

12 December 2024

At 10.00 am

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

# Disclaimer

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

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

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



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

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

**Item 1.**

**Confirmation of Minutes of Meeting 2024/10 held on 14 November 2024**

**Decision**

**Item 2.****Street Event - Temporary Road Closure - Surplus Darlinghurst Street Fair 2025**

TRIM Container No.: 2024/639972

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Burton Street, Darlinghurst between Crown Street and Riley Street. The proposed closure is for the Surplus Darlinghurst Street Fair 2025 on Saturday, 18 October 2025 from 6am to 9.30pm subject to the following conditions:-

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

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Flipside Distribution Pty Ltd has applied for the temporary road closure of Burton Street, Darlinghurst between Crown Street and Riley Street for the Surplus Darlinghurst Street Fair 2025 on Saturday, 18 October 2025 from 6am to 9.30pm.

## **Comments**

Surplus Darlinghurst Street Fair 2025 is an new event that requires the temporary closure of Burton Street and traffic detours around the event route.

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

## **Consultation**

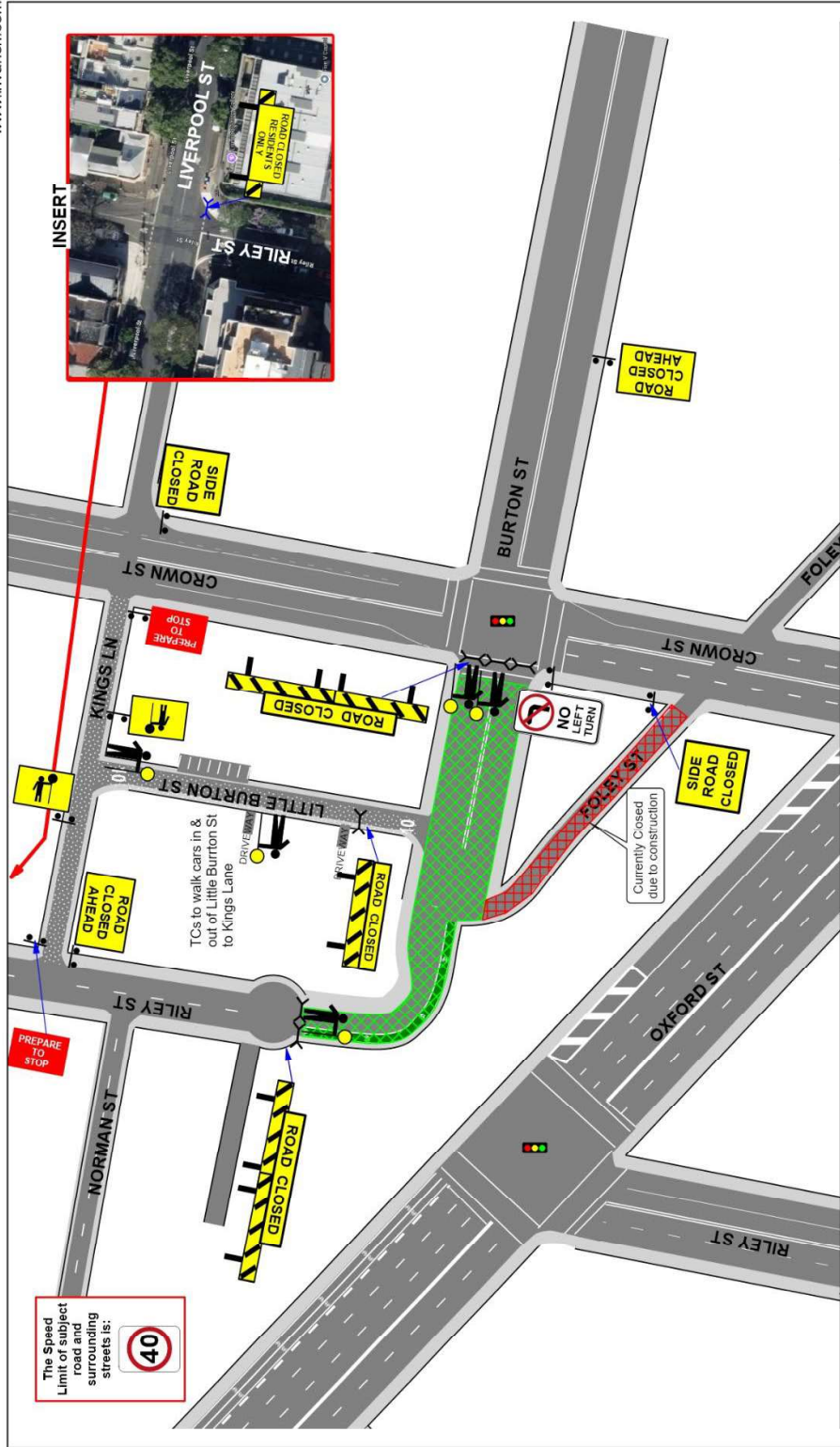
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

## **Financial**

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

**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**





<b>LOCATION</b>	Burton St SURRY HILLS
<b>DATE</b>	06.00 till 21:30
<b>TIME OF WORKS</b>	Saturday 18th October 2025
<b>CLIENT</b>	FLIPSIDE
<b>PROJECT</b>	Surplus - Darlington Street Fair
<b>PLAN #</b>	WD/Flipside/BurtonSH/GM2434
<b>MINIMUM STAFF REQ</b>	1 x Team Leader & 5 Traffic Controllers

**Details:**

**SHORT TERM WORKS**  
 It is proposed to close Burton Street between Crown St and Riley St for a Street Fair  
 Traffic controllers will contra flow traffic from Little Burton St to Kings Lane

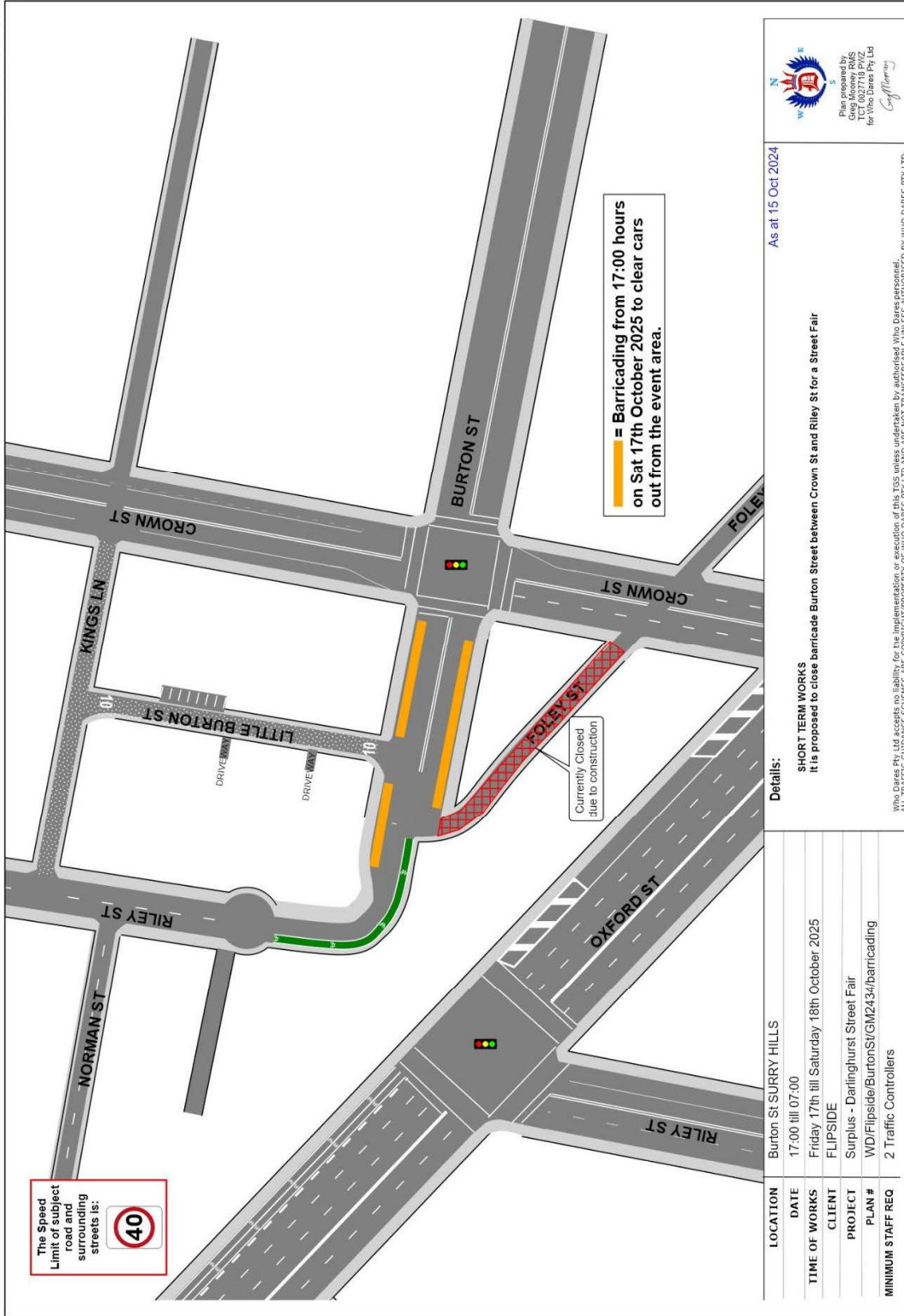
The plan shows traffic control positions and advance warning signage.

As at 15 Oct 2024

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

Plan prepared by:  
 Greg Mooney HILLS  
 for Who Dares Pty Ltd

*Confidence*



**Item 3.****Street Event - Temporary Road Closure - The Old Fitz Street Fair 2025**

TRIM Container No.: 2024/606524

**Recommendations**

It is recommended that the Committee endorse the temporary road closures for the Old Fitz Street Fair on Sunday, 9 February 2025 from 10am to 10pm and contingency date on Sunday, 23 February 2025 from 10am to 10pm subject to the following conditions:

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

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 Old Fitzroy Hotel has applied for the temporary road closures for the Old Fitz Street Fair on Sunday, 9 February 2025 from 10am to 10pm and contingency date on Sunday, 23 February 2025 from 10am to 10pm.

## **Comments**

The Old Fitz Street Fair is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

The Old Fitz Street event was endorsed at the September LPCTCC meeting. The original event date was in January and the applicant has requested with the new date to re-schedule the event in February.

## **Consultation**

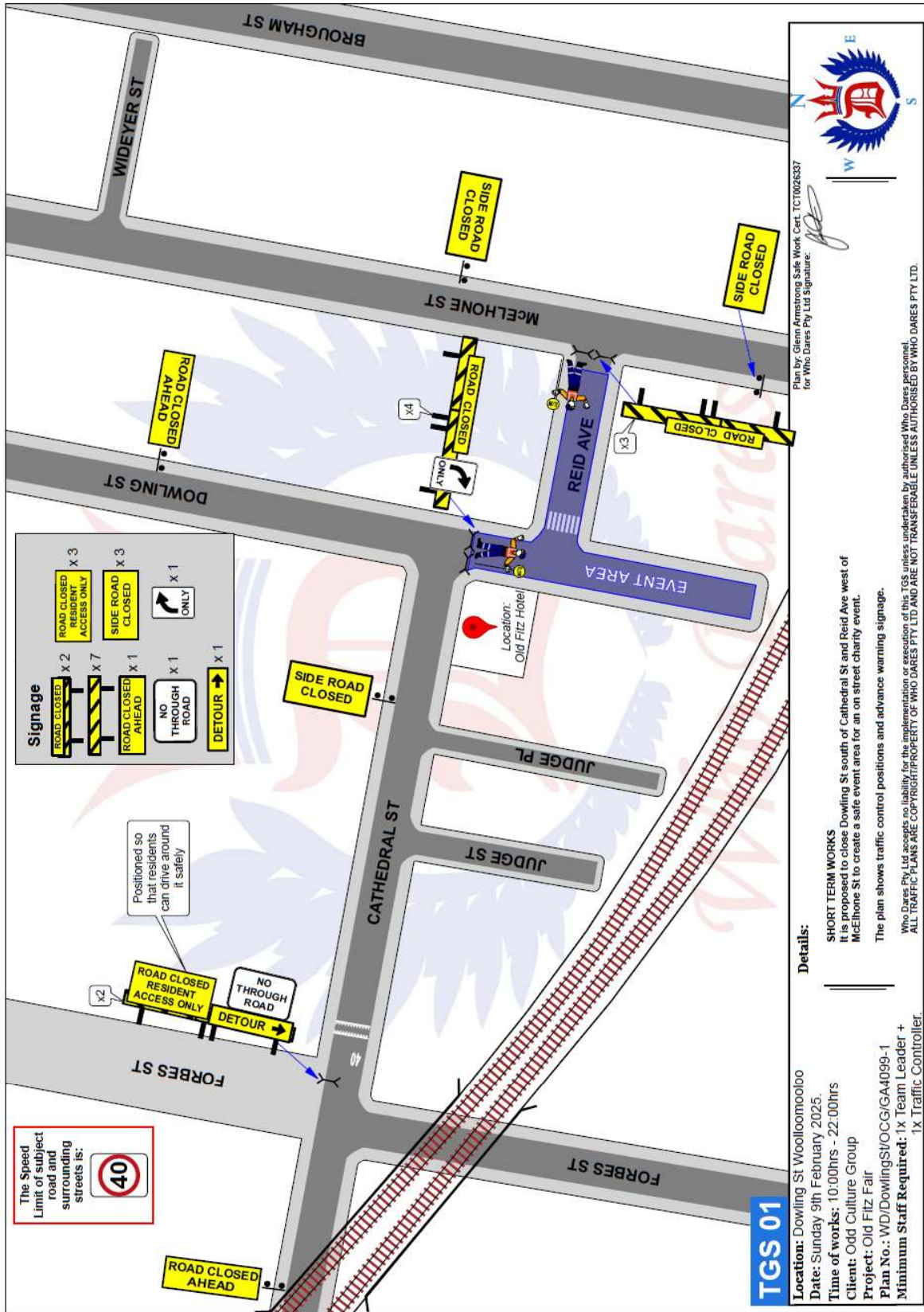
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

## **Financial**

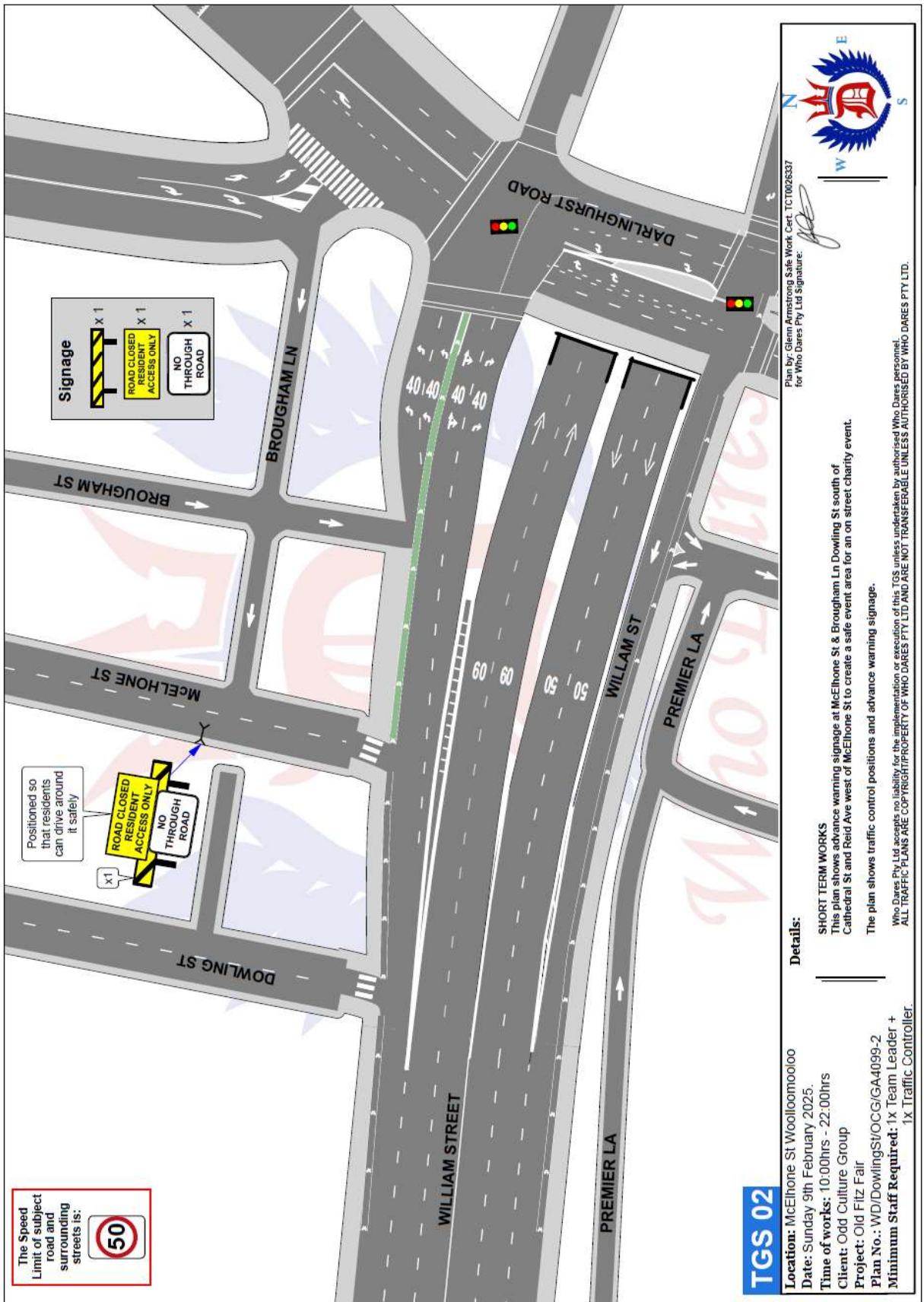
All costs associated with the proposed closures will be borne by the Applicant.

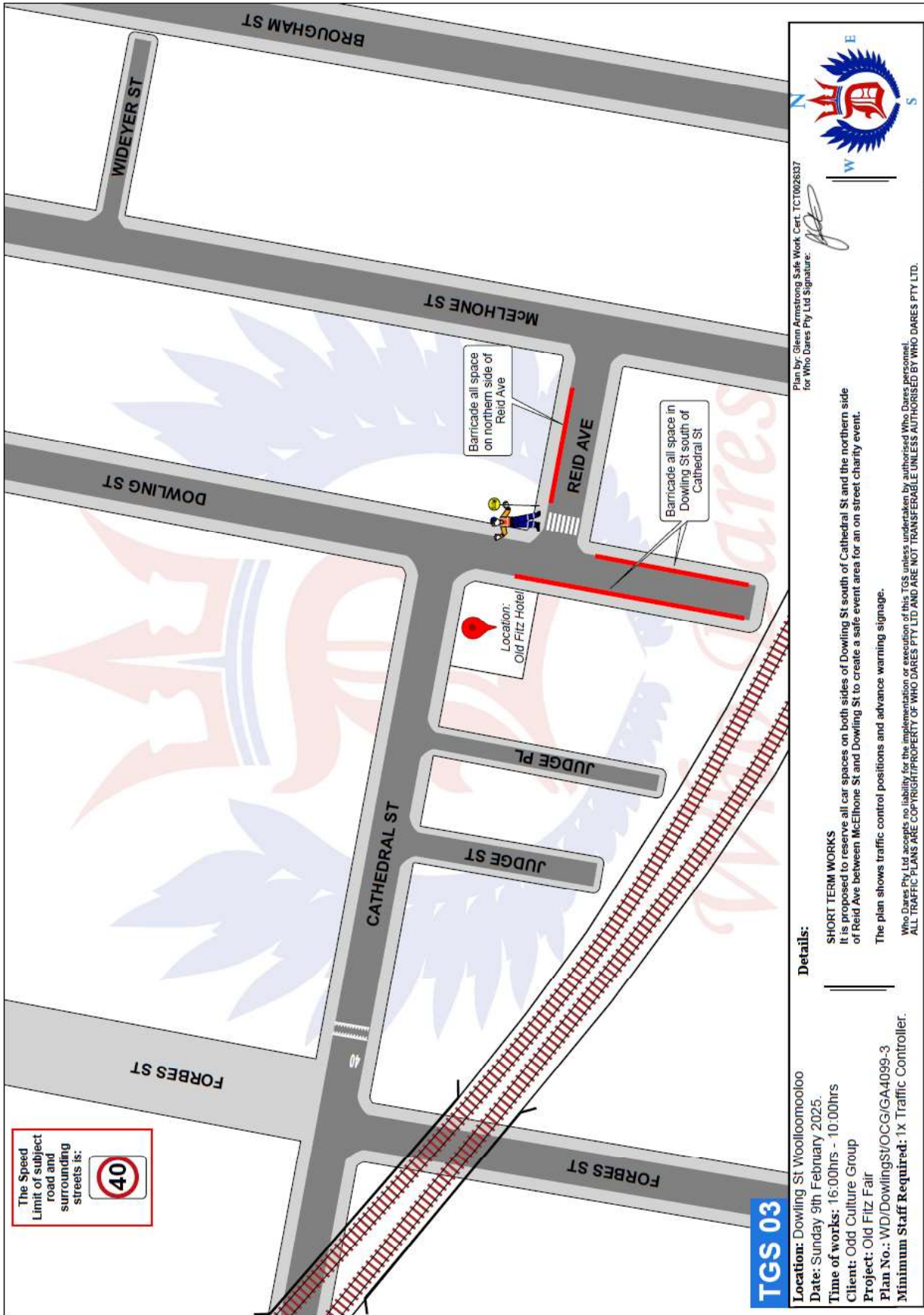
**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**

TRAFFIC GUIDANCE SCHEMES









Plan by: Glenn Armstrong Safe Work Cert. TC1002837  
 for Who Dares Pty Ltd Signature: *[Signature]*

**Details:**  
**SHORT TERM WORKS**  
 It is proposed to reserve all car spaces on both sides of Dowling St south of Cathedral St and the northern side of Reid Ave between McElhone St and Dowling St to create a safe event area for an on street charity event.  
 The plan shows traffic control positions and advance warning signage.  
 Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.  
 ALL TRAFFIC PLANS ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

**TGS 03**  
**Location:** Dowling St Woolloomooloo  
**Date:** Sunday 9th February 2025.  
**Time of works:** 16:00hrs - 10:00hrs  
**Client:** Odd Culture Group  
**Project:** Old Fitz Fair  
**Plan No.:** WD/DowlingSt/OCG/GA4099-3  
**Minimum Staff Required:** 1x Traffic Controller.

The Speed Limit of subject road and surrounding streets is:

**Item 4.****Street Event - Temporary Road Closures - Australia Day 2025**

TRIM Container No.: 2024/641469

**Recommendations**

It is recommended that the Committee endorse the temporary road closures for the Australia Day 2025 on Sunday, 26 January 2025 from 4am to 11:59pm subject to the following conditions:

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

**Voting Members for this Item**

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



## Advice

Advice will be updated after the meeting.

## Background

Destination NSW has applied for the temporary road closures of various city streets for the Australia Day 2025 on Sunday, 26 January 2025 from 4am to 11:59pm.

## Comments

The Australia Day 2025 is an annual event that requires the temporary closure of city streets and traffic detours around the event route.

## Road Closures

- Dawes Point - from 4am to 10am
  - Car park opposite Pier One - From Hickson Road to Hickson Road
- Circular Quay/The Rocks - from 4am to Midnight
  - Circular Quay West - From George Street
  - Essex Street - Between Harrington Street and George Street, eastbound
  - George Street - Between Hickson Road and Essex Street
  - Elevated Road - From Hickson Road to the end of the end (OPT upper car park)
  - Pitt Street - Between Alfred Street and Reiby Place
- Barangaroo/Millers Point - from 7am to 10am
  - Barton Street - Between Barangaroo Avenue and Hickson Road
  - Hickson Road - Between Napoleon Street and Pottinger Street
  - Towns Place - Between Dalgety Road and Hickson Road
- The Rocks - from 7am to Midnight
  - Hickson Road - Between Pottinger Street and George Street
- Sydney CBD North - from 7.30am to 10.30pm
  - Albert Street - Between Macquarie Street and Phillip Street
  - Alfred Street - Between Phillip Street and Young Street

- Bulletin Place - From Pitt Street
- Circular Quay East - From Alfred Street at Phillip Street (full loop)
- Conservatorium Road - Between Macquarie St and Cahill Exp (full loop)
- Custom House Lane - Between Loftus Street and Young Street
- Dalley Street - Between Pitt Street and George Street
- Loftus Lane - Between Young Street and Loftus Street
- Loftus Street - Between Bridge Street and Alfred Street
- Macquarie Street - Between Bridge Street and Sydney Opera House roundabout
- Phillip Street - Between Bridge Street and Alfred Street
- Pitt Street - Between Reiby Place and Bridge Street
- Reiby Place - Between Loftus Street and Pitt Street
- Underwood Street - Between Pitt Street and Dalley Street
- Young Street - Between Bridge Street and Alfred Street
- Sydney CBD North - from 9.15pm to 10.15pm
  - Argyle Street - Between Lower Fort Street and Harrington Street
  - Grosvenor Street/Bridge Street - Between Lang Street and Pitt Street
  - Harrington Street - Between Argyle Street and Globe Street

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

### **Consultation**

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

### **Financial**

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

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**



North

Cahill Expressway & Lane 4 on Sydney Harbour Bridge closed 7:30pm to 10:30pm

Cahill Exp Walkway closed 5pm to 9:30pm

**Road Closures**

- 4am - 12 Midnight
- 7am - 10am
- 7am - 12 Midnight (No heavy vehicle access 4am - 7am)
- 7:30pm - 10:30pm
- 7:30pm to 10:30pm. Harbour Bridge Lanes 4, 7, 8
- Cahill Expressway Overpass
- 9:15pm - 10:15pm

**Special Event Clearways**

- 3am - 10am
- 3am - 11am Authorised Route Buses Excepted
- 3am - 12 Midnight
- 9am - 6pm
- 9am - 10:30pm
- 5pm - 10:30pm
- 5pm - 10:30pm Authorised Route Buses Excepted

••• Cahill Walkway closed 5pm - 9:30pm

**Traffic Guidance Schemes**

- TGS
- SHB TGS
- Contingency TGS
- 5am - 12 Midnight (The Rocks Market)



**Item 5.****Street Event - Temporary Road Closures - New Year's Eve 2024**

TRIM Container No.: 2024/650446

**Recommendations**

It is recommended that the Committee endorse the temporary road closures for the New Year's Eve 2024 on 4am Tuesday, 31 December 2024 from to 9am Wednesday, 1 January 2025 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 provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Place Management NSW	[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]
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**Advice**

Advice will be updated after the meeting.

**Background**

The City of Sydney has applied for the temporary road closures of city streets for the New Year's Eve 2024 from 4am Tuesday, 31 December 2024 to 9am Wednesday, 1 January 2025 .

**Comments**

The New Year's Eve 2024 is an annual event that requires the temporary closure of City streets and traffic detours around the event.

**Consultation**

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

**Financial**

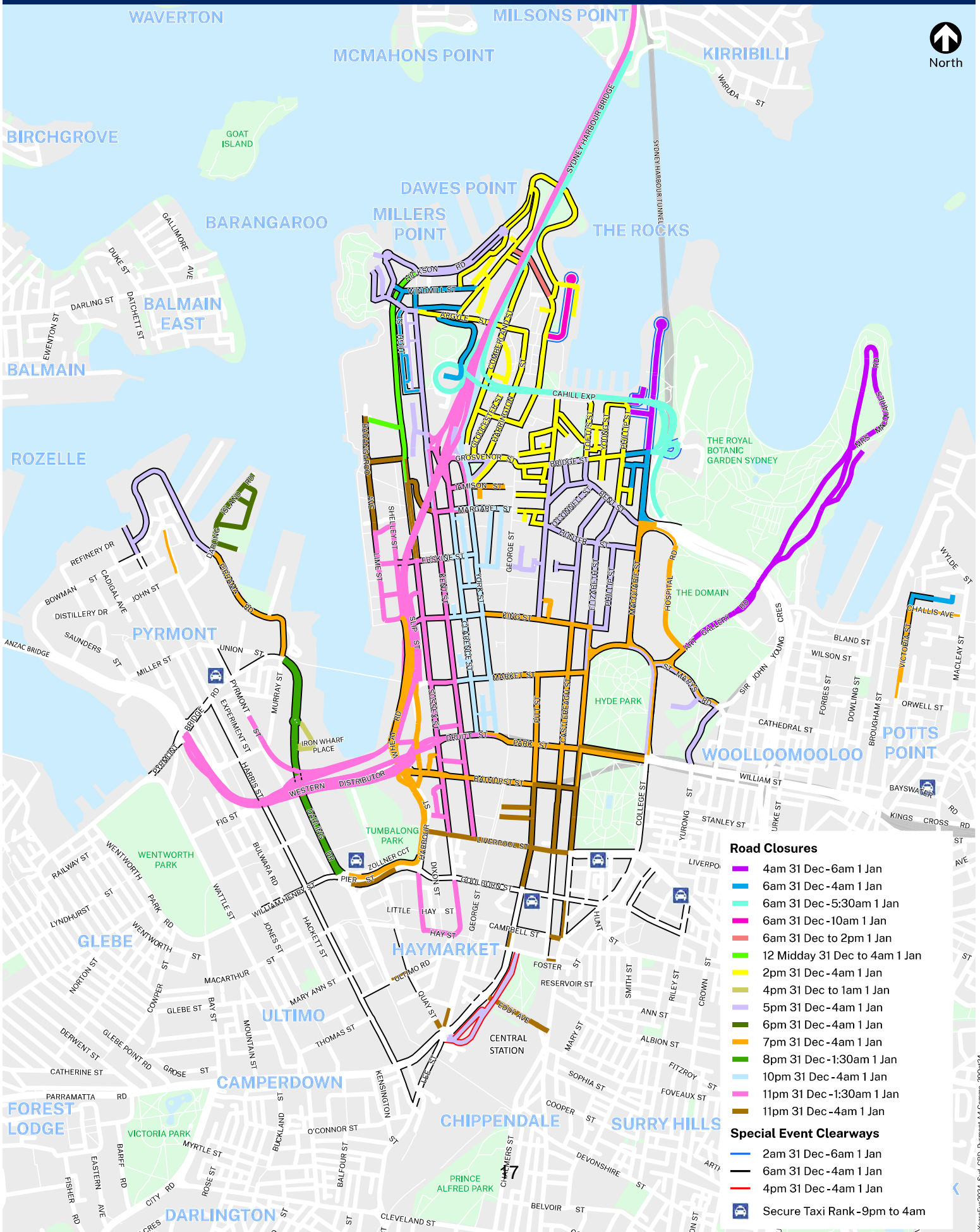
All costs associated with the proposed closures will be borne by the Applicant.

