

14 March 2024

At 10.00 am

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

Disclaimer

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

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

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

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

- 1. The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.**
- 2. The Local Pedestrian Cycling and Traffic Calming Committee is not a committee of the City of Sydney Council, but a Committee of the Transport for NSW.**
3. Council has been delegated certain powers from the Transport for NSW with regards to traffic matters on local roads. A condition of this delegation is that Council must take into account the advice of the Local Pedestrian Cycling and Traffic Calming Committee.
- 4. The Local Pedestrian Cycling and Traffic Calming Committee has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.**
5. All proposals recommended by the Local Pedestrian Cycling and Traffic Calming Committee must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal). This can only be done when the advice of the Committee is unanimous. Where the advice of the Committee is not unanimous, Council must separately notify and obtain endorsement from the Transport for NSW and the NSW Police.
6. There are four formal members of the Local Pedestrian Cycling and Traffic Calming Committee each with a single vote: the City of Sydney, Transport for NSW, the NSW Police and the local State Members of Parliament or their nominee (who can only vote on issues in their electorate). There are also informal (non-voting) advisors who may attend.
7. Members of the public are welcome to attend and speak to an item on the Local Pedestrian Cycling and Traffic Calming Committee agenda. Addresses to the Committee are limited to 3 minutes, but this can be extended at the discretion of the Chairperson. If a member of the public wishes to attend, it is requested that they inform the Committee Secretary in advance on 9265 9648.
8. The Local Pedestrian Cycling and Traffic Calming Committee meet every third Thursday of the month at 10am in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
9. Local Pedestrian Cycling and Traffic Calming Committee agendas, reports and minutes are available on the City's Website:
www.cityofsydney.nsw.gov.au/Council/MeetingsAndCommittees

Item 1.

Confirmation of Minutes of Meeting 2024/01 held on 8 February 2024

Decision

Item 2.**Street Event - Temporary Road Closures - VIVID Sydney 2024****TRIM Container No.: 2024/125219****Recommendations**

It is recommended that the Committee endorse the temporary road closures for the VIVID Sydney 2024 as follows:

- (A) VIVID 2024 level 1 closures on Monday, 27 May 2024 to Thursday, 30 May 2024 , Monday, 3 June 2024 to Thursday, 6 June 2024 and Tuesday, 11 June 2024 to Thursday, 13 June 2024
- (B) VIVID 2024 level 2A closures on Friday, 24 May 2024 , Friday, 31 May 2024, Friday, 7 June 2024 and Friday, 14 June 2024.
- (C) VIVID 2024 level 2B closures on Sunday, 26 May 2024 , Sunday, 2 June 2024 and Monday, 10 June 2024.
- (D) VIVID 2024 level 3 and level 3D closures on Saturday, 25 May 2024 , Saturday, 1 June 2024, Saturday, 8 June 2024, Sunday, 9 June 2024 and Saturday, 15 June 2024.

Subject to the following conditions:

- (E) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (F) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (G) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (H) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (I) 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.
- (J) 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

Advice will be updated after the meeting.

Background

Destination NSW has applied for the temporary road closures of City streets for the VIVID 2024 as follows:

- VIVID 2024 level 1 closures on Monday, 27 May 2024 to Thursday, 30 May 2024 , Monday, 3 June 2024 to Thursday, 6 June 2024 and Tuesday, 11 June 2024 to Thursday, 13 June 2024
- VIVID 2024 level 2A closures on Friday, 24 May 2024 , Friday, 31 May 2024, Friday, 7 June 2024 and Friday, 14 June 2024.
- VIVID 2024 level 2B closures on Sunday, 26 May 2024 , Sunday, 2 June 2024 and Monday, 10 June 2024.
- VIVID 2024 level 3 and level 3D closures Saturday, 25 May 2024 , Saturday, 1 June 2024, Saturday, 8 June 2024, Sunday, 9 June 2024 and Saturday, 15 June 2024.

Comments

The VIVID Sydney 2024 is an annual event that requires the temporary road closures 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

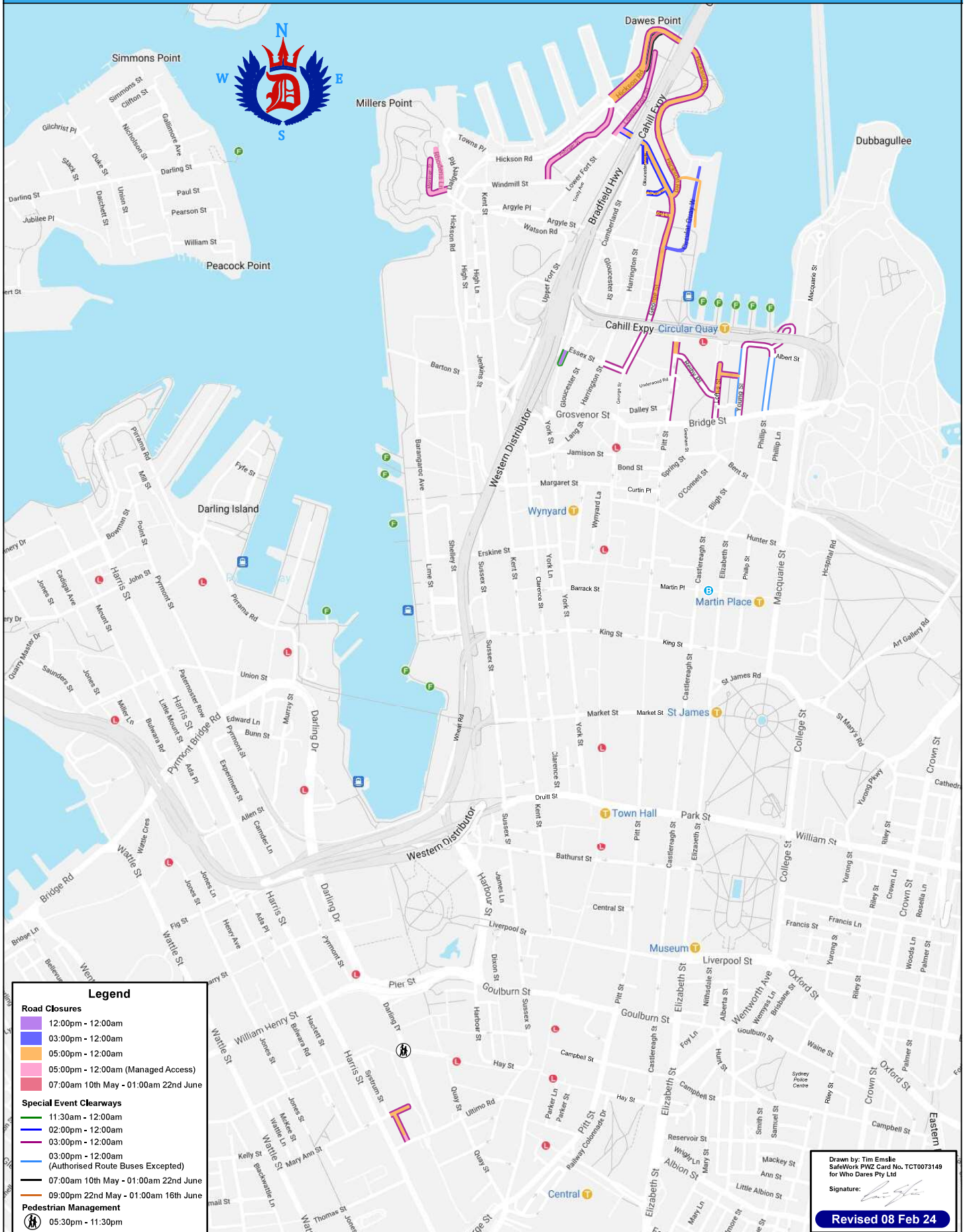
All costs associated with the proposed closures will be borne by the Applicant.

TANZ ALAM, SENIOR TRAFFIC ENGINEER

VIVID SYDNEY 2024 - LEVEL 1

MON-THURS 27-30 MAY, 3-6 JUNE & TUES-THURS 11-13 JUNE

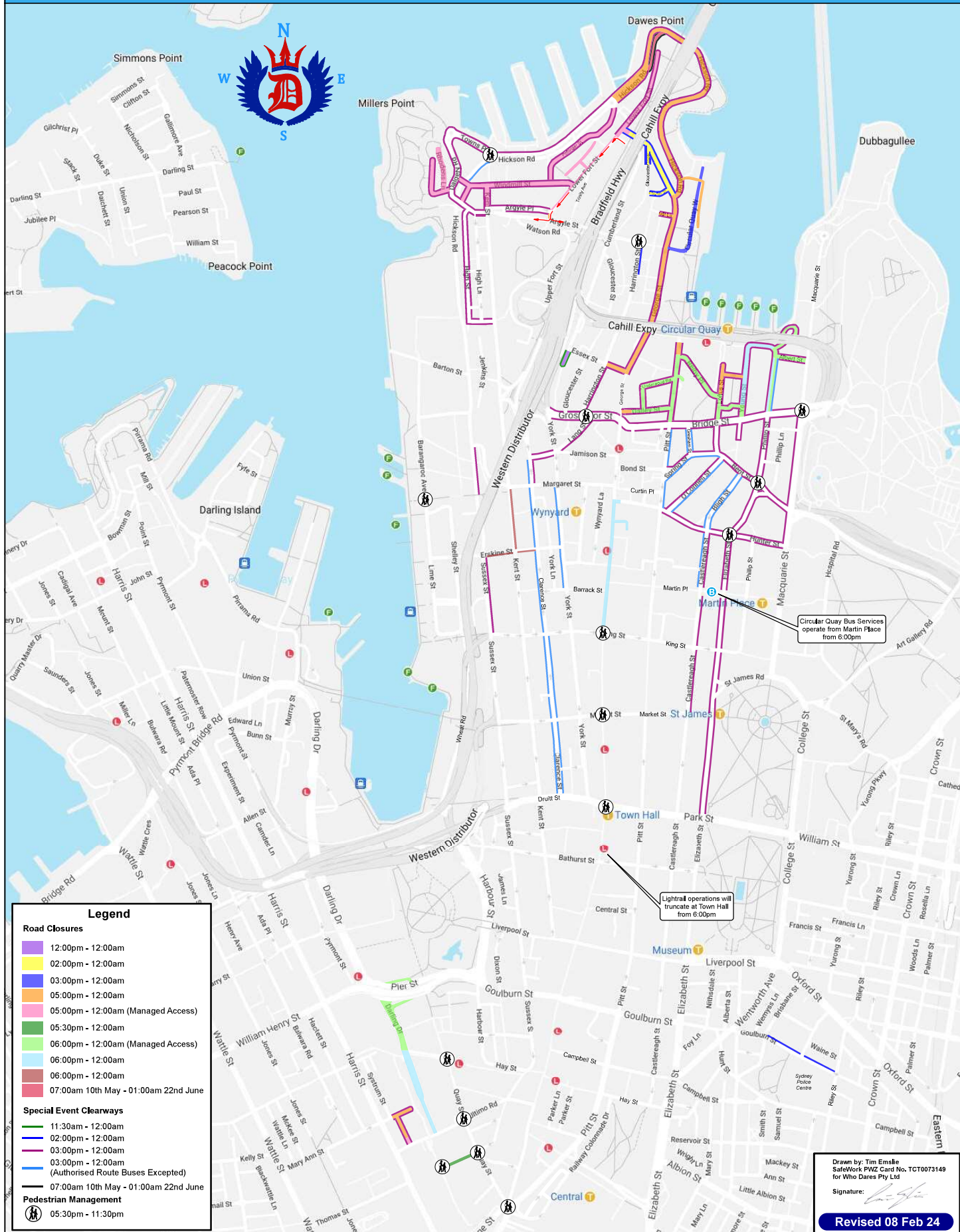
ROAD CLOSURES AND SPECIAL EVENT CLEARWAYS



VIVID SYDNEY 2024 - LEVEL 2A

FRIDAYS: 24 MAY, 31 MAY, 7 JUNE & 14 JUNE

ROAD CLOSURES AND SPECIAL EVENT CLEARWAYS



Legend	
Road Closures	
	12:00pm - 12:00am
	02:00pm - 12:00am
	03:00pm - 12:00am
	05:00pm - 12:00am
	05:00pm - 12:00am (Managed Access)
	05:30pm - 12:00am
	06:00pm - 12:00am (Managed Access)
	06:00pm - 12:00am
	06:00pm - 12:00am
	07:00am 10th May - 01:00am 22nd June
Special Event Clearways	
	11:30am - 12:00am
	02:00pm - 12:00am
	03:00pm - 12:00am
	03:00pm - 12:00am (Authorised Route Buses Excepted)
	07:00am 10th May - 01:00am 22nd June
Pedestrian Management	
	05:30pm - 11:30pm

Lightrail operations will truncate at Town Hall from 6:00pm

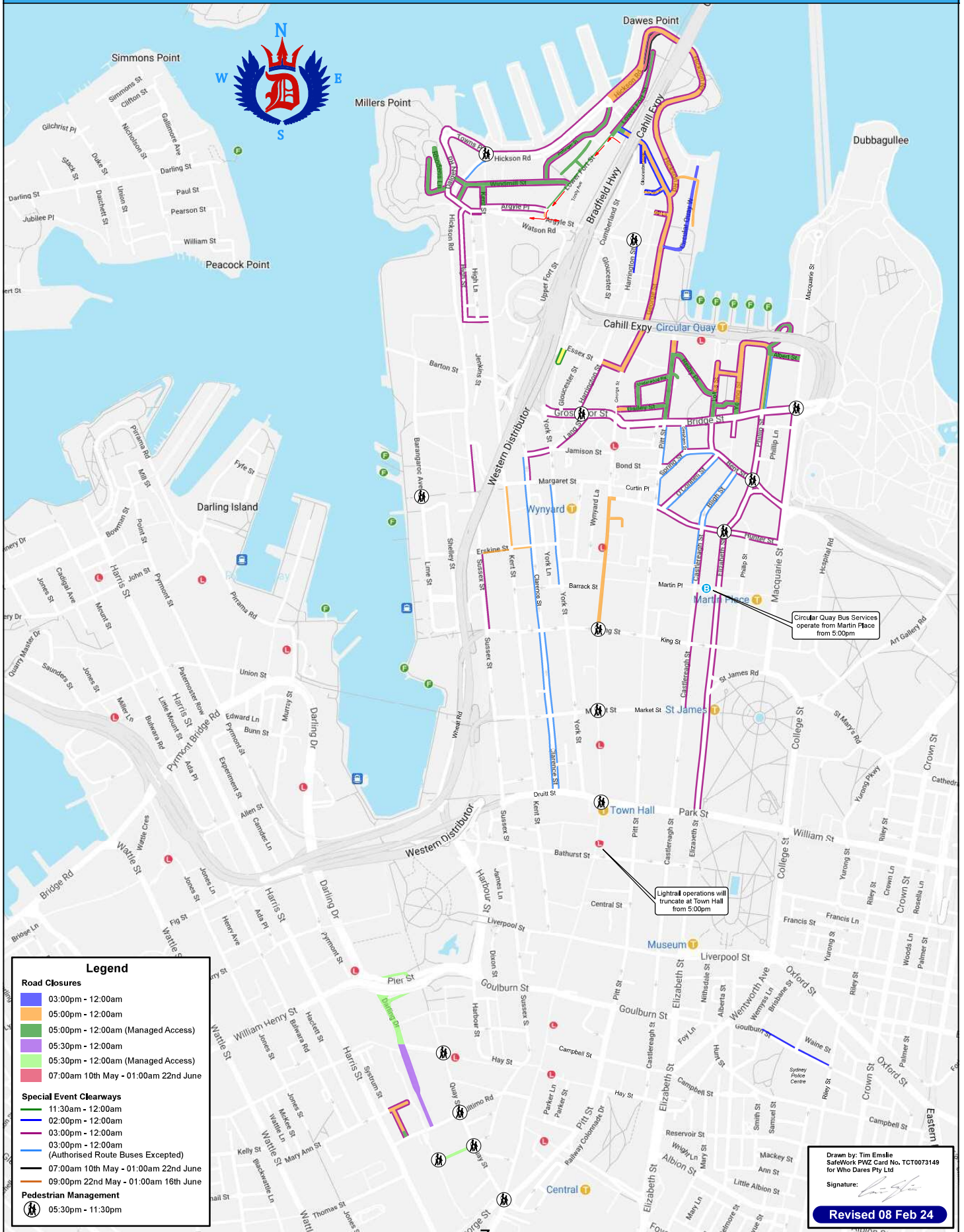
Circular Quay Bus Services operate from Martin Place from 6:00pm

Drawn by: Tim Emslie
 SafeWork PWZ Card No. TC70073149
 for Who Dares Pty Ltd
 Signature:
 Revised 08 Feb 24

VIVID SYDNEY 2024 - LEVEL 2B

SUNDAY 26 MAY, SUNDAY 2 JUNE & MONDAY 10 JUNE

ROAD CLOSURES AND SPECIAL EVENT CLEARWAYS



Legend

Road Closures

- 03:00pm - 12:00am
- 05:00pm - 12:00am
- 05:00pm - 12:00am (Managed Access)
- 05:30pm - 12:00am
- 05:30pm - 12:00am (Managed Access)
- 07:00am 10th May - 01:00am 22nd June

Special Event Clearways

- 11:30am - 12:00am
- 02:00pm - 12:00am
- 03:00pm - 12:00am
- 03:00pm - 12:00am (Authorised Route Buses Excepted)
- 07:00am 10th May - 01:00am 22nd June
- 09:00pm 22nd May - 01:00am 16th June

Pedestrian Management

- 05:30pm - 11:30pm

Circular Quay Bus Services operate from Martin Place from 5:00pm

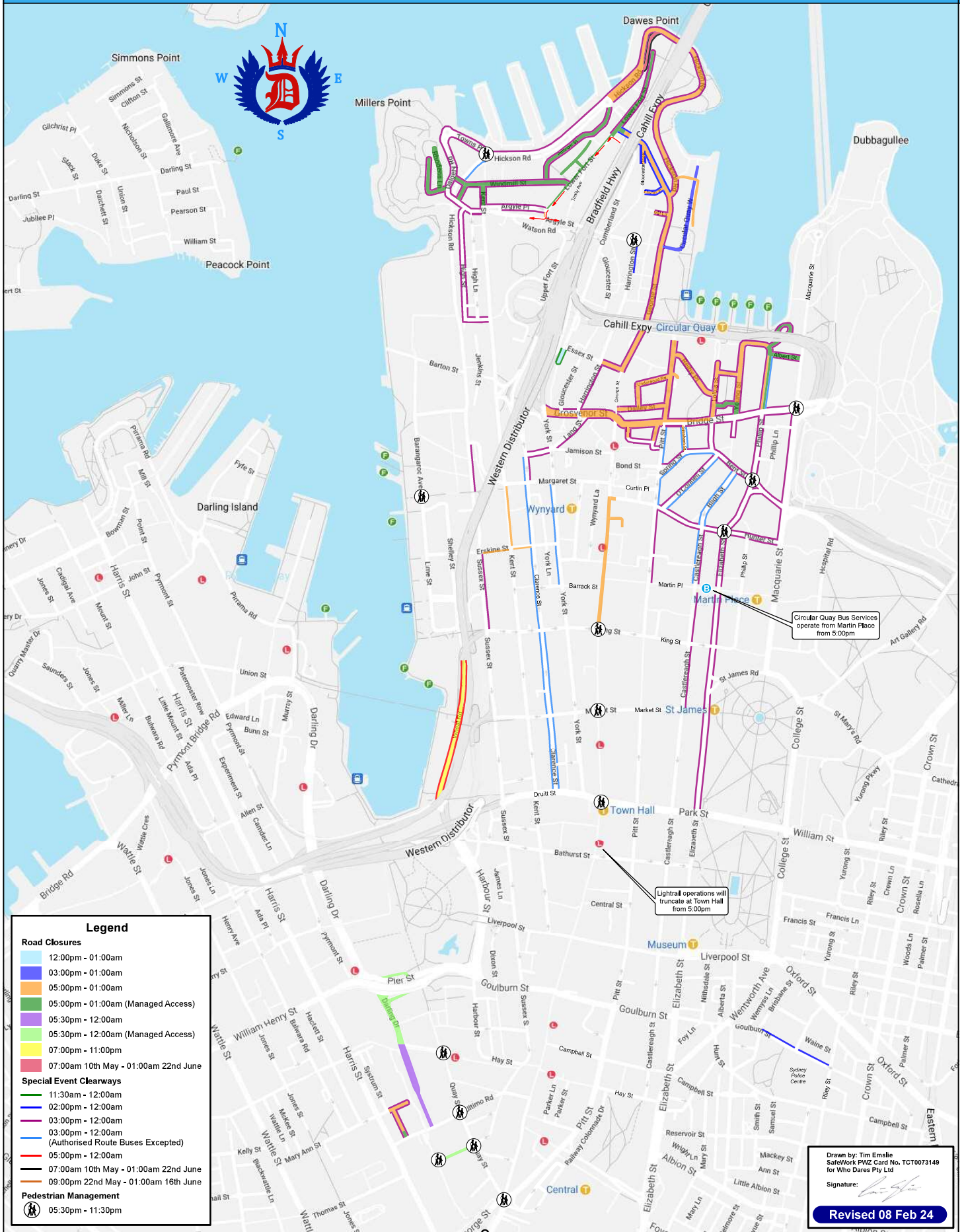
Lightrail operations will truncate at Town Hall from 5:00pm

Drawn by: Tim Emslie
 SafeWork PWZ Card No. TC70073149
 for Who Dares Pty Ltd
 Signature: *[Signature]*
 Revised 08 Feb 24

VIVID SYDNEY 2024 - LEVEL 3 & LEVEL 3D

SAT 25 MAY, SAT 1 JUN, SAT 8 JUN, SUN 9 JUN & SAT 15 JUN

ROAD CLOSURES AND SPECIAL EVENT CLEARWAYS



Legend	
Road Closures	
■	12:00pm - 01:00am
■	03:00pm - 01:00am
■	05:00pm - 01:00am
■	05:00pm - 01:00am (Managed Access)
■	05:30pm - 12:00am
■	05:30pm - 12:00am (Managed Access)
■	07:00pm - 11:00pm
■	07:00am 10th May - 01:00am 22nd June
Special Event Clearways	
—	11:30am - 12:00am
—	02:00pm - 12:00am
—	03:00pm - 12:00am
—	03:00pm - 12:00am (Authorised Route Buses Excepted)
—	05:00pm - 12:00am
—	07:00am 10th May - 01:00am 22nd June
—	09:00pm 22nd May - 01:00am 16th June
Pedestrian Management	
	05:30pm - 11:30pm

Drawn by: Tim Emslie
 SafeWork PWZ Card No. TC70073149
 for Who Dares Pty Ltd
 Signature:
Revised 08 Feb 24

Item 3.**Street Event - Temporary Road Closures - Hive 2024**

TRIM Container No.: 2024/107824

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Hive 2024 on:

- (A) Saturday, 16 March 2024 from 4pm to Sunday, 17 March 2024 12.30am; and
- (B) Sunday 17 March 2024 4pm to Monday 18 March 2024 12.30am.

subject to the following conditions:

- (C) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (E) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (F) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (G) 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.
- (H) 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]
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Advice

Advice will be updated after the meeting.

