

11 July 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.

Table Of Contents

| ITEM | | PAGE NO. |
|------|---|----------|
| 1. | Confirmation of Minutes of Meeting 2024/05 held on 13 June 2024 | 1 |
| 2. | Street Event - Temporary Road Closures - Sydney Marathon 2024 | 2 - 5 |
| 3. | Street Event - Temporary Road Closure - Christmas in Pyrmont 2024 | 6 - 9 |
| 4. | Street Event - Temporary Road Closures - City2Surf 2024 | 10 - 13 |
| 5. | Mobile Crane - Temporary Road Closure - Alfred Street, Sydney | 14 - 16 |
| 6. | Mobile Crane - Temporary Road Closure - York Street, Sydney | 17 - 19 |
| 7. | Mobile Crane - Temporary Road Closure - Parker Street, Haymarket | 20 - 22 |
| 8. | Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo | 23 - 26 |
| 9. | Mobile Crane - Temporary Road Closure - Reservoir Street, Surry Hills | 27 - 30 |
| 10. | Mobile Crane - Temporary Road Closure - Darlington Lane, Darlington | 31 - 34 |
| 11. | Mobile Crane - Temporary Road Closure - Geddes Avenue, Zetland | 35 - 39 |
| 12. | Works Zone - Jamison Street, Sydney | 40 - 43 |
| 13. | Works Zone - Ward Avenue, Potts Point | 44 - 46 |
| 14. | Works Zone - Wigram Lane, Glebe | 47 - 50 |
| 15. | Works Zone - Iredale Street, Newtown | 51 - 53 |
| 16. | Works Zone - Linthorpe Lane, Newtown | 54 - 57 |

Table Of Contents

| IIEM | | PAGE NO. |
|------|---|-----------|
| 17. | Parking - Mobility Parking - Glebe Point Road, Glebe | 58 - 60 |
| 18. | Parking - Mobility Parking - Carillon Avenue, Camperdown | 61 - 63 |
| 19. | Parking - Mobility Parking - Pine Street, Chippendale | 64 - 66 |
| 20. | Parking - No Parking - Upper Road, Forest Lodge | 67 - 70 |
| 21. | Parking - No Parking and Motorbike Parking - Griffin Street, Surry Hills | 71 - 73 |
| 22. | Parking - No Stopping Police Vehicles Excepted - Baroda Street, Elizabeth Bay | 74 - 78 |
| 23. | Parking - Electric Vehicle (EV) Parking - Boundary Street, Darlinghurst_ | 79 - 81 |
| 24. | Parking - Electric Vehicle (EV) Parking - Burton Street, Darlinghurst | 82 - 84 |
| 25. | Parking - Electric Vehicle (EV) Parking - Moore Park Road, Paddington | 85 - 87 |
| 26. | Parking - Electric Vehicle (EV) Parking - Napier Street, Paddington | 88 - 90 |
| 27. | Parking - Electric Vehicle (EV) Parking - Bourke Street, Redfern | 91 - 93 |
| 28. | Parking - Electric Vehicle (EV) Parking - Bourke Street, Surry Hills | 94 - 96 |
| 29. | Parking - Electric Vehicle (EV) Parking - Layton Street, Camperdown | 97 - 100 |
| 30. | Parking - Electric Vehicle (EV) Parking - Wyndham Street, Alexandria | 101 - 103 |
| 31. | Traffic Treatment - Pedestrian Crossing Upgrades - Mitchell Road and | 104 - 106 |

| Ta | hla | Ωf | Can | tents |
|----|-----|------|------|-------|
| ıa | nie | ()T | L.On | rents |

| ITEM | rubic of contonts | PAGE NO. |
|------|---|-----------|
| | Glebe Street, Glebe | |
| 32. | Other Authorities - Transport for NSW - Parking - Bus Zone - Murray Street, Pyrmont | 107 - 109 |
| 33 | Schedule of Conditions | 110 - 117 |

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

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

Item 1.

Confirmation of Minutes of Meeting 2024/05 held on 13 June 2024

Decision

Item 2.

Street Event - Temporary Road Closures - Sydney Marathon 2024

TRIM Container No.: 2024/325044

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Marathon 2024 on Sunday, 15 September 2024 from 3.30am to 4pm 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, Kings Cross PAC, Surry Hills PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must submit an updated Traffic Management Plan for approval by the Transport Management Centre.
- (F) The Applicant must obtain approvals for road closures outside the City of Sydney's Local Government Area.
- (G) The Applicant must advise relevant car share operators seven days prior to the event if their respective vehicle will be affected by the temporary road closures and Special Event Clearways.
- (H) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (I) The Applicant must contact 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] |
| NSW Police – Kings Cross PAC | [Insert] | [Insert] |
| NSW Police – Surry Hills PAC | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |
| Place Management NSW | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

Pont3 Pty Ltd has applied for the temporary road closures of various city streets for the Sydney Marathon 2024 on Sunday, 15 September 2024 from 3.30am to 4pm.

Comments

The Sydney Marathon 2024 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

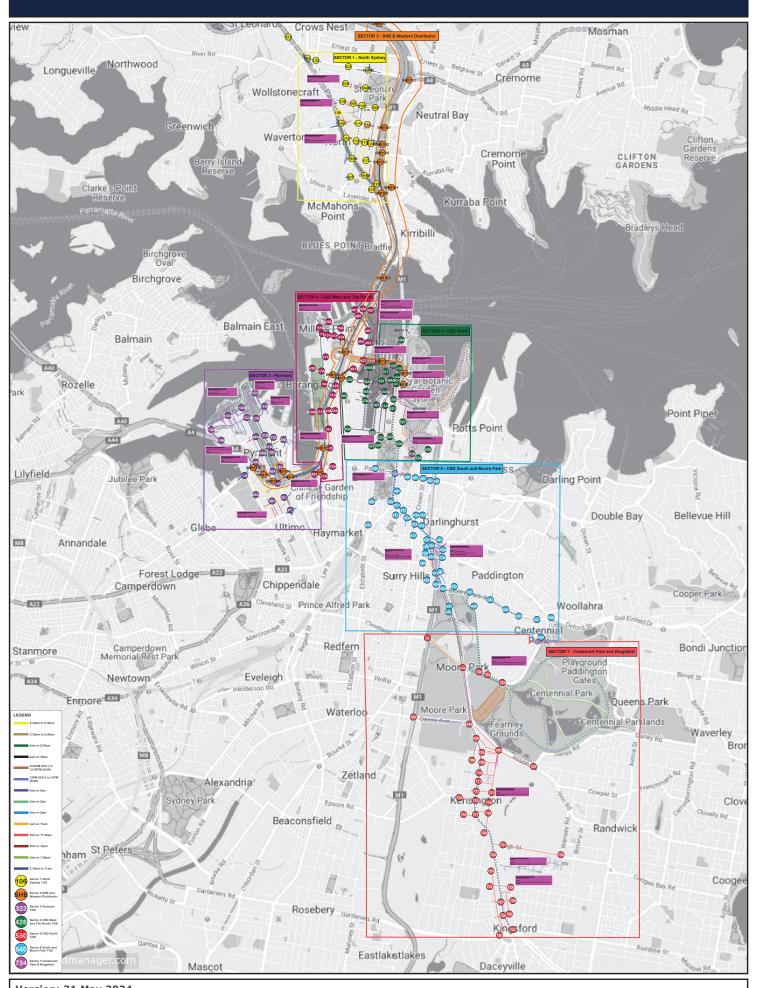
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

SM24 - Managed Access Maps by Sector



Version: 31 May 2024

Item 3.

Street Event - Temporary Road Closure - Christmas in Pyrmont 2024

TRIM Container No.: 2024/324335

Recommendations

It is recommended that the Committee endorse the temporary road closure for the Christmas in Pyrmont event on Sunday, 24 November 2024 from 6am to 7pm 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 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.
- (E) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

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

Advice will be updated after the meeting.

Background

Christmas Pyrmont Inc. has applied for the temporary road closure of John Street, Pyrmont, between Cadigal Avenue and Harris Street for the Christmas in Pyrmont 2024 event on Sunday 24 November 2024 from 6am to 7pm.

Comments

The Christmas in Pyrmont is an annual event that requires the temporary closure of City street and traffic detours around the event.

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

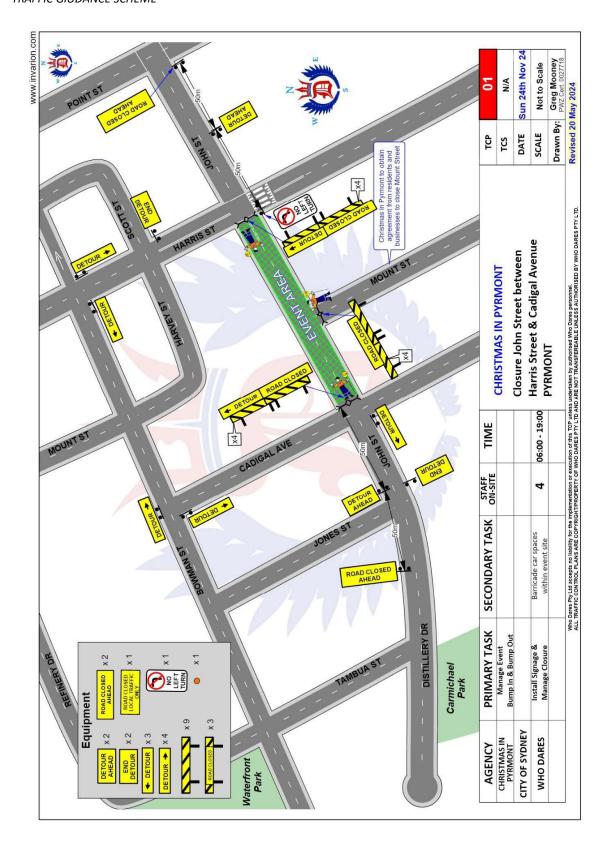
Consultation

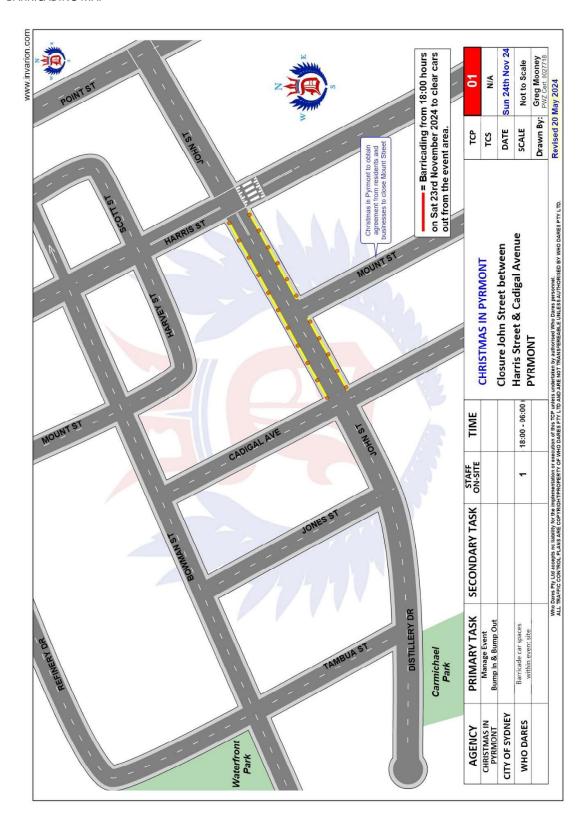
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

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

TANZ ALAM, ENGINEERING TRAFFIC OFFICER





Item 4.

Street Event - Temporary Road Closures - City2Surf 2024

TRIM Container No.: 2024/324536

Recommendations

It is recommended that the Committee endorse the temporary road closures for the City2Surf 2024 on Sunday, 11 August 2024 from 3.30am 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 and Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must submit an updated Traffic Management Plan for approval by the Transport Management Centre.
- (F) The Applicant must obtain approvals for road closures outside the City of Sydney's Local Government Area.
- (G) The Applicant must advise relevant car share operators seven days prior to the event if their respective vehicle will be affected by the temporary road closures and Special Event Clearways.
- (H) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (I) The Applicant must contact 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] |
| NSW Police – Kings Cross PAC | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

IRONMAN Group has applied for the temporary road closures of various city streets controlled by the City of Sydney for the City2Surf 2024 on Sunday, 11 August 2024 from 3.30am to 12pm.

Comments

The City2Surf 2024 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.