**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**



# New Year's Eve 2024 - City of Sydney Council - Sydney CBD & Pyrmont

## Road Closures & Special Event Clearways



### Road Closures

- 4am 31 Dec - 6am 1 Jan
- 6am 31 Dec - 4am 1 Jan
- 6am 31 Dec - 5:30am 1 Jan
- 6am 31 Dec - 10am 1 Jan
- 6am 31 Dec to 2pm 1 Jan
- 12 Midday 31 Dec to 4am 1 Jan
- 2pm 31 Dec - 4am 1 Jan
- 4pm 31 Dec to 1am 1 Jan
- 5pm 31 Dec - 4am 1 Jan
- 6pm 31 Dec - 4am 1 Jan
- 7pm 31 Dec - 4am 1 Jan
- 8pm 31 Dec - 1:30am 1 Jan
- 10pm 31 Dec - 4am 1 Jan
- 11pm 31 Dec - 1:30am 1 Jan
- 11pm 31 Dec - 4am 1 Jan

### Special Event Clearways

- 2am 31 Dec - 6am 1 Jan
- 6am 31 Dec - 4am 1 Jan
- 4pm 31 Dec - 4am 1 Jan

Secure Taxi Rank - 9pm to 4am

**Item 6.****Street Event - Temporary Road Closures - Green Square Christmas Market - Tweed Place, Zetland**

TRIM Container No.: 2024/635084

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Tweed Place, Zetland, west of Ebsworth Street, for the Green Square Christmas Market on Saturday, 21 December 2024 from 6.20am to 6.30pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Cambridge Markets Pty has applied for the temporary road closure of Tweed Place, Zetland for The Green Square Christmas Market Saturday, 21 December 2024 from 6.20am to 6.30pm.

## **Comments**

The Green Square Christmas Market is an annual event that requires the temporary closure of City streets and traffic detours around the event route. No issues have been recorded during previous events in this location.

### **Temporary Road Closure - 6.20am to 6.30pm Saturday 21 December 2024**

- Tweed Place, Zetland, west of Ebsworth Street.

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

## **Consultation**

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

## **Financial**

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

**VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER**



# Traffic Control Guidance Plan

**Project:** Green Square Market

**Comments:** This Traffic Control Guidance Plan is prepared as a guide only and is not to scale. The positions of the signs and all traffic controllers and all equipment are only suggested guide only and may require changes on site.

**Author:** Seede Marzouk, Lic No TCT 0064782

**Date:** 30/10/2024

**Client:** Cambridge Markets

**Address:** 355 Botany Road, Zetland NSW 2017

**Scope:** Green Square Christmas Market

**Traffic Management:** Authorised Traffic Controllers to Conduct all traffic movements

**Compliance:** All required permits RMS/Council/policie to be in hand before works commence. This TCP is drawn in accordance with AS1742.3 and RMS TCAMS Manual.

**Traffic Management:**

- Stop Slow
- Lane Merge
- Contra Flow
- Diversions
- Road Closure
- Pedestrian Management
- Interimment Works

**Road Classification:**

- State
- Regional Council or RMS
- Council

Speed Limit (km/h)	Sign (Day/Night)	Sign Code	Sign Size	Sign Spacing	Sign Position
30	Speed Limit	52	400	100	10m
40	Speed Limit	53	400	100	10m
50	Speed Limit	54	400	100	10m
60	Speed Limit	55	400	100	10m
70	Speed Limit	56	400	100	10m
80	Speed Limit	57	400	100	10m
90	Speed Limit	58	400	100	10m
100	Speed Limit	59	400	100	10m
110	Speed Limit	60	400	100	10m
120	Speed Limit	61	400	100	10m

1. All Traffic Control works signs and devices conducted on site are to comply with Australian Standard AS1742.3 and TCAMS.
2. Any amendments to this Traffic Control Plan may only be made by a person holding the appropriate RMS tickets to do so.
3. All traffic control devices may only be set out by a person holding the appropriate RMS accreditation.
4. All traffic personnel on site must hold the appropriate RMS accreditation required.
5. All signs must be erected in a manner that would not create a hazard to pedestrians and must be visible to motorists at all times.
6. Regular inspections of the signs must be conducted to ensure they are still in the correct position, and must be visible to motorists at all times.
7. Traffic Controllers must be provided with breaks every two hours by a suitably qualified person to comply with Australian Standards and WH&S Act 2011.
8. Site supervisor to conduct toolbox talk and ensure that all personnel are familiar with the traffic control SWMS and that all safety issues are correctly addressed. Further a risk assessment must be conducted before commencement of works.
9. In the event of an incident/incident reports must be completed immediately.

**Authorised and Licensed Traffic Controllers** and/or suitably qualified site personnel to conduct any stop slow controls if required and where permit is obtained for any task to be conducted across pedestrian or vehicular paths. This TCP is to be used for any such activity where works involve the road and/or the footpath if necessary.

**Road works:**  
Concrete Pours  
Concrete Works  
Concrete Works  
Concrete Works

Any and all works on pavement or road are the subject of individual approval of City Of Sydney Council

**Item 7.****Mobile Crane - Temporary Road Closure - Pitt Street, Sydney (55 Market Street)**

TRIM Container No.: 2024/629095

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Park Street and Market Street, (four lanes), from 11pm on Saturday 18 January 2025 to 7pm on Sunday 19 January 2025, 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 to 2 February 2025 contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Façade XS has applied for the temporary road closure of Pitt Street, Sydney, between Park Street and Market Street, (four lanes), from 11pm on Saturday 18 January 2025 to 7pm on Sunday 19 January 2025.

## **Comments**

The proposed temporary road closure is required to allow a mobile crane to be used to be used for lifts to 55 Market Street, Sydney.

The Applicant has provided a site-specific Traffic Guidance Scheme 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 COORDAINTOR**





**Item 8.****Mobile Crane - Temporary Road Closure - Bent Street, Sydney**

TRIM Container No.: 2024/653283

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Bent Street, Sydney between Phillip Street and Bligh Street, (four lanes), from 7am to 7pm on Sunday 19 January 2025, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 2, 9 and 16 February 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Rhino Traffic Control Services Pty Ltd has applied for the temporary road closure of Bent Street, Sydney between Phillip Street and Bligh Street, (four lanes), from 7am to 7pm on Sunday 19 January 2025.

## **Comments**

The proposed temporary road closure is required to allow a mobile crane to be used lift air conditioning units unto 8-18 Bent Street Sydney (1 Farrer Place).

The Applicant has provided a site-specific Traffic Guidance Scheme 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.

**CLAUIDA CALABRO, TRAFFIC WORKS COORDINATOR**

**Traffic Guidance Scheme (TGS)**  
 as to AS1742.3 & TCAWS Manual V6.1  
**Project Description: 300t Mobile Crane Lift**  
**TTM: Static - Full Road Closure**

**ACTIVITY:**

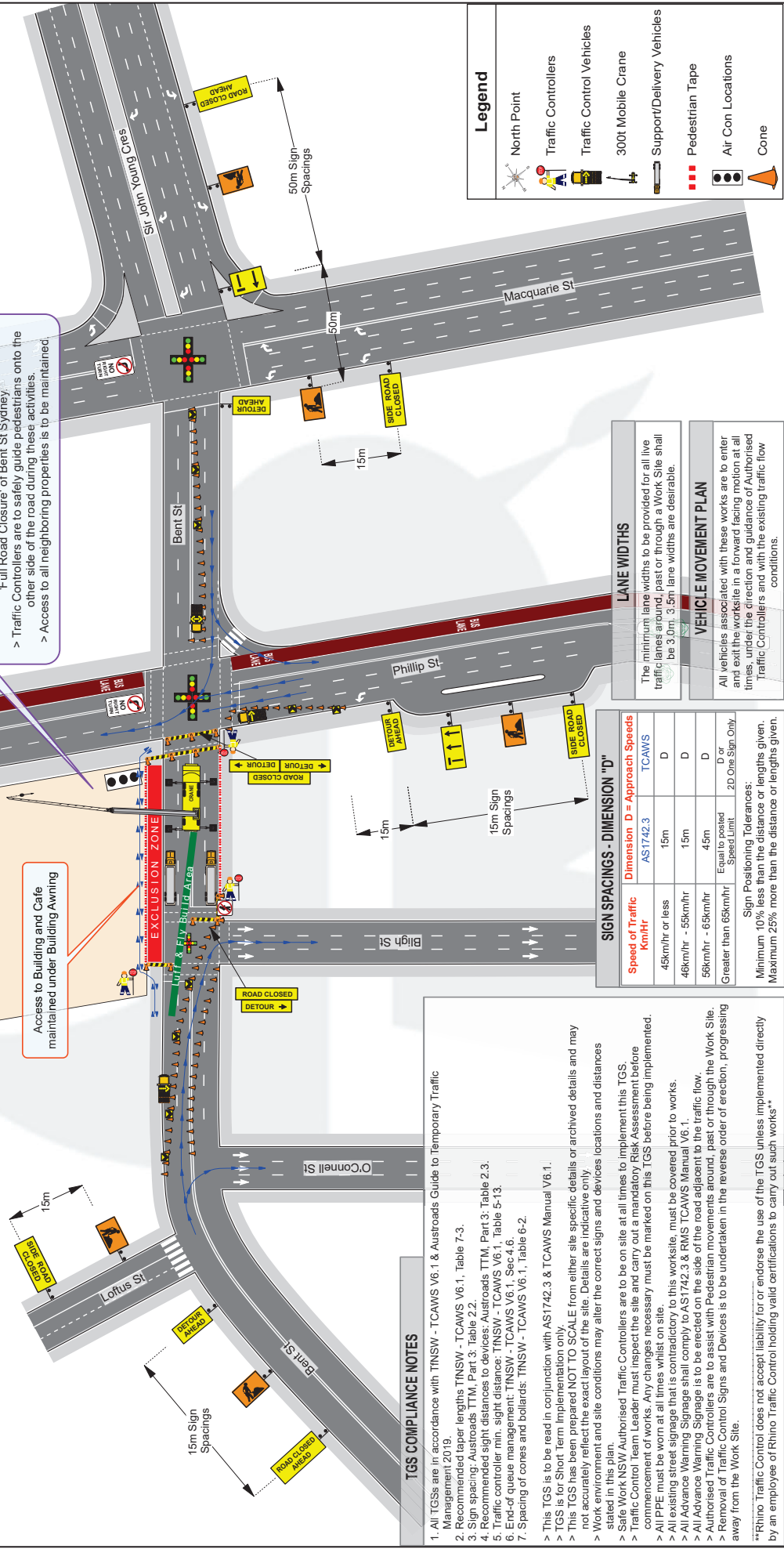
- > Standing of a 300t Mobile Crane and Support Truck to lift Air Conditioning equipment to the roof of the building.
- > Franna Crane will also be onsite to assist with the installation of the 300t Crane's Fly & Needle.
- > Authorised Traffic Controllers are to implement a 'Full Road Closure' of Bent St, Sydney.
- > Traffic Controllers are to safely guide pedestrians onto the other side of the road during these activities.
- > Access to all neighboring properties is to be maintained.

Site:  
 8-18 Bent St,  
 Sydney NSW 2000  
 (1 Farrer Pl)

Access to Building and Cafe maintained under Building Awning

= Posted Speed Limit  
 15m Sign Spacings

No.	Date	Name	Signature	PWZ/TFP No.
1				
2				
3				
4				



**Legend**

- North Point
- Traffic Controllers
- Traffic Control Vehicles
- 300t Mobile Crane
- Support/Delivery Vehicles
- Pedestrian Tape
- Air Con Locations
- Cone

**LANE WIDTHS**

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

**VEHICLE MOVEMENT PLAN**

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

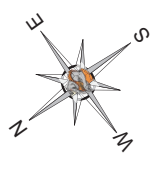
**SIGN SPACINGS - DIMENSION "D"**

Speed of Traffic Km/hr	Dimension D = Approach Speeds AS1742.3	TCAWS
48km/hr or less	15m	D
48km/hr - 55km/hr	15m	D
56km/hr - 65km/hr	45m	D
Greater than 66km/hr	Equal to posted Speed Limit	D or 2D One Sign Only

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

**TGS COMPLIANCE NOTES**

- All TGSs are in accordance with TNSW - TCAWS V6.1 & Austroads Guide to Temporary Traffic Management 2019.
  - Recommended taper lengths TNSW - TCAWS V6.1, Table 7-3.
  - Sign spacing: Austroads TTM, Part 3, Table 2.2.
  - Recommended sight distances to devices: Austroads TTM, Part 3, Table 2.3.
  - Traffic controller min. sight distance: TNSW - TCAWS V6.1, Table 5-13.
  - End-of-queue management: TNSW - TCAWS V6.1, Sec 4.6.
  - Spacing of cones and bollards: TNSW - TCAWS V6.1, Table 6-2.
- > This TGS is to be read in conjunction with AS1742.3 & TCAWS Manual V6.1.
  - > TGS is for Short Term Implementation only.
  - > This TGS has been prepared NOT TO SCALE from either site specific details or archived details and may not accurately reflect the exact layout of the site. Details are indicative only.
  - > Work environment and site conditions may alter the correct signs and devices locations and distances stated in this plan.
  - > Safe Work NSW Authorised Traffic Controllers are to be on site at all times to implement this TGS.
  - > Traffic Control Team Leader must inspect the site and carry out a mandatory Risk Assessment before commencement of works. Any changes necessary must be marked on this TGS before being implemented.
  - > All PPE must be worn at all times whilst on site.
  - > All existing street signage that is contradictory to this worksite, must be covered prior to works.
  - > All Advance Warning Signage shall comply to AS1742.3 & RMS TCAWS Manual V6.1.
  - > All Advance Warning Signage is to be erected on the side of the road adjacent to the traffic flow.
  - > Authorised Traffic Controllers are to assist with Pedestrian movements around, past or through the Work Site.
  - > Removal of Traffic Control Signs and Devices is to be undertaken in the reverse order of erection, progressing away from the Work Site.
- \*\*Rhino Traffic Control does not accept liability for or endorse the use of the TGS unless implemented directly by an employee of Rhino Traffic Control holding valid certifications to carry out such works\*\*



TGS NOT TO SCALE		PWZ No. TCT 0067950	TGS Developed By: Shaun O'Neill	City of Sydney Council	7th November 2024
		<i>Shaun O'Neill</i>		LGA:	
		PWZ No. TCT 0059241	TGS Approved By: Phil Blair <b>APPROVED</b>	Road Name: Bent St	Client: Everwilling Cranes
		RTC/24-13188	Plan No.:	Location of Work: 8-18 Bent St	Type of Work: 300t Mobile Crane Lift
		Full Road closure	TTM:	Suburb: Sydney NSW 2000	TC's Req: 3
				Road Class: Local Road	Utes / TMA's: 2



**Item 9.****Mobile Crane - Temporary Road Closure - York Street, Sydney**

TRIM Container No.: 2024/583085

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of York Street, Sydney, between Druitt Street and Market Street, (four lanes), from 9pm on Sunday 19 January 2025 to 3am on Monday 20 January 2025, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 2 - 3 February 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Two Way Cranes has applied for the temporary road closure of York Street, Sydney, between Druitt Street and Market Street, (four lanes), from 9pm on Sunday 19 January 2025 to 3am on Monday 20 January 2025.

## **Comments**

The proposed temporary road closure is required to allow a mobile crane to be used to lift air conditioning units to 319 York Street, Sydney.

The Applicant has provided a site-specific Traffic Guidance Scheme 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).

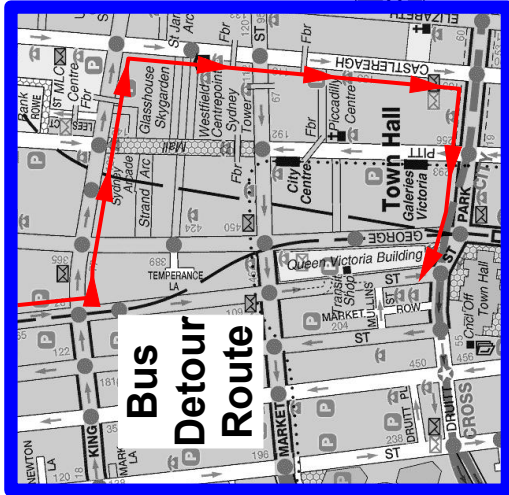
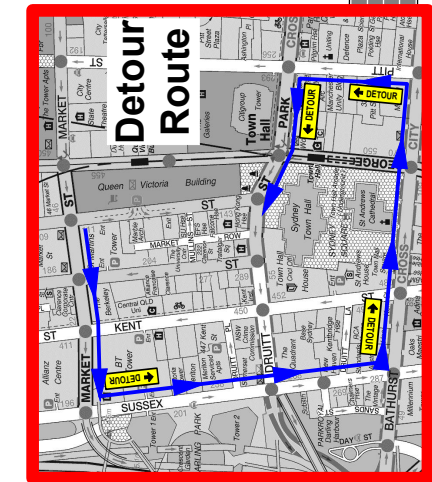
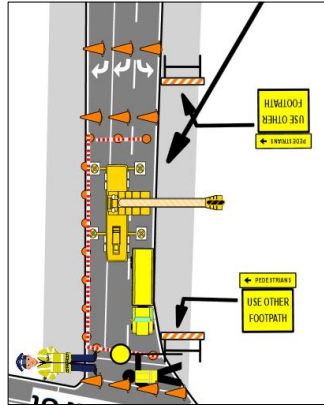
## **Consultation**

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

## **Financial**

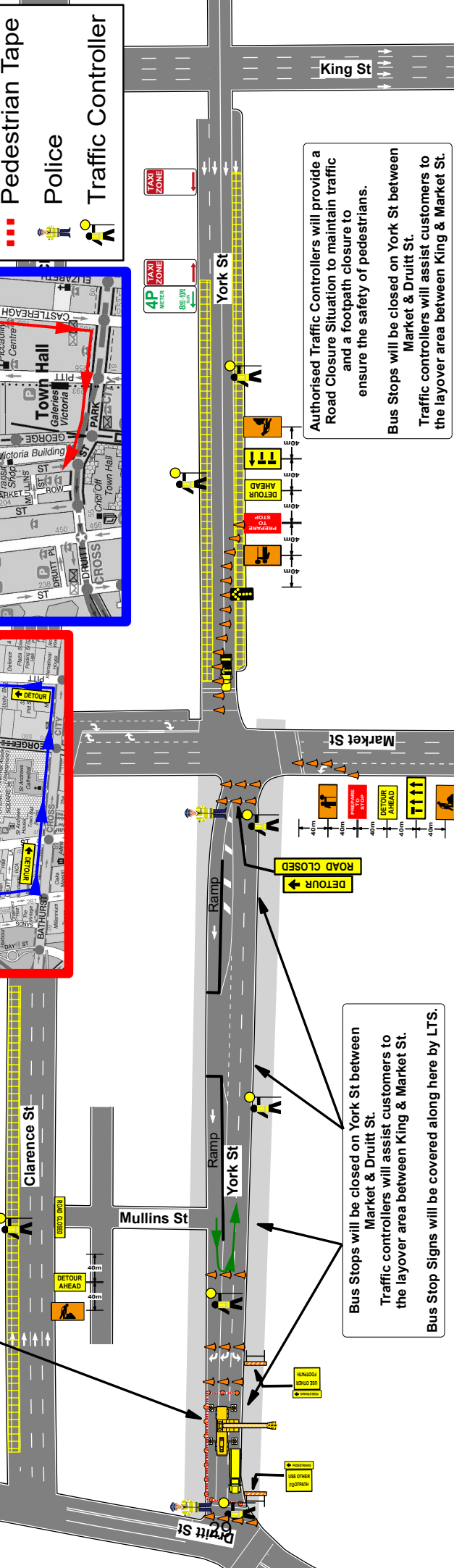
All costs associated with the proposed closure will be borne by the applicant.

**CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR**



### Legend

- Access Route
- Bollard
- Detour Route
- Layover Area
- Pedestrian Tape
- Police
- Traffic Controller



Local Traffic Services Plan Drawn By Kevin Boughton 0430 336 969 9603 8886	SafeWork NSW  Kevin BOUGHTON Cert No: TC10040381 Date of Issue: 22/03/2016 Type of traffic control work: HTP PWZ TCP	TWO WAY CRANES Location Of Work York St, Sydney	Date 31/10/24 UBD REF FC 17	Plan No: 5599 Rev 1 Type Of Closure Road Closure On Site Contact David Gillespie 0419 533 028	Speed of traffic Km/h 45 46-55 56-65 66-75 76-85 86-105 Greater 105	Traffic controller at beginning of taper 15 15 30 N/A N/A N/A N/A	Lateral Shift Taper 0 15 30 60 70 90 100 110	Merge Taper 15 30 60 75 130 145 160 180	

\* Local Traffic Services (LTS), accepts no liability for the implementation or execution of this TCP unless undertaken by Authorised (LTS) personnel. All Traffic Control plans are copyright / Property of (LTS) & are not transferable unless Authorised by (LTS).  
 \* This plan remains the property of (LTS). \* This TCP is not to scale. \* This TCP Complies with Australian Standards 1742-3 and the RTA Traffic Control at Work Sites Manual.

**Item 10.****Mobile Crane - Temporary Road Closure - Liverpool Street, Sydney**

TRIM Container No.: 2024/693167

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Liverpool Street, Sydney, between Castlereagh Street and Pitt Street, (four lanes), from 8.30pm on Saturday 15 February 2025 to 11am on Sunday 16 February 2025, 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 23-23 February 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must provide Variable Message Signs seven days prior to the closure being implemented in Liverpool Street at the intersection with Castlereagh Street

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

H & R Hassarati has applied for the temporary road closure of Liverpool Street between Castlereagh Street and Pitt Street, (four lanes), from 8.30pm on Saturday 15 February 2025 to 11am on Sunday 16 February 2025.

## **Comments**

The proposed temporary road closure is required to allow a mobile crane to be used for the removal of the tower crane at 133-141 Liverpool Street.

The Applicant has provided a site-specific Traffic Guidance Scheme 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.

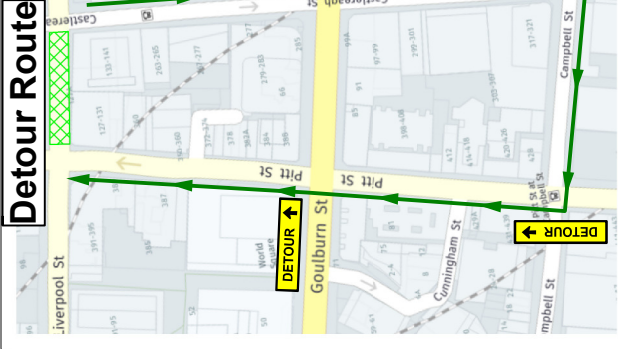
**CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR**



Authorised Traffic Controllers will provide a Road closure situation to maintain traffic and a footpath closure to ensure the safety of pedestrians.

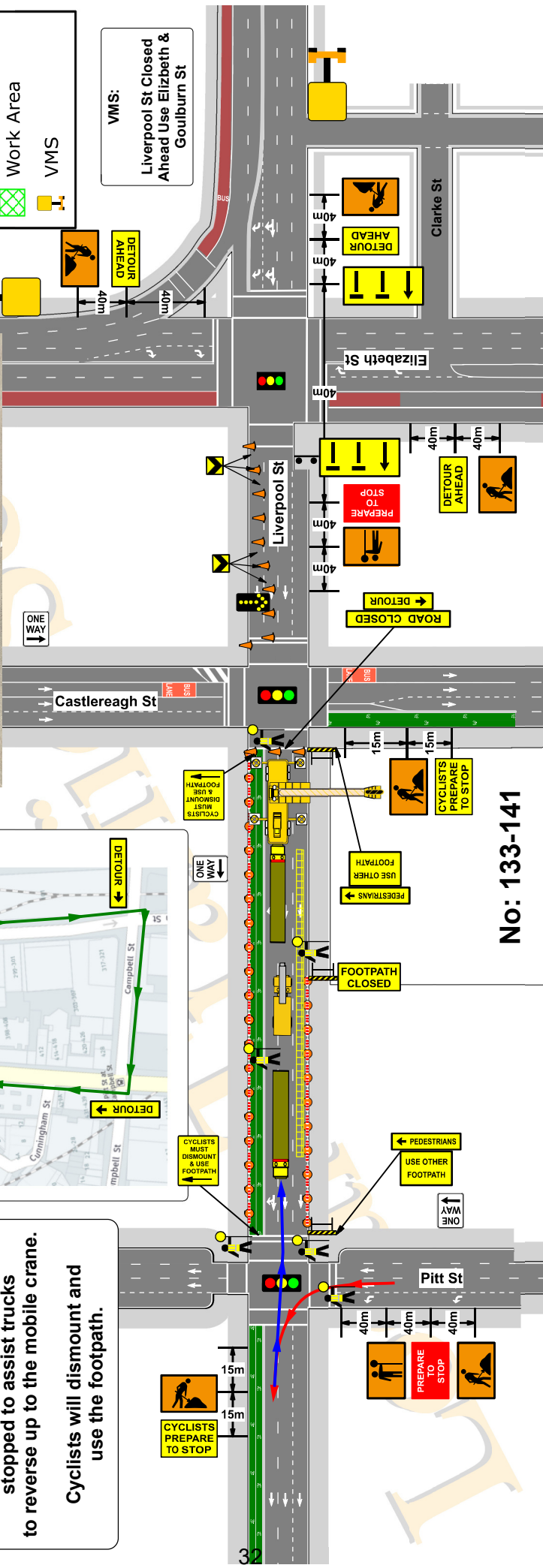
Traffic & Pedestrians will be stopped to assist trucks to reverse up to the mobile crane.

Cyclists will dismount and use the footpath.



Legend	
	Mobile Crane
	Semi-Trailer
	Reversing Route
	Assembly Area
	Traffic Controller
	Franna
	Work Area
	VMS

VMS:  
Liverpool St Closed Ahead Use Elizabeth & Goulburn St



No: 133-141

Local Traffic Services Plan Drawn By Danny Betts 0402 746 408 9603 8886			Client <b>H&amp;R HASSARATI</b>	Date 20/10/23	Plan No: 5012-1	Speed of traffic Km/h 45 46-55 56-65 66-75 76-85 86-105 Greater 105	Traffic controller at beginning of taper 15 15 30 N/A N/A N/A	Lateral Shift Taper 0 15 30 70 130 145 160	Merge Taper 15 30 60 115 130 145 160
	Type Of Closure Road Closure		On Site Contact John Saad 0437 510 717	Type Of Closure Road Closure					

**Item 11.****Mobile Crane - Temporary Road Closure - Seymour Place, Paddington**

TRIM Container No.: 2024/699269

**Recommendations**

It is recommended that the Committee endorse the temporary road closure of Seymour Place, Paddington, between South Dowling Street and Selwyn Street, (two lanes), from 10am to 1pm on the following Thursdays in 2025 30 January, 27 February, 27 March, 24 April, 22 May, 19 June, 17 July, 17 August, 11 September, 9 October, 6 November and 4 December, 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 Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Adams Traffic Management Services has applied for the temporary road closure of Seymour Place, Paddington, between South Dowling Street and Selwyn Street, (two lanes), from 10am to 1pm on the following Thursdays in 2025 30 January, 27 February, 27 March, 24 April, 22 May, 19 June, 17 July, 17 August, 11 September, 9 October, 6 November and 4 December.

## **Comments**

The proposed temporary road closure is required to allow a mobile crane to be to maintain and/or replace an existing advertising sign, at least once a month, at 378 South Dowling Street, Paddington. This road closure has been a regular occurrence for many years.

The Applicant has provided a site-specific Traffic Guidance Scheme 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.

