", and
- On the northern side of Raglan Street, Waterloo between the points 19.2 metres and 24.5 metres (one car space) east of Pitt Street as "Unrestricted for 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

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 a car share space in Pitt Street, Waterloo north of Raglan Street.

Comments

The kerb space on the western side of Pitt Street, Waterloo is currently unrestricted for parking.

Recently a car share space was installed on the northern side of Raglan Street, but this space is directly in front of a residential house which is causing issues for the adjacent residents.

A car share space in Pitt Street nearby is now proposed to replace the recently installed car share space in Raglan Street and would not impact any residents.

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.

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 974 letters sent out with nil responses supporting or opposing the proposal.

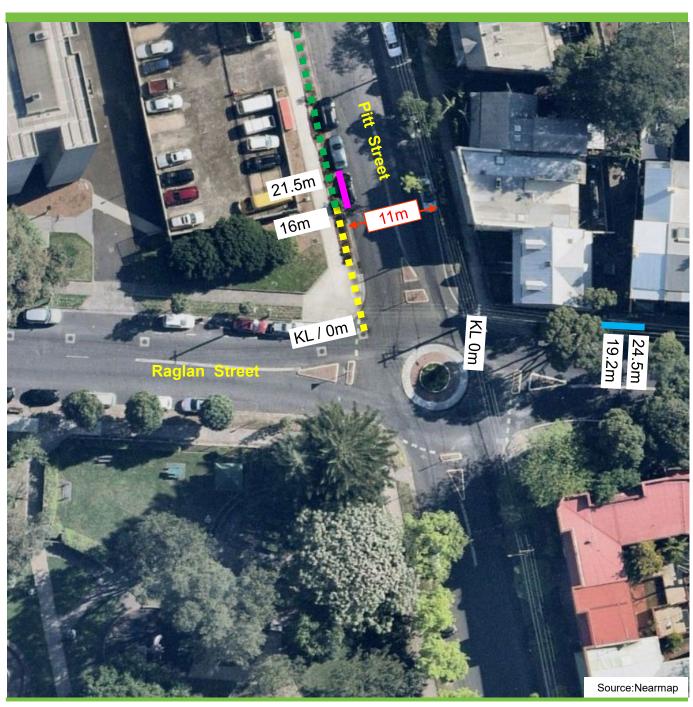
Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Pitt Street, Waterloo Proposed parking changes



Existing

"No Stopping"

Unrestricted parking

Proposed

"No Parking Authorised Car Share Vehicles Excepted"

Removal of

"No Parking Authorised Car Share Vehicles Excepted"



Item 25.

Parking - Mobility Parking and No Parking - Maddox Street, Alexandria

TRIM Container No.: 2023/578386

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Maddox Street, Alexandria west of Bourke Road as follows:

- (A) Between the points 128 metres and 135.8 metres as "4P 8am-10pm Mobility Parking Only"; and
- (B) Between the points 118 metres and 128 metres as "No Parking 8am-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 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 Maddox Street, Alexandria.

The City is also considering to install temporary "No Parking 8am-6pm Mon-Fri" to facilitate pick up and drop off for parents accessing Perry Park.

Comments

Maddox Street, Alexandria west of Bourke Road is designated two-way traffic flow with an approximate width of 13 metres, with parking provided on both side of the Maddox Street. The road and footway grades are generally flat adjacent to the proposed parking space.

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

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.8 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 considering the width of Maddox Street, the 3.2 metre bay width can be accommodated either within the carriageway.

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.

Additionally, due to the current construction works in Perry Park, the existing drop-off and loading area for the Recreation Centre is unavailable. Therefore, it is also proposed to install temporary "No Parking 8am-6pm Mon-Fri" restrictions adjacent to the proposed timed accessible parking space to facilitate pick up and drop off operations for parents and caregivers. We will review the No Parking restrictions after completion of the construction works in the Park.

Consultation

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

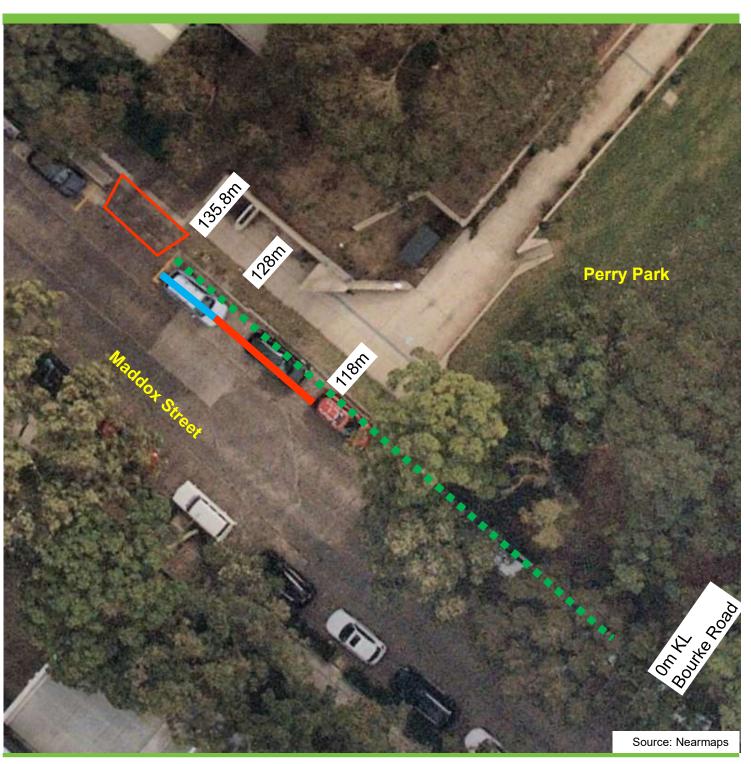
Financial

Funds are available in the current budget.

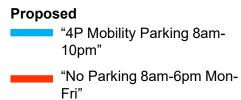
HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Maddox Street, Alexandria Proposed parking changes









Item 26.

Parking - Mobility Parking - Campbell Street, Surry Hills

TRIM Container No.: 2023/560363

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Campbell Street, Surry Hills between the points 26.2 metres and 33 metres west of Bourke 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 Campbell Street, Surry Hills near Taylor Square.

Comments

Campbell Street, Surry Hills between Bourke and Little Bourke Streets is designated for twoway 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 "Loading Zone Ticket 8am-6pm" and "4P Ticket 6pm-10pm Permit Holders Excepted Area 18 (1/4P Free)" on the southern side of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.4 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 6.8 metre long bay is proposed given it is adjacent to an existing "No Stopping" zone which provides additional manoeuvring space. A 3.2 metre wide bay can be accommodated within the carriageway.

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.

Kerb ramps already exist nearby to this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 316 letters sent out with one response supporting the proposal and one response opposing the proposal due to loss of parking.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER



Campbell Street, Surry Hills Proposed parking changes



Existing

"Loading Zone Ticket 8am-6pm" "4P Ticket 6pm-10pm Permit Holders Excepted Area 18 (1/4P Free)"

"No Stopping"

Proposed

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



Item 27.

Parking - Mobility Parking - Newman Street, Newtown

TRIM Container No.: 2023/550363

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Newman Street, Newtown between the points 30 metres and 37.8 metres east of King 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 –Inner West 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 Newman Street, Newtown.

Comments

Newman Street, Newtown east of King Street, is designated for two-way traffic flow with an approximate width of 6.2 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 "Loading Zone 7.30am-6pm Mon-Fri, 7.30am-12.30pm Sat" on the northern side of the street. The adjacent premises has off-street loading facilities so the loss of part of the on-street Loading Zone will not impact adjacent premises.

Under existing conditions, vehicles park on the northern side of the street only which reduces the trafficable lane for two-way traffic flow to an approximate width of 4.1 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.8 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 Newman Street, Newtown a 3.2 metre wide bay can be accommodated within the carriageway.

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

Consultation

The City consulted local residents and businesses in the area. There were 39 letters sent out with nil responses supporting or opposing the proposal.

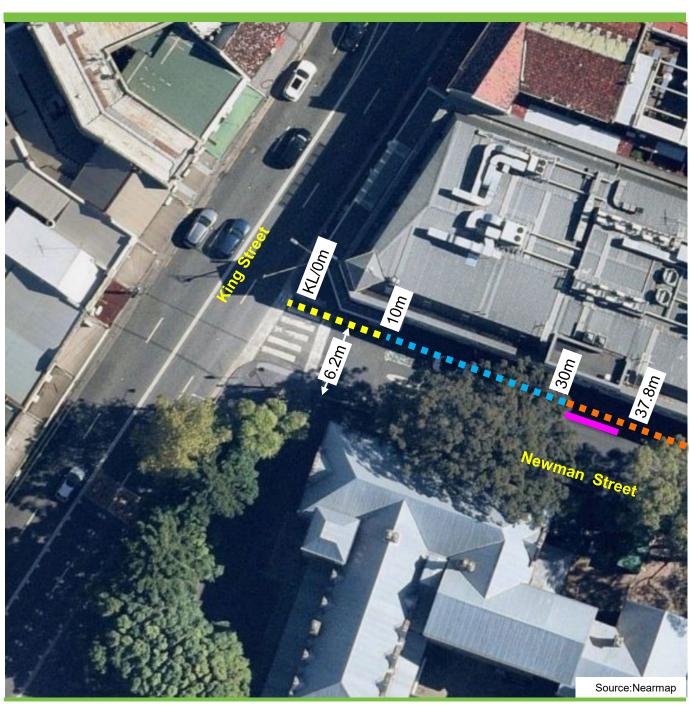
Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Newman Street, Newtown Proposed parking changes



Existing

- "No Stopping"

"No Parking Authorised Car Share Vehicles Bay 477-844"

"Loading Zone 7.30am-6pm Mon-Fri, 7.30am-12.30pm Sat"

Proposed

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



Item 28.

Parking - Mobility Parking - Morley Avenue, Rosebery

TRIM Container No.: 2023/560384

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Morley Avenue, Rosebery between the points 10 metres and 16.8 metres east of Dunning Avenue 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 Morley Avenue, Rosebery.

Comments

Morley Avenue, Rosebery east of Dunning Avenue is designated for two-way traffic flow with an approximate width of 12.9 metres. The road and footway grades are relatively flat adjacent to this proposed space.

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

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.5 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 6.8 metre long bay is proposed as the existing adjacent 'No Stopping' zone will provide for extra manoeuvring space needed and with consideration for the width of existing parking lane in Morley Avenue, a 3.2 metre wide bay can be accommodated within the carriageway.

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 however it is noted that an existing kerb ramp exists nearby which can be used.

Consultation

The City consulted local residents and businesses in the area. There were 73 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER



Morley Avenue, Rosebery Proposed parking changes



Existing

"No Stopping"

"Unrestricted Parking"

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



Item 29.

Parking - 2P Parking - Hutchinson Street, Surry Hills

TRIM Container No.: 2022/532335

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Hutchinson Street, Surry Hills between the points 7.3 metres and 15.1 metres (one car space) north of Sandwell Street as "2P 8am-10pm, Permit Holders Excepted Area 18".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Fitzroy Street, Surry Hills who recently requested a Mobility Parking space in Hutchinson Street has now asked for it to be removed as it is no longer required.

Comments

The kerb space on the western side of Hutchinson Street, Surry Hills north of Sandwell Street, where the changes are proposed, is currently signposted as "Mobility Parking Only".

The resident in question has advised the City that mobility parking is longer required therefore, the City is replacing this "Mobility Parking Only" with "2P 8am-10pm, Permit Holders Excepted Area 18". This would help to improve resident access to on-street parking and increase parking turnover.

The proposed changes would limit any vehicle which does not have a permit to (2) two hours of parking from 8am to 10pm, Monday to Sunday where the signs are installed.

Residents with an Area 18 parking permit will be exempt from the two-hour time limit.

A two-hour parking limit is preferred for streets in the inner residential areas as it better balances the long-stay parking needs of permit holders with the needs of all households to use parking for visitors, family, carers and tradespeople.

Consultation

The City notified local residents and businesses in the area. There were 178 letters sent out with no responses supporting or opposing the proposal.

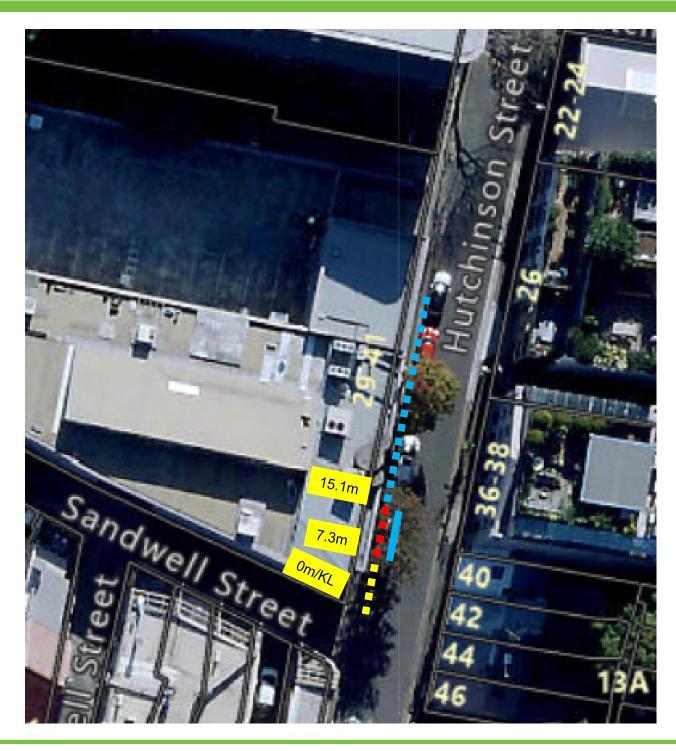
Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER



Hutchinson Street, Surry Hills Proposed parking changes



Existing

"No Stopping"

■ ■ "Mobility Parking Only"

"2P 8am-10pm, Permit Holders Excepted Area 18"

Proposed



"2P 8am-10pm, Permit Holders Excepted Area 18"



Item 30.

Parking - Bike Parking - Francis Street, Glebe

TRIM Container No.: 2023/531213

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Francis Street, Glebe between the points 100.3 metres and 106.1 metres (0 car space) west of Bay Street "Bicycle Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Francis Street has requested consideration of 4 U-rails bike parking in front of Harris Farm pedestrian entrance to improve the situation of parked bicycles blocking the footpath.

Comments

The kerbside lane on the southern side of Francis Street between the points 100.3 metres and 106.1 metres Francis Street, where the changes are proposed, is currently signposted as "No Stopping".

Francis Street is approximately 7.6 metres wide and 220 metres long from Grose Street to Bay Street. It is a one-way street for eastbound traffic travelling from about 52m east of Grose Street to Bay Street.

On-site inspection shows there is a need to provide the bike parking facility to cater for local businesses as there are no other bike parking within easy walking distance.

The proposed bike parking is located east of a vehicular crossing on the southern side of Francis Street next to Harris Farm pedestrian entrance. The vehicular crossing is approximately 3.4m wide, providing access for vehicles entering the 'Car Park South Entry' of the Broadway Shopping Centre. The existing 'No Stopping (right arrow)' signpost is approximately 6.1m from the vehicle crossing's layback.

The proposed four U-rails in a 5.8m long by 2m wide bike parking is located between the existing 'No Stopping' signpost and the existing vehicular crossing's layback. The 4 U-rails shall be installed perpendicular to the existing kerbs with two 150mm high separator kerbs at both ends. The 200mm wide western separator kerb provides protection from cars turning into the South Entry carpark. The 600mm wide eastern separator kerb provides protection from cars reversing into the parked bicycles. The proposed U-rails and separator kerbs shall be 450mm offset from the kerb line to ensure unimpeded stormwater flow along the existing gutter.