Background

Event services international has applied for the temporary road closures of for the Hive 2024 on Saturday, 16 March 2024 to Monday 18 March 2024.

Comments

The Hive 2024 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

Item 4.**Street Event - Temporary Road Closures - Mother's Day Classic 2024**

TRIM Container No.: 2024/090073

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Mother's Day Classic 2024 on Sunday, 12 May 2024 from 5am to 12pm 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

Advice will be updated after the meeting.

Background

The Mother's Day Classic Foundation has applied for the temporary road closures in Sydney for the Mother's Day Classic on Sunday, 12 May 2024 from 5am to 12pm.

Comments

The Mother's Day Classic is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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

Consultation

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

Financial

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

TANZ ALAM, SENIOR TRAFFIC ENGINEER

2024 Start Times:
 Sydney Royal Botanic Gardens (The Domain)
5K Run (R5K): 7:00 AM
10K Run (R10K): 7:45 AM
ALL W5K & W10K Start: 8:30 AM

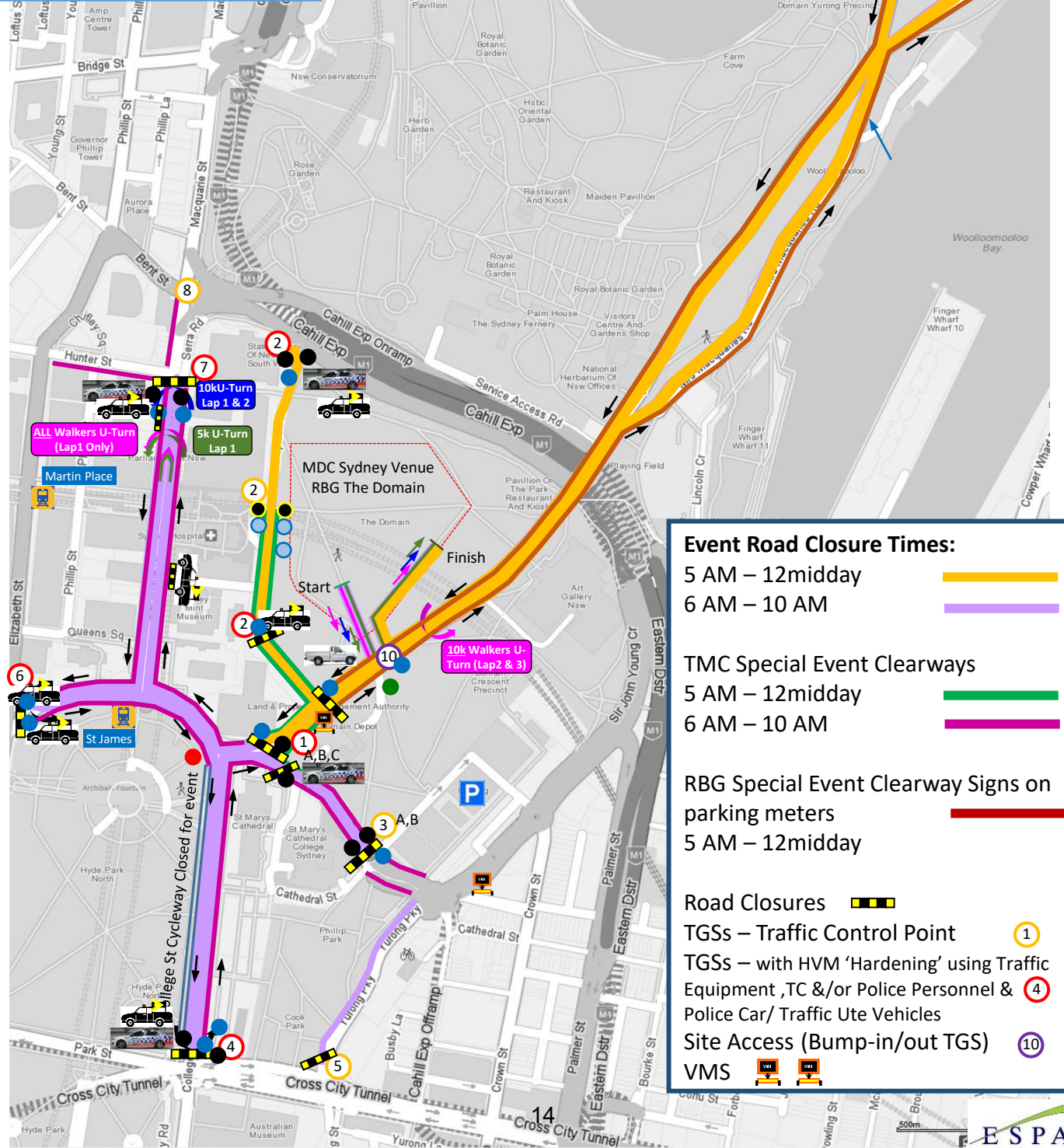
Participant Identification & Timing Bibs:

Course Descriptions:

- R5** — The 5K Running Course is 1 Full lap of Art Gallery Rd and Key CBD Roads
- R10** — The 10K Running Course is 2 Full laps of the 5K Course.
- W5** — The First Lap of the 5K and 10K Walking Courses use the same lap as the 5K Running Course to the Finish. The 10k Walk then U-Turns on Art Gallery Rd for Laps 2 & Lap 3 around Mrs Mac's Point.
- W10** —

5k Walkers U-Turn (1 Lap Only)
10k Walkers (laps 1, 2 & 3)
10k Runners U-Turn Lap 1 & Lap 2
5k Runners U-Turn (1 Lap Only)

TGS Resources
Various shifts (4:00am – 12:00pm):
 Traffic & Crse Manager (Julian S) ●
 Traffic & Eqmnt Super ●
 Traffic Controller (x 12) ●
 Redeployed Traffic Controller (x3) ●
 Police Supervisor: 1xCom+Veh ●
 Traffic Police 10xTCP + 3 x Veh ●
 HVP Police: 2xGen Duties + TCP2 ●



Event Road Closure Times:

- 5 AM – 12midday
- 6 AM – 10 AM

TMC Special Event Clearways

- 5 AM – 12midday
- 6 AM – 10 AM

RBG Special Event Clearway Signs on parking meters

- 5 AM – 12midday

Road Closures

- TGSs – Traffic Control Point
- TGSs – with HVM 'Hardening' using Traffic Equipment ,TC &/or Police Personnel &
- Police Car/ Traffic Ute Vehicles
- Site Access (Bump-in/out TGS)
- VMS

Item 5.**Mobile Crane - Temporary Road Closure - Kent Street, Sydney**

TRIM Container No.: 2024/049178

Recommendations

It is recommended that the Committee endorse the temporary road closure of Kent Street, Sydney, between King Street and Erskine Street, (four lanes), from 2am on Saturday 13 April 2024 to 11pm on Sunday 14 April 2024, 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 20-21 April 2024 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

FDC Construction NSW Pty Ltd has applied for the temporary road closure of Kent Street, Sydney, between King Street and Erskine Street, (four lanes), from 2am on Saturday 13 April 2024 to 11pm on Sunday 14 April 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of the tower crane at 333 Kent Street, Sydney.

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

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

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

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

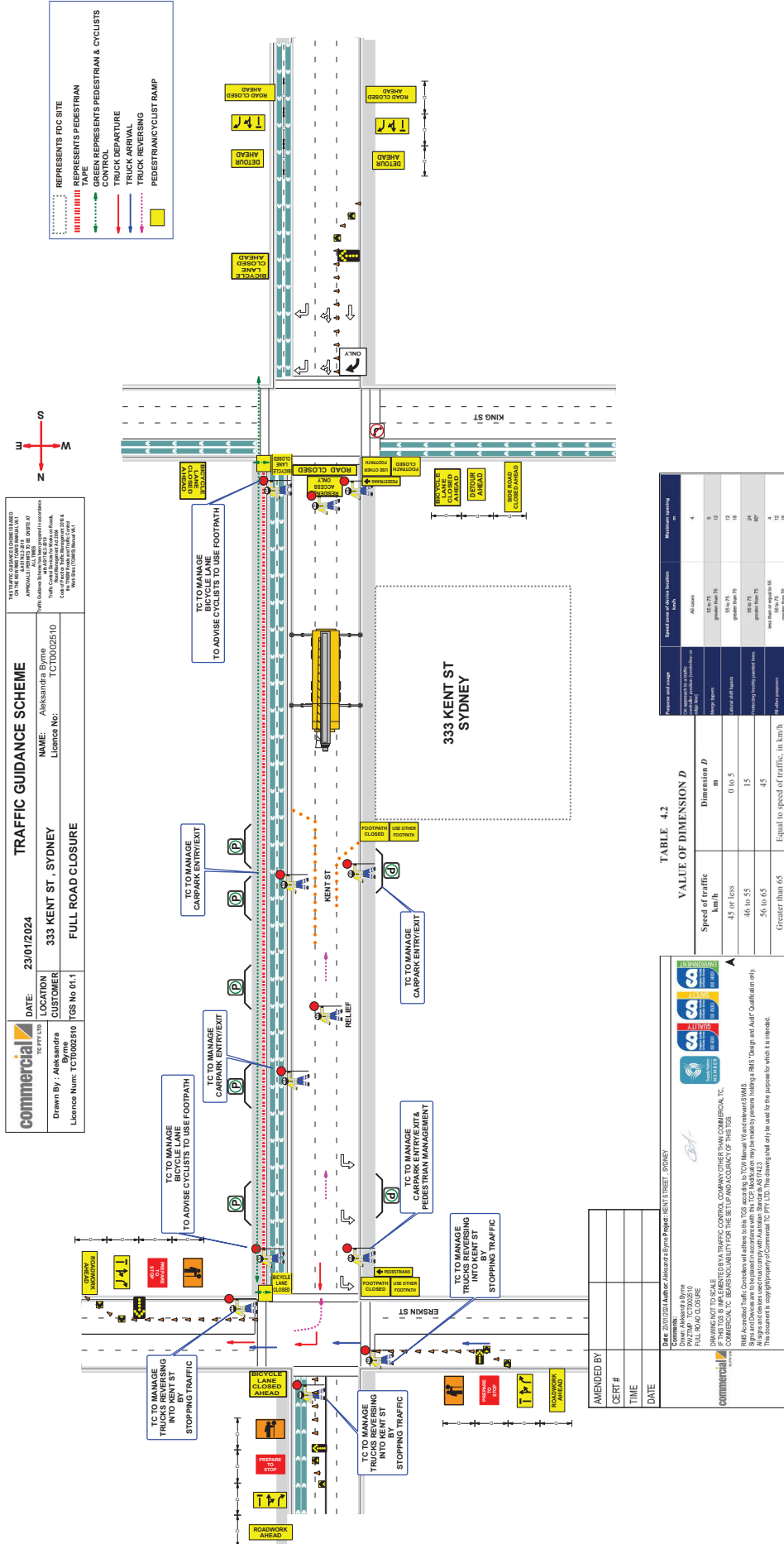
Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



commercial DATE: 23/01/2024
 T/C PVT LTD
 License Num: TC1002510 T/S No 011
 NAME: Adhishankh Birmo
 License No: TC1002510
TRAFFIC GUIDANCE SCHEME
 333 KENT ST, SYDNEY
 FULL ROAD CLOSURE

Drawn By: Adhishankh Birmo
 License Num: TC1002510 T/S No 011
 PROJECT NO: 2301024
 PROJECT NAME: 333 KENT ST, SYDNEY
 PROJECT TYPE: FULL ROAD CLOSURE

TABLE 4.2
VALUE OF DIMENSION D

Speed of traffic km/h	Dimension D m
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

AWIENED BY
 CERT #
 TIME
 DATE

commercial
 T/C PVT LTD
 License Num: TC1002510 T/S No 011

Date: 23/01/2024
 Project: 333 KENT ST, SYDNEY
 Project Name: FULL ROAD CLOSURE

TRAFFIC CONTROL COMPANY OTHER THAN COMMERCIAL T/C
 IF THIS TOS IS IMPLEMENTED BY A TRAFFIC CONTROL COMPANY OTHER THAN COMMERCIAL T/C, THE TRAFFIC CONTROL COMPANY MUST BE REGISTERED WITH THE TOS. COMMERCIAL T/C BEARS LIABILITY FOR THESE TOS AND ACCURACY OF THIS TOS.

RMS Accredited Traffic Controllers will adhere to the TOS according to the TOS Manual Management SIVMS. All signs and devices used must comply with Australian Standard AS 1941-2018 (Traffic Signs for Roadway) and AS 1941-2018 (Traffic Signs for Pedestrian). This document is copyright property of Commercial T/C PVT LTD. This drawing shall not be used for the purpose for which it is intended.



DATE: 23/01/2024

TRAFFIC GUIDANCE SCHEME

THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW RMS TCAMS MANUAL V6.1 & AS1742.3-2019 APPROVALS / PERMITS TO BE ON SITE AT ALL TIMES
Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAMS) Manual V6.1

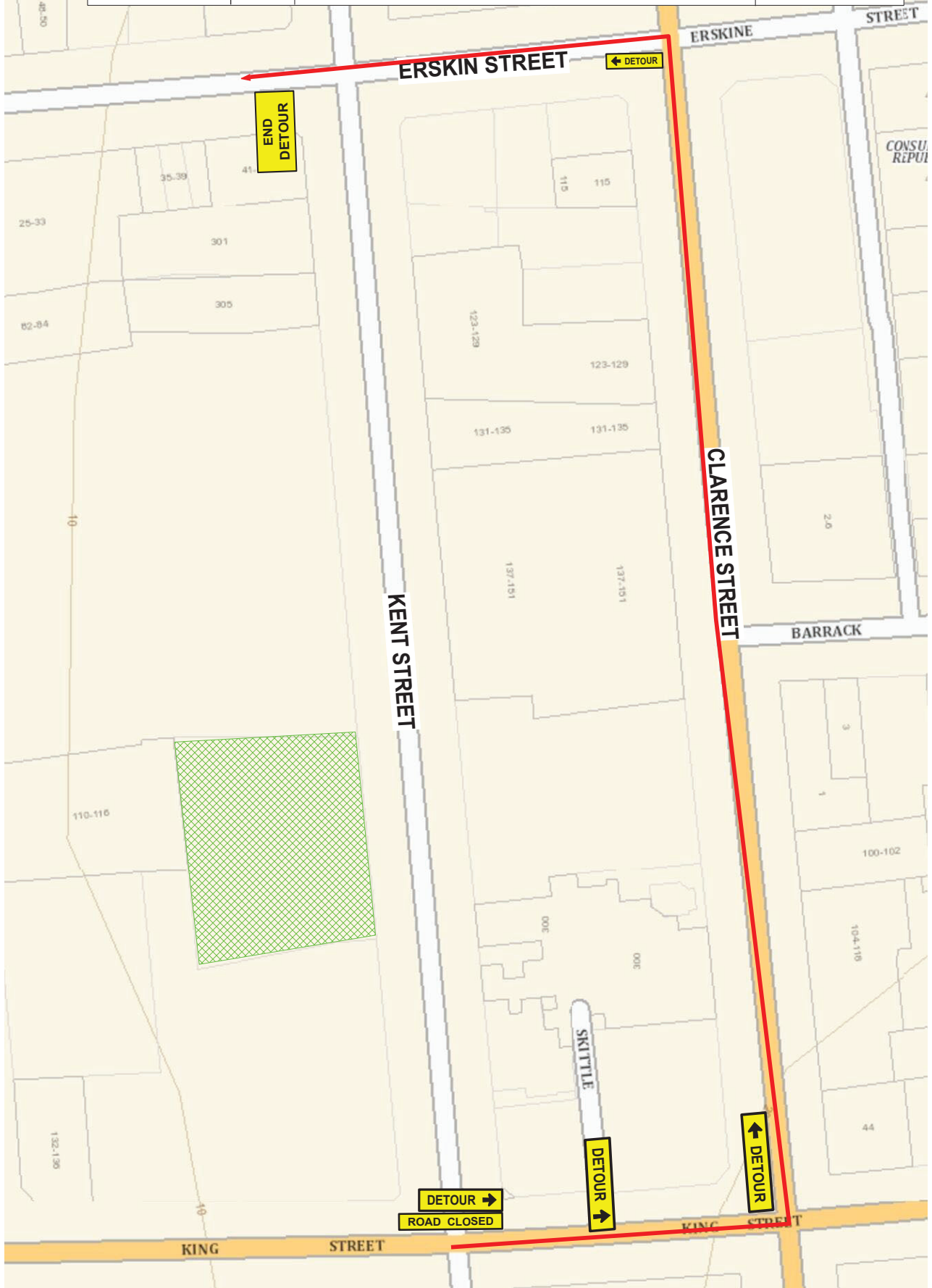
Drawn By : Aleksandra Byrne
Licence Num: TCT0002510

LOCATION
CUSTOMER
TGS No 02

333 KENT ST , SYDNEY

NAME: Aleksandra Byrne
Licence No: TCT0002510

DETOUR-FULL ROAD CLOSURE



Item 6.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney (between Bathurst and Liverpool Streets)**

TRIM Container No.: 2024/029693

Recommendations

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Liverpool Street, (four lanes), from 9pm on Friday 19 April 2024 to 9pm on Sunday 21 April 2024 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 3-5, 10-12, 17-19 and 24-26 May 2024 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

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

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

Advice

Advice will be updated after the meeting.

Background

CPB Contractors has applied for the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Liverpool Street, (four lanes), from 9pm on Friday 19 April 2024 to 9pm on Sunday 21 April 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of the tower crane at 296 Pitt Street, Sydney.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Notes:

1. All Dimensions are to scale
2. Location of signs to be confirmed by site management to ensure visibility.
3. All signs to be class A reflective or diamond grade.
4. All signs to be implemented to Australian standards and TCAWS when appropriate.
5. The TCP must be setup by qualified personnel holding "implement traffic Control Plans" card.
6. Pedestrian access to be maintained at all times.
7. All distances between signs to be in accordance with section 2.5.2 of AS1742.3:2009. However modifications may be made to suit site conditions.
8. Construction vehicle movements should be minimised during peak times.
9. Traffic controller and Prepare to Stop signs to be covered or removed when Traffic controllers not on site.
10. No queuing of trucks on public roads.
11. Vehicles and pedestrians already on the roadway or footpath have the right of way.