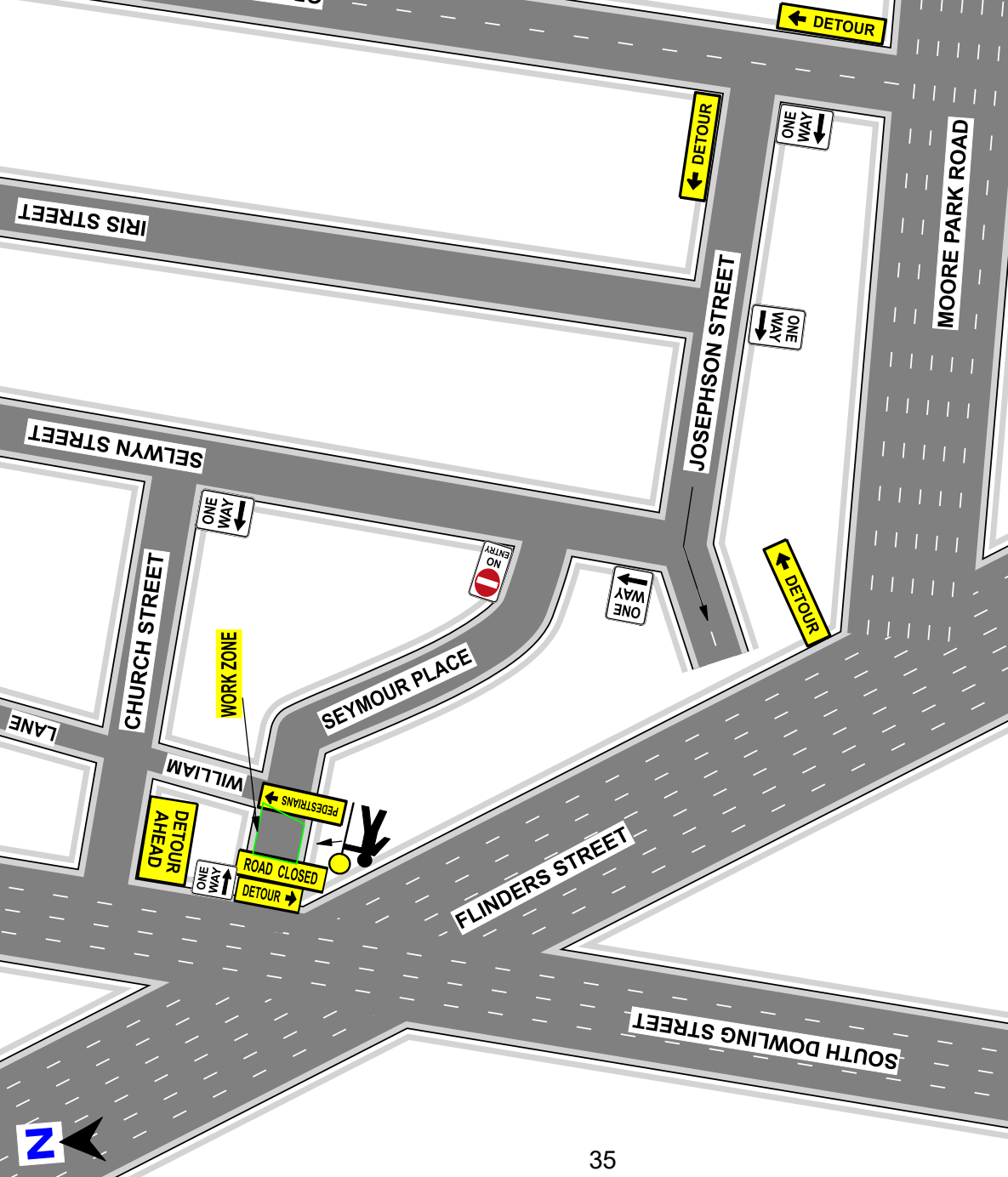
**CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR**



**Job No. Ultimate Signs**

Date: 16/09/2022  
 Comments:  
 Author: T. Tillyer  
 Card No: TCT1020364  
 Nearest Hospital  
 St Vincent's 1.4 K's

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**Recommended Taper Lengths**

Traffic Speed km/h	Merge Length, m	Lateral Shift Length, m
40 or less	15	0
60	30	15
70	45	30
80	60	45
90	75	60
100	90	75
110	105	90
120	120	105
130	135	120
145	150	135
160	165	150
180	180	165

**ULTIMATE SIGNS INSTALLATIONS**

SEYMOUR PLACE  
 PADDINGTON 2023

ABN: 62 622 910 294  
 Add: 12/7 Hoyle Avenue  
 Castle Hill NSW 2154  
 Ph: (02) 9659 6713  
 Email: info@atmservices.net.au

**NOT TO SCALE**

UBD Ref: **195 H1**

TGS No: **ATMS653**



**Item 12.****Temporary Road Closure and Parking Changes - Union Street, Pyrmont**

TRIM Container No.: 2024/688388

**Recommendations**

It is recommended that the Committee endorse the following temporary traffic and parking changes in Pyrmont:

- (A) Closure of Union Street, between Edward Street and Pyrmont Bridge Road;
- (B) Reallocation of parking on both sides of Union Street, between Edward Street and Pyrmont Bridge Road as "No Stopping"; and
- (C) Reallocation of parking on the northern side of Union Street between the points 18 metres and 24 metres (one car space) west of Edward Street as "No Parking Authorised Car Share Vehicles Excepted Bay 363".

Subject to the following conditions:

- (D) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (E) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (F) The Applicant must discuss about the relocation of the car share spaces in Union Street with the car share operators.
- (G) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.

**Voting Members for this Item**

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

## Advice

Advice will be updated after the meeting.

## Background

The Construction Traffic Management Plan for the Sydney Metro Pymont East site has identified the need to temporarily close Union Street between Edward Street and Pymont Bridge Road to general traffic. The closure is proposed to improve general safety in the area and increase efficiency for construction activities.

## Comments

The section of Union Street between Edward Street and Pymont Bridge Road will be temporarily closed to general traffic.

Access will only be provided for authorised construction and emergency vehicles. General public access to surrounding areas including commercial, retail and residential properties would be maintained.

Traffic controllers will be deployed where the site access / egress interfaces with pedestrians to manage pedestrian movements across the Edward Street and Pymont Bridge Road driveways and construction vehicle movements in and out of the site. Pedestrians on the footpath will always have the right of way.

Advanced warning signage will be erected to warn and inform pedestrians of the changes in travel conditions and the traffic arrangement in place.

The proposed works will not result in any major impacts on cyclist activities near the construction site. All cycle routes will be maintained for the duration of the proposed closure.

Local access via Pymont Bridge Road will remain for vehicles to enter and exit the laneway between 60 and 84 Union Street.

The temporary closure will result in a loss of eight 2P parking spaces located within the closed section Union Street.

There is one car share space operated by Kinto located within the temporary road closure of Union Street. To minimise the impacts to Kinto's customers in the area, it is proposed to relocate the car share space towards the northern kerb space of Union Street west of Edward Street.

The kerb space on the northern side of Union Street west of Edward Street where the parking changes are proposed is currently signposted as "2P Ticket Permit Holders Excepted Area 20". It is proposed to temporary reallocate one ticket parking space to "No Parking Authorised Car Share Vehicles Excepted Bay 363".

### **Consultation**

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

The proposed traffic and parking changes have been consulted with the Sydney Metro's Traffic Control Group (TCG) and Traffic and Transport Liaison Group (TTLG). No objections were raised by the TCG and TTLG.

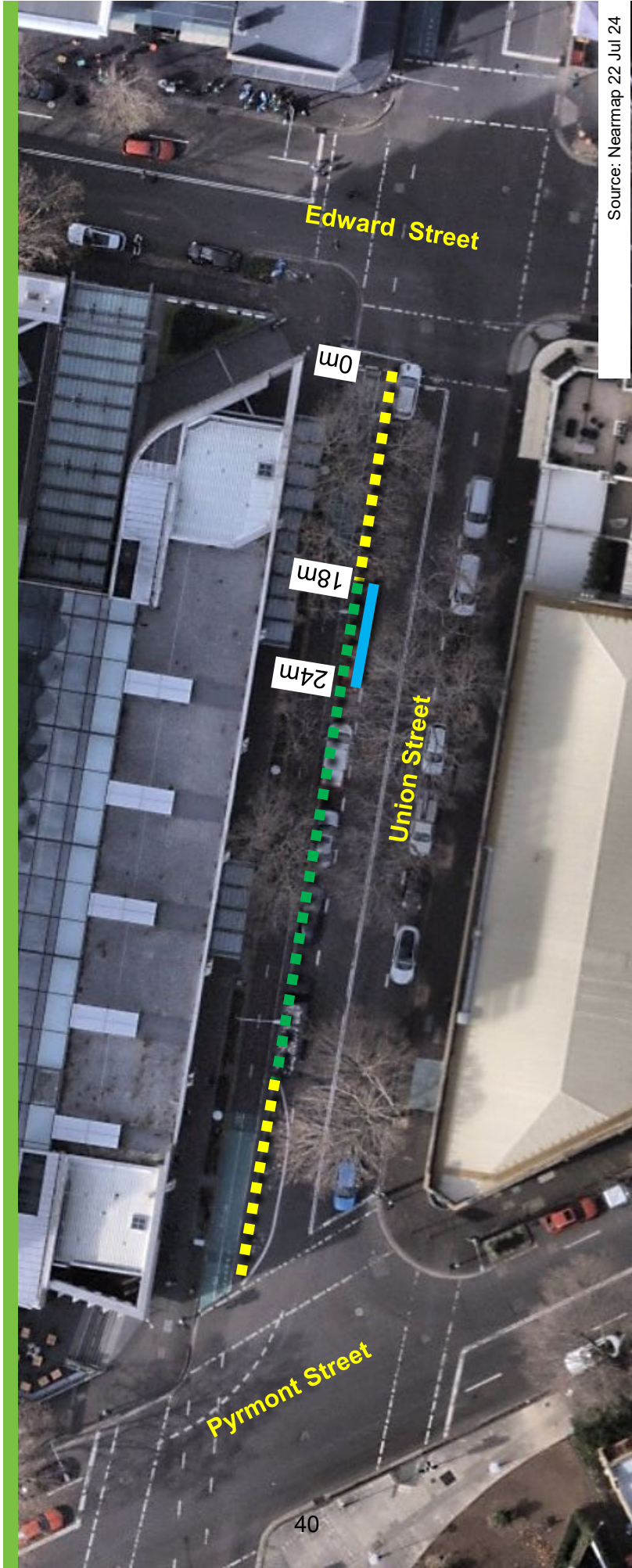
### **Financial**

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

**CLEMENT LIM, TRAFFIC MANAGER-NORTH**



## Union Street, Pyrmont Proposed parking changes



- Existing**
- No Stopping
  - 2P Ticket
  - Permit Holders Excepted
  - Area 20

- Proposed**
- No Parking
  - Authorised Car Share Vehicles Excepted
  - Bay 363



**Item 13.****Works Zone - Billyard Avenue, Elizabeth Bay**

TRIM Container No.: 2024/629265

**Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Billyard Avenue, Elizabeth Bay, between the points 87.7 metres and 109.7 metres west of Ithaca Road as "Works Zone 7.30am-5.30pm Mon-Fri and 7.30am-3.30pm Sat" and "1P Permit Holders Excepted Area 19 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 Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (E) The Applicant must advise if the Development Application (DA) has been approved and ensure all conditions of consent are adhered to.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

ICON SI (AUST) PTY LTD has requested a 22-metre-long Works Zone in Billyard Avenue, Potts Points.

The Works Zone is to facilitate construction works at 21C Billyard Avenue.

## **Comments**

The kerb space on the southern side of Billyard Avenue, Potts Point west of Ithaca Road is currently signposted as "1P 8am-10pm Authorised Residents Vehicles Excepted Area 19".

The Works Zone is intended to operate from 7.30am to 5.30pm Mon-Fri and 7.30am-3.30pm Sat in accordance with the City's standard work hours. After the Works Zone hours the kerb space will revert to "1P Permit Holders Excepted Area 19 All Other Times".

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

## **Consultation**

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

## **Financial**

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

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**



## Billyard Avenue, Elizabeth Bay Proposed parking changes

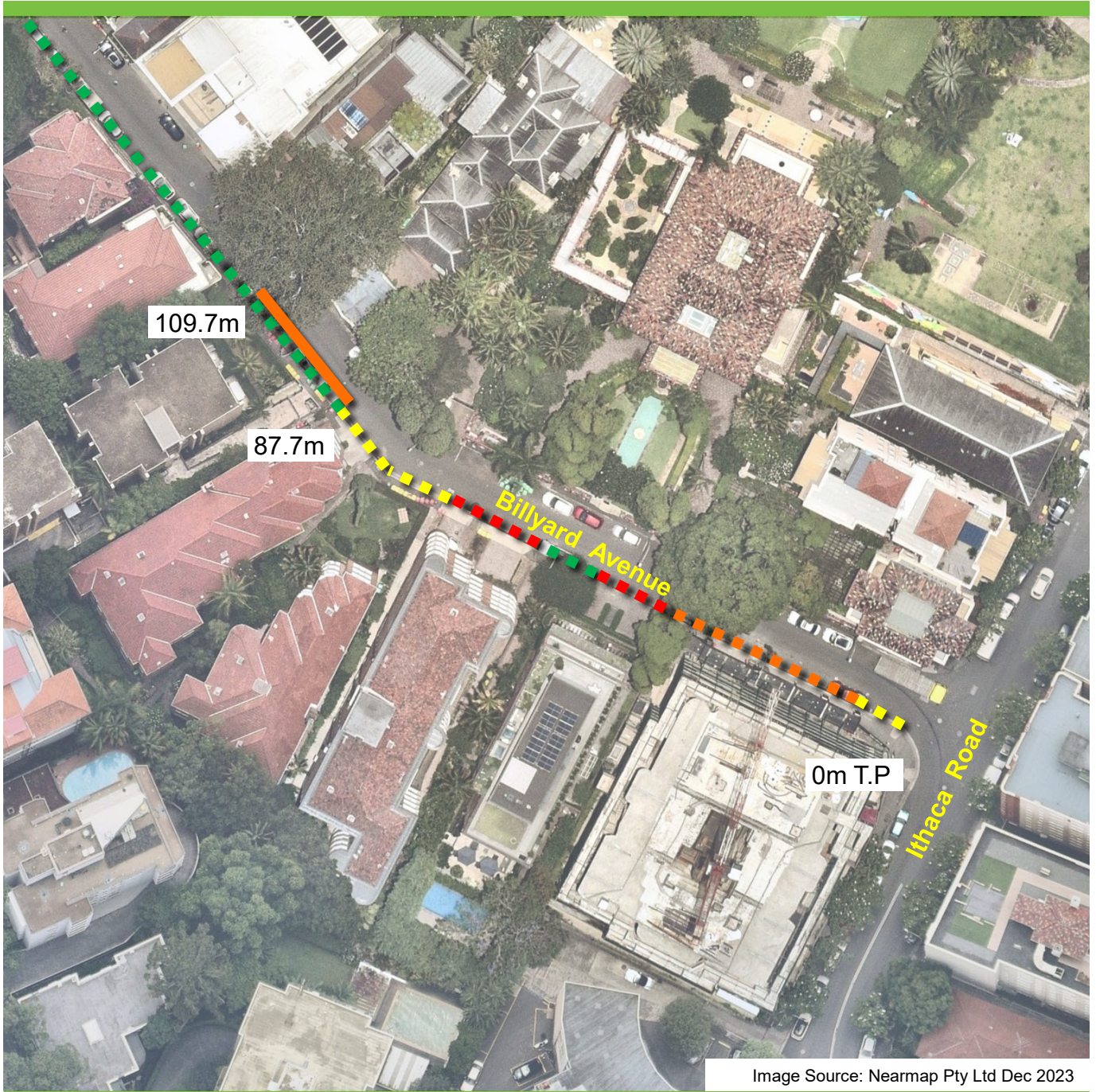


Image Source: Nearmap Pty Ltd Dec 2023

### Existing

- ■ "No Stopping"
- ■ "No Parking"
- ■ "1P 8am-10pm Authorised Residents Vehicles Excepted Area 19"

### Existing (cont.)

- ■ "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" &
- "1P Permit Holders Excepted Area 19 All Other Times"

### Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" &
- "1P Permit Holders Excepted Area 19 All Other Times"

**Item 14.****Works Zone - Grantham Street, Potts Point**

TRIM Container No.: 2024/625265

**Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Grantham Street, Potts Point, between the points 71 metres and 80 metres west of Wylde 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 Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (E) The 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.
- (F) The Works Zone is limited to construction vehicles up to 8.8 metres in length.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 owner of the property at 8 St Neots Avenue, Potts Point has requested a 10 metre long Works Zone in Grantham Street.

The Works Zone is to facilitate construction works at 8 St Neots Avenue, Potts Point.

### Comments

The kerb space on the southern side of Grantham Street west of Wylde Street where the parking changes are proposed 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 on Saturday in accordance with the Development Consent Conditions.

After the Works Zone hours the kerb space will revert to "No Parking".

The street is not wide enough to allow the Works Zone to be installed without affecting traffic flow or property 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.

### Consultation

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

### Financial

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

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**



# Proposal

## Grantham Street, Potts Point Proposed Works Zone



Source: Nearmap 30 October 2024

- |  |  |
|--|--|
| <b>Existing</b>  | <b>Proposed</b>  |
| <ul style="list-style-type: none"> <li><span style="color: yellow;">■</span> No Stopping</li> <li><span style="color: red;">■</span> No Parking</li> <li><span style="color: green;">■</span> 1P 8am-10pm</li> <li><span style="color: green;">■</span> Permit Holders Excepted Area 19</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> Works Zone</li> <li>7.30am-5.30pm Mon-Fri</li> <li>7.30am-3.30pm Sat</li> <li>No Parking All Other Times</li> </ul> |



**Item 15.**

**Works Zone - Nimrod Street, Darlinghurst**

**TRIM Container No.:** 2024/647375

**Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Nimrod Street, Darlinghurst, south of Craigend Street as follows:

- (A) Between the points 37 metre and 45 metre and between the points 53.1 metre and 63.7 metre as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P Ticket 5.30pm-Midnight Mon-Fri 3.30pm-Midnight Sat 8am-Midnight Sunday & Public Holidays Permit Holders Excepted Area 17"; and
- (B) Between the points 45 metre and 53.1 metre as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Parking All Other Times"; and

subject to the following conditions:

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

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]

Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

## Advice

Advice will be updated after the meeting.

## Background

Structure Australia Pty Ltd has requested a 26.7 metre long Works Zone in Nimrod Street, Darlinghurst.

The Works Zone is to facilitate construction works at 10 Nimrod Street.

## Comments

The kerb space on the eastern side of Nimrod Street, south of Craigend Street, where the changes are proposed, is currently signposted as "No Parking" and "1P Ticket 8am-Midnight Permit Holders Excepted Area 17".

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 City's standard construction hours for sites located outside the core area.

The Works Zone will revert to ticket parking and "No Parking" after the Works Zone hours. 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.

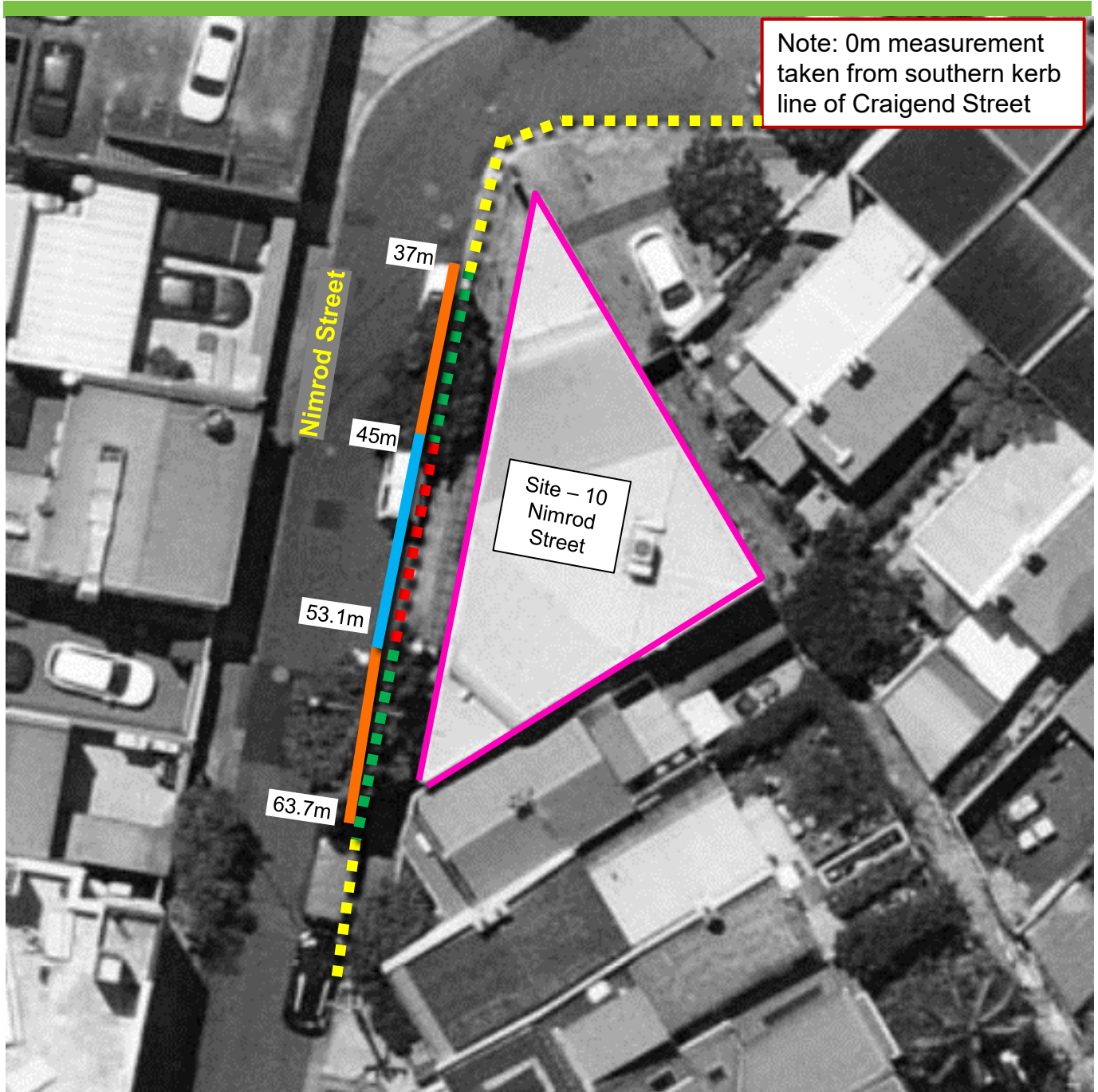
## Financial

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

**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**






## Nimrod Street, Darlinghurst Proposed Works Zone



Note: 0m measurement taken from southern kerb line of Craigend Street

### Existing

-  No Stopping
-  No Parking
-  1P Ticket 8am-Midnight  
Permit Holders Excepted Area 17

### Proposed

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li> Works Zone<br/>7.30am-5.30pm Mon-Fri<br/>7.30am-3.30pm Sat</li> <li> Works Zone<br/>7.30am-5.30pm Mon-Fri<br/>7.30am-3.30pm Sat</li> <li> 1P Ticket<br/>5.30pm-Midnight Mon-Fri<br/>3.30-Midnight Sat<br/>8am-Midnight Sunday &amp; Public Holidays<br/>Permit Holders Excepted Area 17</li> </ul> | <ul style="list-style-type: none"> <li> Works Zone<br/>7.30am-5.30pm Mon-Fri<br/>7.30am-3.30pm Sat</li> <li>No Parking All Other Times</li> </ul> |
|--|---|



**Item 16.****Works Zone - Royston Street, Darlinghurst****TRIM Container No.: 2024/621027****Recommendations**

It is recommended that the Committee endorse the following reallocation of the kerb space on the western side of Royston Street, Darlinghurst between the points 57 metres and 67 metres south of Craigend Street as:

- (A) "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat"; and
- (B) "90 degrees Angle Parking Front to Kerb Vehicles Under 6m Only" and "1P 5.30pm-Midnight Mon-Fri 3.30pm-Midnight Sat 8am-Midnight Sun & Public Holidays Permit Holders Excepted Area 17".

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 advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (H) The Works Zone is limited to construction vehicles up to 10 metres long.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Gubler and Associates Pty Ltd has requested a 10 metre long Works Zone in Royston Street, Darlinghurst.

The Works Zone is to facilitate construction works at 20 Royston Street, Darlinghurst.

**Comments**

The kerb space on the eastern side of Royston Street, Darlinghurst south of Craigend Street where the parking changes are proposed is currently signposted as "90 degrees Angle Parking Front to Kerb Vehicles Under 6m Only", "1P 8am-Midnight Permit Holders Excepted Area 17".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and from 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to "90 degrees Angle Parking Front to Kerb Vehicles Under 6m Only", "1P 5.30pm-Midnight Mon-Fri 3.30pm-Midnight Sat 8am-Midnight Sun & Public Holidays Permit Holders Excepted Area 17".

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

**Consultation**

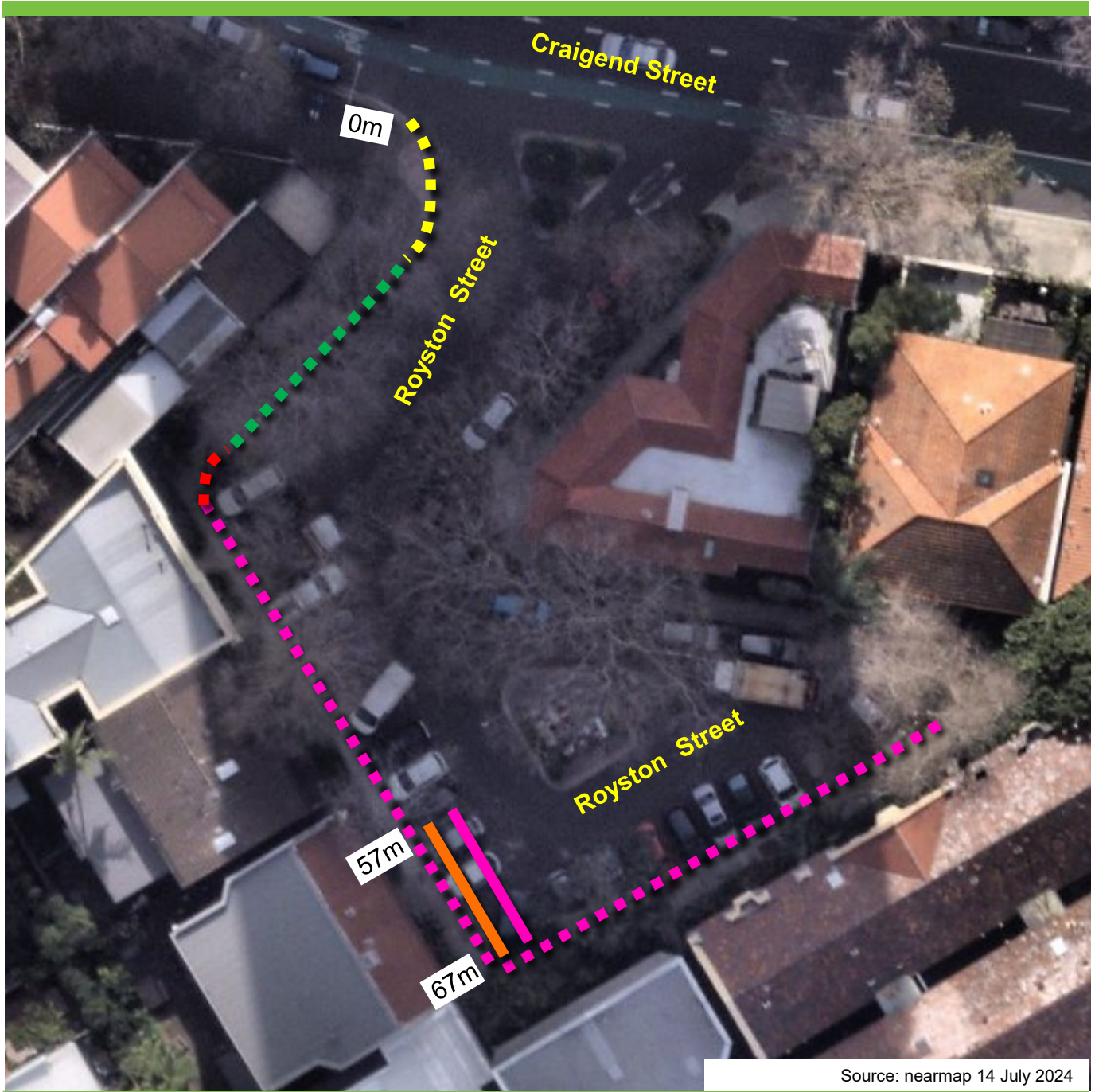
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

**Financial**

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




**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**


## Royston Street, Darlinghurst Proposed Works Zone




Source: nearmap 14 July 2024


### Existing

-  No Stopping
-  No Parking
-  1P 8am-Midnight  
Permit Holders Excepted  
Area 17

-  90° Angle Parking  
Front to Kerb  
Vehicles Under 6m Only  
1P 8am-Midnight  
Permit Holders Excepted  
Area 17

### Proposed

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

-  90° Angle Parking  
Front to Kerb  
Vehicles Under 6m Only  
1P  
5.30pm-Midnight Mon-Fri  
3.30pm-Midnight Sat  
8am-Midnight Sun & Public  
Holidays  
Permit Holders Excepted  
Area 17

**Item 17.****Works Zone Extension - Foley Street, Darlinghurst**

TRIM Container No.: 2022/098879

**Recommendations**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Foley Street, Darlinghurst, between the points 39 metres and 79 metres east of Crown Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Parking All Other Times".