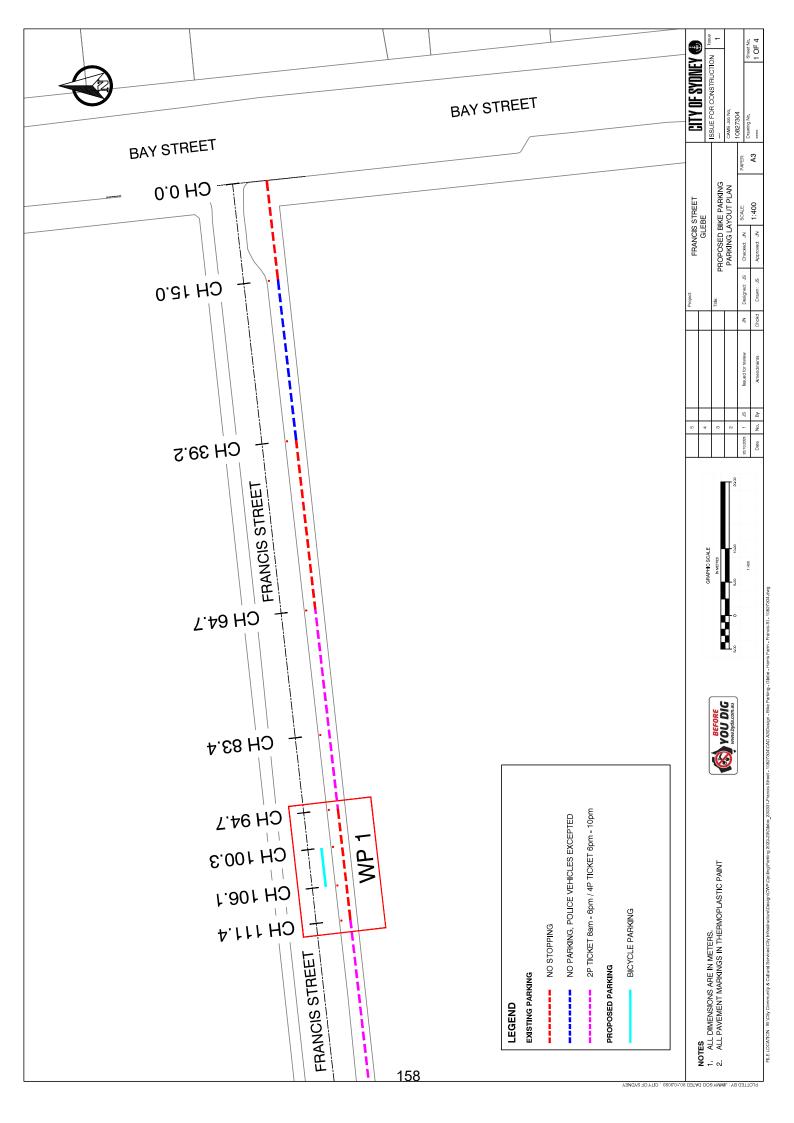
Consultation

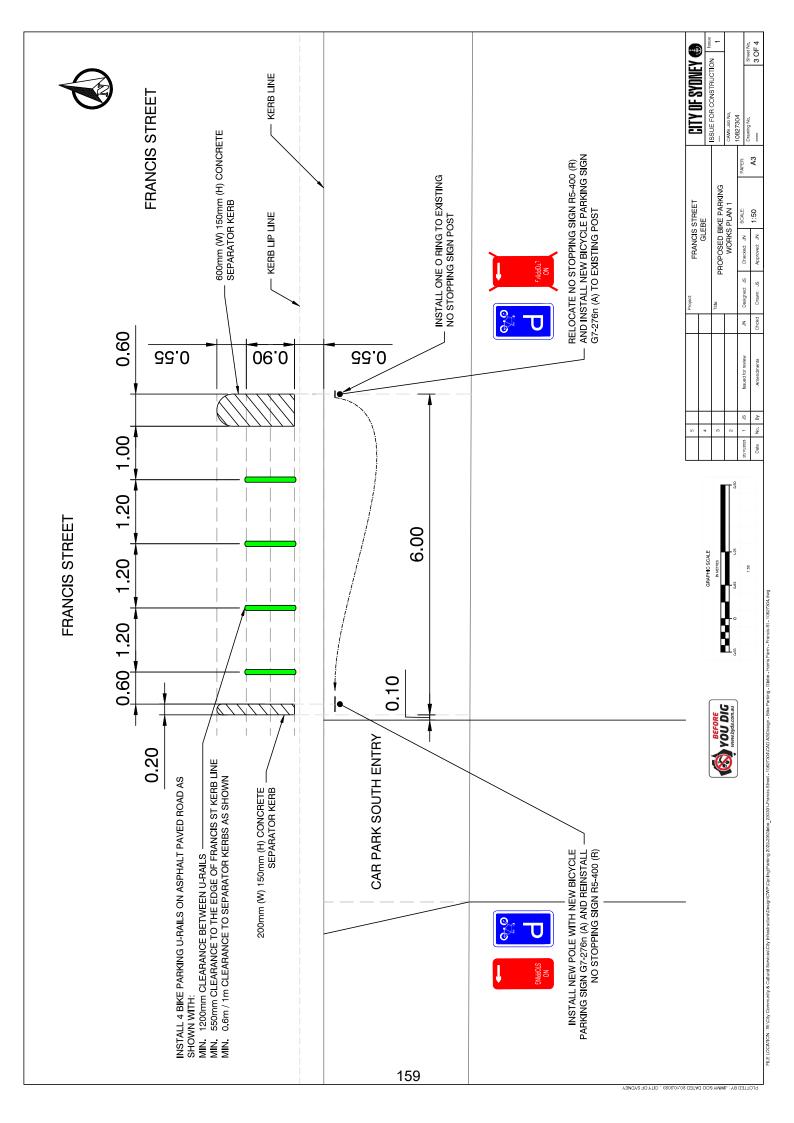
The City consulted local residents and businesses in the area. There were 22 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

JIMMY SOO, SENIOR CYCLING DESIGNER







Item 31.

Parking - Bus Zone - Wentworth Avenue, Sydney

TRIM Container No.: 2023/619375

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Wentworth Avenue between the points 63.4 metres and 90 metres, west of Hunt Street as "Bus Zone".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City and Transport for NSW are proposing a bus stop in Wentworth Avenue to maintain access to public transport as part of the new cycleway on Liverpool and Oxfords Streets.

Comments

The kerb space on the northern side of Wentworth Avenue, where the changes are proposed is currently signposted as "No Parking", "Loading Zone Ticket 6am-6pm Mon-Fri

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

To facilitate a new bus stop in Wentworth Avenue, it is proposed the reallocate the kerb space as "Bus Zone".

Consultation

The City consulted local residents and businesses in the area. There were 206 letters sent out with no responses supporting or opposing the proposal.

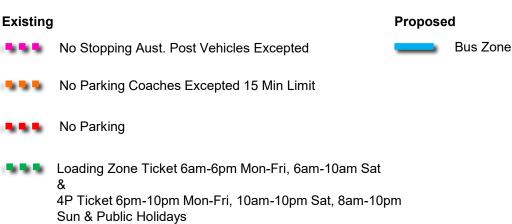
Financial

Funds are available in the current budget.

CLEMENT LIM - TRAFFIC MANAGER - CITY NORTH

Wentworth Avenue, Sydney Proposed parking changes





Item 32.

Parking - No Parking - Renwick Street, Alexandria

TRIM Container No.: 2023/575968

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Renwick Street, Alexandria between the points 21.5 metres and 26.5 metres (one car space) east of Suttor Street as "No Parking 8.30am-6pm Mon-Fri, Council Vehicles Excepted".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The recent construction of a new kerb extension on the corner of southern side of Renwick Street at Suttor Street has reduced the space available for the community bus to pull in and out in the adjacent existing "No Parking 8.30am-6pm Mon-Fri Council Vehicles Excepted" zone. Therefore, an extension of the length of space of this parking zone is required.

Comments

The kerb space on the southern side of Renwick Street, east of Suttor Street, where the changes are proposed, is currently 2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36".

The construction of a new kerb extension on southern side of Renwick Street has reduced the ability of the community bus to pull in and out in the adjacent "No Parking 8.30am-6pm Mon-Fri Council Vehicles Excepted" parking, therefore, the City is considering to extend the existing designated Council Bus parking by 5 metres to ensure a bus can access parking in a safe and efficient manner.

This Community Bus parking is used to pick up and drop off elderly residents in the adjacent Cliff Noble Community Centre.

Consultation

The City notified local residents and businesses in the area. There were 68 letters sent out with no responses supporting the proposal and two responses opposing the proposal due to loss of on-street parking.

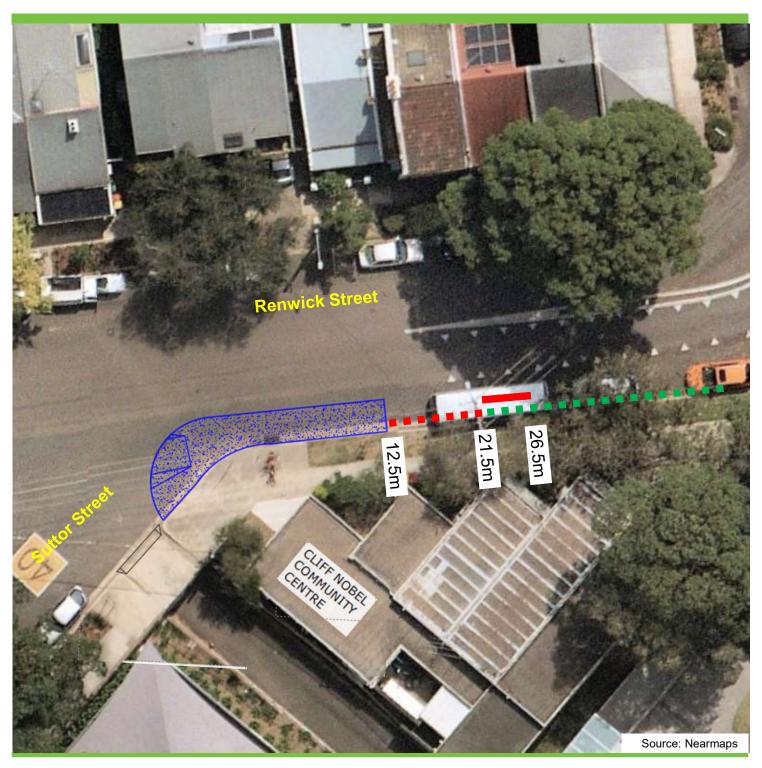
Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Renwick Street, Alexandria Proposed parking changes



Existing

- "No Parking 8.30am-6pm Mon-Fri , Council Vehicles Excepted"
- "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 36"

Proposed

"No Parking 8.30am-6pm Mon-Fri , Council Vehicles Excepted"



Item 33.

Parking - No Parking Coaches Excepted 15 Minute Limit - Thomas Street, Haymarket

TRIM Container No.: 2023/521844

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Thomas Street, Haymarket between the points 20 metres and 32.5 metres (two car spaces) south of Thomas Lane as "No Parking Coaches Excepted 15 Minute Limit."

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Great Southern Hotel has requested consideration of "No Parking Coaches Excepted 15 Minute Limit" in Thomas Street, Haymarket south of Thomas Lane to improve on-street pick up and drop off access for coaches.

Comments

The kerb space on the eastern side of Thomas Street south of Thomas Lane, where the changes are proposed, is currently signposted as "P15 Minute", "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

On-site inspection shows there is a need to provide a "No Parking Coaches Excepted 15 Minute Limit" restriction to allow coaches and drivers to pick up and drop off passengers safely near the Great Southern Hotel.

Consultation

The City consulted local residents and businesses in the area. There were 196 letters sent out with no responses supporting or opposing the proposal

Financial

Funds are available in the current budget.

VARUN NAYYAR, ENGINEERING TRAFFIC OFFICER



Thomas Street, Haymarket Proposed parking changes



Existing

"P15 Minute"

"Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat 4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays"

Proposed

"No Parking Coaches Excepted 15 Minute Limit"



Item 34.

Parking - Various Changes - Pitt Street, Sydney

TRIM Container No.: 2022/494979

Recommendations

It is recommended that the Committee endorse the following reallocation of parking in Pitt Street, Sydney:

(A) On the eastern side between the points 11.4 metres and 29.6 metres south of Martin Place as "No Parking 7am-7pm Coaches Excepted 15 Mins Limit" and "4P Ticket 7pm-Midnight"

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Fullerton Hotel has requested consideration to improve on-street parking access for coaches in Pitt Street, Sydney.

Comments

The kerb space on the eastern side of Pitt Street south of Martin Place, where the changes are proposed, is currently signposted as "P5 Minute 7am-7pm" and "4P Ticket 7pm-Midnight".

The proposed "No Parking 7am-7pm Coaches Excepted 15 Mins Limit" parking restriction improves parking turnover and allows coaches to park for a maximum of 15 minutes between 7am to 7pm seven days a week. Other vehicles can stop for less than 2 minutes if the driver stay within 3 metres of the vehicle to pick up and drop off goods and passengers.

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.

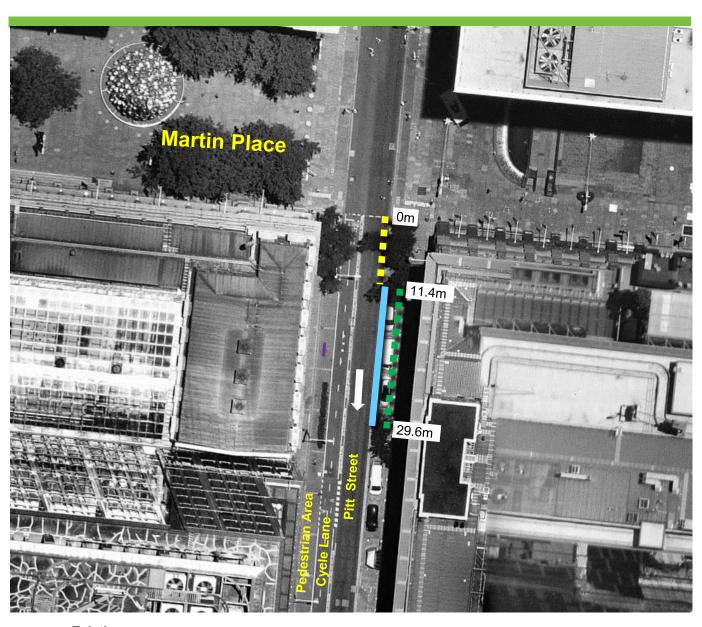
Financial

Funds are available in the current budget.

CLEMENT LIM, TRAFFIC MANAGER - CITY NORTH



Pitt Street, Sydney Proposed parking changes



Existing



P5 Minute 7am-7pm

4P Ticket 7pm-Midnight

Proposed



No Parking 7am-7pm Coaches Excepted 15 Mins Limit

4P Ticket 7pm-Midnight

Item 35.

Parking - Various Parking Changes - Upper Fort Street and Watson Road, Millers Point

TRIM Container No.: 2023/103500

Recommendations

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

- (A) On the eastern side of Upper Fort Street between the points 165.5 metres and 249.1 metres (14 spaces) from Argyle Street as "P10mins 7-8.15am 3.30-6pm Mon-Fri", "No Parking 8.15-9am 2-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6-10pm Mon-Fri 8am-10pm Sat Sun & Public Holidays.
- (B) On the southern side of Watson Road between the points 38.1 metres and 130.9 metres (16 spaces) from Argyle Street as "P10mins 7-8.15am 3.30-6pm Mon-Fri", "No Parking 8.15-9am 2-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6-10pm Mon-Fri 8am-10pm Sat Sun & Public Holidays.

