

18 September 2025

At 10.00 am

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

Disclaimer

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

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

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

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

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

Item 1.

Confirmation of Minutes of Meeting 2025/08 held on 21 August 2025

Decision

Item 2.**Street Event - Temporary Road Closure - Ghost In The Rocks**

TRIM Container No.: 2025/484513

Recommendations

It is recommended that the Committee review the temporary road closure for the Ghost In The Rocks event on Friday, 31 October 2025 from 5.30pm 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 Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Advice

Advice will be updated after the meeting.

Background

BBR Agency has applied for the temporary road closure of Argyle Street between Harrington Street and Lower Fort Street for the Ghost In The Rocks event on Friday, 31 October 2025 from 5.30pm to 9.30pm.

Comments

The Ghost In The Rocks is an annual event in a new location that requires the temporary closure of City streets and traffic detours around the parade 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 closure will be borne by the Applicant.

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER NORTH

Vehicles Movement.

Mitigation vehicles on Harrington Street:

All Vehicles must enter via Harrington Street.

All Vehicles must exit site via Argyle Street.

Production vehicles on Argyle Street:

All Vehicles must enter via Argyle Street.

All Vehicles must exit site via Argyle Street.



Item 3.**Street Event - Temporary Road Closures - IAC Welcome Event - Kensington Street, Chippendale****TRIM Container No.: 2025/515560****Recommendations**

It is recommended that the Committee review the temporary road closure for the International Astronautical Congress (IAC) Welcome Event on Monday, 29 September 2025 from 11am to 23.59pm 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 must contact the City's Health and Building about food distribution.
- (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.

Advice

Advice will be updated after the meeting.

Background

Kensington Street Holdings has applied for the temporary road closure of Kensington Street, Chippendale for the International Astronautical Congress (IAC) Welcome Event on Monday, 29 September 2025 from 11am to 23.59pm.

Comments

The IAC Welcome Event is a new event that requires the temporary closure of City streets and traffic detours around the event route.

Temporary Road Closures - Monday, 29 September from 11am to 23.59pm

- Kensington Street between Outram and Dwyer Streets

There are currently no other approved temporary road closures proposed to take place on the same day. The City has not received any traffic related complaints about temporary road closures in Kensington Street in previous years.

Kensington Street Holdings has requested that the City approve the temporary closure of the street to vehicles so that businesses could safely provide adequate space to accommodate people attending the festival. Kensington Street has regular street events which involve temporary road closures and has previously caused no impact to traffic in the area.

Consultation

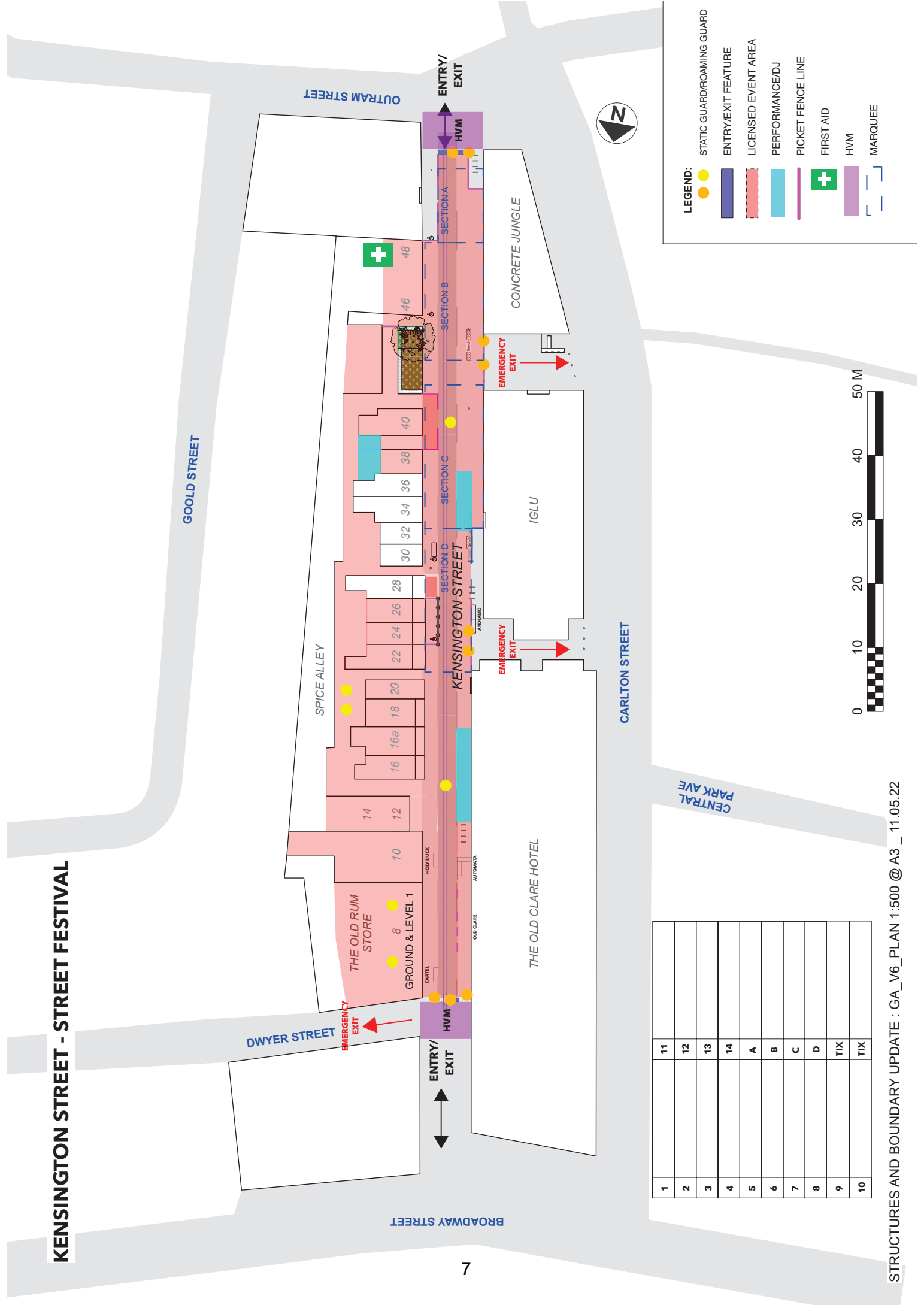
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

KENSINGTON STREET - STREET FESTIVAL



1	11
2	12
3	13
4	14
5	A
6	B
7	C
8	D
9	TIX
10	TIX

Item 4.**Street Event - Temporary Road Closures - SXSW Sydney x Kensington Street Party**

TRIM Container No.: 2025/483205

Recommendations

It is recommended that the Committee review the temporary road closure of Kensington Street, Chippendale between Dwyer and Outram Streets for the SXSW Sydney x Kensington Street Party on Thursday, 16 October 2025 from 10am to Friday, 17 October 2025 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 must contact the City's Health and Building about food distribution.
- (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.

Advice

Advice will be updated after the meeting.

Background

SXSW Sydney has applied for the temporary road closure of Kensington Street, Chippendale for the SXSW Sydney x Kensington Street Party on Thursday, 16 October 2025 from 10am to Friday, 17 October 2025 11.59pm.

Comments

The SXSW Sydney x Kensington Street Party is a new event that requires the temporary closure of City streets and traffic detours around the event route.

Temporary Road Closures - Thursday, 16 October 2025 from 10am to Friday, 17 October 2025 11.59pm

- Kensington Street, Chippendale between Dwyer and Outram Streets

There are currently no other approved temporary road closures proposed to take place on the same day. The City has not received any traffic related complaints about temporary road closures in Kensington Street in previous years.

SXSW Sydney has requested that the City approve the temporary closure of the street to vehicles so that businesses could safely provide adequate space to accommodate people attending the event. Kensington Street has regular street events which involve temporary road closures and has previously caused no impact to traffic in the area.

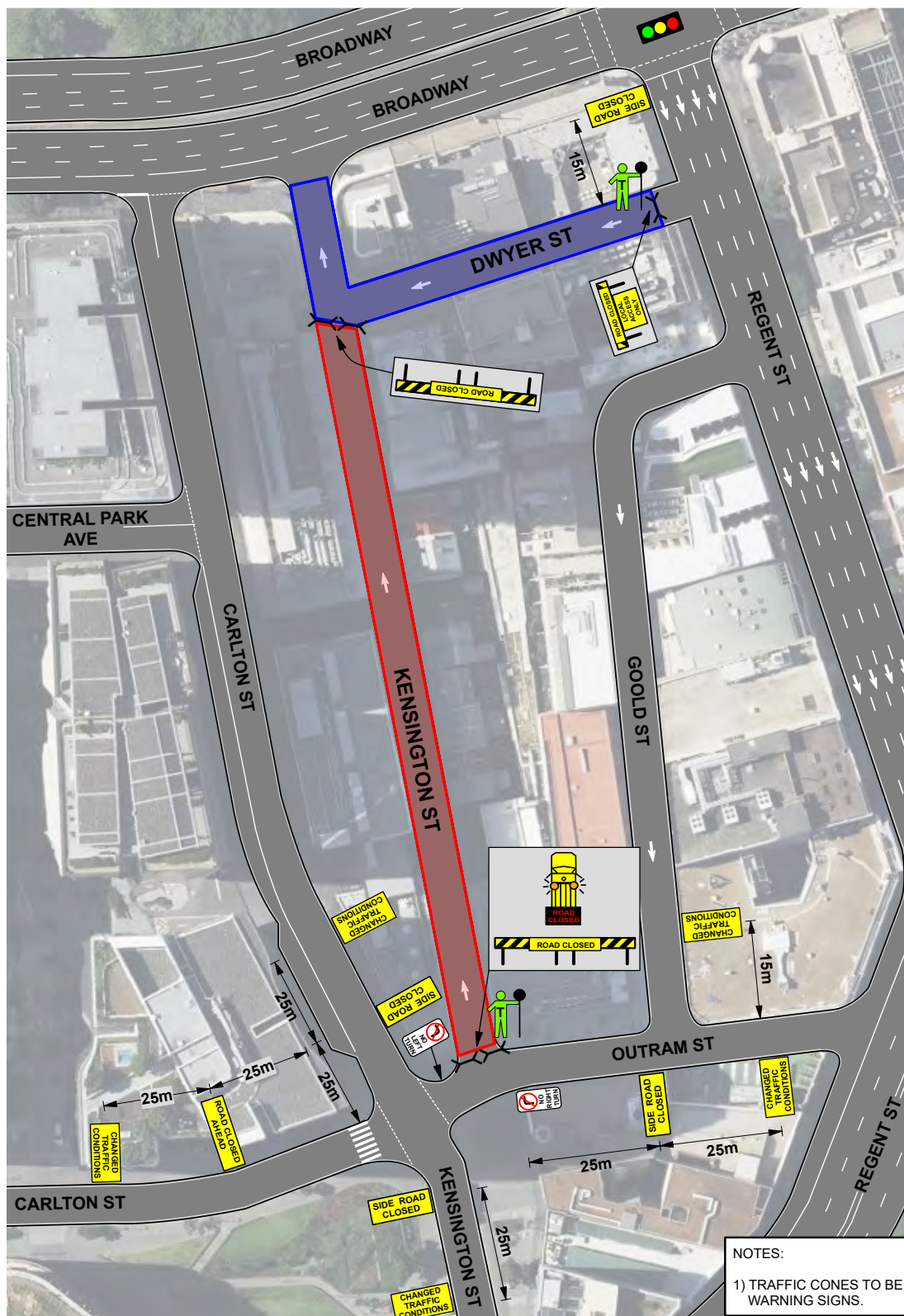
Consultation

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



MANIFEST		
CATO TC		X 2
		X 5
		X 5
		X 3
		X 1
		X 1
		X 1
		X 1
		X 20
		X 1

LEGEND	
EVENT/CLOSURE AREA	
LOCAL ACCESS AREA	

NOTES:
1) TRAFFIC CONES TO BE PLACED NEXT TO ADVANCED WARNING SIGNS.

DRAWN BY: CRAIG HUNTER	TCT 0015830		☒ CLOSURE ☐ FENCING ☐ CLOSURE	PROJECT: SXSW Sydney x Kensington Street Party	APPROVAL REQUIRED:	EVENT TIMES: 05:00 - 21:30	PLAN No: SXSW-1
APPROVED BY: KIERAN CATO	TCT 0040880		☐ STORY/SLOW ☐ PEDESTRIAN ☐ CCB	CLIENT: SXSW Sydney	LOCAL ☒	SET UP: 12:45 - 13:30	VARIANT: (A)
POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L.				LOCATION: Kensington Street, Chippendale	STATE ☒	CLOSURE IN: 13:30	TYPE: TGS
				CONTACT: Larissa Drew	INSW ☐	CLOSURE OUT: 23:30	REV: 0.0
				PHONE: 0423 738 792	OTHER ☐	PACK DOWN: 23:30 - 24:00	EVENT DATE: Friday 17th October 2025
				ORIGINAL SIZE: 1/10			PLAN DATE: 7th August 2025
				CITY OF SYDNEY			

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

TRIM Container No.: 2025/499116

Recommendations

It is recommended that the Committee review the temporary road closure of Liverpool Street, Darlinghurst, between Forbes Street and Darley Street, (four lanes), from 6am to 6pm on Saturday 29 November 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 6 December 2025 as a contingency date.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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.

Advice

Advice will be updated after the meeting.

Background

Credence Constructions has applied for the temporary road closure of Liverpool Street, Darlinghurst, between Forbes Street and Darley Street, (four lanes), from 6am to 6pm on Saturday 29 November 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a tower crane at 349 Liverpool Street, Darlinghurst.

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



Author: Mahmoud Sari TCWT # TCT045194	Scope of works: Crane install All TCs to assist with vehicle movement around work area All TCs to assist pedestrians around work area
Client: Credence Construction	Date: 14/08/2025 & Plan #: Liverpool1408
Address: 349 Liverpool St, Darlinghurst	Road speed: As posted Sign spacing: As per TGS Plan not to scale
	- TGS to be read in conjunction with AS1742.3, TCAWS & AGTTM - Positioning of signs minimum 10% less than the distance or 25% more than the distance given. - Deploy ment by SafeWork NSW IMP accredited Traffic Controllers only. - Maintain escape route at all times. - If TGS not implemented by Multicrew personnel, third party assumes full responsibility.



Item 6.**Works Zone - Hardie Street, Darlinghurst**

TRIM Container No.: 2025/473699

Recommendations

It is recommended that the Committee review the reallocation of the kerb space on the western side of Hardie Street, Darlinghurst, between the points 27.8 metres and 47.8 metres north of Burton Street as 'Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat' and '2P Ticket 5.30pm-Midnight Mon-Fri, 3.30pm-Midnight Sat, 8am-Midnight Sun & Public Holidays Permit Holders Excepted Area 17', subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Lipman has requested a 20 metre long Works Zone in Hardie Street, Darlinghurst.

The Works Zone is to facilitate construction works at 148 Darlinghurst Road, Darlinghurst.

Comments

The kerb space on the western side of Hardie Street, Darlington between Burton Street and Liverpool Street is currently signposted as "2P Ticket 6am-Midnight Mon-Fri, 8am-Midnight Sat-Sun & Public Holidays 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 Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to 2P Ticket parking.

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

Consultation

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

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

148 Darlinghurst Road, Darlinghurst
Works Zone Proposal



Existing	Proposed
 No Stopping	 Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat
 2P Ticket 6am-Midnight Mon-Fri, 8am-Midnight Sat, Sun & Public Holidays Permit Holders Excepted Area 17	 2P Ticket 5.30pm-Midnight Mon-Fri, 3.30pm-Midnight Sat, 8am-Midnight Sun & Public Holidays Permit Holders Excepted Area 17
 Driveway	

Item 7.**Works Zone - Wentworth Park Road, Glebe**

TRIM Container No.: 2025/374166

Recommendations

It is recommended that the Committee review the allocation of the kerb space on the western side of Wentworth Park Road, between the points 8.8 metres and 33.8 metres north of Cardigan Street as 'Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat', subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Mono Constructions Pty Ltd has requested a 25 metre long Works Zone in Wentworth Park Road.

The Works Zone is to facilitate construction works at 82 Wentworth Park Road, Glebe.

Comments

The kerb space on the western side of Wentworth Park Road between Cardigan Street and Bridge Lane is currently signposted as '2P Ticket 8am-6pm Mon-Fri Permit Holders Excepted Area G, 4P Ticket 6pm-10pm Mon-Fri Permit Holders Excepted Area G'.

The Works Zone is intended to operate from 7.30am - 5.30pm Monday to Friday and 7.30am - 3.30pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to '4P Ticket Parking 5.30pm-10pm Mon-Fri'.

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.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

WORKS ZONE ARRANGEMENT PLAN WENTWORTH PARK ROAD



Item 8.**Works Zone - Dunning Avenue, Rosebery**

TRIM Container No.: 2025/528441

Recommendations

It is recommended that the Committee review the reallocation of the kerb space on the eastern side of Dunning Avenue, Rosebery between the points 70.5 metres and 102.5 metres south of Cressy Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “2P 5.30-8pm Mon-Fri, 3.30-8pm Sat and 8am-8pm Sun and Public Holidays”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (E) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (F) The Works Zone is limited to Heavy Rigid Vehicles up to 12.5 metre in length.

Advice

Advice will be updated after the meeting.

Background

Parkview Construction Pty Ltd has requested a 32-metre-long Works Zone in Dunning Avenue, Rosebery.

The Works Zone is to facilitate construction works at 37-41 Mentmore Avenue, Rosebery.

Comments

The kerb space on the eastern side of Dunning Avenue, Rosebery south of Cressy Street, where the works zone is proposed, currently signposted as "2P 8am-8pm".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. Outside of these hours, the kerb space where the Works Zone is proposed will revert back to timed parking.

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

Consultation

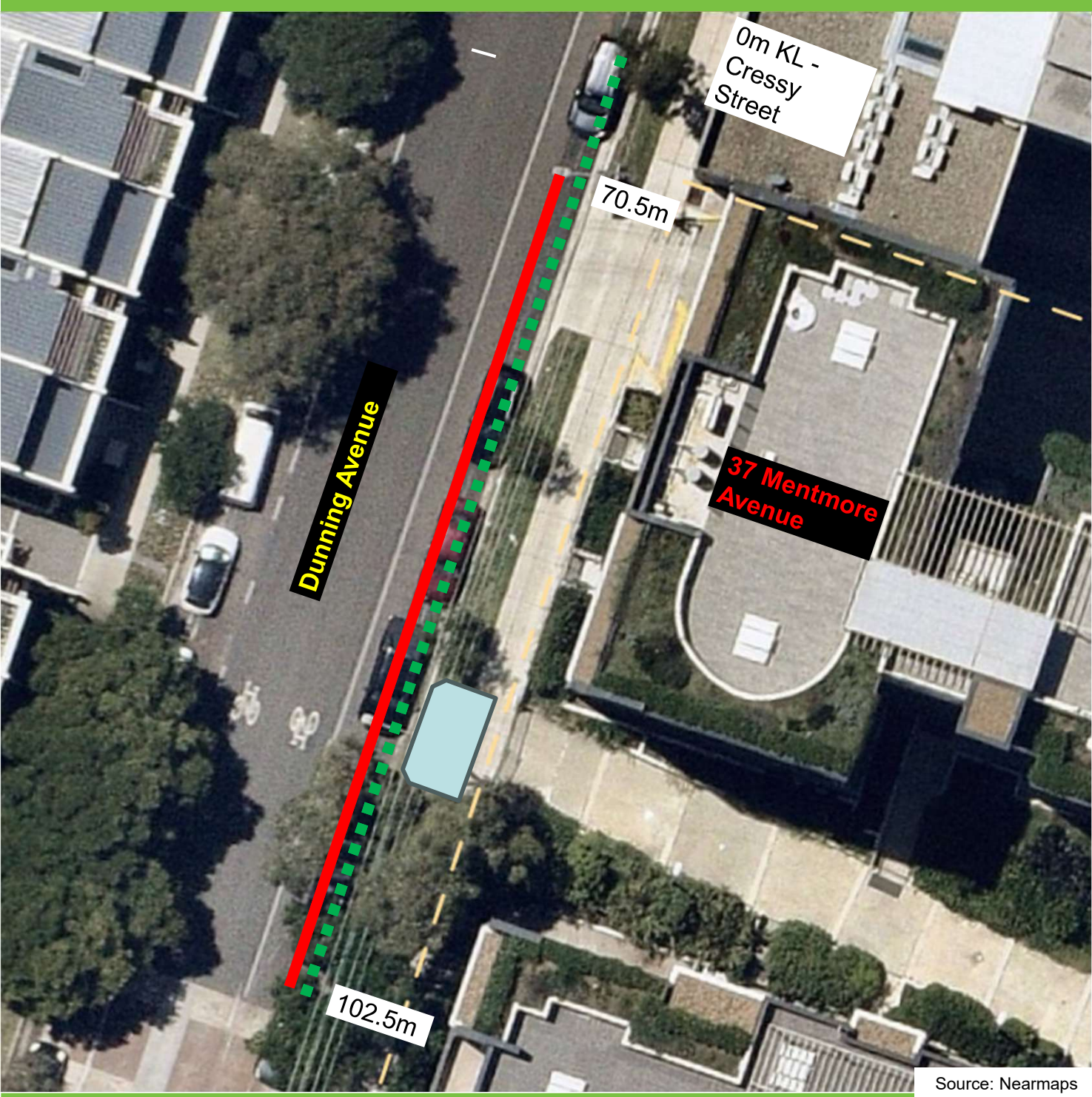
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Dunning Avenue, Rosebery
Proposed parking changes



Source: Nearmaps

Existing

- ■ ■ "2P 8am-8pm"
- Temporary Driveway

Proposed

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

Item 9.**Works Zone - Zetland and Defries Avenues, Zetland****TRIM Container No.: 2025/287465****Recommendations**

It is recommended that the Committee review the reallocation of the kerb space on the as follows:

- (A) On the northern side of Zetland Avenue, Zetland, between the points 22.3 metres and 55.3 metres east of Joynton Avenue as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat and "2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun";
- (B) On the northern side of Zetland Avenue, Zetland, between the points 155.3 metres and 176.3 metres east of Joynton Avenue as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping At Other Times"; and
- (C) On the western side of Defries Avenue, Zetland, between the points 90 metres and 110 metres north of dead-end section of Defries Avenue as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "4P 3.30pm-8pm Sat, 8am-8pm Sun"

subject to the following conditions:

- The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- The garden bed and tree in Zetland Avenue will be temporarily removed to accommodate the works zone and reinstated to the satisfaction of the City.
- 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.
- 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.
- If the Works Zone is installed on a footpath, then on removal of the Works Zone, the applicant must restore the footpath to its original condition. All works must be undertaken to the City's standards and specifications and to the satisfaction of the City's Public Domain team.