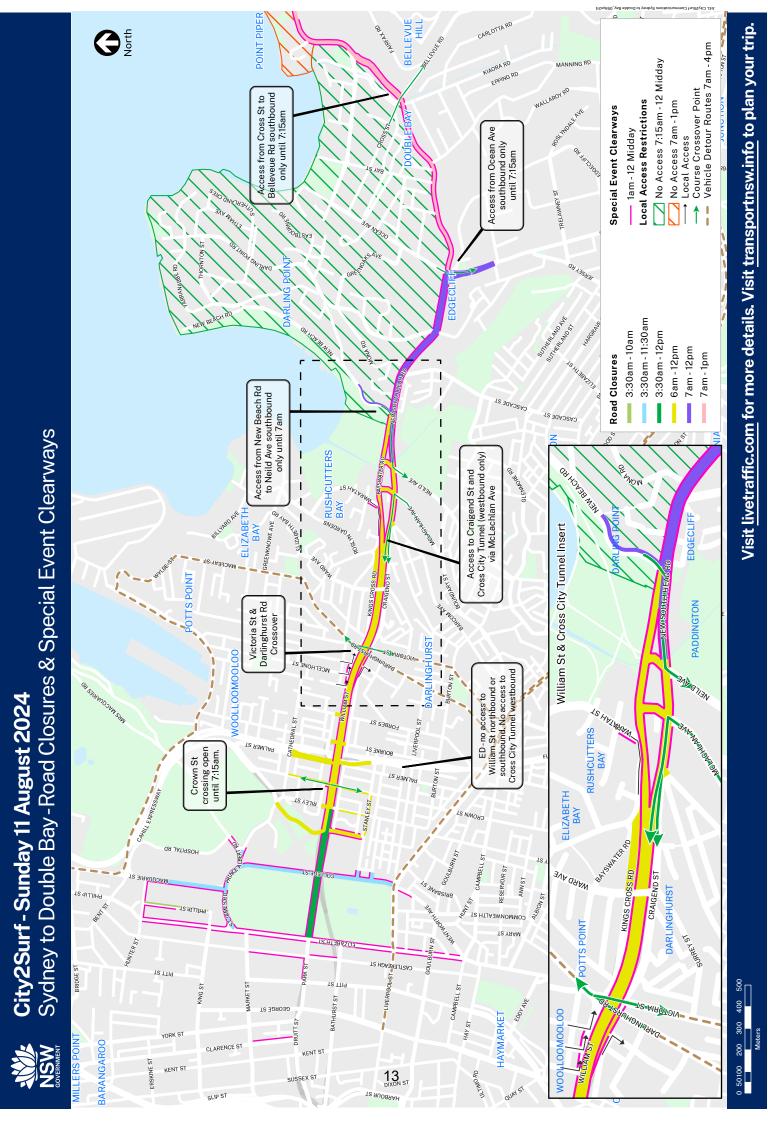
Consultation

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.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Item 5.

Mobile Crane - Temporary Road Closure - Alfred Street, Sydney

TRIM Container No.: 2024/333904

Recommendations

It is recommended that the Committee endorse the temporary road closure of Alfred Street, Sydney, between Phillip Street and Young Street, (four lanes), from 11:59pm on Saturday 12 October 2024 to 12 midnight on Sunday 13 October 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 19 and 20 October 2024 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 | Support | Object |
|------------------------------|----------|----------|
| City of Sydney | [Insert] | [Insert] |
| Transport for NSW | [Insert] | [Insert] |
| NSW Police – Sydney City PAC | [Insert] | [Insert] |

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

Advice will be updated after the meeting.

Background

Built Pty Ltd has applied for the temporary road closure of Alfred Street, Sydney, between Phillip Street and Young Street, (four lanes), from 11:59pm on Saturday 12 October 2024 to 12 midnight on Sunday 13 October 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to operate for the removal of a tower crane removal.

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).

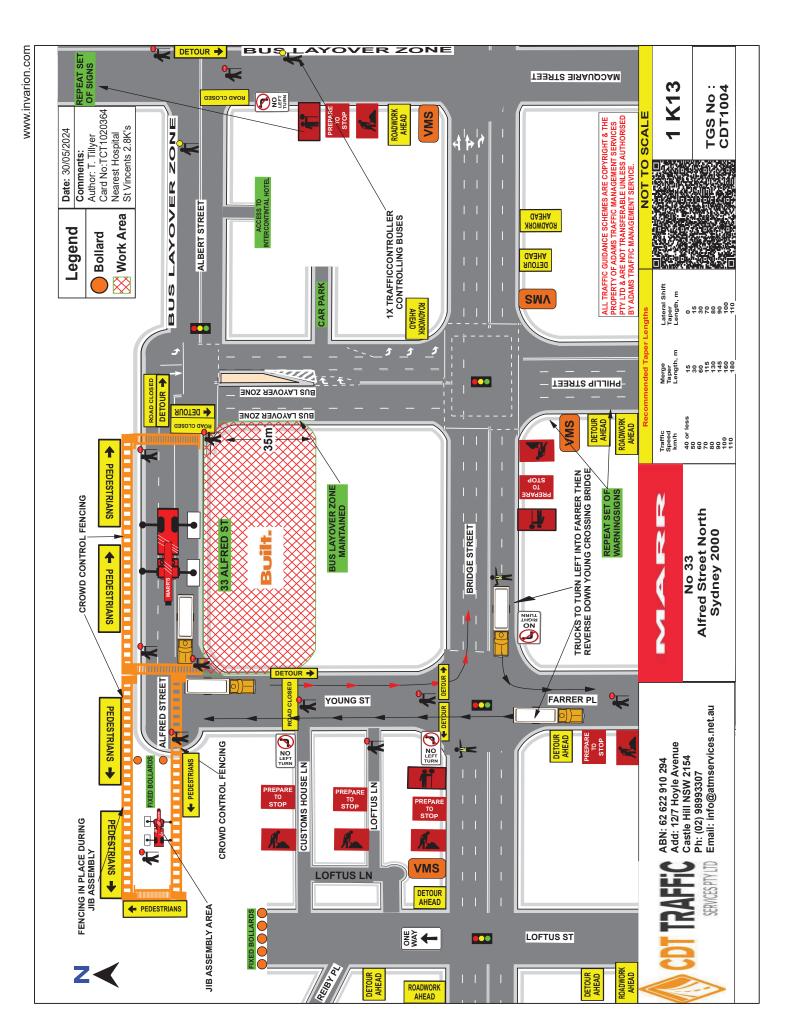
Consultation

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 COORINATOR



Item 6.

Mobile Crane - Temporary Road Closure - York Street, Sydney

TRIM Container No.: 2024/322371

Recommendations

It is recommended that the Committee endorse the temporary road closure of York Street, Sydney, between Market Street and Druitt Street, (three lanes), from 4pm on Sunday 25 August 2024 to 5am Monday 26 August 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 1-2 September 2024 as a contingency date.
- (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 | Support | Object |
|--|----------|----------|
| City of Sydney | [Insert] | [Insert] |
| Transport for NSW | [Insert] | [Insert] |
| NSW Police – Sydney City PAC | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |

Advice will be updated after the meeting.

Background

Vari Group has applied for the temporary road closure of York Street, Sydney, between Market Street and Druitt Street, (three lanes), from 4pm on Sunday 25 August 2024 to 5am Monday 26 August 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 139 York 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



Item 7.

Mobile Crane - Temporary Road Closure - Parker Street, Haymarket

TRIM Container No.: 2024/354812

Recommendations

It is recommended that the Committee endorse the temporary road closure of Parker Street, Haymarket, between Barlow Street and Hay Street, (four lanes), from 8pm on Friday 27 September 2024 to 5am on Sunday 28 September 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 13-15 September 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 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.
- (F) The Applicant must liaise directly with 477 Pitt Street, Sydney, to discuss servicing and car park access during the temporary road closure at least two weeks prior to the work.

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

Advice will be updated after the meeting.

Background

Commercial TC has applied for the temporary road closure of Parker Street, Haymarket, between Barlow Street and Hay Street, (four lanes), from 8pm on Friday 27 September 2024 to 5am on Sunday 28 September 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of a tower crane at 477 Pitt Street, Haymarket.

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).

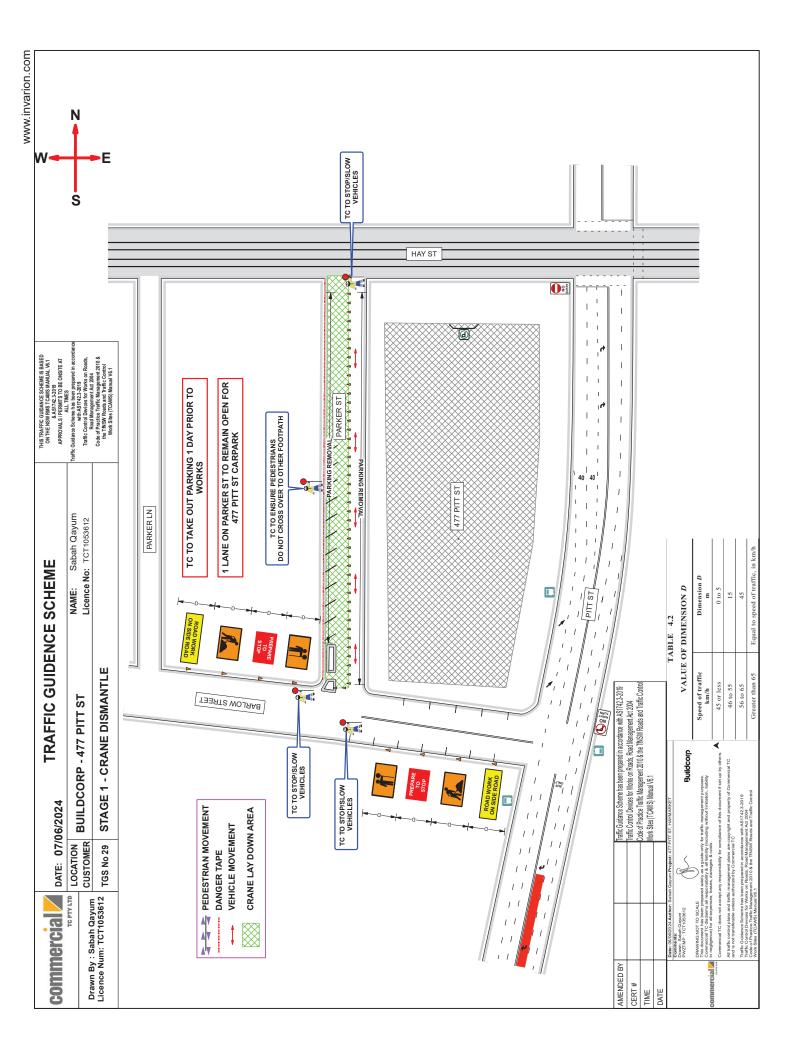
Consultation

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



Item 8.

Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo

TRIM Container No.: 2024/332557

Recommendations

It is recommended that the Committee endorse the temporary road closure of Pyrmont Street, Ultimo between Quarry Street and Fig Street, (three lanes), from:

- 4pm on Friday 23 August 2024 to 10pm on Sunday 25 August 2024, and
- 4pm on Friday 30 August 2024 to 10pm on Sunday 1 September 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 6-8 September 2024 as a contingency date.
- (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 maintain local vehicular access to properties fronting Pyrmont Street between Allen and Fig Streets, as well as Pyrmont Street south of Quarry Street.
- (G) The Applicant must notify Ian Thorpe Aquatic Centre about the works at least seven days prior to the temporary road closure.
- (H) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.

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

Advice will be updated after the meeting.

Background

Kane Constructions Pty Ltd has applied for the temporary road closure of Pyrmont Street, Ultimo between Quarry Street and Fig Street, (three lanes), from:

- 4pm on Friday 23 August 2024 to 10pm on Sunday 25 August 2024, and
- 4pm on Friday 30 August 2024 to 10pm on Sunday 1 September 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 400 Harris Street, Ultimo.

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 COORINDATOR

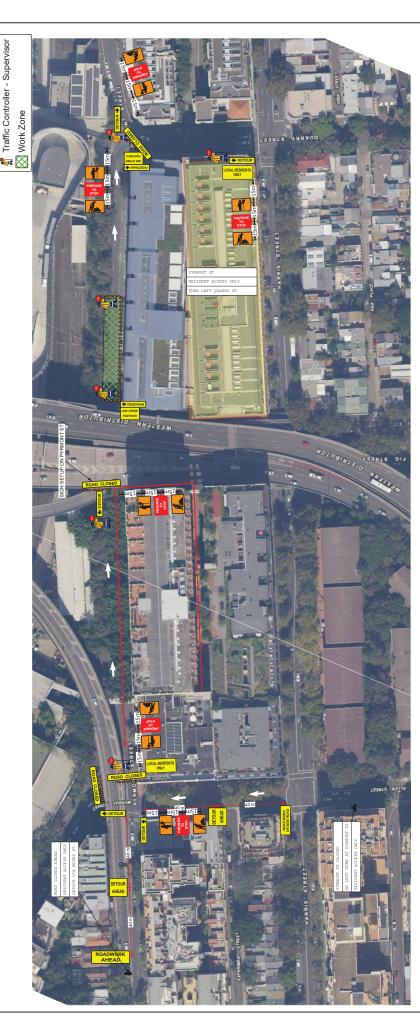
Legend

Traffic Controller

Date: 28/4/2023 Author: Kyle Fieg Project: Global Switch - 400 Harris St, Ultimo NSW 2007 TCP Expiry: 28/4/2024 TMP Licence: TCT0041658 TYPE: PWZ TC23429

Comments

Temporary Full Road Closure - Traffic Management Detour Plan to be implemented during these works



fine This document has been prepared solely as a guide only for traffic management All a purposes. The traffic betaner (ITP) disclaims all responsibility (Bers in Circular) without limitation, itability in negligence) for all expenses, losses, (SWM) damages & costs, May hours as a result of the information being insciourate or prew incomplete is a cost of any peason. The does not accept any responsibility death of the compliance of this document if set up by others. Some distances not to code class of the controllance of this document if set up by others. Some distances not to code class of the controllance of this document if set up by others. Some distances not to code class of the controllance of this document is the predector of the code class of the control distances shall have predectorate to signage and or fettores onsite are to be noted on this document, recorded on the appropriate the worksite paperwork and signed of by the site supervisor prior to implementation. But All traffic control plans & traffic management plans are copyright and property of within ITTP & is not transferable unless authorised by ITT. Buffer length

15 30 60 115 130 145 160

Traffic Control Plan has been prepared in accordance with AS 1742.3-2019 "Traffic Control Devices for Works on Roads", Road Management Act 2004, Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Stes (TCAWS) Technical Manual V6.