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

Condition B50 of the approved State Significant Development of Fort Street Public School (SSD-10340) requires the applicant to submit the proposed parking changes to the Committee for endorsement.

Comments

To improve on-street parking access for parents to pick up and drop students before, during and after school hours, it is proposed to reallocate parking as "P10mins 7-8.15am 3.30-6pm Mon-Fri", "No Parking 8.15-9am 2-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6-10pm Mon-Fri 8am-10pm Sat Sun & Public Holidays.

The proposed parking restriction will allow drivers to park free for 10 minutes between 7am to 8.15am and between 3.30pm to 6pm Monday to Friday. This will enable parents and carers to pick up and drop off students attending the before and after school care program.

Parking is allocated as "No Parking" between 8.15am to 9am and between 2pm to 3.30pm Monday to Friday to improve traffic flow in Upper Fort Street and Watson Road and enable students to be picked up safely and efficiently.

Consultation

The proposal was consulted with Fort Street Public School and the Millers Point Community and Resident Action Group.

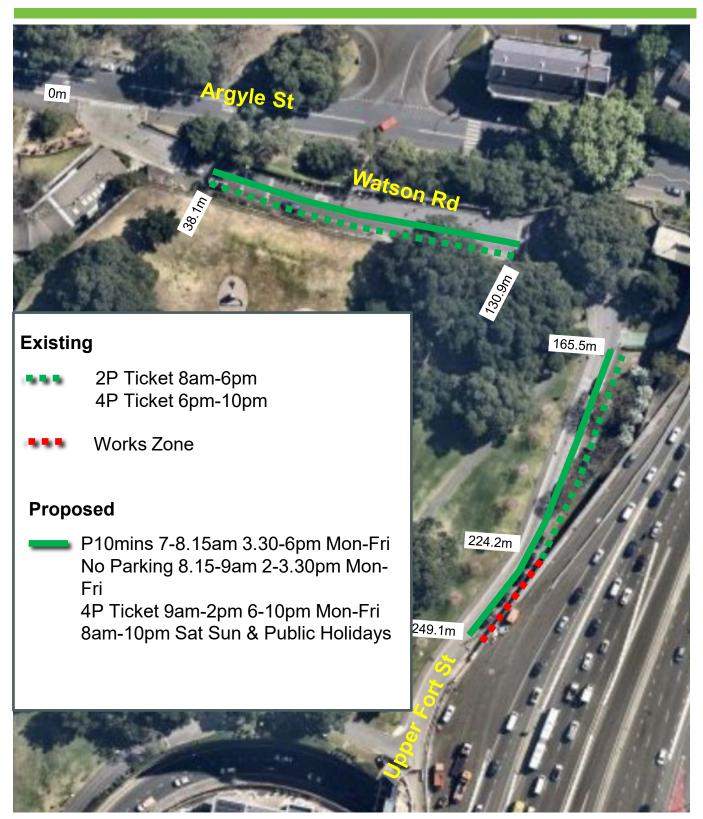
Financial

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

CLEMENT LIM, TRAFFIC MANAGER - CITY NORTH



Upper Fort Street and Watson Road, Millers Point Proposed parking changes



Item 36.

Traffic Treatment – Streetscape Improvements and Parking Proposal – Queen and William Streets, Beaconsfield

TRIM Container No.: 2023/583300

Recommendations

It is recommended that the Committee endorse the following treatments and parking changes in Beaconsfield.

- (A) The allocation of kerbside restrictions in Queen Street as "60° Angle Parking Rear to Kerb" as follows:
 - Western side, north of Beaconsfield Street, between the following points
 - 258.8 metres and 269.3 metres;
 - 270.8 metres and 295.2 metres;
 - 308.1 metres and 324 metres;
 - 326.6 metres and 338.6 metres;
 - 466.4 metres and 478.2 metres; and
 - 481.2 metres and 498.6 metres
 - Eastern side, North of Beaconsfield Street between the following points
 - 69 metres and 75.8 metres;
 - 78.6 metres and 87.8 metres;
 - 90.6 metres and 120.8 metres;
 - 517.9 metres and 527.8 metres; and
 - 530.5 metres and 543 metres.
- (B) The allocation of kerbside restrictions in Queen Street as "2P 8am-6pm Permit Holders Excepted Mon-Fri" as follows:
 - Eastern side, between points 285.8 metres and 298.1 metres; and
 - Western side, between points 542.9 metres and 545.3 metres.

- (C) The allocation of kerbside restriction in William Street as "60° Angle Parking Rear to Kerb" as follows:
 - Western side, North of Beaconsfield Street, between the following points
 - 10.4 metres and 31.6 metres;
 - 51.8 metres and 70.8 metres;
 - 224 metres and 248.6 metres; and
 - 350.2 metres and 378.5 metres
 - Eastern side, north of Beaconsfield Street, between the following points
 - 85.5 metres and 91.9 metres;
 - 94.5 metres and 104.3 metres;
 - 298.6 metres and 323.6 metres; and
 - 325.8 metres and 345.2 metres
- (D) The installation of 4.1 metre wide landscaped kerb-side blisters on Queen Street as follows:
 - Western side, North of Beaconsfield Street, between the following points:
 - 255 metres and 258.8 metres
 - 269.3 metres and 270.8 metres
 - 324 metres and 326.6 metres
 - 338.6 metres and 342.6 metres
 - 460 metres and 466.4 metres
 - 478.2 metres and 481.2 metres
 - 498.6 metres and 509 metres
 - Eastern side, North of Beaconsfield Street, between the following points:
 - 75.8 metres and 78.6 metres
 - 87.8 metres and 90.6 metres
 - 120.8 metres and 128.5 metres
 - 511.4 metres and 517.9 metres
 - 527.8 metres and 530.5 metres

- 543 metres and 551.6 metres
- (E) Installation of 2 metre wide In-Road landscaped median on Queen Street, North of Beaconsfield Street, between the following points:
 - 139.2 metres and 154.2 metres
 - 201.3 metres and 212.6 metres
 - 371.5 metres and 391.5 metres
 - 555.7 metres and 572.2 metres
 - 592.6 metres and 612.5 metres
- (F) Provision of a pedestrian refuge island at the Queen and Collins Street intersection, north of Collins Street, between points 199.2 metres and 201.30 metres.
- (G) Installation of a 4.6 metre wide kerb extension on the eastern side of Queen Street, between the points 295.2 metres and 308.1 metres north of Collins Street.
- (H) Installation of a 2.1 metre wide kerb extension on the western side of Queen Street, between the points 298.1 metres and 315.2 metres north of Collins Street.
- (I) Provision of a pram ramp crossing on Queen Street, between points 31.6 metres and 34.0 metres on both sides of the street.
- (J) Installation of 4.1 metre landscaped kerb-side blisters on William Street as follows:
 - Eastern side, North of Beaconsfield Street, between the following points:
 - 77.4 metres and 85.5 metres
 - 91.9 metres and 94.5 metres
 - 104.3 metres and 110.5 metres
 - 323.6 metres and 325.8 metres
 - 345.2 metres and 351.2 metres
 - Western side, North of Beaconsfield Street, between the following points:
 - 31.6 metres and 36 metres
 - 70.8 metres and 77.4 metres
 - 217.5 metres and 224 metres
 - 248.6 metres and 255.1 metres
 - 342.1 metres and 350.2 metres
 - 378.5 metres and 385.4 metres

- (K) Installation of 2 metre wide In-Road landscaped median strips on William Street between the following points:
 - 116.6 metres and 127.9 metres
 - 187.9 metres and 213.1 metres
 - 392.1 metres and 406 metres
- (L) Installation of a 2.1 metre wide kerb extension on William Street, north of Beaconsfield Street as follows;
 - Eastern side, between the following points:
 - 0 metres and 6.6 metres
 - 41.3 metres and 59.7 metres
 - Western side, between the following points:
 - 287.3 metres and 299.80 metres
- (M) Installation of a 4.6 metre wide kerb extension on William Street, north of Beaconsfield Street as follows:
 - Western side, between the following points:
 - 2.4 metres and 10.4 metres.
 - 44.1 metres and 51.8 metres.
 - Eastern side, between the following points:
 - 283.8 metres and 298.6 metres.
- (N) Provision of a pram ramp crossing on eastern and western side of William Street, between the following points:
 - 2.8 metres and 4.0 metres
 - 46.3 metres and 48.7 metres
 - 292 metres and 294 metres
- (O) The allocation of yellow "No Stopping" line marking as follows:
 - Western side of William Street, between the points 403.1 and 413.6 metres south of Reserve Street;
 - Eastern side of William Street, between the points 404.9 and 413.6 metres south of Reserve Street;
 - Western side of Queen Street, between the points 610 and 620 metres south of Johnson Street;

- Eastern side of Queen Street, between the points 612 and 622 metres south of Johnson Street;
- Western side of Queen Street, between the points 566.3 metres and 576.3 metres, south of O'Connor Lane;
- Western side of Queen Street, between the points 580.2 metres and 590.2 metres, north of O'Connor Lane; and
- Western side of Queen Street, between the points 45.1 metres and 55.1 metres, north of Queens Lane.
- (P) To install B-B centreline road marking as follows:
 - On William Street, between the following points
 - 74.4 metres and 82 metres
 - 340.5 metres and 354.5 metres
 - 382.1 metres and 384.5 metres
 - On Queen Street, between the following points
 - 343 metres and 356.2 metres
 - 503 metres and 514 metres
 - 538.4 metres and 556.2 metres
- (Q) To install white chevron road marking North of Beaconsfield Street, as follows:
 - On William Street, between the following points
 - 105.4 metres and 116.6 metres
 - 384.5 metres and 392.1 metres
 - On Queen Street, between the following points
 - 123.8 metres and 139.2 metres
 - 212.6 metres and 228.6 metres
 - 356.2 metres and 371.5 metres
 - 556.2 metres and 555.70 metres
- (R) The installation of a raised pedestrian crossing in Collins Street, west of William Street.
- (S) The installation of a Continuous Footpath Treatment in William Street, north and south of Collins Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Greening Sydney Strategy (GSS) was adopted by Council in July 2021 and sets a vision for a greener Sydney that will help improve our health and wellbeing, reduce urban heat impacts and bring nature into the city. The strategy is made up of six key directions and 20 key actions.

Streets account for 23 per cent of the total local government area (LGA). The target for streets as a collective land use area is 39 per cent green cover with a minimum of 34 percent canopy cover. To achieve the overall LGA targets a variety of measures are defined in Action 1 of the GSS. The City has committed to develop policies, programs, and projects to increase the number and type of street gardens, increase the number and type of inroad plantings, plant more street trees and ensure the largest tree species appropriate for the space in planted.

The planting of trees within the road pavement area is an opportunity to increase tree canopy within the street network above that provided by typical planting within the verge.

Planting in the roadway provides a range of benefits including traffic calming by narrowing roadway down and reducing speed, opportunity to install trees clear of overhead services, opportunity for passive irrigation and integrated stormwater management and the maximised shading of large areas of hard stand.

William and Queen Streets in Beaconsfield are suitable locations to fulfil the above vision. The proposed works for these streets are an integrated proposal to provide in-road planting

opportunities whilst also addressing issues related to traffic speed, parking, and pedestrian access.

Comments

William, Queen and Collins Street are 12.8 metre wide streets within Beaconsfield with long crossing distances. Changes in development within Beaconsfield and the surrounding suburbs have increased traffic flows on these local streets. These streets are also identified as areas of high need for additional canopy. Some traffic calming and pedestrian improvements have been made in surrounding streets including on Reserve Street and Victoria Street.

This proposal will increase the number of in-road tree planting opportunities on Queen and William Street through the installation of 24 kerb side blisters and 8 median strips. These traffic treatments will provide space to plant 44 trees which will improve the amenity of the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

To resolve resident concerns related to installation of median strips the extent of proposed median strips was reduced and a combination of angle parking with kerb-side blisters were also included in the proposed works. The white chevron road marking will also be installed associated with raised median strips to direct traffic flow around the medians.

The installation of angle parking on Queen and William Street increases the overall number of kerbside parking for the residents by 19 spaces. Also, the angle parking will narrow the road and create a meandering travel path so that it reduces vehicle speeds and improve safety. The angle parking design is the same treatment as used in numerous other locations within the City and also used in the adjacent Victoria Street, Beaconsfield.

The number of permit parking spaces have not been impacted by this proposal.

The City has received ongoing requests to improve the pedestrian safety and accessibility at the intersection of Collins and William Streets. Therefore, the City propose to install raised pedestrian crossing in Collins Street.

It is also proposed to install continuous footpath treatments across Willaim Street just north and south of Collins Street. This will reduce vehicle speeds, improve pedestrian safety and accessibility and improve local amenity.

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

In regards to residents' concerns related to pedestrian safety on William Street and Queen Street associated with the new childcare centre and Beaconsfield Park. The City propose to install of kerb extension as this would reduce crossing distances for pedestrians in these locations.

Consultation

The City consulted local residents and businesses in the area on the proposed in-road planting works and streetscape improvements on William and Queen Street, Beaconsfield

between 13 March 2023 and 11 April 2023. The City sought feedback on the concept plans for both streets ahead of detailed design and endorsement through the LPCTCC.

Community consultation activities included:

- 28-day consultation period
- 950 letters sent out (450 for William and 460 for Queen Street). This letter included a brief description of the works and the proposed concept plan for each street.
- A Sydney Your Say web-page
- Notification through the March Sydney You Say eNews: 7152 subscribers
- Online feedback form.

There was a total of 67 responses across the two streets with many submissions providing feedback for both proposals and the wider Beaconsfield precinct, with the following breakdown for each street:

Queen Street, Beaconsfield

- 188 unique page views
- 34 survey responses
- 16 email submissions

Out of the 50 submissions, there were 10 supporting the proposal, 13 supporting the proposal with amendments or in part, 26 submissions that did not support the proposal and 2 submissions that were neutral.

William Street, Beaconsfield

- 116 unique page views
- 10 survey responses
- 6 email submissions
- 1 site meeting with resident

Out of the 17 submissions, there were 10 supporting the proposal, 3 supporting the proposal with amendments and 4 submissions that did not support the proposal.

In summary 36 responses across the two street proposals expressed support for the aim to increase greening and improving pedestrian safety however 16 of these responses recommended a number of alternate design solutions including:

- additional angle parking,
- reduction in median strips,
- improved pedestrian safety at key desire-lines.

Of the 30 respondents that did not support the proposed works there was consistent feedback across both street proposals which can be summarised as follows:

- Concern that the proposed works would increase traffic congestion with the introduction of median strips, i.e. would stop easy loading and unloading, double parking and U-turns.
- There was a need for a precinct wide traffic management approach to address the issues of speed, use of the streets as rat-runs and vehicles exceeding the load limits on the streets.
- There was insufficient parking due to development pressures within the precinct and the nearby Green Square for both residents and workers.
- Concern related to pedestrian safety particularly due to insufficient crossing points at Collins Street and midblock near Beaconsfield Park and the new childcare centre on William Street.

Specifically related to the Queen Street proposal, 27 respondents did not support the proposal as they considered there was sufficient trees already present and providing shade particularly between Collins and Reserve Street.

Other comments related to trees included:

- Eight submissions (6 for Queen and 2 for William) were concerned about additional leaf drop and impact to drainage.
- Five submissions (5 for Queen and 1 for William) did not support additional tree
 planting due to additional bird and bat droppings, specifically the species
 selected.
- Nine submissions (8 for Queen and 1 for William) were concerned that additional trees will limit solar access to adjacent properties.
- Eight submissions for Queen Street raised concern about the existing maintenance levels related to existing trees in medians, footpaths, and street cleaning.

A detailed submission and response table has been included in Attachment B.

Changes to the design

Following review of the feedback, the approach to achieving the increased canopy on the street has been revised to address many of the concerns raised as part of the consultation.