- (A) The Applicant and Builder must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant and Builder are 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 and Builder 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**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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

There is currently a 27 metre long Works Zone in Foley Street and a 40 metre long Works Zone in Oxford Street to facilitate construction works at 84-132 Oxford Street, Darlinghurst.

Works to construct the Oxford Street cycleway is set to commence soon. To support the construction of the cycleway, it is proposed to remove the Works Zone in Oxford Street. The Works Zone in Foley Street will be extended to continue facilitate works at the development building site.

## Comments

The kerb space on the southern side of Foley Street between Crown and Palmer Street, where the changes are proposed, is currently signposted as "No Parking" and "No Stopping".

To enable construction of both the Oxford Street cycleway and development works at 84-132 Oxford Street, the City of Sydney is proposing to extend the current Works Zone in Foley Street by 40 metres. The total Works Zone length will be 67 metres.

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 and revert back to "No Parking" after Works Zone hours.

## Consultation

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

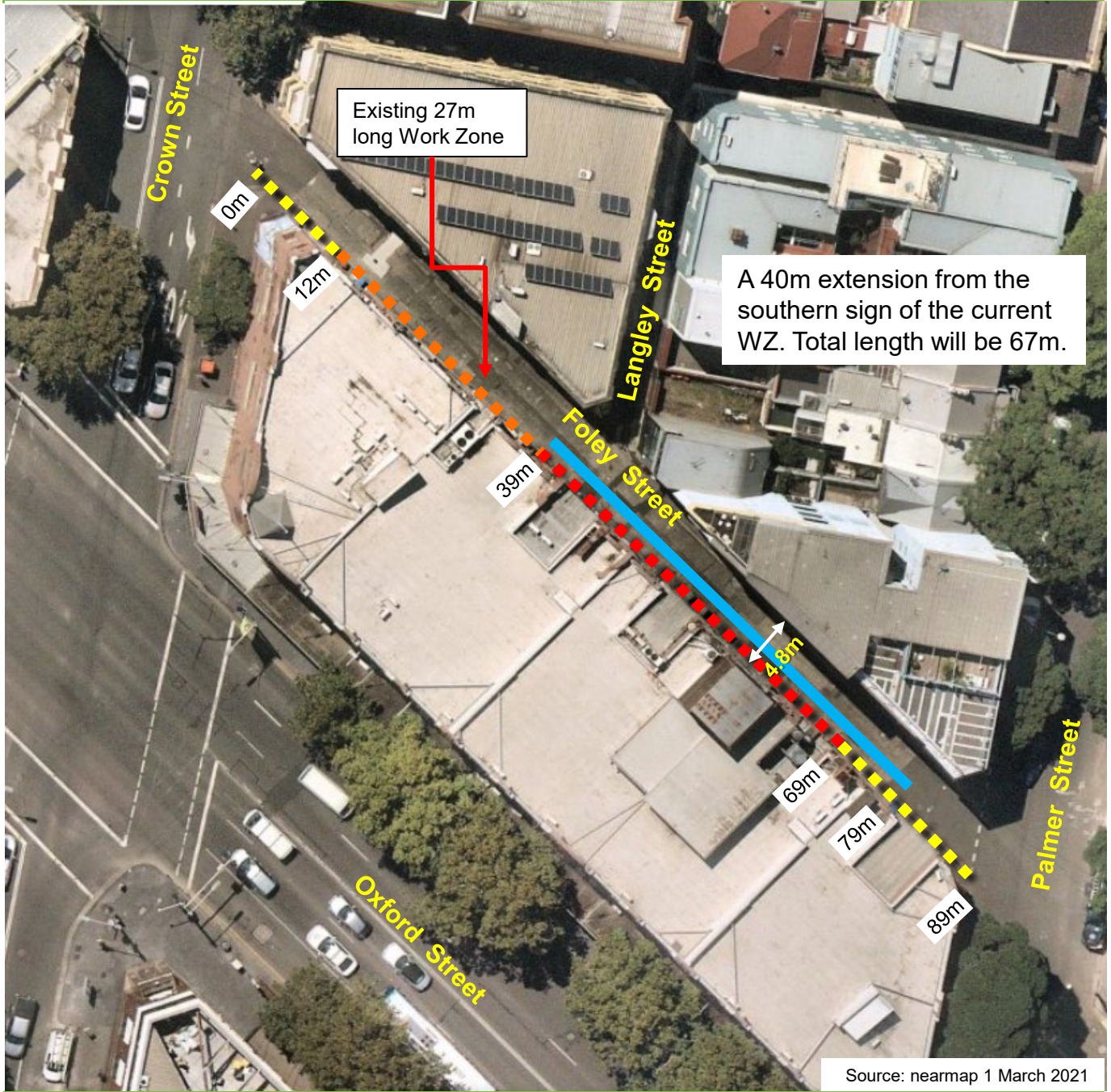
## Financial

The costs associated with the extension of the Works Zone will be borne by City of Sydney.

**CLEMENT LIM, TRAFFIC MANAGER-NORTH**



## Foley Street, Darlinghurst between Crown and Palmer Streets Proposed Works Zone Extension



### Existing

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

### Proposed

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



**Item 18.****Works Zone - Church Street, Camperdown****TRIM Container No.:** 2024/656172**Recommendations**

It is recommended that the Committee endorse the following reallocation of the kerb space on the western side of Church Street, Camperdown north of Fowler Street:

- (A) Between the points 30 metres and 50 metres 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 & Public Holidays Permit Holders Excepted Area 22".
- (B) Between the points 50 metres and 55 metres as "P Mobility Parking Only".

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 advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Growthbuilt has requested a 20 metre long Works Zone in Church Street, Camperdown.

The Works Zone is to facilitate completion of fire order works at 99 Church Street, Camperdown.

**Comments**

The kerb space on the western side of Church Street north of Fowler Street is currently signposted as "2P 8am-10pm Permit Holders Excepted Area 22".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the consent conditions. After the Works Zone hours the kerb space will revert to permit parking.

After the installation of the works zone, the remaining length of the kerb will be less than one parking space. As such, the mobility parking located adjacent to the works zone will be extended while the works zone is installed.

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.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**

## Church Street, Camperdown Proposed Works Zone



### Existing

-  2P  
8am-10pm Permit Holders  
Excepted Area 22
-  No Stopping
-  P Mobility Parking  
Only

### Proposed

-  Works Zone  
7.30am-5.30pm Mon-Fri  
7.30am-3.30pm Sat
-  2P  
5.30pm-10pm Mon-Fri  
3.30pm-10pm Sat  
6.00pm-10pm Sun & Public Holidays  
Permit Holders Excepted  
Area 22
-  P Mobility Parking  
Only

**Item 19.****Parking - Mobility Parking - Kellick Street, Waterloo**

TRIM Container No.: 2024/599644

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Kellick Street, Waterloo between the points 43 metres and 50.8 metres west of Morehead Street as "Mobility Parking Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting

**Background**

A resident of Kellick Street, Waterloo has requested a mobility parking space in their street. The resident has advised they do not use a wheelchair but cannot physically walk far.

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

## Comments

Kellick Street, Waterloo between Morehead and Kensington Streets is designated for two-way traffic flow with an approximate width of 6.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as "2P 8am-6pm Permit Holders Excepted Area 41" on the northern side of the street.

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

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

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

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

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

The City of Sydney Streets Code provides guidance on the placement of mobility parking spaces, including in residential areas. As far as is practicable, new or relocated on street mobility parking spaces will be designed to be accessible to people with a range of disabilities, ambulant and non-ambulant. The placement of designated on street mobility parking spaces will take into consideration the accessibility of the street environment and existing infrastructure to ensure access outcomes are maximised.

## Consultation

The City consulted local residents and businesses in the area. There were 118 letters sent out with no responses were received supporting or opposing the proposal.

Funds are available in the current budget.

**VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER**



## Kellick Street, Waterloo Proposed parking changes



Source: Nearmap

- Existing**
- "No Stopping"
  - "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41"
  - "P Mobility Only"
  - Driveway

- Proposed**
- "P Mobility Only"



**Item 20.****Parking - 4P Mobility Parking - St James Road, Sydney**

TRIM Container No.: 2024/697987

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the southern side of St James Road, Sydney between the points 36.2 metres and 69.2 metres (four mobility parking spaces) east of Elizabeth Street as "4P Mobility Parking Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting

**Background**

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

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

In response to feedback from the community about difficulties for Mobility Parking Scheme (MPS) permit holders to access parking close to the city centre, it is proposed to change the existing all day Mobility Parking restrictions in St James Road to 4P Mobility Parking Only seven days a week to increase parking turnover and improve on-street parking access for MPS permit holders visiting the city centre.

### **Comments**

St James Road between Elizabeth Street and Prince Albert Road is designated for two way traffic with an approximate width of 14.8 metres.

The kerb space, where the changes are proposed, is currently signposted as "Mobility Parking Only" (four mobility parking spaces).

Footpaths (approximately three metres wide) are provided on the southern side 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.

The length of the existing four mobility parking spaces meets the standard length for mobility parking spaces as outlined in the Australian Standards (AS 2890.5-2020).

To increase parking turnover and improve on-street parking access for Mobility Parking Scheme (MPS) permit holders visiting the city centre, it is proposed to reallocate the all day "Mobility Parking Only" restrictions to "4P Mobility Parking Only " seven days a week. There are existing kerb ramps located at either ends of the mobility parking spaces to assist MPS permit holders who are wheelchair users.

MPS permit holders will be allowed to park in the mobility parking spaces for up to four hours. These restrictions will be enforced 24 hours a day, seven days a week.

### **Consultation**

The City distributed 23 letters to local residents and businesses to share details about the proposed changes. No feedback was received regarding the proposal.

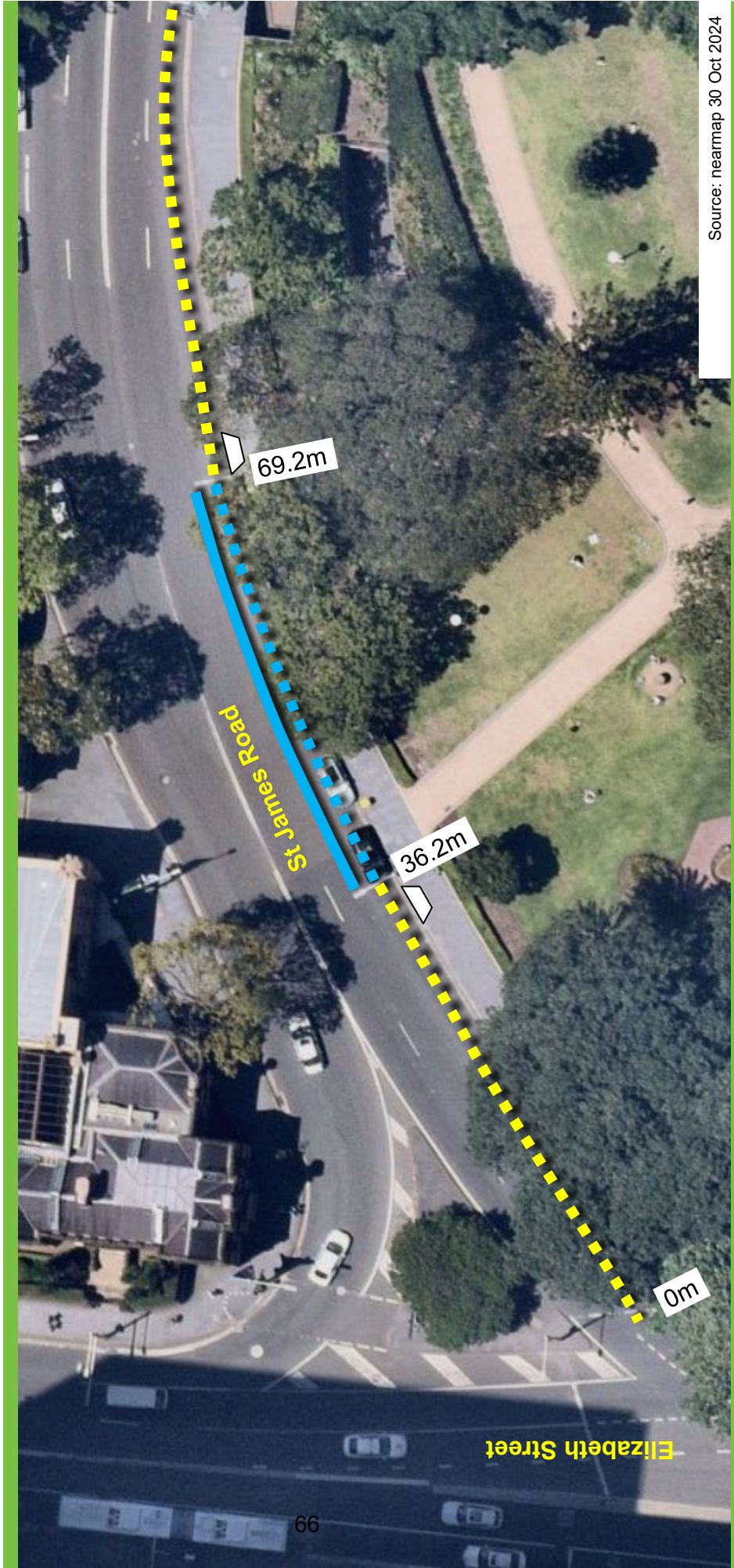
### **Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**

# Proposal

St James Road, Sydney  
Proposed parking changes



Source: nearmap 30 Oct 2024

- Existing**
- No Stopping
  - Mobility Parking Only
- Proposed**
- 4P Mobility Parking Only



**Item 21.****Parking - No Parking - Liverpool Street, Sydney**

TRIM Container No.: 2024/191891

**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the southern side of Liverpool Street, Sydney between the points 25 metres and 40 metres west of Wentworth Avenue as "Clearway 6am-10am Mon-Fri" & "No Parking All Other Times". It should be noted that clearways can only be approved by Transport for NSW.

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

A resident of Liverpool Street, Sydney has requested consideration of "No Parking" outside their apartment building at 185-211 Liverpool Street to allow residents with mobility impairment to be picked up and dropped off by rideshare, taxis and carers.

## **Comments**

The kerb space on the southern side of Liverpool Street between Commonwealth Street and Wentworth Avenue, where the changes are proposed, is currently signposted as "Clearway 6am-10am Mon-Fri" & "No Stopping".

On-site inspection shows there is a need to provide a 'No Parking' restriction to allow for residents of 185-211 Liverpool Street with mobility impairments to access their property.

The property has a high number of elderly residents.

The adjacent side-streets are unsuitable for this purpose due to their steep gradient, lack of shelter and distance from the building's accessible entry ramp.

The internal geometry and access conditions of the basement of the apartment building is unsuitable for pick up and drop off activity by taxi / rideshare and isn't accessible for people with mobility issues.

Under the now existing kerbside restrictions installed with the cycleway, off-peak "No Parking" restrictions are applied in other sections of Liverpool Street nearby. As such the proposed parking restrictions are unlikely to have a negative impact on traffic flow in Liverpool Street.

## **Consultation**

The City distributed 340 letters to local residents and businesses to provide information about the proposed changes. No feedback was received regarding the proposal.

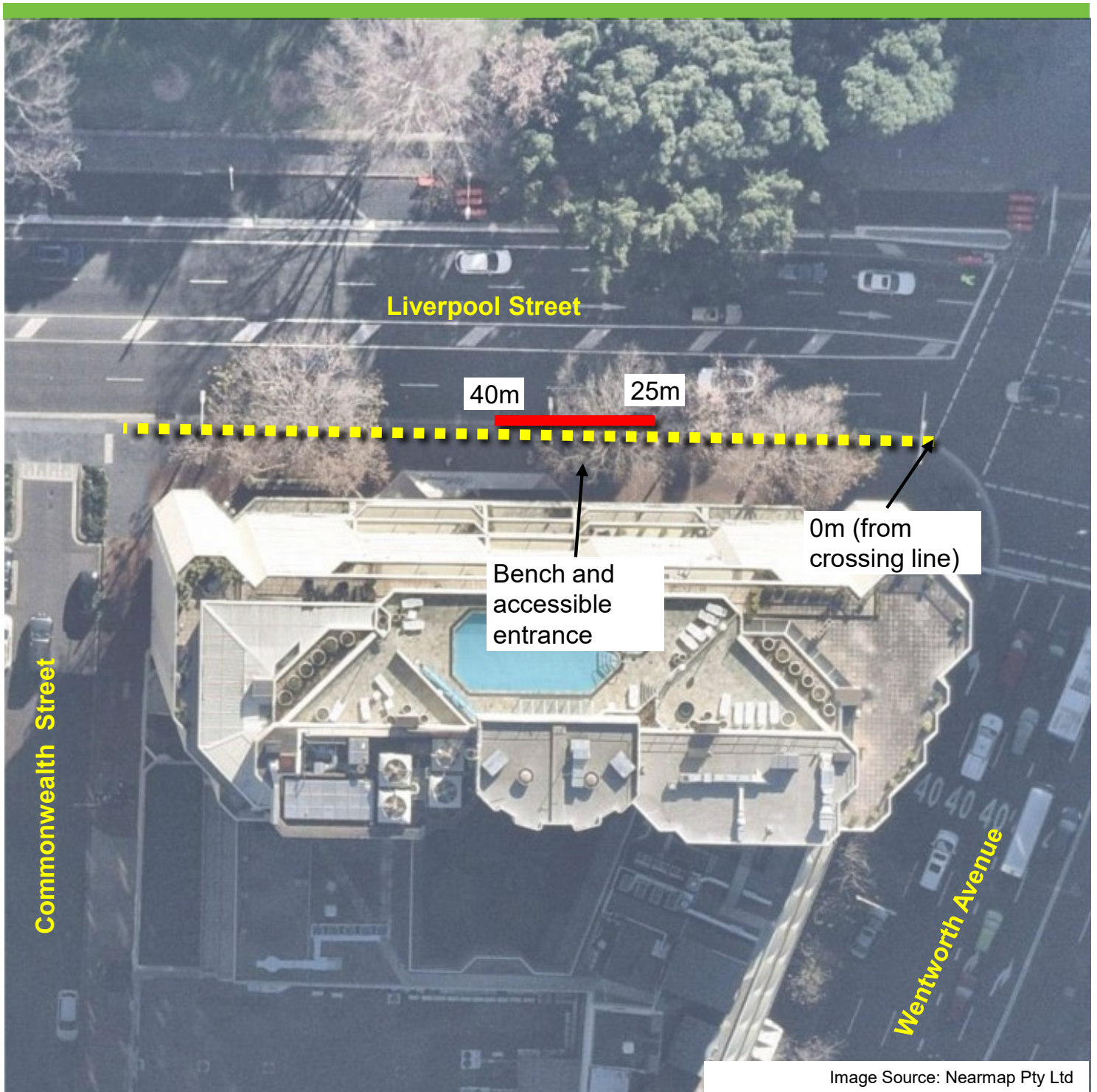
## **Financial**

Funds are available in the current budget.

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**



## Liverpool Street, Sydney Proposed parking changes



### Existing

- ■ ■ "Clearway 6am-10am Mon-Fri & No Stopping"

### Proposed

- "No Parking All Other Times - Clearway 6am-10am Mon-Fri"



**Item 22.****Parking - No Parking - Rosella Lane, Darlinghurst**

TRIM Container No.: 2024/583884

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Rosella Lane, Darlinghurst between the points 58 metres and 64 metres (one car space) south of Barnett Lane as "No Parking".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

A resident of Crown Street, Darlinghurst has requested consideration of "No Parking" restrictions to improve vehicle access to/from their property's rear lane garage in Rosella Lane, Darlinghurst.

**Comments**

The kerb space on the eastern side of Rosella Lane, Darlinghurst between Barnett Lane and Stanley Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 21".

Rosella Lane is approximately 4.5 metres wide and provides rear-lane property access to houses fronting Crown Street and Palmer Street.

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

The resident has provided evidence that shows that when a vehicle is parked opposite the property's rear-lane garage, it restricts vehicular access to/from the garage. On-site inspection shows there is a need to provide a "No Parking" restriction to maintain rear-lane property access.

**Consultation**

The City distributed 111 letters to local residents and businesses to provide information about the proposed changes. No feedback was received regarding the proposal.

**Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**

## Rosella Lane, Darlinghurst Proposed parking changes



Source: nearmap 22 July 2024

### Existing

■ ■ ■ No Parking

■ ■ ■ 2P Ticket  
8am-10pm  
Permit Holders Excepted  
Area 21

### Proposed

■ ■ ■ No Parking

**Item 23.****Parking - No Parking - Redfern Street, Redfern**

TRIM Container No.: 2024/650777

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Redfern Street, Redfern between the points 56.5 metres and 61.5 metres east of Pitt Street as "No Parking".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Street Side Medics of Redfern Street, Redfern has requested consideration of No Parking across their driveway in Redfern Street due to vehicles constantly illegally parking across their driveway.

## **Comments**

The kerb space on the northern side of Redfern Street, Redfern between Pitt and Chalmer Streets, where the changes are proposed, is currently signposted 1P 8.30am-6pm Mon-Fri and 8.30am-12pm Sat however this restriction goes across a driveway.

The NSW Road Rules 2014 prohibits drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicle access to the public road. As such, the installation of the proposed signs would clarify the existing parking controls.

## **Consultation**

The City notified local residents and businesses in the area. There were 83 letters sent out with no responses supporting or opposing the proposal.

## **Financial**

Funds are available in the current budget.



**TERRY XU, SENIOR TRAFFIC ENGINEER**



## Redfern Street, Redfern Proposed parking changes



### Existing

-  Existing Driveway
-  "1P 8.30am-6pm Mon-Fri and 8.30am-12pm Sat"

### Proposed

-  "No Parking"



**Item 24.****Parking - No 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**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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.

Following the discussion on Item 21 of July 2024 Local, Pedestrian, Cyclists, Traffic Calming Committee (LPCTCC), the City deferred the item for further engagement with residents for

short term traffic calming solutions to be implemented before any parking changes were carried out.

City staff have met on-site with residents to investigate and advise of potential solutions for residents' consideration. However, a unanimous decision could not be reached and therefore the City will still need proceed with the No Parking proposal as previously proposed.

## 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 still allow for drop-off and pick-up arrangements.

## Consultation

The City originally 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 at that time and the feedback received, the City updated the recommendation to proceed with "No Parking" throughout Griffin Street without any motorbike parking to maintain accessibility of Griffin Street.

Subsequent discussion with residents has not resolved the problem in the street and the residents did not agree to traffic calming treatments in the street. However, the City needs to ensure adequate access to and through the street and therefore needs to proceed with the proposal

## Financial

Funds are available in the current budget.

**TERRY XU, SENIOR TRAFFIC ENGINEER**

## Griffin Street, Surry Hills Proposed parking changes



Source: Nearmaps

### 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 25.****Parking - No Stopping - Iris Street, Paddington**

TRIM Container No.: 2024/650833

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the western side of Iris Street, Paddington between the points 49 metres and 53 metres south of Albion Avenue as "No Stopping".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

A resident of Selwyn Street, Paddington has requested consideration of "No Stopping" in Iris Street to improve access to their property.

## Comments

The kerb space on the western side of Iris Street, Paddington south of Albion Avenue, where the changes are proposed, is currently signposted as "1P 8am-2am, Permit Holders Excepted Area 15.

Iris Street is approximately 7.6 metres wide and provides rear-lane property access to houses fronting Selwyn Street.

The resident has complaint that they have trouble getting in and out of their garage when cars are parked opposite their garage.

This proposal would increase the existing No Stopping area adjacent to a driveway, by 4 metres. The reason why we are proposing to extend the existing No Stopping adjacent to the driveway in this case is because it would result is less parking space being lost to the community (ie 4 metres) as compared to parking being removed opposite the driveway (ie 6-8 metres).

Additionally, the parking opposite the driveway is currently a mobility parking space and would cause problems for that resident if we were to relocate this space.

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

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

## Consultation

The City notified local residents and businesses in the area. There were 84 letters sent out with no responses supporting and one response opposing the proposal because of loss to parking.

## Financial

Funds are available in the current budget.

**TERRY XU, SENIOR TRAFFIC ENGINEER**



## Iris Street, Paddington Proposed parking changes



### Existing

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-2am, Permit Holders  
Excepted Area 15"

### Proposed

- ■ ■ "No Stopping"



**Item 26.****Parking - No Stopping Australia Post Vehicles Excepted 3 Min Limit and No Stopping - Pitt Street and Hunter Street, Sydney**

TRIM Container No.: 2024/603000

**Recommendations**

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

- (A) On the eastern side of Pitt Street, Sydney between the points 59.3 metres and 65.8 metres (one car space) north of Martin Place as "No Stopping Australia Post Vehicles Excepted 3 Min Limit"; and
- (B) On the southern side of Hunter Street, Sydney between the points 11 metres and 20 metres (one car space) west of Pitt Street as "No Stopping".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Australia Post has informed the City of Sydney that the existing mailboxes in Hunter Street, Sydney west of Pitt Street, need to be relocated to accommodate construction works in the

area. To continue providing postal services to their customers in the vicinity, Australia Post have identified a suitable new location for the mailboxes in Pitt Street opposite Angel Place.

### **Comments**

The kerb space on the southern side of Hunter Street, where the parking changes are proposed, is currently signposted as "No Stopping Australia Post Vehicles Excepted 3 Min Limit". Due to proposed construction activities on Hunter Street, vehicle access to the mailboxes would be affected. To maintain postal services for customers in the area, Australia Post proposes relocating the mailboxes from Hunter Street to Pitt Street, directly across from Angel Place.

The eastern side of Pitt Street opposite Angel Place where the parking changes are proposed is currently sign posted as "No Stopping". The "No Stopping" restrictions were implemented at this location when a signalised pedestrian crossing was in place. Following the removal of the pedestrian crossing in 2020 to facilitate the Pitt Street cycleway, the existing "No Stopping" restrictions are no longer required. As such, it is proposed to amend these restrictions to "No Stopping Australia Post Vehicles Excepted 3 Minute Limit".

### **Consultation**

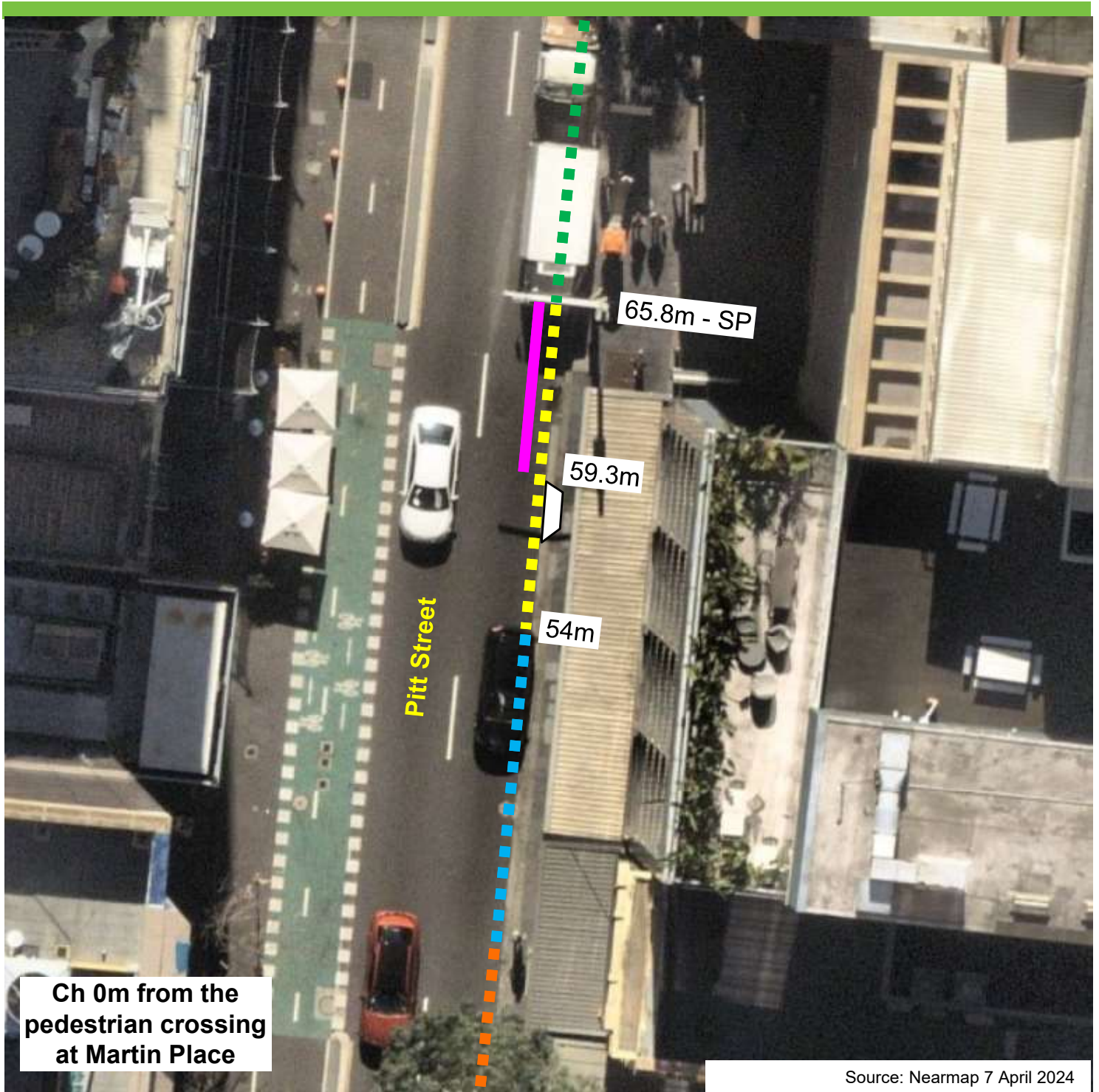
The City distributed 570 letters to local residents and businesses to provide information about the proposed changes. No feedback was received regarding the proposal.