All approvals/consent documents shall be on site at all times. Traffic controller to wear correctly fitted PPE (persent protective equipment) to ASMAS 4602 as assess in the site safet work method statements (SWMS), hazard its assessment. Location of signs shown may be varied slightly during impermentation preventing a tripping hazard, improve visibility, effectiveness & not impact on pedestrian walkways (12mt detained, 15mt oursel footpath), opticists, parking or deliveries unless to oppath is coteed. Signage is to be dass r introdective signage as per ASMS 1742,3-091. Note that additional traffic controller/signage may be required. Traffic controller instructions: all traffic management items must be in place prior to the commencement of the work of 20 rolls traffic management must have their traffic controller tribler RIOHS2034 (tab the stop-slow bat to control traffic). RIOHS3024 (implement & monitor operational traffic management plans) as a firminmum to implement this plan. Traffic controllers will assist local buses & emergency welicles through the workste where required. Traffic controllers will assist local buses & emergency well-clear through the workste where required. Traffic controllers to remain orisite at all times and ensure the pedestrian and the travelling public's safety at all times. If leaving the site for any reason, they must inform the site supervisor.

Pedestrians are to be physically separated from the worksite at all times with para-webbing or similar to ensure they do not walk into the work site, with "pedestrians watch, your step "signage placed on all approaches to work site Where pedestrians are to come orioff the keb a non-sip surface ramp per AS1428 approaches to work site Where pedestrians are to come orioff the keb a non-sip surface ramp per AS1428 be provided by the client. Minimum mounting height for all short term signage should be 200mm.



Dm (Speed Limit) 45 or less 46 to 55 56 to 65 66 to 75 76 to 85 86 to 95 96 to 105 Greater than



Based on AS 1742.3-2019

105

Item 9.

Mobile Crane - Temporary Road Closure - Reservoir Street, Surry Hills

TRIM Container No.: 2024/334605

Recommendations

It is recommended that the Committee endorse the temporary road closure of Reservoir Street, Surry Hills, between Hands Lane and Elizabeth Street, (four lanes), from 9pm to 5am on Sunday 21 July 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 28 July 2024 as a contingency date.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

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

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Reservoir Street, Surry Hills, between Hands Lane and Elizabeth Street, (four lanes), from 9pm to 5am on Sunday 21 July 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift roof sheets onto 242 Elizbeth Street, Surry Hills.

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

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

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

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

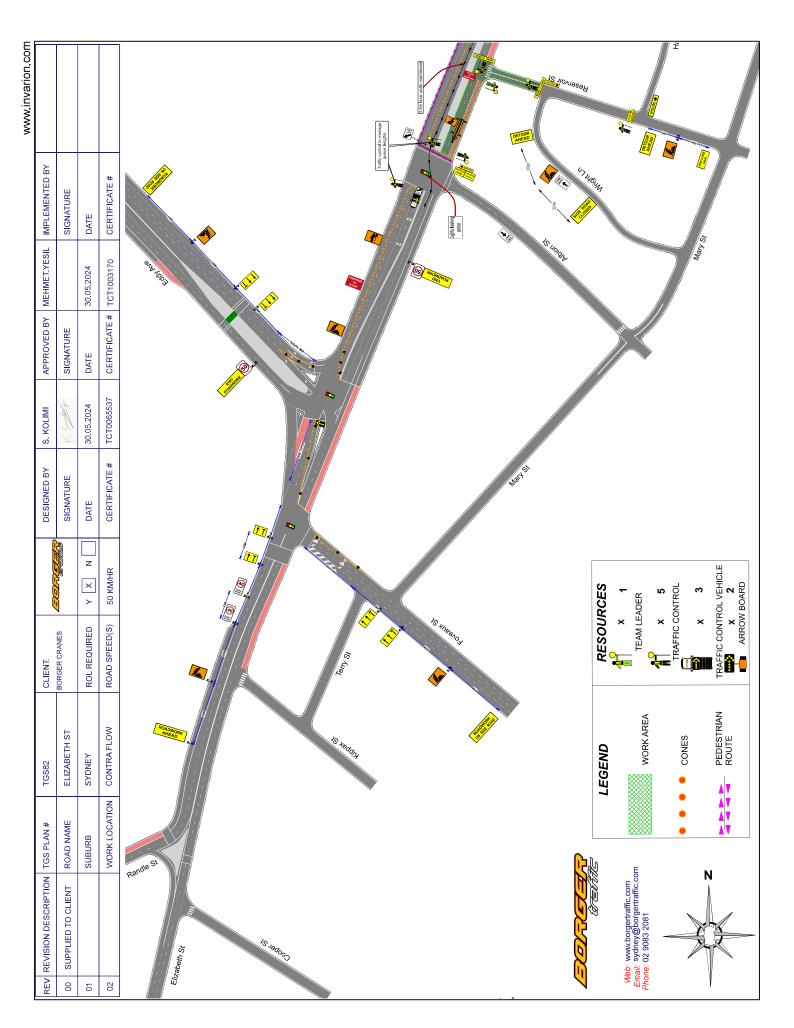
Consultation

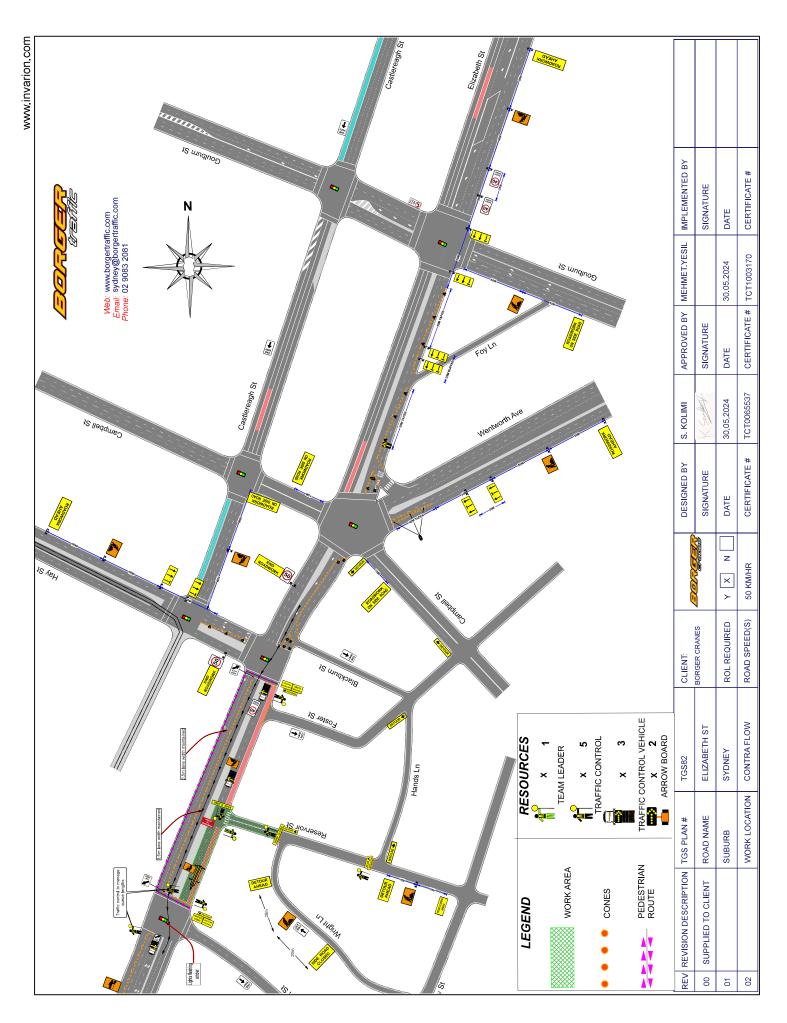
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR





Item 10.

Mobile Crane - Temporary Road Closure - Darlington Lane, Darlington

TRIM Container No.: 2024/371853

Recommendations

It is recommended that the Committee endorse the temporary road closure of Darlington Lane, Darlington, between Codrington Street and Golden Grove Street, (one lane), from 7am to 5pm Monday to Fridays, and 7am to 3pm on Saturdays between 1 August and 17 October 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

Richard Crooks Interiors has applied for the temporary road closure of Darlington Lane, Darlington, between Codrington Street and Golden Grove Street, (one lane), from 7am to 5pm Monday to Fridays, and 7am to 3pm on Saturdays between 1 August and 17 October 2024.

Comments

The proposed temporary road closure is required to allow works to be undertaken at the University of 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).

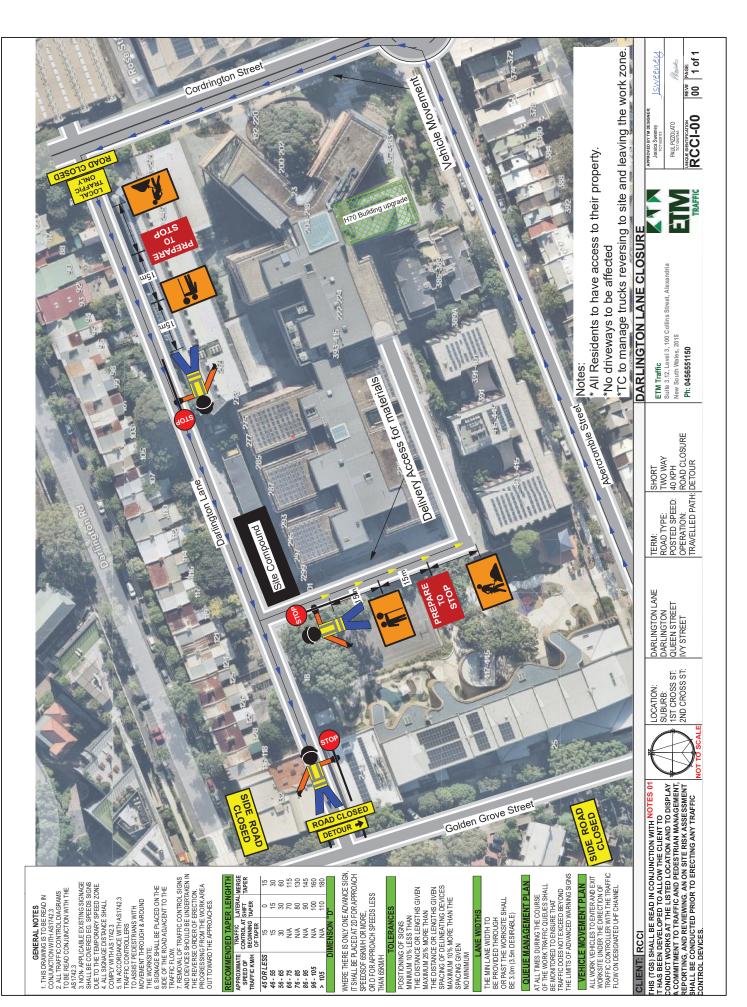
Consultation

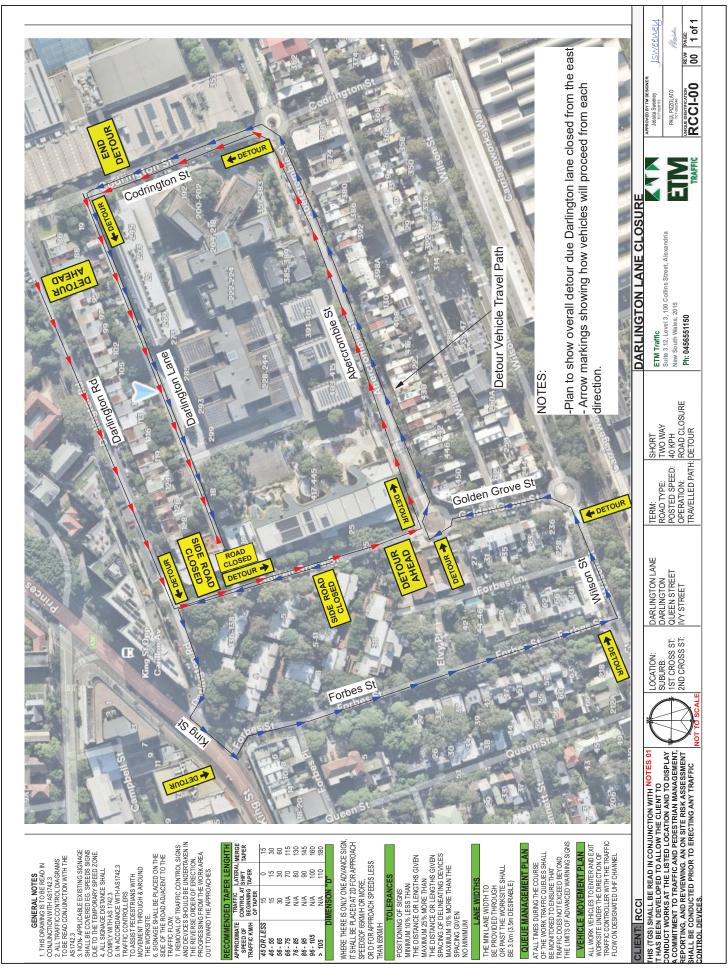
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR





THAN 65KM/H

NO MINIMUM

APPROXIMATE C SPEED OF TRAFFIC KM/H

45 OR LESS

46 - 55 56 - 65 66 - 75 76 - 85 86 - 95 96 - 105

CLIENT: RCC

Item 11.

Mobile Crane - Temporary Road Closure - Geddes Avenue, Zetland

TRIM Container No.: 2024/356884

Recommendations

It is recommended that the Committee endorse the temporary road closure of Geddes Avenue, Zetland, between Botany Road and Paul Street, (three lanes), from 4am on Saturday 3 August 2024 to 11pm on Sunday 4 August 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 10-11 August as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

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

Westbourne Construction has applied for the temporary road closure of Geddes Avenue, Zetland, between Botany Road and Paul Street, (three lanes), from 4am on Saturday 3 August 2024 to 11pm on Sunday 4 August 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of a tower crane at 499 Botany Road, Zetland.