- The Works Zone is limited to construction vehicles up to 12.5 metres (HRV) in length.

Advice

Advice will be updated after the meeting.

Background

Deicorp Pty Ltd has requested an 30 metre and a 20 metre long Works Zones in Zetland Avenue, and a 20 metre long Works Zone in Defries Avenue, Zetland.

The Works Zone is to facilitate construction works at 130 Joynton Avenue, Zetland.

Comments

The kerb space on the northern side of Zetland Avenue, Zetland east of Joynton Avenue is currently signposted as "2P Ticket 8am-10pm" and "No Stopping" restrictions.

The kerb space on the western side of Defries Avenue, Zetland north of the road closure is currently signposted as "4P 8am-8pm"

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 "2P Ticket 8am-10pm" and "No Stopping" restrictions in Zetland Avenue and "4P 8am-8pm" in Defries Avenue.

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

Consultation

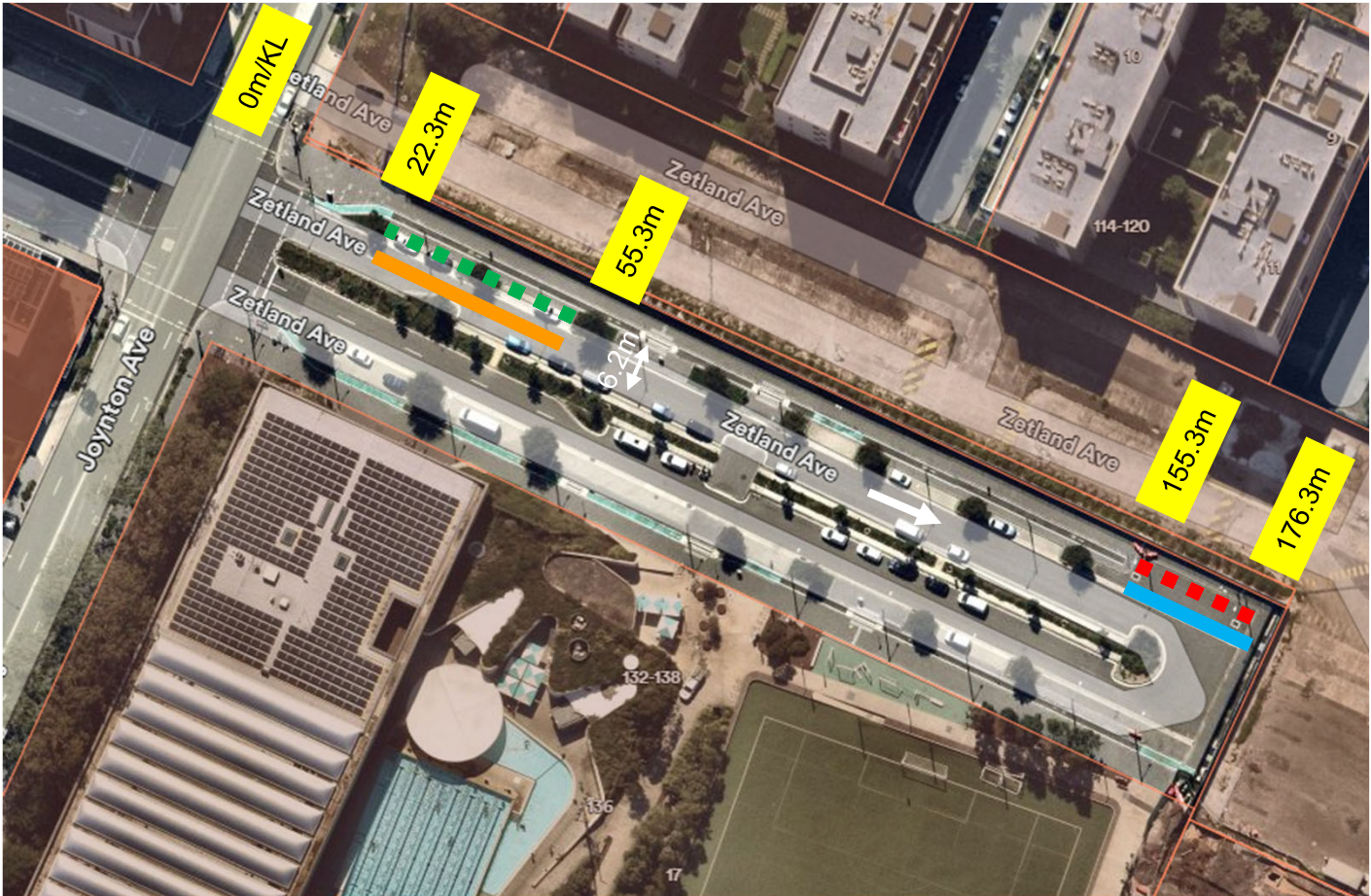
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Zetland Avenue, Zetland
Proposed Works Zone

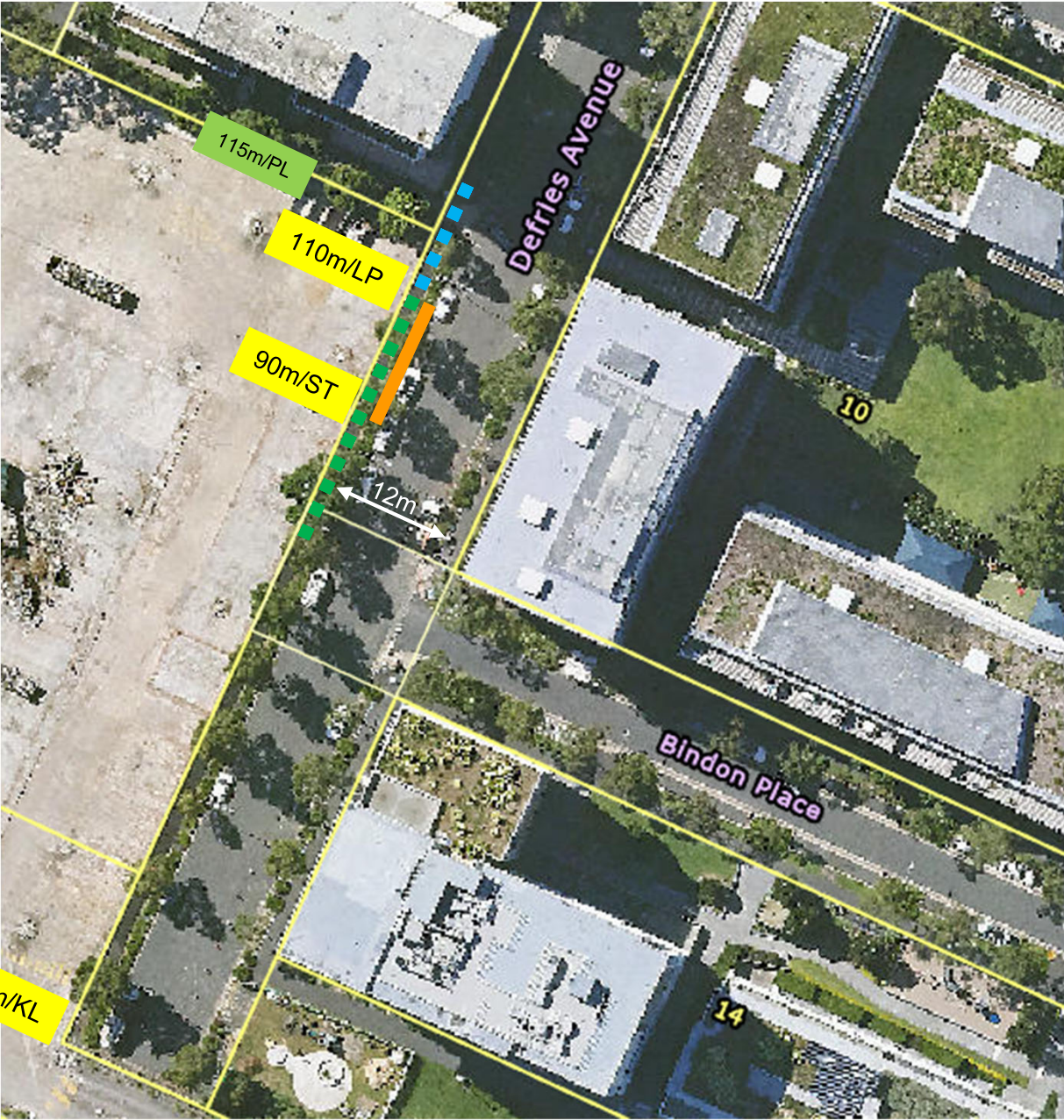


Source: Nearmap 28 May 2025

Existing	Proposed
“2P Ticket 8am-10pm”	“Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun”
“No Stopping”	“Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Stopping At Other Times”
KL-Kerb Line LP-Light Pole ST-Stem	25



Defries Avenue, Zetland
Proposed Works Zone



Existing

- 4P 8am-8pm
- 4P 8am-6pm Mon-Fri

Proposed

- Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat and 4P 3.30pm-8pm Sat, 8am-8pm Sun

Legend:
KL-Kerb Line
LP-Light Pole
ST-Stem
PL-Property Line



Item 10.**Parking - Loading Zone - Systrum Street, Ultimo**

TRIM Container No.: 2025/394940

Recommendations

It is recommended that the Committee review the allocation of parking on the western side of Systrum Street between the points 29 metres and 34.5 metres (1 car space) north of Mary Ann Street as: 'Loading Zone 10am-9pm Mon-Wed & Fri-Sun Inc. Public Holidays' & 'No Parking All Other Times'.

Advice

Advice will be updated after the meeting.

Background

A resident of Mary Ann Street, Ultimo has requested consideration of a loading zone nearby to allow for deliveries to their apartment.

Comments

The kerb space on the western side of Systrum Street, Ultimo north of Mary Ann Street, where the changes are proposed, is currently signposted as 'No Parking'.

The proposed loading zone would provide parking for delivery vehicles to service nearby apartments. Parking would not be permitted on waste collection days. The hours of operation allow for grocery deliveries and other services that operate outside of standard business hours and are consistent with the timed parking restrictions further north on Systrum Street.

Consultation

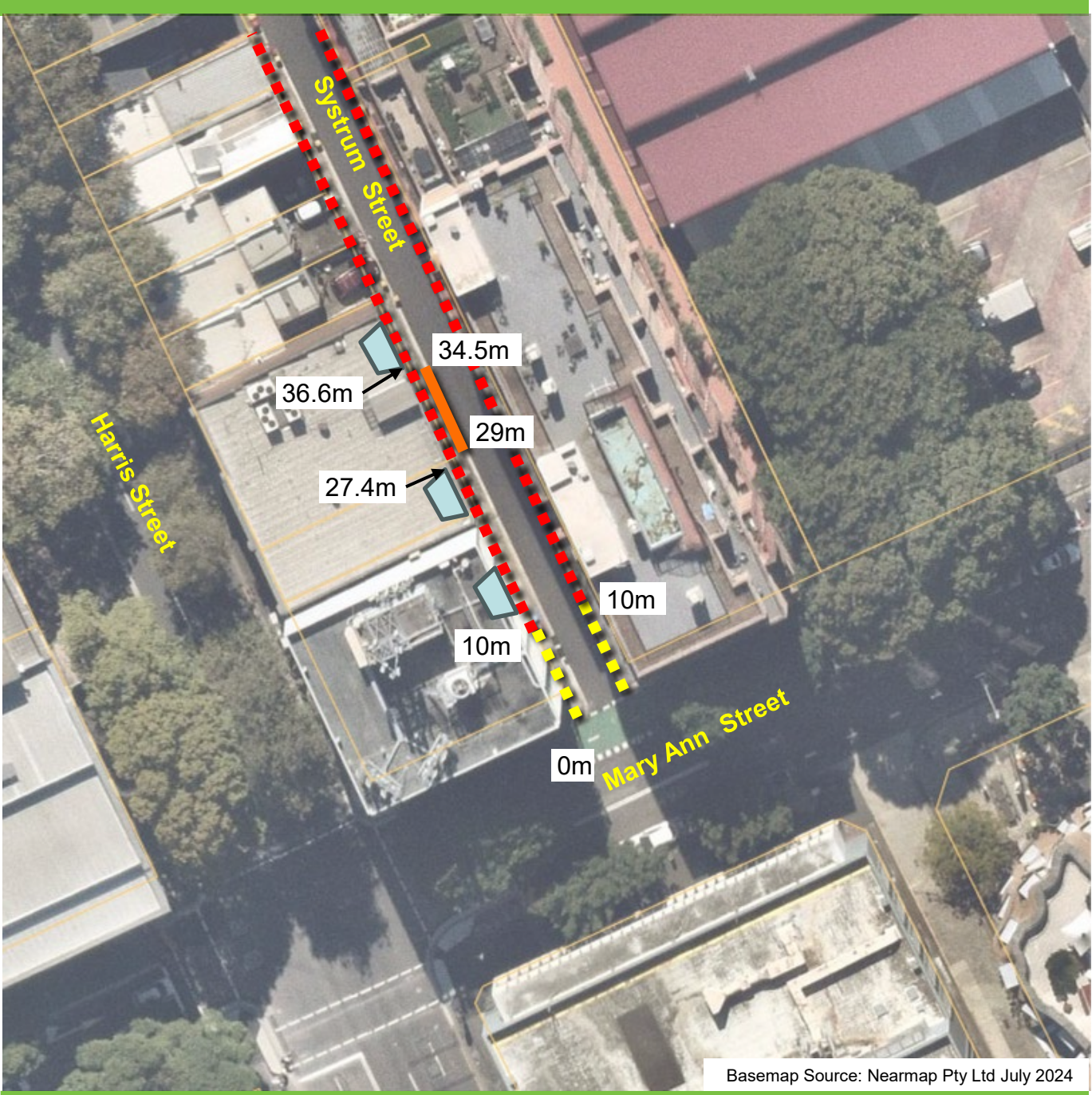
The City consulted local residents and businesses in the area. There were 49 letters sent out with zero responses.

Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER

Systrum Street, Ultimo
Proposed parking changes



Existing

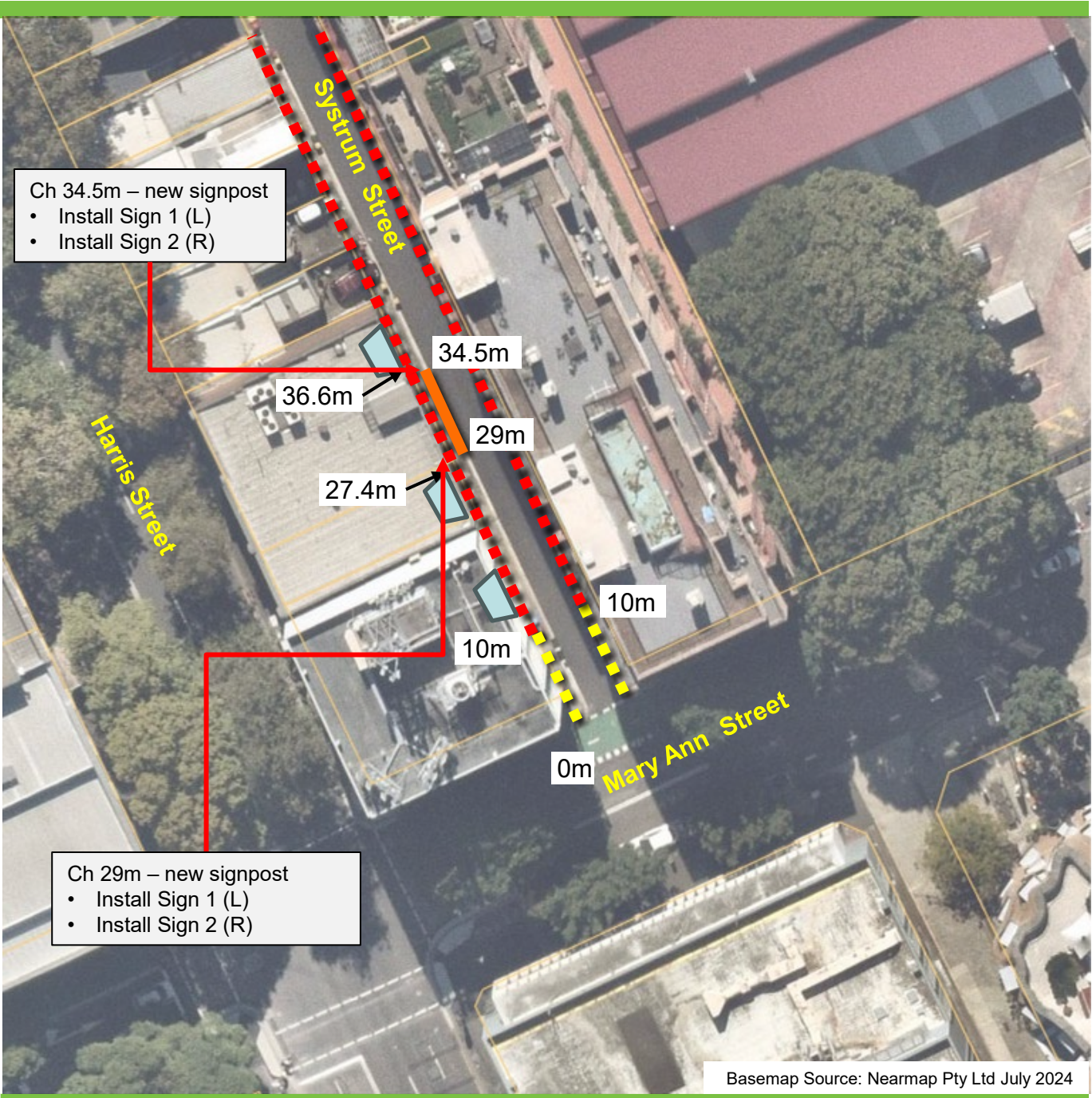
-  "No Stopping"
-  "No Parking"
-  Driveway

Proposed

-  "Loading Zone 10am-9pm
Mon-Wed & Fri-Sun Inc.
Public Holidays"
-  &
"No Parking All Other
Times"

Systrum Street, Ultimo

Proposed parking changes



Existing

"No Stopping"

Sign 1 - "No Parking"

Driveway

Proposed

Sign 2 - "Loading Zone
10am-9pm Mon-Wed & Fri-
Sun Inc. Public Holidays"

&

"No Parking All Other
Times"

Item 11.**Parking - 4P Mobility Parking - Vine Street, Redfern**

TRIM Container No.: 2023/534208

Recommendations

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

- On the northern side of Vine Street, Redfern between the points 4 metres and 11.8 metres east of Evans Lane as "4P Mobility Parking 8am-10pm".
- On the southern side of Vine Street, Redfern between the points 9.5 metres and 17.3 metres west of Hugo Street as "Unrestricted" parking.

Advice

Advice will be updated after the meeting

Background

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

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

Previously the proposal of these changes on the southern side of Vine Street, Redfern, were endorsed and installed in line with the actions recommended in the IDAP, "4P Mobility Parking 8am-10pm". However, due to constructability issues with the tram ramp, the City is proposing to relocate the space on the northern side of Vine Street.

Comments

The kerb space where the changes are proposed is currently signposted as "2P 8.30am-10.30pm Permit Holders Excepted Area 32". The proposed parking changes would limit any vehicle with a NSW Mobility Parking Scheme permit to four hours of parking between 8am-10pm seven days a week where the signs are installed.

The southern side of Vine Street, where it is currently signposted as "4P Mobility Parking 8am-10pm", will revert to unrestricted parking.

Consultation

The City consulted local residents and businesses in the area. There were 280 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Vine Street, Redfern
Proposed parking changes



Source: Nearmap

Existing

-  "No Stopping"
-  "2P 8:30am – 10:30pm Permit Holders Excepted Area 32"
-  Unrestricted Parking
-  "4P Mobility Parking 8am -10pm"

Proposed

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

Item 12.**Parking - 4P Mobility Parking - Bridge Street, Erskineville**

TRIM Container No.: 2023/548017

Recommendations

It is recommended that the Committee review the reallocation of parking:

- (A) On the eastern side of Bridge Street, Erskineville between the points 52 metres and 59.8 metres south of Swanson Street as "4P Mobility Parking 8am-10pm".
- (B) On the eastern side of Bridge Street, Erskineville between the points 59.8m and 69.8m as "No Parking Authorised Car Share Vehicles Bay 523 & 850".

Advice

Advice will be updated after the meeting

Background

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

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

Previously the proposal of these changes on the eastern side of Bridge Street, Erskineville, were endorsed and installed in line with the actions recommended in the IDAP, "4P Accessible Parking 8am-10pm". However, due to constructability issues with the pram ramp, the City is proposing to relocate the space 10 metres north of the current location.