### **Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**

## Pitt Street, Sydney Proposed parking changes



Ch 0m from the pedestrian crossing at Martin Place

Source: Nearmap 7 April 2024

### Existing

■ ■ ■ No Stopping

■ ■ ■ Taxi Zone

■ ■ ■ 2P Mobility Parking  
6am-6pm

■ ■ ■ No Parking  
All Other Times

▱ Kerb ramp

Loading Zone Ticket  
6am-6pm Mon-Fri  
6am-12noon Sat

■ ■ ■ 4P Ticket  
6pm-12Midnight Mon-Fri  
12noon-12Midnight Sat  
8am-12Midnight Sun & Public  
Holidays 84



Taxi Zone Other Times

### Proposed

■ No Stopping  
Australia Post Vehicles Excepted  
3 Min Limit

## Hunter Street, Sydney Proposed parking changes



- | Existing   | Proposed  |
|--|---|
|  No Stopping  |  No Stopping |
|  No Stopping<br>Australia Post<br>Vehicles Excepted |   |

**Item 27.****Parking - Bus Zone, Loading Zone and 4P Ticket Parking - Castlereagh Street, Sydney**

TRIM Container No.: 2023/105904

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Castlereagh Street, Sydney between the points 22 metres and 42 metres (three car spaces) north of King Street as "Bus Zone 6am-8pm Mon-Fri 9am-6pm Sat-Sun & Public Holidays", "Loading Zone Ticket 6am-9am Sat" and "4P Ticket 8pm-12am Mon-Fri 6pm-10pm Sat-Sun & Public Holidays".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Sydney Metro have completed the Sydney Metro line from Chatswood to Sydenham which includes a station in the CBD at Martin Place. The Martin Place station is located to the south of Hunter Street between Castlereagh and Elizabeth Streets, Sydney. The public

domain plan for the Martin Place Metro Station includes parking changes in Castlereagh Street to improve access for deliveries and buses. These parking changes were endorsed at the March 2023 Committee meeting and installed in July 2024.

A section of kerb side parking restrictions was not included in the original parking changes as it was located outside the scope of works for the Martin Place Metro Station. As such, it is proposed to change parking along this kerb space to align the parking restrictions on the eastern side of Castlereagh Street between Martin Place and King Street.

### **Comments**

The kerb space on the eastern side of Castlereagh Street between Martin Place and King Street where the parking changes are proposed is sign posted as "Bus Zone 6am-8pm Mon-Fri", "Loading Zone Ticket 6am-10am Sat" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

To consolidate parking restrictions, it is proposed to reallocate parking to "Bus Zone 6am-8pm Mon-Fri 9am-6pm Sat-Sun & Public Holidays", "Loading Zone Ticket 6am-9am Sat", and "4P Ticket 8pm-12am Mon-Fri 6pm-10pm Sat-Sun & Public Holidays".

Bus Zones are proposed during the daytime hours on weekdays, weekends and public holidays to improve access for buses especially at peak times.

### **Consultation**

Consultation was not undertaken for the parking changes, as the impact on affected stakeholders was minimal.

Consultation on the public domain works was undertaken as part of the Development Application process for the Martin Place Metro Station project.

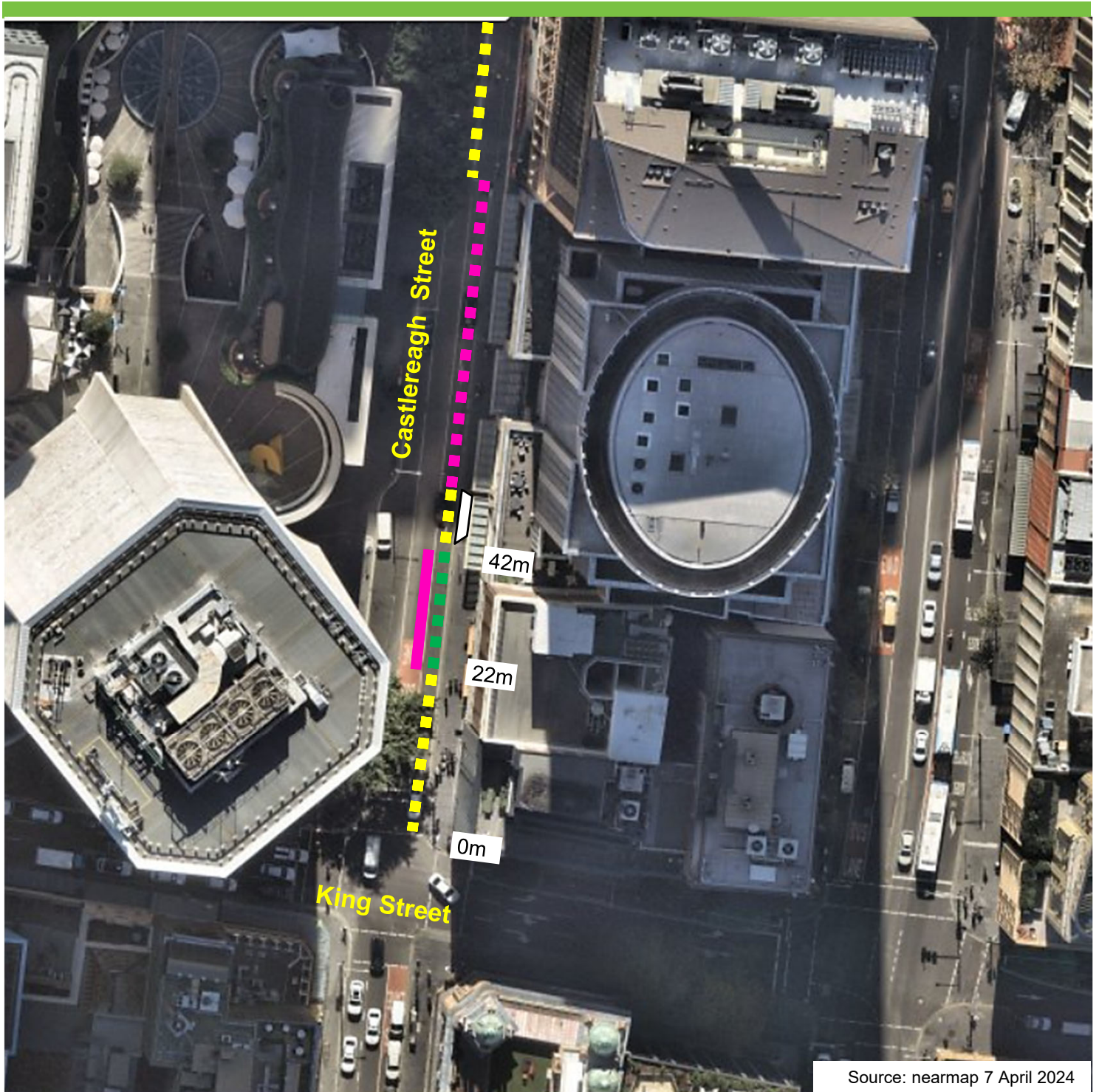
### **Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**




## Cathedral Street, Sydney Proposed parking changes




Source: nearmap 7 April 2024

### Existing


Bus Zone 6am-8pm Mon-Fri

 Loading Zone Ticket 6am-10am Sat

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

 No Stopping


Bus Zone 6am-8pm Mon-Fri  
9am-6pm Sat-Sun & Public Holidays

 Loading Zone Ticket 6am-9am Sat

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

### Proposed

Bus Zone 6am-8pm Mon-Fri  
9am-6pm Sat-Sun & Public Holidays

 Loading Zone Ticket 6am-9am Sat

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

**Item 28.****Parking - Bus Zone, Loading Zone, Ticket Parking and No Parking Authorised Mission to Seafarers Vehicles Excepted - Hickson Road, Millers Point**

TRIM Container No.: 2024/662264

**Recommendations**

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

- (A) On the southern side between the points 53 metres and 71 metres (three car spaces) west of Towns Place as "2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays";
- (B) On the southern side between the points 47 metres and 63 metres (three car spaces) east of Towns Place as "Bus Zone".
- (C) On the northern side (median parking) between the points 52 metres and 68 metres (three car spaces) east of Towns Place as "No Parking Authorised Mission to Seafarers Vehicles Excepted".
- (D) On the northern side (median parking) between the points 68 metres and 84 metres (three car spaces) east of Towns Place as "Loading Zone Ticket 7am-6pm Mon-Fri 7am-10am Sat" and "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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

Following the completion of Sydney Metro works, the bus zone located in front of 28 Hickson Road is no longer in use. To improve bus services, Sydney Metro is proposing to relocate the bus zone towards 22 Hickson Road to better meet customer needs.

## Comments

The kerb space on the southern side of Hickson Road, Millers Point west of Towns Place where the changes are proposed, is currently signposted as "Bus Zone". The bus zone is now redundant following the installation of a new bus zone adjacent to it located under the Windmill Street bridge. The redundant bus zone will be reallocated to "2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays" which is consistent with the adjacent parking restrictions.

The kerb space on the southern side of Hickson Road, Millers Point east of Towns Place where the changes are proposed is currently signposted as "No Parking Authorised Mission to Seafarers Vehicles Excepted". Sydney Metro has proposed to relocate the redundant bus zone along this kerb space.

Given that the dedicated parking is required for the Mission to Seafarers to provide access for the Mission to pick-up and drop-off seafarers to/from the Mission, it is proposed to relocate the dedicated parking to the kerb space (median parking) directly opposite the Mission.

The kerb space on the northern side of Hickson Road, Millers Point, east of Towns Place (median parking) where the changes are proposed is currently signposted as "Loading Zone 7am-6pm Mon-Fri 7am-10am Sat", "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays" and "2P Ticket 8am-6pm Mon-Fri", "4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".

It is proposed to reallocate the Loading Zone to "No Parking Authorised Mission to Seafarers Vehicles Excepted" and relocate the Loading Zone eastwards towards the Ticket Parking spaces. Given that three new ticket parking spaces are created following the removal of the redundant bus zone, there will be no net loss of parking spaces as a result of the proposal.

## Consultation

The City distributed 130 letters to local residents and businesses to provide information about the proposed changes. We received no responses supporting the proposal and one response objecting the proposal. The respondent objected to the proposal due to noise and air pollution from buses waiting in the bus zone which can impact the area's amenity.

The Mission to Seafarers were consulted on the proposal and did not raise any objections.

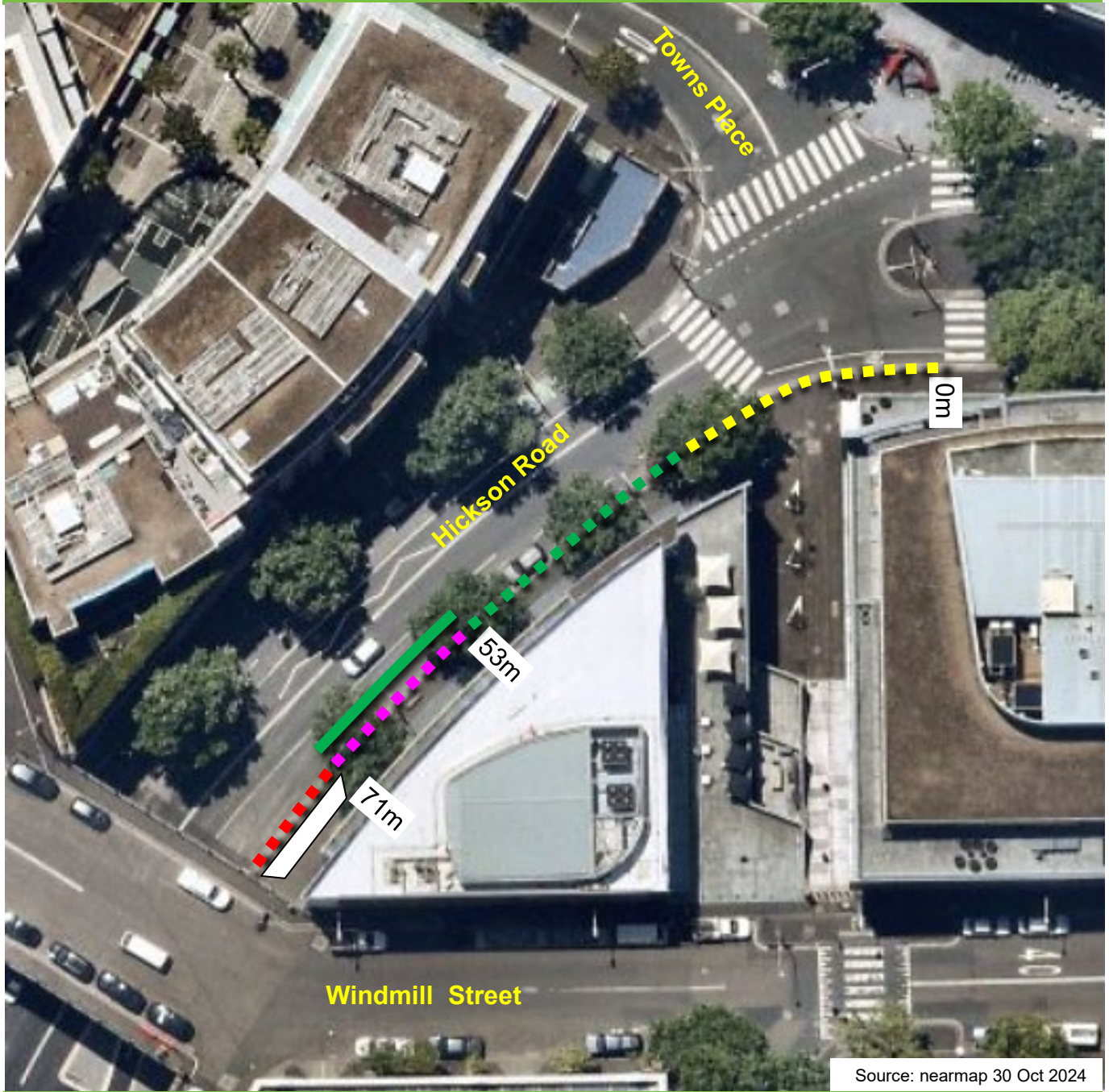
**Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**





## Hickson Road, Millers Point Proposed parking changes




### Existing


### Proposed

 No Stopping

 No Parking

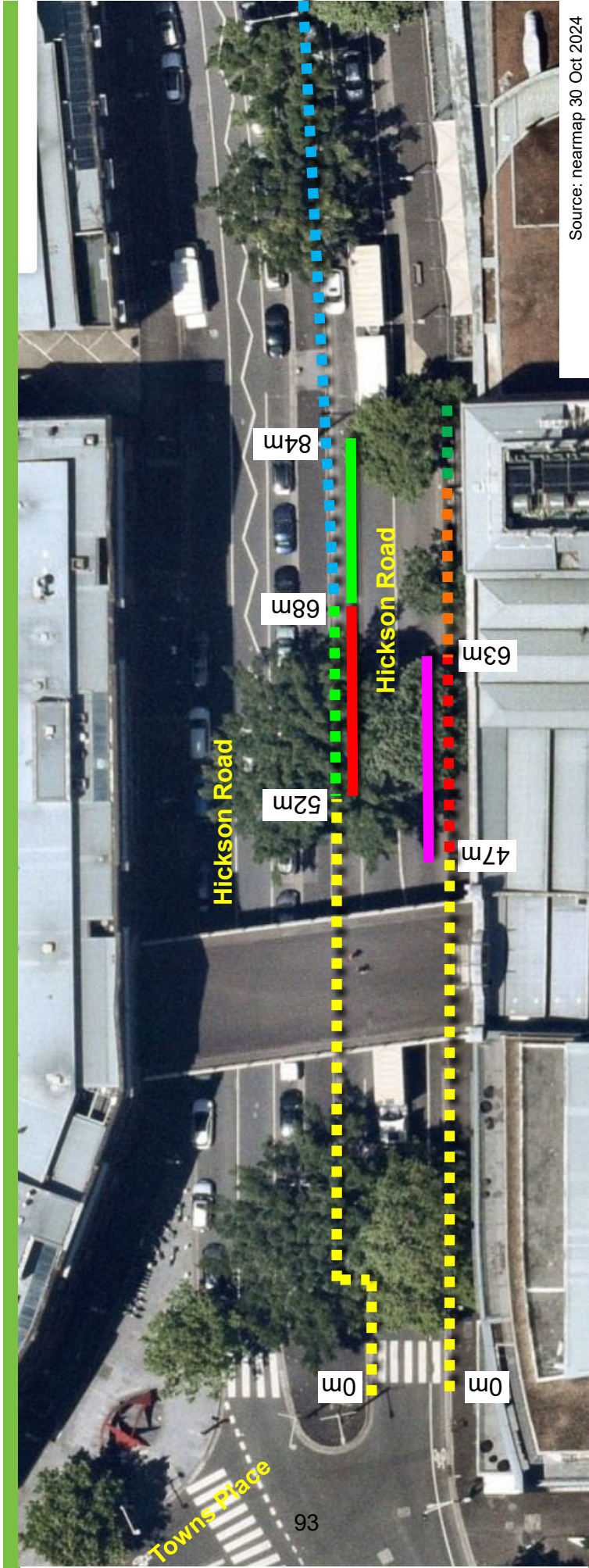
 Bus Zone

 2P Ticket  
8am-6pm Mon-Fri  
4P Ticket  
6pm-10pm Mon-Fri  
8am-10pm Sat-Sun &  
Public Holidays 92

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



## Hickson Road, Millers Point Proposed parking changes



Source: nearmap 30 Oct 2024

### Existing

- No Stopping
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Taxi Zone
- Loading Zone
- 7am-6pm Mon-Fri
- Taxi Zone Other Times
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- 2P Ticket
- 8am-6pm Mon-Fri
- 4P Ticket
- 6pm-10pm Mon-Fri
- 8am-10pm Sat-Sun & Public Holidays
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- Bus Zone
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays

### Proposed

- No Stopping
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Taxi Zone
- Loading Zone
- 7am-6pm Mon-Fri
- Taxi Zone Other Times
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- Bus Zone
- No Parking
- Authorised Mission to Seafarers Vehicles Excepted
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays
- Loading Zone
- 7am-6pm Mon-Fri
- 7am-10am Sat
- 4P Ticket
- 6pm-10pm Mon-Fri
- 10am-10pm Sat
- 8am-10pm Sun & Public Holidays



**Item 29.****Parking - Temporary Authorised NYE Event Vehicles - Ithaca Road, Elizabeth Bay**

TRIM Container No.: 2024/688303

**Recommendations**

It is recommended that the Committee endorse the temporary reallocation of parking on the eastern side of Ithaca Road, Elizabeth Bay north of The Esplanade as "No Stopping Authorised Event Vehicles Excepted".

The temporary parking restrictions will only apply between 6am on the 29 December 2024 to 5pm on the 1 January 2025.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 2024 Sydney New Year's Eve event team has requested consideration for dedicated spaces in Ithaca Road (Beare Park Car Park) to allow event vehicles to safely load and unload equipment.

**Comments**

The kerb space on the eastern side of Ithaca Road, north of The Esplanade, where the changes are proposed, is currently signposted as " 1P 8am-10pm Mon-Fri Permit Holders Exceeded Area 19" and "90 Angle Parking Front to Kerb Vehicles Under 6m Only".

On-site inspections show there is a need for dedicated event parking spaces in Ithaca Road to improve on-street loading access for NYE event vehicles. There will be no changes to the existing car share and mobility parking spaces.

The temporary parking restrictions will only apply between 6am on the 30 December 2024 to 5pm on the 1 January 2025. Parking will revert to 1P permit parking after the proposed end time.

The New Year's Eve event team will be responsible for organising the necessary works for the proposed parking changes.

**Consultation**

The event team will carry out letterbox drops 14 days prior to the event date to share details of the temporary parking changes with local residents and businesses.

**Financial**


All costs associated with the temporary parking changes will be borne by the New Year's Eve event team.

**CLEMENT LIM, TRAFFIC MANAGER-NORTH**

## Beare Park Carpark, Ithaca Road, Elizabeth Bay Temporary parking changes



### Existing

-  1P 8am-10pm Mon-Fri Permit Holders Excepted Area 19 90 Angle Parking Front to Kerb Vehicles Under 6m Only

### Proposed

-  No Stopping Authorised Event Vehicles Excepted (Temporary)

**Item 30.****Parking - Temporary Authorised NYE Event Vehicles - Victoria Street, Potts Point**

TRIM Container No.: 2024/688285

**Recommendations**

It is recommended that the Committee endorse the following temporary reallocation of parking in Victoria Street, Potts Point:

- (A) On the eastern side between the points 10 metre and 24 metre south of McDonald Lane as "No Stopping Authorised Event Vehicles Excepted"; and
- (B) On the western side between the points 0 metre and 27 metre north of Challis Avenue as "No Stopping Authorised Event Vehicles Excepted".

The temporary parking restrictions will only apply between 6am on the 31 December 2024 to 2am on the 1 January 2025.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 2024 Sydney New Year's Eve event team has requested consideration for dedicated spaces in Victoria Street to allow event vehicles to safely load and unload equipment.

## **Comments**

The kerb space on both sides of Victoria Street between Challis Avenue and McDonald Lane, where the changes are proposed, is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 19".

On-site inspections show there is a need for dedicated NYE event parking spaces in Victoria Street to improve on-street loading access for event vehicles

The temporary parking restrictions will only apply between 6am on the 31 December 2024 to 2am on the 1 January 2025. Parking will revert to 1P permit parking after the proposed end time.

The New Year's Eve event team will be responsible for organising the necessary works for the proposed parking changes.

## **Consultation**

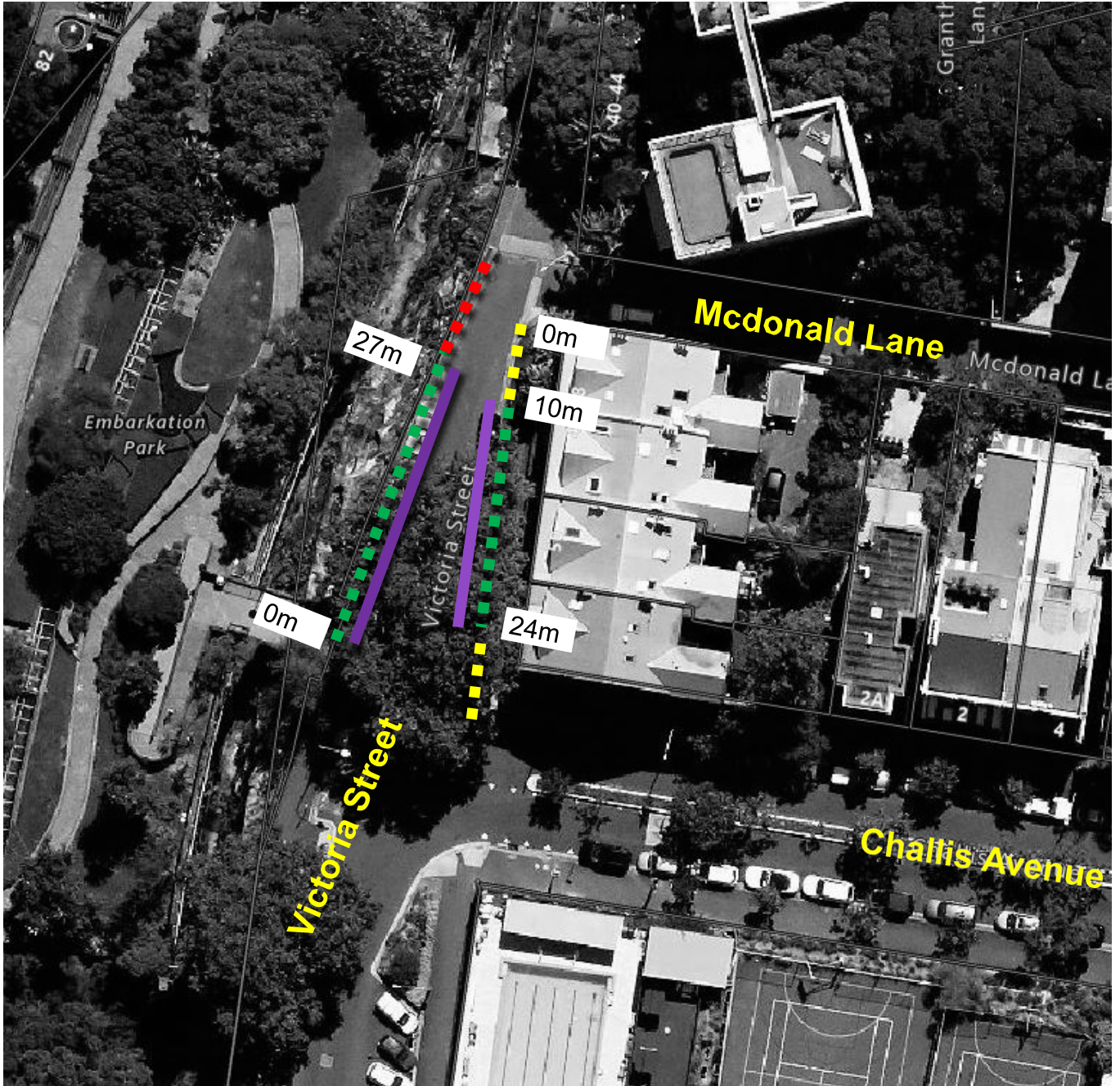
The event team will carry out letterbox drops 14 days prior to the event date to share details of the temporary parking changes with local residents and businesses

## **Financial**




All costs associated with the temporary parking changes will be borne by the New Year's Eve event team.

**CLEMENT LIM, TRAFFIC MANAGER-NORTH**

## Victoria Street, Potts Point Temporary parking changes



### Existing

-  No Stopping
-  1P 8am-10pm Mon-Fri Permit Holders Excepted Area 19
-  No Parking

### Proposed

-  No Stopping Authorised Event Vehicles Excepted (Temporary)

**Item 31.****Parking - Timed Loading Zone - Foveaux Street, Surry Hills**

TRIM Container No.: 2024/548135

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the southern side of Foveaux Street between the points 6.5 metres and 20.5 metres (two car spaces) west of Terry Street as "Loading Zone 8pm-6am" and "No Stopping 12pm -6pm Mon-Fri, Australia Post Vehicles Excepted 3 Minute Limit", and "No Stopping All Other Times".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

Woolworths of Elizabeth Street, Surry Hills has requested consideration of an extension of the existing Loading Zone in Foveaux Street to load and unload goods and deliveries safely.

**Comments**

The kerb space on the southern side of Foveaux Street, Surry Hills west of Terry Street, where the changes are proposed, is currently signposted as "No Stopping 6am-12am, Australia Post Vehicles Excepted 3 Minute Limit" & "Loading Zone 12am-6am" and is adjacent to full-time "No Stopping".

The recent construction of a garden bed in Foveaux Street near Terry Street has impacted the ability of delivery trucks to directly drive into the kerb space to load and unload from the existing loading zone. Additionally, the existing Postal Boxes prevent direct access to the footpath. Consequently, an extension to the loading zone is requested to allow extra space for manoeuvring into the kerb space past the postal boxes and facilitate loading and unloading operations.

On-site inspection shows there is a need to provide an extension to the existing Loading Zone to cater for local businesses as there are no other Loading Zones within easy walking distance. This kerb space is on the approach to the traffic lights at Elizabeth Street but is indented so that it does not impact traffic flow.

Transport for New South Wales (TfNSW) has been consulted and raised no objections.

**Consultation**

The City consulted local residents and businesses in the area. There were 26 letters sent out with no responses supporting or opposing the proposal.