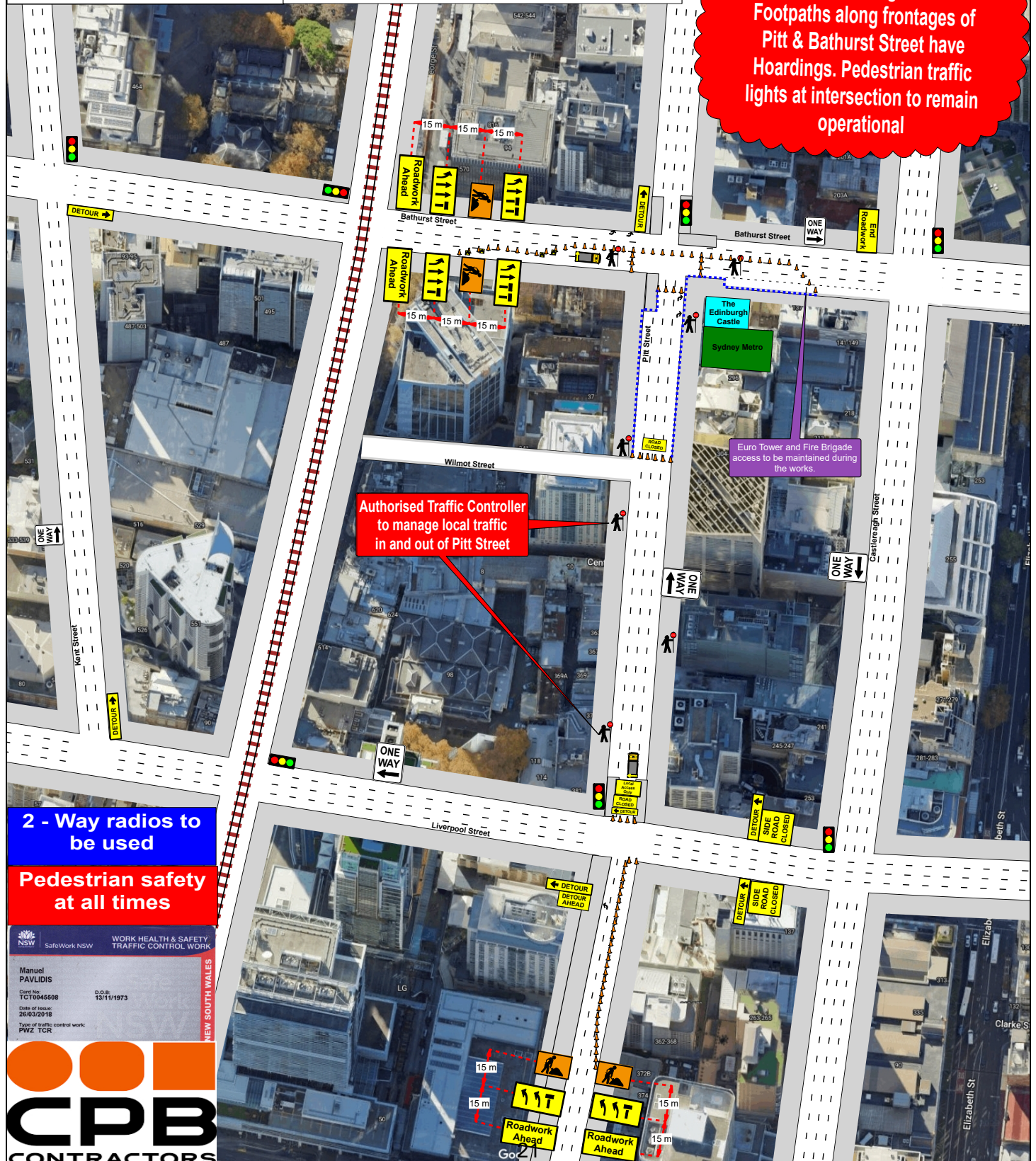
Legend

- Cone
- Crowd Control Barriers
- Light Rail
- Traffic Ute with Arrowboard

TCP CPB - Pitt Street Station South - Temporary Road Closure Pitt Street - Crane Dismantle (Buildgroup)

Crowd control barriers to be used ensuring separation from pedestrians to work area

All Pedestrian accesses to be maintained during the work. Footpaths along frontages of Pitt & Bathurst Street have Hoardings. Pedestrian traffic lights at intersection to remain operational



2 - Way radios to be used
Pedestrian safety at all times

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Manuel PAVLIDIS
 Code No: TC10045508 O.C.B. 13/11/1973
 Date of Issue: 26/03/2018
 Type of traffic control work: PWZ TCR

NEW SOUTH WALES

Notes:

1. All Dimensions are to scale
2. Location of signs to be confirmed by site management to ensure visibility.
3. All signs to be class A reflective or diamond grade.
4. All signs to be implemented to Australian standards and TCAWS when appropriate.
5. The TCP must be setup by qualified personnel holding "implement traffic Control Plans" card.
6. Pedestrian access to be maintained at all times.
7. All distances between signs to be in accordance with section 2.5.2 of AS1742.3:2009. However modifications may be made to suit site conditions.
8. Construction vehicle movements should be minimised during peak times.
9. Traffic controller and Prepare to Stop signs to be covered or removed when Traffic controllers not on site.
10. No queuing of trucks on public roads.
11. Vehicles and pedestrians already on the roadway or footpath have the right of way.

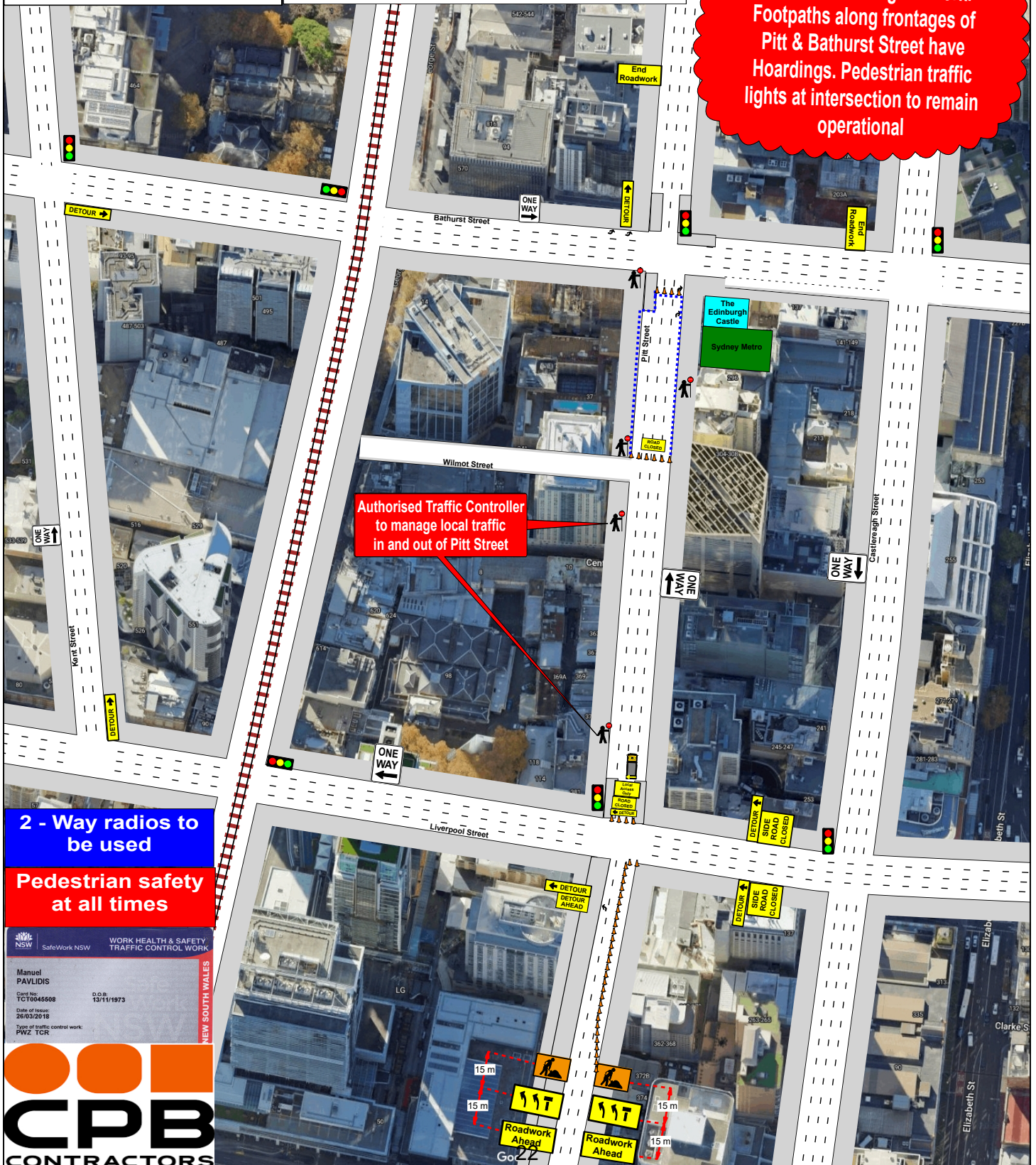
Legend

- Cone
- Crowd Control Barriers
- Light Rail
- Traffic Ute with Arrowboard

TCP CPB - Pitt Street Station South - Temporary Road Closure Pitt Street - Crane Dismantle (Buildgroup)

Crowd control barriers to be used ensuring separation from pedestrians to work area

All Pedestrian acces to be maintained during the work. Footpaths along frontages of Pitt & Bathurst Street have Hoardings. Pedestrian traffic lights at intersection to remain operational



2 - Way radios to be used
Pedestrian safety at all times

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Manuel PAVLIDIS
 Contractor: TCT0045508
 Date of Issue: 26/03/2018
 Type of traffic control work: PWZ TCR

NEW SOUTH WALES

Item 7.**Mobile Crane - Temporary Road Closure - Dowling Street, Woolloomooloo**

TRIM Container No.: 2024/129098

Recommendations

It is recommended that the Committee endorse the temporary road closure of Dowling Street, Woolloomooloo, between Reid Avenue and dead end of Dowling Street, (four lanes), from 6am on Friday 29 March 2024 to 6pm on Sunday 1 April 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Allroad Group/Sydney Trains has applied for the temporary road closure of Dowling Street, Woolloomooloo, between Reid Avenue and dead end of Dowling Street, (four lanes), from 6am on Friday 29 March 2024 to 6pm on Sunday 1 April 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used maintenance works at the ESR tunnels located around Kings Cross.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



		Designed by: Ronak Gandhi Qualification No: TC0063633 Role: Planning & Design Manager Signature:	Reviewed by: Franziska Mueller Qualification No: TC0024272 Role: Planning & Delivery Manager Signature:	Legend: \$ 2x Traffic Controller Work Area	Compliance Notes: 1. All TGSs are in accordance with TNSW - TCAWS V6.1 & Ausroads Guide to Temporary Traffic Management 2019 2. Recommended taper lengths TNSW - TCAWS V6.1, Table 7-3 3. Sign spacing Ausroads TTM, Part 3, Table 2.2 4. Recommended sight distances to devices Ausroads TTM, Part 3, Table 2.3 5. Traffic controller min. sight distance TNSW - TCAWS V6.1, Table 5-1.3 6. End-of-queue management TNSW - TCAWS V6.1, Sec 4.6 7. Spacing of cones and bollards TNSW - TCAWS V6.1, Table 6-2	REVISION REV 00 sent to client REV 01 Review Date: 20/03/2024 North Code: Sign Type: Swing Stand	Type of TTM: Static Works TTM Set-up: Road Closure Shift TTM Inspections: before during & pre-closedown Existing Speed Limit: 50 km/h	Duration: Weekend Works	Client:
Project Description: Maintenance Work		Work Location: Dowling St, Woolloomooloo NSW, 2011		TGS No: ARG 24-0233 TGS	TMP No: N/A	Scale: 1:500 Map Reference: NSW Imagery Issue Date: 20/02/2024 Page No.: 01 of 03			

Item 8.**Mobile Crane - Temporary Road Closure - Church Street, Camperdown**

TRIM Container No.: 2024/086631

Recommendations

It is recommended that the Committee endorse the temporary road closure of Church Street, Camperdown, between Marsden Street and Lucas Lane, (three lanes), from 7am to 5pm on Thursday 28 March 2024 and Thursday 11 April 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Inner West PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Australian Power Services Pty Ltd has applied for the temporary road closure of Church Street, Camperdown, between Marsden Street and Lucas Lane, (three lanes), from 7am to 5pm on Thursday 28 March 2024 and Thursday 11 April 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the replacement of overhead powerlines for building 64-106 Mallet Street Camperdown.

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

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

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

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

Consultation

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

Financial

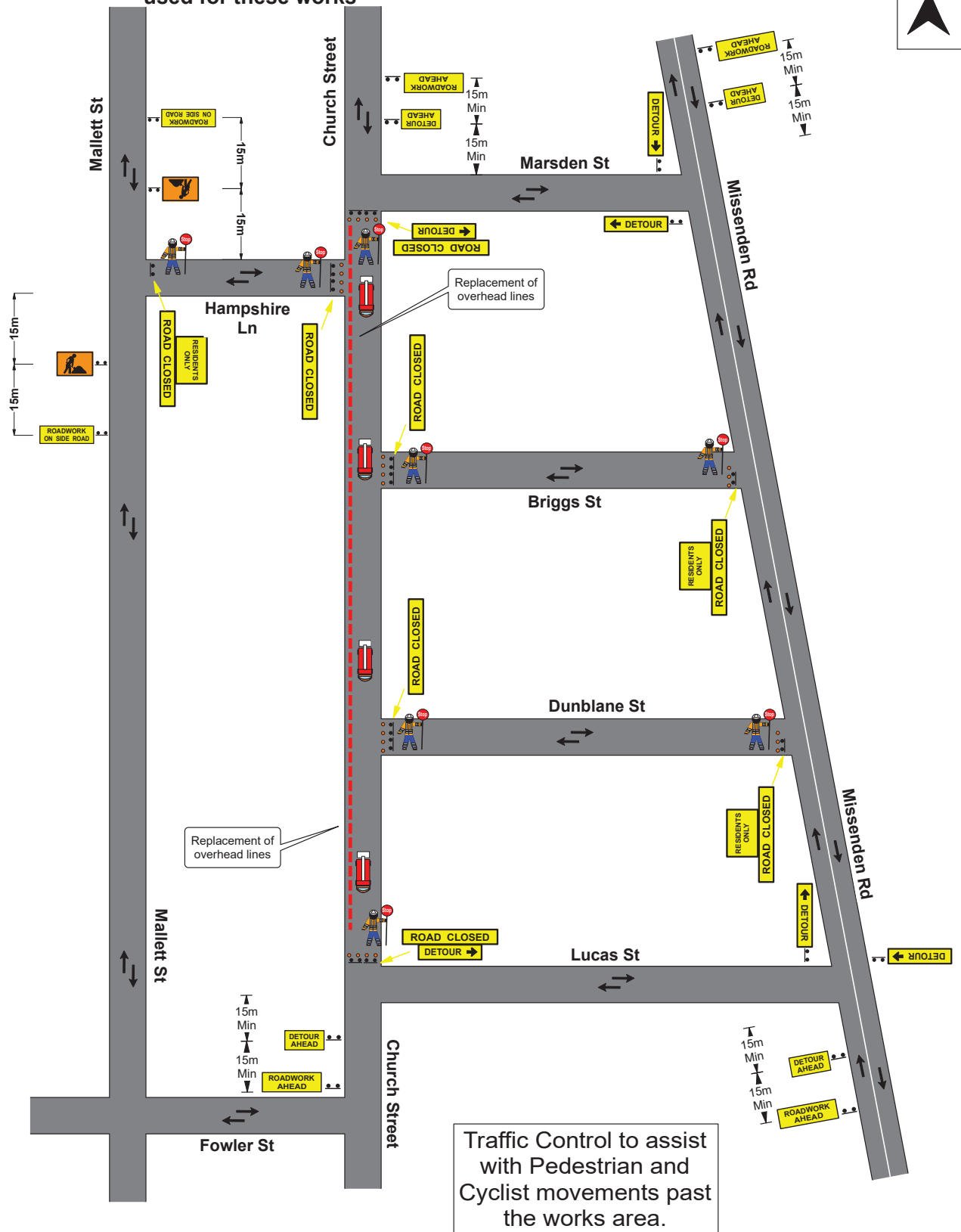
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



A or B Size signage can be used for these works

Overhead Powerline Replacement



Traffic Control to assist with Pedestrian and Cyclist movements past the works area.

<p>Changes to TGS</p> <p>Prepare Workzone TMP Ticket Number:</p> <p>Signature of Card Holder:</p> <p>Date:</p> <p>Original Size A3</p> <p>Drawn By: Paul Winter</p> <p>Software: NCM - Work Health & Safety Traffic Control Work - Card Number: TCT0057582</p> <p>Date of Issue: 09/04/2017</p> <p>Signat: <i>Paul Winter</i></p>	<p>All Signage and Equipment is in accordance with the TCANZS 2007 based on AS17428</p> <p>This plan has been prepared as a guide for Traffic Management purposes. Roosters Traffic Control disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages and costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The authority and all third parties hold harmless and indemnify Roosters in respect of any claims or loss or damage that arises in any way whatsoever from, or in any way connected to, this traffic plan.</p>	<p>Job Location: Church Street, Camperdown</p> <p>Client: Australian Power Services</p> <p>Plan Number: PW-2024-8</p> <p>Map Ref:</p>
		<p>Term: Short Term</p> <p>Direction: All</p> <p>Traffic Control Operation: Full Road Closure + Detour</p>

Item 9.**Works Zone - York Street, Sydney**

TRIM Container No.: 2024/051602

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of York Street, Sydney, south of King Street as follows:

- (A) Between the points 45.2 metres and 48.2 metres "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "Taxi Zone All Other Times"; and
- (B) Between the points 48.2 metres and 60.2 metres "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "4P Ticket 7pm-12Midnight Mon-Fri 5-10pm Sat 8am-10pm Sun & Public Holidays"

Subject to the following conditions:

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

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

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

Comments

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

The Works Zone is intended to operate from 7am to 7pm, Monday to Friday and 7am to 5pm on Saturday in accordance with City's standard construction hours for projects in the city centre.