Comments

The kerb space where the changes are proposed is to swap the current signposting of the "2P 8.30am-10.30pm Permit Holders Excepted Area 32" and "No Parking Authorised Car Share Vehicles Bay 523 & 850". All other parking restrictions will remain as is.

Consultation

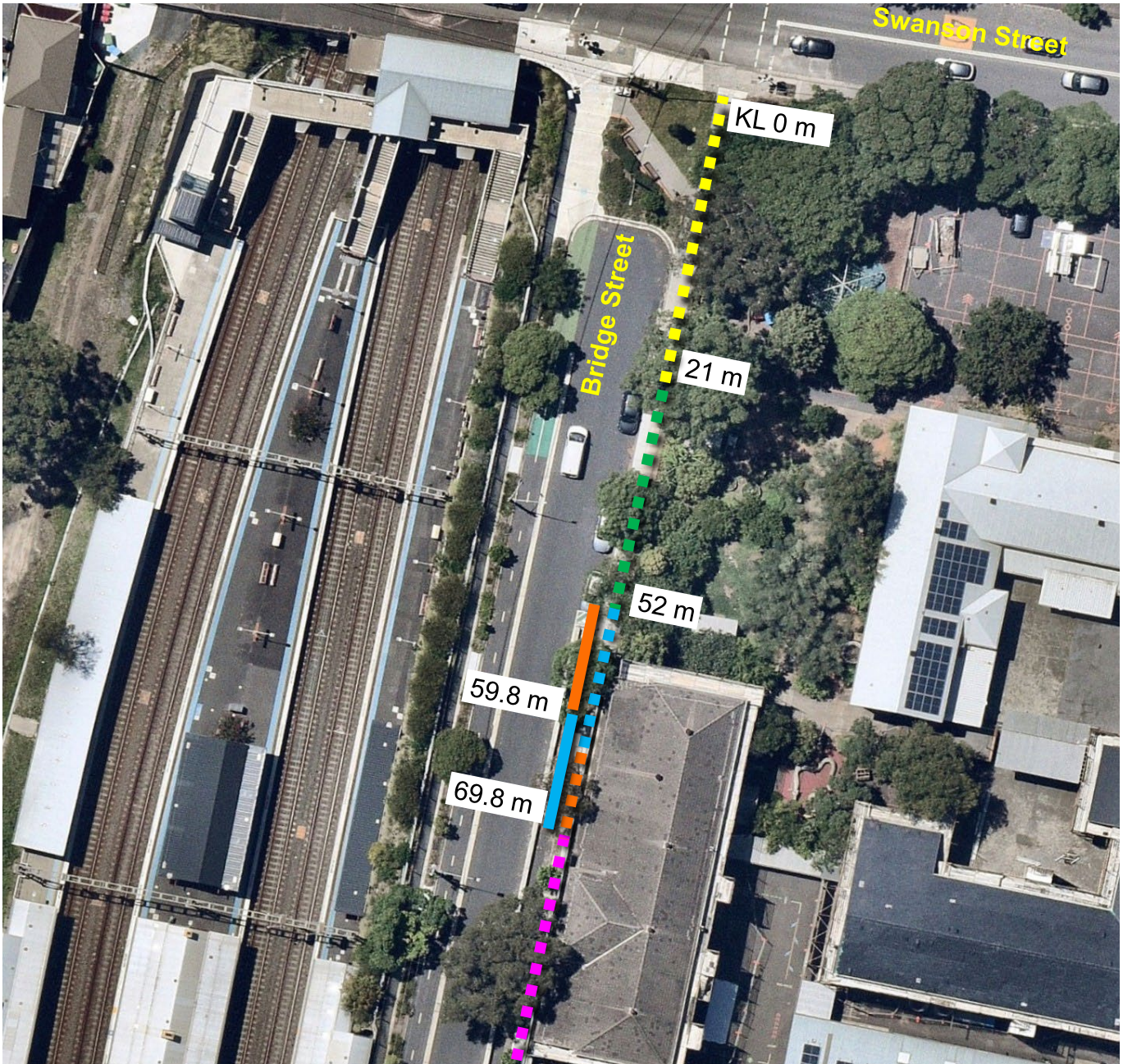
The City consulted local residents and businesses in the area. There were 30 letters sent out with no responses were received supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Bridge Street, Erskineville
Proposed Parking Changes



Source: Nearmap

Existing

■ ■ ■

"No Stopping"

■ ■ ■

"P5 8am-9:30am, 2:30pm-4pm School Days"

■ ■ ■

"No Parking Authorised Car Share Vehicles Bay 523-850"

■ ■ ■

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

■ ■ ■

"2P 8am-6pm Mon-Fri Permit Holders Expected Area 36"

Proposed

■ ■ ■

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

■ ■ ■

"No Parking Authorised Car Share Vehicles Bay 523-850"

35



not to scale

Item 13.**Parking - Mobility Parking - Bulwara Road, Ultimo**

TRIM Container No.: 2025/488444

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Bulwara Road, Ultimo between the points 27.8 metres and 36.2 metres (one car space) as "1P Ticket 10am-9pm Permit Holders Excepted Area 20" and between points 39.3 metres and 47.1 metres (one car space) as "4P Mobility Parking 8am-10pm", north of William Henry Street.

Advice

Advice will be updated after the meeting.

Background

City of Sydney is proposing to relocate the existing "4P Mobility Parking 8am-10pm" restriction on Bulwara Road, Ultimo, 39.3 metres north of the intersection with William Henry Street (11.5 metres north from the existing signposted location), to allow installation of an access ramp for mobility parking users.

Comments

The kerb space on the western side of Bulwara Road, Ultimo, north of William Henry Street, where the changes are proposed, is currently signposted as "4P Mobility Parking 8am-10pm" and "1P Ticket 10am-9pm Permit Holders Excepted Area 20".

The proposed "4P Mobility Parking 8am-10pm" restriction will replace the existing mobility parking space but will be located where an access ramp can be provided.

There will be no loss of parking with this proposal as the existing "4P Mobility Parking 8am-10pm" restriction will be replaced with the adjacent parking restriction; "1P Ticket 10am-9pm Permit Holders Excepted Area 20".

Consultation

The City notified local residents and businesses in the area. There were 439 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

SHANA CAI, PROJECT ENGINEER - INFRASTRUCTURE DESIGN

Bulwara Road, Ultimo
Proposed Parking Changes



Source: Nearmap

Existing

■ ■ ■ "No Stopping"

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

■ ■ ■ No Parking Other Times
Authorised Council
Vehicles Excepted

■ Driveway

■ ■ ■ 4P Mobility Parking 8am-10pm

■ ■ ■ 1P Ticket
10am-9pm Permit Holders
Excepted Area 20

Proposed

■ 4P Mobility Parking 8am – 10pm

■ 1P Ticket
10am-9pm Permit Holders
Excepted Area 20

38


not to scale

Item 14.**Parking - Mobility Parking Removal - Arthur Street, Forest Lodge**

TRIM Container No.: 2025/459953

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Arthur Street, Forest Lodge between the points 24.5 metres and 30 metres (1 car space) east of Albert Street as '2P 8am-6pm Mon-Fri Permit Holders Excepted Area G'.

Advice

Advice will be updated after the meeting.

Background

The resident of 10 Arthur Street, Forest Lodge has asked for the Mobility Parking space in front of the property to be removed as it is no longer required.

Comments

The kerb space on the northern side of Arthur Street, Forest Lodge, between Albert Street and Wigram Road, where the changes are proposed, is currently signposted as "Mobility Parking Only".

The City has been advised by the resident that the mobility parking space is no longer required. It is proposed to reallocate the mobility parking space to "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G" in line with the remainder of the street, which would help to improve resident access to on-street parking and increase parking turnover.

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

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

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

Consultation

The City notified local residents and businesses in the area. There were 36 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Arthur Street, Forest Lodge
Proposed parking changes



Source: Nearmap 28 May 2025

Existing

- ■ ■ No Stopping
- ■ ■ 2P 8am-6pm Mon-Fri Permit Holders Excepted Area G
- ■ ■ Mobility Parking Only

Proposed

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

Item 15.**Parking - No Stopping - Flora Street, Erskineville**

TRIM Container No.: 2025/412880

Recommendations

It is recommended that the Committee review the allocation of parking on the northern side of Flora Street, Erskineville between the points 0 metres and 5.6 metres (one car space) west of Coulston Street as "No Stopping".

Advice

Advice will be updated after the meeting.

Background

A resident of Flora Street, Erskineville has requested consideration of "No Stopping" in Flora Street to improve sightlines.

Comments

The kerb space on the northern side of Flora Street, west of Coulson Street, where the changes are proposed, is currently unrestricted for parking.

Under the NSW Road Rules 2014, a driver must not stop on a road within 10 metres from an intersection without traffic lights. Parking at intersections can obstruct driver vision and cause unsafe conditions especially for pedestrians crossing the road.

Signs are not required to enforce this rule and it is the responsibility of drivers to be aware of all current traffic and parking laws. The City will, however, install signage and linemarking to clarify the "No Stopping" restriction in response to safety concerns received about this location.

Consultation

The City consulted/notified local residents and businesses in the area. There were 117 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Flora Street, Erskineville
Proposed parking changes



- Existing

 - ■ ■ Unrestricted Parking
 - ■ ■ No Stopping
 - ▤ Driveway
- Proposed

 - ▬ "No Stopping"

Item 16.**Parking - No Stopping - Flora Street, Erskineville**

TRIM Container No.: 2025/461718

Recommendations

It is recommended that the Committee review the allocation of parking on the eastern side of Flora Street, Erskineville between the points 0 metres and 10 metres (two car spaces) north of Coulston Street as "No Stopping".

Advice

Advice will be updated after the meeting.

Background

A resident of Flora Street, Erskineville has requested consideration of "No Stopping" in Flora Street, Erskineville to improve sight lines, accommodate waste vehicles and safety of traffic flow.

Comments

The kerb space on the eastern side of Flora Street, north of Coulson Street, where the changes are proposed, is currently unrestricted for parking.

Under the NSW Road Rules 2014, a driver must not stop on a road within 10 metres from an intersection without traffic lights. Parking at intersections can obstruct driver vision and cause unsafe conditions especially for pedestrians crossing the road.

Signs are not required to enforce this rule and it is the responsibility of drivers to be aware of all current traffic and parking laws. The City will, however, install signage and linemarking to clarify the "No Stopping" restriction in response to safety concerns received about this location.

Consultation

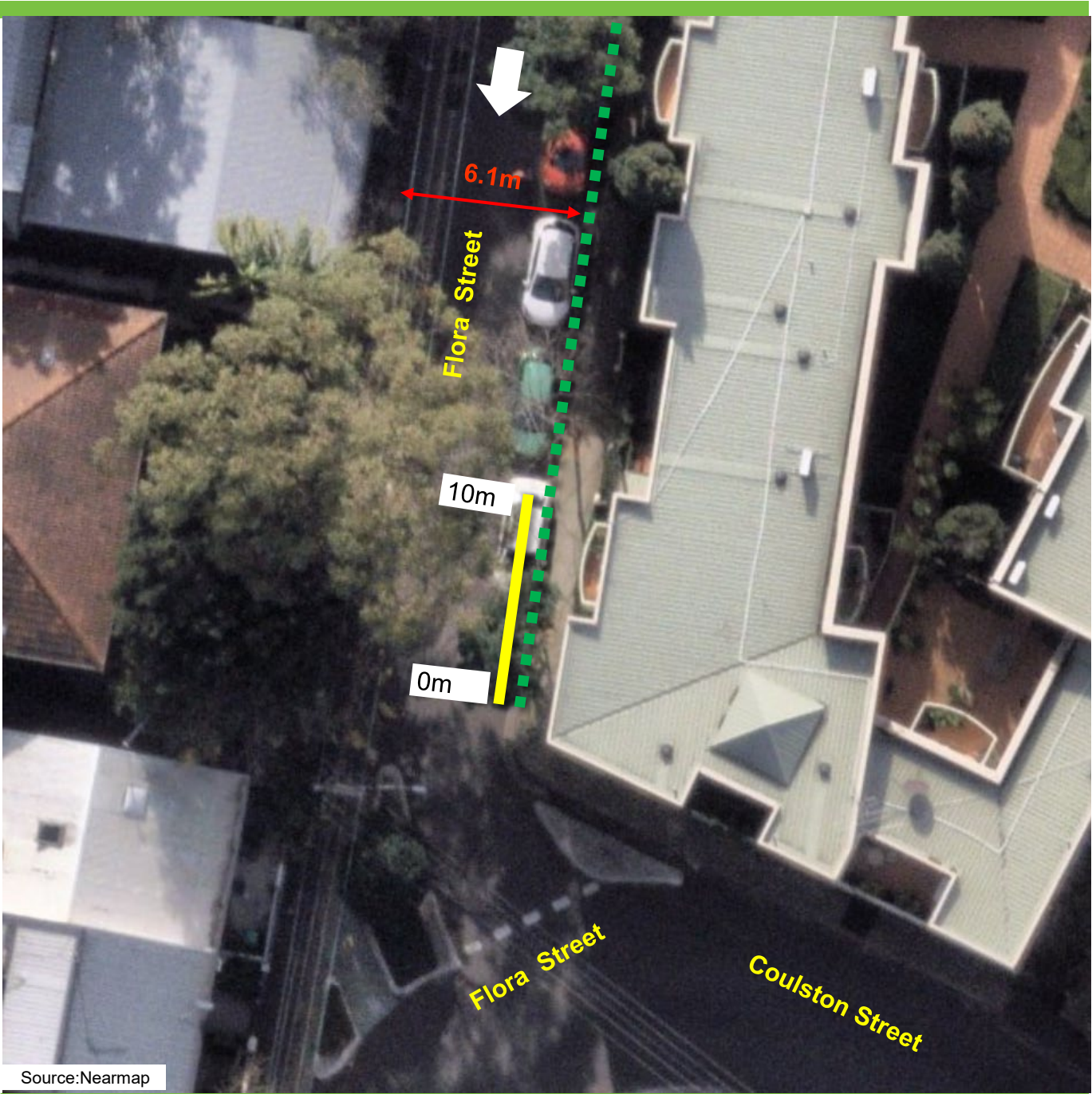
The City notified local residents and businesses in the area. There were 117 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Flora Street, Erskineville
Proposed parking changes



Existing
 Unrestricted Parking

Proposed
 "No Stopping"

Item 17.**Parking - No Parking - William Lane, Redfern**

TRIM Container No.: 2025/334286

Recommendations

It is recommended that the Committee review the allocation of parking on the eastern side of William Lane, Redfern between the points 13 metres and 40 metres (five car spaces) north of Boundary Street as "No Parking".

Advice

Advice will be updated after the meeting.

Background

A resident of William Lane, Redfern has requested consideration of "No Parking" in the street to access their off-street parking..

Comments

The kerb space on the eastern side of William Lane, Redfern north of Boundary Street, where the changes are proposed, is currently unrestricted for parking.

William Lane is approximately 5 metres wide and primarily serves as access to residential driveways along the 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 William Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road. On-site inspection shows there is a need to provide a "No Parking" restriction to maintain property access opposite a driveway.

Consultation

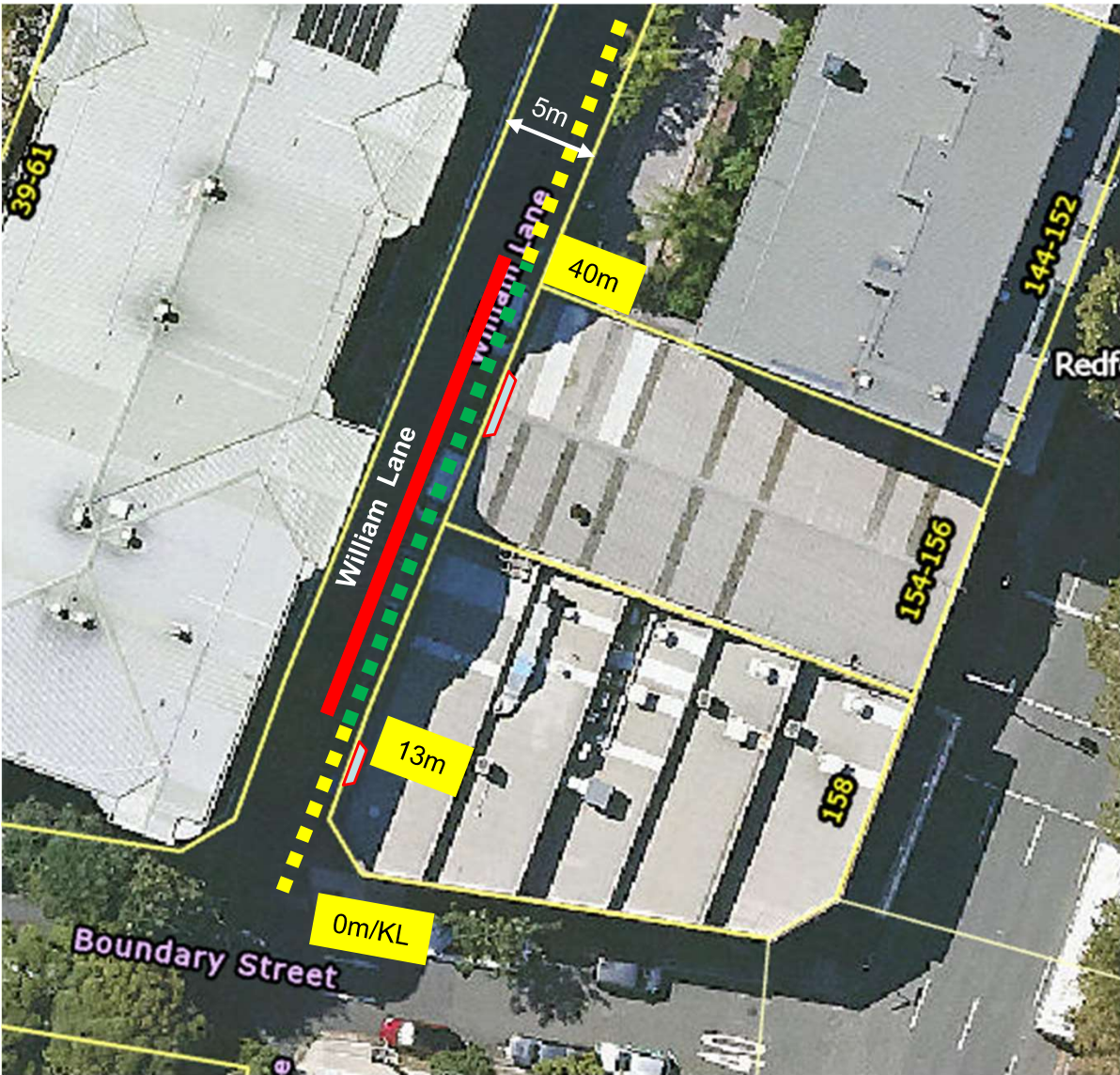
The City consulted local residents and businesses in the area. There were 326 letters sent out with six responses supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

William Lane, Redfern
Proposed parking changes



Existing

"No Stopping"

"Unrestricted Parking"

Proposed

"No Parking"

Item 18.**Parking - No Parking - Patterson Lane, Surry Hills**

TRIM Container No.: 2025/477733

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Patterson Lane, Surry Hills between the points 10 metres and 22 metres (two car spaces) east of Bourke Street as "No Parking".

Advice

Advice will be updated after the meeting.

Background

A resident of Patterson Lane, Surry Hills has requested consideration of "No Parking" in the lane due to repeated property damages caused by vehicles parking too close to the kerb. Additionally, larger vehicles parking in this laneway occasionally obstruct vehicle access through Patterson Lane.

Comments

The kerb space on the northern side of Patterson Lane, Surry Hills between Bourke and Flinders Streets, where the changes are proposed, is currently signposted as "1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 18".

Patterson Lane is approximately 3.6 metres wide and currently has parking on the northern side of the street. Vehicles parking along the side of the street leaves approximately 1.6 metres remaining for vehicle access.

Due to frequent access issues and damages to the nearby property, it is proposed that the parking is reallocated to "No Parking" to facilitate parking for pick up and drop off only.

Consultation

The City consulted local residents and businesses in the area. There were 254 letters sent out with one response supporting the proposal and one response opposing the proposal.

The response opposing the proposal had concerns for loss of residential parking.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Patterson Lane, Surry Hills
Proposed parking changes



- Existing
- ■ ■

“No Stopping”
- ■ ■

“1P 8am-10pm Mon-Sat, Permit Holders Excepted Area 18”
- Proposed
- “No Parking”

Item 19.**Parking - Ticket Parking and Mobility Parking - Burton Street, Darlington**

TRIM Container No.: 2025/441147

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Burton Street, Darlington between the points 33 metres and 45.2 metres (2 car spaces) east of Crown Street as: "2P Ticket 8am-10pm Mon-Fri, Permit Holders Excepted Area 21".

Advice

Advice will be updated after the meeting.

Background

A resident of Burton Street, Darlington has requested consideration of "2P Ticket 8am-10pm Mon-Fri, Permit Holders Excepted Area 21" in Burton Street, east of Crown Street as the mobility parking is no longer required.

Comments

The kerb space on the northern side of Burton Street, Darlington between Crown Street and Palmer Street, where the changes are proposed, is currently "4P Mobility Parking 8am-10pm".

The City was made aware by a resident of Burton Street that as the operator of the Eternity Theatre, Darlington Theatre Company, has ceased operation the mobility parking spaces are no longer required.

The mobility parking spaces were allocated following a request by the Darlington Theatre Company, for use by Eternity Theatre attendees. The theatre will be re-opening subject to hire by a new tenant after a period of maintenance works. As such, the City is will remove two of the mobility parking spaces to replace them with "2P Ticket 8am-10pm Mon-Fri, Permit Holders Excepted Area 21", in line with adjacent parking restrictions.