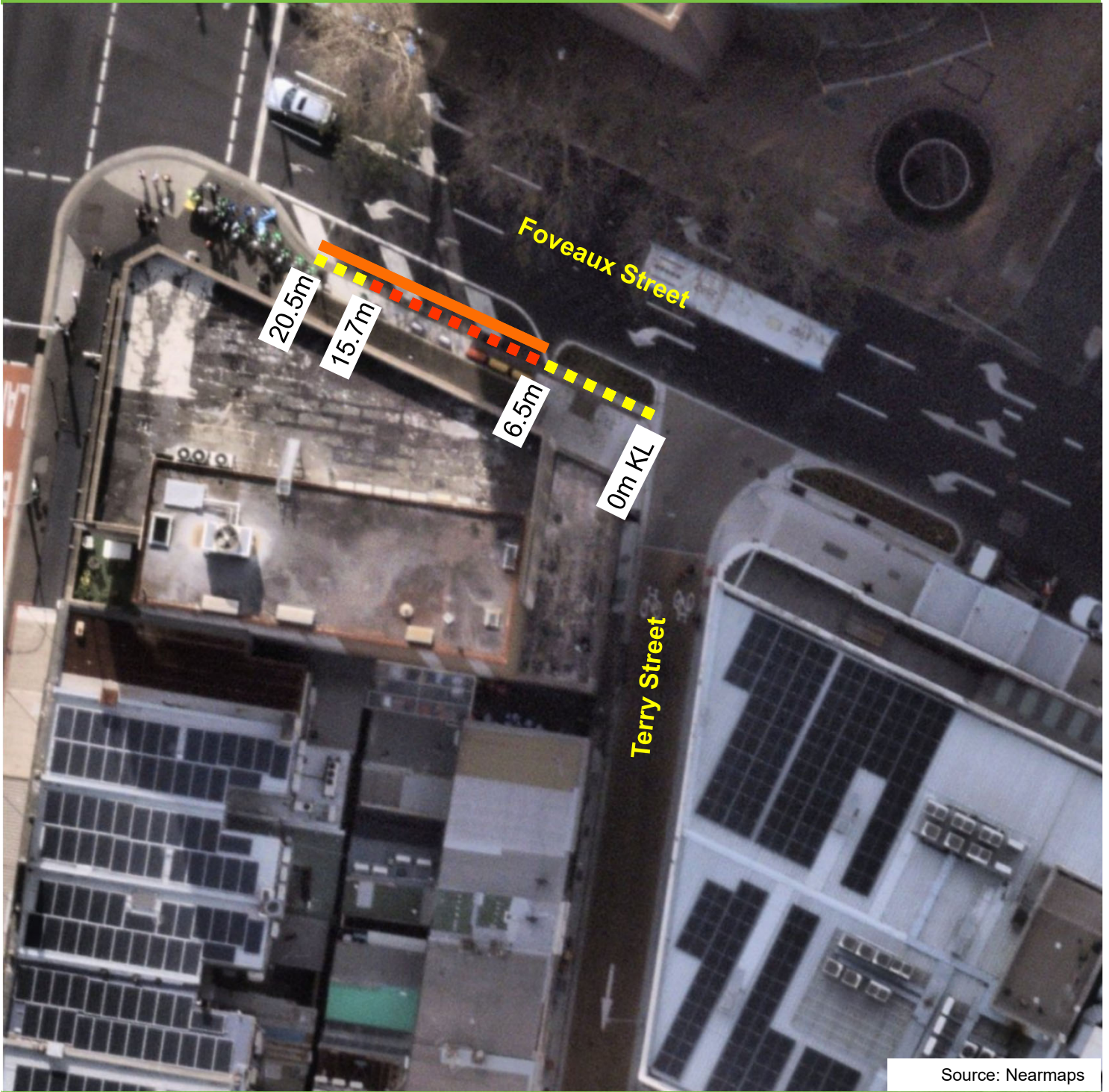
**Financial**

Funds are available in the current budget.

**TERRY XU, SENIOR TRAFFIC ENGINEER**



## Foveaux Street, Surry Hills Proposed parking changes



### Existing

- ■ ■ No Stopping 6am-12am, Aust. Post Vehicles Excepted 3 Minute Limit" & "Loading Zone 12am-6am"

### Proposed

- "No Stopping 12pm-6pm Mon-Fri, Aust. Post Vehicles Excepted 3 Minute Limit" & "Loading Zone 8pm-6am"



- "No Stopping All Other Times"



**Item 32.****Parking - P15 Minute - Wylde Street, Potts Point**

TRIM Container No.: 2024/625171

**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the northwestern side of Wylde Street, Potts Point between the points 16.4 metres and 24.2 metres north of the wombat crossing east of Grantham Street as "No Stopping 6-9am" & "P15 Min All Other Times".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 HMAS Kuttabul of Wylde Street, Potts Point has requested consideration of short-term parking in Wylde Street to allow for transfers to on-base accommodation at 18 Wylde Street. The base's existing off-street carpark is not suitable for this use due to security issues.

**Comments**

The kerb space on the northern side of Wylde Street, Potts Point between north of Grantham Street, where the changes are proposed, is currently signposted as "No Stopping".

This "No Stopping" area is not required to meet minimum sight distance requirements to the adjacent wombat crossing.

The "No Stopping" restriction was installed in 2016 to reduce the impact of vehicles queuing to enter the naval base on Wylde Street traffic flow as per LPCTCC Item 42 July 2016. As this is primarily an issue during the AM peak, allowance for parking at other times is not expected to impact the operation of Wylde Street.

**Consultation**

The City distributed 164 letters to local residents and businesses to share details about the proposed changes. No feedback was received regarding the proposal.

**Financial**

Funds are available in the current budget.

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**

## Wylde Street, Potts Point Proposed parking changes

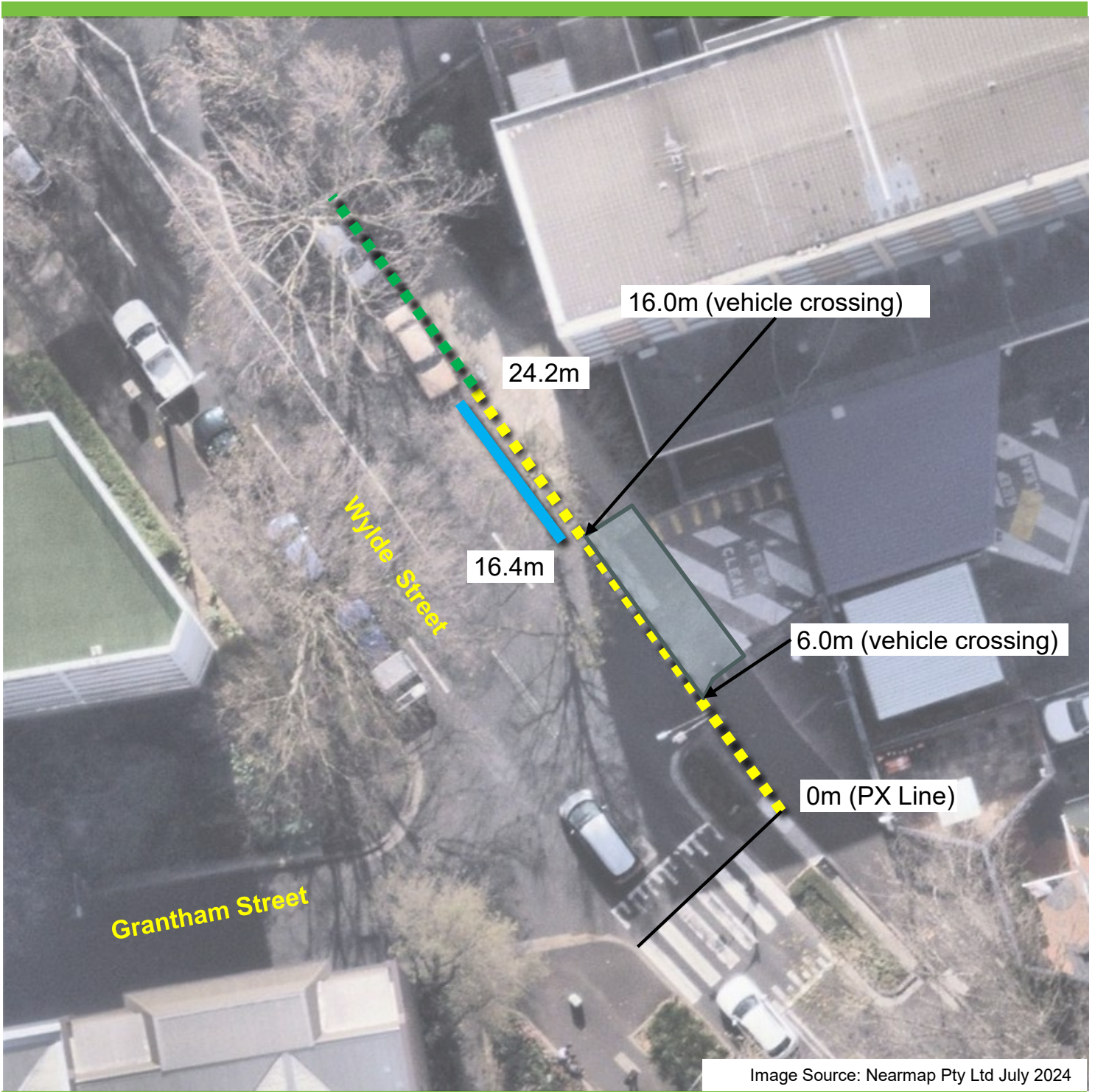


Image Source: Nearmap Pty Ltd July 2024

### Existing

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-10pm Mon-Fri  
Permit Holders Excepted  
Area 19"

### Proposed

- ■ ■ "No Stopping 6am-9am"  
&  
"P15 Min All Other Times"

**Item 33.****Parking - P5 Minute - Crown Street, Darlinghurst**

TRIM Container No.: 2024/474374

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the western side of Crown Street, Darlinghurst between the points 35.6 metres and 57 metres (four car spaces) north of Stanley Street as "P5 Minute 8am-6pm Mon-Fri", "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 21".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

To improve pick-up and drop-off opportunities for patients visiting The Skin Hospital and visitors to Stanley Street's dining precinct, P5 Minute parking in Crown Street, Darlinghurst is proposed.

## Comments

The western side of Crown Street, Darlinghurst north of Stanley Street where the parking changes are proposed is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 21".

On-site inspection shows a need to improve pick-up and drop-off opportunities for patients visiting the hospital for medical appointments and visitors to Stanley Street's dining precinct. A section of 2P Ticket Parking along the frontage of the hospital is proposed to be reallocated to "P5 Minute 8am-6pm Mon-Fri" and "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 21".

The proposed parking changes would improve access to the hospital by allowing patients to be picked up and dropped off directly in front of the facility during business hours on weekdays. Visitors to the Stanley Street's dining precinct can also be picked up and dropped off at the P5 Minute parking spaces. After the weekday business hours, the kerb space would revert to 2P Ticket/Permit parking.

The proposal will result in a loss of four 2P Ticket/Permit parking spaces during the business hours on weekdays. There is no impact to the Taxi Zone located adjacent to the parking changes.

## Consultation

The City consulted local residents and businesses in the area. There were 65 letters sent out with no responses either supporting or opposing the proposal.

## Financial

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**



## Crown Street, Darlinghurst Proposed parking changes



Source: nearmap 30 October 2024

### Existing

- ■ ■ No Stopping  
Authorised Aust. Post  
Vehicles Excepted
- ■ ■ No Parking  
Authorised Car Share  
Vehicles Excepted
- ■ ■ 2P Ticket  
8am-10pm  
Permit Holders Excepted  
Area 21

- ■ ■ P5 Minute 8am-6pm Mon-Fri  
2P Ticket  
8am-6pm Sat-Sun & Public  
Holidays  
Permit Holders Excepted Area  
21  
Taxi Zone 6pm-12.30am

### Proposed

- ■ ■ P5 Minute 8am-6pm Mon-Fri  
2P Ticket  
6pm-10pm Mon-Fri  
8am-10pm Sat-Sun & Public  
Holidays  
Permit Holders Excepted Area  
21

**Item 34.****Parking - 2P Parking - Zamia Street, Redfern**

TRIM Container No.: 2024/614334

**Recommendations**

It is recommended that the Committee endorse the allocation of parking on the southern side of Zamia Street, Redfern between the points 10 metres and 16 metres (one car space) east of Bourke Lane as “2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41”.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 Bourke Street, Redfern has requested consideration of “2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41” in Zamia Street, Redfern to increase turnover of parking for visitors.

**Comments**

The kerb space on the southern side of Zamia Street, Redfern between Bourke Lane and Bourke Street, where the changes are proposed, is currently unrestricted for parking.

On-site inspection shows there is a need to provide timed permit parking to increase parking turnover and improve resident and visitor access to on-street parking.

The proposed changes would limit any vehicle which does not have a permit to two (2) hours of parking from 8am to 6pm, Monday to Friday where the signs are installed.

Residents with an Area 41 parking permit will be exempt from the two-hour time limit.

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

On-site inspection shows there is a need to provide "two hour" to increase parking turnover and space availability for nearby stakeholders.

**Consultation**

The City consulted local residents and businesses in the area. There were 290 letters sent out with 2 responses supporting the proposal and 1 response opposing the proposal.

The responses have asked that if the proposal is recommended then consideration should be given separately to extend the 2P further along the street and into surround streets.

**Financial**

Funds are available in the current budget.

**VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER**






## Zamia Street, Redfern Proposed parking changes




Source: Nearmap

### Existing

-  "No Stopping"
-  "Unrestricted Parking"
-  Pedestrian Ramp

### Proposed

-  "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 41"

**Item 35.****Bicycle Parking - Macleay Street, Potts Point.**

TRIM Container No.: 2024/672484

**Recommendations**

It is recommended that the committee endorse the reallocation of parking on the western side of Macleay Street, Potts Point between the points 10 metres and 13.5 metres south of McDonald Street as "P Bicycles Only".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

Between January and November 2024, there were over 1,500,000 share bike trips in the city, averaging over 153,000 trips per month – or 5,000 trips a day.



With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City has no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to fewer issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

## Comments

Between January and November 2024, over 4,500 share bike trips started or ended on this section of Macleay Street. An additional 4,400 trips began on nearby streets during the same period.

This area is on a key route for people visiting nearby restaurants, hotels, hostels and commerce. The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Macleay Street has low traffic volumes and speed. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted.

The kerb space on the western side of Macleay Street south of McDonald Street, where the changes are proposed is currently signposted as "No Stopping". The "No Stopping" distance is 13.5 metres long. It is proposed to reallocate 3.5m of this section of "No Stopping" distance to "P Bicycles Only" to encourage shared bike users to park their bikes on the road rather than the footpath.

The City will install a precast concrete separator (1.5m x 0.8m), line marking and appropriate signage (see attachment 1) to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

### **Consultation**

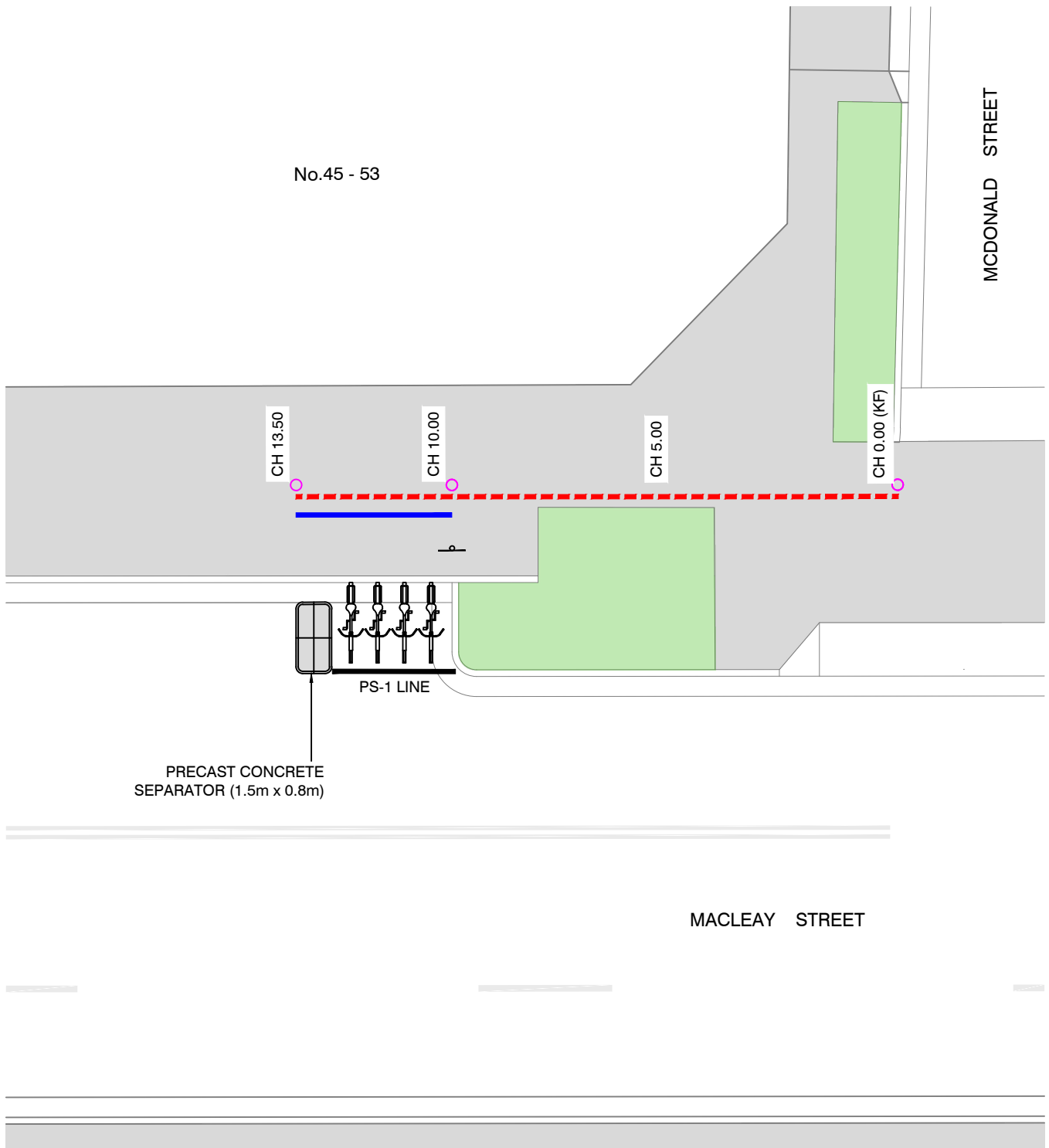
The City distributed 156 letters to local residents and businesses to provide information about the proposed changes. No feedback was received regarding the proposal.

### **Financial**

Funds are available in the current budget.


**SAM DICKINSON - PROJECT OFFICER - CITY OF SYDNEY**

**Plan: Proposed On Street Bike Parking - Macleay Street, Potts Point**




**LEGEND**

**EXISTING**

 NO STOPPING

**PROPOSED**

 P (BIKE ONLY)

 BIKE ENVELOPE

**Item 36.****Bicycle Parking - Chippendale Way, Chippendale**

TRIM Container No.: 2024/674821

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the west side of Chippendale Way, Chippendale between the points 9 metres and 14 metres north of Central Park Avenue as "P Bicycles Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

Between January and November 2024, there were over 1,500,000 share bike trips in the city, averaging over 153,000 trips per month – or 5,000 trips a day.

With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City have no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to fewer issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

## Comments

Between January and November 2024, over 6,000 share bike trips started or ended on this section of Chippendale Way. An additional 11,000 trips began on nearby streets including Carlton Street and Broadway during the same period.

The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Chippendale Way has very low traffic volumes and speed. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted at the pedestrian crossing.

The kerb space on the west side of Chippendale Way, North of Central Park Avenue, where the changes are proposed is currently signposted as "No Stopping" with white chevrons painted across the area. The "No Stopping" distance is 30 metres long. It is proposed to reallocate 5m of this section of "No Stopping" distance to "P Bicycles Only" to encourage shared bike users to park their bikes on the road rather than the footpath.



The City will install a precast concrete separator (1.5m x 0.8m) at each end of the space, line marking and appropriate signage (see attachment 1) to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

### **Consultation**

The City will notify the local residents and businesses before implementing the parking changes.

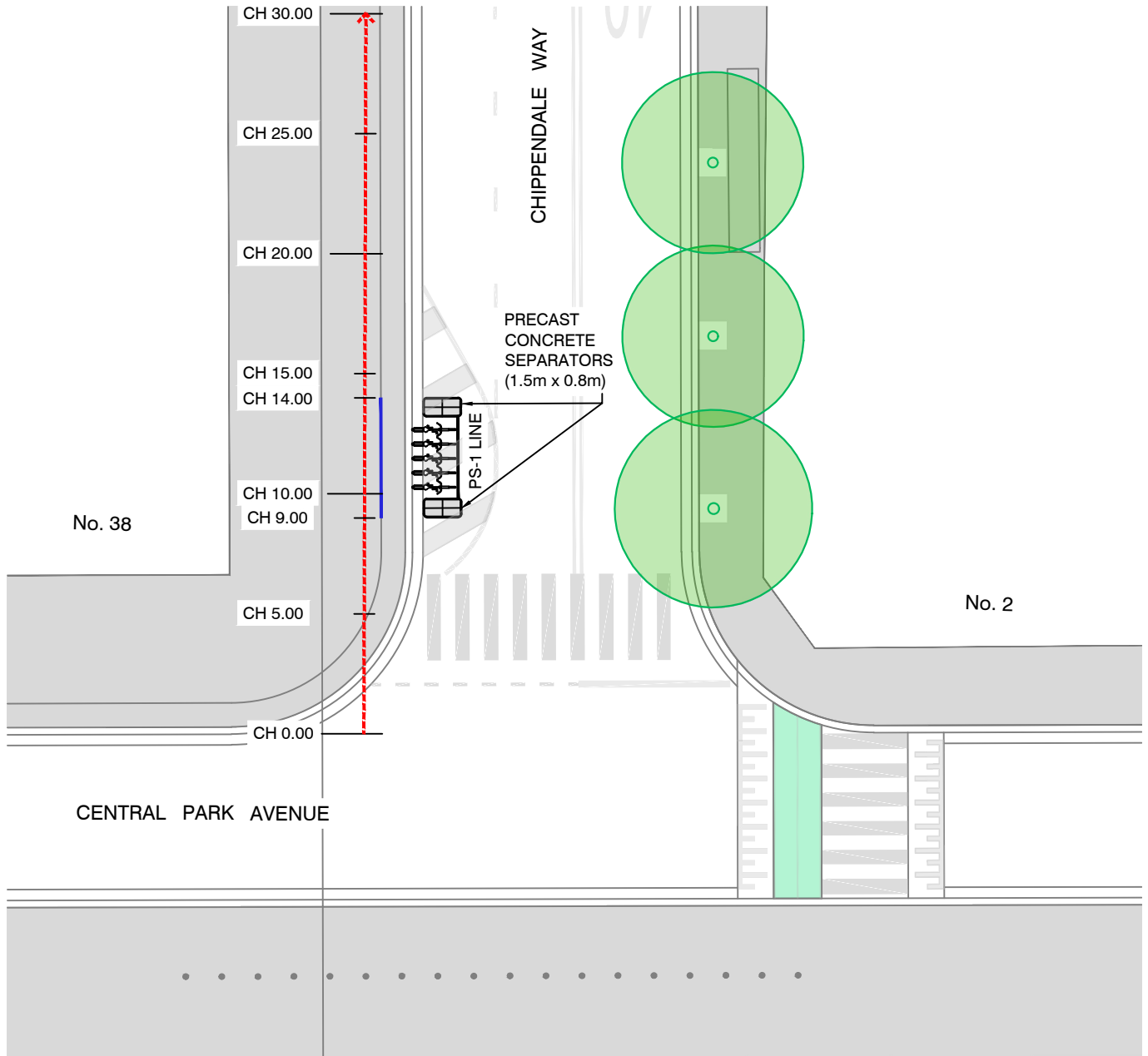
### **Financial**

Funds are available in the current budget.

**SAM DICKINSON - PROJECT OFFICER - CITY OF SYDNEY**




**Plan: Proposed On Street Bike Parking - Chippendale Way, Ultimo**




**LEGEND**

**EXISTING**

 NO STOPPING

**PROPOSED**

 P (BIKE ONLY)

 BIKE ENVELOPE

**Item 37.****Bicycle Parking - Ashmore St, Erskineville**

TRIM Container No.: 2024/682665

**Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the north side of Ashmore Road, Erskineville between the points 0 metres and 4 metres east of Bridge Street, and on the south side of Ashmore Road, Erskineville between points 0 metres and 3.10 metres east of Bridge Street as "P Bicycles Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

Between January and November 2024, there were over 1,500,000 share bike trips in the city, averaging over 153,000 trips per month – or 5,000 trips a day.

With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City have no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to fewer issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

## Comments

Between January and November 2024, over 3,000 share bike trips started or ended on this section of Ashmore Street.

The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Ashmore Street has low traffic volumes and speed, with large unobstructed sight lines. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted.

The kerb space on the north side and south side of Ashmore Street, east of Bridge Street, where the changes are proposed are both currently signposted as "No Stopping". The "No Stopping" distance on the north side is 4 metres long. The "No Stopping" distance on the south side is 3.1 metres long. It is proposed to reallocate these "No Stopping" areas to "P Bicycles Only" to encourage shared bike users to park their bikes on the road rather than the footpath.

The City will install a precast concrete separator (1.5m x 0.8m), line marking and appropriate signage (see attachment 1) to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

### **Consultation**

The City will notify the local residents and businesses before implementing the parking changes.

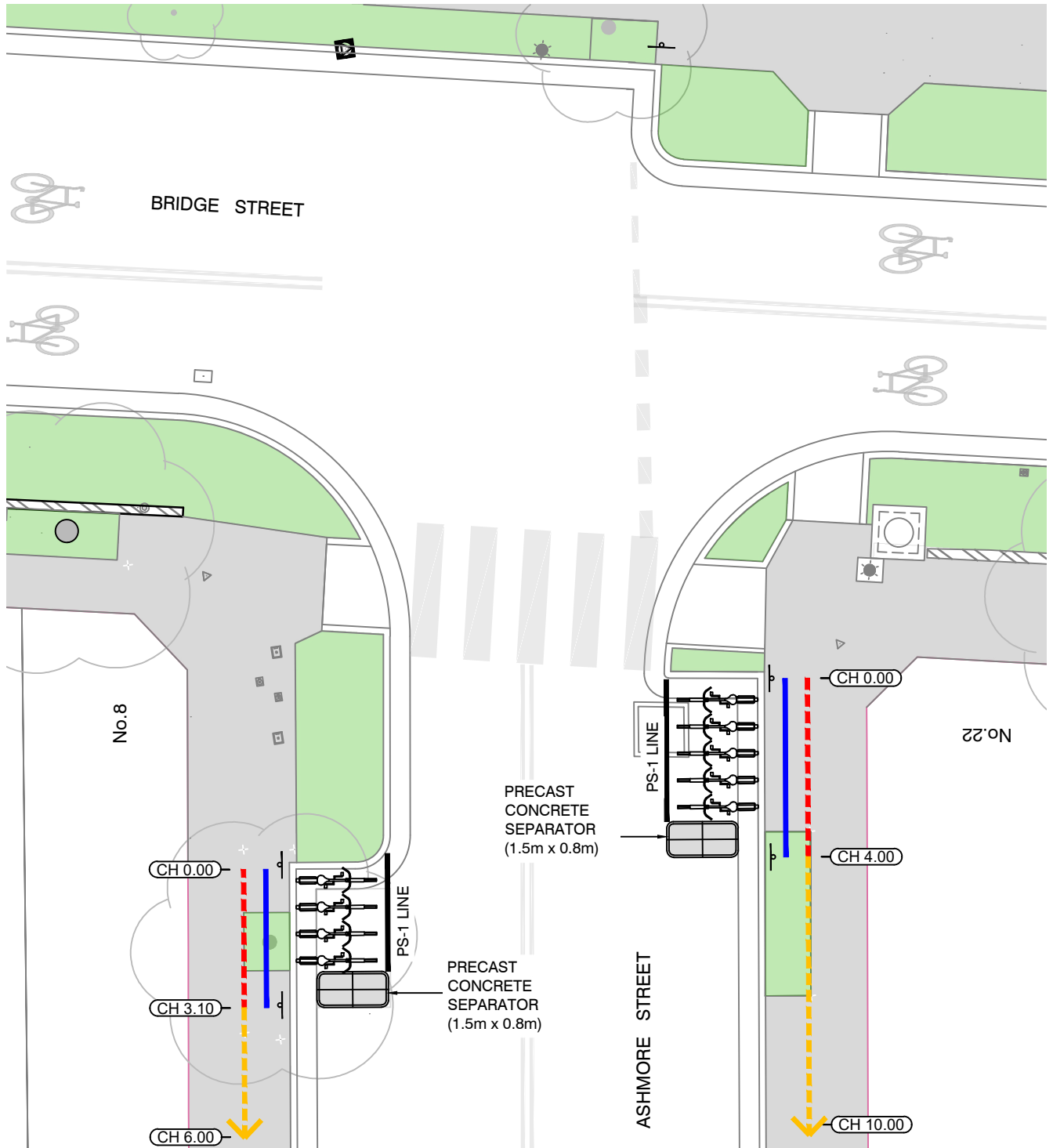
### **Financial**

Funds are available in the current budget.

**SAM DICKINSON - PROJECT OFFICER - CITY OF SYDNEY**



**Plan: Proposed On Street Bike Parking - Ashmore Street, Erskineville**



**LEGEND**

**EXISTING**

- NO STOPPING
- 2P 8AM - 6PM  
MON TO FRI

**PROPOSED**

- P (BIKE ONLY)
- BIKE ENVELOPE

**Item 38.****Bicycle Parking - Brown Street, Newtown (Station 1)**

TRIM Container No.: 2024/682565

**Recommendations**

It is recommended that the committee endorse the reallocation of parking on the north side of Brown Street, Newtown, between the points 5 metres and 10.0 metres west of Buckland Lane as "P Bicycles Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

Between January and November 2024, there were over 1,500,000 share bike trips in the city, averaging over 153,000 trips per month – or 5,000 trips a day.