Consultation

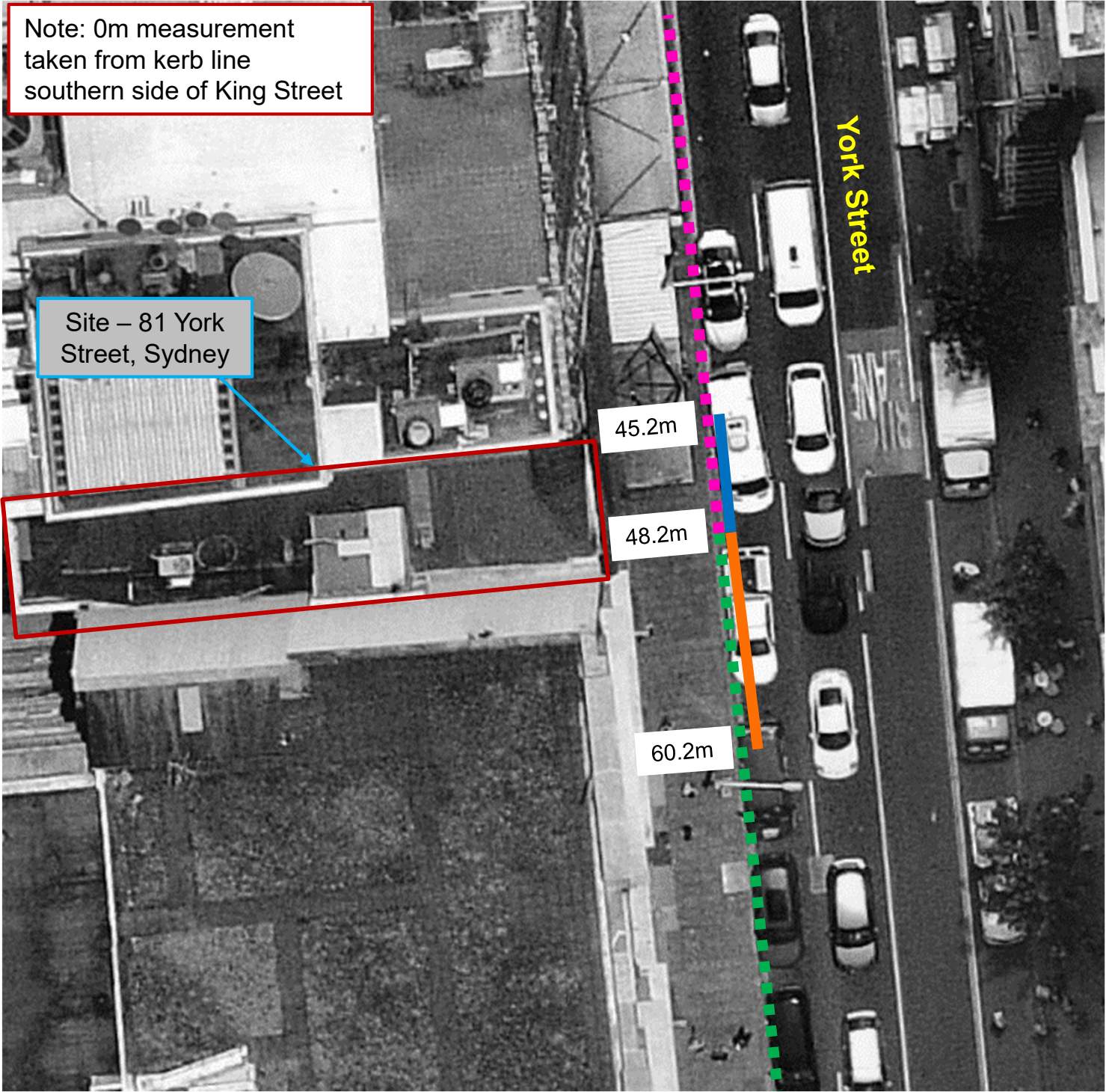
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

TANZ ALAM, SENIOR TRAFFIC ENGINEER

York Street, Sydney Proposed Works Zone



Existing

- ■ ■ Taxi Zone
- ■ ■ Loading Zone Ticket 6am-6pm Mon-Fri & 6-10am Sat
- 4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public holidays

Proposed

- Works Zone 7am-7pm Mon-Fri 7am-5pm Sat
- 4P Ticket 7pm-12Midnight Mon-Fri 5-10pm Sat 8am-10pm Sun & Public Holidays
- Works Zone 7am-7pm Mon-Fri 7am-5pm Sat
- Taxi Zone All Other Times

Item 10.**Works Zone - Avenue Road, Glebe**

TRIM Container No.: 2024/048819

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Avenue Road, Glebe, between the points 59 metres and 79 metres south of Victoria Road as "Works Zone 7:30am-5:30pm Mon-Fri 7:30am-3:30pm Sat", subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Grindley Construction Pty Ltd has requested a 20 metre long Works Zone in Avenue Road, Glebe.

The Works Zone is to facilitate construction works at 2-4 Avenue Road, Glebe.

Comments

The kerb space on the western side of Avenue Road, Glebe between Victoria Road and Arcadia Road and is currently signposted as "4P 8am-6pm Mon-Fri".

The Works Zone is intended to operate from "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" in accordance with the Development Consent Conditions.

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

Consultation

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

Financial

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

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER

Avenue Road, Glebe Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G"
- ■ ■ "4P 8am-6pm Mon-Fri"

 "Driveway"

Proposed

- ■ ■ "Works Zone 7:30am-5:30pm Mon-Fri 7:30am-3:30pm Sat"
- ■ ■ "4P 8am-6pm Mon-Fri"

Item 11.**Works Zone - Wentworth Avenue, Surry Hills**

TRIM Container No.: 2024/077566

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Wentworth Avenue, Surry Hills, between the points 53.1 metres and 72.1 metres, south of Wemyss Lane as "Works Zone 10am-3pm Mon-Fri, 7.30am-3.30pm Sat", "No Stopping 6-10am, 3-8pm Mon-Fri" and "4P Ticket 8pm-12am 3.30pm-10pm Sat, 10am-10pm Sun & Public Holiday", 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.
- (E) The Works Zone is limited to a Heavy Rigid Vehicle, (HRV) up to 12.5 metres in length

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

Infinity Constructions Group Pty Ltd, has requested a 19 metre long Works Zone in Wentworth Avenue, Surry Hills.

The Works Zone is to facilitate construction works at 24 Wentworth Avenue, Surry Hills.

Comments

The kerb space on the eastern side of Wentworth Avenue, Surry Hills south of Wemyss Lane, is currently signposted as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat & Sun & Public Holidays”.

The Works Zone is intended to operate from 10am to 3pm Monday to Friday and 7.30am to 3.30pm Saturday, in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 3.30pm-10pm Sat, 10am-10pm Sun & Public Holidays”.

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

Consultation

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

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Wentworth Avenue, Surry Hills Proposed Works Zone



Source: Nearmap

Existing	Proposed
<ul style="list-style-type: none"> ■ ■ "No Stopping" ■ ■ "No Stopping 6am-10am, 3pm-8pm Mon-Fri" & "Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat" & "4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat & Sun & Public Holidays" 	<ul style="list-style-type: none"> ■ "No Stopping 6am-10am, 3pm-8pm Mon-Fri" & "Works Zone 10am-3pm Mon-Fri, 7.30am-3.30pm Sat" & "4P Ticket 8pm-12am Mon-Fri, 3.30pm-10pm Sat, 10am-10pm Sun & Public Holidays"

Item 12.**Works Zone - Kippax Street, Surry Hills**

TRIM Container No.: 2024/070781

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Kippax Street, Surry Hills, between the points 8.2 metres and 37.2 metres east of Terry Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "4P Ticket 5.30-10pm Mon-Fri, 3.30-10pm Sat, 8am-10pm Sun & Public Holidays Area 18", subject to the following conditions:-

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

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

Infinity Constructions Group Pty Ltd has requested a 29 metre long Works Zone in Kippax Street, Surry Hills.

The Works Zone is to facilitate construction works at 8-24 Kippax Street, Surry Hills.

Comments

The kerb space on the northern side of Kippax Street, Surry Hills east of Terry Street is currently signposted as “2P Ticket 8am-6pm Mon-Fri, Permit Holders Excepted Area 18”, and “4P Ticket 8am-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays, Permit Holders Excepted Area 18” and "No Stopping" restrictions.

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. After the Works Zone hours the kerb space will revert to “4P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 18”.

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

Consultation

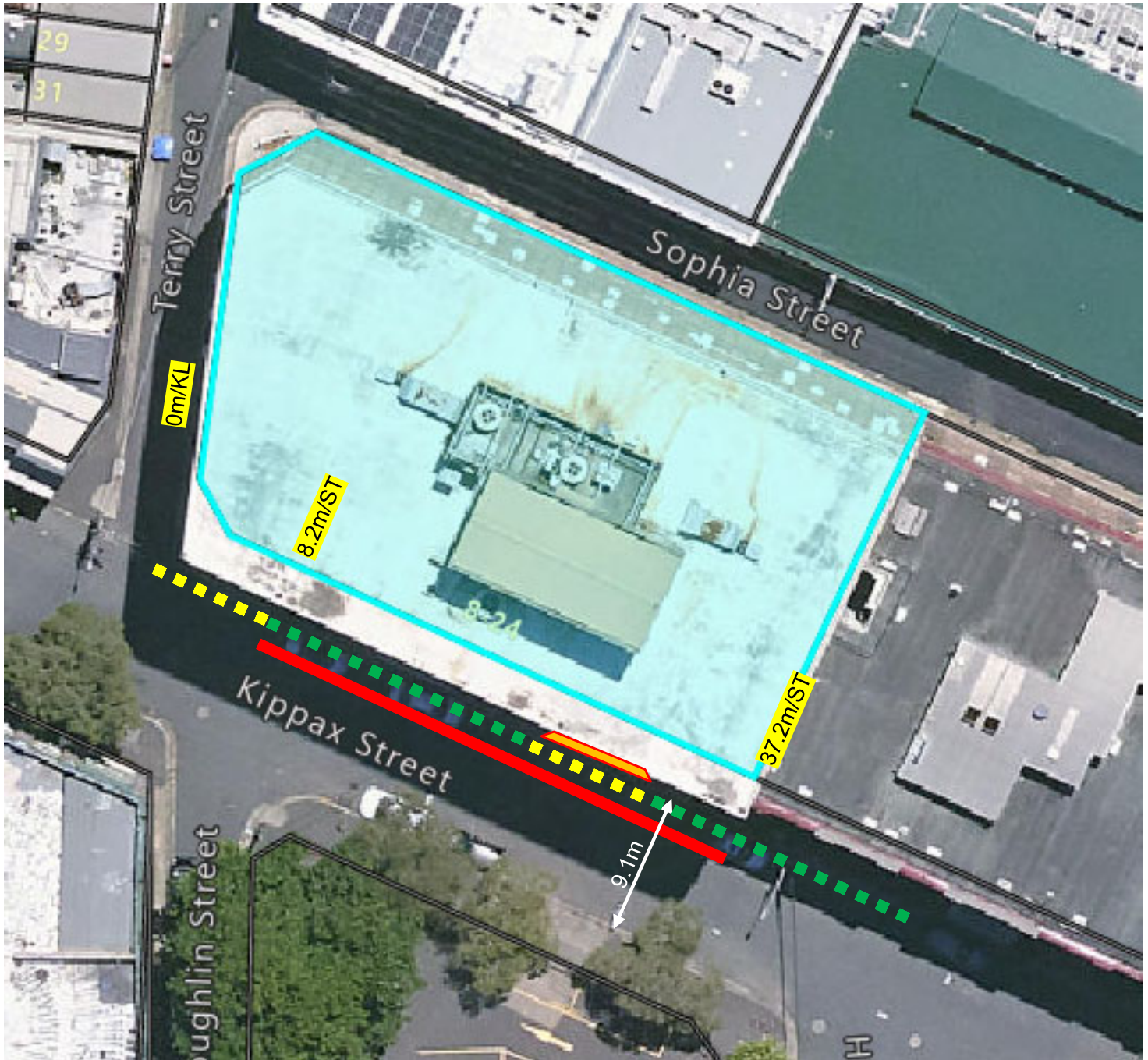
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Kippax Street, Surry Hills Proposed parking changes



Existing

-  "No Stopping"
-  "2P Ticket 8am-6pm Mon-Fri, Permit Holders Excepted Area 18", "4P Ticket 6-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays Area 18"

 Driveway

ST Stem

Proposed

-  "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat"
- "4P Ticket 5.30-10pm Mon-Fri, 3.30-10pm Sat, 8am-10pm Sun & Public Holidays Area 18"

Item 13.**Works Zone - Mentmore Avenue, Rosebery**

TRIM Container No.: 2024/078111

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 38 metres and 50 metres north of Cressy Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”, and
- Between the points 96 metres and 115 metres north of Cressy Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”,

subject to the following conditions:-

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

Voting Members for this Item

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

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

Advice will be updated after the meeting.

Background

Deicorp Pty Ltd has requested an extension of the existing Works Zone by a total of 31 metres in Mentmore Avenue, Rosebery one at either end of the existing Works Zone.

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.

After the Works Zone hours the kerb space will revert 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 14.**Works Zone - Bourke Street, Waterloo**

TRIM Container No.: 2024/050691

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Bourke Street, Waterloo between the points 158.5 metres and 205.5 metres north of McEvoy Street as “No Stopping 6am-10am Mon-Fri” and “Works Zone 10am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”, subject to the following conditions:

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

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Growthbuilt Pty Ltd has requested a 47 metre long Works Zone in Bourke Street, Waterloo.

The Works Zone is to facilitate construction works at 895-901 Bourke Street, Waterloo.

Comments

The kerb space on the western side of Bourke Street, Waterloo north of McEvoy Street and is currently signposted as "No Stopping 6am-10am Mon-Fri" and "2P 10am-5pm Mon-Fri, 8.30am-12.30pm Sat".

The Works Zone is intended to operate from 10am to 5.30pm Monday to Friday (ie outside morning peak restrictions) and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours (and the existing peak restrictions) the kerb space will revert to unrestricted parking.

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

Consultation

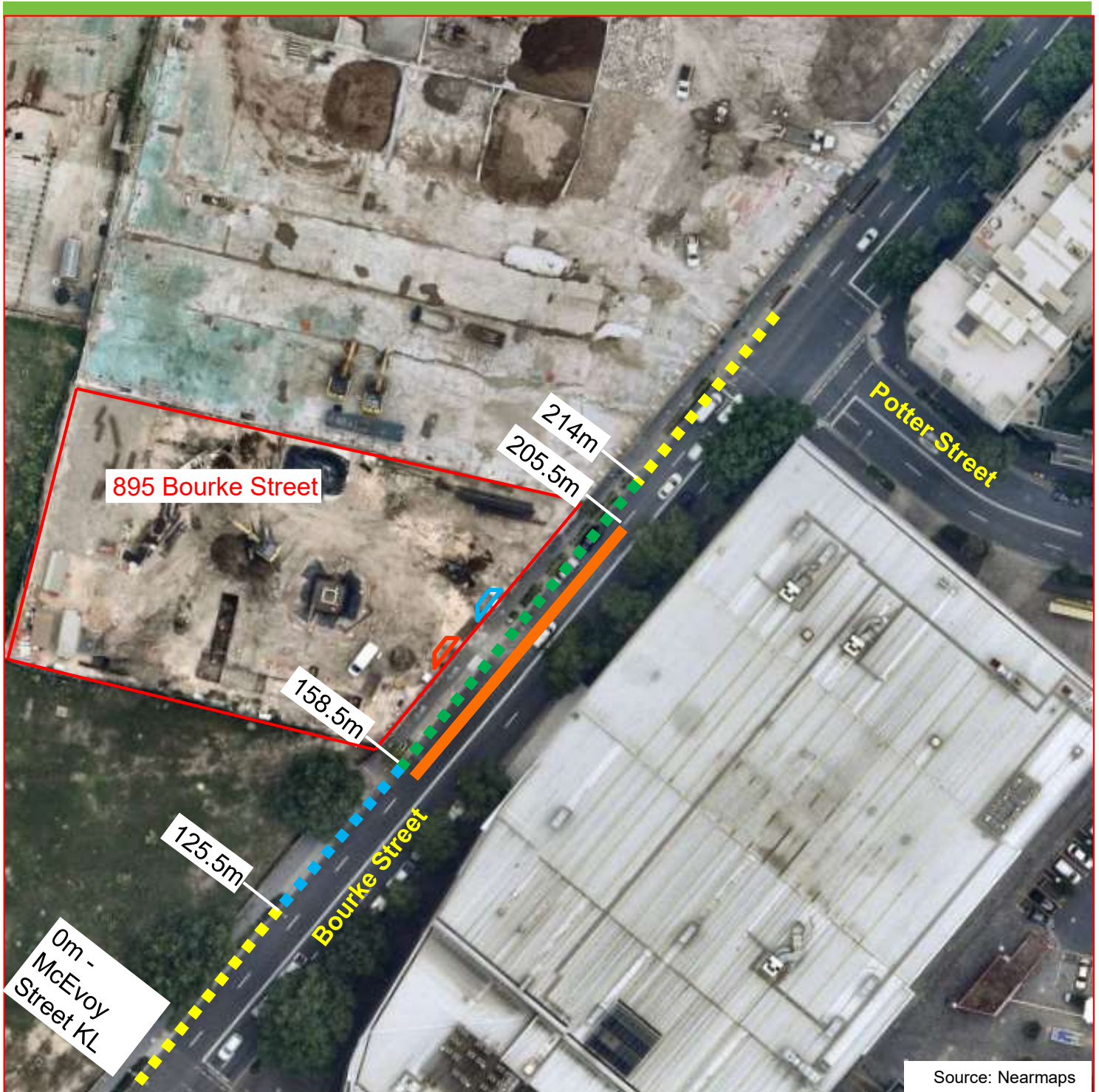
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial



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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Bourke Street Waterloo Proposed Works Zone



Existing

-  "No Stopping"
-  "No Stopping 6am-10am Mon-Fri" and "2P 10am-5pm Mon-Fri, 8.30am-12.30pm Sat"
-  Bus Zone
-  Existing Driveway

Proposed

-  "No Stopping 6am-10am Mon-Fri" and "Works Zone 10am-5.30pm Mon-Fri, 7.30am-3.30pm Sat"
-  New Driveway

Item 15.**Car Share - Ivy Street, Darlington**

TRIM Container No.: 2023/713142

Recommendations

It is recommended that the Committee endorse the extension to the existing car share space on the western side of Ivy Street, Darlington between the points 5 metres and 9 metres (1 car space) south of Abercrombie Street as "No Parking Authorised Car Share Vehicles Excepted Bay 736".

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 City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Share Policy.

Previously, there was a car share bay in Little Eveleigh Street, Redfern. However, due to recent changes to Little Eveleigh Street, a car share bay is no longer suitable in that street.

Therefore, the City is proposing to relocate the space to the western side of Ivy Street, Darlington south of Abercrombie Street.

Comments

The kerb space on the western side of Ivy Street, Darlington, south of Abercrombie Street is currently signposted as "1P 8am-10pm, Permit Holders Excepted Area 32" adjacent to an existing car share space.

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. As a car share space exists directly adjacent to the proposed location, only a 4-metre space is required to be allocated for a double pod (i.e. this minimises the loss to overall parking spaces).

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

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

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

Consultation

The City consulted local residents and businesses in the area. There were 116 letters sent out with no responses supporting the proposal and three responses opposing the proposal.

Two opposing submissions were concerned that the proposal will result in further loss of on-street residential parking and impacts to businesses on Abercrombie Street.

Another submission objecting to this space was from a business concerned about impacts to small businesses and has requested for loading zones at the location instead.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER

Ivy Street, Darlington Proposed parking changes



Source: Nearmaps

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking, Authorised Car Share Vehicles Excepted Zone GG"
- ■ ■ "1P 8am-10pm, Permit Holders Area 32"

Proposed

- "No Parking, Authorised Car Share Vehicles Excepted Bay 736"

Item 16.**Parking - No Parking, Barnardos Vehicles Excepted - Raglan Street, Waterloo**

TRIM Container No.: 2023/663647

Recommendations

It is recommended that the Committee endorse the allocation of parking on the northern side of Raglan Street, Waterloo, between the points 39.8 metres and 45.8 metres (one car space) east of Pitt Street as “No Parking Barnardos Vehicles Excepted 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

A not-for-profit organisation called Barnardos has requested consideration of a bus parking area near The Yurunagi Learning Centre in Raglan Street, Waterloo to allow pick-up and drop-off for children during operating hours of the Centre.

Comments

The kerb space on the northern side of Raglan Street, Waterloo, east of Pitt Street, where the changes are proposed, is currently unrestricted for parking adjacent to an existing parking zone for 'The Factory Community Centre' which is also used for their own community bus service.

Barnardos is a not for profit organisation in Raglan Street and has requested consideration of an authorised vehicle parking zone in the street to allow for pick up and drop off of young children for their own facility services, outside of the existing centre. The Centre already has an existing bus facility for their own bus service however Barbados is also operating at this same Centre . The organisation operates a small bus or similar vehicle which also requires parking in front of the building to allow safe transport for the children to the centre.

On-site inspection shows there is a need to introduce “No Parking Barnardos Vehicles Excepted 8am-6pm Mon-Fri” to allow fleet vehicle access to pick up and drop off children to the Yurungai Learning Centre.

Consultation

The City consulted local residents and businesses in the area. There were 1012 letters sent out with no responses supporting the proposal and one submission with three objectors from the same address and one other objector opposing the proposal.

Financial




Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER


Raglan Street, Waterloo Proposed parking changes



Existing

-  "No Stopping"
-  Unrestricted parking
-  "No Parking The Factory Community Centre Vehicles Excepted"

Proposed

-  "No Parking Barnardos Vehicles Excepted 8am-6pm Mon-Fri"

Item 17.**Parking - No Stopping - Richards Lane, Surry Hills**

TRIM Container No.: 2023/685914

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Richards Lane, Surry Hills between the points 44.7 metres and 50.7 metres (one car space) north of Collins Street as "No Stopping".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Richards Avenue, Surry Hills has requested consideration of "No Stopping" at the rear of their property in Richards Lane to ensure vehicle access to their garage.

Comments

The kerb space on the western side of Richards Lane, Surry Hills north of Collins Street, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 18".

Richards Lane is approximately 4.8 metres wide and provides rear-lane property access to houses fronting Richards Avenue.