The easternmost mobility parking space, between the points 45.2 metres and 53 metres east of Crown Street would remain, with a length of 7.8 metres.

The proposed changes would limit any vehicle which does not have an Area 21 parking permit to two (2) hours of parking from 8am to 10pm, Monday to Friday, where the signs are installed.

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

Consultation

The City notified local residents and businesses in the area. There were 220 letters sent out with zero responses supporting the proposal and zero responses opposing the proposal. The City's venue management team was consulted and did not raise any concerns on the proviso that the spaces may be reinstated if required by a future operator.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Proposal

Burton Street, Darlinghurst Proposed Parking Changes



Existing

- No Stopping
- 4P Mobility Parking
- 2P Ticket
- 8am-10pm Ticket
- Permit Holders Excepted Area 21

Proposed

- 2P Ticket
- 8am-10pm
- Permit Holders Excepted Area 21
- 4P Mobility Parking

Item 20.**Parking - Various Parking Changes - Harris Street, Harvey Street, Scott Street, and Cross Street, Pyrmont****TRIM Container No.: 2025/353423****Recommendations**

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

- (a) Harris St (west side) between 6m and 10m north of Harvey St as 'No Parking'
- (b) Harris St (west side) between 10m and 35.5m north of Harvey St as '2P Ticket 9am-9pm' & '1/4P Free'
- (c) Harris St (west side) between 10m and 15.5m south of Harvey St as 'No Parking'
- (d) Harris St (east side) between 11.2m and 28m north of Harvey St as '2P Ticket 9am-9pm' & '1/4P Free'
- (e) Harris St (east side) between 5m and 10m north of Bowman St as 'No Stopping'
- (f) Harris St (east side) between 10m and 16m north of Bowman St as 'P5min'
- (g) Harvey St (south side) from 20.3m to 31.3m and 51.5m to 57m west of Harris St as '2P Ticket 9am-9pm Permit Holders Excepted Area 20'
- (h) Scott St (south side) between 12m and 17.3m east of Harris St as 'No Stopping'
- (i) Scott St (south side) between 17.3m and 34.3m east of Harris St as '1P Ticket Permit Holders Excepted Area 20'
- (j) Cross St (east side) between 10m and 29m south of Bowman St as '1P Ticket Permit Holders Excepted Area 20'

Advice

Advice will be updated after the meeting.

Background

The City has received complaints about limited pick up and drop off parking and short-term parking for deliveries and visitors to shops on Harris Street in Pyrmont. Recent parking losses due to installation of a raised pedestrian wombat crossing have further exacerbated this issue.

Comments

The proposed changes will prevent long term parking on Harris Street by residents with parking permits. To offset this loss additional permit parking is proposed on nearby side-streets. This additional parking will result in Harvey Street and Scot Street operating as two-way one-lane streets for limited extents. This is consistent with the NSW Design of Roads and Streets Guide typologies for local streets and the City of Sydney Streets Code. There will be sufficient passing opportunities provided to maintain two-way access whilst reducing driver speeds on these quiet local streets.

There is sufficient width on Cross Street to accommodate the additional parking with no impact on vehicle access.

Ticket parking is proposed to align with other restrictions in the immediate area and improve compliance for all road users.

Consultation

The City consulted local residents and businesses in the area. There were 507 letters sent out with 1 response opposing the proposal and 1 response providing feedback.

Opposition to the proposal was based on the concern that the proposal may increase competition for a mobility parking space on Bowman Street. The City is investigating the utilisation of this mobility parking space as a separate matter.

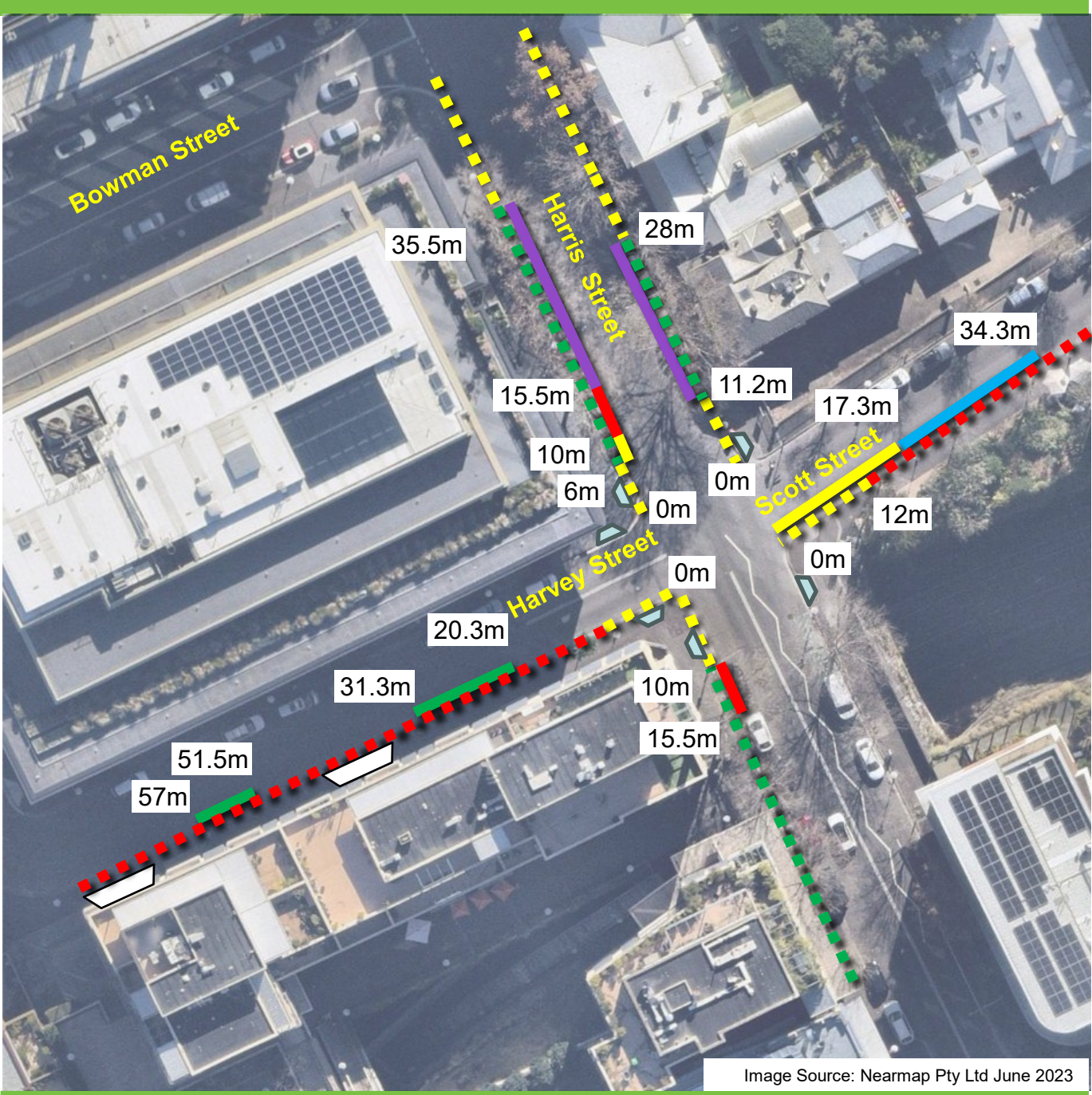
Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER NORTH

Harris Street, Harvey Street and Scott Street, Pyrmont

Proposed parking changes



Existing

"No Stopping"

"No Parking"

"2P Ticket Permit Holders Excepted Area 20" & "1/4P Free"

Driveway or kerb ramp

Proposed

"2P Ticket 9am-9pm" & "1/4P Free"

Proposed (cont.)

"No Stopping"

"No Parking"

"2P Ticket 9am-9pm Permit Holders Excepted Area 20"

"1P Ticket Permit Holders Excepted Area 20"

59



not to scale

Harris Street, Pyrmont
Proposed parking changes (Continued)



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P Ticket Permit Holders Excepted Area 20" & "1/4P Free"

Proposed

- ■ ■ "No Stopping"
- ■ ■ "P5min"

Cross Street, Pyrmont
Proposed parking changes



Existing

- "No Stopping"
- "No Parking"

Proposed

- "1P Ticket Permit Holders Excepted Area 20"

Item 21.**Parking - On-Street Bicycle Parking - LGA Wide**

TRIM Container No.: X022545.009

Recommendations

It is recommended that the Committee review the installation of "Bicycle Parking Only" and "No Stopping Bicycles Only" signs at 24 sites across the City of Sydney Local Government Area, as shown in the attached table and plans.

Advice

Advice will be updated after the meeting.

Background

The City of Sydney supports share bikes as a sustainable, low-cost transport option for everyday travel and deliveries. Use has grown rapidly, with 1.94 million trips in 2024 (a 92% increase from 2023), and an estimated 2.6 million trips in 2025. However, the rise in share bike and food delivery use has led to more bikes parked on footpaths in busy pedestrian areas. The community is requesting that these bikes be parked on the road to protect footpath amenity.

Comments

To reduce impacts on the footpath for people walking and to reduce footpath clutter, it is preferable to park share bikes and food delivery bikes in the carriageway, prioritising the reallocation of "No Stopping" and "No Parking" zones. This is consistent with the City's policies and strategies including:

- Neighbourhood On-Street Parking Policy - Section 7, Central Sydney Parking policy – Section 2.10;
- City Cycling Strategy and Action Plan – Priority 1, Item 1.5; and
- The City for Walking Action Plan – continuing the vision – Principle A1.

Proposed locations for designated on-street bike parking areas, associated kerbside changes, and the parking capacity at each site are summarised in Attachment 1.

A plan of each proposed bike parking area is included in Attachment 2 to this report. The reference numbers in Attachment 1 correspond to the plan for each site.

The proposed sites include bicycle parking within statutory 'No Stopping' zones adjacent pedestrian crossings (NSW Road Rule 172) and both signalised and unsignalised intersections (NSW Road Rule 170). These rules permit variations to the minimum 'No Stopping' distances based on the presence of a permissive parking sign. The installation of these signs is subject to assessment by the applicable roads authority and technical advice from this forum. In selecting these sites, assessment has been undertaken including vehicle tracking / swept paths and relevant sight distance metrics in accordance with methodology specified in Austroads Guidelines. Risk and constructability assessments will also be undertaken prior to installation.

As part of the operation of these parking spaces, share bike operators are responsible for:

- Educating users and using geofencing to ensure appropriate parking;
- Monitoring bikes in the City of Sydney and removing those causing obstructions or that are parked incorrectly;
- Displaying clear contact details on each bike for public reporting or incident response; and
- Holding third-party insurance to cover property damage caused by share bikes.

Consultation

The City will notify local residents and businesses by installing a notice on the No Stopping or No Parking sign at each proposed location. The number of responses received, including any objections, shall be summarised in Attachment A which will be updated prior to the committee meeting.

The content of this sign has been developed in collaboration with the City's Communication and Engagement Team and is shown below.

We want share bike riders to park in designated spaces.

We'll convert this "No Stopping" zone or "No Parking Zone" to help keep footpaths clear.

For more information about the proposal, please contact Sam Dickinson, Project Officer, on 9265 9333 or at sdickinson@cityofsydney.nsw.gov.au.

Financial

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

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER - NORTH
TEGAN MITCHELL, MANAGER MAJOR TRANSPORT PROJECTS
SAM DICKINSON, PROJECT OFFICER

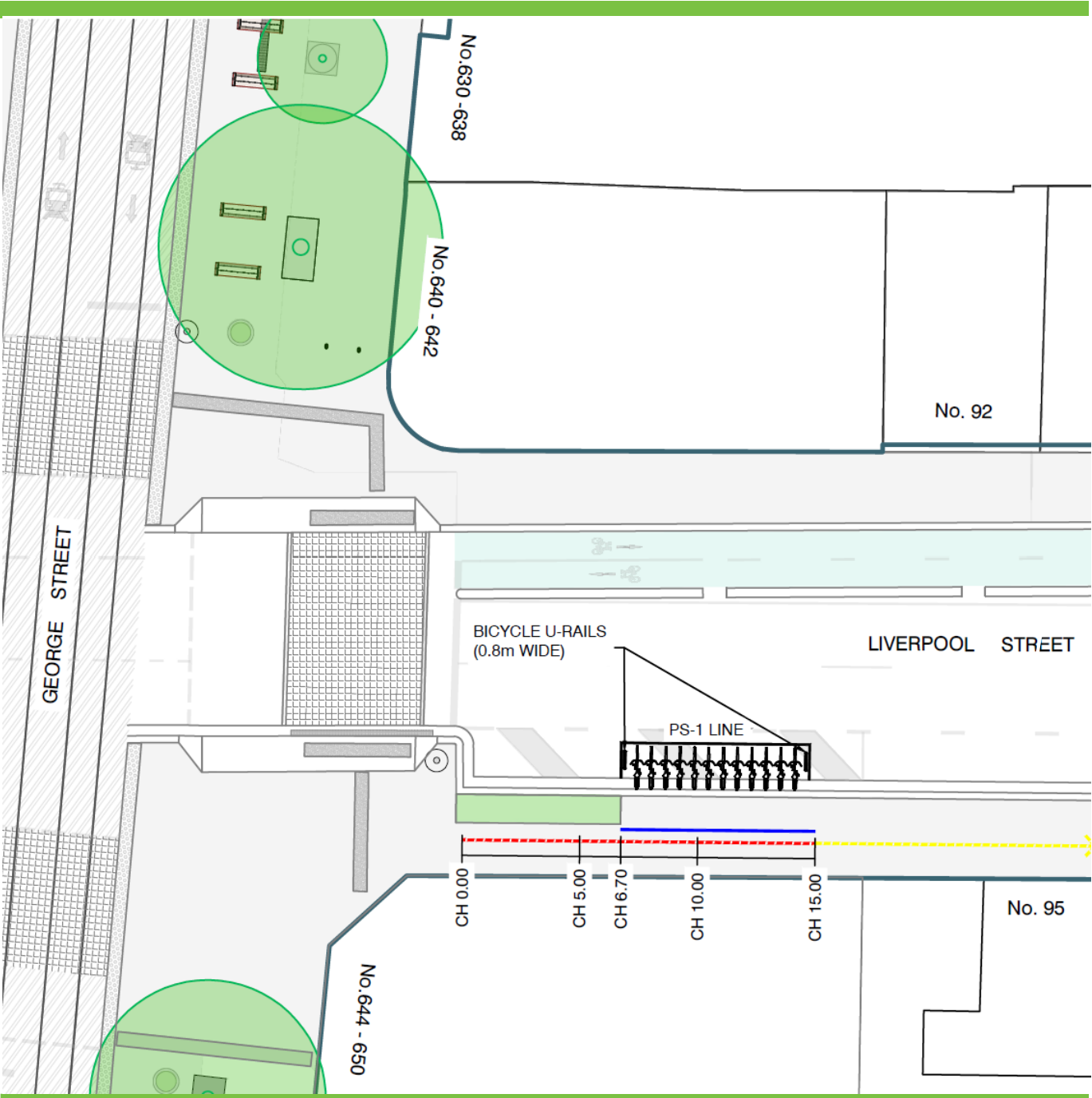
Attachment 1 – Bicycle Parking Locations

	Site reference	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Number of Supporters / Objectors
1	149	Sydney	Liverpool Street (S) – George Street	-33.87646, 151.20642	12	No Stopping	Notify	
2	150	Ersineville	Ashmore Street (N) – Bridge Street	-33.90217, 151.18535	9	No Stopping	Notify	
3	151	Ersineville	Ashmore Street (S) – Bridge Street	-33.90226, 151.18534	9	No Stopping	Notify	
4	152	Barangaroo	Hickson Road (NW) – Napoleon Street	-33.86389, 151.20297	9	No Stopping	Notify	
5	157	Darlinghurst	Victoria Street (SE) – Liverpool Street	-33.877825, 151.221465	4	No Stopping	Notify	
6	158	Forest Lodge	St Johns Road (NE) – Ross Street	-33.88316, 151.18335	9	No Stopping	Notify	
7	159	Pymont	Union Street (SW) – Pymont Street	-33.8696, 151.1948	9	No Stopping	Notify	
8	163	Potts Point	Springfield Avenue (E) – Springfield Lane	-33.87306, 151.22371	9	No Stopping	Notify	
9	164	Potts Point	Macleay Street (NE) – Manning Street	-33.87069, 151.22534	9	No Stopping	Notify	

Site reference	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Number of Supporters / Objectors
10 165	Potts Point	Darlinghurst Road (NW) – Bayswater Road	<u>-33.8744, 151.22281</u>	12	No Parking	Notify	
11 174	Sydney	Market Street (NW) – Elizabeth Street	<u>-33.87067, 151.20978</u>	9	No Parking	Notify	
12 175	Sydney	O'Connell Street (NW) – Hunter Street	<u>-33.86559, 151.20897</u>	12	No Stopping	Notify	
13 177	Potts Point	Macleay Street (W) – Darlinghurst Road	<u>-33.87294, 151.2248</u>	9	No Stopping	Notify	
14 178	Potts Point	Victoria Street (NW) – Darlinghurst Road	<u>-33.87476, 151.22215</u>	6	No Stopping	Notify	
15 180	Pymont	Bulwara Road (SE) – Bridge Road	<u>-33.87243, 151.1944</u>	6	No Stopping	Notify	
16 183	Sydney	Campbell Street (N) – Pitt Street	<u>-33.879433, 151.207556</u>	15	No Parking	Notify	
17 186	Surry Hills	Phelps Street (NW) – Bourke Street	<u>-33.88702, 151.21513</u>	6	No Stopping	Notify	
18 187	Redfern	Baptist Street (SE) – Cleveland Street	<u>-33.89186, 151.2126</u>	9	No Stopping	Notify	
19 188	Surry Hills	Bourke Street (NW) – Patterson Lane	<u>-33.88139, 151.21658</u>	9	No Stopping	Notify	

Site reference	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Number of Supporters / Objectors
20 193	Potts Point	Brougham Street (SE) – William Street	-33.874878, 151.221402	6	No Stopping	Notify	
21 194	Sydney	King Street (S) – Phillip Street	-33.869195, 151.210982	9	No Parking	Notify	
22 195	Alexandria	Bourke Road (NE) – Doody Street	-33.913975, 151.192176	6	No Stopping	Notify	
23 196	Pymont	Bulwara Road (SE) – Ada Place	-33.873492, 151.194934	9	No Parking	Notify	
24 197	City	St James Rd (SW) – Macquarie Street	-33.869822, 151.211675	45	No Parking	Notify	

Location: Liverpool Street, Sydney



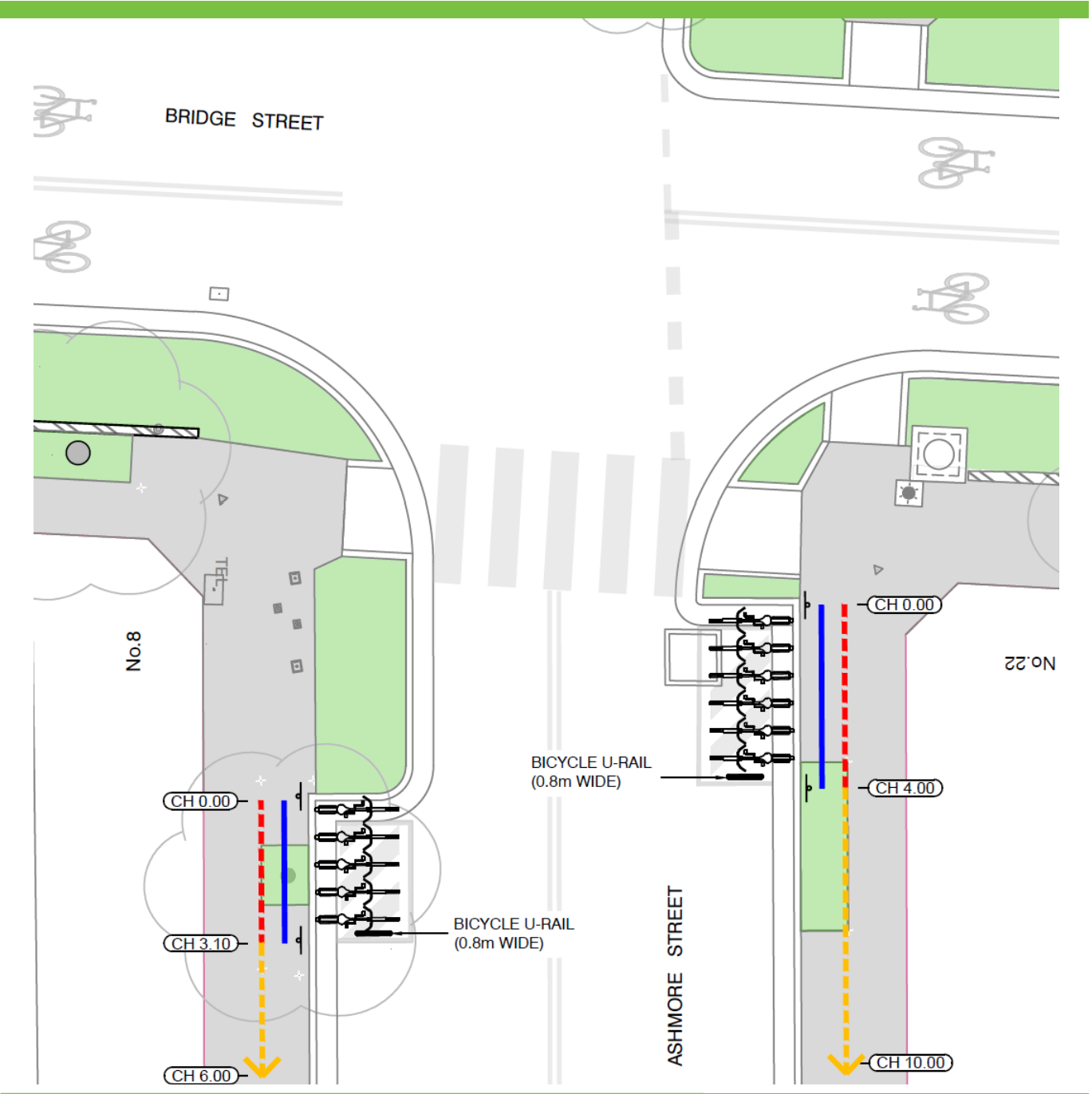
Existing

- ■ ■ "No Stopping"
- ■ ■ "Loading Zone"