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

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

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

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

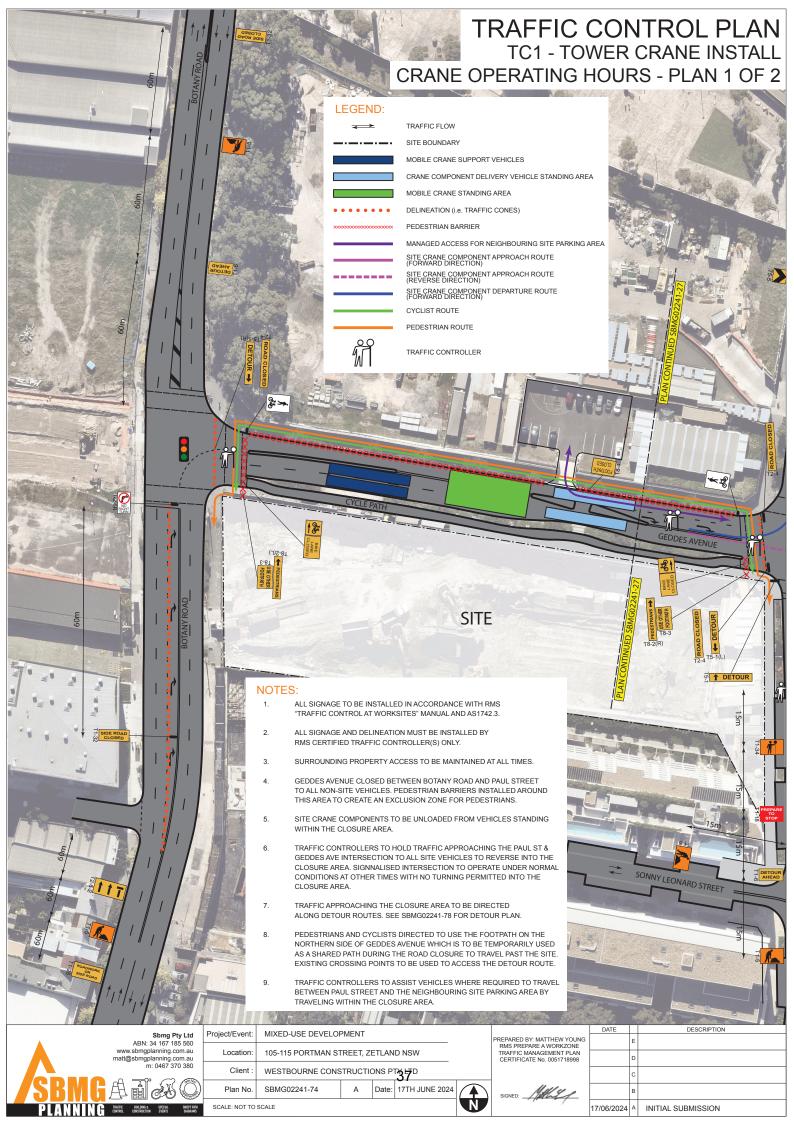
Consultation

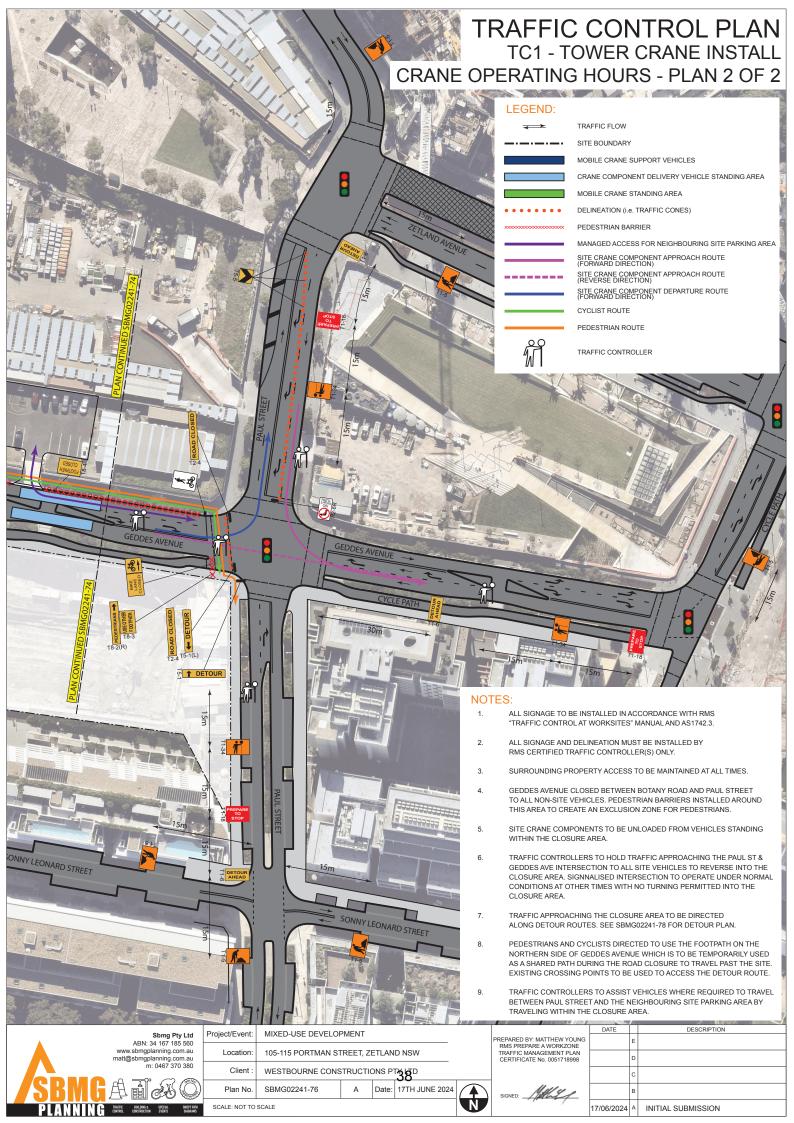
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

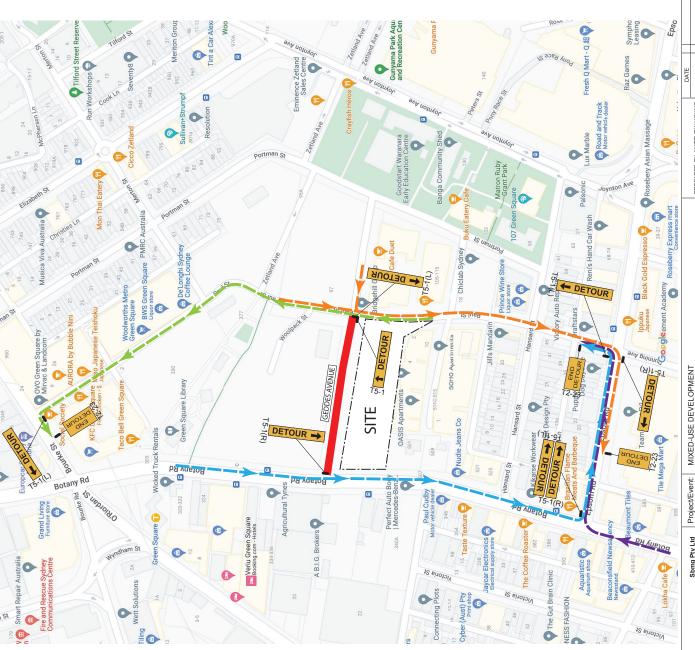
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR





TRAFFIC CONTROL PLAN DETOUR PLAN



NOTES:

- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
- ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
- DETOUR SIGNAGE INSTALLED IN CONJUNCTION WITH ROAD CLOSURE PLANS SBMG02241-74 & SBMG02241-75 OR AFTERCARE PLANS SBMG02241-76 & SBMG02241-77



| Γ | | | | | | PREPARE A WORKZONE | |
|----------|-------------------------------------|----------|--------|----------------|---|-------------------------|----|
| <u>:</u> | 105-115 PORTMAN STREET, ZETLAND NSW | REET, ZI | ETLAN | NSW (| | TRAFFIC MANAGEMENT PLAN | |
| Г | | | | | | | |
| <u>:</u> | WESTBOURNE CONSTRUCTIONS PTY LTD | TRUCTIC | ONS PT | Y LTD | | | |
| o. | SBMG02241-78 | ⋖ | Date: | 17TH JUNE 2024 | • | Why was | |
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| | BY: MATTHEW YOUNG RE A WORKZONE | MANAGEMENT PLAN No. TCT0048974 | | MAS | |

LEGEND:
SITE BOUNDARY
ROAD CLOSURE
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ROAD CLOSURE
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DETOUR ROUTE - PAUL STREET NORTHBOUND

DETOUR ROUTE - PAUL STREET NORTHBOUND
DETOUR ROUTE - BOTAMY ROAD SOUTHBOUND
DETOUR ROUTE - BOTAMY ROAD NORTHBOUND

Item 12.

Works Zone - Jamison Street, Sydney

TRIM Container No.: 2024/300776

Recommendations

It is recommended that the Committee endorse the reallocation of the following kerb space on the northern side of Jamison Street, Sydney east of Lang Street:

- (A) Between the points 70 metres and 86 metres as "Works Zone 7am-6pm Mon-Fri 8am-1pm Sat" and "4P Ticket 6pm-Midnight Mon-Fri 1pm-10pm Sat 8am-10pm Sun & Public Holidays".
- (B) Between the points 86 metres and 89 metres as "Taxi Zone".

Subject to the following conditions:

- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (D) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (E) The Applicant is 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.
- (F) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (G) The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (H) The Works Zone is limited to construction vehicles 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 – Sydney City PAC | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

CJ Duncan Builders Pty Ltd has requested a 16 metre long Works Zone in Jamison Street, Sydney.

The Works Zone is to facilitate construction works at 18 Jamison Street.

Comments

The kerb space on the northern side of Jamison Street between Lang and George Streets where the Works Zone is proposed is currently signposted as "Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat", "Taxi Zone 3pm-6pm Mon-Fri" and "4P Ticket 6pm-Midnight Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

The Works Zone is intended to operate from 7am to 6pm Monday to Friday and 8am to 1pm Saturday in accordance with the Complying Development Certificate. After the Works Zone hours the kerb space will revert to 4P Ticket Parking.

Consultation

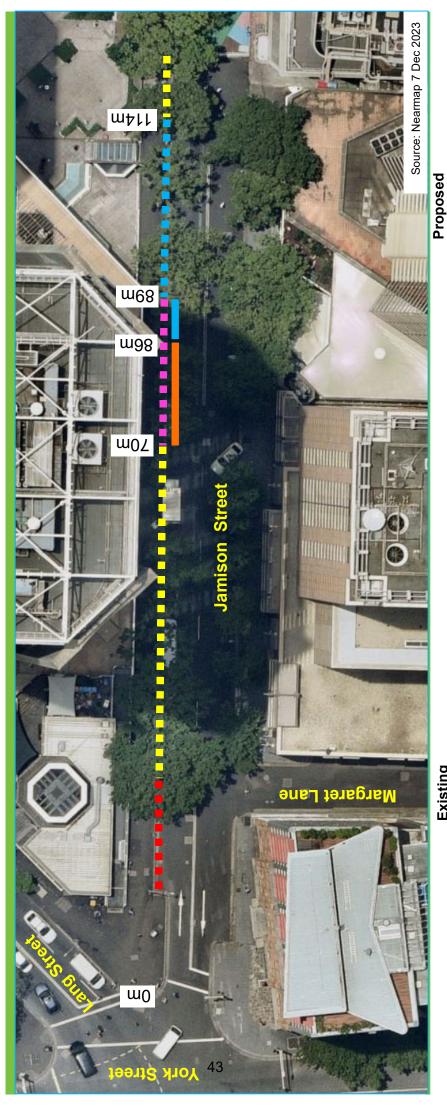
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Jamison Street, Sydney Proposed Works Zone



Existing

No Stopping

No Stopping Aust Post Vehicles Excepted No Stopping TfNSW Vehicles Excepted 3 Min Limit 11am-6pm Mon-Fri All Other Times

Taxi Zone

6am-3pm Mon-Fri 6am-10am Sat Loading Zone Ticket

Taxi Zone 3pm-6pm Mon-Fri

6pm-Midnight Mon-Fri 10am-10pm Sat

8am-10pm Sun & Public Holidays

Works Zone 7am-6pm Mon-Fri 8am-1pm Sat 4P Ticket

8am-10pm Sun & Public Holidays

6pm-Midnight Mon-Fri 1pm-10pm Sat





Item 13.

Works Zone - Ward Avenue, Potts Point

TRIM Container No.: 2024/276970

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Ward Avenue, Potts Point, between the points 10 metres and 34 metres south of Kellett Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P 5.30-10pm Mon-Fri 3.30-10pm Sat 8am-10pm Sunday & Public Holidays Permit Holders Excepted Area 19", subject to the following conditions:

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

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

Fleek Constructions has requested a 24 metre long Works Zone in Ward Avenue, Potts Point.

The Works Zone is to facilitate construction works at 21 Kellett Street.

Comments

The kerb space on the western side of Ward Avenue, Potts Point between Kellett Street and Mansion Lane is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 19".

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

The Works Zone will revert to 1P permit parking after the Works Zone hours.