This includes the following amendments:

- No additional tree planting below existing fig trees whilst also providing future tree planting opportunities to ensure that canopy is provided in the long term.
- Species change in Queen Street between Reserve Stret and Johnson Street to a deciduous species. This has been updated in the 2023 Street Tree Master Plan.
- Reduced number of median strips in Queen Street from 9 to 5, and in William Street from 5 to 3. Noting that median strips are part of a suite of traffic

treatments used within the LGA on local roads to provide greening and traffic calming. Double parking for loading and unloading of vehicles does not comply with existing road rules. The median strips will provide further physical prevention for this non-compliance.

- Extension of angle parking alternating along the length of both William Street and in sections of Queen Street to achieve an additional 19 parking spaces across the two streets.
- Provision of chicane arrangement in both William Street and Queen Street to further slow traffic
- Reduced crossing distances and additional pram ramps at key locations including at the intersection of Beaconsfield and William Street intersection, the childcare and at Beaconsfield Park

The revised proposal will achieve an additional 43 in-road trees and provide an addition 4 spaces for future tree planting, whilst also achieving an increase in net parking spaces and a range of improvements to pedestrian safety.

Refer to Attachment B with the Consultation Summary and Consultation Plans.

Financial

Funding will be sourced from both the current and future years capital works budget for the project to be delivered in stages.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT

Attachment B

Engagement Summary

WILLIAM STREET CONSULTATION SUMMARY

13 March 2023 to 11 April 2023 Unique page views: 116

450 letters were sent to local residents and businesses. Included in March of Sydney Your Say eNews: 7,152

subscribers

17 submissions were received. 10 survey response and 6 email submissions

1 stakeholder meeting was held.

Summary	
Supports proposal. Noting (1) does not support providing additional parking	10
Supports proposal with amendments. (ROD)	3
Does not support proposal	4
Supports specifically mentions pedestrian crossing works	5

Submission Comment	Response
Three submission comments requested angled parking to	Updated design has incorporated extended angle
be extended full length of William Street to provide	parking.
additional parking and traffic calming by adjusting central	
alignment of the road	
Three submission comments did not support changes due	Proposed changes will reduce speeds and
to potential to increase congestion particularly with	improve safety. The updated design has reduced
deliveries and loading, specifically related to median strips.	the extent of medians proposed and introduced other traffic calming devices.
Three submission comments did not support medians due	The use of landscaped median strips is a standard
to potential impact on sightlines and pedestrian/vehicle	traffic calming device installed across the LGA.
safety.	Trees and any groundcovers will be planted and
	then maintained to ensure sight lines are
	maintained.
One submission comment noted that main pedestrian	The proposed pedestrian crossing on Collins
movements are from Queen and Victoria Street across	Street, north of William Street responds to recent
Collins not at William.	developments in the precinct including the
	childcare on William Street and the connection to
	the existing Beaconsfield Park.
One submission comment raised concern related to existing	Maintenance is undertaken across the city to
maintenance and additional maintenance requirements for	agreed Service Levels. Any additional works will
the proposes scope.	be maintained to these agreed service levels. To
	lodge a maintenance request, refer to the City's
	web-page
	https://www.cityofsydney.nsw.gov.au/report-issue
One submission comment requested the provision of a	No proposed dedicated motorbike parking has
dedicated motorbike parking spaces.	been included in the updated design.
One submission comment was concerned there would be a	No proposed parking loss as part of proposal.
reduction in parking. An additional submission highlighted	There is a proposed increase in parking as part of
that there is very high demand for parking in the area, and	updated design.
that sometimes spaces occupied for extended periods.	ar ancom a confirm
One submission comment did not support additional	Noted as a comment.
parking. Recommends the City find solutions to make it	
more attractive to not own a private car.	
Five submission comments raised concerns of pedestrian	The proposed pedestrian crossing on Collins
safety on Collins Street. One submission noted this follows	Street and the proposed kerb-extensions as part
changes since M8 construction.	of the installation of continuous footpath
_	crossings across William Street will improve
	pedestrian access and safety in this location.
Three submission comments raised concerns related to	Footpath widenings are proposed as part of the
pedestrian safety and parking related to childcare centre	updated design to reduce crossing distances in
	this location.

Five submission comments raised general concerns related to speed and traffic on Local Streets including William, Victoria, and Beaconsfield Street. One submission comments requested speed bumps on William Street – South of Collins to Beaconsfield Street and Seaconsfield Street are currently outside of the scope of these works. The proposed works will a series of traffic calming devices to reduce speed and improve pedestrian safety on these streets. Victoria Street and Beaconsfield Street are currently outside of the scope of these works. The proposed works will a series of traffic calming devices to reduce speed and improve pedestrian safety on these streets. Speed bumps are not currently proposed as part of these works. Two submission comments did not support additional tree planting due to additional bird and bat droppings, specifically the species selected. Two submission comments noted that there are sufficient trees already present. Two submission comments raised concern additional trees will further reduce lighting and perception of safety. Notes that existing light levels at night are low due to existing canopy trees. Two submission comments requested that safety and well-being of residents are prioritised. Noted as a comment. Noted as a comment. Noted as a comment.		
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being of residents are prioritised.	canopy trees.	
· · · · · · · · · · · · · · · · · · ·	Two submission comments requested that safety and well-	Noted as a comment.
	being of residents are prioritised.	
One submission did not support medians as they are ugly Noted as a comment.	One submission did not support medians as they are ugly	Noted as a comment.

QUEEN STREET CONSULTATION SUMMARY

8 March 2023 to 5 April 2023 Unique page views: 188

460 letters were sent to local residents and

businesses.

Included in March of Sydney Your Say eNews: 7,152

subscribers.

50 submissions were received. 34 survey response

and 16 email submissions

Summary	
Supports proposal. - Traffic calming (2) - Greening (2) - Both (5) - Generally (1)	10
Supports proposal with amendments or in part.	
Does not support proposal. 26	
Neutral	2

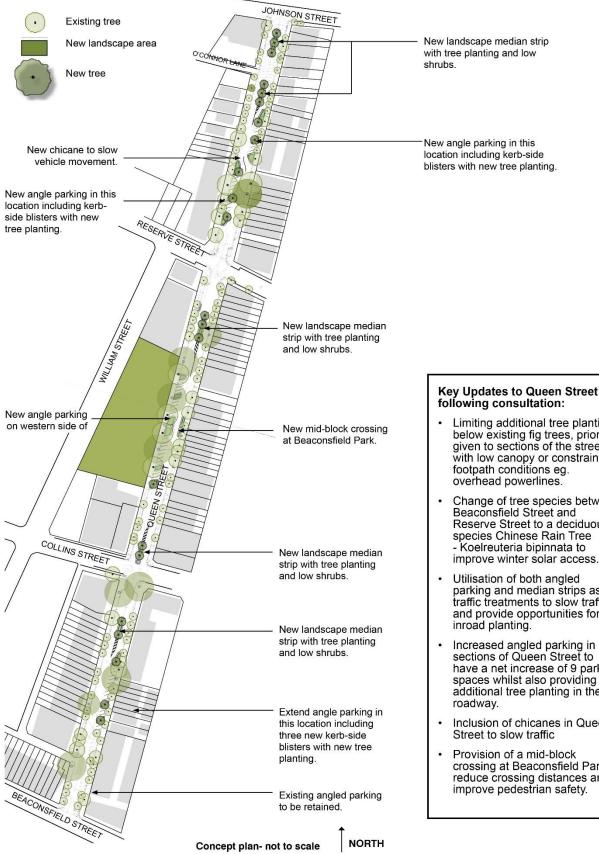
Submission Comment	Response
Twenty-seven submissions did not support the proposal as they considered there was sufficient trees already present and providing shade particularly between Collins and Reserve Street.	The proposal for additional tree planting on Queen Street supports the City's long-term approach to the provision of canopy. The majority of canopy is currently being provide by a small number of large Ficus Hilli trees which are generally not suitable footpath trees. The updated design has reviewed proposed tree locations to focus on locations where there is low areas of existing canopy.
Six submission comments were concerned about additional leaf drop and impact to drainage.	Noted as a comment.
Four submission comments were concerned that the species selection will add to existing problems of bats and possums.	Noted as a comment.
Two submissions recommended the focus should be on footpath planting rather than inroad planting.	The City has an ongoing program of proactive tree planting in the footpath across the LGA. The scope of this project focuses on inroad planting.
Eight submissions were concerned that additional trees will limit solar access to adjacent properties.	As part of the Street Tree Master Plan review the proposed tree species were amended to reflect these comments with the following species nominated: Between Beaconsfield Street and Reserve Street Koelreuteria bipinnata — Chinese Rain Tree Between Reserve Street and Johnson Street Waterhousea floribunda — Weeping Lilly Pilly
One submission challenged the benefit of a tree planting vs the associated concrete CO2 emissions.	The City has a tree planting program and canopy targets due to the many benefits of trees in an urban environment in addition to carbon sequestration, however it is noted as a comment and the delivery team is working towards minimising where suitable the volume of concrete required for the installation of trees in the road way.
One submission recommends removing overhead powerlines.	The City supports a program of both undergrounding services and bundling cables to improve tree canopy outcomes. This is not proposed as part of this project scope.
Two submission comments were concerned about existing and future root damage of trees to footpaths and private property.	The new trees proposed are within the roadway to allow for large tree planting away from footpaths and buildings. The City has an ongoing program of monitoring and maintenance of existing trees to manage these risks.

One submission comment was concerned related to night- time safety due to already dense canopy and low lighting, particularly along park edge. Fight submission comments related to existing trees in medians, footpaths, and street cleaning. Maintenance is undertaken across the city to agreed Service Levels. Any additional works will be maintained to these agreed service levels. To lodge a maintenance request, refer to the City's web-page https://www.cityofsydney.nsw.gov.au/report-issue Refer to the updated design which has responded directly to these comments. Proposed changes will reduce speeds and improve safety. The updated design has reduced other traffic calming device. Proposed changes will reduce speeds and improve safety. The updated design has reduced the extent of medians proposed and introduced other traffic calming devices. Minimum size of medians is 2m to accommodate suitable soil volumes for tree planting. Medians are suitable soil volumes for tree planting, Medians are suitables oil volumes for tree planting. Medians are suitable in tree planting. Medians are suitable oil volumes for tree planting. Medians are suitable oil volumes for tree planting. Medians are suitable. The submissions suitable in tree planting		
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this street it will allow Council to appropriately	cutting down of large trees.	
		this street it will allow Council to appropriately

manage trees on the street as part of their ongoing	,
tree management programs.	

Additional Works request/Comments across the two con	sultations
Request for a whole of precinct approach.	The updated design has taken into consideration
	general comments related to pedestrian access, safety,
	parking and greening within the scope areas. Works
	outside of William and Queen Street have not been
	considered at this stage.
Load limits are not enforced and that trucks are	The proposed traffic treatments will provide additional
illegally using these streets.	deterrent to vehicles over the load restrictions using the
	road.
Request for closure of Ralph Street or improved safety	Not proposed as part of this scope. The proposed traffic
from Ralph Street and to limit through movements of	treatments in both William and Queen Street will
trucks and car testing on local streets.	function as deterrents to the use of these streets as rat
	runs.
Request additional median on Reserve Street north	Not proposed as part of this scope, will be investigated
	as part of future projects.
Request for Victoria Street to be included in scope:	The scope of these works is limited to William and
- Traffic calming	Queen Street only.
 Additional greening on footpaths 	A proposed pedestrian crossing is proposed on Collins
- Improve crossings at Collins Street	Street, north of William Street.
Request for Beaconsfield Street to be included in	The scope of these works is limited to William and
scope	Queen Street only.
Request for CFT on all intersections and side streets.	CFT's are proposed at William Street as part of this
 Including road narrowing particularly on 	scope. No additional CFT's are proposed.
Collins Street and at intersections with Botany	
Road and O'Riordan Street	
Improvement to non-compliant crossing at Queen	The scope of these works are limited to William and
Street near Janet Beirne Reserve	Queen Street only.
Request for additional crossings:	The proposed pedestrian crossing on Collins Street,
- Victoria and Collins	north of William Street responds to recent
- Queen and Collins	developments in the precinct including the childcare on
- William and Collins	William Street and the connection to the existing
	Beaconsfield Park. No additional crossings are proposed
Degreest for records boot at Occasion and December Street	as part of this scope.
Request for roundabout at Queen and Reserve Street	The four-way stop sign intersection is the preferred
in place of four-way intersections.	traffic management response to this intersection.
Parking on footpath near Janet Beirne Reserve blocks footpath – existing roll over kerb allows this to occur	This non-compliance is currently being investigated.
Future through site links will increase pedestrian	Noted as comment.
activity through the area	Noted as comment.
Right hand turn from Botany Road encourages	Noted as a comment. Outside of scope of works on
movement along Beaconsfield Street. Consider	Queen and William Street.
removal of this right-hand turn.	Queen and william succe.
Request to remove parking space on Beaconsfield	Installation of a yellow no-stopping line has occurred to
Street on the south-western corner with Queen Street	follow up with this non-compliance.
as it undersized and blocks sightlines	ionon ap with this non compliance.
Recommendation that council use vacant lots for	Noted as a comment.
parking hubs while waiting for developer turn over	
Request to fix drainage on O'Riordan Street	Outside of scope of these works.
Request for additional tree planting on King Street	Outside of scope of these works.
Focus efforts on Ashmore Connector	Outside of scope of these works.
Reduce posted speed limit to 30km/hr	The proposed traffic calming will contribute to a slower
neadec posted speed mine to Johny m	speed on the road.
	speca on the road.

UPDATED QUEEN STREET DESIGN – COMMUNITY GRAPHIC



Key Updates to Queen Street

- Limiting additional tree planting below existing fig trees, priority given to sections of the street with low canopy or constrained footpath conditions eg.
- Change of tree species between Beaconsfield Street and Reserve Street to a deciduous species Chinese Rain Tree - Koelreuteria bipinnata to
- parking and median strips as traffic treatments to slow traffic and provide opportunities for
- Increased angled parking in sections of Queen Street to have a net increase of 9 parking spaces whilst also providing additional tree planting in the
- Inclusion of chicanes in Queen
- crossing at Beaconsfield Park to reduce crossing distances and improve pedestrian safety.

Queen Street, Beaconsfield **Inroad Planting - Updated Plan** CITY OF SYDNEY **(**

ORIGINAL QUEEN STREET DESIGN – COMMUNITY GRAPHIC



Queen Street, Beaconsfield Inroad Planting - Consultation Plan



William Street, Beaconsfield - Inroad Planting - Updated Plan

Example of landscape median strip with tree planting.

Example of a semi-mature Cheese Tree to be planted in landscape blisters and medians strip.