Proposed

- ■ ■ "No Stopping Bicycles Excepted"

Location: Ashmore Street 1 & 2, Erskineville



Location: Hickson Road 1, Barangaroo

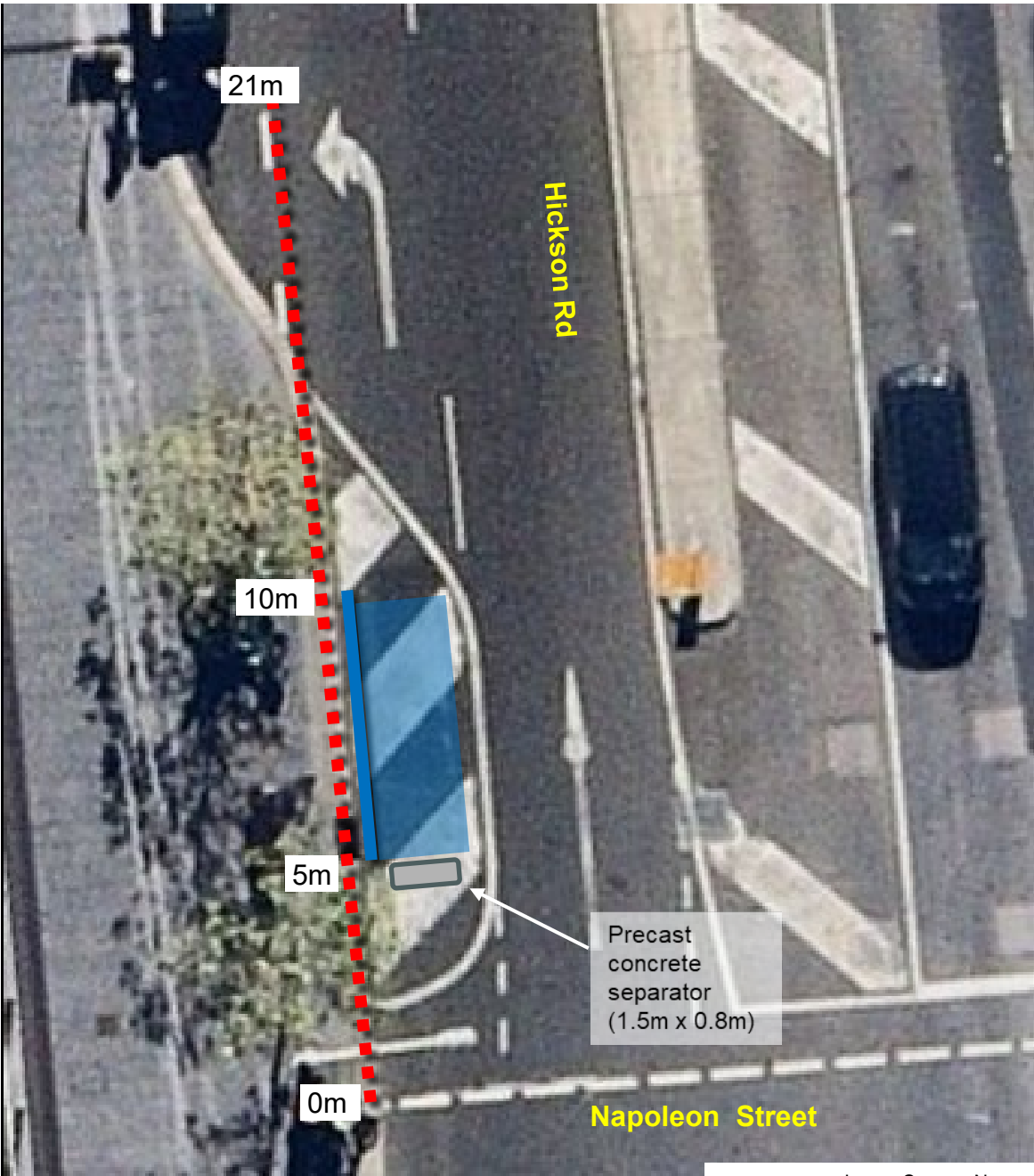
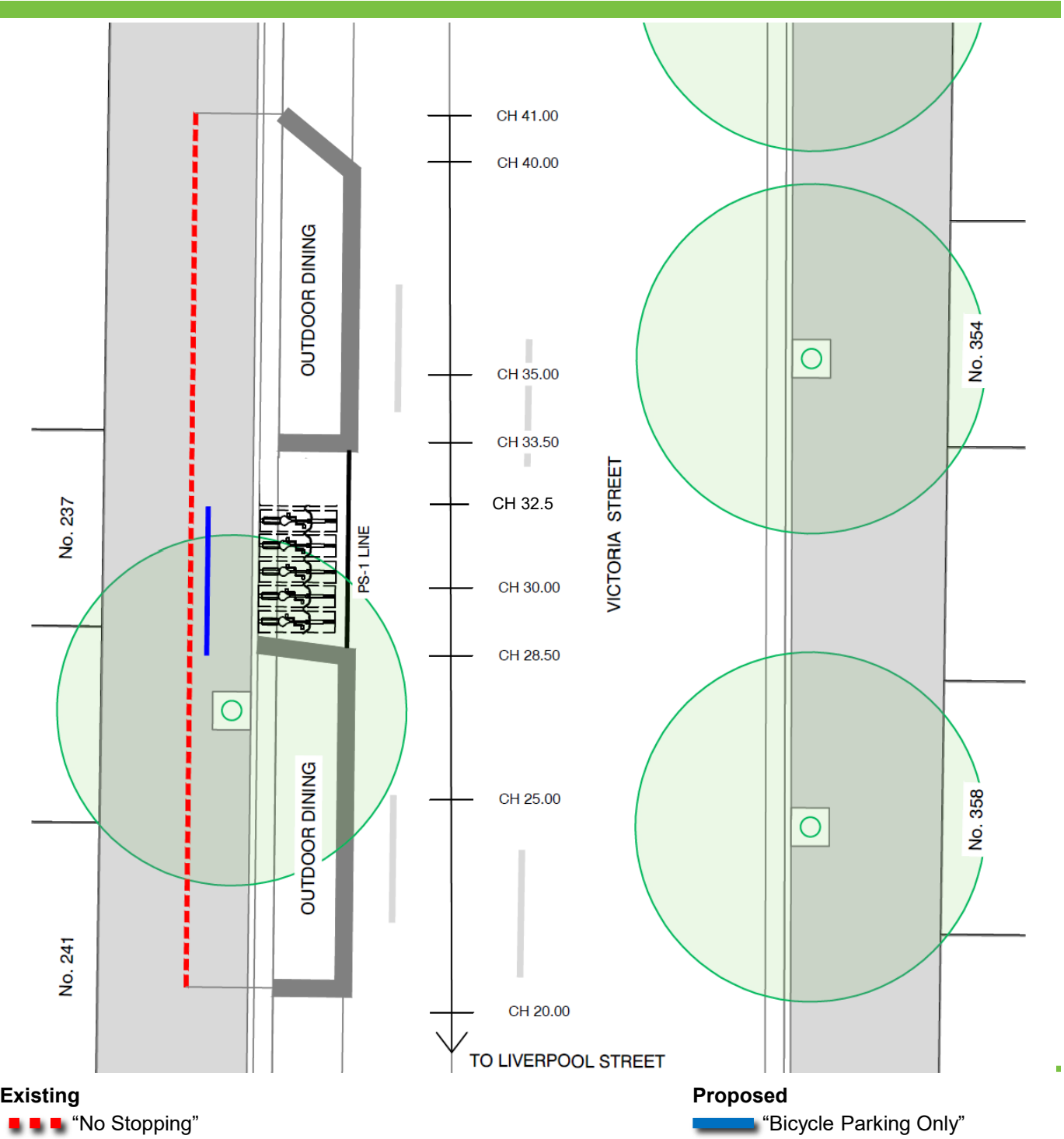


Image Source: Nearmap Pty Ltd

Existing
■ ■ ■ "No Stopping"

Proposed
■ "No Stopping Bicycles Excepted"

Location: 237 Victoria Street, Darlinghurst



Location: St Johns Road West, Forest Lodge



Image Source: Nearmap Pty Ltd

Existing
 "No Stopping"

Proposed
 "Bicycle Parking Only"

Location: Union Street, Pyrmont

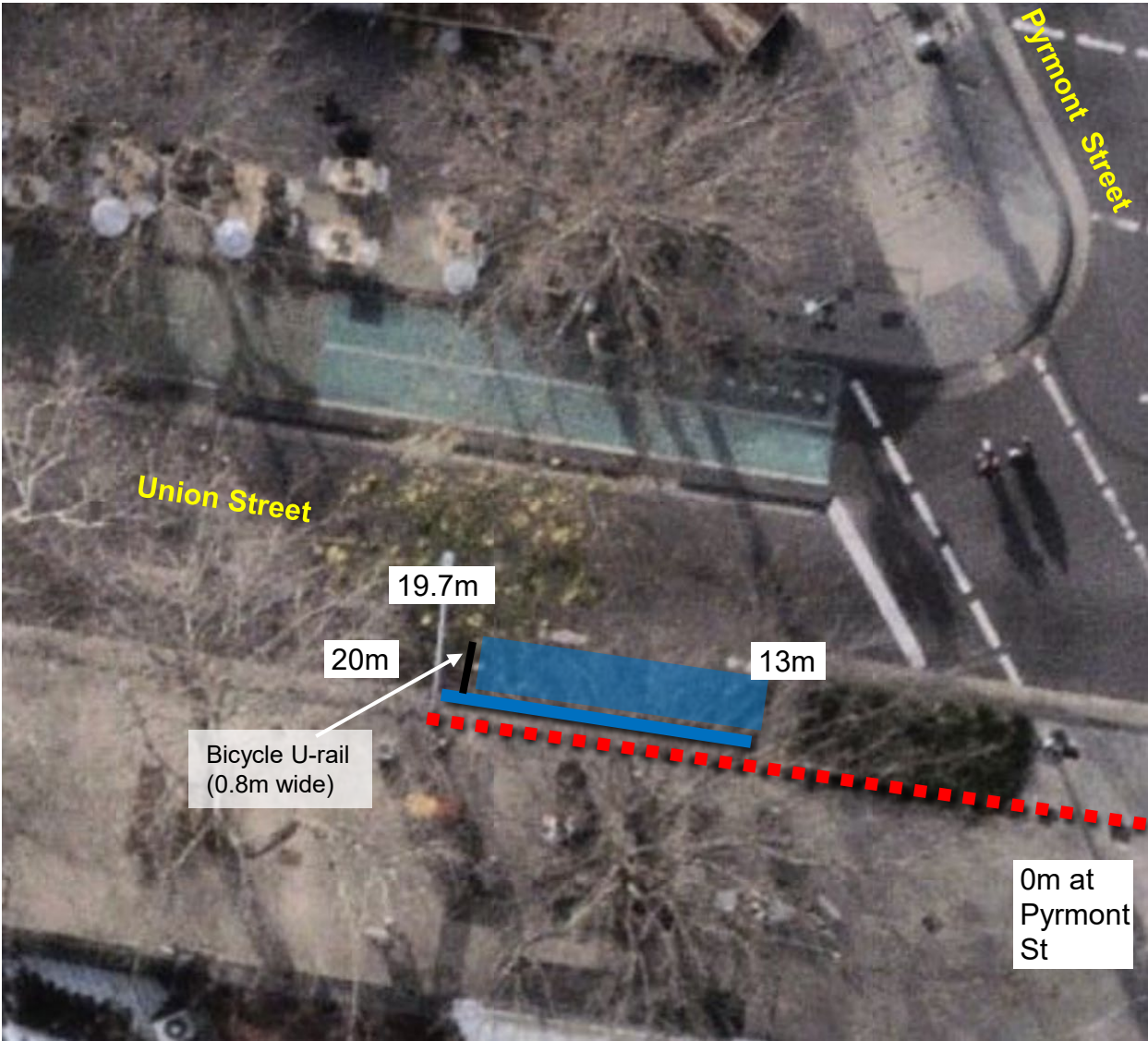
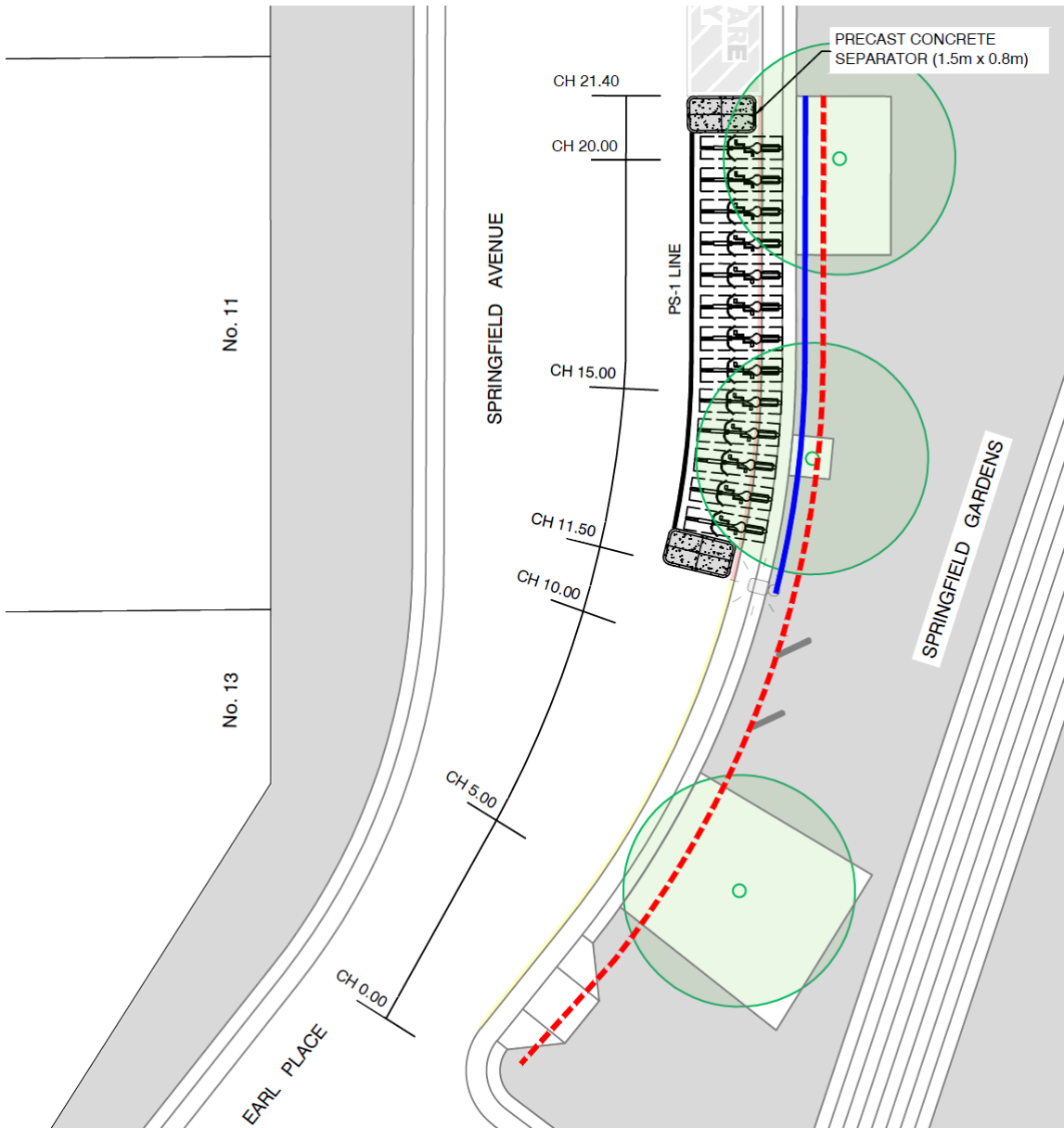


Image Source: Nearmap Pty Ltd

Existing
■ ■ ■ "No Stopping"

Proposed
■ ■ ■ "No Stopping Bicycles Excepted"

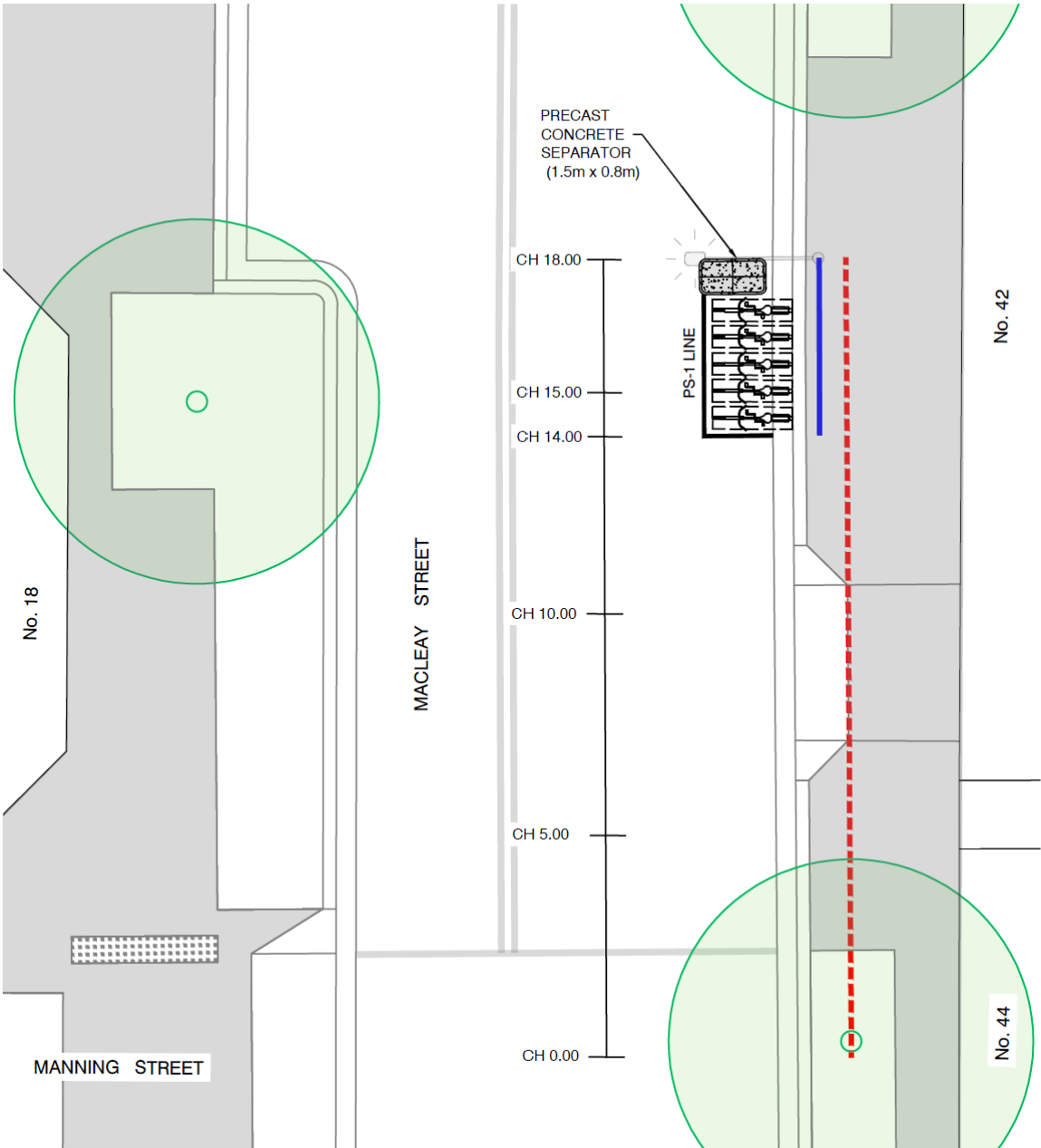
Location: Springfield Mall, Potts Point



Existing
■ ■ ■ "No Stopping"

Proposed
■ "Bicycle Parking Only"

Location: 81 Macleay Street, Potts Point



Existing
■ ■ ■ "No Stopping"

Proposed
■ "Bicycle Parking Only"