Consultation

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

Financial

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

TANZ ALAM, ENGINEERING TRAFFIC OFFICER



Ward Avenue, Potts Point Proposed Works Zone



Existing

No Stopping

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

Proposed

Works Zone 7am-5.30pm Mon-Fri 7am-3.30pm Sat

1P 5.30-10pm Mon-Fri 3.30-10pm Sat 8am-10pm Sunday & Public Holidays Permit Holders Excepted Area 19



Item 14.

Works Zone - Wigram Lane, Glebe

TRIM Container No.: 2024/290757

Recommendations

It is recommended that the Committee endorse the following reallocation of the kerb space on the northern side of Wigram Lane, Glebe:

- (A) Between the points 15.5 metres and 22 metres east of Ross Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Stopping All Other Times".
- (B) Between the points 22 metres and 26.8 metres east of Ross Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Parking All Other Times".
- (C) Between the points 26.8 metres and 22 metres east of Ross Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat".
 - Subject to the following conditions:
- (D) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (E) The Applicant 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.
- (F) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (G) The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (H) The Applicant must provide access to and from the neighbouring property's driveway (107 Wigram Road, Glebe) when required during the Works Zone hours.
- (I) The Works Zone is limited to construction vehicles 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 – Leichhardt PAC | [Insert] | [Insert] |
| Representative for the Member for Balmain | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

BTM Constructions has requested a 15 metre long Works Zone in Wigram Lane, Glebe.

The Works Zone is to facilitate construction works at 109 Wigram Road, Glebe.

Comments

The parking restrictions along the kerb space on the northern side of Wigram Lane, Glebe between Ross Street and Walsh Avenue comprises of "No Stopping", "No Parking" and "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

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 "No Stopping", "No Parking" and unrestricted parking restrictions.

The street is not wide enough to allow the Works Zone to be installed without affecting local vehicular access. The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.

The Applicant must provide access to and from the neighbouring property's driveway (107 Wigram Road, Glebe) when required during the Works Zone hours.

Consultation

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

Financial

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

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Wigram Lane, Glebe Proposed Works Zone



Existing

No Stopping

Driveway

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

Proposed

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

Works Zone 7.30am-5.30pm Mon-Fri 5g.30am-3.30pm Sat No Parking All Other Times Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat



Item 15.

Works Zone - Iredale Street, Newtown

TRIM Container No.: 2024/333877

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Iredale Street, Newtown, between the points 10 metres and 20 metres south of Angel Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30Pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun, Permit Holders Excepted Area 36", 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 – Inner West PAC | [Insert] | [Insert] |
| Representative for the Member for Newtown | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

Champion Homes Sales Pty Ltd has requested a 10 metre long Works Zone in Iredale Street, Newtown.

The Works Zone is to facilitate construction works at 2 Iredale Street, Newtown.

Comments

The kerb space on the eastern side of Iredale Street, Newtown south of Angel Street is currently signposted as "2P 8am-10pm Permit Holders Excepted Area 36".

The Works Zone is intended to operate from 7.30am to 5.30pm, Monday to Friday and 7.30am to 3.30pm on Saturday in accordance with the Development Consent Conditions. Outside the Works Zone hours the kerb space will revert to "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun, Permit Holders Excepted Area 36".

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



Iredale Street, Newtown Proposed Works Zone



Existing

"No Stopping"

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

Proposed

"Works Zone 7.30am-5.30am Mom-Fri, 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun, Permit Holders Excepted Area 36"



Item 16.

Works Zone - Linthorpe Lane, Newtown

TRIM Container No.: 2024/302884

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Linthorpe Lane, between the points 12.1 metres and 22.1 metres west of Brown Street as "Works Zone 7.30am - 5.30pm Mon-Fri, 7.30am - 3.30pm Sat" and "No Parking All Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (D) The Works Zone only be installed upon approval of the Construction Traffic Management Plan (CTMP).
- (E) The Applicant must maintain vehicular access to all garages and/or driveways off Linthorpe Lane during the hours the Works Zone is in operation if use of the Works Zone impedes vehicular access through the lane and/or to a driveway, TfNSW-Accredited Traffic Controllers must clear the Works Zone of the vehicle immediately.
- (F) If the occupation of the Works Zone causes adverse traffic access (e.g. for waste collection vehicles), then the Works Zone may be withdrawn.
- (G) The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (H) The Works Zone is limited to a small rigid vehicle (SRV) up to 6.4 metres in length.

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

Alexander Construction Partners Pty Ltd has requested a 10 metre long Works Zone in Linthorpe Lane, Newtown.

The Works Zone is to facilitate construction works at 79 Wilson Street, Newtown.

Comments

The kerb space on the northern side of Linthorpe Lane, Newtown west of Brown Street is currently signposted as "No Parking".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to "No Parking".

During Works Zone hours, Linthorpe Lane west of Brown Street and north of Linthorpe Street will be closed to facilitate construction vehicles access to the Works Zones. Waste collection vehicles will be given priority to access the street when required. The roads will reopen after Works Zone hours.

Local access will be maintained at all times and traffic controllers will be on site to manage traffic impacted by the closures.

Consultation

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

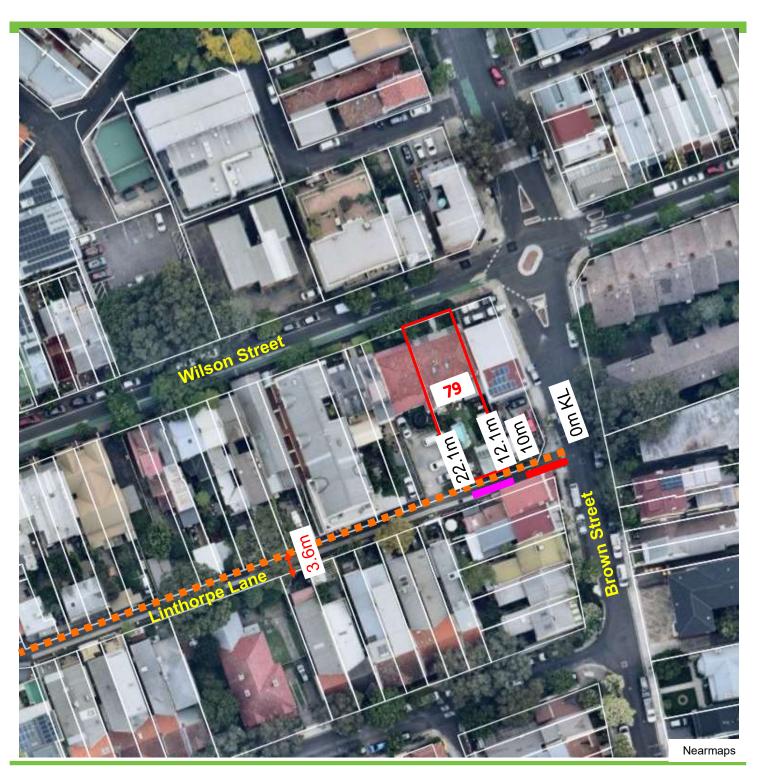
Financial

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

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER



Linthorpe, Lane Proposed Works Zone



Existing

"No Parking"

Proposed

"Works Zone 7:30am-5:30pm Mon-Fri 7:30am-3:30pm Sat" & "No Parking All Other Times"

"No Stopping"



Item 17.

Parking - Mobility Parking - Glebe Point Road, Glebe

TRIM Container No.: 2024/198440

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Glebe Point Road, Glebe between the points 27 metres and 34.8 metres north of Toxteth Road as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

A resident of Glebe Point Road has requested a mobility parking space in front of their property. The resident has advised they are in a wheelchair and utilises forearm crutches.

Comments

Glebe Point Road north of Toxteth Road 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 on the western side of Glebe Point Road, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

Footpaths (approximately 1.2 metres wide) are provided on both sides of the street.

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

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

As the resident is a wheelchair user, the City is proposing to install kerb ramps at this site should the proposal be endorsed.

Consultation

The City consulted local residents and businesses in the area. There were 110 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

KENNETH YUEN, ENGINEERING TRAFFIC OFFICER

CITY OF SYDNEY 🏶

Glebe Point Road, Glebe Proposed parking changes



Existing

No Stopping

Bus Zone

No Parking (Authorised Car Share Excepted Zone)

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

Proposed

Mobility Parking Only



Kerb Ramp



Item 18.

Parking - Mobility Parking - Carillon Avenue, Camperdown

TRIM Container No.: 2024/325122

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Carillon Avenue between the points 39 metres and 45 metres west of King Street as "4P Mobility Parking Only 8am-10pm".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

Moore Theological College has requested a mobility parking space in Carillon Avenue, Newtown. The mobility parking space will allow occupants and visitors of the building with mobility impairments to park close to the entrance.

The proposed parking space is designed to actively address barriers faced by people with disability. Therefore, the City is proposing to install "4P Mobility Parking 8am-10pm" in Carillon Avenue.

Comments

Carillon Avenue, Newtown west of King Street is designated for two-way traffic flow with an approximate width of 12.8 metres. The road and footway grades are generally flat adjacent to the proposed parking space.

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

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 9.6 metres. The remaining width is allocated for on-street parking.

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

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

A shorter 6 metre long bay is proposed as the parking space is located adjacent to a No Stopping zone, and with consideration for the width of existing parking lane in Carillon Avenue, a 3.2 metre wide bay can be accommodated within the carriageway.

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

Consultation

The City consulted local residents and businesses in the area. There were 9 letters sent out with no responses received supporting or opposing the proposal.

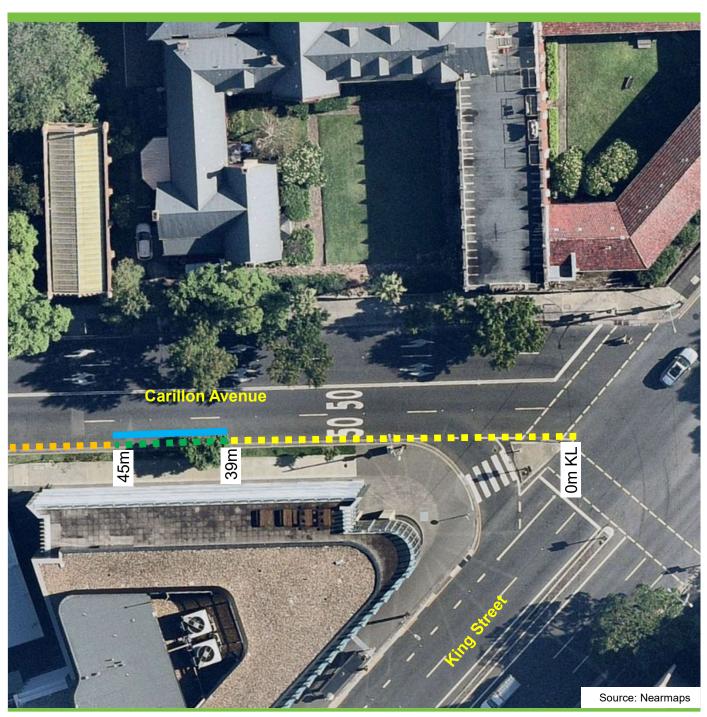
Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER



Carillon Avenue, Newtown Proposed parking changes



Existing

"No Stopping"

"Loading Zone 8am-6pm Mon-Fri" & "4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays, Permit Holders Excepted Area 22"

> "2P Ticket 8am-6pm Mon-Fri" & "4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays, Permit Holders Excepted Area 22"

Proposed

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



Item 19.

Parking - Mobility Parking - Pine Street, Chippendale

TRIM Container No.: 2024/307017

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Pine Street, Chippendale between the points 10 metres and 16 metres north of Cleveland Lane, Chippendale as "Mobility Parking Only".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting

Background

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

Comments

Pine Street, Chippendale between Cleveland and Pine Lanes, is designated for two-way traffic flow with an approximate width of 9.1 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-10pm Permit Holders Excepted Area 32" on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 4.9 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.1 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 6 metre long bay is proposed as the space is adjacent to a driveway on one end, and a "No Stopping" restriction on the other end, and with consideration for the width of existing parking lane in Pine Street and low traffic volume, a 3.2 metre wide bay can be accommodated within the carriageway.

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 238 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Pine Street, Chippendale Proposed parking changes



Existing

- "No Stopping"

"1P 8am-10pm Permit Holders Excepted Area 32"



Proposed

"Mobility Parking Only"



Item 20.

Parking - No Parking - Upper Road, Forest Lodge

TRIM Container No.: 2024/334745

Recommendations

It is recommended that the Committee endorse the allocation of parking on the western side of Upper Road, Forest Lodge between the points 49 metres and 60 metres (two car spaces) south of Wigram Lane West and between the points 87 metres and 106 metres (two car spaces) south of Creek Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In response to feedback received about drivers parking their vehicles on the footpath and impeding pedestrian access, it is proposed to introduce "No Parking" restrictions on the western side of Upper Road, Forest Lodge between Wigram Road and Hereford Street.

Comments

Upper Road, Forest Lodge between Wigram Road and Hereford Street is a local two way road with a speed limit of 50 km/h. It provides access to/from Wigram Road in the north to Hereford Street in the south.

Parking on the eastern side of Upper Road is a mix of No Stopping, No Parking and 2P permit parking. The kerb space on the western side of Upper Road, where the parking changes are proposed, is currently unrestricted for parking. There are three driveways located on the western side of Upper Road.

The section of Upper Road is approximately 6.2 metres wide. The minimum width for a parking lane is 2.1 metres. As such, Upper Road do not have adequate width to provide parking on both sides of the street.

The City has received feedback regarding drivers parking their vehicles on the footpath or in a way that obstructs the path of pedestrians in Upper Road. Given the narrow travel lane for two-way traffic in Upper Road, site investigations have showed that drivers are parking their vehicles on the footpath to allow more space for vehicles to pass without damaging their parked vehicles.