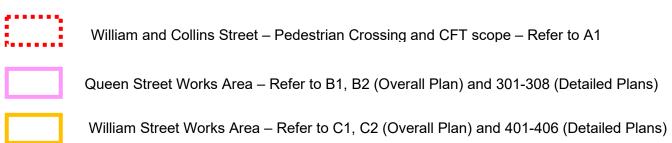


Attachment A

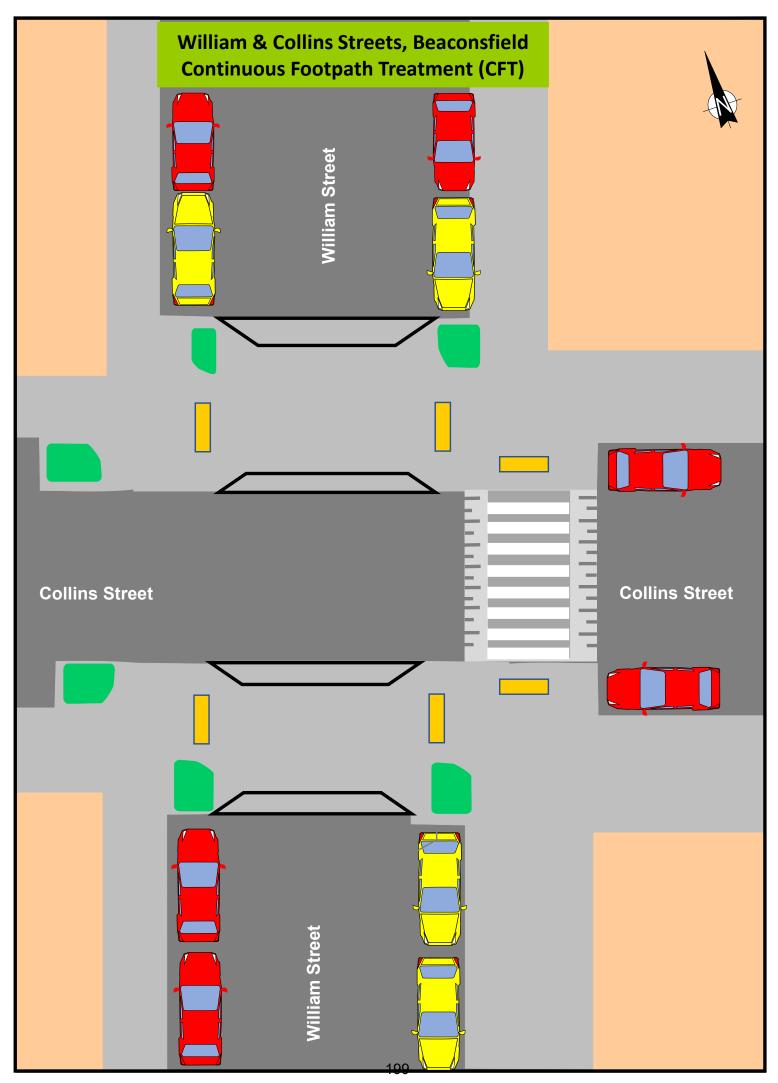
William and Queen Street Improvements Plans