Location: Kings Cross Station, Potts Point

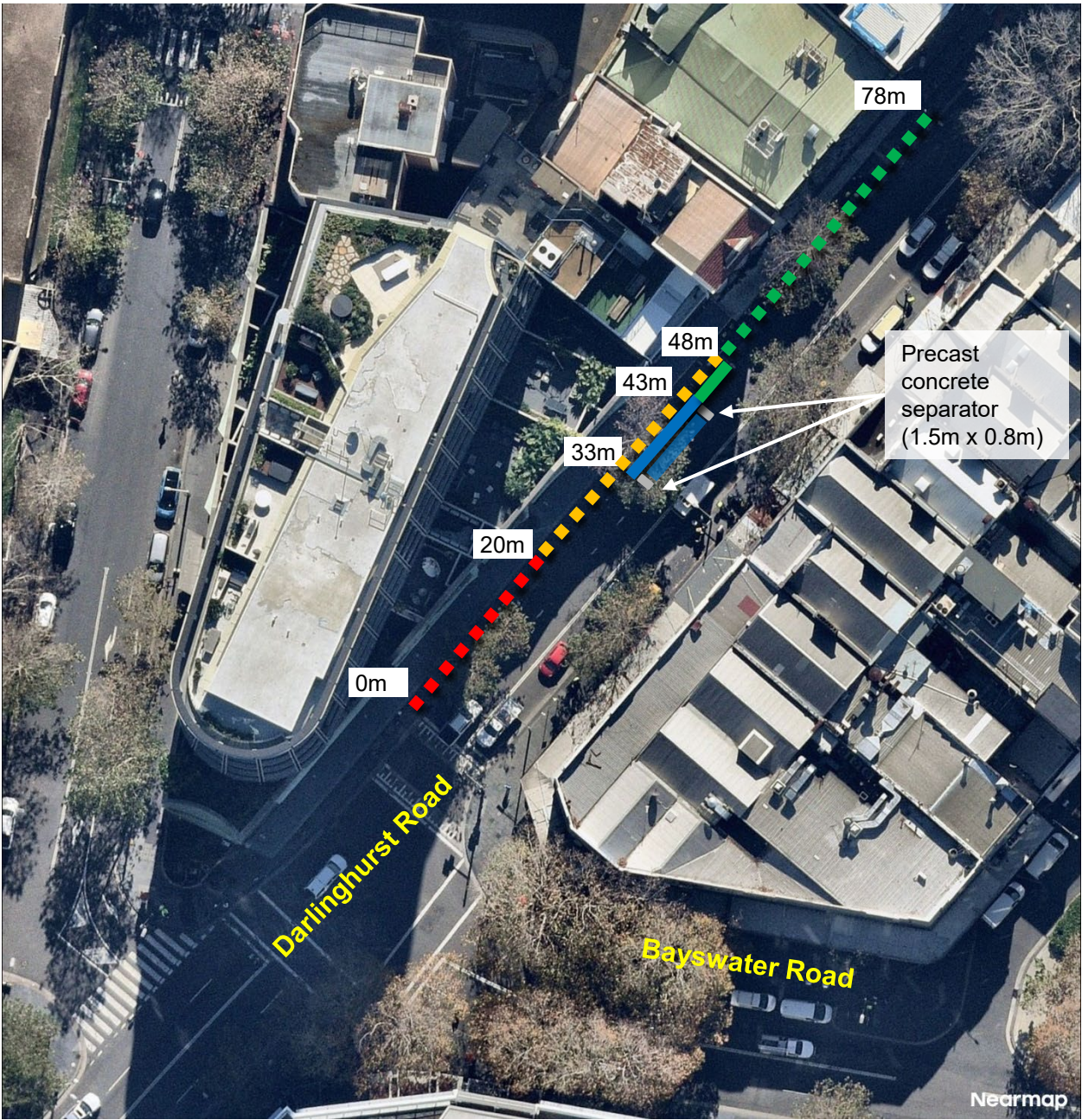


Image Source: Nearmap Pty Ltd

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "Bus Zone"

Proposed

- "Bicycle Parking Only"
- "Bus Zone"

Location: Market Street, Sydney

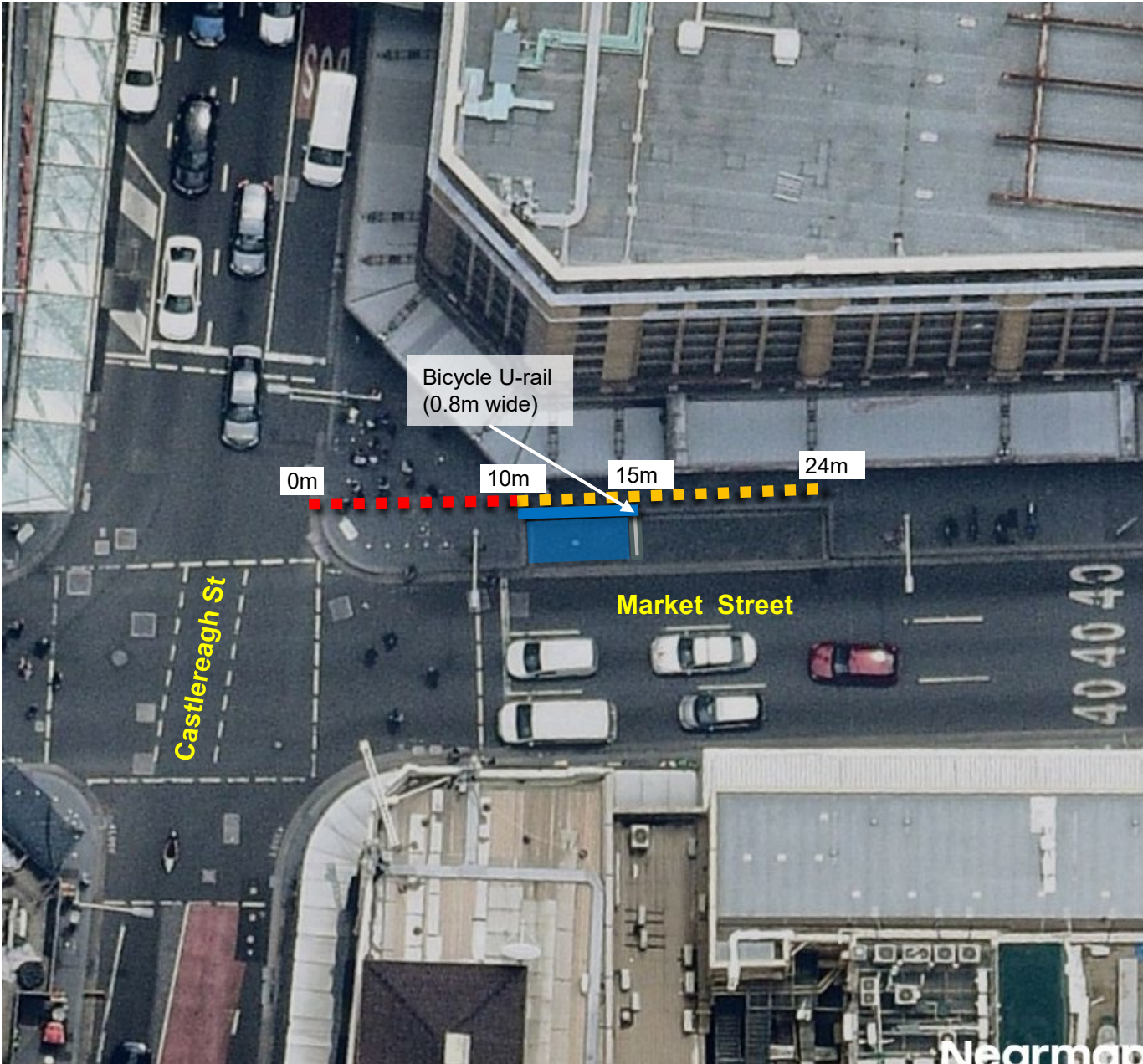


Image Source: Nearmap Pty Ltd

Existing

- ■ ■ "No Parking"
- ■ ■ "No Stopping"

Proposed

- "Bicycle Parking Only"

Location: O’Connell Street, Sydney

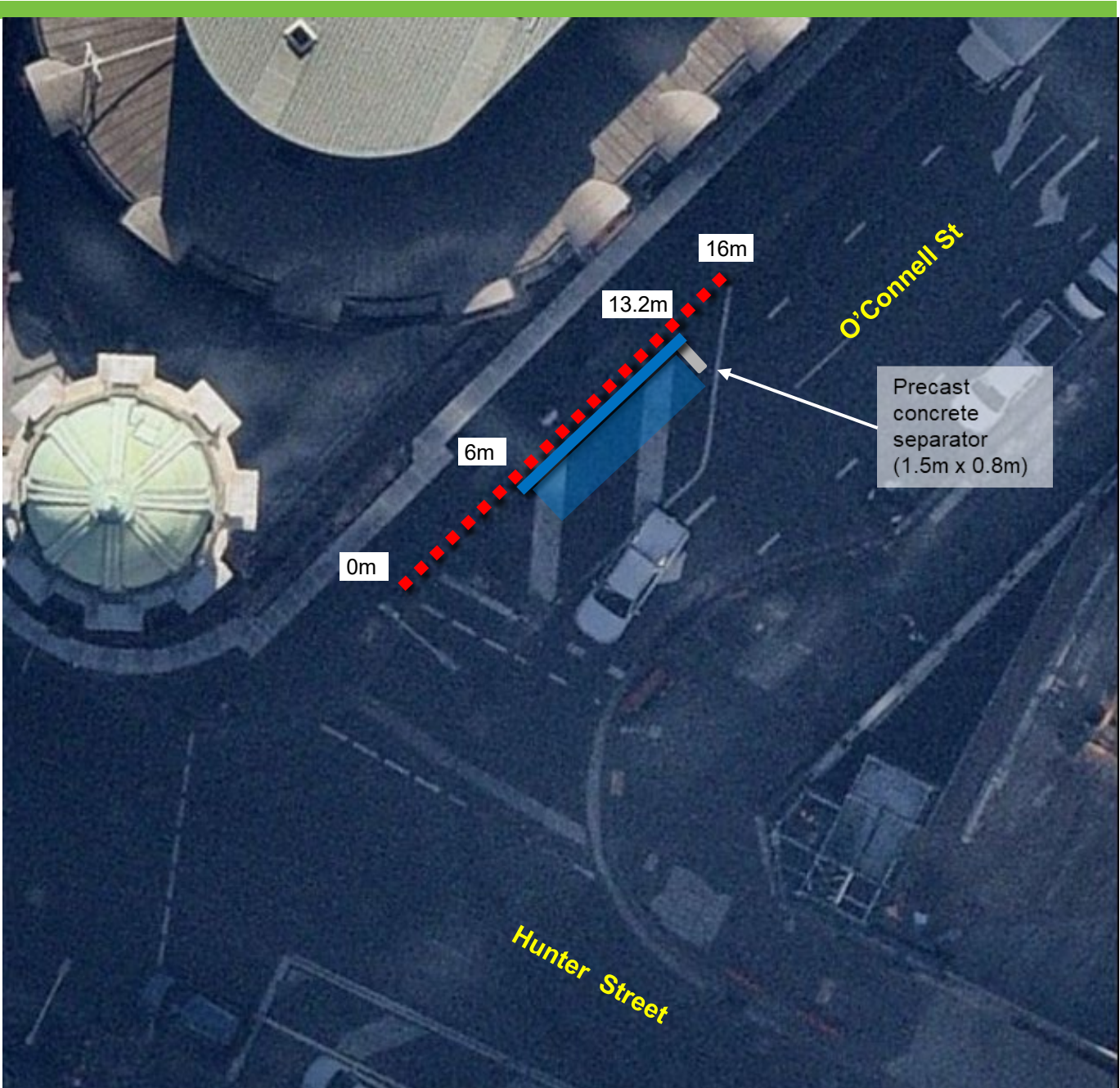


Image Source: Nearmap Pty Ltd

Existing
 “No Stopping”

Proposed
 “No Stopping Bicycles Excepted”

Location: 127-139 Macleay St, Potts Point

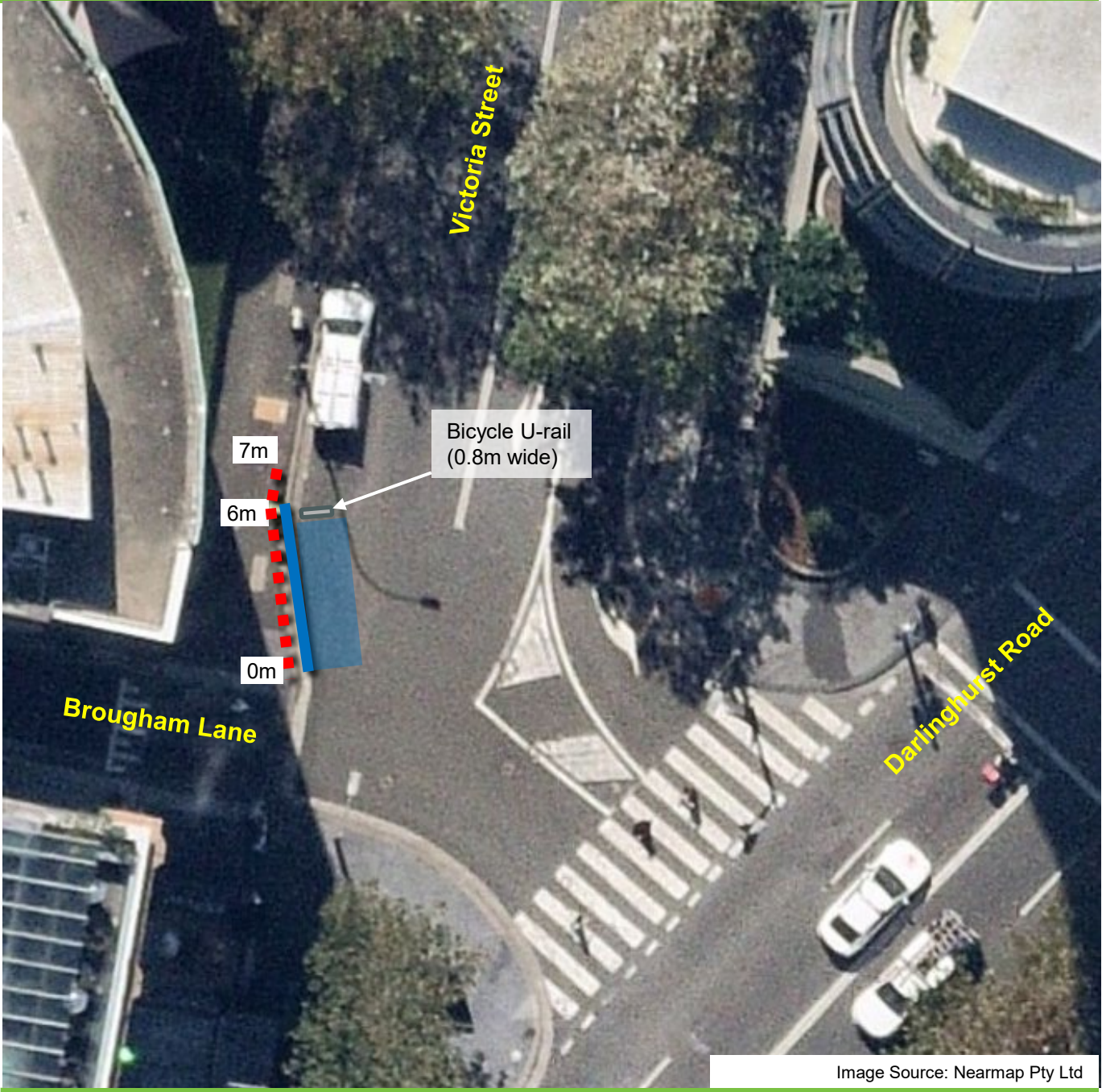


Image Source: Nearmap Pty Ltd

Existing
 "No Stopping"

Proposed
 "No Stopping Bicycles Excepted"

Location: 223 Victoria St, Potts Point



Existing
 "No Stopping"

Proposed
 "Bicycle Parking Only"

Location: Bulwara Road, Pyrmont

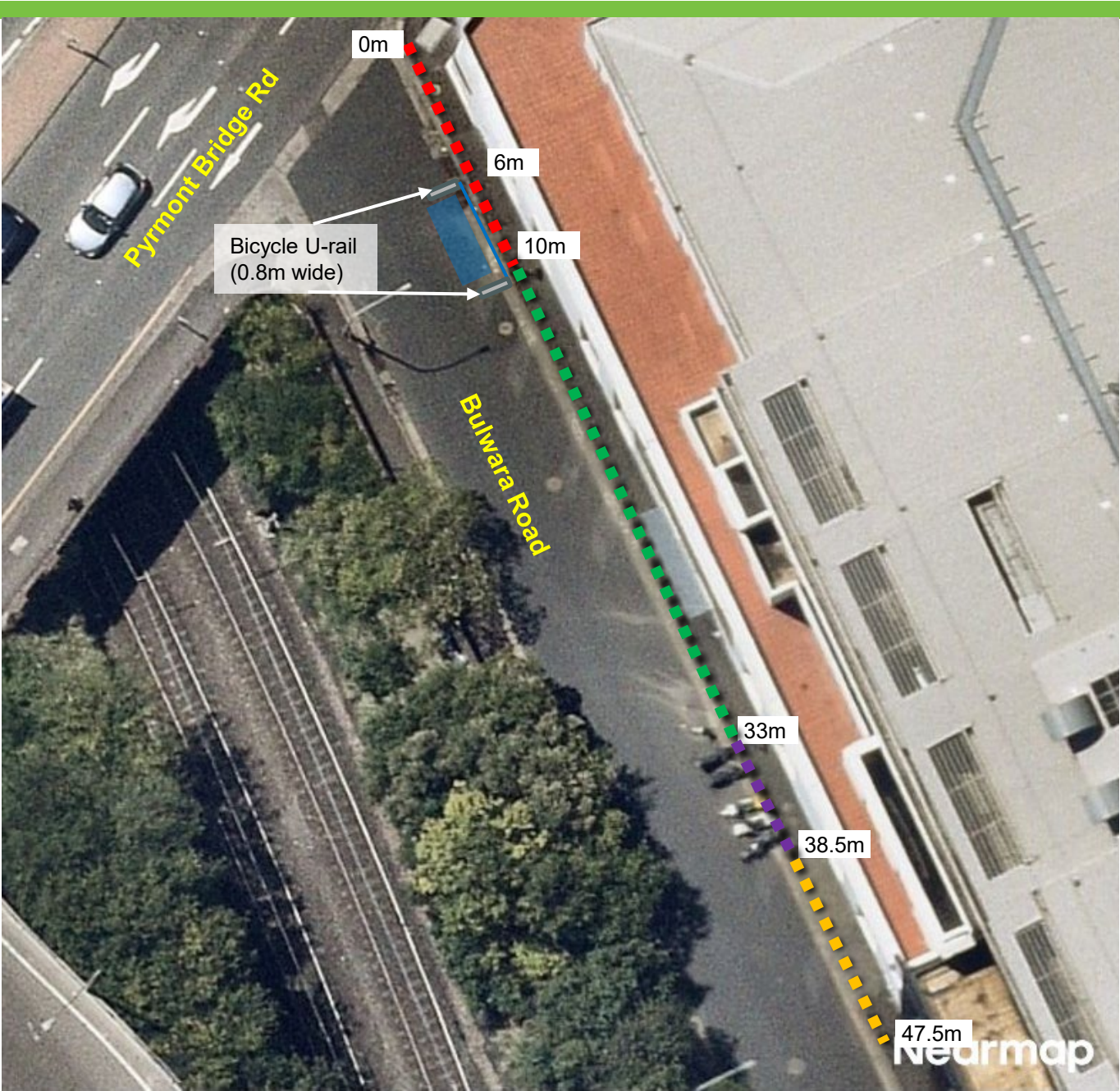


Image Source: Nearmap Pty Ltd

Existing

-  "No Stopping"
-  "2P Ticket Permit Holders Excepted Area 20"
-  "Motor Bike Parking Only"
-  "No Parking"

Proposed

-  "Bicycle Parking Only"

Location: Campbell Street Cycleway, Sydney

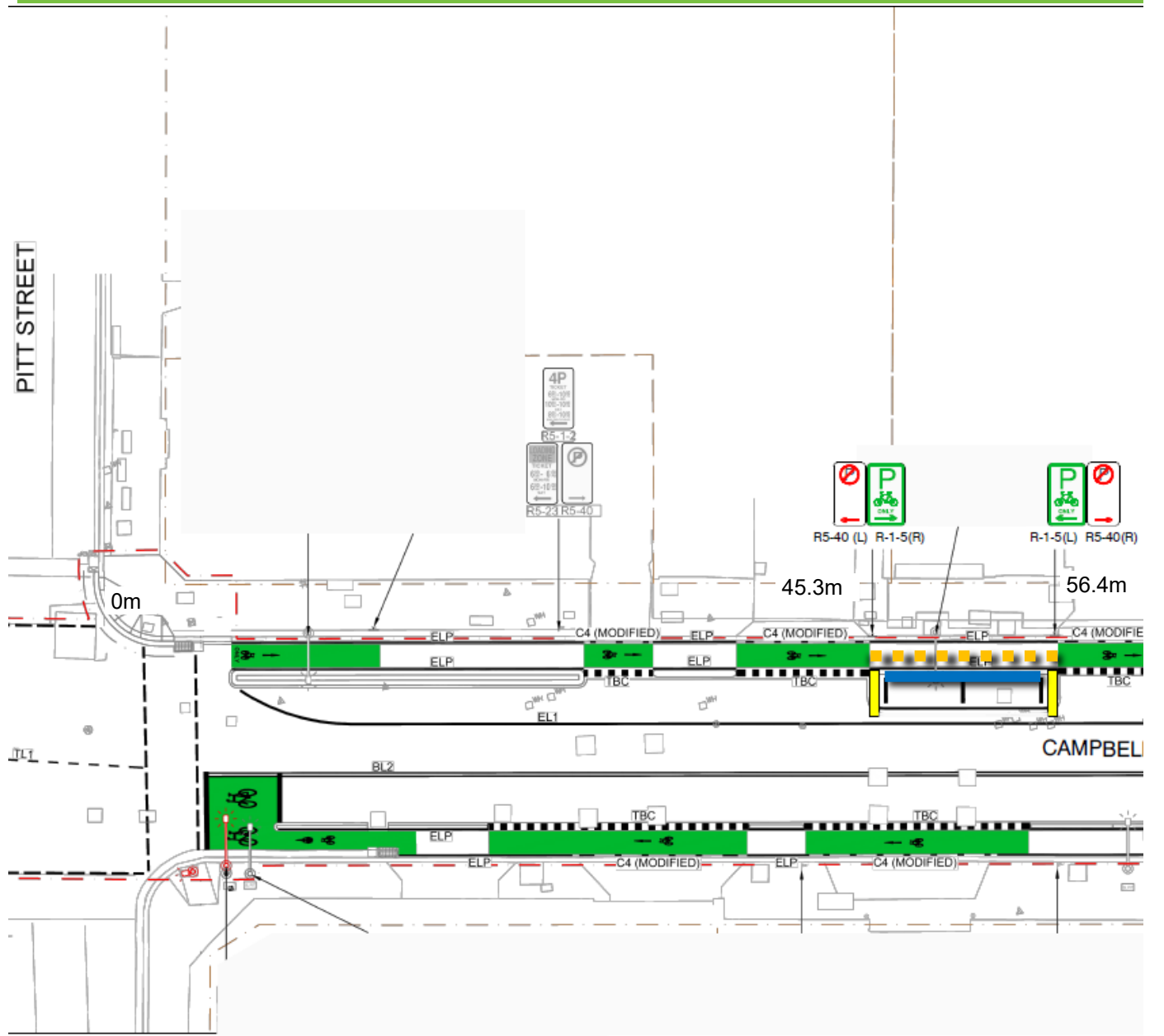


Image Source: Nearmap Pty Ltd

Existing
■ ■ ■ "No Parking"