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

On-site inspection shows there is a need to provide a "No Stopping" restriction to maintain rear-lane property access and overall accessibility of the laneway.

Consultation

The City consulted local residents and businesses in the area. There were 60 letters sent out with no responses supporting the proposal and 2 responses opposing the proposal.

The submissions opposing the proposal have noted concerns with loss of on-street parking and do not support removal of public street parking to allow one resident access to an off-street parking space.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Richards Lane, Surry Hills Proposed Parking Changes



Source: Nearmaps

Existing

- ■ ■ "No Stopping"
- ■ ■ "2P 8am-10pm, Permit Holders Excepted Area 18"
- ■ ■ Alfresco Dining

Proposed

- ■ ■ "No Stopping"

Item 18.**Parking - No Stopping - Roslyn Street, Rushcutters Bay**

TRIM Container No.: 2024/059204

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Roslyn Street, Rushcutters Bay between the points 0 metres and 6.1 metres (one car space) north of Bayswater Road as "No Stopping".

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

Since the construction of the garden bed kerb extension at Bayswater Road and Roslyn Street intersection, there has been a continuing issue of vehicles hitting the kerb, resulting in its displacement into the garden bed. The proposed realignment and reconstruction of the kerb will improve the turning movement of service vehicles while simultaneously addressing the safety concerns associated with the damaged kerb, which poses a potential trip hazard.

Comments

The kerb space on the western side of Roslyn Street, Rushcutters Bay between Bayswater Road and Roslyn Gardens, where the changes are proposed, is currently signposted as "1P 8.30am-6pm Mon-Fri" and "1P 8.30am-12.30pm Sat".

There is a loss of one car space as part of the proposal.

Proposed swept path shows there is a need to realign kerb and provide a "No Stopping" restriction to facilitate safe turning movements for service vehicles.

Consultation

The City consulted local residents and businesses in the area. There were 147 letters sent out with no responses supporting the proposal and one response opposing the proposal.

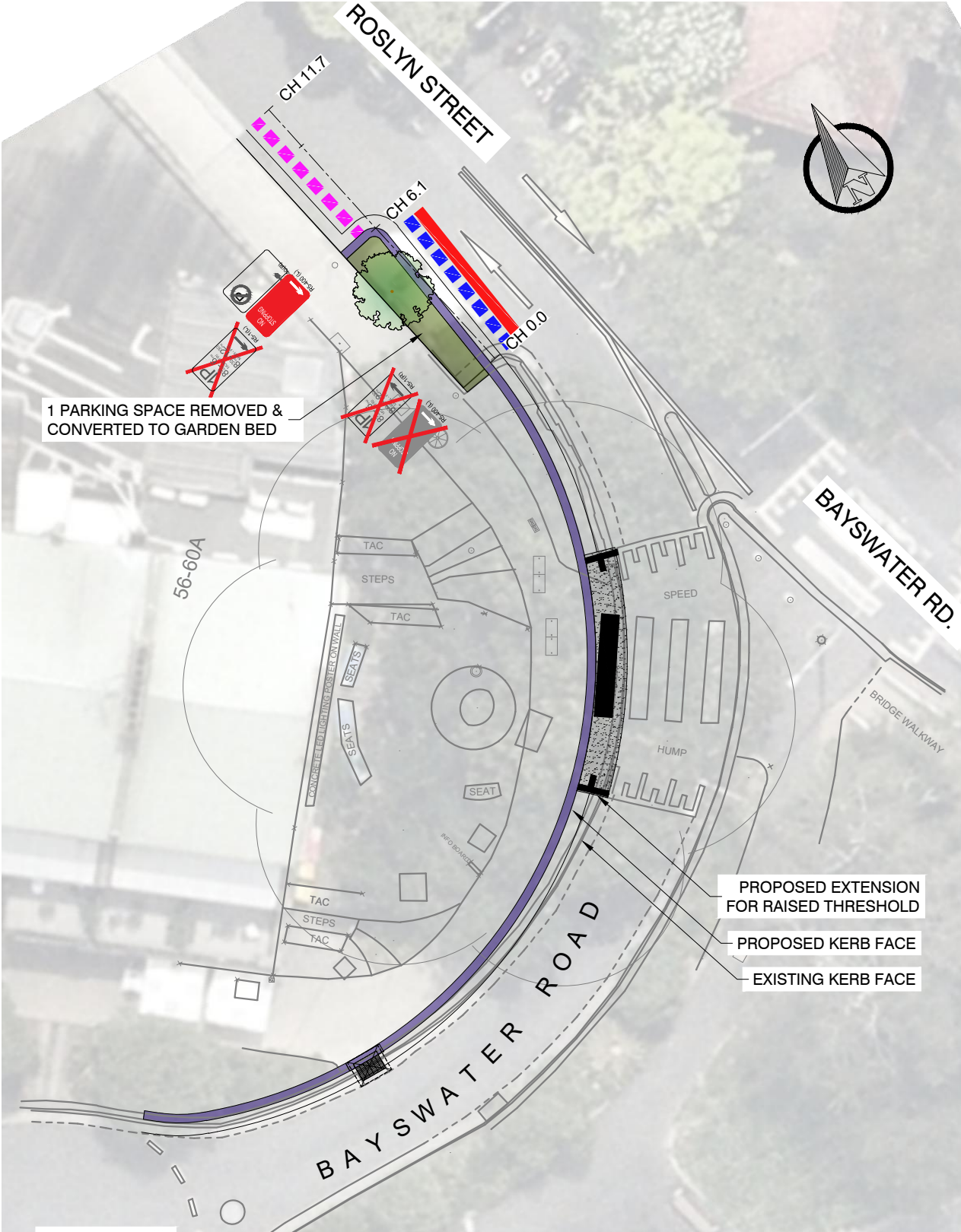
The opposing submission raise concerns about the loss of parking.

Proposed swept path shows there is a need to remove one parking space and provide a "No Stopping" restriction to facilitate safe turning movements for service vehicles.

Financial

Funds are available in the current budget.




DIPEN NANDODWALA, SENIOR ENGINEER - CIVIL DESIGN



1 PARKING SPACE REMOVED & CONVERTED TO GARDEN BED

PROPOSED EXTENSION FOR RAISED THRESHOLD
 PROPOSED KERB FACE
 EXISTING KERB FACE

LEGEND:

-  EXISTING PARKING - 1P (8:30 AM - 6 PM MON-FRI & 8:30 AM - 12:30 PM SAT)
-  EXISTING - NO PARKING
-  PROPOSED - NO STOPPING

K&G REALIGNMENT, BAYSWATER ROAD / ROSLYN STREET, RUSHCUTTERS BAY

Item 19.**Parking - 4P Mobility Parking - Power Avenue, Alexandria**

TRIM Container No.: 2023/569518

Recommendations

It is recommended that the Committee endorse the changes to on the northern side of Power Avenue as follows;

- (A) Reallocation of parking between the points 47 metres and 54.8 metres east of Park Road as "4P Mobility Parking Only 8am-10pm".
- (B) Allocation of parking between the points 54.8 metres and 60.8 metres east of Park Road as "No Parking 8am-5pm Mon-Fri, Authorised NSW Health Service 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 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 Power Avenue, Alexandria.

Comments

Power Avenue, Alexandria east of Park Road is designated for two-way traffic flow with an approximate width of 12.9 metres. The road and footway grades are generally flat adjacent to the proposed space.

The kerb space, where the changes are proposed, is currently signposted as "No Parking 8am-5pm Mon-Fri, Authorised NSW Health Service Vehicles Excepted" and unrestricted for parking on the northern side of the street. The existing NSW Health Service Vehicle parking will be relocated to the next adjacent space to allow better access to the proposed 4P Mobility Parking space.

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 6.2 metres. The remaining width is allocated for on-street parking.

There are no footpaths adjacent to the spot, however, it is adjacent to a concrete driveway ramp leading into Alexandria Park Oval which will provide access from this parking spot.

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 Power Avenue, a 3.2 metre wide bay can be accommodated within the carriageway.

Consultation

The City consulted local residents and businesses in the area. There were 143 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Power Avenue, Alexandria Proposed parking changes



Existing

- ■ ■ "Unrestricted Parking"
- ■ ■ "No Parking 8am-5pm Mon-Fri, Authorised NSW Health Service Vehicles Excepted"



Chevron

Proposed

- "4P Mobility Parking Only 8am-10pm"
- "No Parking 8am-5pm Mon-Fri, Authorised NSW Health Service Vehicles Excepted"

Item 20.**Parking - Mobility Parking - Macquarie Street, Sydney**

TRIM Container No.: 2022/530676

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Macquarie Street, Sydney between the points 58.5 metres and 74.1 metres south of Hunter Street as "4P Mobility Parking Only 6am-6pm Ambulance Vehicles Excepted" & "4P Ticket 6-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

The City has received multiple requests to increase the number of mobility parking spaces in Macquarie Street to improve on-street parking access for patients with a mobility parking permit to nearby medical facilities.

Comments

The kerb space on the western side of Macquarie Street, where the changes are proposed, is currently signposted as "No Parking 7am-6pm Mon-Fri 7am-2.30pm Sat Ambulance Vehicles Excepted", "Loading Zone Ticket 7am-6pm Mon-Fri 7-10am Sat" and "4P Ticket 6-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

To improve on-street mobility parking access for patients visiting nearby medical facilities, it is proposed to reallocate parking as "4P Mobility Parking Only 6am-6pm Ambulance Vehicles Excepted" and "4P Ticket 6-10pm". The parking restrictions will apply seven days a week.

The proposed parking changes would improve access to nearby medical facilities for those who are unable to walk or take public transit. The 4-hour time limit will increase turnover of these spaces while still providing sufficient time for most medical procedures.

Macquarie Street between Hunter Street and Martin Place is designated for two-way traffic flow with an approximate width of 13.2 metres. The road and footway grades are generally flat adjacent to the proposed parking space.

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. The width of the existing parking bay is 2.9 metres and there is currently no road space to increase the width of the parking lane. Considering speeds on Macquarie Street are limited to 40km/h and the spaces are currently utilised by people with mobility parking permits, it is recommended that the spaces be designated for mobility parking.

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

Consultation

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

The submission supports the introduction of mobility parking spaces but has requested consideration for the spaces to be reallocated as timed ticket parking spaces on weekends. The submission commented that majority of health services in Macquarie Street are closed on weekends, reducing the need for mobility parking during these times.

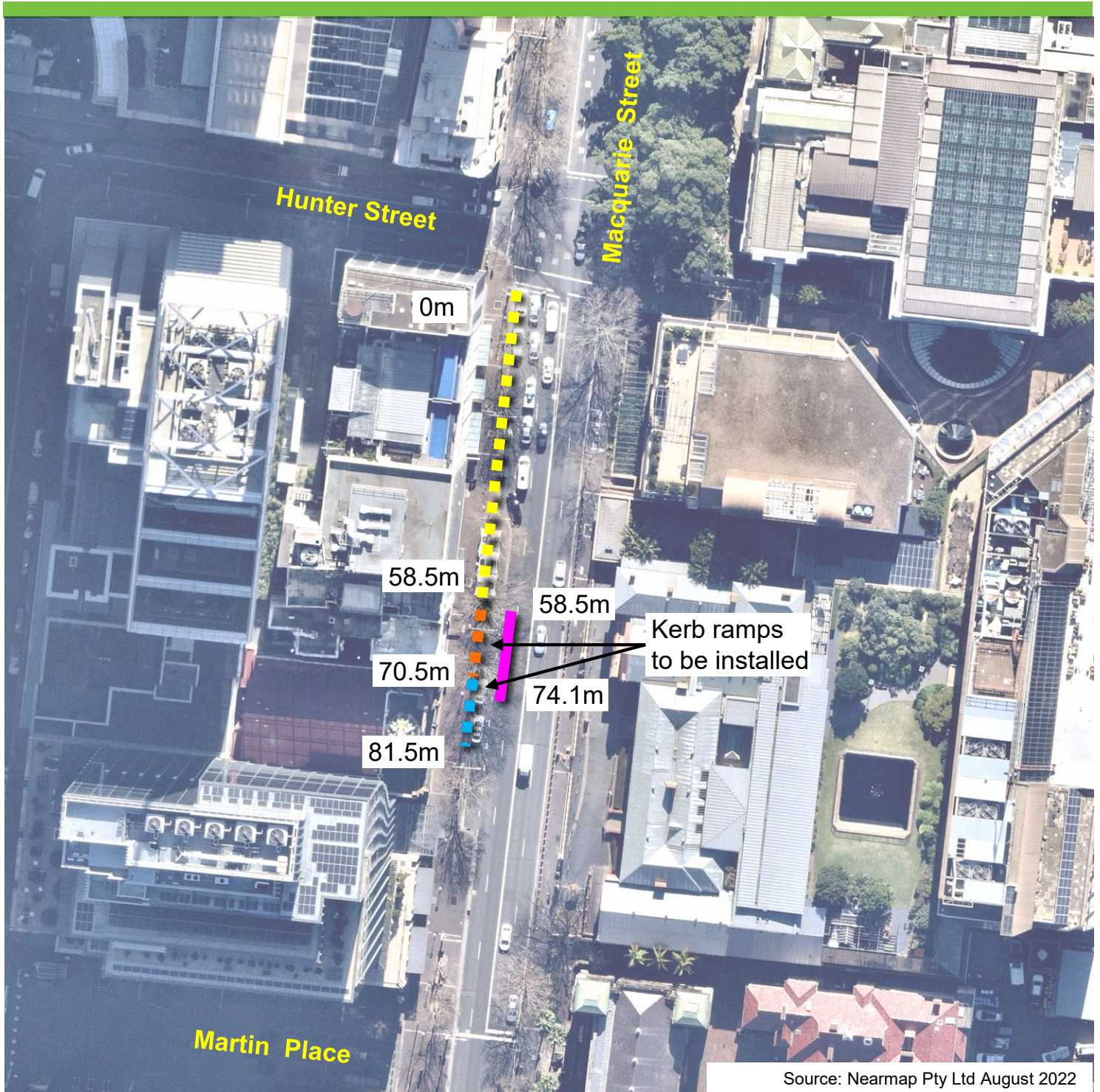
The mobility parking spaces are proposed on weekends to improve on-street parking access for visitors to the area. The City will monitor usage of the mobility parking spaces and make changes if they are underutilised during weekends. General ticket parking spaces are available between 6pm and 10pm seven days a week.

Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

Macquarie Street, Sydney Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking 7am-6pm Mon-Fri, 7am-2.30pm Sat Ambulance Vehicles Excepted"

Existing

- ■ ■ "Loading Zone Ticket 7am-6pm Mon-Fri, 7-10am Sat" & "4P Ticket 6-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays"

Proposed

- ■ ■ "4P Mobility Parking Only 6am-6pm Ambulance Vehicles Excepted" & "4P Ticket 6-10pm"

Item 21.**Parking - Mobility Parking - Mallett Street, Camperdown**

TRIM Container No.: 2023/403429

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Mallett Street, Camperdown, between the points 42.5 metres and 48.5 metres south of Hampshire Street as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

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

Comments

Mallett Street, Camperdown between Hampshire and Pidcock Streets is designated for two-way traffic flow with an approximate width of 12.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as “1P 8am-6pm Mon-Fri Permit Holders Excepted Area 22” on the eastern 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 8.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 2.1 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 normally proposed outside the applicant's house, which in this case would extend partly across the adjacent property frontage (but leaves a 3 metre gap to the adjoining house's driveway). By moving the space closer to the adjoining house's driveway, we can minimise the length of the proposed mobility space from 7.8 metres to only 6 metres (ie less loss of kerb space for the local community) and it would ensure no gaps are left next to the driveway that could encourage vehicles to park over the driveway and block access. Given that the adjoining property has off-street parking then the loss of kerb space in front of their property would have less impact.

Considering the width of existing parking lane in Mallett Street, a 3.2 metre wide bay can be accommodated within the carriageway.

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

Consultation

The City consulted local residents and businesses in the area. There were 44 letters sent out with 1 response supporting the proposal and 3 responses opposing the proposal.

The opposing submissions were from residents that are concerned about the validity of the applicant's mobility permit and loss of on-street parking space. However it was noted that the adjoining premises has off-street parking and that the recent removal of an existing mobility parking space further north along this street has added additional kerb space for the local community to use.

Financial





Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Mallett Street, Camperdown Proposed parking changes



Existing

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

Proposed

-  "Mobility Parking Only"

Item 22.**Parking - Mobility Parking - Prospect Street, Erskineville**

TRIM Container No.: 2024/018753

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Prospect Street, Erskineville between the points 104.2 metres and 112 metres north of Victoria Street as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

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

Although the resident requesting this space is not a wheelchair user, and kerb ramps are not necessary for them to use this space, the City will investigate installing ramps at this site should the proposal be endorsed.

Comments

Prospect Street, Erskineville north of Victoria Street is designated for one-way traffic flow northbound with an approximate width of 6.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 36" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for one-way traffic flow to an approximate width of 2.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.4 metres wide) are provided on both sides of the street.

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

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

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

Although the resident requesting this space is not a wheelchair user, and kerb ramps are not necessary for them to use this space, the City will investigate installing ramps at this site should the proposal be endorsed.

Consultation

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

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Prospect Street, Erskineville Proposed parking changes



Existing

■ ■ ■ "2P 8am-10pm Permit Holders Exceeded Area 36"

Proposed

■ "Mobility Parking Only"

Item 23.**Parking - Mobility Parking - Park Road, Alexandria**

TRIM Container No.: 2023/706923

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Park Road, Alexandria between the points 11.2 metres and 24 metres north of Power Avenue as "Mobility Parking Only 8-9.30am, 2.30-4pm, Mon-Fri, 8am-1pm Sat" and "2P 9.30am-2.30pm, 4-6pm 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 has received a request from City Community Tennis to extend the operating hours of the current mobility parking in the street to include Saturdays. Currently, the parking restrictions on Park Road, Alexandria allow for vehicles with mobility parking permits to use these spaces during school pick up and drop off hours only.

Comments

Parking outside Alexandria Park Oval in Park Road, Alexandria is currently signposted as "Mobility Parking Only 8-9.30am, 2.30-4pm Mon-Fri" and "2P 9.30am-2.30pm, 4-6pm Mon-Fri". This parking arrangement currently accommodates safe pick-up and drop-off of mobility impaired children at Alexandria Park Community School.

The City has received requests from City Community Tennis to extend the hours to include Saturdays for tennis coaching classes that run on Saturday mornings. Therefore, it is now proposed that the restrictions are extended as "Mobility Parking Only 8-9.30am, 2.30-4pm Mon-Fri, 8am-1pm Sat" and "2P 9.30am-2.30pm, 4-6pm Mon-Fri".

The existing space already has a pram ramp installed for easy access onto the footpath.

Consultation

The City consulted local residents and businesses in the area. There were 21 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Park Road, Alexandria Proposed parking changes



Source: Nearmaps

Existing

- ■ "No Stopping"
- ■ "Mobility Parking Only 8-9.30am, 2.30-4pm Mon-Fri" and "2P 9.30am-2.30pm, 4-6pm Mon-Fri"

Proposed

- "Mobility Parking Only 8-9.30am, 2.30-4pm Mon-Fri, 8am-1pm Sat" and "2P 9.30am-2.30pm, 4-6pm Mon-Fri"

Item 24.**Parking - Permit Parking - Bridge Street, Erskineville**

TRIM Container No.: 2024/040493

Recommendations

It is recommended that the Committee endorse the reallocation of parking in Bridge Street, Erskineville:

- (A) On the eastern side of Bridge Street, between the points 69.8 metres and 236 metres, north of Ashmore Street as "2P 8am-10pm Permit Holders Excepted Area 36".
- (B) On the eastern side of Bridge Street, between the points 10 metres and 36 metres, south of Ashmore Street as "2P 8am-10pm Permit Holders Excepted Area 36".
- (C) On the western side of Bridge Street, between the points 0 metres and 26 metres, south of Ashmore Street as "2P 8am-10pm Permit Holders Excepted Area 36".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City has received a request from residents of Bridge Street, Erskineville to review parking restrictions in the street to increase parking turnover and improve resident access to on-street parking on evenings and weekends.

Comments

The kerb space on both sides of Bridge Street Erskineville, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36".

Residents of Bridge Street have submitted a petition for the extension of the existing operating hours of the 2P Permit Parking in the street to increased parking turnover. Therefore, it is proposed to update the existing parking restrictions to "2P 8am-10pm Permit Holders Excepted Area 36" to better cover weekends and evenings. This would match the existing restrictions in many other nearby streets.