Location Scope Plan

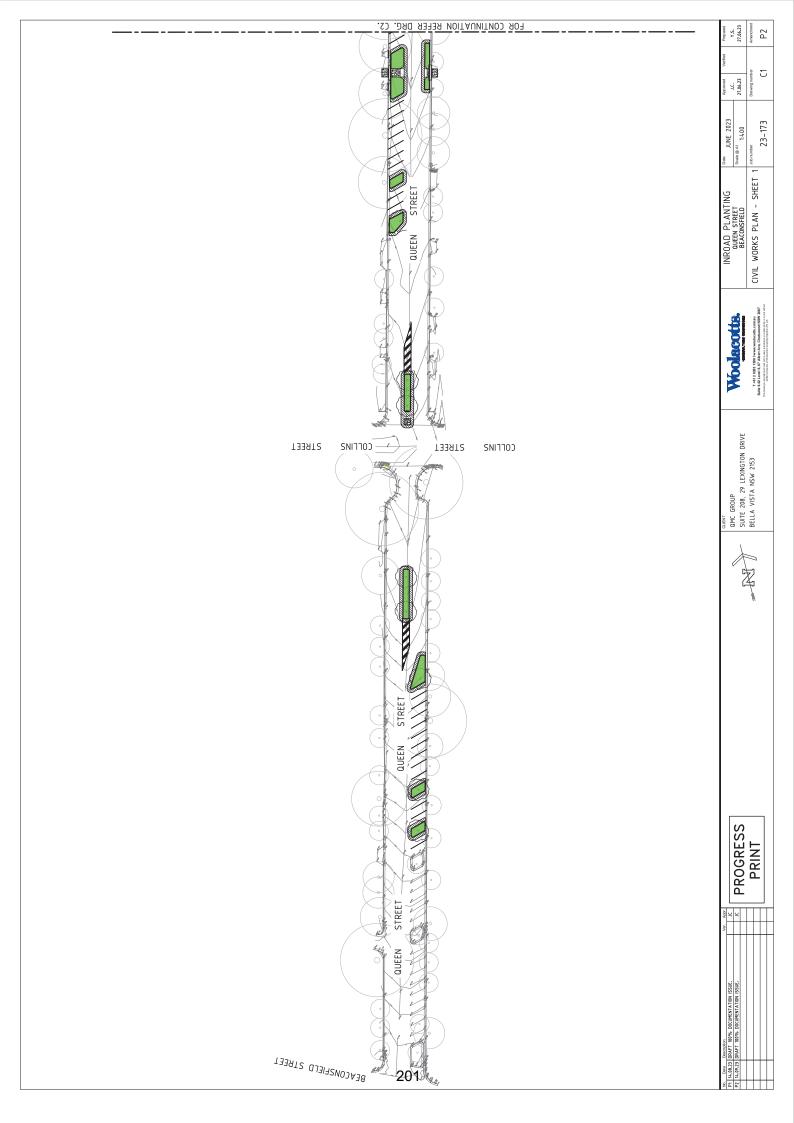


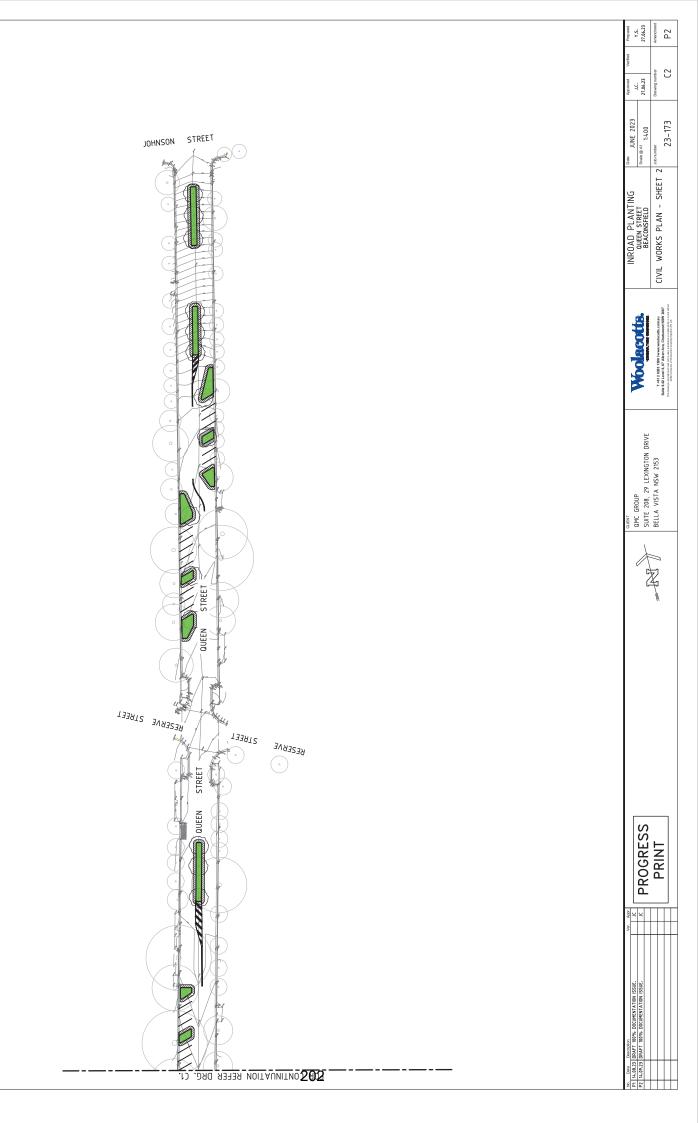


WILLIAM AND COLLINS PEDESTRIAN CROSSING AND CFT

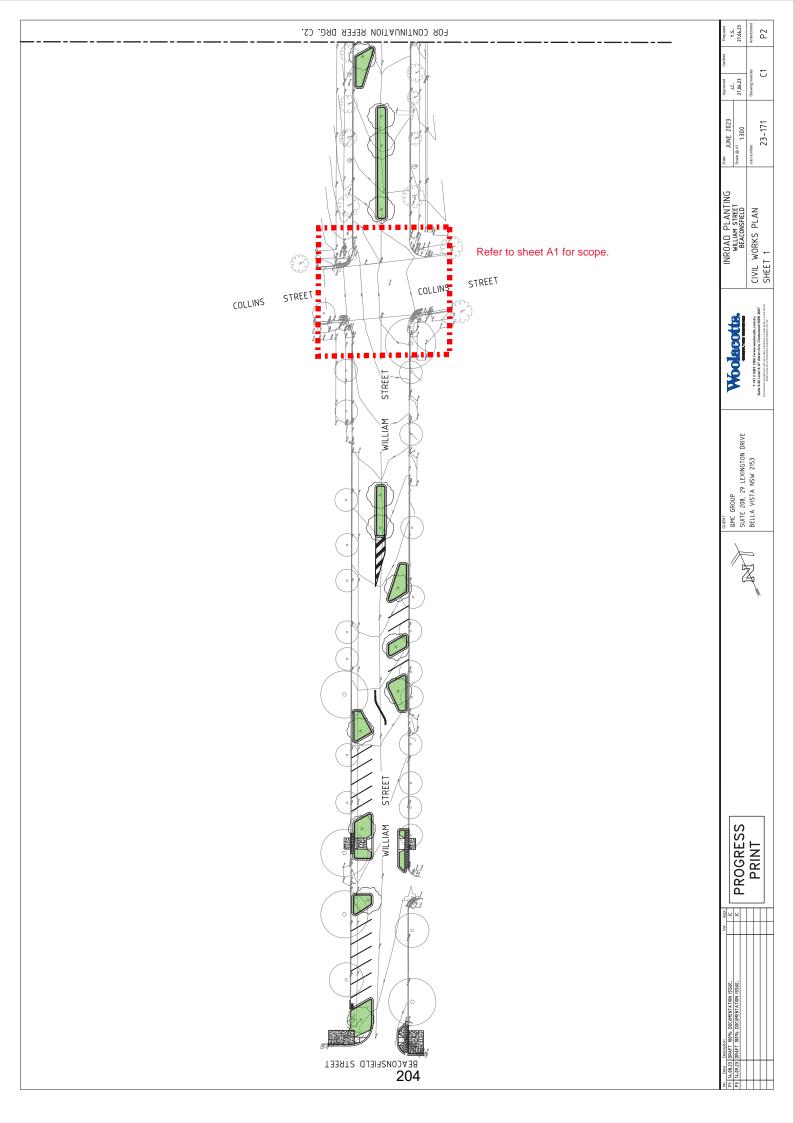


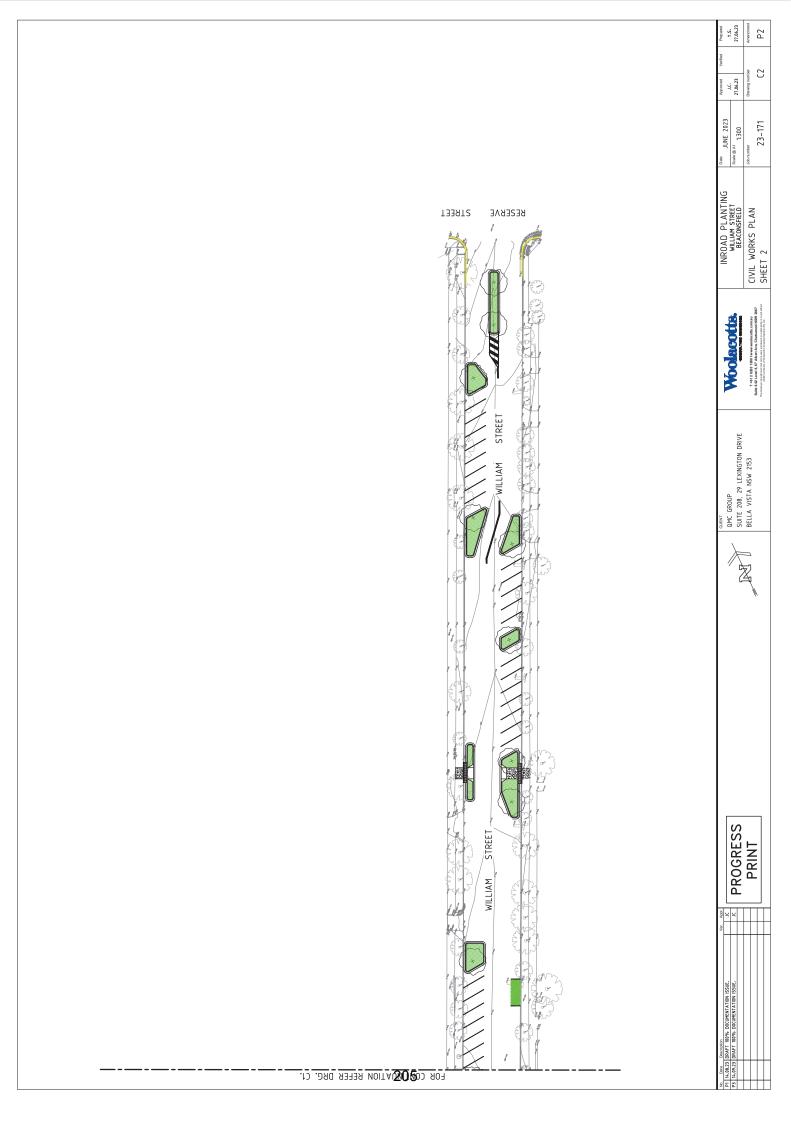
QUEEN STREET - OVERALL PLAN



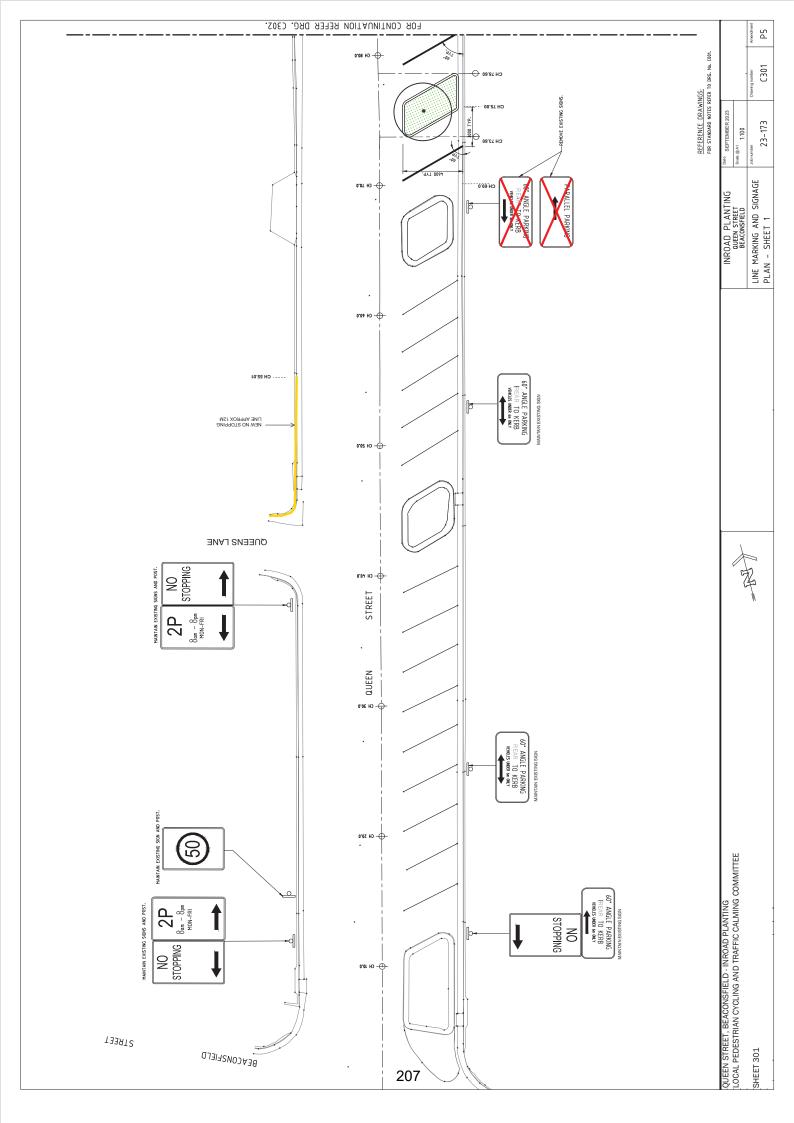


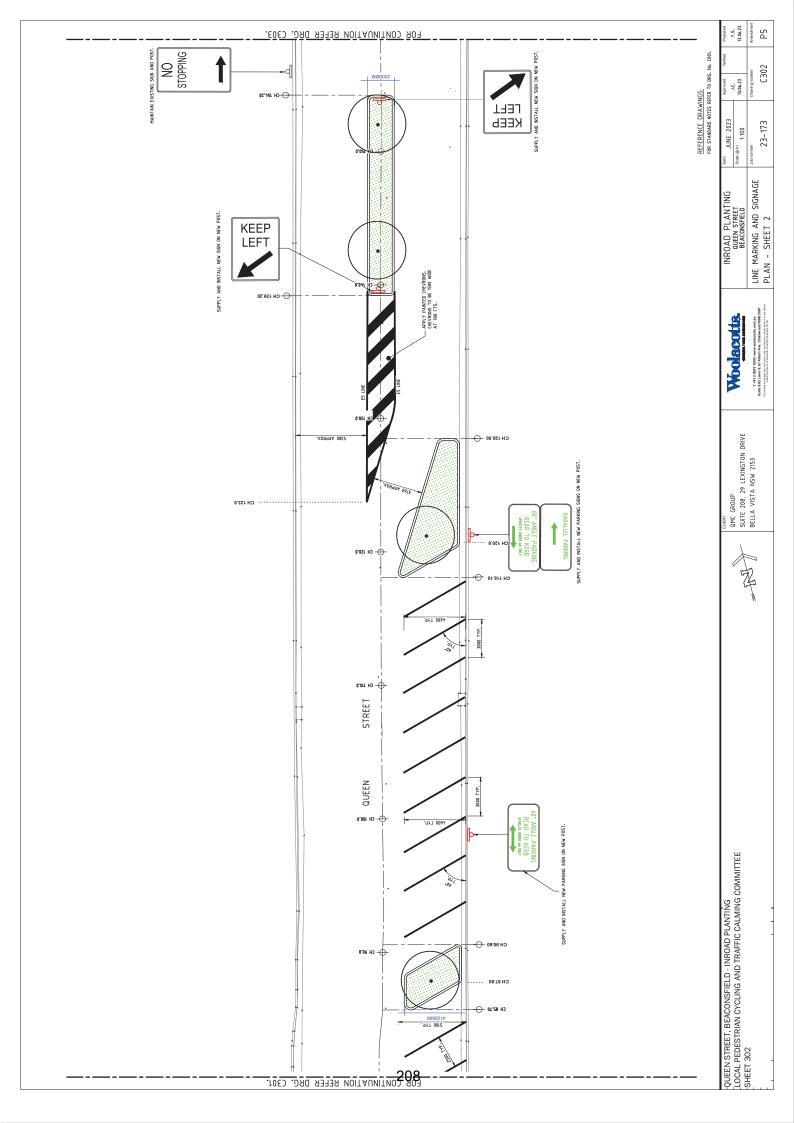
WILLIAM STREET - OVERALL PLAN

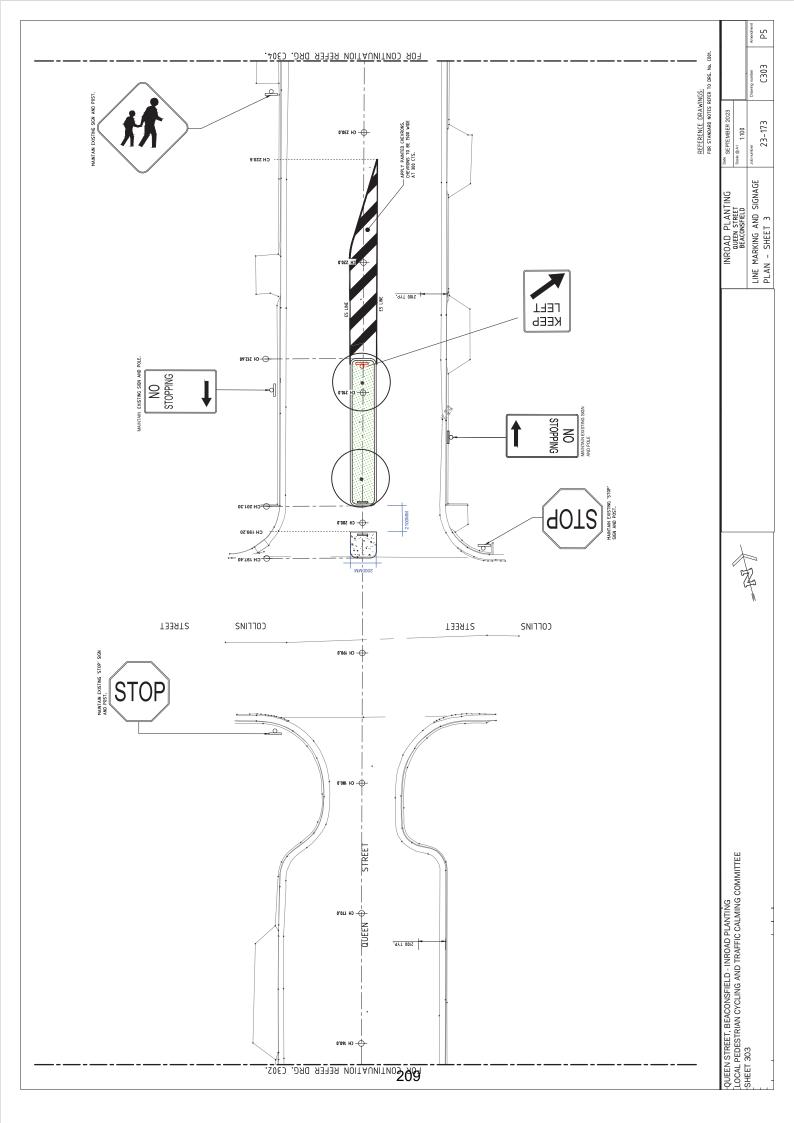


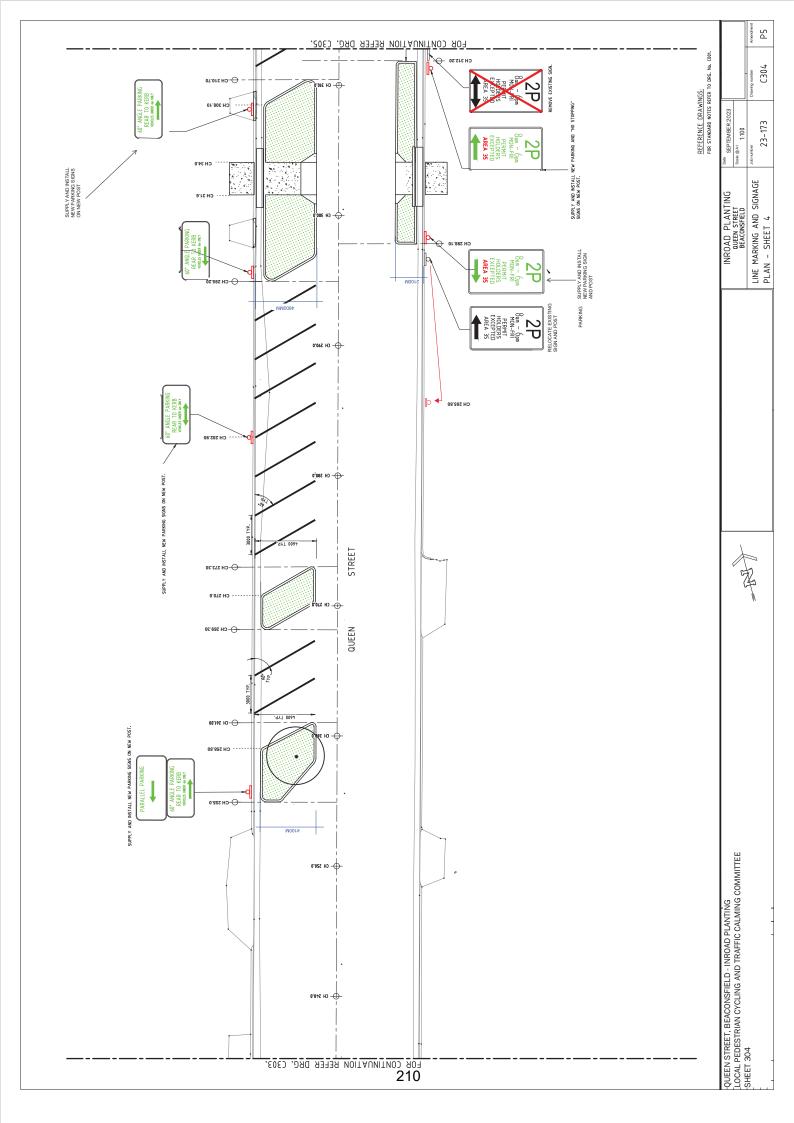


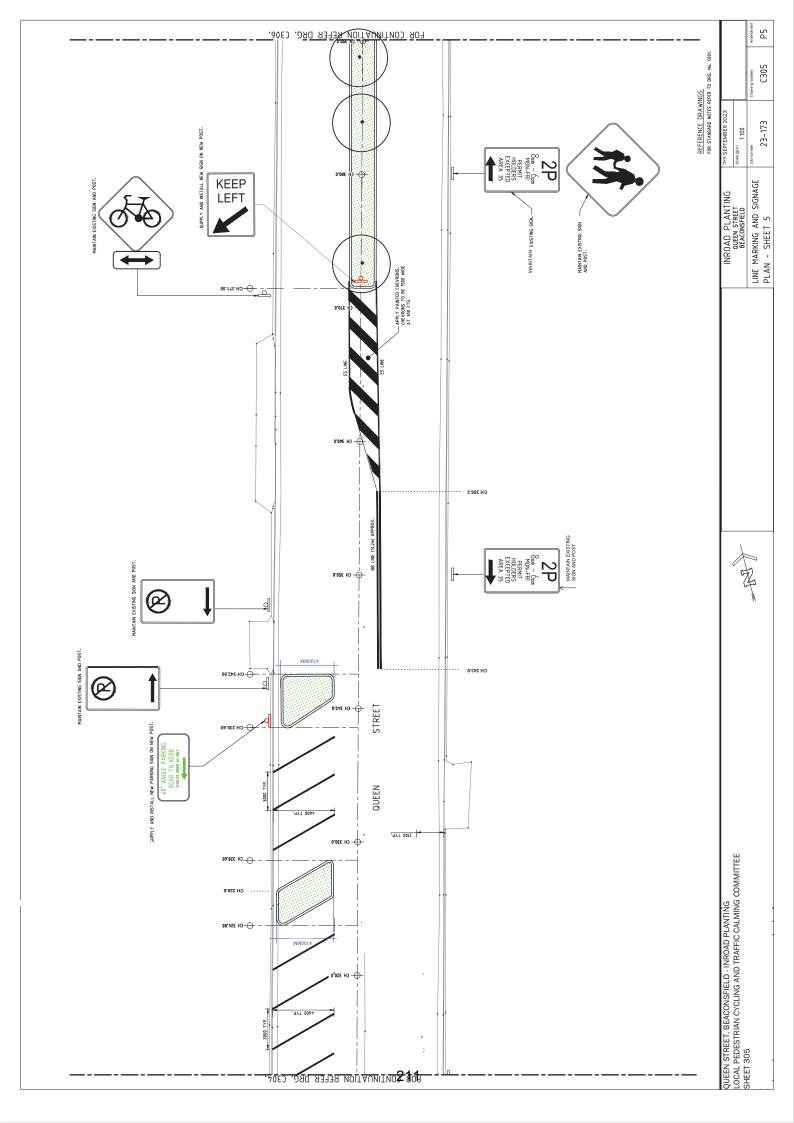
QUEEN STREET - DETAILED PLANS