Proposed
■ "Bicycle Parking Only"

Location: 17 Phelps Street, Surry Hills

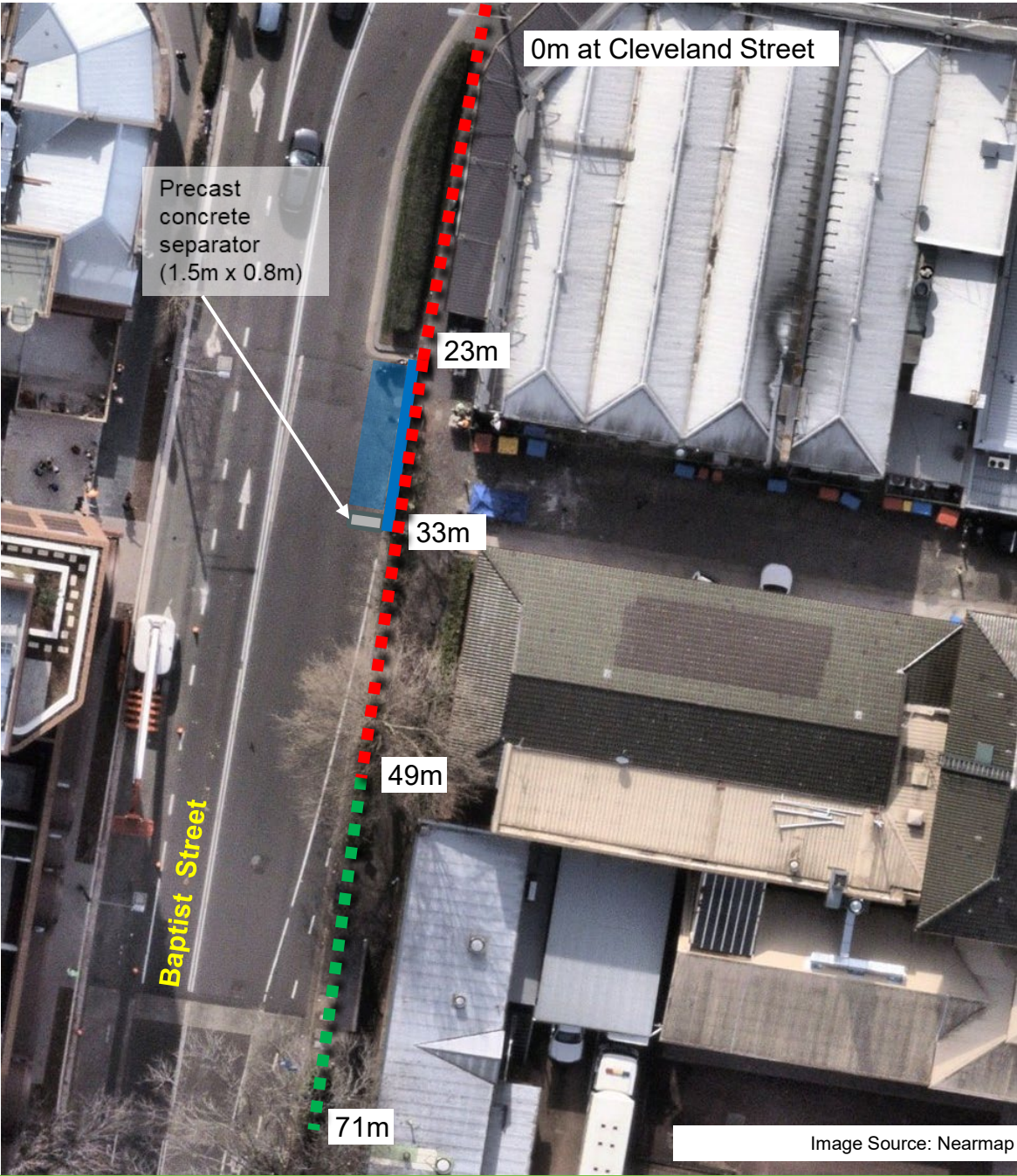


Image Source: Nearmap Pty Ltd

Existing
 "No Stopping"

Proposed
 "No Stopping Bicycles Excepted"

Location: 4 Baptist Street, Redfern



Existing

- ■ ■ "No Stopping"
- ■ ■ "Bus Zone"

Proposed

- "Bicycle Parking Only"

Location: 389 Bourke Street, Surry Hills



Image Source: Nearmap Pty Ltd

Existing
■ ■ ■ "No Stopping"

Proposed
■ "Bicycle Parking Only"

Location: 154 Brougham Street, Potts Point



Image Source: Nearmap Pty Ltd

Existing
■ ■ ■ "No Stopping"

Proposed
■ "No Stopping Bicycles Excepted"

Location: 173 King Street, Sydney

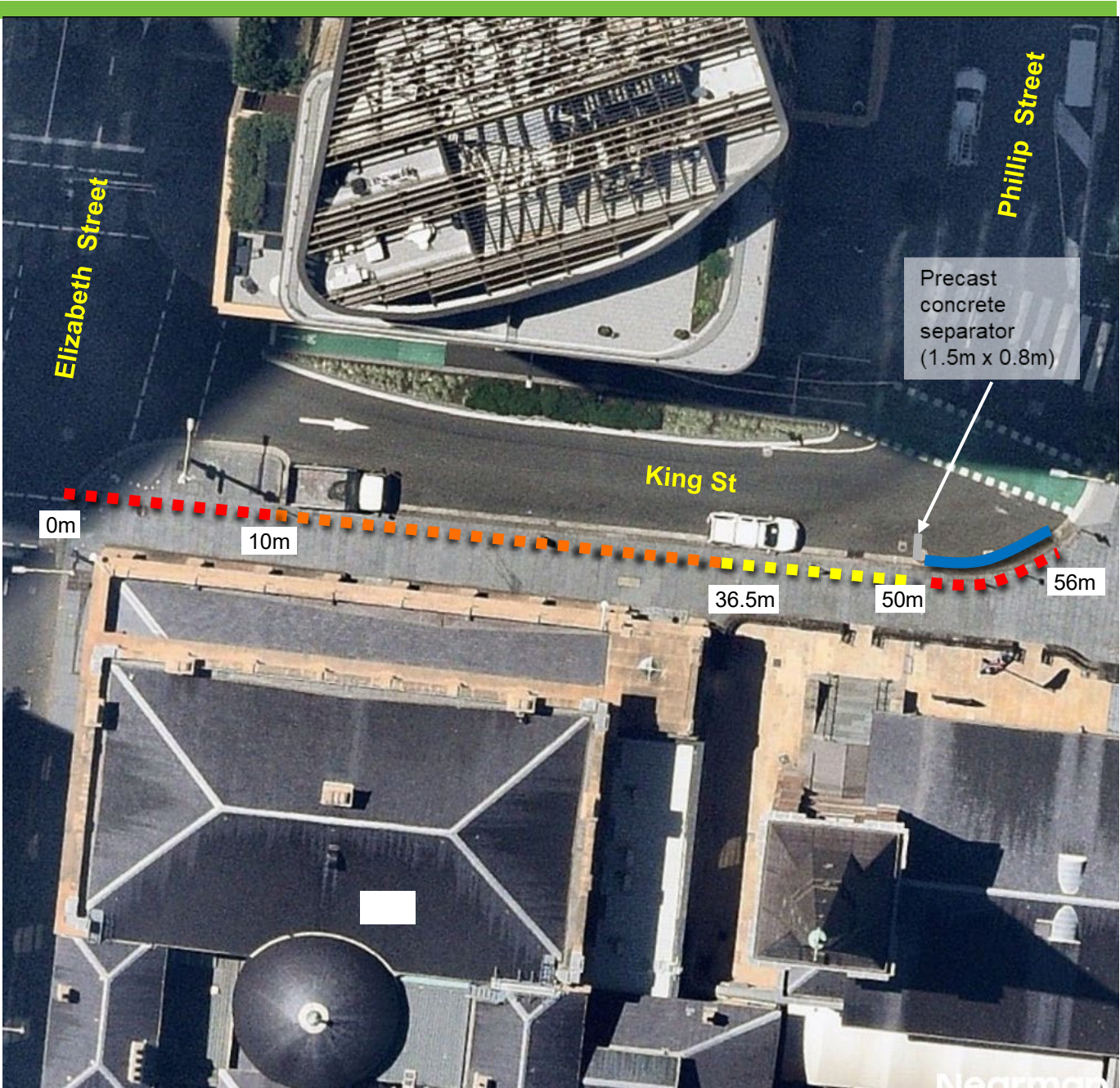


Image Source: Nearmap Pty Ltd

Existing

-  "No Stopping"
-  "No Parking Wedding or Funeral Vehicles Excepted"
-  "Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat" & "4P Ticket 6pm-12midnight Mon-Fri, 10am-10pm Sat, 8am-10pm Sun Including Public Holidays"

Proposed

-  "No Stopping Bicycles Excepted"

Location: 126-136 Bourke Road, Alexandria



Existing

Unrestricted Parking

Existing Driveway

Existing (Pending Separate Approval)

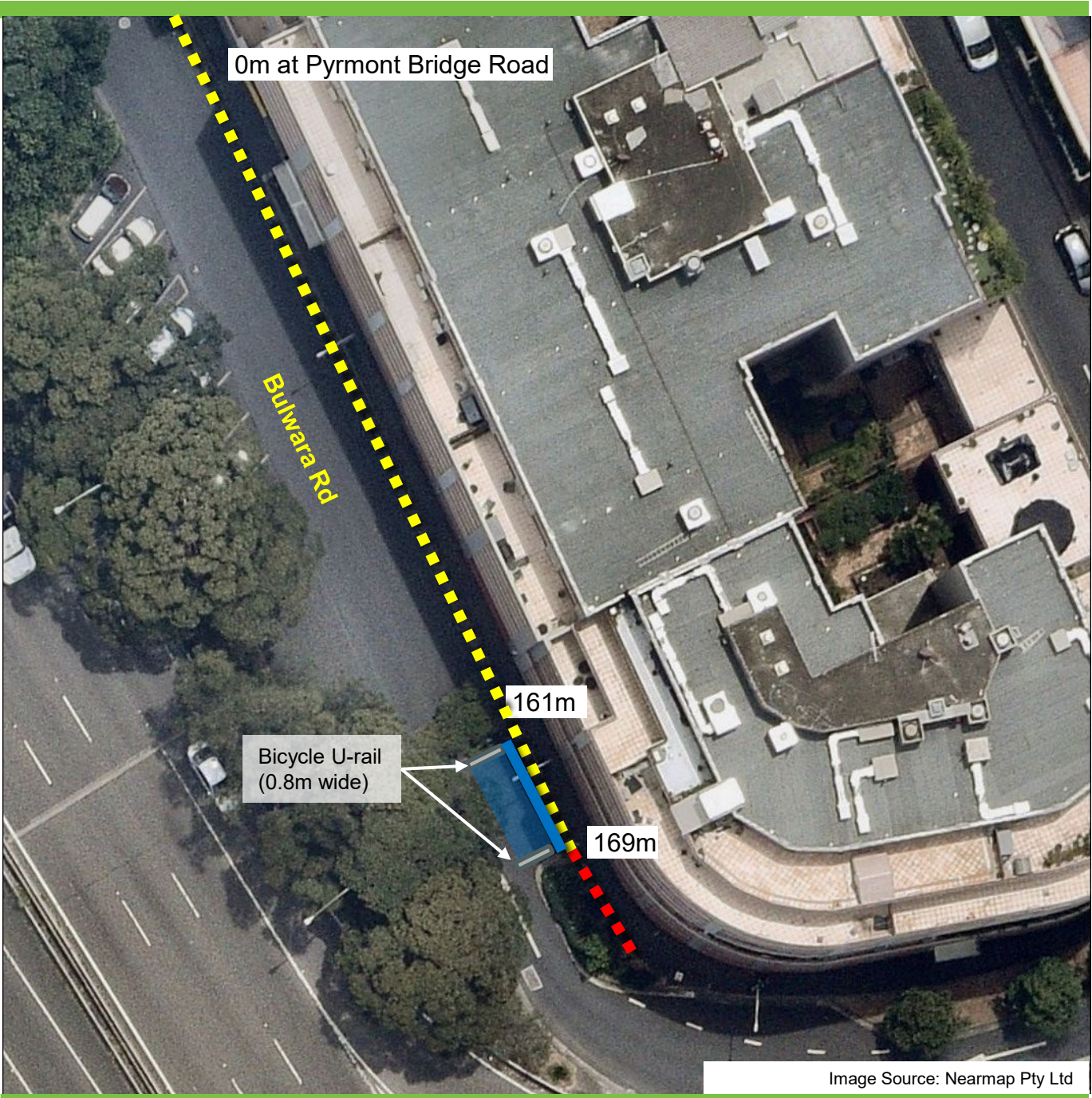
4P 8am-8pm
Electric Vehicles Only While Charging
No Parking
Electric Vehicles Excepted While Charging All Other Times

No Stopping

Proposed

Unrestricted Parking

Location: 164 Bulwara Rd, Pyrmont



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"

Proposed

- "Bicycle Parking Only"

Location: St James Rd (South West), Sydney

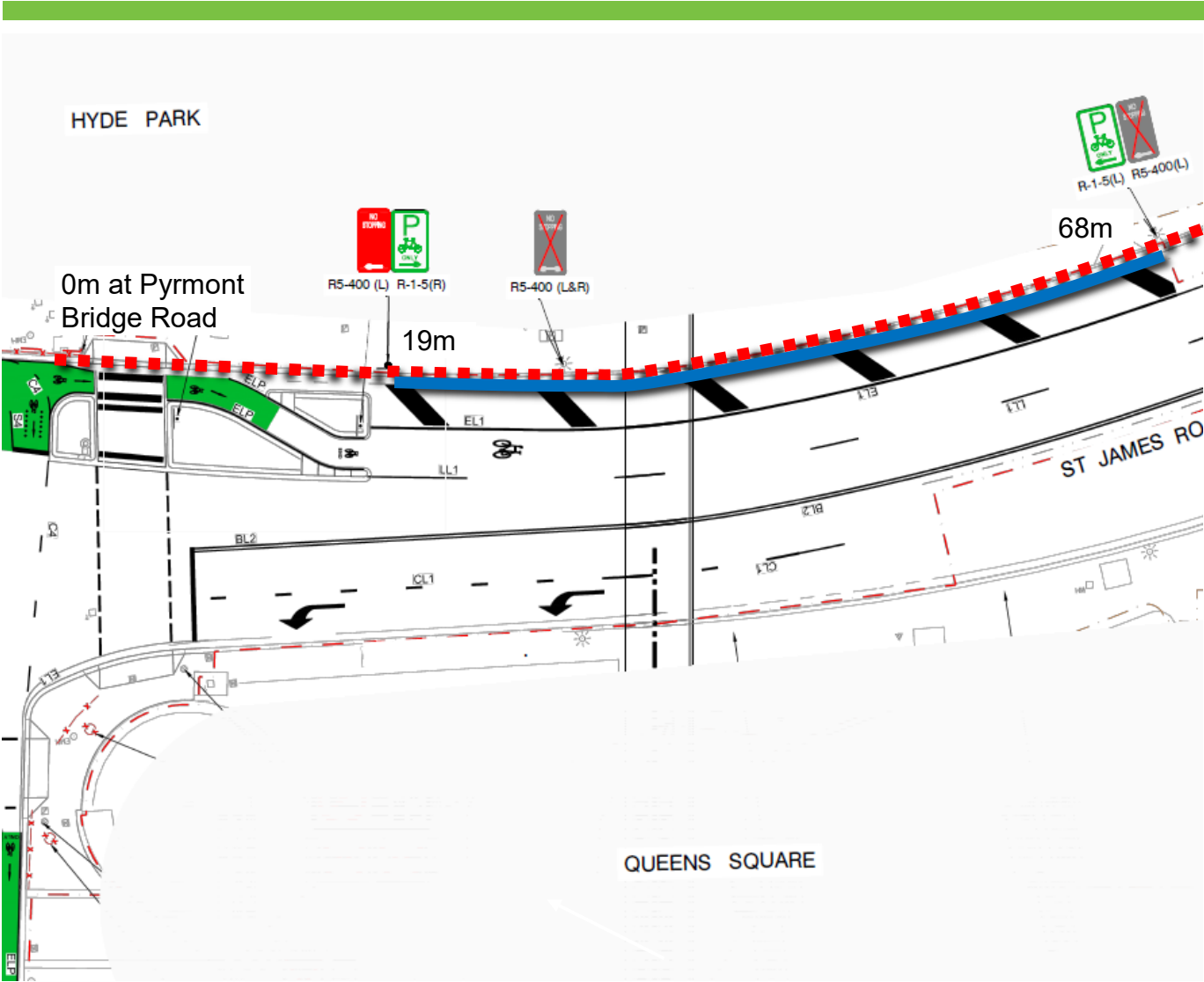


Image Source: Nearmap Pty Ltd

Existing

■ ■ ■ "No Stopping"

Proposed

■ "Bicycle Parking Only"

Item 22.**Parking - Electric Vehicle Parking - Cook Road, Centennial Park**

TRIM Container No.: 2025/341353

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Cook Road, Centennial Park between the points 45.6 metres and 57.6 metres (two car spaces) north of Centennial Lane as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Cook Road, Centennial Park.

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

Comments

The kerb space on the western side of Cook Road, Centennial Park north of Centennial Lane where the changes are proposed, is currently signposted as "2P 8.30am-6pm".

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

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

The proposed EV charging spaces in Cook Road meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.

Have adequate street and footpath lighting to support night time use.

Consultation

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

The two responses opposing the proposal advised that the location is not suitable for EV parking and had concerns with loss of street parking for regular vehicles.

A further neutral submission was received advising the City to consider allowing other vehicles to park in these spaces outside of the timed charging period.

The installation of these EV charging aligns with Action 20 of the *Electrification of Transport in the City Strategy and Action Plan*, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

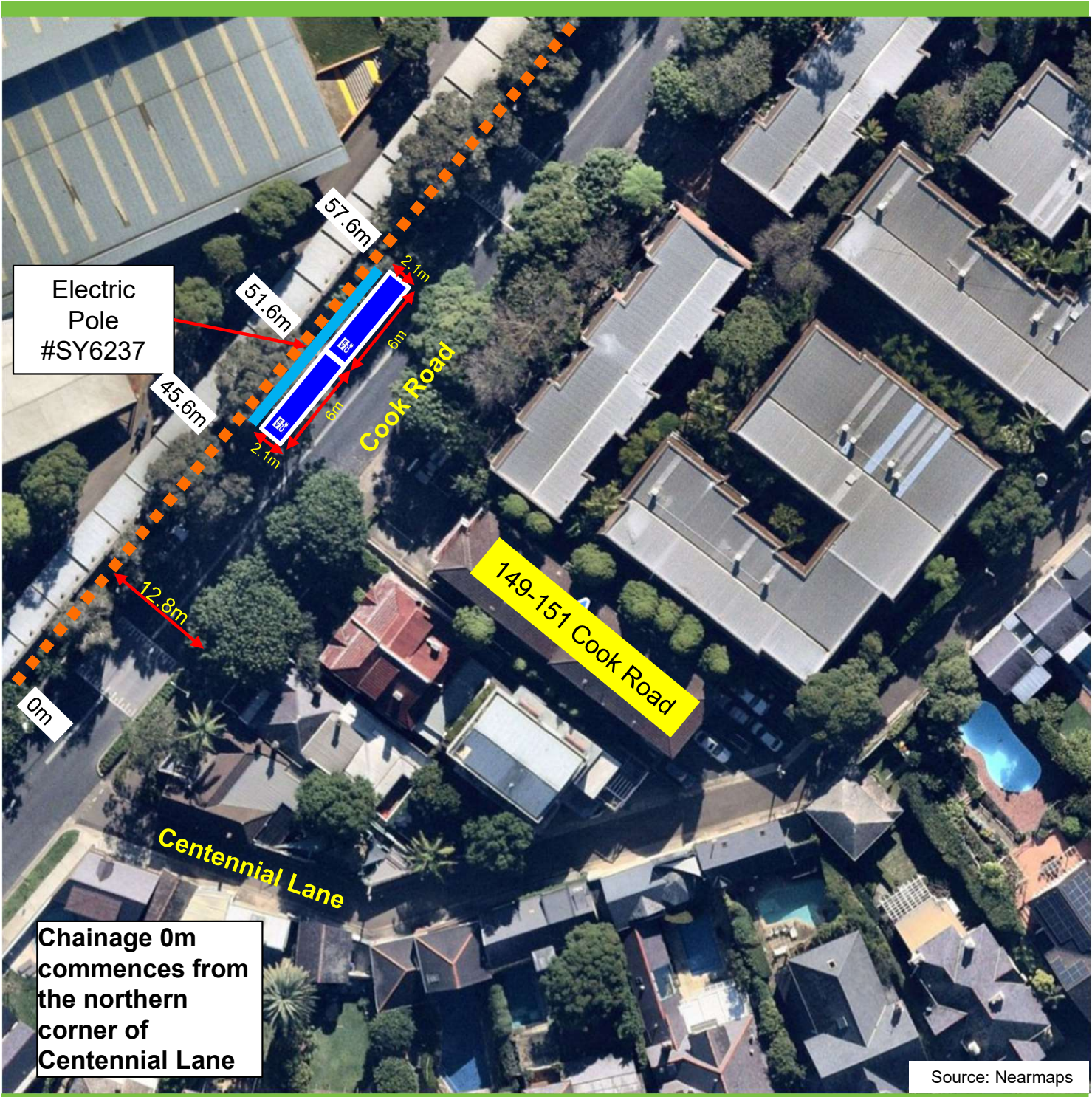
Cook Road has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Cook Road, Centennial Park
Proposed parking changes



Existing

Proposed

“2P 8.30am-6pm”

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

Item 23.**Parking - Electric Vehicle Parking - Cook Road, Centennial Park**

TRIM Container No.: 2025/341352

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Cook Road, Centennial Park between the points 20 metres and 32 metres (two car spaces) south of Furbar Lane as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Cook Road, Centennial Park.