With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City have no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to fewer issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

## Comments

Between January and November 2024, over 2,500 share bike trips started or ended on this section of Brown Street between King Street and Wilson Street. An additional 6,500 trips started and ended on adjacent streets, including King Street.

The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Brown Street has low traffic speeds. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted.

The location and layout of the proposed "P Bicycles Only" area is shown in attachment 1. The kerb space on the North Side of Brown Street, west of Buckland Lane, where the changes are proposed is currently signposted as "No Stopping". The "No Stopping" distance is 10 metres long. It is proposed to reallocate 5m of this section of "No Stopping" distance to "P Bicycles Only" to encourage shared bike users to park their bikes on the road rather than the footpath.

The City will install a precast concrete separator (1.5m x 0.8m) at each end of the parking space, line marking and appropriate signage (see attachment 1) to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

### **Consultation**

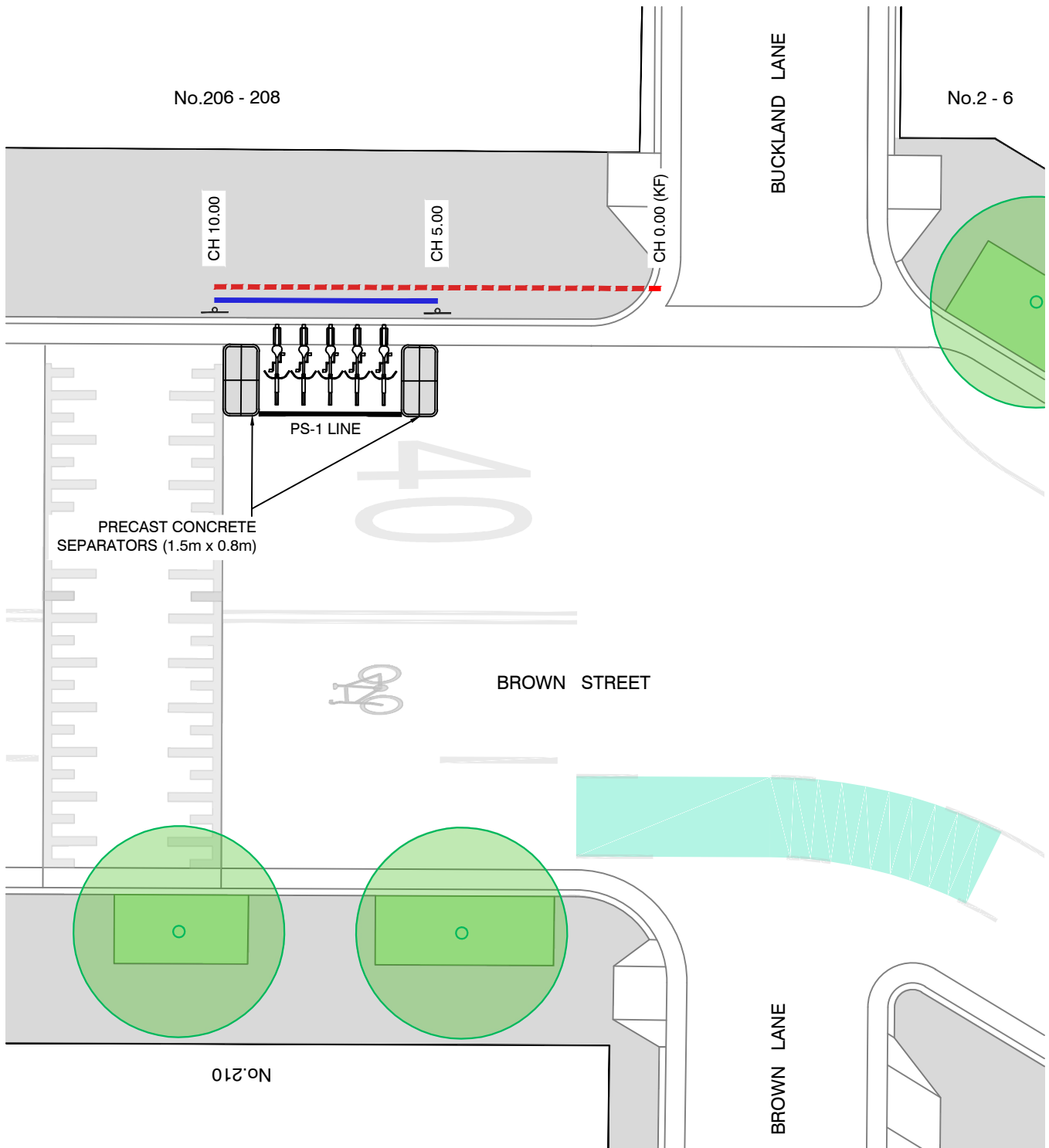
The City will notify the local residents and businesses before implementing the parking changes.

### **Financial**

Funds are available in the current budget.


**SAM DICKINSON - PROJECT OFFICER - CITY OF SYDNEY**

**Plan: Proposed On Street Bike Parking - Brown Street, Newtown**




**LEGEND**

**EXISTING**

 NO STOPPING

**PROPOSED**

 P (BIKE ONLY)

 BIKE ENVELOPE

**Item 39.****Bicycle Parking - Brown Street, Newtown (Station 2)**

TRIM Container No.: 2024/682569

**Recommendations**

It is recommended that the committee endorse the reallocation of parking on the south side of Brown Street, Newtown, between the points 3.5 metres and 6.5 metres east of Brown Lane as "P Bicycles Only".

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

Between January and November 2024, there were over 1,500,000 share bike trips in the city, averaging over 153,000 trips per month – or 5,000 trips a day.



With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City have no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to fewer issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

## Comments

Between January and November 2024, over 2,500 share bike trips started or ended on this section of Brown Street between King Street and Wilson Street. A further 6,500 trips started or ended on adjacent streets including King Street.

The high number of share bike trips made to and from this location make it a priority to have a bicycle parking area off the footpath. The installation of on-street bicycle parking will mitigate pedestrian conflicts and improve amenity by reducing congestion in the footpath area.

This section of Brown Street has low traffic speeds. Given that the height of parked bikes is approximately 1.2 metres high, sight distance is not expected to be impacted.

The location and layout of the proposed "P Bicycles Only" area is shown in attachment 1. The kerb space on the south side of Brown Street, east of Brown Lane, where the changes are proposed is currently signposted as "No Stopping". The "No Stopping" distance is 6.5 metres long. It is proposed to reallocate 3.0m of this section of "No Stopping" distance to "P Bicycles Only" to encourage shared bike users to park their bikes on the road rather than the footpath.

The City will install a precast concrete separator (1.5m x 0.8m) at each end of the parking space, line marking and appropriate signage (see attachment 1) to clearly delineate and safely protect bike riders and the bikes in the bicycle parking area.

We will request for Rangers to monitor the spaces regularly and contact bike share operators to move the bicycles when required. If endorsed, we will review the space 6 months after implementation to determine how effective it is.

**Consultation**

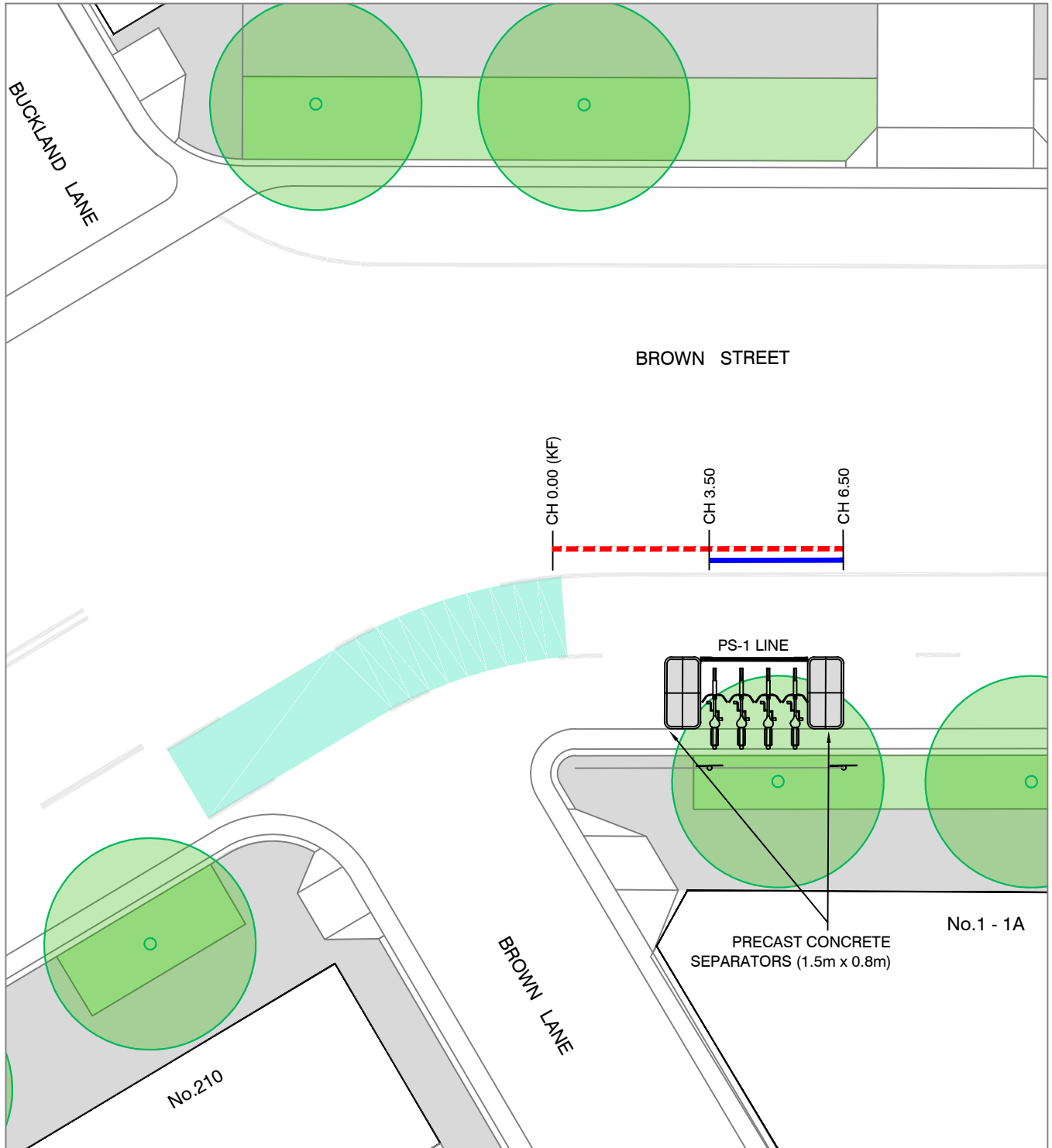
The City will notify the local residents and businesses before implementing the parking changes.

**Financial**

Funds are available in the current budget.


**SAM DICKINSON - PROJECT OFFICER - CITY OF SYDNEY**

**Plan: Proposed On Street Bike Parking - Brown Street, Newtown (LOCATION 2)**




**LEGEND**

**EXISTING**

 NO STOPPING

**PROPOSED**

 P (BIKE ONLY)

 BIKE ENVELOPE

**Item 40.****Traffic Treatment – Pedestrian Improvements and One-Way Restriction – Nithsdale Lane, Sydney**

TRIM Container No.: 2024/260066

**Recommendations**

It is recommended that the Committee endorse the following traffic treatments in Nithsdale Lane, Sydney:

- (A) Installation of a continuous footpath treatment in Nithsdale Lane, east of Elizabeth Street;
- (B) Footpath widening on the southern side of Nithsdale Lane, along the Crown Hotel's frontage; and
- (C) Conversion of Nithsdale Lane, between Nithsdale Street and Elizabeth Street to a one-way westbound road.

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

## Background

The City is proposing traffic treatments in Nithsdale Lane to improve general safety for people walking, provide for potential outdoor dining opportunities and better manage traffic flow.

## Comments

Nithsdale Lane, between Nithsdale Street and Elizabeth Street is approximately 5 metres wide with narrow footpaths. To improve pedestrian accessibility and safety, it is proposed to install a continuous footpath treatment, widen the footpaths and make Nithsdale Lane one-way westbound.

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

Traffic counts commissioned for seven days between 1-7 March 2024 recorded a maximum peak-hour volume of 48 vehicles per hour in Nithsdale Lane. As this maximum peak slightly exceed the TfNSW warrant for continuous footpath treatments, the proposal is considered acceptable from a traffic volume perspective. In addition, the crossing width of 4.6 metres proposed for the continuous footpath treatment is within the TfNSW warrant and as such compliant with the Technical Direction

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

Footpath widening is also proposed on the southern side of Nithsdale Lane along the Crown Hotel's frontage to improve pedestrian accessibility in the laneway. To accommodate the footpath widening, it is proposed to convert Nithsdale Lane to a one-way westbound road to better manage traffic flow, deter drivers from using the laneway as a shortcut and improve overall pedestrian safety in the lane.

Traffic data have shown that there are no vehicles travelling eastbound and the proposed one-way westbound restriction will have negligible impacts on the surrounding road network. The proposal does not lead to a net loss of parking spaces.

## Consultation

The City consulted local residents and businesses in the area. There were 366 letters sent out with one response supporting the proposal and no responses opposing the proposal.

## Financial

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

**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**





**Item 41.****Traffic Treatment - Stop Control and Linemarking - Cunningham Street, Haymarket**

TRIM Container No.: 2024/623003

**Recommendations**

It is recommended that the Committee endorse the installation of "Stop" control and linemarking restrictions in Cunningham Street, at the intersection with Pitt Street in Haymarket.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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**

A resident has raised concerns about safety and visibility at the intersection of Cunningham Street at the intersection with Pitt Street.

**Comments**

The T-intersection of Cunningham and Pitt Streets is currently uncontrolled.

Drivers on Cunningham Street entering Pitt Street must currently give way to all people on the Pitt Street footpath and vehicles on Pitt Street within the road.

To improve sightlines and intersection safety, it is proposed to install a “Stop” sign and line markings in Cunningham Street.

Drivers will be required to come to a complete stop before crossing the Pitt Street footpath to enter the road. This will ensure they take the time to check that the way is clear and will reduce the speed of their vehicle when moving through the intersection.

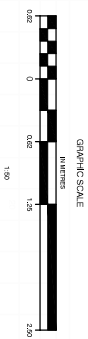
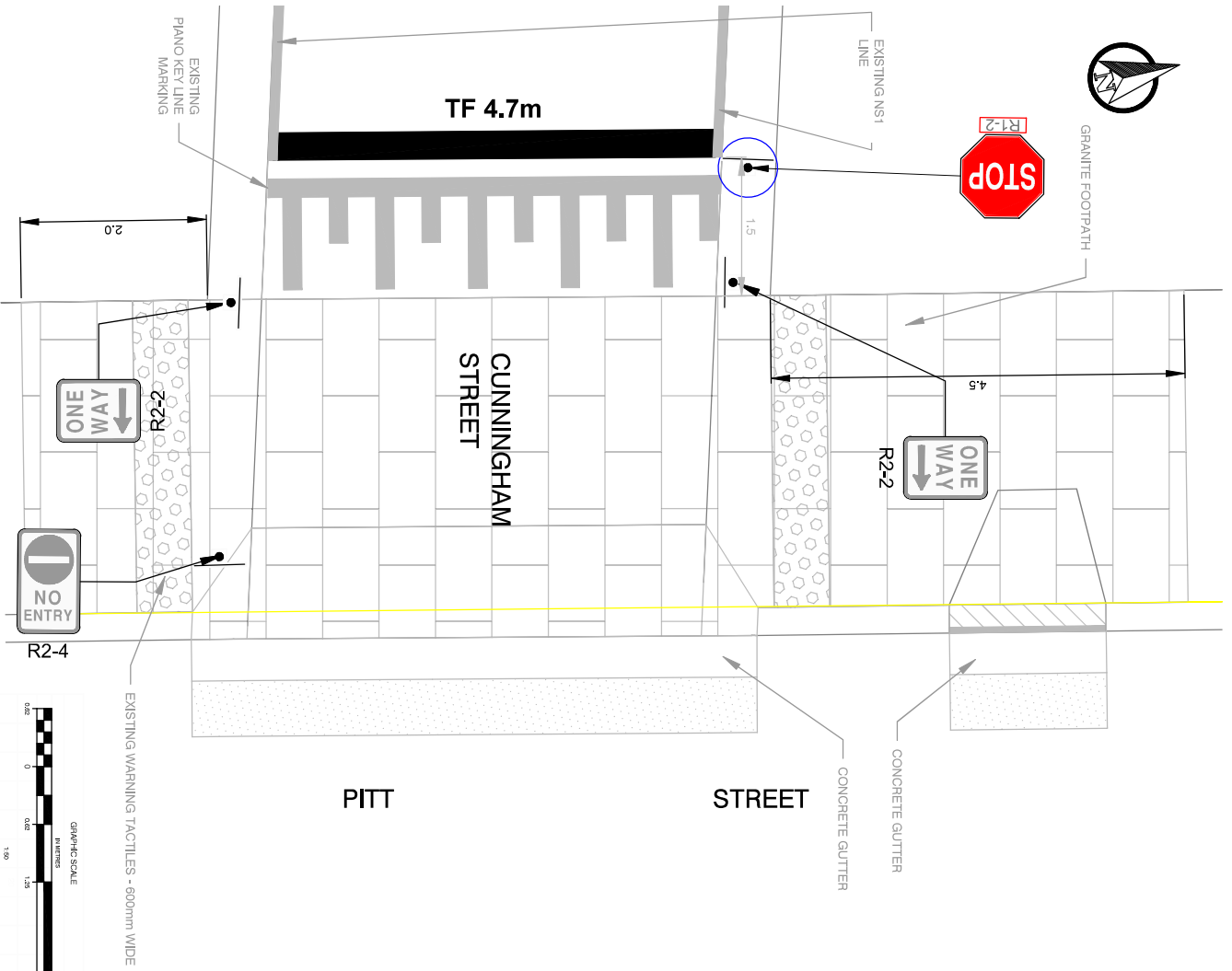
### **Consultation**

The City distributed 203 letters to local residents and businesses to provide information about the proposed changes. No feedback was received regarding the proposal.

### **Financial**

Funds are available in the current budget.

**TANZ ALAM, ENGINEERING TRAFFIC OFFICER**



### LEGEND

- LIGHT POLE / POWER POLE WITH LIGHT
- SIGN POST / SQUARE POST / DOUBLE SIGN POST
- SIGN POST TO BE INSTALLED / RETAINED / REMOVED
- SIGNAGE TO BE INSTALLED / RETAINED / REMOVED
- LINEMARKING TO BE INSTALLED
- LINEMARKING TO BE RETAINED
- LINEMARKING TO BE REMOVED

CUNNINGHAM STREET		CUNNINGHAM STREET		CITY OF SYDNEY		ISSUED FOR CONSTRUCTION		Issue	
HANMARKET		HANMARKET		DIAL BEFORE YOU DIG www.1100.com.au		CONTINUOUS FOOTPATH TREATMENT SIGNAGE AND LINEMARKING PLAN		2	
No.	By	Amendments	Checked	Drawn	Approved	SCALE	PAPER	TRIAL No.	Sheet No.
5			AS	AS	AS	1:50	A3	2024/609789	1 OF 1
4			AS	AS	AS				
3	AS	Revised for CONSTRUCTION	AS	AS	AS				
2	AS	Revised for review	AS	AS	AS				
1	AS		AS	AS	AS				
Date			AS	AS	AS				

**Item 42.****Traffic Treatment - Shared Zone - Earl Street and Springfield Lane, Potts Point**

TRIM Container No: 2024/680228

**Recommendations**

It is recommended that the Committee support the installation of the following traffic treatments in Potts Point:

- (A) A 10km/h Shared Zone in Earl Street between Earl Place and Orwell Street;
- (B) A 10km/h Shared Zone in Springfield Lane between Springfield Avenue and Earl Street;
- (C) A continuous footpath treatment (CFT) in Earl Street, north of Earl Place;
- (D) A CFT in Springfield Lane, west of Springfield Avenue; and
- (E) A speed cushion in Earl Street, south of Orwell Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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

Both Earl Street and Springfield Lane feature narrow footpaths which restricts pedestrian movements. The City is proposing to install Shared Zones and various traffic treatments in both streets to calm traffic and improve pedestrian safety and amenity.

## Comments

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement. To enhance safety and awareness in the Shared Zone, the proposal will include the following traffic treatments:

- CFTs at the Shared Zone entry points in Earl Street and Springfield Lane to highlight pedestrian priority and calm traffic;
- A speed cushion in Earl Street just south of Orwell Street to slow vehicles down when approaching the intersection;
- Coloured and stamped road pavement to highlight the shared environment.

The design explored the option of implementing a CFT instead of a speed cushion on Earl Street, south of Orwell Street. However, flood studies identified significant challenges associated with the CFT, leading to the recommendation of a speed cushion as the preferred solution. The speed cushion will be installed in an offset position to minimise accessibility issues for users with mobility impairments.

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

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

There are no impacts to parking as part of this proposal and the treatment will not affect traffic flow.

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

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

In June 2023, the City proposed installing a Shared Zone in Springfield Lane and a short section of Earl Street between Springfield Lane and Orwell Street. After further design review and community input, the project scope was expanded to cover the entire length of Earl Street from Earl Place to Orwell Street.

**Consultation**

The City consulted on the original proposal in June 2023. The initial feedback received one support and three objections. The people that objected to the proposal raise concerns about noise generated from the speed cushions and do not support the implementation of a 10km/h speed limit in the laneways.

In November 2024, the City distributed 1291 letters to local residents and businesses to provide updated information about the proposal. The City received one expression of support and one objection to the proposal.

The submission in support believes that the traffic treatments will enhance pedestrian safety and the overall amenity of the laneways.

The opposing submission expressed that the proposal addresses a non-existent issue and would result in an unnecessary expense.

**Financial**





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

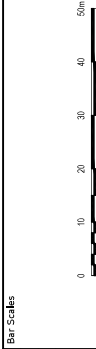
**CLEMENT LIM, TRAFFIC MANAGER-NORTH**





PLAN  
1:500

PAVEMENTS	
	ASPHALT ROAD RECONSTRUCTION AREA = 1762
	CONCRETE-RAISED PLATFORM AREA = 3962
	GARDEN BED AREA = 722
	GRANITE PAVED FOOTPATH RECONSTRUCTION AREA = 462
	ASPHALT SHARED ZONE AREA = 10262
	BRICK PAVED FOOTPATH RECONSTRUCTION AREA = 1162
	CONCRETE FOOTPATH RECONSTRUCTION AREA = 462



Issue	Description	Date
P1	PRELIMINARY	25/01/24

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Client	Drawn	Checked	Approved
	1:500	MGAS05 GDA/2020	AHD

Project	Title
SPRINGFIELD LANE POTTS POINT PCTC PROGRAM	GENERAL ARRANGEMENT PLAN

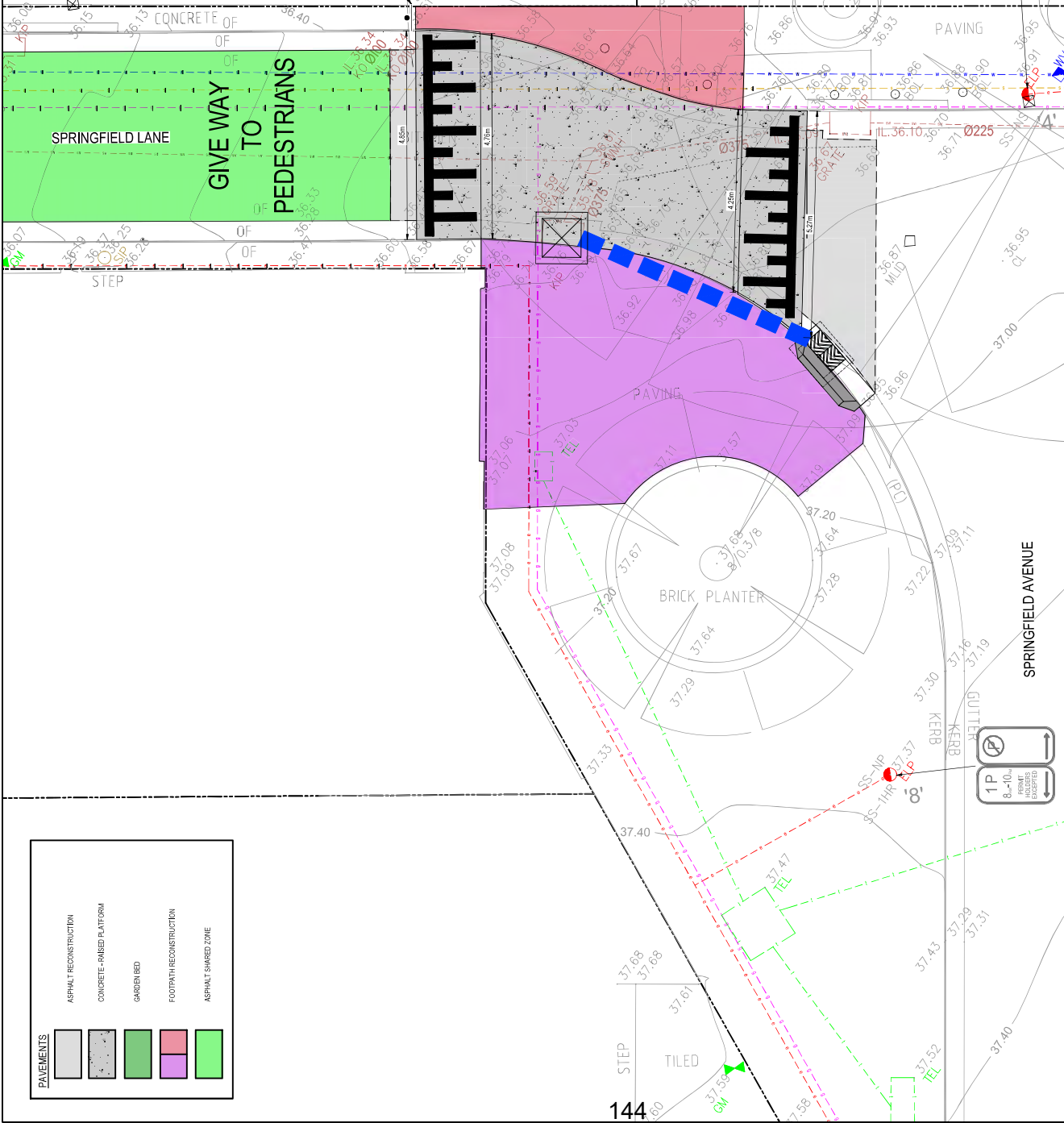
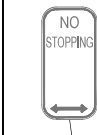
Scale	Issue
PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION Project - Drawing No. 21-892-CIV-15005	A1 P1











PAVEMENTS	ASPHALT RECONSTRUCTION	CONCRETE-RAISED PLATFORM	GARDEN BED	FOOTPATH RECONSTRUCTION	ASPHALT SHARED ZONE

STATUS: PRELIMINARY ONLY  
NOT TO BE USED FOR CONSTRUCTION  
Project - Drawing No. 21-892-CIV-15021

Project: SPRINGFIELD LANE POTTS POINT PCTC PROGRAM

Title: CONCEPT PLAN SHEET 2

Drawn: 1:50  
Designed: MGA/S5 GDA/2020  
Checked: AHD  
Approved: AHD

**DRAFT**

Client: CITY OF SYDNEY

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Bar Scales: 1:50 @ A1, 1:100 @ A3

Issue	Description	Date
P1	PRELIMINARY	25/01/24

144

100mm on Original

**Item 43.****Traffic Treatment - Shared Zone - Rainford and Davies Streets, Surry Hills**

TRIM Container No: 2023/429477

**Recommendations**

It is recommended that the Committee support the installation of a Shared Zone in Rainford and Davies Streets, Surry Hills, between Crown and Bourke Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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 Surry Hills Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 includes a proposal to install a Shared Zone in Rainford and Davies Streets, Surry Hills, between Crown and Bourke Streets to prioritise access for pedestrian, control vehicle speeds and preserve residential amenity.

## Comments

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement. The current footpaths along Rainford and Davies Streets, are very narrow and the existing street trees make it difficult for pedestrians to walk safely along the existing footpaths. Therefore, a Shared Zone would improve safety and access for pedestrians using these two streets.

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

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

Continuous footpath treatments are already approved at the intersection of Rainford and Davies Streets with Crown Street and will be implemented as part of the Crown Street Upgrade Project to further highlight pedestrian priority and help alleviate congestion on the footpaths. The proposed continuous footpath treatments will comply with the TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05).

The proposal also includes the provision of two speed cushions and kerb side islands along each street to physically reduce vehicle speeds to 10km/h. The proposed Shared Zone will not affect on-street parking provision in Rainford and Davies Streets. Parking bays will be line marked to comply with Shared Zone requirements.

## Consultation

The City consulted local residents and businesses in the area. There were 542 letters sent out with eleven (11) responses supporting the proposal and four responses opposing.

A further four neutral responses were received with concerns on pedestrian safety when walking in the Shared Zones and the potential dangers of a bi-directional bicycle path becoming a shortcut for e-bike delivery drivers.