The proposed changes will limit any vehicles that do not have an Area 36 parking permit to two hours of parking from 8am-10pm seven days a week, where the signs are installed.

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 consulted local residents and businesses in the area. There were 30 letters sent out with 1 response supporting the proposal.

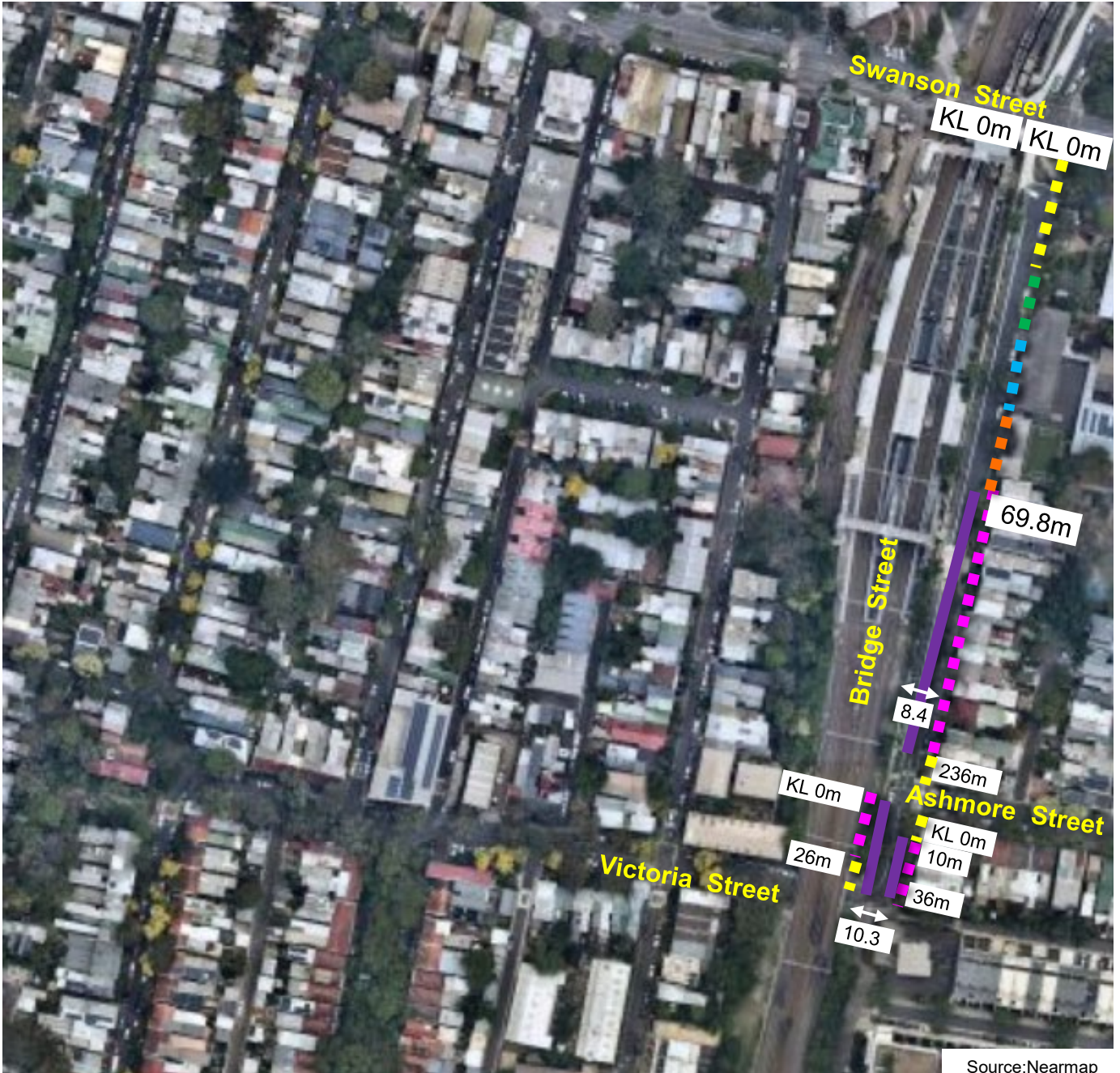
A petition with signatures from 18 households was submitted initially from residents of Bridge Street, Erskineville supporting this proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Bridge Street, Erskineville Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "P5 8am-9.30am, 2.30pm-4pm School Days"
- ■ ■ "No Parking Authorised Car Share Vehicles Bay 523-850"
- ■ ■ "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36"
- ■ ■ "4P Mobility Parking Only 8am-10pm"

Proposed

- ■ ■ "2P 8am-10pm Permit Holders Excepted Area 36"

Item 25.**Parking - Various Parking Changes - Harris Street and Union Street, Pyrmont**

TRIM Container No.: 2023/718765

Recommendations

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

- (A) On the western side of Harris Street between the points 128.3 metres and 135.3 metres south of Millers Street as "Bus Zone";
- (B) On the southern side of Union Street between the points 19 metres and 27 metres west of Pyrmont Street as "No Stopping Australia Post Vehicles Excepted 3 Minute Limit"; and
- (C) On the southern side of Union Street between the points 27 metres and 35 metres west of Pyrmont Street as "Loading Zone 6am-6pm Mon-Fri 6-10am Sat" and "1P Ticket Permit Holders Excepted Area 20 All Other Times".

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 Pymont Australia Post Office in Harris Street is relocating to Union Street and has requested consideration to change parking restrictions in both streets to service the post office and mail boxes.

Comments

Parking in Harris Street, where the changes are proposed, is currently signposted as "Mail Zone". With the relocation of the post office, the "Mail Zone" is no longer required. It is proposed to reallocate the kerb space as "Bus Zone". The extension of the bus zone will improve bus draw in and draw out movements at the Harris Street bus stop.

Parking in Union Street, where the changes are proposed, is currently signposted as "1P Ticket Permit Holders Excepted Area 20".

To allow Australia Post staff to service the post boxes and provide on-street loading access to nearby businesses, it is proposed to reallocate parking as "No Stopping Australia Post Vehicles Excepted 3 Minute Limit" and "Loading Zone 6am-6pm Mon-Fri 6-10am Sat" and "1P Ticket Permit Holders Excepted Area 20 All Other Times".

Consultation

The City consulted local residents and businesses in the area. There were 99 letters sent out with no responses supporting or opposing the proposal.

Financial


Funds are available in the current budget.

TANZ ALAM, SENIOR TRAFFIC ENGINEER

Harris Street, Pyrmont Proposed parking changes



Existing

-  No Parking
-  Mail Zone
-  Bus Zone



Proposed

-  Bus Zone



Union Street, Pyrmont Proposed parking changes



Existing

-  No Stopping
-  1P Ticket Permit Holders Excepted Area 20

Proposed

-  No Stopping, Australia Post Vehicles Excepted 3 Minute Limit
-  Loading Zone Ticket 6am-6pm Mon-Fri 6-10am Sat

80

1P Ticket Permit Holders Excepted Area 20 All Other Times

Item 26.**Parking – Various Parking Changes – Oxford Street, Darlinghurst**

TRIM Container No.: X039658.004

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the northern side of Oxford Street, Darlinghurst, east of Liverpool Street:

- (A) Between the points 52.2 metres and 68.8 metres as "Loading Zone 7.30am-3pm Mon-Fri 8.30am-12.30pm Sat", "Taxi Zone All Other Times" and "Bus Lane 3pm-7pm Mon-Fri";
- (B) Between the points 292.5 metres and 315.5 metres as "No Stopping 7am-9am Mon-Fri ", "1P Ticket Parking 7am-9am Mon-Fri 8:30am-6pm Sat Sun & Public Holiday" and "Bus Lane 3pm-7pm Mon-Fri"; and
- (C) Between the points 315.5 metres and 339 metres as "No Stopping 7am-9am Mon-Fri ", "Loading Zone 7.30am-3pm Mon-Fri 8.30am-12.30pm Sat" and "Bus Lane 3pm-7pm Mon-Fri".

It is recommended that Committee notes the following reallocation of parking along the Oxford Street road sections controlled by Transport for NSW:

- (D) On the northern side of Oxford Street, between the points 23.8 metre and 33.2 metre, east of Crown Street as "Loading Zone 7am-3pm Mon-Fri 7am-10am Sat", "Bus Lane 3pm-7pm Mon-Fri" and "Bus Zone Other Times";
- (E) On the northern side of Oxford Street, between the points 15.7 metre and 47.5 metre, east of Palmer Street as "No Stopping" and "Clearway 3pm-7pm Mon-Fri "; and
- (F) on the southern side of Oxford Street, between the points 165 metre and 177.5 metre, east of Flinders Street as "Loading Zone 10am-4.30pm Mon-Fri 7am-10am Sat", "Bus Lane 6am-10am Mon-Fri" and "No Parking Other Times 4:30pm-6:30pm Mon-Fri ".

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 approval of the traffic and parking for the separated Cycleway, permanent road closures, turn bans and parking changes for the Oxford Street and Liverpool Street, was approved at the Local Pedestrian, Cycling and Traffic Calming Committee in April 2023.

The City and Transport for NSW are proposing modification with the parking arrangement along the northern side of Oxford Street to improve congestion to traffic and public transport as part of the new cycleway on Liverpool and Oxfords Streets.

Comments

A key outcome of the project is to ensure public transport services are not unduly impacted by the reduction in city-bound traffic lanes from 2 to 1 in in the off peak. For this reason, TfNSW will monitor public transport services as part of a six-month trial before committing to maintaining parking and loading spaces on the southern side of Oxford Street for the life of the cycleway. This trial only affects the 18 off-peak spaces on the southern side of Oxford Street between Darlinghurst Road and Elizabeth Street. The cycleway itself or spaces on the northern side are not part of the TfNSW trial.

Six months will allow time to ensure that any impacts on bus services are within the acceptable range. During the trial, TfNSW will manage and mitigate the expected traffic congestion and impacts on bus operations.

In preparation to manage any impacts due to the construction and operation of the cycleway, TfNSW is developing a Concept of Operations for the surrounding transport network.

Consultation

The City consulted local residents and businesses in the area as part of the separated Cycleway project. The City exhibited the concept design for the cycleways on Oxford and Liverpool Streets and consulted with the community over four weeks between 28 October and 25 November 2021. 157 submissions were received. The City consulted with the following stakeholders to inform the development of the concept design:

- Two information sessions were held online, being a lunch time session on 10 November 2021 and an afternoon session on 11 November 2021.

- Three in-person drop-in sessions were held at Taylor Square on 16, 17 and 18 November 2021.
- The Sydney Your Say page was visited 1,012 times during the consultation period. The plan was downloaded 213 times.
- A notification letter was sent to 12,500 properties.
- 126 people dropped 193 pins on the Social PinPoint map-based survey.
- 31 emails submissions were submitted during the public exhibition period.
- The majority of the submissions were supportive of the cycleway works, with several suggestions made to improve the designs.

Additional a newspaper advertisement was published in the Sydney Morning Herald on Wednesday 22 February 2023 in relation to the proposal to permanently close Liverpool Street at Oxford Street and restrict left turn access into Palmer Street Darlinghurst – Section 116 exhibition. Also 1550 letters were sent to the surrounding businesses and residents requesting feedback on the proposal.

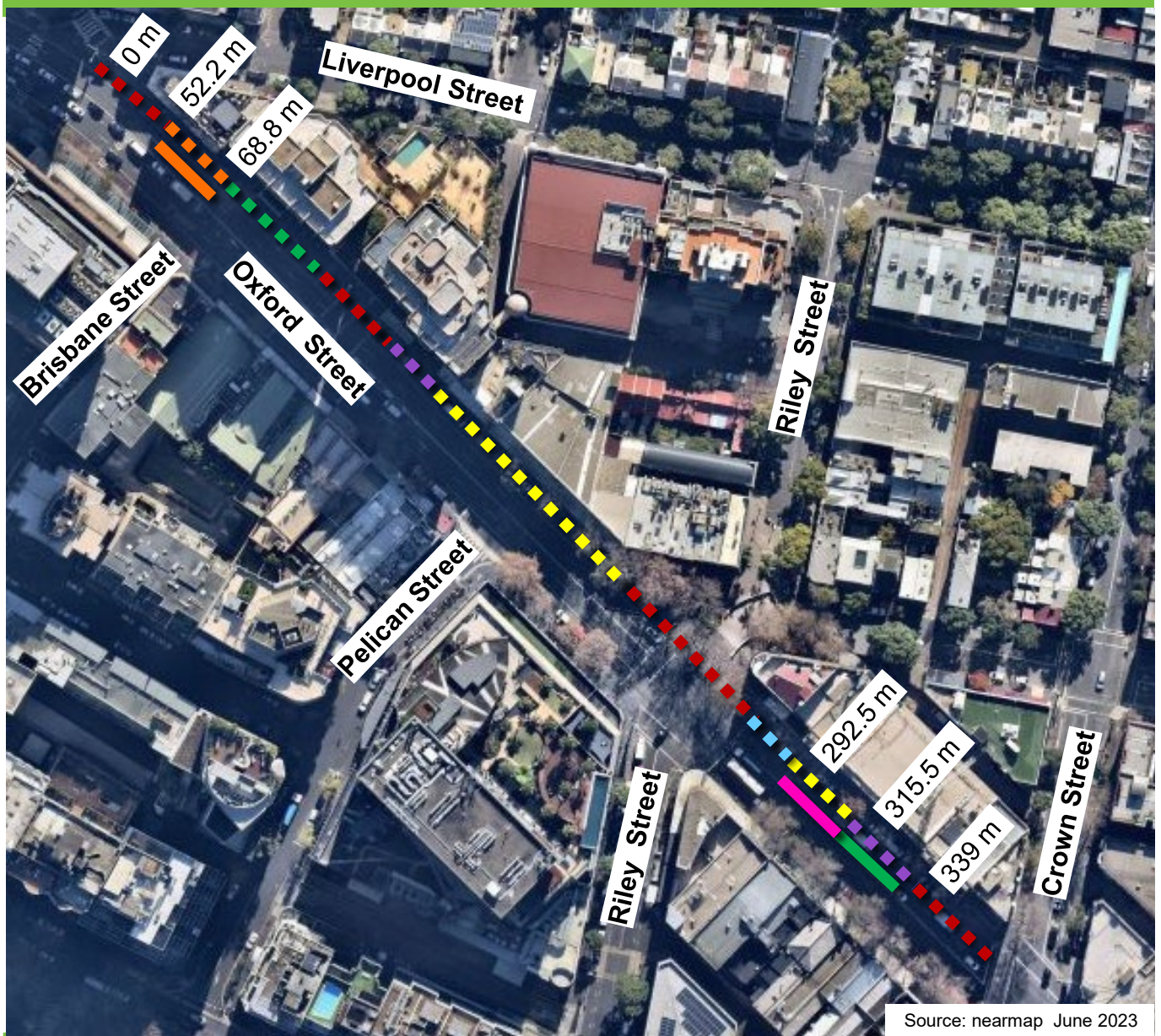
No additional consultation for these changes have occurred.

Financial

Funds are available in the current budget.






STEPHEN SMITH - DESIGN MANAGER, COO PROFESSIONAL SERVICES

Oxford Street, Darlinghurst Proposed parking changes






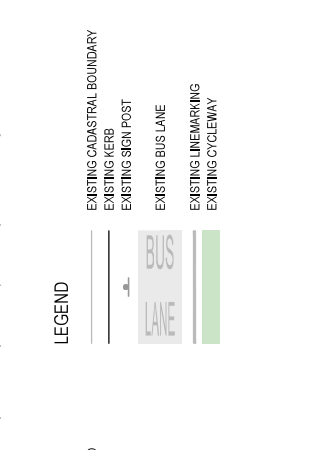
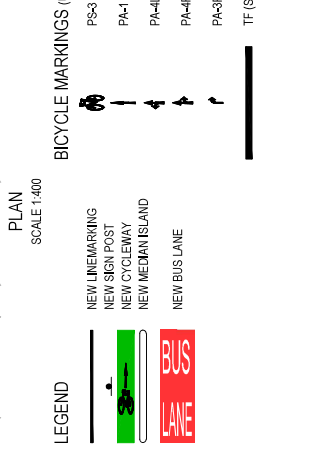
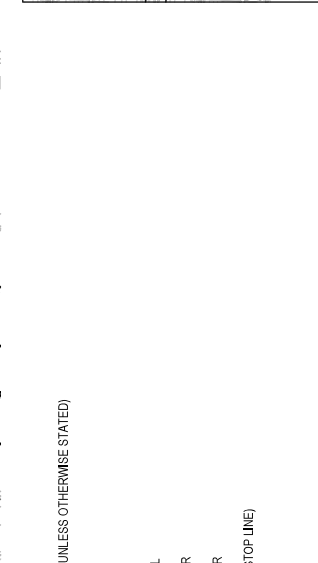
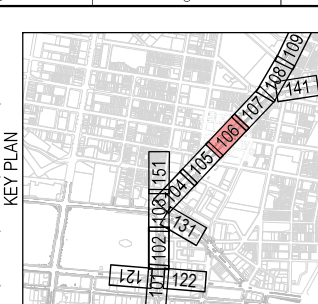
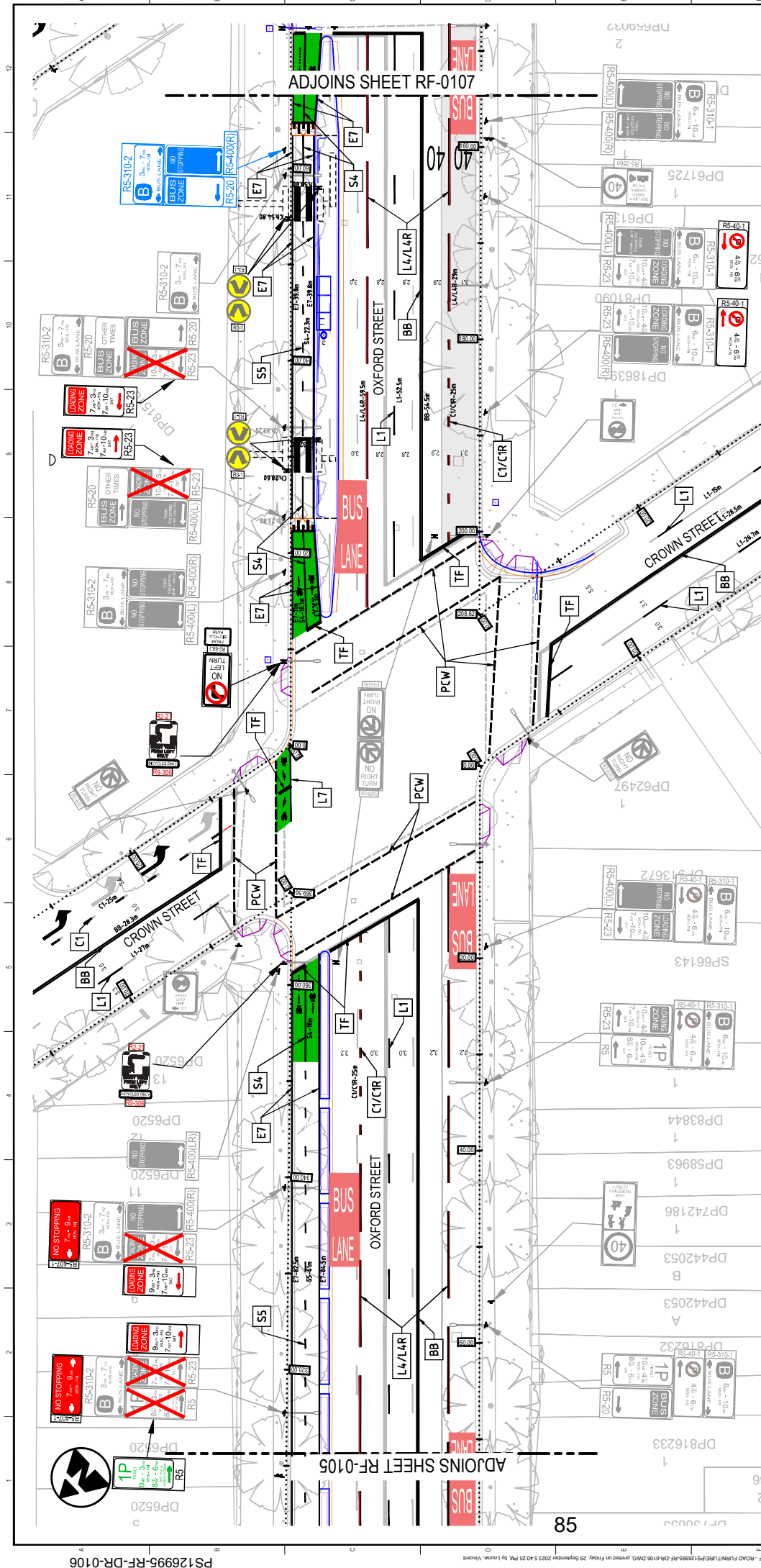
Source: nearmap June 2023

Existing

-  No Stopping
-  "Loading Zone 9.30am-3pm Mon-Fri 8.30am-12.30pm Sat" and "Bus Zone 7am – 9:30am and 4:30 – 7pm Mon-Fri"
-  Bus Zone
-  "Loading Zone 7am-3pm Mon-Fri 7am-10pm Sat" and "Bus Lane 3pm – 7pm Mon-Fri"
-  "1P Ticket Parking 8:30am-3pm Mon-Fri 8:30am-6pm Sat, Sun & Public Holidays" and "Bus Lane 3pm – 7pm Mon-Fri"
-  "No Stopping Taxi Expected 1 min Limit" and "Bus Lane 3pm – 7pm Mon-Fri"

Proposed

-  "Loading Zone 7.30am-3pm Mon-Fri 8.30am-12.30pm Sat", "Taxi Zone All Other Times" and "Bus Lane 3pm-7pm Mon-Fri";
-  "No Stopping 7am - 9am Mon-Fri", "1P Ticket Parking 9am – 3pm Mon-Fri, 8:30am - 6pm Sat, Sun & Public Holiday" and "Bus Lane 3pm-7pm Mon-Fri";
-  "No Stopping 7am - 9am Mon-Fri", "Loading Zone 9am-3pm Mon-Fri 7am-10am Sat" and "Bus Lane 3pm-7pm Mon-Fri";



NOTE

- REFER TO DRAWING No PS126995-RF-DR-0106 FOR SIGNS AND LINE MARKING NOTES.