The NSW Road Rules 2014 prohibits parking on footpaths. Vehicles on footpaths reduce access for people walking, especially people with prams and limited mobility. It also reduces visibility for drivers and increases the risk of collisions.

Drivers often park their vehicles along the kerb space between driveways on the western side of the street where the available kerb space is insufficient to accommodate a parking space. This practice impedes access to and from the driveways, negatively impacting residential amenity.

On-site inspection shows there is a need to provide a "No Parking" restriction along the western side of Upper Road between Wigram Road and Hereford Street to improve pedestrian safety and vehicle access in the street. The "No Parking" restrictions would ensure the western side of the street is clear of parked vehicles and drivers can park their vehicles on the eastern side of the road without the need to straddle the footpath. There will be more space for vehicles to travel along Upper Road without damaging parked vehicles, and the footpaths will also be clear of parked vehicles, thereby improving pedestrian safety.

Drivers can stop for up to two minutes in a "No Parking" zone to pick up or drop off passengers and goods and must stay within three metres of their vehicle.

The proposed change would result in the loss of four unrestricted parking spaces.

Consultation

The City consulted with local residents and businesses in the area. There were 188 letters sent out with two responses supporting the proposal and one response opposing the proposal due to loss of unrestricted parking spaces.

Removing the parking spaces is essential for improving vehicle access and enhancing pedestrian safety in the street. Pedestrians can now walk safely on the footpath without stepping onto the road. This is especially beneficial for children, people with prams and vulnerable pedestrians as it minimises the risk of crashes involving passing vehicles.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Upper Road, Forest Lodge Proposed parking changes



Proposed Existing No Stopping Driveway No Parking No Parking 2P 8am-6pm Mon-Fri Permit Holders Excepted Area G Unrestricted Parking



Item 21.

Parking - No Parking and Motorbike Parking - Griffin Street, Surry Hills

TRIM Container No.: 2024/259281

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Griffin Street, Surry Hills between the points 15.2 metres and 59.8 metres (seven car spaces) north of Collins Street as "No Parking".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City has received a request from residents of Griffin Street, Surry Hills to improve access to their garages and along the street. Currently, the narrowness of the road width and kerbside parking impede vehicle access through the street.

Comments

The kerb space on the western side of Griffin Street, Surry Hills between Collins and Foveaux Streets, where the changes are proposed, is currently signposted as "No Parking 6am-6pm Wed" and "2P 8am-10pm, All Other Days, Permit Holders Excepted Area 18".

An assessment of the site revealed that Griffin Street is approximately 3.7 metres in width and cannot safely accommodate parking within the street. Current arrangements of parking impede vehicle access along the street and therefore hinders access to residents' off-street parking.

As part of the proposal to improve accessibility in Griffin Street, it is proposed to signpost the street as "No Parking" which will allow for drop-off and pick-up arrangements.

Consultation

The City consulted local residents and businesses in the area. There were 89 letters sent out with two responses supporting the proposal, seven responses partially supporting the proposal and nine responses opposing the proposal.

The seven responses partially supporting the proposal were supportive of the changes to remove parking but did not support the installation of motorbike parking.

A further nine objecting submissions indicated that they were against the installation of motorbike parking due to increased noise, exhaust fumes, and reduced quality of life. Three of the nine objections have also mentioned the increased difficulty to find parking within the area due to the loss of parking spaces.

Based on the consultation feedback received, the City has updated the recommendation to proceed with "No Parking" throughout Griffin Street without any motorbike parking to maintain accessibility of Griffin Street.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER



Griffin Street, Surry Hills Proposed parking changes



Existing

- "No Stopping"

■ ■ "No Parking"

"No Parking 6am-6pm Wed" & "2P 8am-10pm All Other Days, Permit Holders Excepted Area 18"

Proposed

"No Parking"



Item 22.

Parking - No Stopping Police Vehicles Excepted - Baroda Street, Elizabeth Bay

TRIM Container No.: 2024/288418

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Baroda Street, Elizabeth Bay between the points 0 metre and 5.5 metre (one car space) west of Elizabeth Bay Road as "No Stopping Police Vehicles Excepted".

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

Kings Cross Police has requested consideration for additional dedicated police vehicle parking spaces within close vicinity of the police station.

Comments

The kerb space on the northern side of Elizabeth Bay Road, Elizabeth Bay, where the changes are proposed, is currently signposted as "No Stopping".

In response to NSW Police's request for dedicated police vehicle parking, it is proposed to reallocate one space along the "No Stopping" zone to "No Parking Police Vehicles Excepted".

Site assessment have shown that the proposed parking space do not impact on vehicles sightlines when exiting nearby driveways.

Consultation

The City consulted local residents and businesses on a original proposal which includes:

- "Give-Way" signs and line markings in Baroda Street at its intersection with Elizabeth Bay Road; and
- Reallocation of parking on the northern side of Baroda Street, west of Elizabeth Bay Road as "No Stopping Police Vehicles Excepted".

There were 618 letters sent out with no response supporting the proposal. The City received opposing submissions from the owners and residents of 2 and 2A Elizabeth Bay Road, Elizabeth Bay (The Gazebo Apartments).

The opposing submissions from The Gazebo Apartments comprises of:

- 12 individual submissions from residents;
- A petition from the building manager containing signatures from 44 properties; and
- A submission from the strata manager on behalf of the Owners Corporation.

Owners and residents from The Gazebo Apartments raise the following concerns about the traffic treatment and parking proposal:

| Concern | Response |
|---|---|
| Blockage of Resident Access The proposed line markings on the intersection of Baroda Street and Elizabeth | The proposed Give-Way signage and line marking do not change traffic access arrangements at the intersection. |
| Bay Road would limit entrance to the Gazebo apartments. The building entrance (close to Baroda Street) was designed as the main entrance with a wider opening to | The existing "No Entry" and "No Left Turn" signs do not permit vehicles to turn into Baroda Street from Elizabeth Bay Road. |
| allow larger vans to enter the building from Elizabeth Bay Road. The bulk of traffic; commercial, owner and ride share use this entrance. The proposed changes will prevent access to this driveway | Given the feedback received, the City will defer the "Give-Way" proposal to conduct further investigations. |

| Concern | Response |
|---|--|
| Congestion The lower entrance is much narrower and designed more easily for exiting the building. Forcing traffic to drive around the block to Baroda Street and back around to the building will add more traffic to Baroda Street which is already congested and will soon have 30 new apartments using a car park on that street. | As per above response Given the feedback received, the City will defer the "Give-Way" proposal to conduct further investigations. |
| Reduced Visibility and Pedestrian Safety Forcing more traffic down to the lower entrance to the Gazebo building is also problematic as the height of the wall means visual lines are limited to see cars and pedestrians. This will be true for cars trying to exit Gazebo and see around the wall and police vehicle, as well as those trying to pull into the driveway, moving around the police vehicle, identifying pedestrians, and the stopping of cars behind the vehicle on a busy corner. This will cause an increase in incidents given the narrow entrance at this point. | The lower driveway is approximately 12 metres east of the proposed police parking space. Site assessment have shown that the proposed parking space do not have an impact on sightlines for vehicles exiting the driveways. City staff will continue to monitor traffic and pedestrian safety at this location and make changes if required. |
| Reduced Resident Access to Elizabeth Bay Rd. The addition of a 'NO RIGHT TURN' sign at the exit from Baroda Street is unnecessary. There has never been an accident at this junction and it provides resident access to Elizabeth Bay Road southbound. | The "No Right Turn" sign was an error in the consultation plan. There are no changes to vehicular access arrangements at the intersection. |
| Traffic Hazard and Congestion The location of one additional space is problematic to the traffic flow on Elizabeth Bay Road. The space would be located at a point in the road where cars exit Baroda Street and the Gazebo apartments, turn a relatively sharp corner around Elizabeth Bay Road, and two busy entrance and exits for the Gazebo apartments. We also have no confidence that this one space would not turn into two cars in the space further impacting traffic flow. It is important to remember this is a busy pedestrian path | The width of Baroda Street on approach to Elizabeth Bay Street varies between 10-12 metres. It provides ample road space for vehicles to exit the driveway safely. City staff will continue to monitor traffic and pedestrian safety at this location and make changes if required. |

| Concern | Response |
|---|---|
| down to Elizabeth Bay which also adds complications to this section of road. | |
| Overuse of Public Streets Already the area has sufficient car spaces | The parking changes are proposed in response to Kings Cross Police requests. |
| for the NSW Police. There are at least ten spaces on Baroda Street occupying the bulk of parking positions on that street. The area outside the police station in Fitzroy Gardens, a public green space, usually has two or three police vehicles parked on the walkway. Ward Avenue and Barncleuth Lane are also used. In addition, the police station has underground parking, where planned parking for police vehicles has apparently been usurped for personal cars. | Dedicated on-street parking spaces for police vehicles allow officers to respond efficiently to emergencies and incidents. |
| Police staff personal cars could be moved to the public underground car park, opposite the police station. The council owns this facility, and perhaps a favourable arrangement could be reached for this access. | Off-street car parks can increase response times during emergencies. Officers will be required to cross Elizabeth Bay Road, navigate through the car park to reach the exits, delaying their response to incidents. |

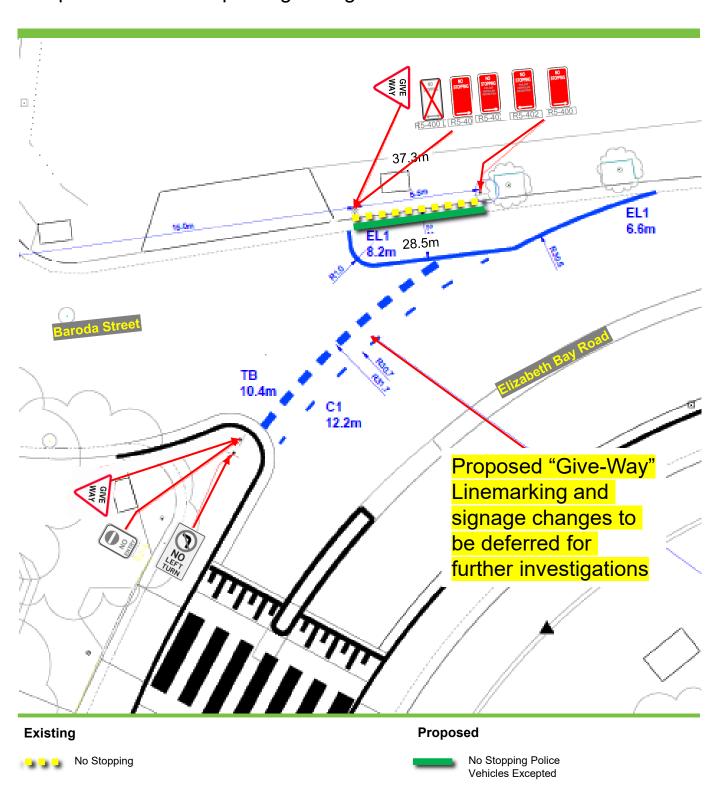
Financial

Funds are available in the current budget.

CLEMENT LIM, TRAFFIC MANAGER - NORTH



Baroda Street and Elizabeth Bay Road, Elizabeth Bay Proposed traffic and parking changes



Item 23.

Parking - Electric Vehicle (EV) Parking - Boundary Street, Darlinghurst

TRIM Container No.: 2024/247637

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Boundary Street, Darlinghurst between the points 3.1 metres and 13.9 metres (two car spaces) west of McLachlan Avenue as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with

constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Boundary Street, Darlinghurst.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off-street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

Parking along the kerb space on the northern side of Boundary Street, Darlinghurst west of McLachlan Avenue, where the changes are proposed, is currently unrestricted.

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging.

Consultation

The City consulted local residents and businesses in the area. There were 228 letters sent out with one response supporting the proposal and two responses opposing the proposal due to loss of on-street parking spaces.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles (EV). These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City's Strategy and Action Plan.

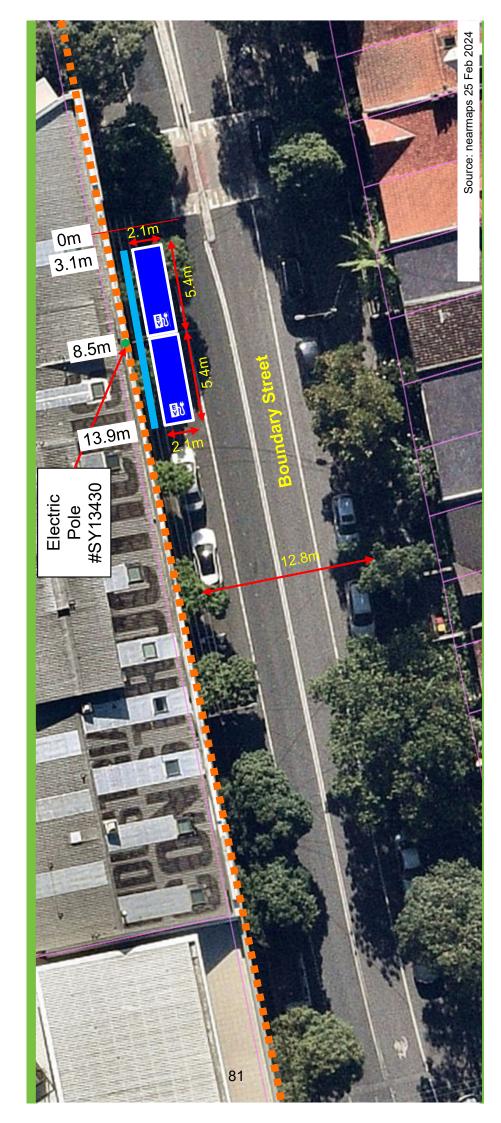
Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Proposed Electric Vehicle (EV) Parking Boundary Street, Darlinghurst



Existing

Unrestricted parking

Proposed

4P 8am-8pm

Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times



Item 24.