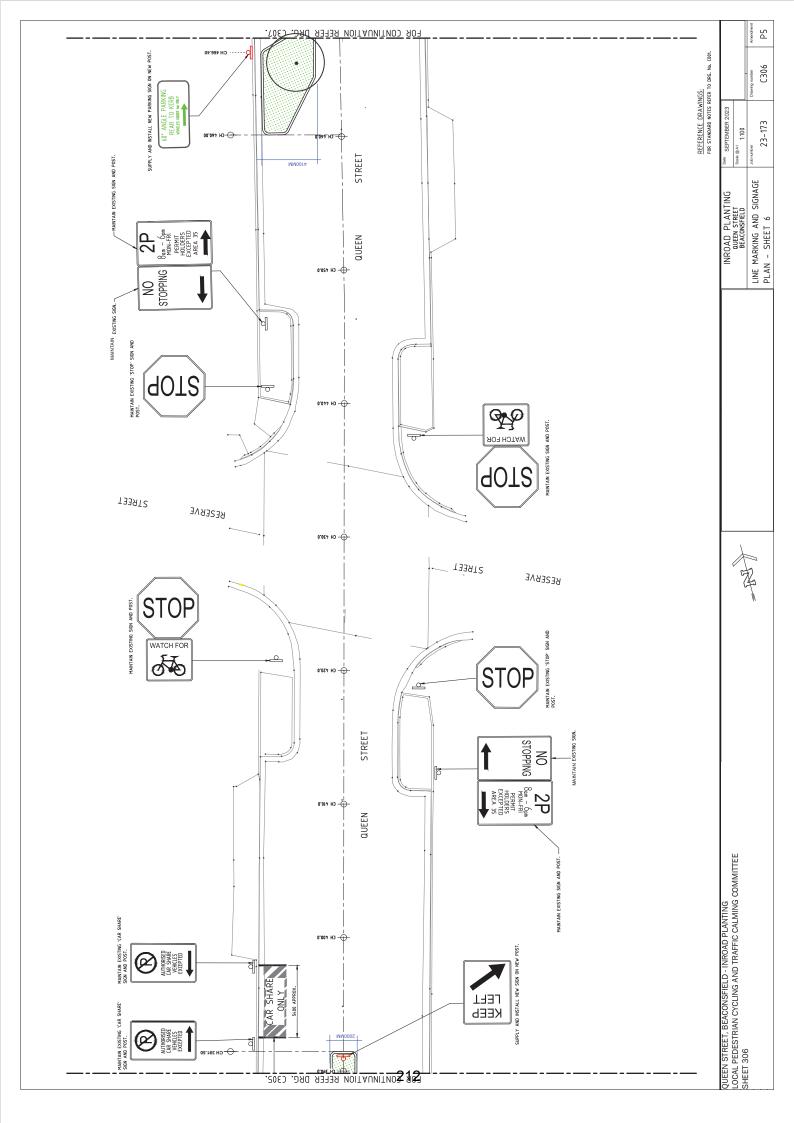


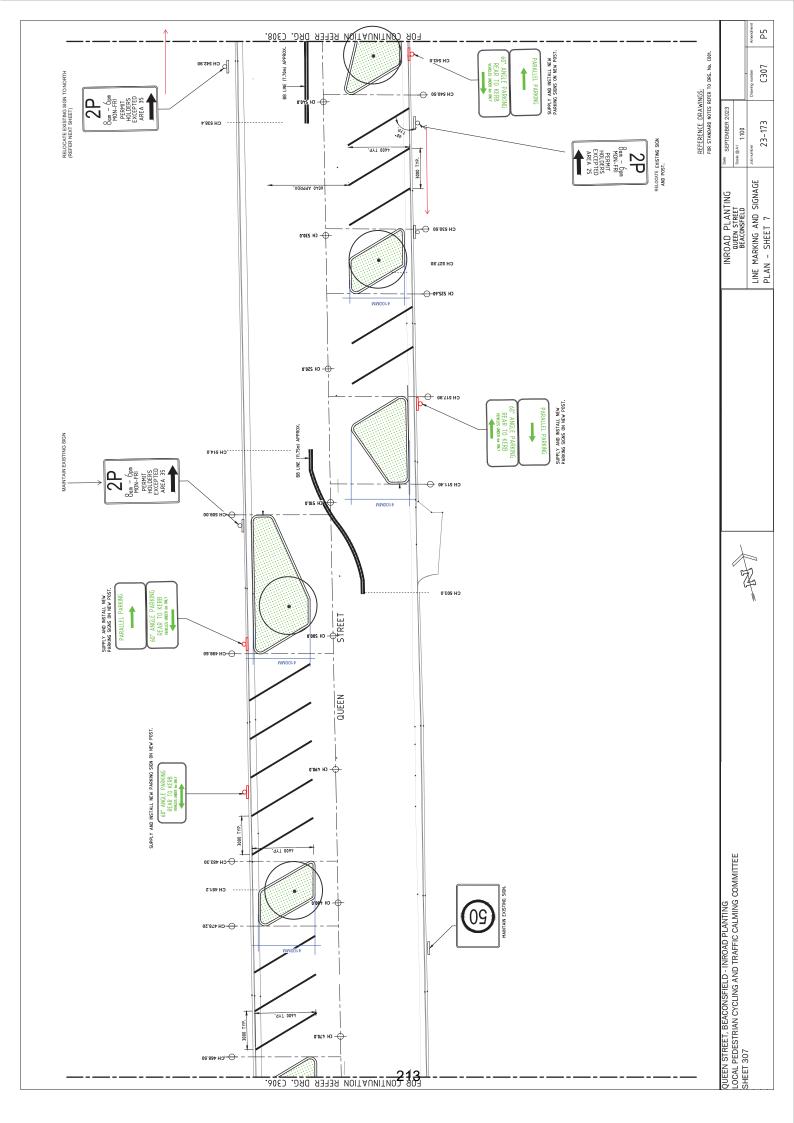


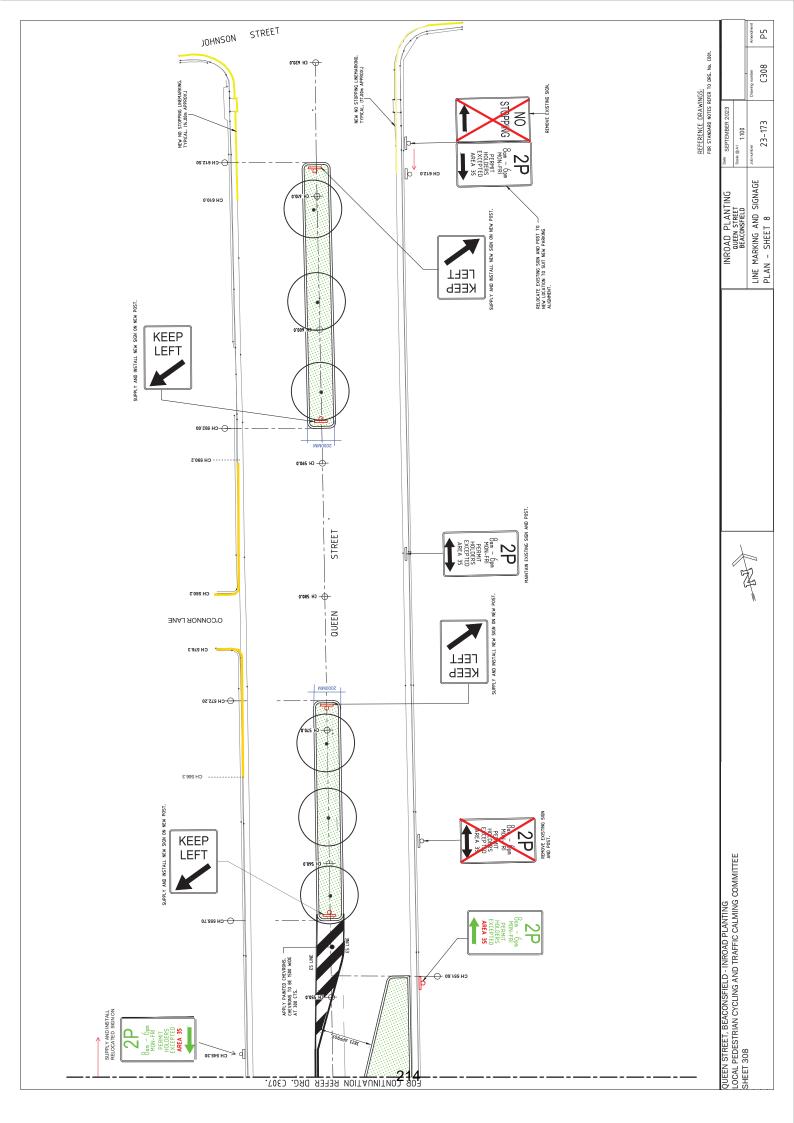




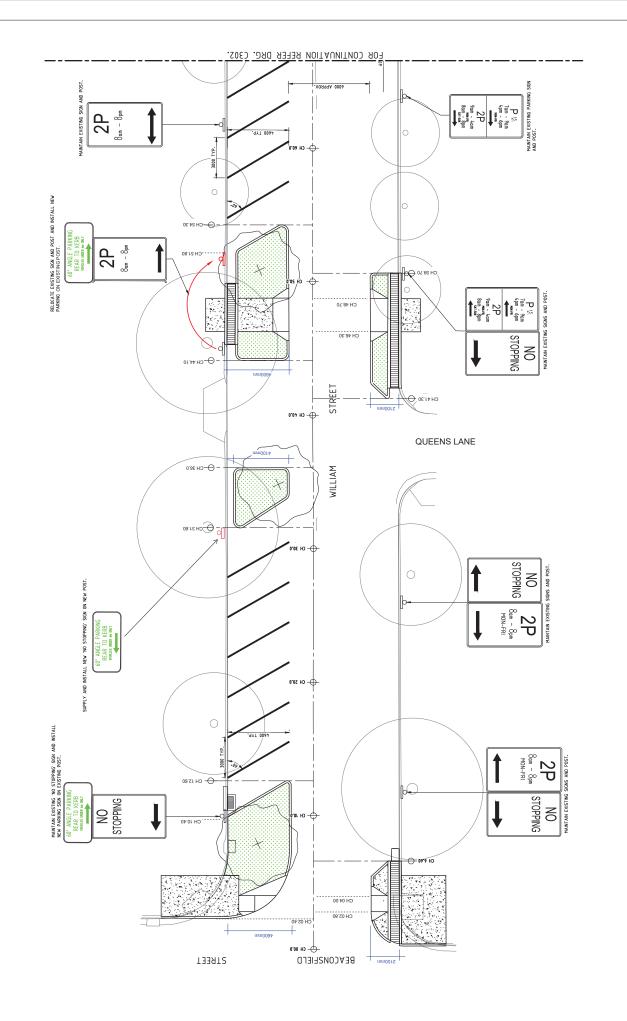








WILLIAM STREET - DETAILED PLANS



WILLIAM STREET, BEACONSFIELD - INROAD PLANTING LOCAL PEDESTRIAN CYCLING AND TRAFFIC CALMING COMMITTEE SHEET 401 P5

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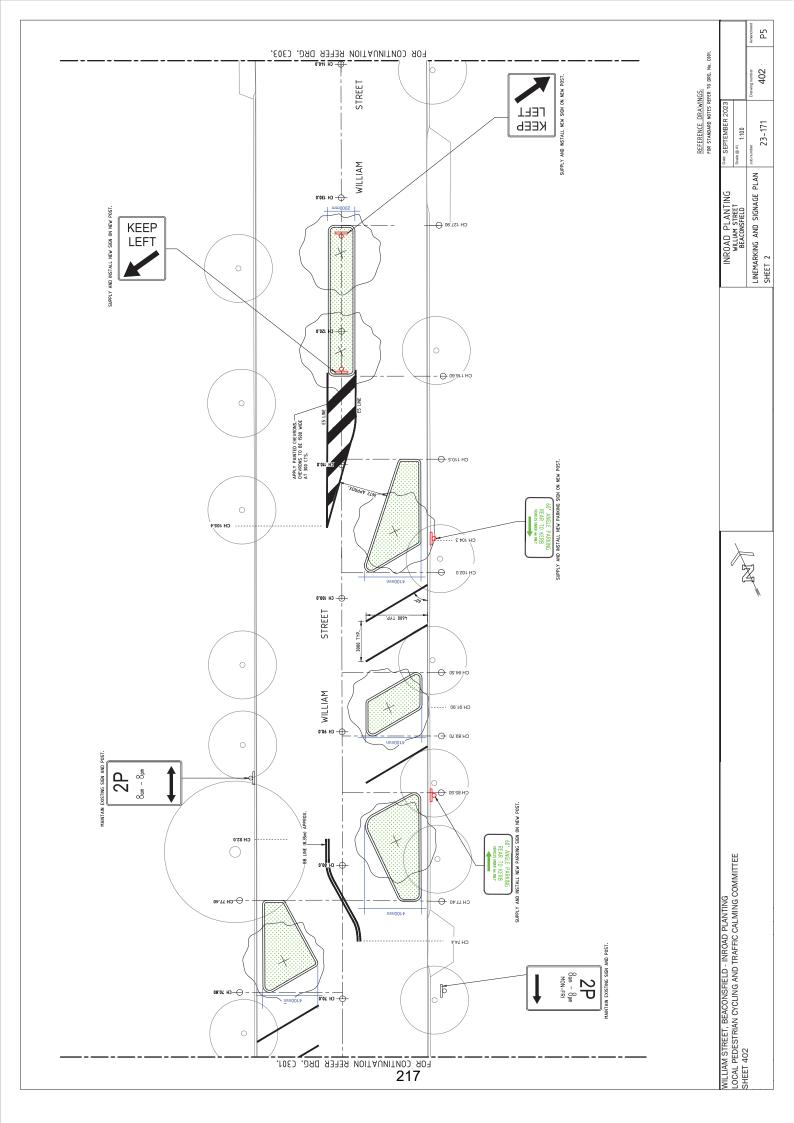
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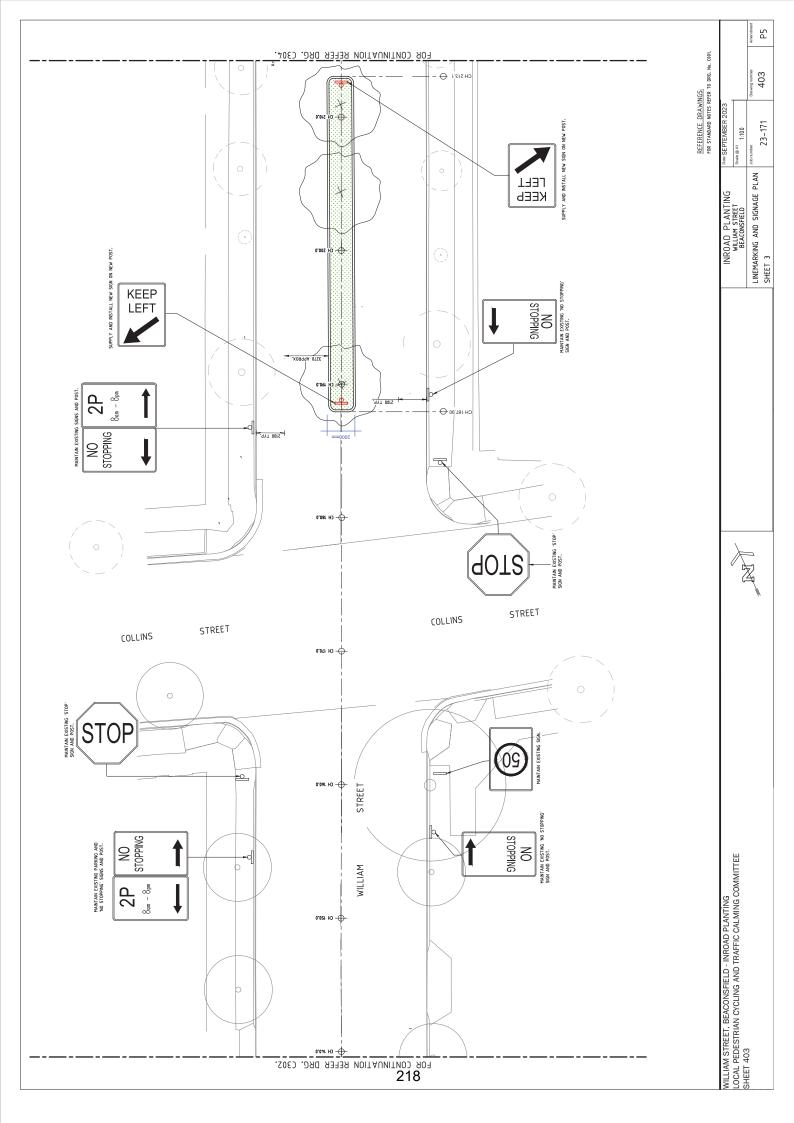
REFERENCE DRAWINGS: FOR STANDARD NOTES REFER TO DRG. No. C001.