DRAWING CHECK PRINT	
Print Date: 29/08/23	By: DATE
Drafter:	Project Drafter Check:
Eng. or Des. or Arch. Check:	Engineering/Design Check:
Verification/Approval:	Next Action:

REFERENCE COORDINATION DRAWINGS	
DESCRIPTION	DATE

DRAWS	
DATE	BY

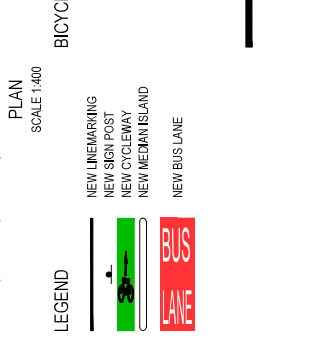
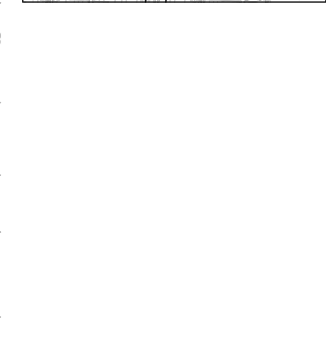
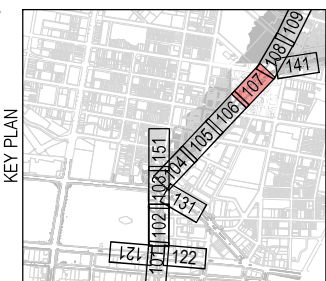
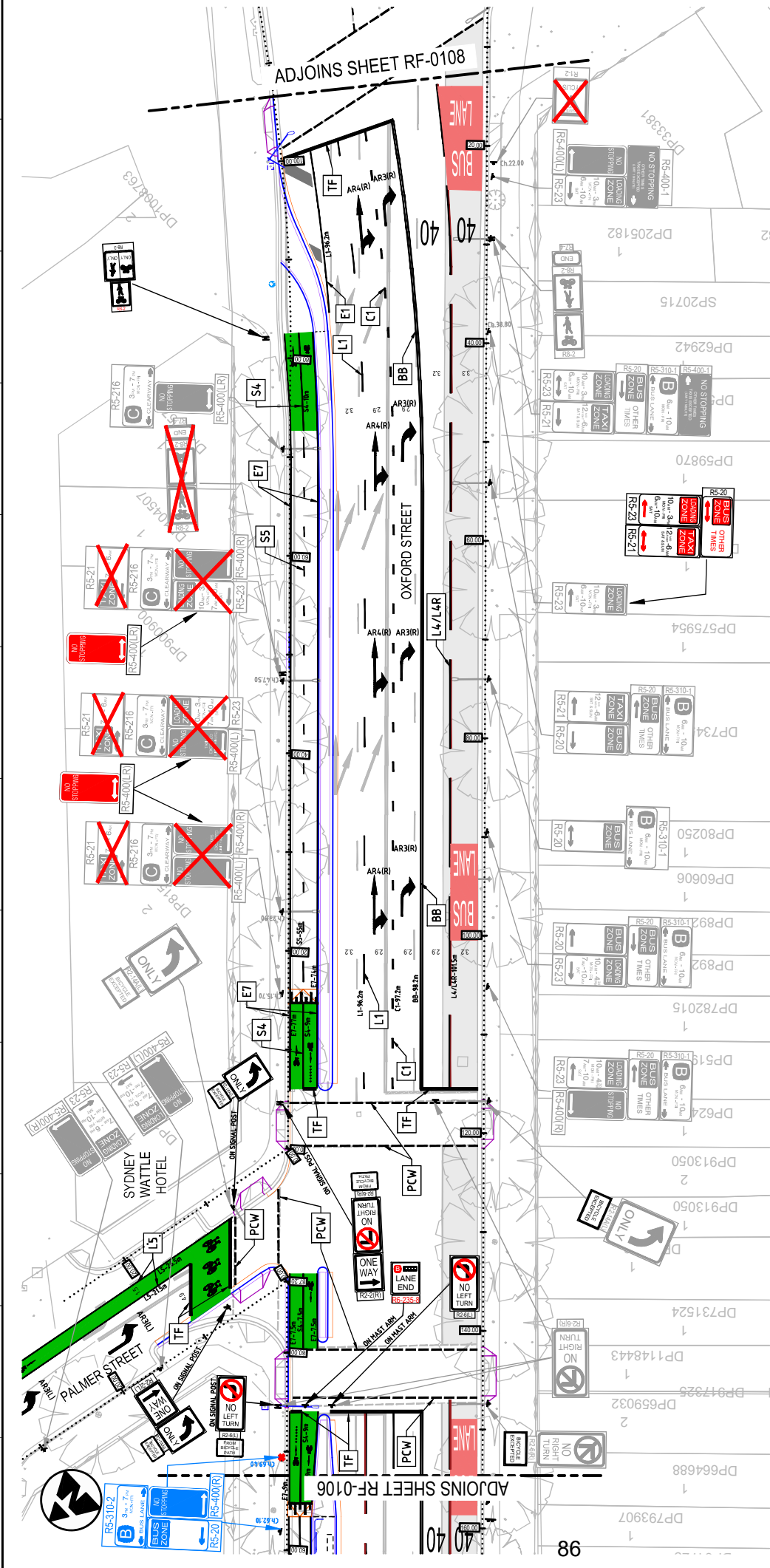
PROJECT NO	DATE

PROJECT	TITLE

CLIENT	PROJECT

ISSUED FOR CONSTRUCTION	DATE

PROJECT	TITLE



NOTE

- REFER TO DRAWING No PS126995-RF-DR-011 FOR SIGNS AND LINE MARKINGS NOTES.

DRAWING CHECK PRINT	
Print Date:	DATE
10/10/23	
Drafter:	
Project Drafter Check:	
Eng. or Des. or Arch. Check:	
Engineering/Design Check:	
Verification/Approval:	
Rev Action:	

ISSUED FOR CONSTRUCTION	
DATE	BY
28.08.2023	
DATE	BY
28.08.2023	

PROJECT	
TITLE	PROJECT NO.
CITY OF SYDNEY OXFORD STREET & LIVERPOOL STREET CYCLEWAY CASTLEREAGH STREET TO FLINDERS STREET SIGNPOSTING AND LINE MARKING PLAN SHEET 07	PS126995-RF-DR-0107

CLIENT	
NAME	CONTACT
spackman mossop michaels CITY OF SYDNEY Level 2, 485 Kent Street, Sydney 115 Flinders Street, Sully Hills GPO Box 3384, NSW 2001 Australia Tel: +61 2 9272 1007 Fax: +61 2 9272 1011 www.spackmanmossopmichaels.com	www.spackmanmossopmichaels.com

A3 ORIGINAL	
DATE	BY
DATE	BY

REFERENCES COORDINATION DRAWINGS	
DESCRIPTION	DATE

APPROVED	
DATE	BY
DATE	BY

Item 27.**Traffic Treatment - Landscaped Median Strip - Thurlow Street, Redfern**

TRIM Container No.: 2023/598972

Recommendations

It is recommended that the Committee endorse the following treatments in Redfern.

- (A) Installation of three, 2 metre wide landscaped median strips on Thurlow Street east of Bourke Street, between the following points:
- 17.8 metres and 84.80 metres
 - 105.3 metres and 142.9 metres
 - 145 metres and 159.6 metres
- (B) Installation of a 1.65 metre wide, landscaped kerb side traffic island on Thurlow Lane, north of Thurlow Street between points 24.2 metres and 27.7 metres.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Greening Sydney Strategy was adopted 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 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 per cent canopy cover. To achieve the overall LGA targets a variety of measures are defined in Action 1 of the Greening Sydney Strategy. 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 is 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 hardstand.

As part of this strategy, the proposal to install two raised medians strips in Thurlow Street and one kerb side blister in Thurlow Lane will provide space for planting of trees and general landscaping.

Comments

Thurlow Street is a 12.8-metre-wide no through road, with access to an unnamed lane opposite Stanley Street, Stanley Street, Thurlow Lane and Maddison Lane.

There is one traffic lane and one parking lane in each direction. The street is primarily residential with single storey terraces and one apartment block at 1-9 Thurlow Street. A commercial building is located at 11-17 Thurlow Street with driveway access from Thurlow Street and 722-726 Bourke Street with driveway access on Stanley Lane. The proposal to install three raised median strips in Thurlow Street and a single kerb side blister in Thurlow Lane will provide opportunity for increased tree planting and landscaping and will also provide an additional traffic calming measure in the street.

The proposed median strip is consistent with the median strip installed on Maddison Street which runs parallel to Thurlow Street.

To address feedback the proposed medians have been adjusted in length and a pedestrian refuge crossing point has been provided to improve access from one side of the street to the other.

The proposed raised medians strips will each be 2 metres wide and vary in length (37.6 metres and 14.6 metres). This will retain a 3.2 metre wide travel lane and a 2.1 metre wide parking lane in both directions. Traffic flow or kerb side parking will not be impacted. One parking space will be reallocated to allow for the installation of the kerb side blister in Thurlow Lane. Access to the driveways will be maintained.

The proposed treatment will provide space to plant up to 10 trees which will increase shade and cool the street, improve the amenity in the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

Consultation

The City consulted local residents and businesses for a period of 30 days (4 September to 3 October 2023). This included a letter box drop to 145 properties and an online webpage, Sydney Your Say (SYS) requesting feedback on the proposal.

A total of 34 submissions including 1 petition with 14 signatures. 14 submissions supported the complete proposal with 8 submissions expressing strong support with comments such as "This is a fantastic idea to support amenity in Thurlow St". 19 submissions objected to the proposal for median strips and the kerb side blister.

14 of the 24 survey respondents noted 'Yes' when asked "Do you support increasing the tree canopy in Thurlow Street?"

Submissions that objected to the proposal raised a range of concerns including:

- 9 submissions noted there will be increase congestion with comments specifically that it will make it harder to park, make the street and unsafe and impact businesses loading and unloading.
- 6 submissions noted there were enough trees on the street, with 4 submissions concerned about impacts on solar access, and 2 submissions were concerned about the impact on street lighting.
- 6 submissions noted there were no speed issues on the street.
- 2 submissions did not support the removal of a parking space.
- 2 submissions noted that the median was too wide, 4 submissions noted they like the width of the street currently.
- 5 submissions were concerned about the ongoing maintenance of the landscaped areas.
- 2 submissions requested we review options of angled parking as an alternative design solution.
- 2 submissions requested the parking restrictions were reviewed.

1 petition was received with 14 signatures, from 7 unique properties, objecting the installation of the median strip for the following reasons:

- Impact to visibility and pedestrian safety
- Creation of a barrier across the street
- Noting that Thurlow Street is not a wide street and not suitable for a median strip.
- Residents already contribute to reducing urban heat island by planting in private property.

- The street already has the right size trees and residents on the south will have their solar access impacted.
- Concern about garbage truck access and the ability to double park in the street.
- Impact to safety when accessing parking spaces with the median and narrowed lane width.
- The proposal doesn't consider the day to day needs of the residents.

To respond to the feedback received during the consultation a second notification letter has been issued to residents, and those who submitted feedback. This letter has provided responses to the concerns raised related to the installation of the median strips on the street.

To address concerns related to pedestrian access across the street the location and lengths of the median strips have been adjusted including the provision of a pedestrian refuge mid-block. Access for garbage trucks and emergency vehicles has been accounted for in the detailed design with appropriate turning movements and lane widths accommodated.

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.

There will be some impact to parking during construction. A single parking space will be reallocated in Thurlow Lane. There will be no impact to parking in Thurlow Street once the works have been completed. Planting will be maintained to ensure that clear sightlines are achieved.

Financial

Funds are available in the current capital works budget.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT

Thurlow Street, Redfern

Proposed median strip and kerb side blister



Proposed



Median Strip with landscaping



Kerb-side blister with landscaping

Item 28.**Traffic Treatment - Landscaped Median Strip - Dibbs Street, Centennial Park**

TRIM Container No.: 2023/674385

Recommendations

It is recommended that the Committee endorse the installation of 2 metre wide landscaped median strips in Dibbs Street, Centennial Park east of Roberston Road between the following points:

- 20.4 metres and 40.4 metres
- 77 metres and 100 metres

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 Greening Sydney Strategy was adopted 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 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 per cent canopy cover. To achieve the overall LGA targets a variety of measures are defined in Action 1 of the Greening Sydney Strategy. 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 is 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, and the maximised shading of large areas of hardstand. As part of this strategy, the proposal to install two raised landscaped median strips in Dibbs Street, Centennial Park will provide space for planting of trees and general landscaping.

Comments

Dibbs Street, Centennial Park between Martin Road and Robertson Road, is a 12.8-metre-wide road with one traffic lane and one parking lane in each direction. The street provides local access to properties in Centennial Park. The street also provides access for buses for pick up and drop off at Centennial Parklands on Robertson Road.

The proposal to install two landscaped median strips will provide opportunity for increased tree planting and landscaping and will also provide an additional traffic calming measure in the street. The proposed landscaped median strips will be 2 metres wide and be 20 metres and 23 metres in length respectively. The median strips will retain a 3.2 metre wide travel lane in each direction and therefore not affect traffic flow or kerb side parking. Access to the driveways and laneways will be maintained.

The proposed treatment will provide space to plant six trees which will increase shade and cool the street, improve the amenity in the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

Consultation

The City consulted local residents and businesses for a period of 30 days (from 4 September to 3 October 2023). This included a letterbox drop to 75 properties and an online webpage Sydney Your Say (SYS) requesting feedback on the proposal. Additionally, the City Staff organised an on-site meeting with the residents (attended by 8 residents) during the consultation period.

A total of 14 submissions were received; with eight responses in support of the proposal, five responses were opposed to the proposal and one partially supporting the proposal.

The responses supporting the proposal noted that the proposal would help reduce traffic speed, improve safety, increase native trees and local amenity.

The responses opposing the proposal noted that the proposal may have an impact on parking, limiting the ability to access Dibbs Street by emergency vehicles, impact on buses using Dibbs Street to access Robertson Road, request for planting to be completed elsewhere. They were also concerned about the potential risk to cyclists and pedestrians on Martin Road.

To respond to the feedback received during the consultation a second notification letter has been issued to residents, and those who submitted feedback. This letter has provided responses to the concerns raised related to the installation of the median strips on the street.

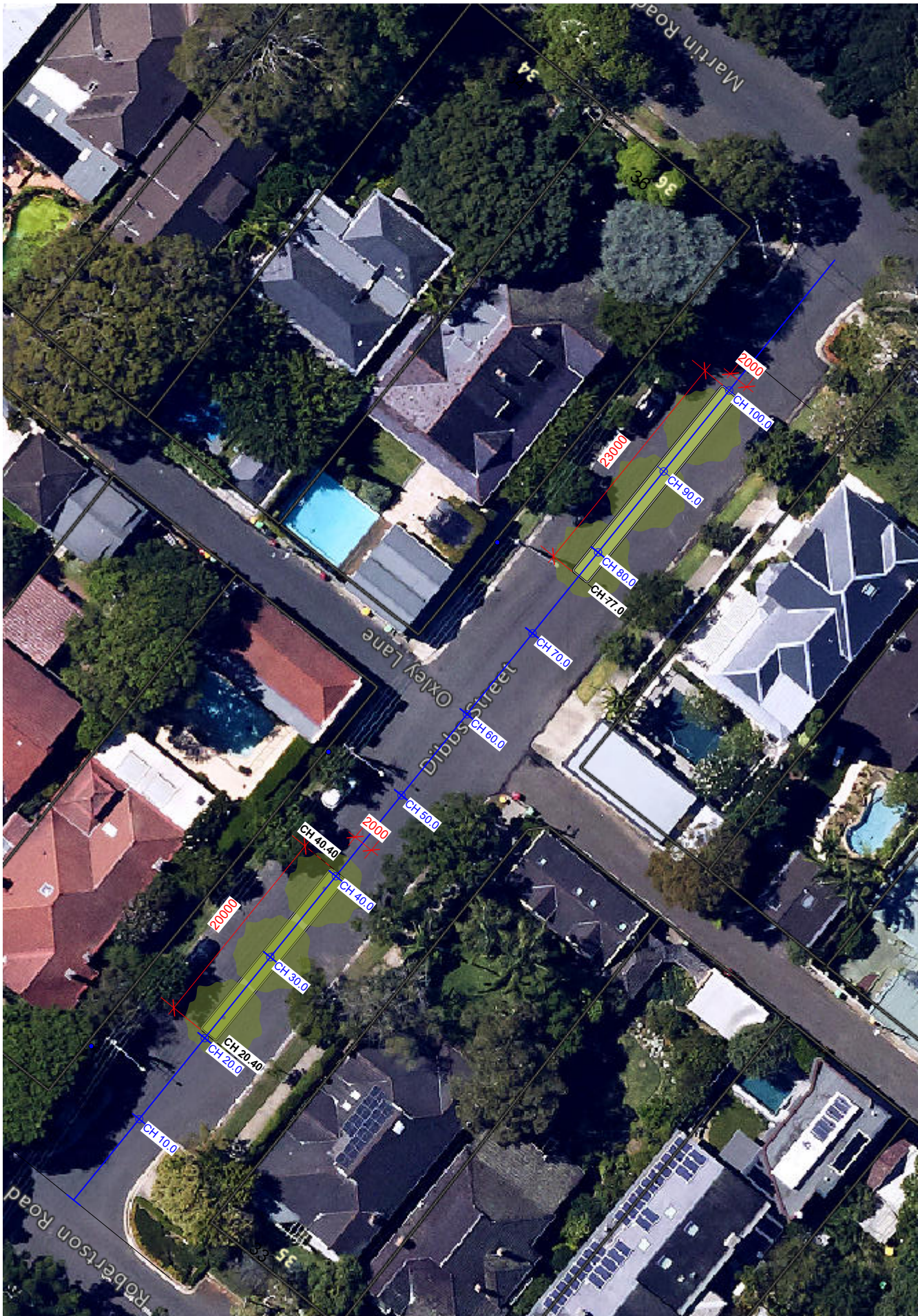
Median strips are part of a suite of traffic treatments used within the LGA on local roads to provide greening and traffic calming. The minimum travel lane width of 3.2m is a requirement for these types of traffic treatment projects to ensure that there is no impact to access for vehicles including emergency vehicles, and access into and out of all driveways has been modelled using swept path analysis and will be maintained. The proposed median strip will allow for buses to continue to use Dibbs Street to access parking on Robertson Road. The proposal will not have any impact on on-street parking.

No amendments are proposed based on feedback received.