Parking - Electric Vehicle (EV) Parking - Burton Street, Darlinghurst

TRIM Container No.: 2024/247639

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Burton Street, Darlinghurst between the points 37.6 metres and 48.4 metres (two car spaces) west of Darlinghurst Road as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with

constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Boundary Street, Darlinghurst.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off-street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

The kerb space on the southern side of Burton Street, Darlinghurst between Liverpool Street and Darlinghurst Road where the changes are proposed, is currently signposted as "1P 8am-Midnight Permit Holders Excepted Area 17".

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging.

Consultation

The City consulted local residents and businesses in the area. There were 38 letters sent out with one response supporting the proposal and no responses opposing the proposal.

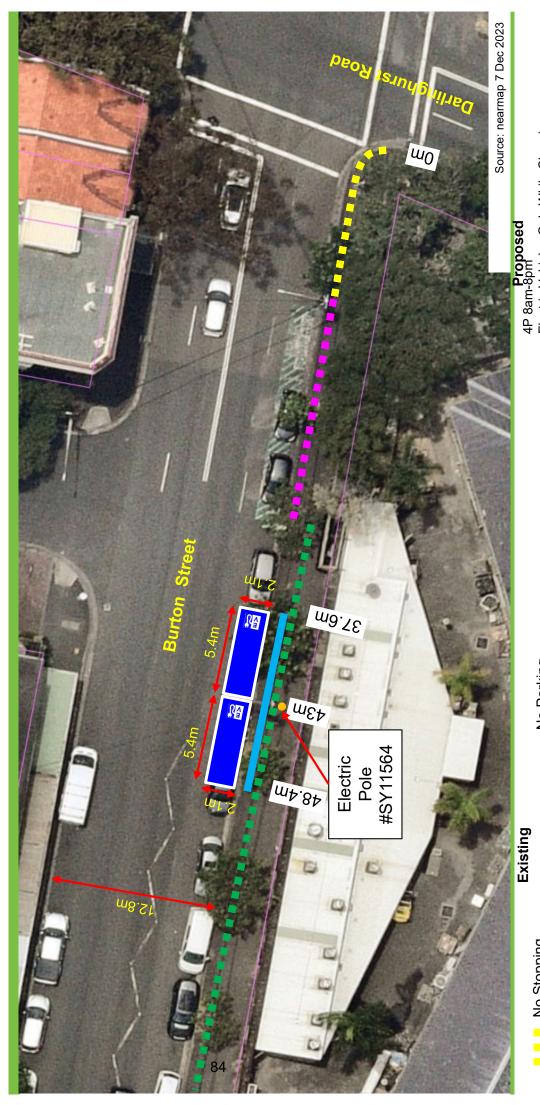
Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Proposed Electric Vehicle parking Burton Street, Darlinghurst



Existing

No Stopping

■ ■ 1P 8am-Midnight Permit Holders Excepted Area 17

No Parking Authorised Car Share Vehicles Excepted

Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times



Item 25.

Parking - Electric Vehicle (EV) Parking - Moore Park Road, Paddington

TRIM Container No.: 2024/247641

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Moore Park Road, Paddington between the points 121.6 metres and 132.4 metres (two car spaces) west of Oatley Road as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with

constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Boundary Street, Darlinghurst.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off-street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

The kerb space on the northern side of Moore Park Road, Paddington west of Oatley Road, where the changes are proposed, is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 15".

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

The City consulted local residents and businesses in the area. There were 95 letters sent out with no responses supporting the proposal and one response opposing the proposal.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City Strategy and Action Plan.

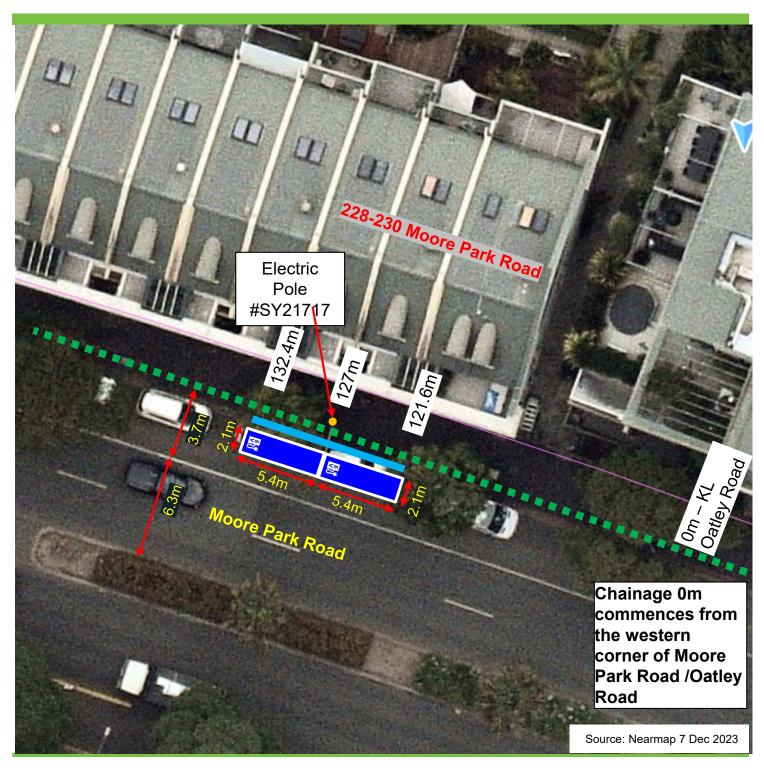
Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Moore Park Road, Paddington Proposed Electric Vehicle (EV) Parking



Existing

"1P 8am-10pm Permit Holders Excepted Area 15"

Proposed

"4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times"



Item 26.

Parking - Electric Vehicle (EV) Parking - Napier Street, Paddington

TRIM Container No.: 2024/247644

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the southern side of Napier Street, Paddington.

- (A) Between the points 65.6 metres and 76.4 metres (two car spaces) west of Greens Road as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times". and
- (B) Between the points 80 metres and 81.4 metres (one car space) west of Greens Road as "1P 8am-2am, Permit Holders Excepted Area 15".

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

Council at its meeting on 26 June 2023, resolved to adopt the Electrification of Transport in the City Strategy and Action Plan. The strategy outlines key actions to support this transition, including, advocacy, and actions within the City's control.

Action 20 of the Strategy outlines that the City will work with private sector providers to trial paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Napier Street, Paddington.

Comments

The kerb space on the southern side of Napier Street, Paddington between Greens Road and Selwyn Street, where the changes are proposed, is currently signposted as "1P 8am-2am, Permit Holders Excepted Area 15" and "No Stopping" restrictions.

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

The City consulted local residents and businesses in the area. There were 40 letters sent out with no responses supporting the proposal and one response opposing the proposal due to loss of on-street parking spaces.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City Strategy and Action Plan.

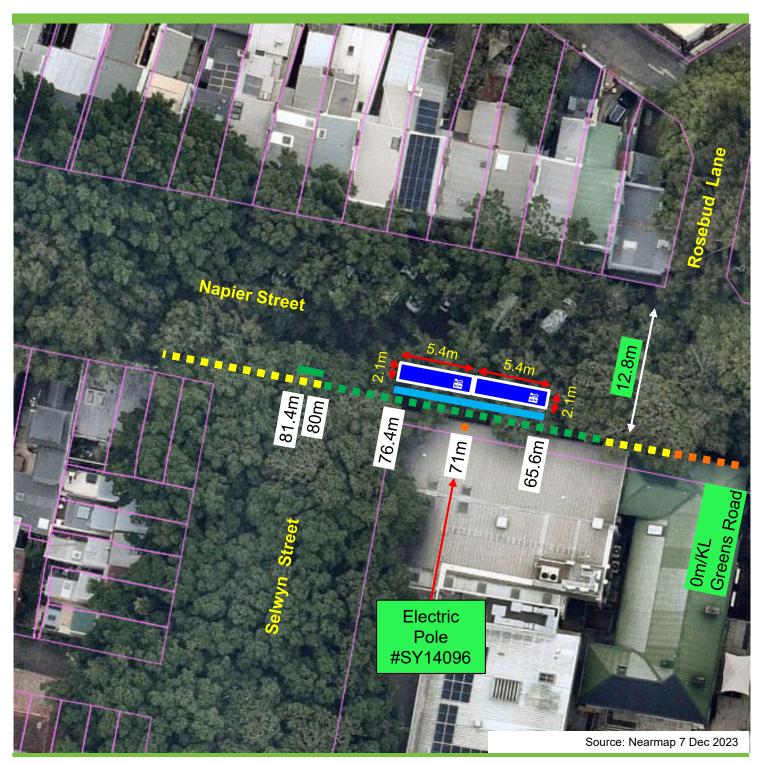
Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER



Napier Street, Paddington Proposed Electric Vehicle (EV) Parking



Existing

No Stopping

■ ■ 1P 8am-2am, Permit Holders Excepted Area 15

P Motorbikes Only

Proposed

4P 8am-8pm

Electric Vehicles Only While Charging
No Parking

Electric Vehicles Excepted While Charging All Other Times

1P 8am-2am, Permit Holders Excepted Area 15



Item 27.

Electric Vehicle (EV) Parking - Bourke Street, Redfern

TRIM Container No.: 2024/247643

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Bourke Street, Redfern between the points 10.6 metres and 21.4 metres (two car spaces) north of Thurlow Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

Council at its meeting on 26 June 2023, resolved to adopt the Electrification of Transport in the City Strategy and Action Plan. The strategy outlines key actions to support this transition, including, advocacy, and actions within the City's control.

Action 20 of the Strategy outlines that the City will work with private sector providers to trial paid on-street electric vehicle charging in residential areas with constrained private charging

opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is proposing to install dedicated on-street parking for charging of electric vehicle using Ausgrid infrastructure in Bourke Street, Redfern.

Comments

The kerb space on the eastern side of Bourke Street, Redfern between Boronia Street and Thurlow Street, where the changes are proposed, is currently unrestricted parking.

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

The City consulted local residents and businesses in the area. There were 99 letters sent out with no responses supporting the proposal and one response opposing the proposal due to loss of on-street parking spaces.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City Strategy and Action Plan.

Financial

Funds are available in the current budget.

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER



Bourke Street, Redfern Proposed parking changes



Existing

Unrestricted parking

No Stopping

Proposed

4P 8am-8pm
Electric Vehicles Only While Charging
No Parking
Electric Vehicles Excepted While Charging

All Other Times



Item 28.

Parking - Electric Vehicle (EV) Parking - Bourke Street, Surry Hills

TRIM Container No.: 2024/247642

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Bourke Street, Surry Hills between the points 27.1 metres and 37.9 metres (two car spaces) south of Linden Lane as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with

constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Bourke Street, Surry Hills.

Comments

The kerb space on the eastern side of Bourke Street, Surry Hills, south of Linden Lane, where the changes are proposed, is currently signposted as "1P 8am-10pm Mon- Sat Permit Holders Excepted Area 18" and "2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat".

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

The City consulted local residents and businesses in the area. There were 563 letters sent out with one response supporting the proposal and one response opposing the proposal.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City Strategy and Action Plan.

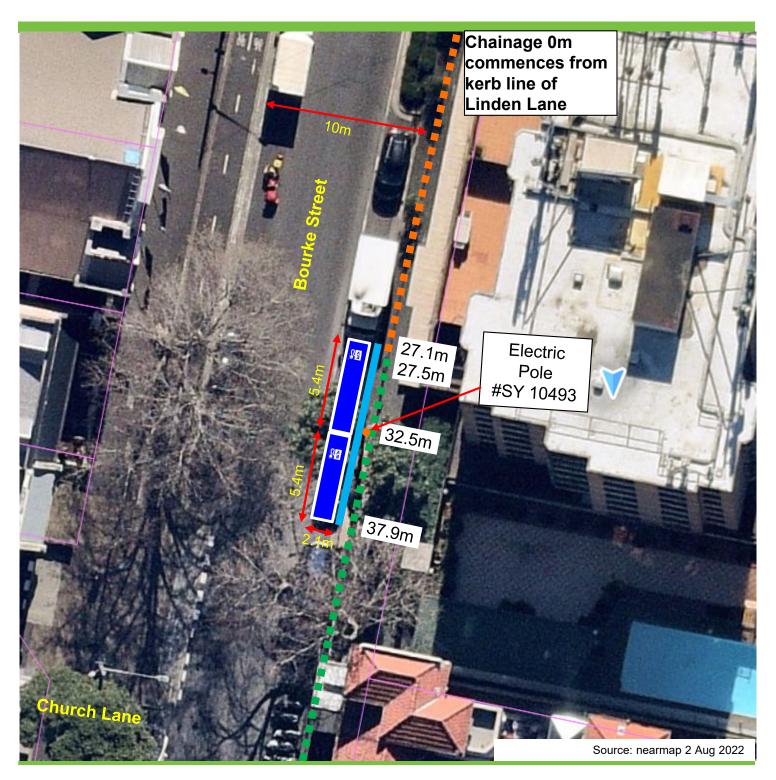
Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Bourke Street, Surry Hills Proposed parking changes



Existing

No Stopping

1P 8am-10pm Mon-Sat
Permit Holders Excepted
Area 18

2P 8.30am - 6pm Mon-Fri8.30am-12.30pm Sat

Proposed

4P 8am-8pm
Electric Vehicles Only While Charging
No Parking
Electric Vehicles Excepted While Charging
All Other Times



Item 29.