One response opposing the proposal were concerned that the Shared Zone would negatively impact residential amenity from potentially increased number of people lingering in the Shared Zone. One response was concerned about increased noise and vibrations caused by vehicles going over the speed cushions.

Another two responses were concerned with Rainford and Davies Street becoming a thoroughfare for bicycles and did not support the idea of allowing bicycles two-way access in the streets. However, the contra-flow bicycle arrangement is standard treatment in one-way streets especially in Shared Zones where the speed limit is being reduced.

## Financial

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



**TERRY XU, SENIOR TRAFFIC ENGINEER**

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Approved: \_\_\_\_\_  
Checked: \_\_\_\_\_  
Designer: \_\_\_\_\_  
Project Management Initials: \_\_\_\_\_  
Last saved by: OUYANG YI (2024-11-01) Last Plotted: 2024-11-01  
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**Major CFTs**  
**Rainford Street**

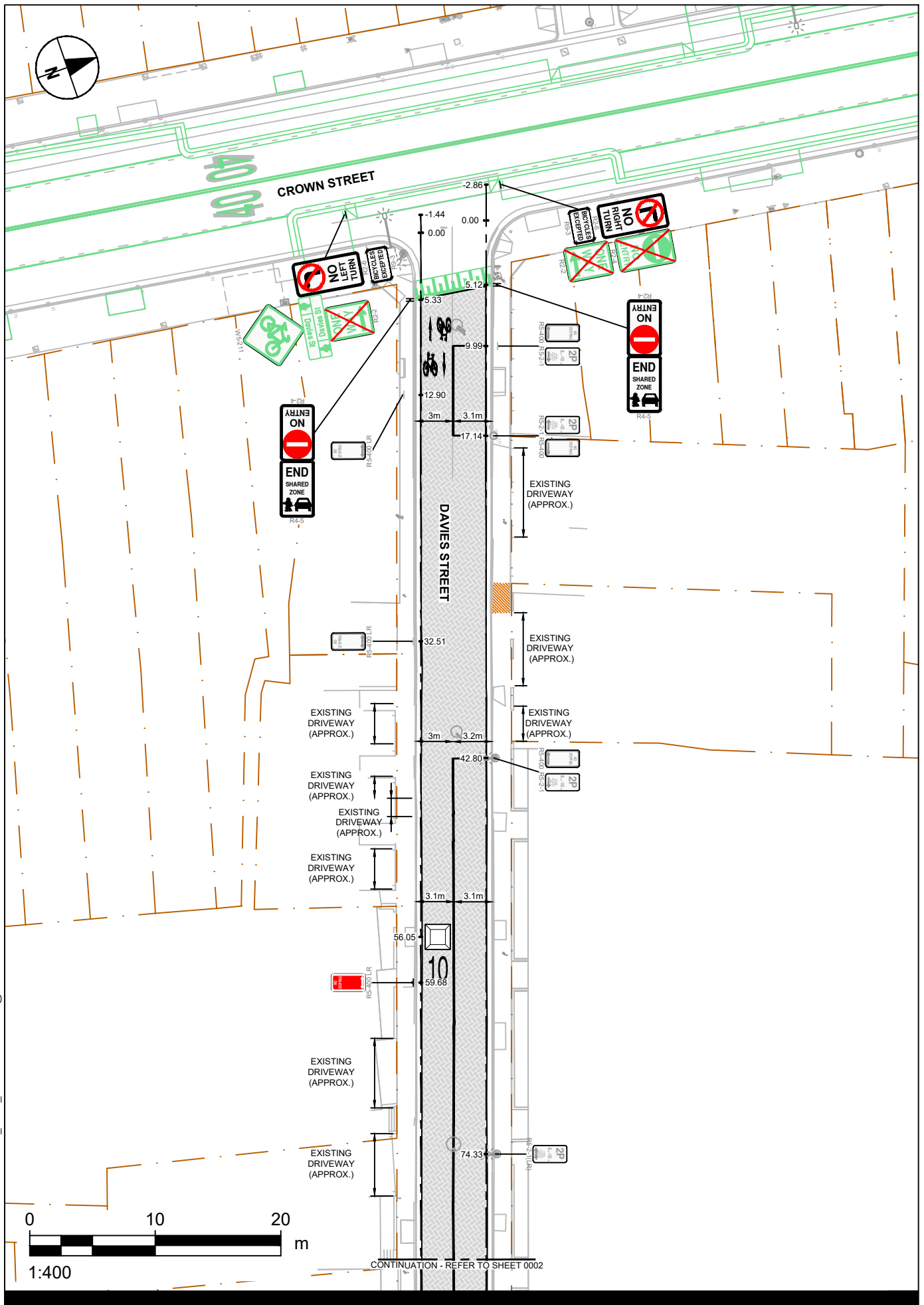
C24010- 10732960

Project No.: 60616465 Date: 01.11.2024

**TRAFFIC COMMITTEE PLANS**

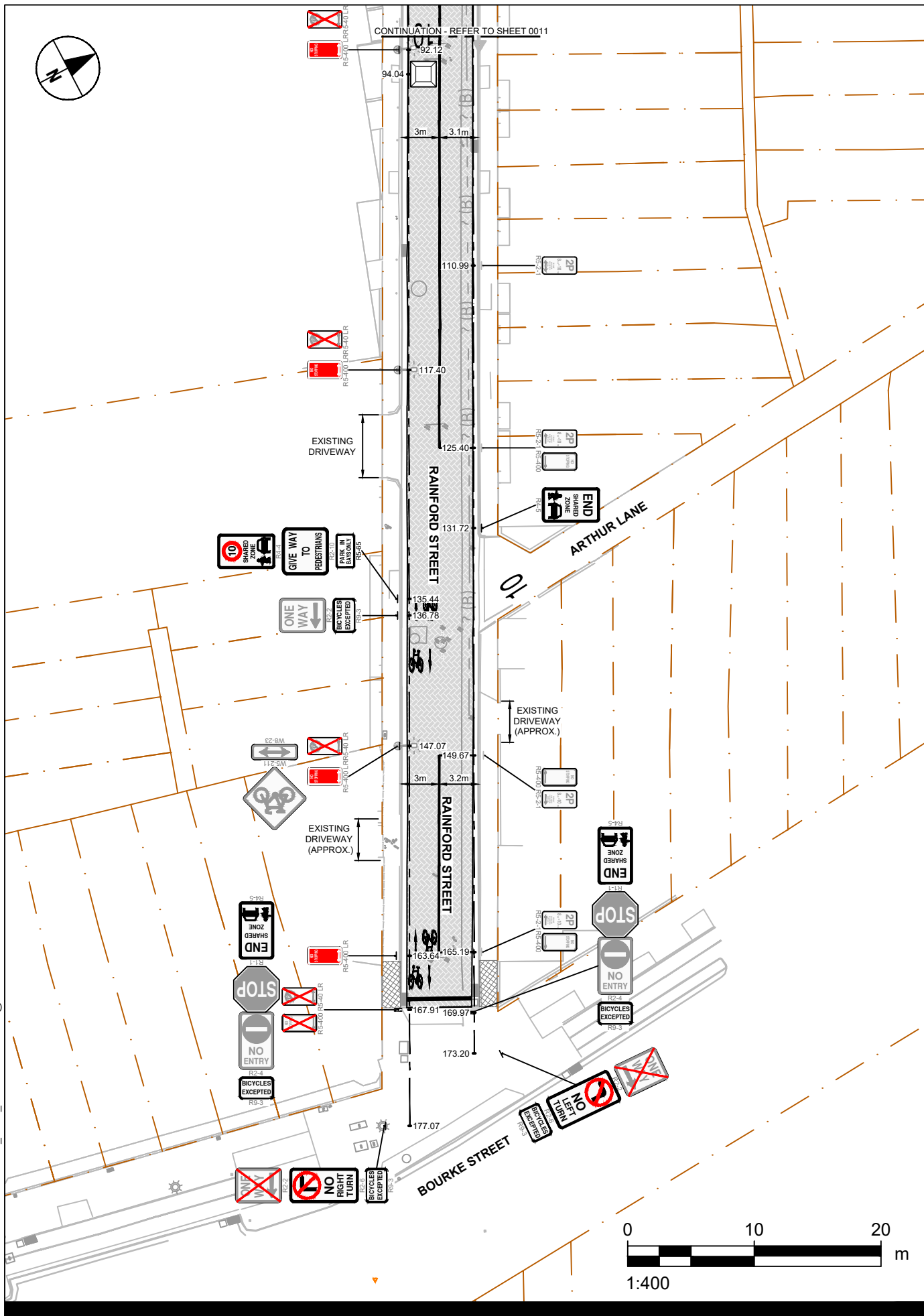












**Major CFTs**  
**Rainford Street**  
 C24010- 10732960  
 Project No.: 60616465 Date: 01.11.2024

**TRAFFIC COMMITTEE PLANS**





**Item 44.****Traffic Treatment - Pedestrian Refuge Island - Park Street, Erskineville**

TRIM Container No.: X083814.007

**Recommendations**

It is recommended that the Committee endorse the installation of a pedestrian refuge island in Park Street, Erskineville, at Railway Parade.

**Voting Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

The Erskineville and Alexandria Traffic and Transport Study commissioned by the City considered options to close Park Street at Railway Parade or ban the right turn into Railway Parade to reduce through traffic using Park Street.

In October 2023, Council resolved to undertake traffic counts in Park Street over three months after completion of the streetscape works to monitor traffic conditions and determine if any further review is needed.

The City carried out streetscape improvement works in Railway Parade and Park Street throughout 2023, including converting Railway Parade back to two-way traffic. These works have improved Park Street favourably and traffic conditions are generally acceptable when benchmarked against other local streets. As such, treatments to close Park Street or banning the right turn at Railway Parade are not considered necessary at this time.

The City proposes to replace the existing the traffic island and temporary devices in Park Street near Railway Parade with a new pedestrian refuge island.

## Comments

Tube counts were installed in Park Street from 3 December 2023 to 25 February 2024. The traffic counts were repeated for one week during school term in October 2024, after completion of stormwater works. A comparison of current traffic counts to similar counts from 2021 and 2019 yielded the following results:

- Current traffic volumes in Park Street (1,260 vehicles per day) reduced by 41% compared to 2021 and are consistent with 2019 volumes.
- The proportion of vehicles currently using Park Street that are heavy vehicles is consistent with 2021, and the number of heavy vehicles reduced by approximately 31% since 2021.
- The proportion of heavy vehicles using Park Street has reduced by approximately 53% compared to 2019.
- The proportion of heavy vehicles in Park Street is within the typical range (approximately 5%) for most local streets.
- Vehicle speeds in Park Street are consistent with 2021, and current 85th percentile speed of 41km/h is consistent with the 40km/h speed limit.
- Vehicle speeds recorded in Park Street were significantly lower in 2019, however this is likely due to the position of the traffic counter which was closer to the Railway Parade intersection than the 2021 and 2024 counts.

The proposal will provide a wider and safer refuge for people crossing Park Street and encourage slower speeds for vehicles turning in and out of Park Street.

## Consultation

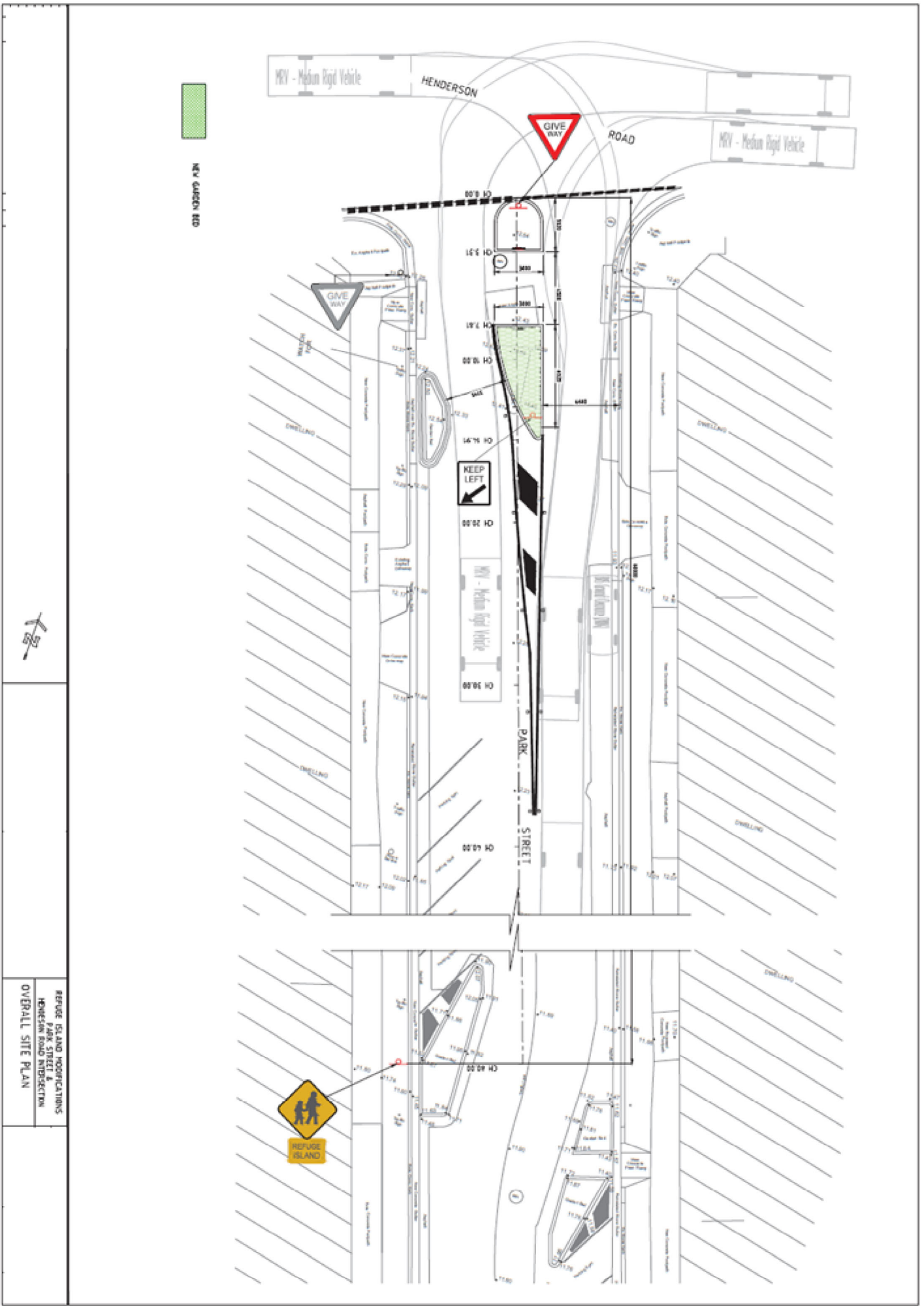
Community engagement for the Erskineville & Alexandria Traffic and Transport Study was carried out in February 2023 and between 1 May 2023 to 30 June 2023. Letters were posted to 7,000 properties and businesses in the study area inviting feedback. Feedback was received through a community forum on 22 February 2023, online survey, interactive map, email and written submissions. The outcomes of the community engagement were presented at a community forum on 21 September and reported to Council at its meeting on 23 October 2023.

The City notified local residents and businesses in the area about the results of the traffic counts and the proposed pedestrian refuge. There were 76 letters sent out on 25 November 2024. A summary of the feedback received on the proposal will be updated at the meeting.

**Financial**

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

**TERRY XU, SENIOR TRAFFIC ENGINEER**



NEW GARDEN BED



REFUGE ISLAND MODIFICATIONS  
 REFUGE PARK STREET &  
 HENDERSON ROAD INTERSECTION  
 OVERALL SITE PLAN



## **Dele 15 Authorities - Transport NSW - Taxi Zone and No Parking - Market Street, Sydney**

TRIM Container No.: 2024/698092

### **Recommendations**

It is recommended that the Committee endorse the reallocation of parking on the southern side of Market Street, Sydney between the points 33 metre and 63 metre west of Pitt Street as "Taxi Zone 6pm-6am" and "No Parking All Other Times".

### **Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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) continues to advance its integrated transport initiatives through the Greater Sydney Services and Infrastructure Plan and Future Transport Strategy 2056. These frameworks aim to deliver a connected and efficient transport network that prioritises sustainability, customer experience, and accessibility.

The current strategies are designed to accommodate Sydney's projected population growth, increase reliance on public and active transport, and enhance the quality of life for its residents. The plans ensure safe and seamless movement across all modes, including trains, buses, ferries, light rail, cycling, and pedestrian pathways, while also managing road traffic efficiently. This comprehensive approach addresses congestion, encourages the use

of environmentally-friendly transport options, and supports Sydney's vision of becoming a more liveable and connected global city.

### **Comments**

The kerb space on the southern side of Market Street Sydney between George Street and Pitt Street, where the changes are proposed, is currently signposted as "Taxi Zone 3-5pm M-F" and "No Parking Other Times".

In order to improve late night access to Taxi services in the CBD and the night time economy it is proposed to reallocate parking on the southern side of Market Street between George Street and Pitt Street (CH 33 - 63) as "Taxi Zone 6pm-6am" and "No Parking Other Times".

All other restrictions are to remain as existing.

### **Consultation**

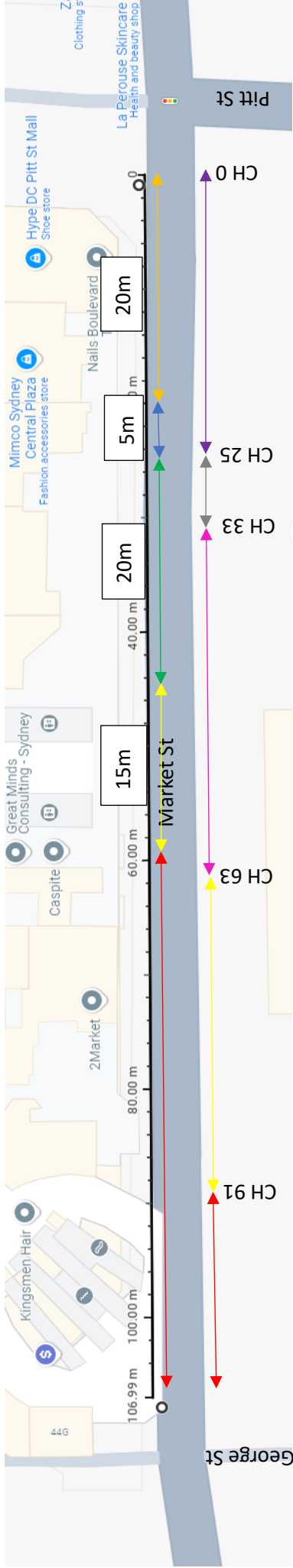
TfNSW has conducted a consultation and have received no response.

### **Financial**

Transport for NSW will assume full responsibility for the costs and work involved in implementing the parking change.

**KAYE RUSSELL, TRANSPORT PLANNING PROJECT MANAGER**





**North Side - existing**

- Mail Zone
- Motor Bike Parking 2P
- Taxi Zone
- No Parking
- No Stopping

**South Side – Change is highlighted.**

- No Parking Coaches Excepted 15min Limit
- No Stopping -driveway
- Taxi Zone 6pm-6am/ No Parking Other times
- No Parking
- No Stopping

**Proposed**

## **Dele 10 Authorities - Transport NSW - No Stopping Taxis Excepted 1 Minute - Various CBD Locations**

TRIM Container No.: 2024/698083

### **Recommendations**

It is recommended that the Committee endorse the reallocation of parking to "No Stopping Taxis Excepted 1 Minute" at the following locations in Sydney:

- (A) Western side of Macquarie Street, north of Cahill overpass (one space outside 61 Macquarie Street);
- (B) Northern side of Bent Street between O'Connell and Bligh Street (one space outside 2 Bent Street);
- (C) Eastern side of Pitt Street, south of Bridge Street (one space outside 56 Pitt Street);  
and
- (D) Western side of Elizabeth Street, north of Martin Place (one space outside 23 Elizabeth Street)

### **Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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

NSW Transport Minister the Hon Jo Haylen MP, announced the NSW Government was acting on calls for a review into taxi ranks in Sydney CBD. This follows concerns raised by industry bodies about inaccessible drop-off and pick-up zones in busy city locations, causing potential safety and economic impacts.

Transport for NSW has been tasked with leading this work, coordinating with the City of Sydney, which is responsible for many of these taxi zones, the Point-to-Point Transport Commissioner and industry stakeholders, to find solutions which ensure the best outcomes for drivers and passengers. The NSW Taxi Council and Business Sydney recently identified what they consider to be the 10 most challenging areas in the CBD for taxis.

## Comments

TfNSW has identified the following sites as suitable for either extending existing zones or establishing new "No Stopping Taxicabs Excepted 1 Minute" zones:

- 61 Macquarie Street - Currently there is one existing space with enough available kerbside area for an additional space.
- 2 Bent Street - Currently this is full time No Stopping. This will be installed on the departure side of the existing P5 parking space. It will provide taxis with a location for quick drop off passengers.
- 56 Pitt Street - Currently this is full time No Stopping. It is located on the departure side of the traffic signals and will not impact on the pedestrian crossing or traffic signal operation. Observations have shown it is already used by taxis for drop off so is a good location.
- 23 Elizabeth Street - Currently this is full time No Stopping. It is on the departure side of Martin Place traffic signals and will not impact on the pedestrian crossing or traffic signal operation.

## Consultation

As all locations are existing "No Stopping" zones, there will be no parking removed therefore there is no requirement for consultation.

## Financial

Transport for NSW will assume full responsibility for the costs and work involved in implementing the parking change.

**KAYE RUSSELL, TRANSPORT PLANNING PROJECT MANAGER**

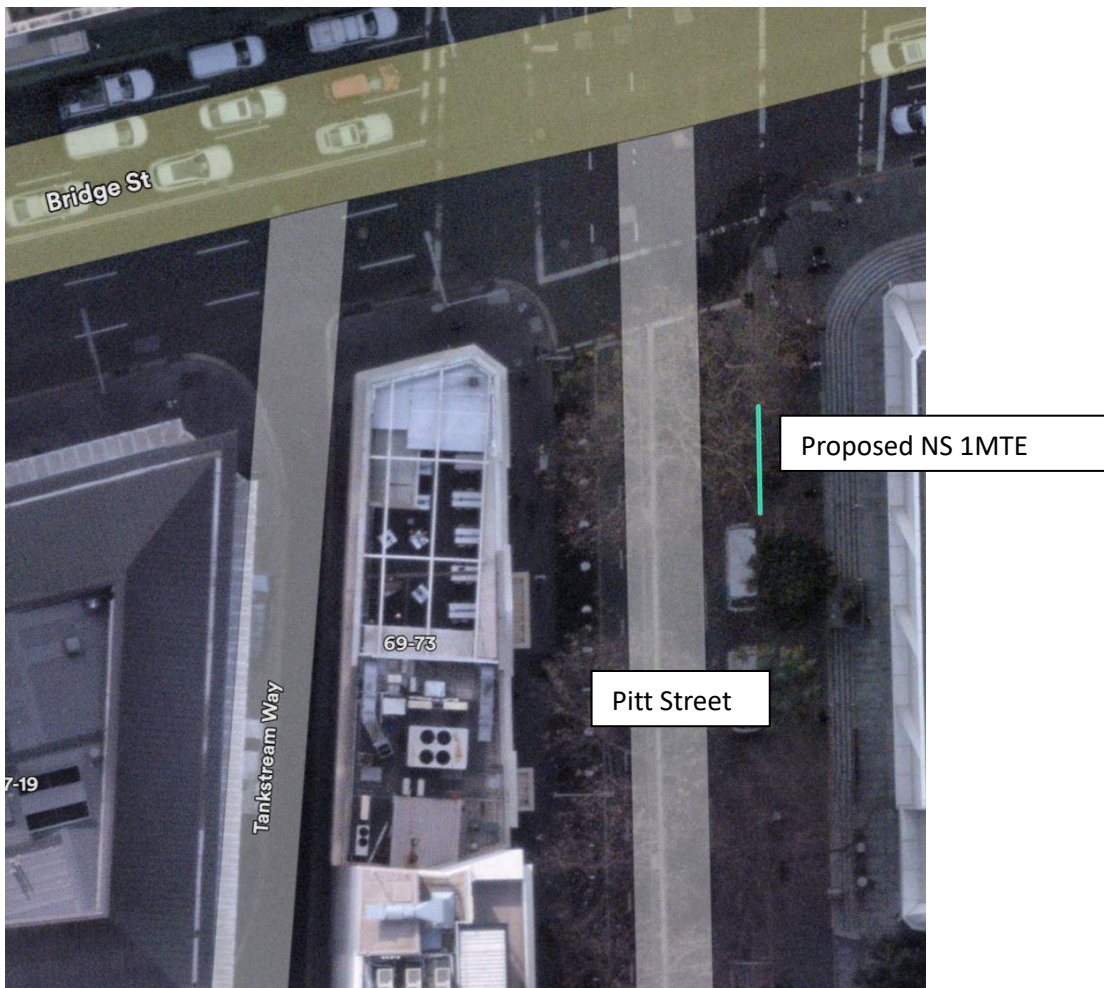
1. 61 Macquarie St - north of Cahill overpass, west side.



2. 2 Bent St – west Loftus St, north side.

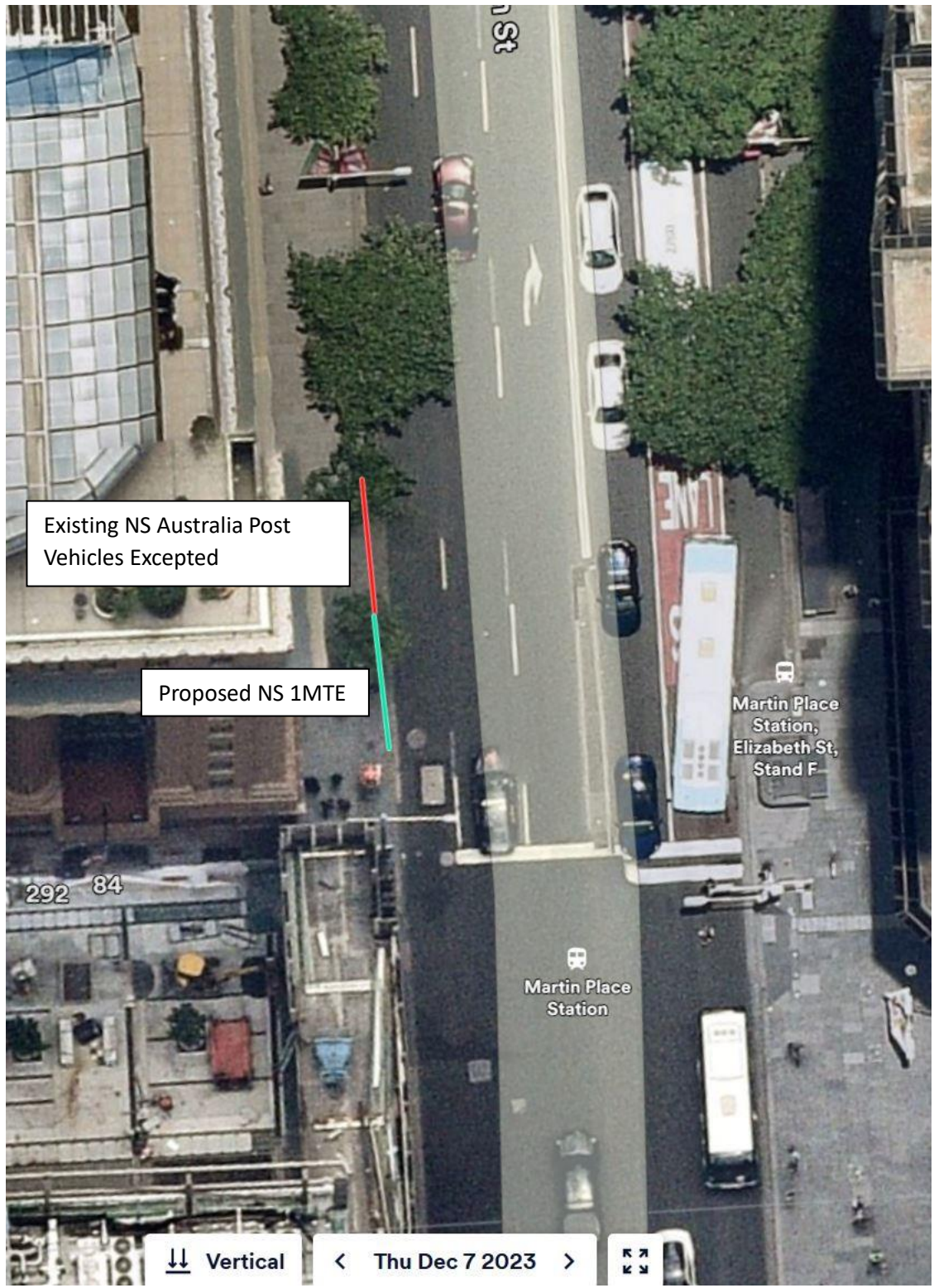


3. 56 Pitt St – south of Bridge, east side.





4. 23 Elizabeth St – north of Martin Pl, west side.





**Item 47.**

**Schedule of Conditions**

**Attachments**

Schedule of Conditions:-

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



## Schedule A

### On Street Event Conditions

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

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

## Schedule B

### Temporary Road Closure Conditions

The Applicant and their representatives:

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

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



## Schedule C

### Works Zone Conditions

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