Financial

Funds are available in the current capital works budget.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT



Dibbs Street, Centennial Park - Inroad Planting

TRAFFIC COMMITTEE PLAN 1:500



Item 29.**Traffic Treatment - Landscaped Median Strip - Mitchell Street, Centennial Park**

TRIM Container No.: 2023/714732

Recommendations

It is recommended that the Committee endorse the installation of 2 metre wide landscaped median strips in Mitchell Street, Centennial Park east of Cook Road between the following points:

- 20.4 metres and 43.7 metres
- 80.3 metres and 99.3 metres
- 108.9 metres and 122.9 metres

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 Greening Sydney Strategy was adopted 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 Greening Sydney Strategy. 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 is 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, and the maximised shading of large areas of hardstand. As part of this strategy implementation, the proposal to install three raised median strips in Mitchell Street, Centennial Park will provide space for planting of trees and general landscaping in the road.

Comments

Mitchell Street, between Lang Road and Cook Road is a 12.8-metre-wide road with one traffic lane and one parking lane in each direction. Centennial Lane runs perpendicular to Mitchell Street in a north-east, south-west direction and divides Mitchell Street into two parts.

The street provides local access to properties in Centennial Park. Five lots are directly adjacent to Mitchell Street, with only one property with a street address of Mitchell Street. The properties adjacent consist of detached residential houses and one apartment block with access from Mitchell Street.

The proposal to install 3 raised landscaped median strips will provide opportunity for increased tree planting and landscaping and will also provide an additional traffic calming measure in the street.

The proposed raised median strips are 2 metres wide and will retain travel lanes of 3.2 metres in width so it will not affect traffic flow or kerb side parking. Access to the driveways will be maintained.

The proposed treatment will provide space to plant eight trees which will increase shade and cool the street, improve the amenity in the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

Consultation

The City consulted local resident and businesses for a period of 30 days (4 September to 3 October 2023). This included a letter box drop to 673 properties and an online webpage Sydney Your Say (SYS) requesting feedback on the proposal.

A total of 41 submissions were received; 15 submissions supported the proposal with 10 submissions expressing strong support with comments such as “8 trees are a great start can there be more” or and “Increase in tree canopy is fantastic, great work”. Twenty-six submissions did not support the proposal. One site meeting with a resident was conducted.

Issues raised by respondents who did not support the proposal included:

- Enough trees on the street (14)
- Potential parking loss associated with the project (13)
- Potential impact on garbage truck access to laneways (10)
- Noted there were no speed issues on the street (9)
- Potential heritage impact of the change to the street (7)
- Waste of money (7)
- Potential impacted to parked cars (7)
- Did not support the proposed tree species (6)
- Median too wide for street (6)
- Plant the trees elsewhere e.g. in the park (4)
- Proposed tree species too big (4)
- Concern about construction impacts (3)
- Enough trees elsewhere i.e. Centennial Park (3)
- Potential impact to sightlines (3)
- Concern about the ongoing maintenance required of the plantings and rubbish (2)
- Impact to solar access of properties with northern sun (2)
- Concern the City is creating a cycleway on the street with no room for cars (2)
- Don't need to shade the road (1)

Issues raised that are outside of the scope of this proposal include:

- Request to make the whole area 30km/hr (1)
- Recommendation to re-open Lang Road slip lane (9) with one submission noting that the current arrangement is pushing more traffic onto Mitchell Street.

To respond to the feedback received during the consultation a second notification letter has been issued to residents, and those who submitted feedback. This letter has provided standard responses to the concerns raised related to the installation of the median strips on the street.

Median strips are part of a suite of traffic treatments used within the LGA on local roads to provide greening and traffic calming. The minimum lane width of 3.2m is a requirement for these types of traffic treatment projects to ensure that there is no impact to access for vehicles including emergency vehicles, and access into and out of all driveways has been modelled using swept path analysis and will be maintained. There will be some impact to parking during construction, with no impact to parking once the works have been completed.

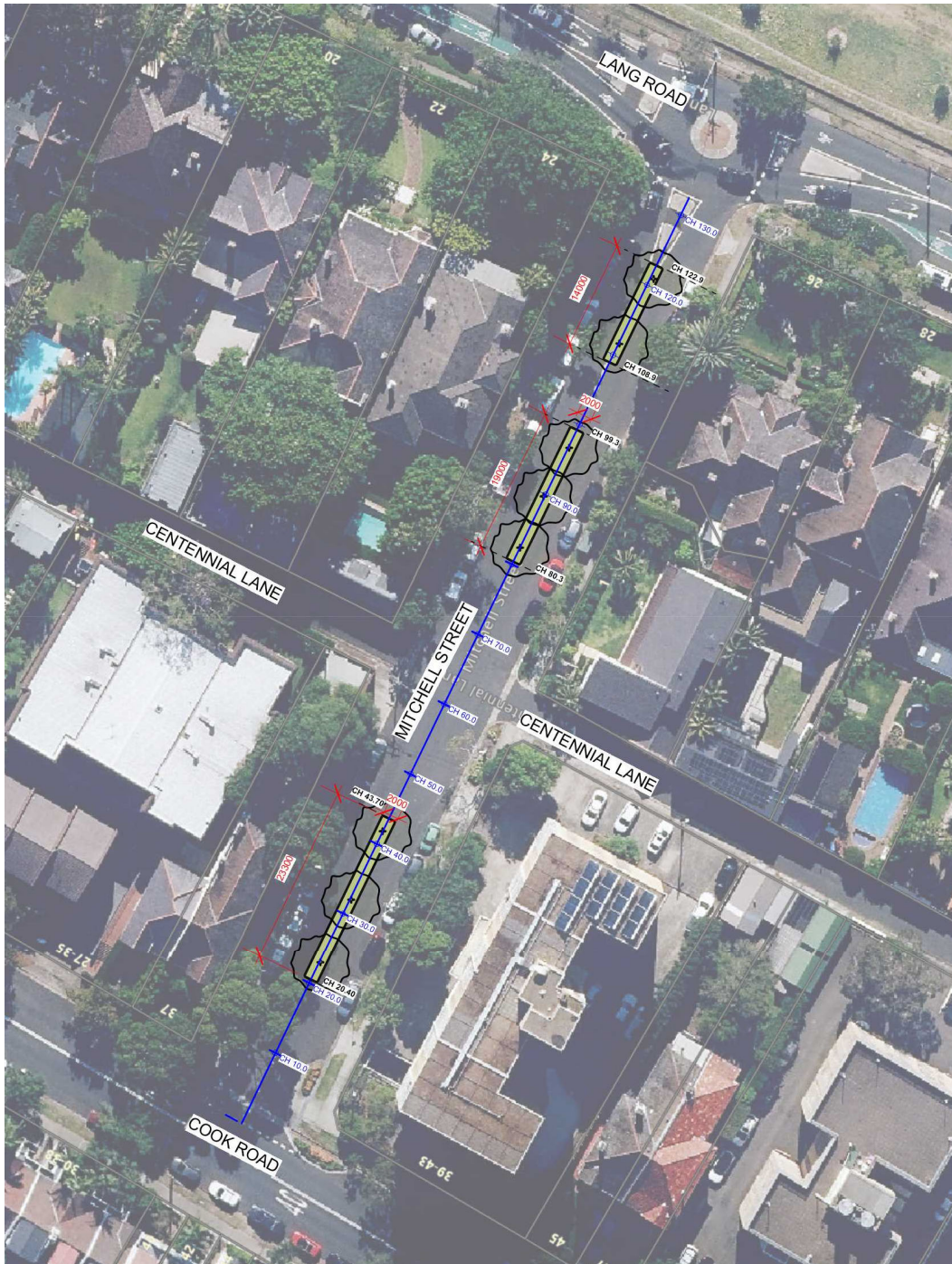
Minor modification was made to the proposal to better accommodate the turning movements into and out of Centennial Lane.

Financial

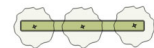
Funds are available in the current capital works budget.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT

Mitchell Street, Centennial Park Proposed Median Strip



Proposed



Median Strip with landscaping



Item 30.**Traffic Treatment - Landscaped Median Strip - Morley Avenue, Rosebery**

TRIM Container No.: 2023/598674

Recommendations

It is recommended that the Committee endorse the installation of two 2 metre wide landscaped median strips in Morley Avenue, Rosebery between the points 16.4 metres and 24.4 metres and between the points 61.1 metres and 83.6 metres east of Rothschild Avenue.

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 was adopted 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 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 per cent canopy cover. To achieve the overall LGA targets a variety of measures are defined in

Action 1 of the Greening Sydney Strategy. 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 is 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, and the maximised shading of large areas of hardstand.

As part of this strategy, the proposal to install two raised median strips in Morley Avenue, Rosebery will provide space for planting of trees and general landscaping.

Comments

Morley Avenue, Rosebery between Rothschild Avenue and Primrose Avenue, is a 12.8-metre-wide road with one traffic lane and one parking lane in each direction. The street provides local access to properties in Rosebery.

The proposal to install two raised median strips will provide opportunity for increased tree planting and landscaping and will also provide an additional traffic calming measure in the street.

The proposed raised median strips will be 2 metres wide maintaining a 3.2 metre wide travel lane. The western strip will be 8 metres long and the eastern strip will be 22.5 metres long respectively. Traffic flow and kerb side parking will not be impacted. Access to the driveways will be maintained.

The proposed treatment will provide space to plant five trees which will increase shade and cool the street, improve the amenity in the street and contribute to the overall canopy cover of the area to meet the City's adopted greening targets.

Consultation

The City consulted local resident and businesses for a period of 30 days (4 September to 3 October 2023). This included a letter box drop to 214 properties and an online webpage Sydney Your Say (SYS) requesting feedback on the proposal.

A total of 19 submissions were received; ten submissions supported the proposal, one submission partially supported the proposal, and eight submissions did not support the proposal. One site meeting with a resident was conducted.

Ten of the 16 survey respondents noted 'Yes' when asked "Do you support increasing the tree canopy in Morley Avenue?"

The responses opposing the proposal noted that the proposal may have an impact on access to existing driveways, limit access for emergency services and for bike delivery drivers, and that there were already enough trees on the street. They were also concerned about the potential impact to parking, impact to sightlines and the ongoing maintenance of the landscaped areas. Positive comments included request for the scope to be extended further and a request for a 30km/hr speed to be enforced.

To respond to the feedback received during the consultation a second notification letter has been issued to residents, and those who submitted feedback. This letter has provided responses to the concerns raised related to the installation of the median strips on the street.

Median strips are part of a suite of traffic treatments used within the LGA on local roads to provide greening and traffic calming. The minimum travel lane width of 3.2m is a requirement for these types of traffic treatment projects to ensure that there is no impact to access for vehicles including emergency vehicles, and access into and out of all driveways has been modelled using swept path analysis and will be maintained. There will be some impact to parking during construction, with no impact to parking once the works have been completed.

Minor modification was made to the proposal to accommodate the turning movements into some driveways based on the feedback received.

Financial

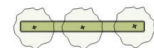
Funds are available in the current capital works budget.

HELEN ROGERS, PROJECT MANAGER - TREE MANAGEMENT

Morley Avenue, Rosebery Proposed median strip



Proposed



Median Strip with landscaping



Dele 61 Authorities - Works Zone - Harbourside Redevelopment, Darling Drive, Sydney

TRIM Container No.: 2024/098814

Recommendations

It is recommended that the Committee endorse the temporary works zone on Darling Drive, Sydney with parking restriction reallocated as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "Taxi Zone All Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the Place Management NSW.
- (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 for this Item

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

Advice

Advice will be updated after the meeting.

Background

Mirvac has requested a 78.3 metre long works zone on Darling Drive, Sydney to facilitate construction works at Harbourside Redevelopment (2-10 Darling Drive St).

Comments

The Place Management NSW (PMNSW) parking space on the southbound side of Darling Drive, Sydney will be used as temporary works zone as approved within the Main Works DA and Agreement for Lease (AFL) with PMNSW.

The Works Zone is intended to operate from 7am to 7pm, Monday to Friday and 7am to 5pm on Saturday in accordance with the approved DA hours.

Mirvac will be required to undertake temporary line marking and install the required signage as per the temporary works plan and site-specific Traffic Guidance Scheme. Additional to this, a Road Safety Audit was completed on the temporary works zone noting Option1 is to be adopted.

The Works Zone will revert to "Taxi Zone All Other Times" after the Works Zone hours.

Following the construction completion of Harbourside Redevelopment, Darling Drive will be return it to its original state i.e. all temporary line marking removed and permanent line marking reinstated.

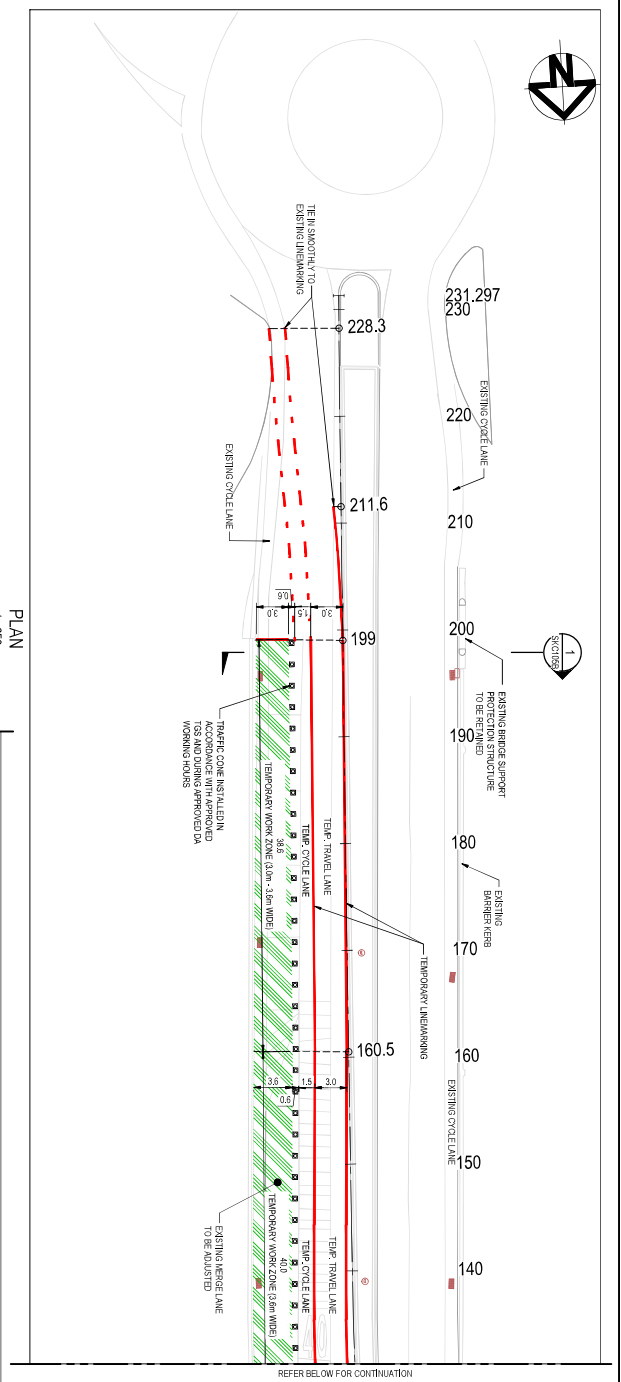
Consultation

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

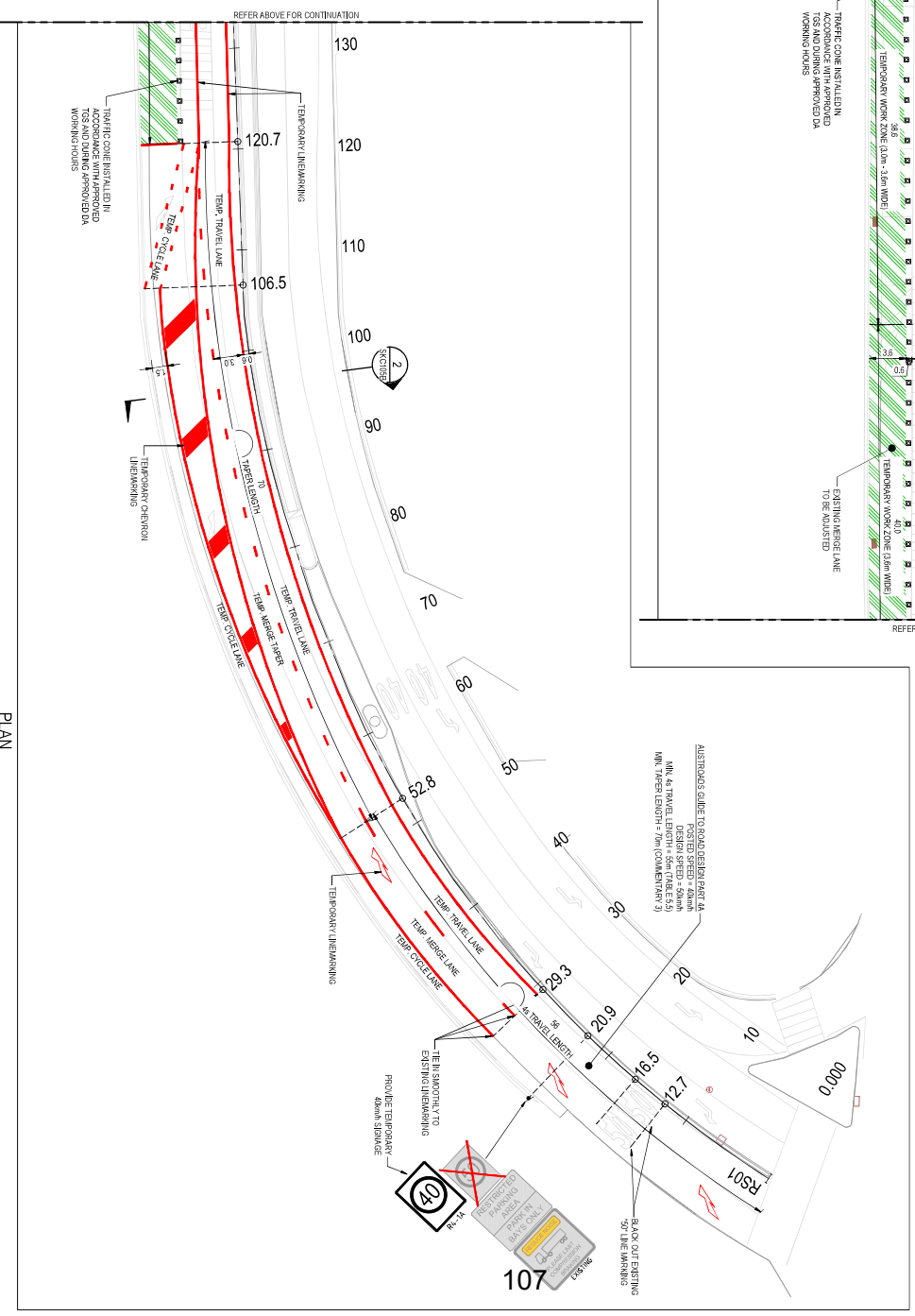
Financial

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

JASON ANDREWS, SENIOR PROJECT ENGINEER, MIRVAC



PLAN
1:250



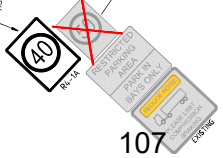
PLAN
1:250

LEGEND

	TEMPORARY WORK ZONE
	EXISTING LANE MARKING
	TEMPORARY LANE MARKING

- NOTES**
1. ALL TEMPORARY STRUCTURAL WORKS TO BE INSTALLED IN ACCORDANCE WITH APPROVED CONSTRUCTION MANAGEMENT PLAN.
 2. ALL WORKS TO BE COMPLETED AS PER INROADS TRAFFIC CONTROL PLAN.
 3. STREET SIGNAGE PER APPROVAL.

AUSTROADS GUIDE TO ROAD DESIGN PART 4A
DESIGN SPEED = 50km/h
MIN. TRAVEL LANE WIDTH = 3.0m
MIN. TRAVEL LENGTH = 70m (COMMENTARY 2)



Issue	Description	Date
B	ISSUED FOR APPROVAL	07/02/24
A	ISSUED FOR APPROVAL	26/11/23
F2	ISSUED FOR INFORMATION	22/11/23
F1	ISSUED FOR INFORMATION	06/04/23

Bar Scales



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Scales

1:250	Drawn	OK
MGA2020	Checked	OK
AHD	Approved	OK

DRAFT

Project

HARBOURSIDE
DARLING DRIVE
TEMPORARY WORKS PLAN
OPTION 1

Civil Engineers and Project Managers



Level 7, 143 Water Street
North Sydney NSW 2060
Tel: 02 9439 1777
Fax: 02 9523 1055
info@atandm.com.au

Item 32.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

16. The Applicant must where practical make alternate parking arrangements for affected properties during the event.
17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Schedule C

Works Zone Conditions

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

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

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