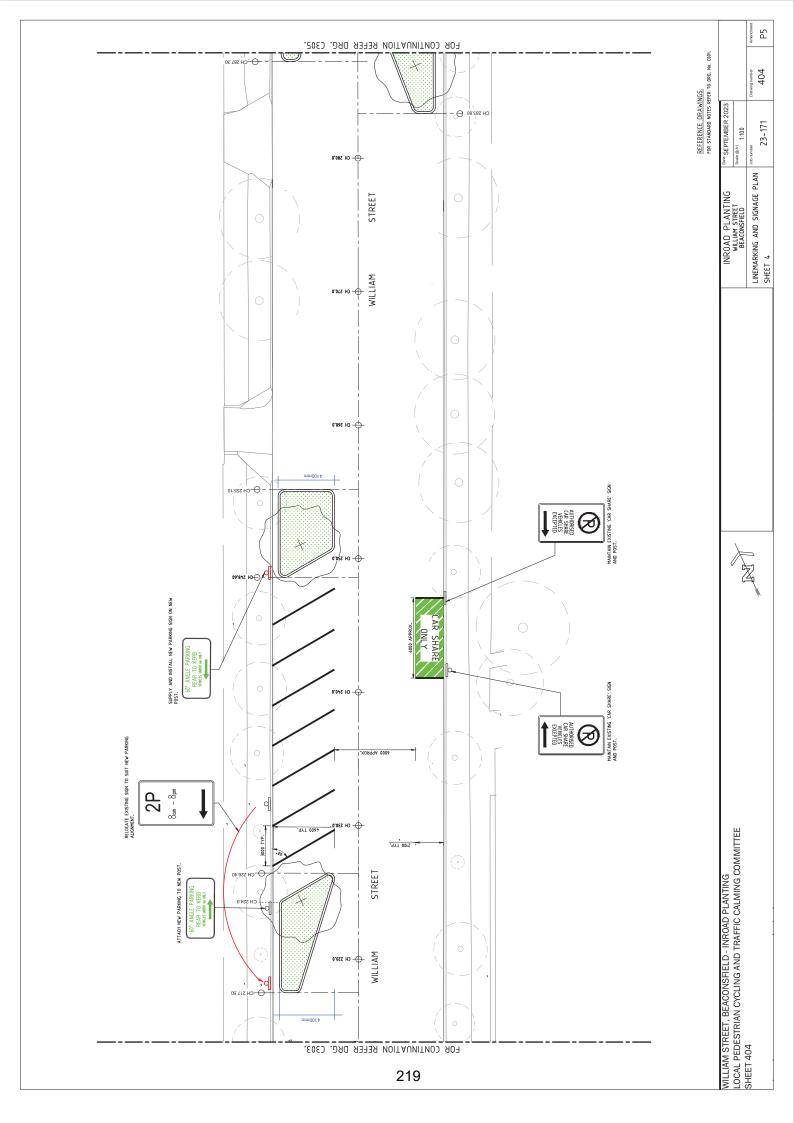
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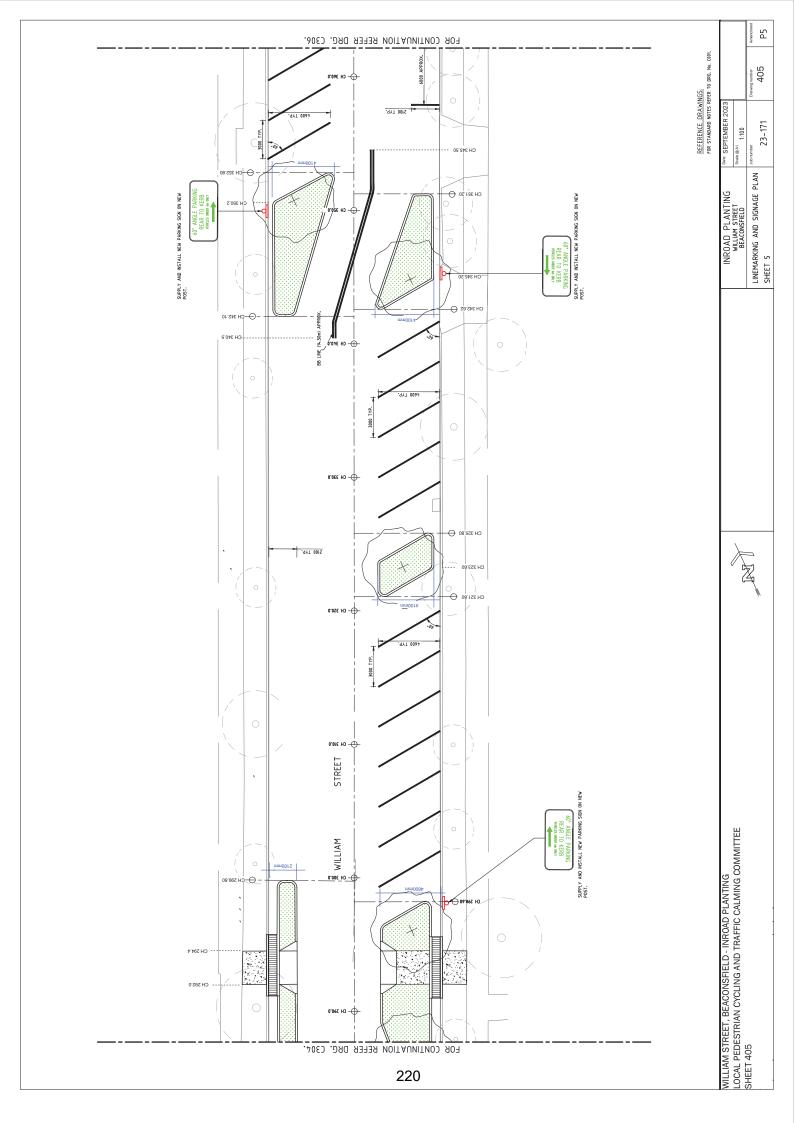
INROAD PLANTING WILLIAM STREET BEACONSFIELD

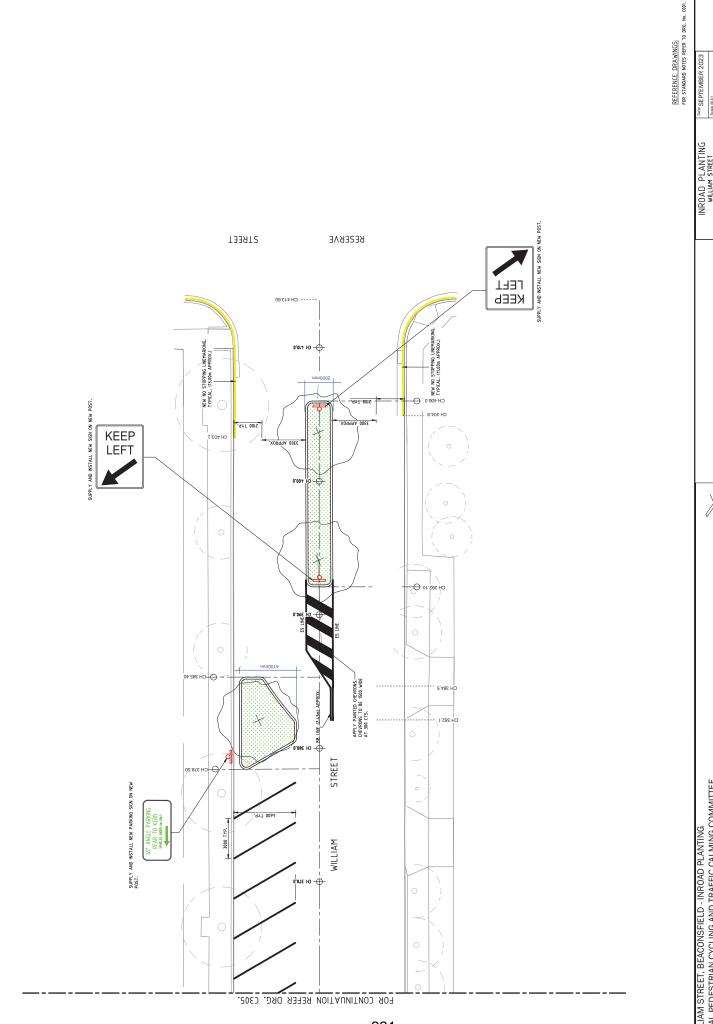
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WILLIAM STREET, BEACONSFIELD - INROAD PLANTING LOCAL PEDESTRIAN CYCLING AND TRAFFIC CALMING COMMITTEE SHEET 406

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Item 37.

Traffic Treatment - Shared Zone - Foley Street, Darlinghurst

TRIM Container No: 2023/538058

Recommendations

It is recommended that the Committee endorse the following traffic treatments and parking changes in Darlinghurst:

- (A) A 10km/h Shared Zone in Foley Street between Crown Street and Palmer Street and between Palmer Street and Bourke Street;
- (B) Continuous footpath treatments at the following locations:
 - Foley Street, east of Crown Street;
 - Foley Street, west of Palmer Street; and
 - Foley Street, east of Palmer Street.
- (C) A raised threshold in Langley Street, south of Foley Street;
- (D) Reallocation of parking on the southern side of Foley Street, between the points 10 metres and 34 metres, west of Palmer Street as "Loading Zone 6am-6pm Vehicles Under 6m Only" and "No Stopping Other Times"; and
- (E) Reallocation of parking on the western side of Palmer Street, between the points 16 metres and 28.8 metres, north of Oxford Street as "Loading Zone".

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 approved mix used development (D/2020/1071/E) at 58-76, 82-106 and 110-122 Oxford Street, Darlinghurst includes a proposal to convert Foley Street between Crown and Bourke Streets into a 10km/h shared zone.

Foley Street is a one-way eastbound laneway which runs through Crown Street, Palmer Street and merges into Bourke Street in the east. The current laneway is generally used for waste collections and kerbside parking is restricted as "No Stopping" and "No Parking". Existing footpaths on both sides are approximately 0.3 metres wide.

Comments

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement.

Approval to install a Shared Zone however is not delegated to Councils. Shared Zones are speed limits and approval to install them must be obtained from Transport for New South Wales (TfNSW) directly.

The proposed shared zone is designed according to the TfNSW guidelines "Design and implementation of shared zones including provision for parking" (TTD 2016/001).

Continuous footpath treatments and a raised threshold are proposed at all entry and exit points of the shared zone to slow down vehicles when approaching or departing the shared zone.

Concrete paving laid in decorative pattern are proposed in the shared zone to highlight the difference in the street environment from the surrounding road network. "Give Way to Pedestrians" pavement markings will be provided at the Crown Street and Palmer Street entry points.

In addition to the continuous footpath treatments, raised threshold and concrete pavers, bollards are proposed on the southern side of Foley Street, between Crown and Langley Streets. The bollards are proposed to narrow the travel lane widths, slow vehicles down and provide safe outdoor dining spaces within the shared zone. The proposed traffic treatments in the shared zone will encourage consistently slow driving and ensure compliance with the 10km/h speed limit.

Shared zone regulatory traffic signs will be installed at the entrance and exit points of the shared zone to clearly inform drivers of the start and end points and the change of traffic conditions in the shared zone.

As part of the development requirements, three loading zones are proposed on the southern side of Foley Street between Crown and Palmer Streets. The loading zones will operate between 6am-6pm 7 days a week and will only be limited to vehicles under 6 metres long. Delivery vehicles longer than 6 metres will be using the loading zones in Palmer Street to service the buildings.

The proposed Shared Zone will create a pedestrian-friendly environment that allows pedestrians to walk safely and legally within the road carriageway. The appearance of the Shared Zone will be considerably different to nearby local streets to clearly communicate to road users that there is a change in the street environment and that pedestrians have priority.

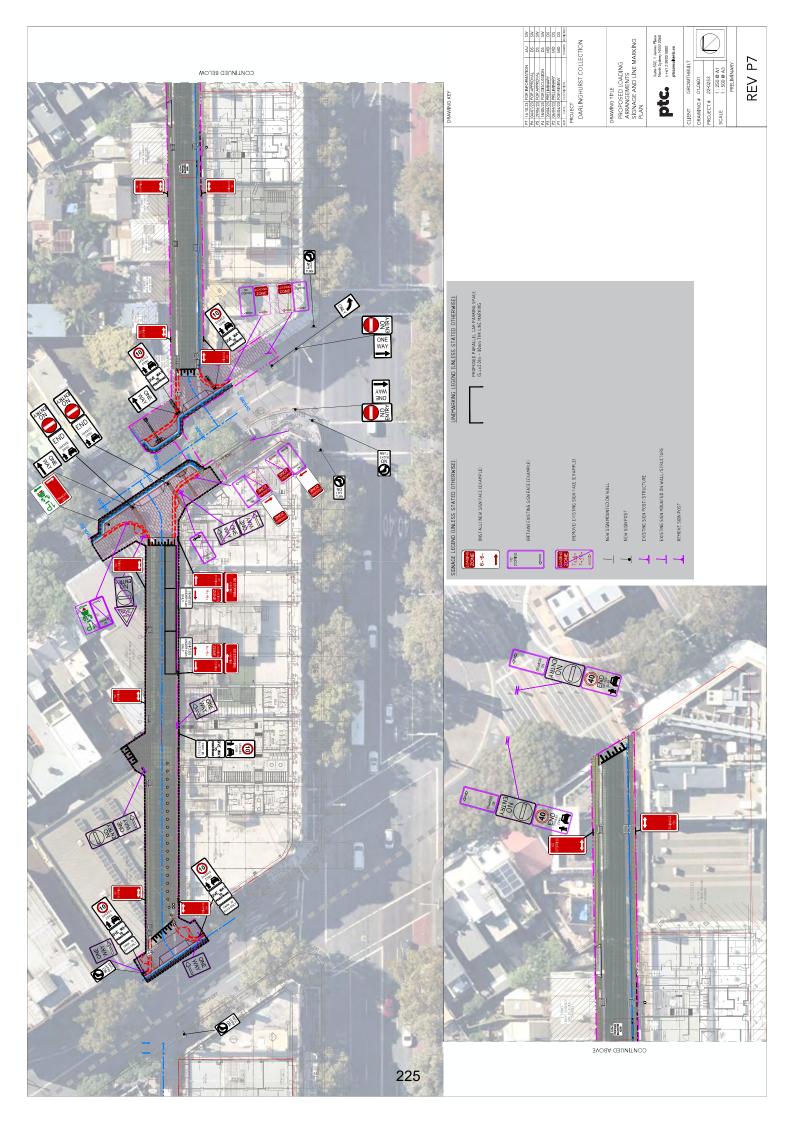
Consultation

Consultation was carried out as part of the development application process.

Financial

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

CLEMENT LIM, TRAFFIC MANAGER - CITY NORTH







Item 38.

Traffic Treatment - Continuous Footpath Treatment - Loftus Lane, Sydney

TRIM Container No.: 2023/539886

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Loftus Lane, Sydney at Loftus Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Loftus Lane, Sydney, at the intersection with Loftus Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

This upgrade is proposed to be installed as part of the upgrade of Loftus Street approved by the Committee on the 8 December 2022.

Comments

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

Loftus Lane is a low-traffic environment providing access to four driveways and a connection between Loftus Street and Phillip Street. The proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is 6m, below the TfNSW warrant. Loftus Lane is approximately 5.8 metres wide.

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

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

Consultation

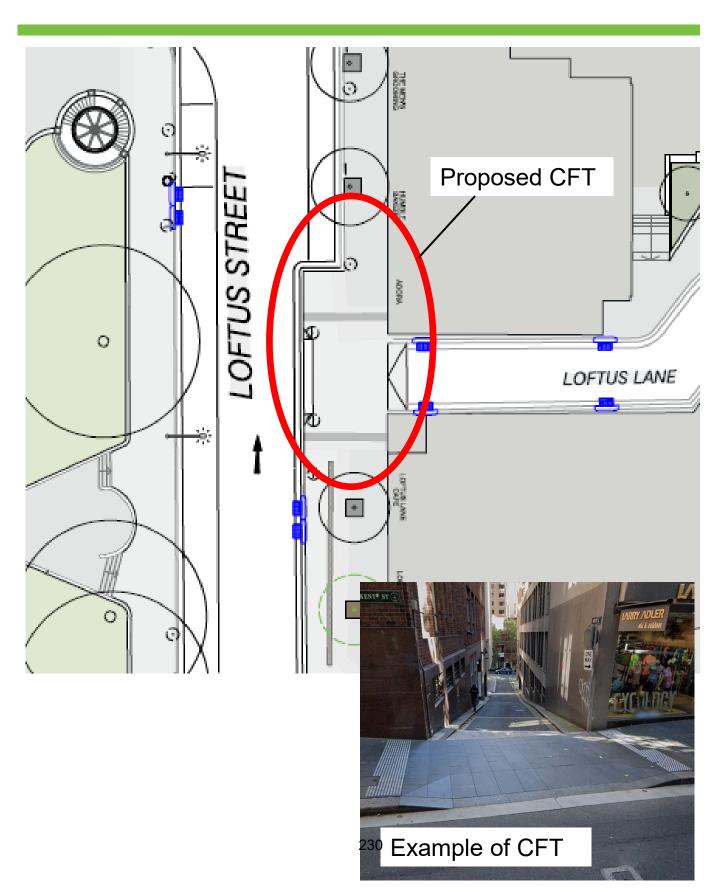
The City consulted local residents and businesses in the area. There were 337 letters sent out with no responses supporting or opposing.

Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

Loftus Lane, Sydney Proposed continuous footpath treatment (CFT)



Item 39.

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.

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- 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:

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

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

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Schedule C Works Zone Conditions

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

The applicant must make its own enquiries, on a regular basis, about the potential impact of major transport projects on the Works Zone and the construction program for its development site.

12. The City may offset any fees owing by the applicant against the Deposit. The balance of the Deposit will be returned to the applicant when the Works Zone has been removed, all damages are rectified and all outstanding fees are paid in full.

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