Parking - Electric Vehicle (EV) Parking - Layton Street, Camperdown

TRIM Container No.: 2024/247636

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the western side of Layton Street, Camperdown north of Isabella Street:

- (A) Between the points 15 metres and 16.6 metres as "No Stopping"; and
- (B) Between the points 16.6 metres and 27.4 metres (two car spaces) as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Boundary Street, Darlinghurst.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off-street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

The kerb space on the western side of Layton Street between Isabella Street and Mason Street, where the changes are proposed, is currently signposted as "1P 8am-5.30pm Mon-Fri".

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging.

Consultation

The City consulted local residents and businesses in the area. There were 283 letters sent out with one response supporting the proposal and three responses opposing the proposal due to loss of on-street parking spaces.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City's Strategy and Action Plan.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER



Layton Street, Camperdown Proposed Electric Vehicle (EV) Parking



Existing

No Stopping

1P 8am-5.30pm Mon-Fri

Proposed

No Stopping

4P 8am-8pm
Electric Vehicles Only While Charging
No Parking
Electric Vehicles Excepted While Charging
All Other Times



Item 30.

Parking - Electric Vehicle (EV) Parking - Wyndham Street, Alexandria

TRIM Container No.: 2024/247645

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Wyndham Street, Alexandria between the points 15.8 metres and 26.6 metres (two car spaces) north of Power Avenue as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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 Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with

constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Wyndham Street, Alexandria.

The proposed location has existing electrical infrastructure for the charger installation, and lighting for its safe use. It will support residents without access to off-street parking or off-street public electric vehicle charging facilities, and minimises impacts to residents, footpath access, loading and mobility parking.

Comments

The kerb space on the western side of Wyndham Street, Alexandria, north of Power Avenue, where the changes are proposed, is currently unrestricted for parking (adjacent to Alexandria Park).

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

The proposed parking changes would allow only electric vehicles to park while charging. This would be permitted for up to four hours of parking between 8am and 8pm, seven days a week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

The City consulted local residents and businesses in the area. There were 165 letters sent out with one response supporting and no response opposing the proposal.

The parking changes are proposed in an area where residents have limited access to private charging for their electric vehicles. These changes aim to benefit residents who own EVs and do not have easy access to off-street EV charging by allowing them to charge their vehicles. This initiative is aligned with Action 20 of the Electrification of Transport in the City Strategy and Action Plan.

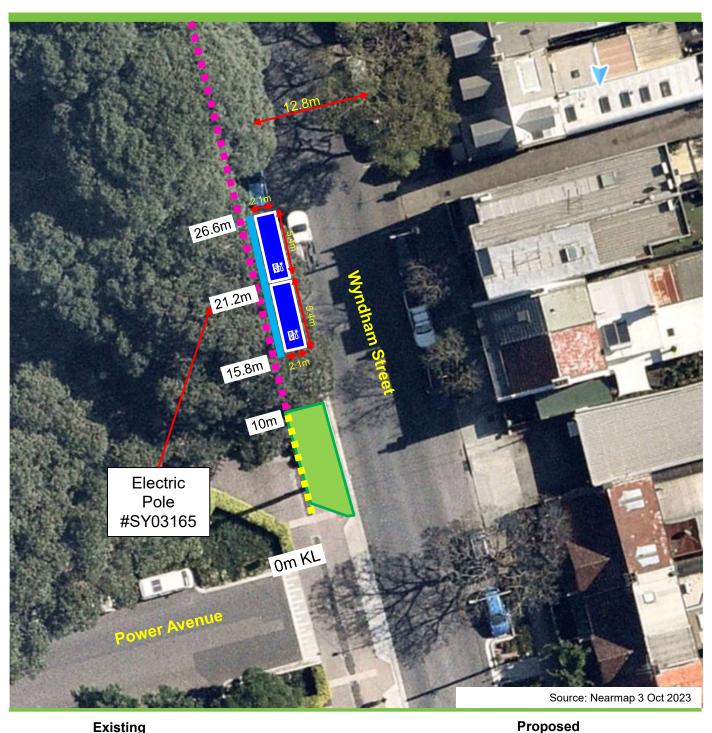
Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER



Wyndham Street, Alexandria Proposed Electric Vehicle (EV) Parking



Existing

No Stopping

Unrestricted Parking

4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times



Item 31.

Traffic Treatment - Raised Pedestrian Crossings - Mitchell Street and Glebe Street, Glebe

TRIM Container No.: X097289

Recommendations

It is recommended that the Committee endorse the following traffic treatments and parking changes at the intersection of Mitchell Street and Glebe Street, Glebe:

- (A) A raised pedestrian (marked) crossing in Mitchell Street, south of Glebe Street;
- (B) A shared raised (marked) crossing for people walking and riding (one-way, southbound) in Glebe Street, east of Mitchell Street;
- (C) A shared path for people walking and riding on the eastern side of Mitchell Street, north and south of Glebe Street;
- (D) Install "No Stopping" on the east side of Mitchell Street from 11.12 metres to 17.57 metres north of Glebe Street;
- (E) Install "No Stopping" on the west side of Mitchell Street from 10.68 metres to 16.7 metres south of Glebe Street;
- (F) Install "No Stopping" on the east side of Mitchell Street from 11.13 metres to 16.67 metres and from 22.47 metres to 23.67 metres south of Glebe Street;
- (G) Install "No Stopping" on the north side of Glebe Street from 9.44 metres to 17.76 metres east of Mitchell Street; and
- (H) Install "No Stopping" on the south side of Glebe Street from 8.98 metres to 17.69 metres east of Mitchell Street.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City is proposing to install pedestrian and cycling facilities at the intersection of Mitchell and Glebe Streets to improve safety and accessibility.

Comments

The proposal will help improve general safety in the area as part of the City's commitment to improve safety and access for people walking and riding and calm traffic. It will also improve amenity around the nearby children's playground and childcare centre.

The proposed project includes footpath widenings which will improve sight lines and reduce the distance a pedestrian needs to cross the road. The raised crossings will aim to reduce vehicle speeds at these crossing points to 25km/h.

Both Mitchell Street and Glebe Street are promoted as "low traffic on-road quiet routes" for people who ride. Mitchell Street is currently controlled by "Stop" sign restrictions. Bicycles take longer than cars to accelerate from stop, which is exacerbated by the existing uphill slope. People who ride will take a longer time to cross Glebe Street after stopping, making it harder to find a safe gap in traffic. The proposed shared path on the eastern side of Mitchell Street and one-way shared crossing will allow cyclists travelling up hill on Mitchell Street to cross Glebe Street without stopping at the stop sign.

The project will result in an overall net loss of seven (7) 2P Ticket Permit Holders Excepted car parking spaces and five motorcycle parking spaces. The removal of the parking spaces will ensure people crossing can be seen by drivers, and to comply with current safety standards.

Consultation

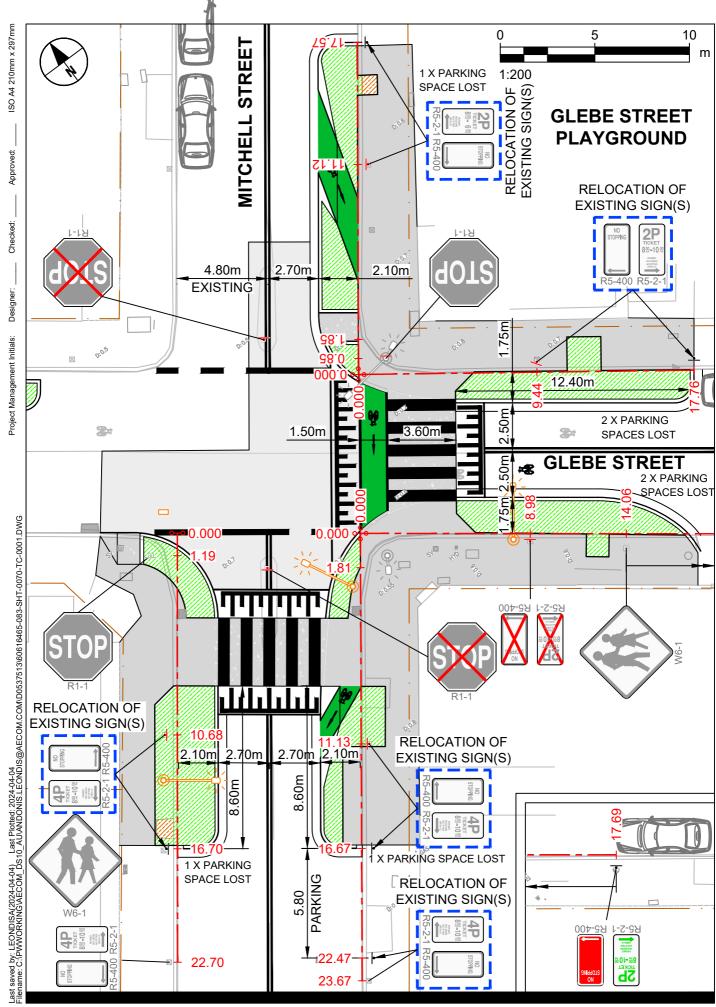
The City consulted local residents and businesses in the area. There were 149 letters sent out with zero responses supporting the proposal and one response opposing the proposal.

The objection raised concerns about the loss of parking resulting from the proposal. The removal of the parking spaces will ensure people crossing can be seen by drivers, and to comply with current safety standards.

Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER



Pedestrian Crossings Mitchell and Glebe St C27201 - 10697460

Project No.: 60616465

Date: 05.04.2024

TRAFFIC COMMITTEE PLANS

AECOM

Dehre 82 Authorities - Transport for NSW - Parking - Bus Zone - Murray Street, Pyrmont

TRIM Container No.: 2024/162373

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Murray Street, Pyrmont between the points 24 metre and 61 metre, north of Union Street as "Bus Zone".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Transport for NSW (TfNSW) are planning to re-route the route 389 in the Pyrmont area to address customer feedback, improve access to Darling Harbour and the Maritime Museum, and provide improved interchange opportunities between bus and light rail services.

The new route proposed will now terminate and commence on Murray St adjacent to the Maritime Museum and the Pyrmont Bay Light Rail stop, instead of operating a one-way anticlockwise loop on Jones Bay Rd, Pyrmont St, Pyrmont Bridge Rd, Murray St and Pirrama Rd (figure 1 and 2).

As a result of the proposed new route, an additional bus zone is required on the western

side of Murray St adjacent to the entrance to the Pyrmont Bay Light Rail stop. TfNSW and Transit Systems, as the operator of route 389, are requesting for a 37 metres bus zone in Murray Street, north of Union Street.

Comments

Parking along the western side of Murray Street, north of Union Street, where the changes are proposed, is currently signposted as "No Parking", "2P Ticket 6am-6pm" and "No Stopping 6pm-6am".

To accommodate the new 389 bus service route and a new bus stop, it is proposed to reallocate parking as "Bus Zone".

Consultation

Transport for NSW consulted local residents and businesses in the area. There were 94 letters sent out to properties including the Pyrmont Bridge Hotel, the Bottle Shop and the Maritime Museum. The Pyrmont Peninsula Public Transport Forum were also consulted on the proposal.

43 submissions were received with 41 support, 1 objection and 1 provided neutral comments to the proposal.

The objection submission did not support the proposed parking changes and saw no benefits for residents and visitors to the area.

Financial

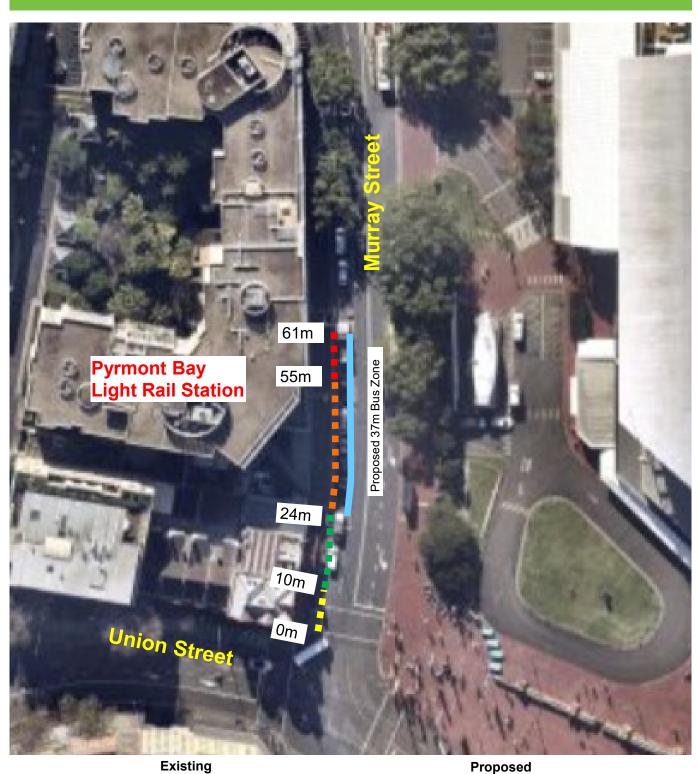
All costs associated with the parking change will be borne by Transport for NSW

WADE MITFORD - SENIOR MANAGER PLANNING - TFNSW

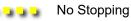
Proposal



Murray Street, Pyrmont Proposed bus zone



Existing



No Parking



2P Ticket 6am-6pm & No Stopping 6pm-6am 109



Bus Zone



No Stopping/Loading Zone/2P Ticket



Item 33.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A On Street Event Conditions

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

 112

- 17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
- 18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

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Schedule C Works Zone Conditions

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

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

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

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