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

Comments

The kerb space on the western side of Cook Road, Centennial Park south of Furbar Lane where the changes are proposed, is currently signposted as "2P 8.30am-6pm".

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

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

The proposed EV charging spaces in Cook Road meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

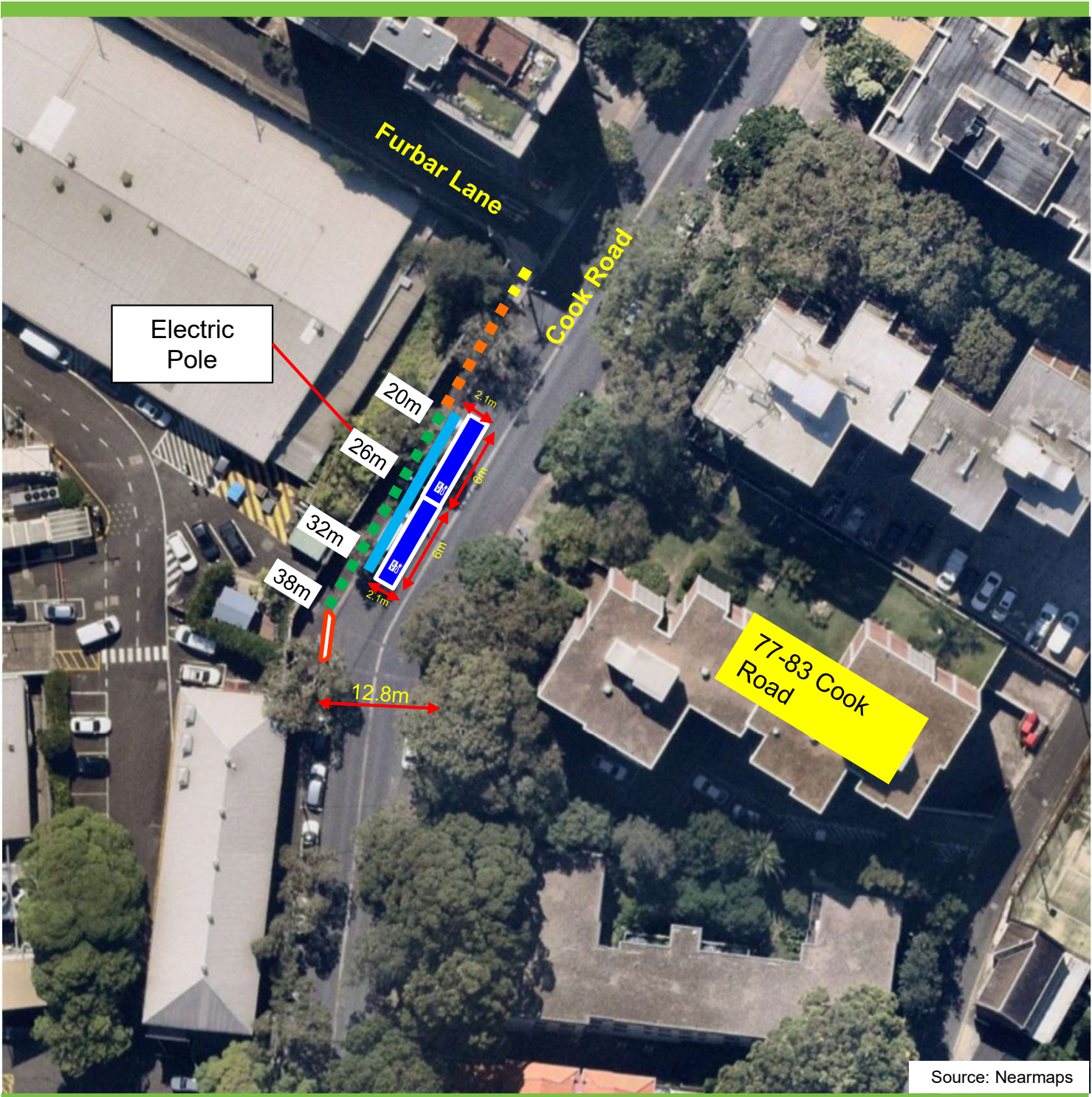
The City consulted local residents and businesses in the area. There were 165 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Cook Road, Centennial Park
Proposed parking changes



Existing	Proposed
■ ■ ■ 2P 8.30am-6pm	— 4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times
■ ■ ■ Bus Zone	
■ ■ ■ "No Stopping"	

Item 24.**Parking - Electric Vehicle Parking - Bray Street, Erskineville**

TRIM Container No.: 2025/341361

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Bray Street, Erskineville between the points 53.5 metres and 59.5 metres (two car spaces) west of Concord Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times" and "60° Angle Parking Front to Kerb Vehicles Under 6m Only".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Bray Street, Erskineville

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

Comments

The kerb space on the northern side of Bray Street, Erskineville west of Concord Street where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 36" and "60° Angle Parking Front to Kerb Vehicles Under 6m Only".

It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times" and "60° Angle Parking Front to Kerb Vehicles Under 6m Only".

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

The proposed EV charging spaces in Bray Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.

Have adequate street and footpath lighting to support night time use.

Consultation

The City consulted local residents and businesses in the area. There were 77 letters sent out with one response supporting the proposal and one response opposing the proposal.

The response opposing the proposal had concerns with loss of residential parking and increased parking strain on residents that rely on street parking. One neutral feedback was received suggesting the EV charging installation be delayed until nearby Works Zone is reinstated or relocated to another location.

The installation of these EV charging aligns with Action 20 of the *Electrification of Transport in the City Strategy and Action Plan*, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

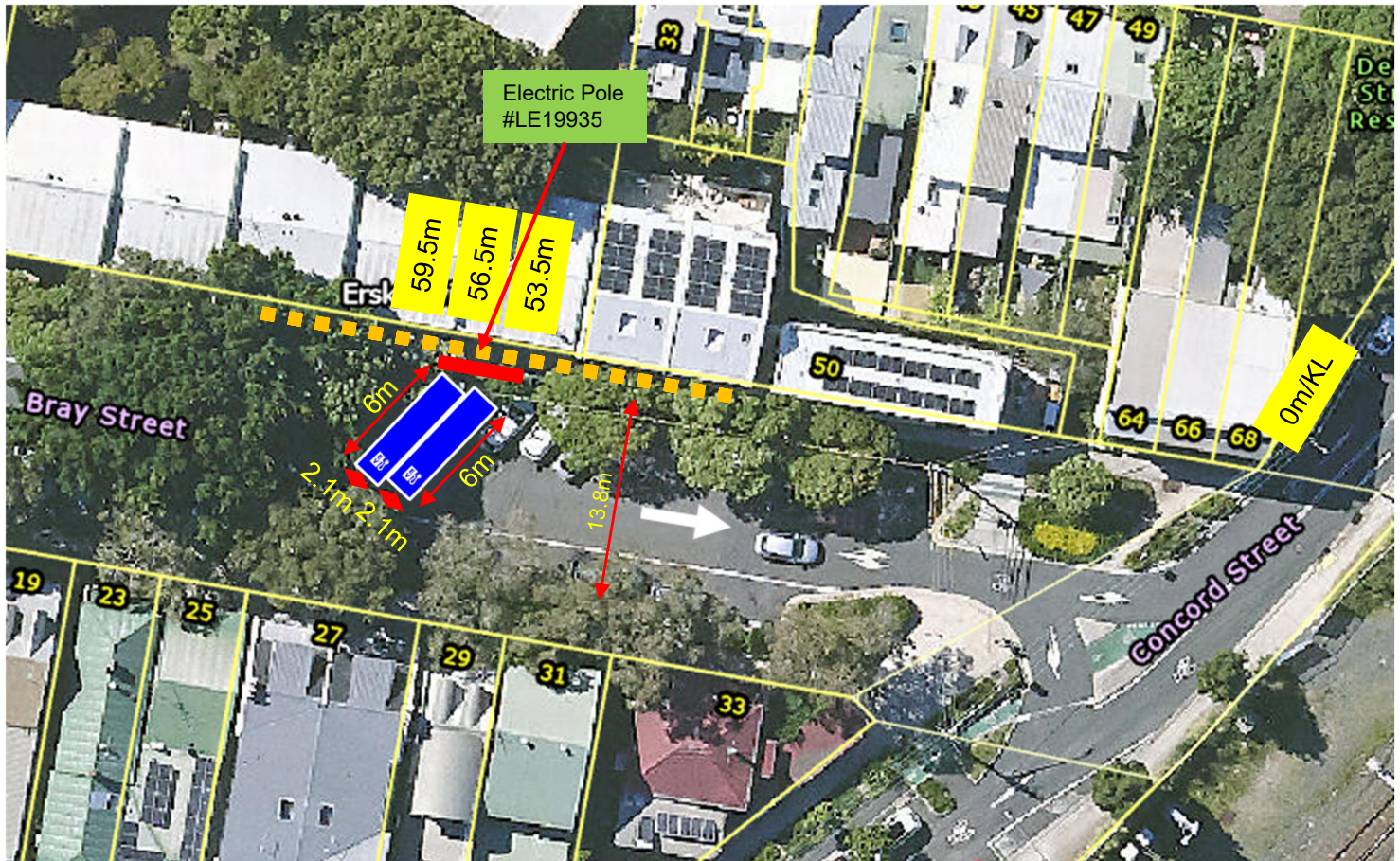
Bray Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Bray Street, Erskineville Proposed parking changes



Existing

- ■ ■ "2P 8am-10pm, Permit Holders Excepted Area 36"
- "60° Angle Parking Front to Kerb Vehicles Under 6m Only"

Proposed

- "4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times"
- "60° Angle Parking Front to Kerb Vehicles Under 6m Only"

Item 25.**Parking - Electric Vehicle Parking - Elliott Avenue, Erskineville**

TRIM Container No.: 2025/341360

Recommendations

It is recommended that the Committee review the allocation of parking on the western side of Elliott Street, Erskineville between the points 35.5 metres and 47.5 metres (two car spaces) south of Swanson Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Elliott Street, Erskineville.

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

Comments

The kerb space on the western side of Dalmeny Avenue, Rosebery north of Galaea Street where the changes are proposed, is currently signposted as ""2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 36".

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

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

The proposed EV charging spaces in Elliott Avenue meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.

Have adequate street and footpath lighting to support night time use.

Consultation

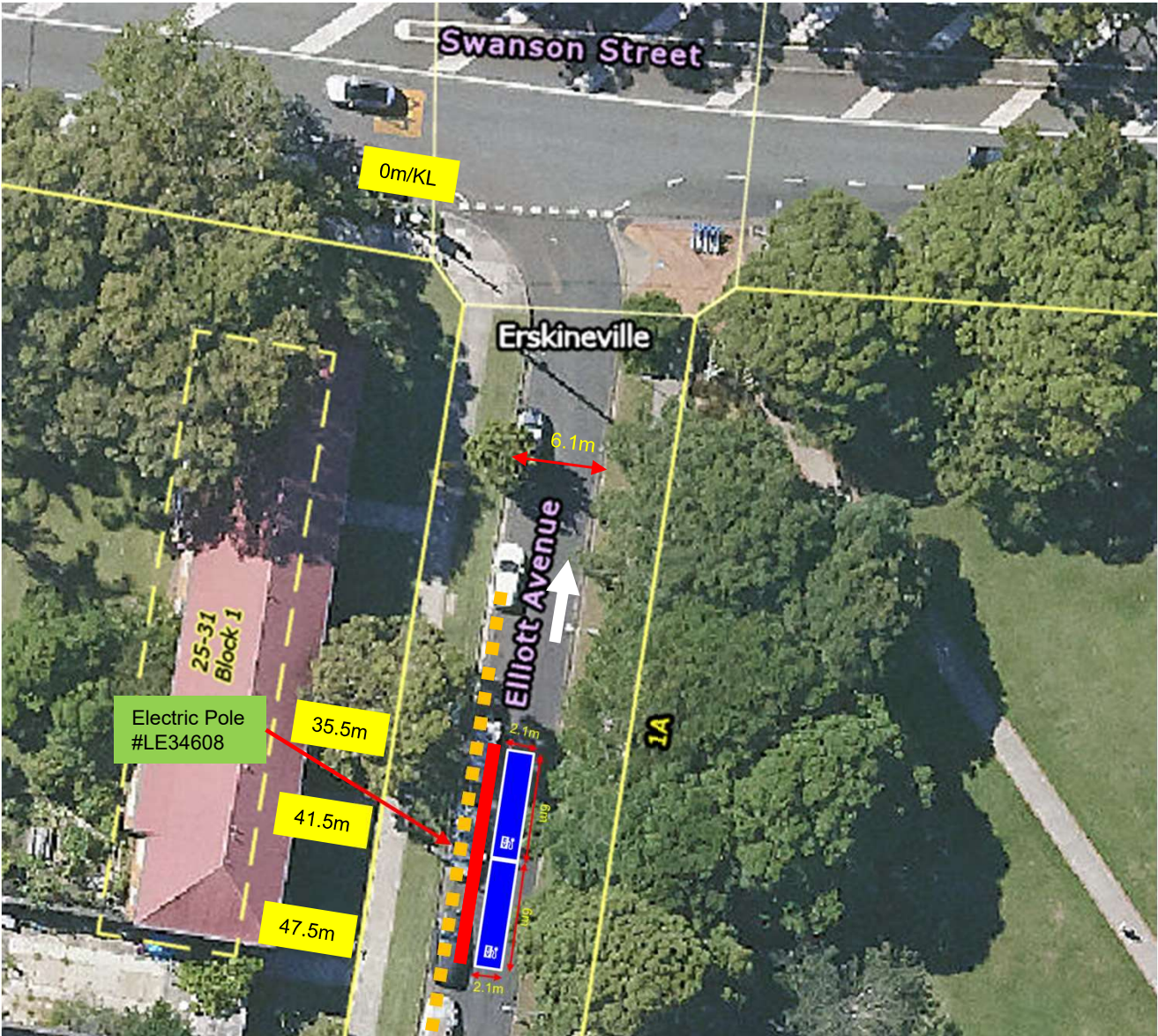
The City consulted local residents and businesses in the area. There were 74 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Elliot Avenue, Erskineville
Proposed parking changes



Existing

- “2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 36”

Proposed

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

Item 26.**Parking - Electric Vehicle Parking - Bourke Road, Alexandria**

TRIM Container No.: 2025/341359

Recommendations

It is recommended that the Committee review the following allocation of parking on the eastern side of Bourke Road, Alexandria as follows:

- (A) Between the points 67.3 metres and 79.3 metres (two car spaces) north of Doody Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times" and
- (B) Between the points 79.3 metres and 83.3 metres north of Doody Street as "P Bicycle Parking Only".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure Bourke Road, Alexandria.

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

Comments

The kerb space on the eastern side of Bourke Road, Alexandria north of Doody Street where the changes are proposed, is currently unrestricted for parking.

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

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

The proposed EV charging spaces in Bourke Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Based on feedback received from the consultation, it was suggested that more bicycle parking be considered along Bourke Road in Alexandria. As such, it is proposed that the 4 metre section north of the proposed EV parking is converted to "P Bicycle Parking" to provide the provision of future additional bike parking.

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.

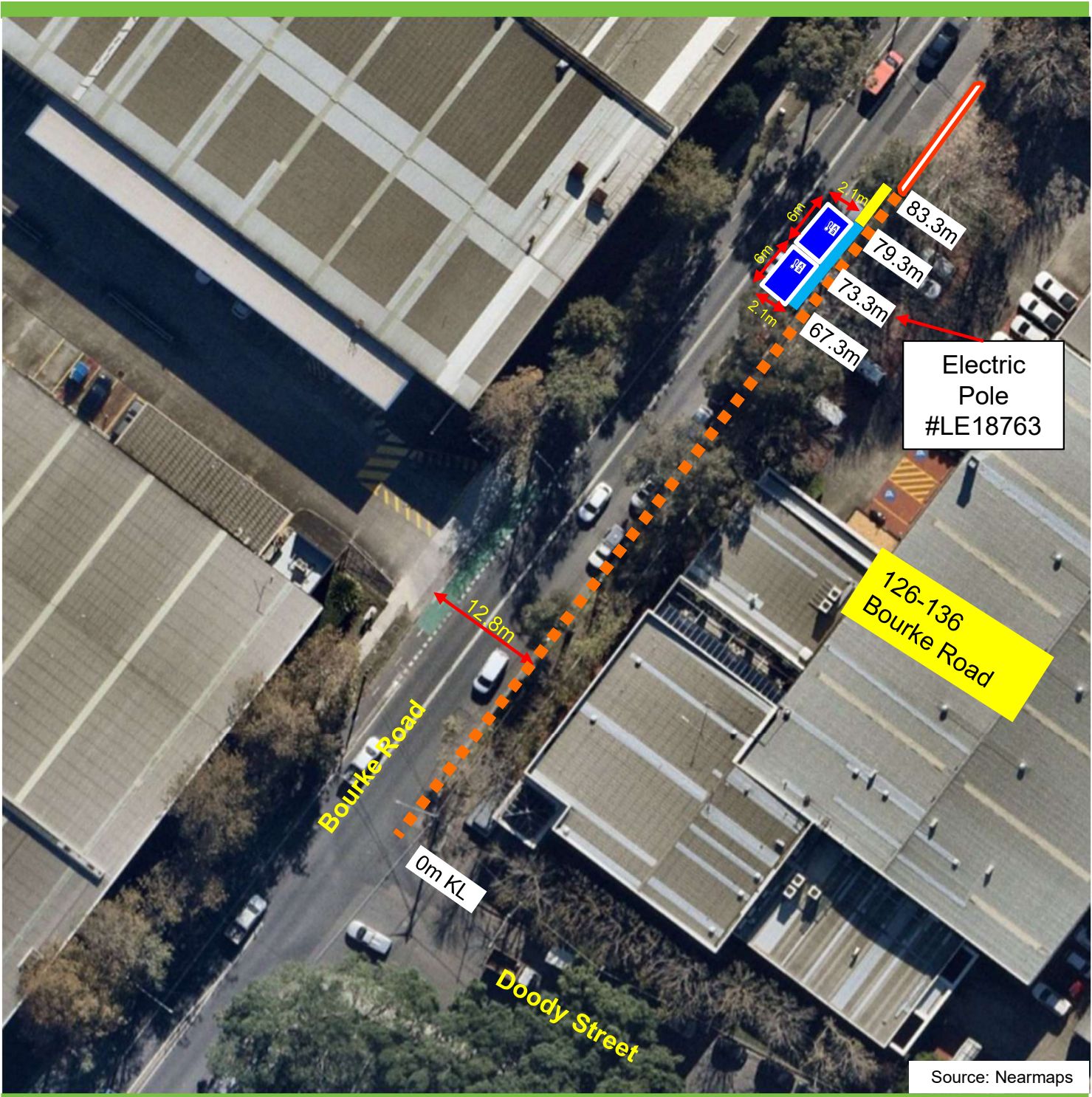
One submission was received suggesting the City look at installing additional bike racks or parking along Bourke Road.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Bourke Road, Alexandria
Proposed parking changes



Existing

Unrestricted Parking

Existing Driveway

Proposed

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

104

"P Bicycle Only"

Item 27.**Parking - Electric Vehicle Parking - Dalmeny Avenue, Rosebery**

TRIM Container No.: 2025/341367

Recommendations

It is recommended that the Committee review the allocation of parking on the western side of Dalmeny Avenue, Rosebery between the points 63.6 metres and 75.6 metres (two car spaces) north of Galara Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Dalmeny Avenue, Rosebery.

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

Comments

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

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

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

The proposed EV charging spaces in Dalmeny Avenue meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

The City consulted local residents and businesses in the area. There were 356 letters sent out with one response supporting the proposal and one response opposing. The response objecting to the proposal raised concerns about the loss of on-street parking.

The installation of these EV charging aligns with Action 20 of the *Electrification of Transport in the City Strategy and Action Plan*, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

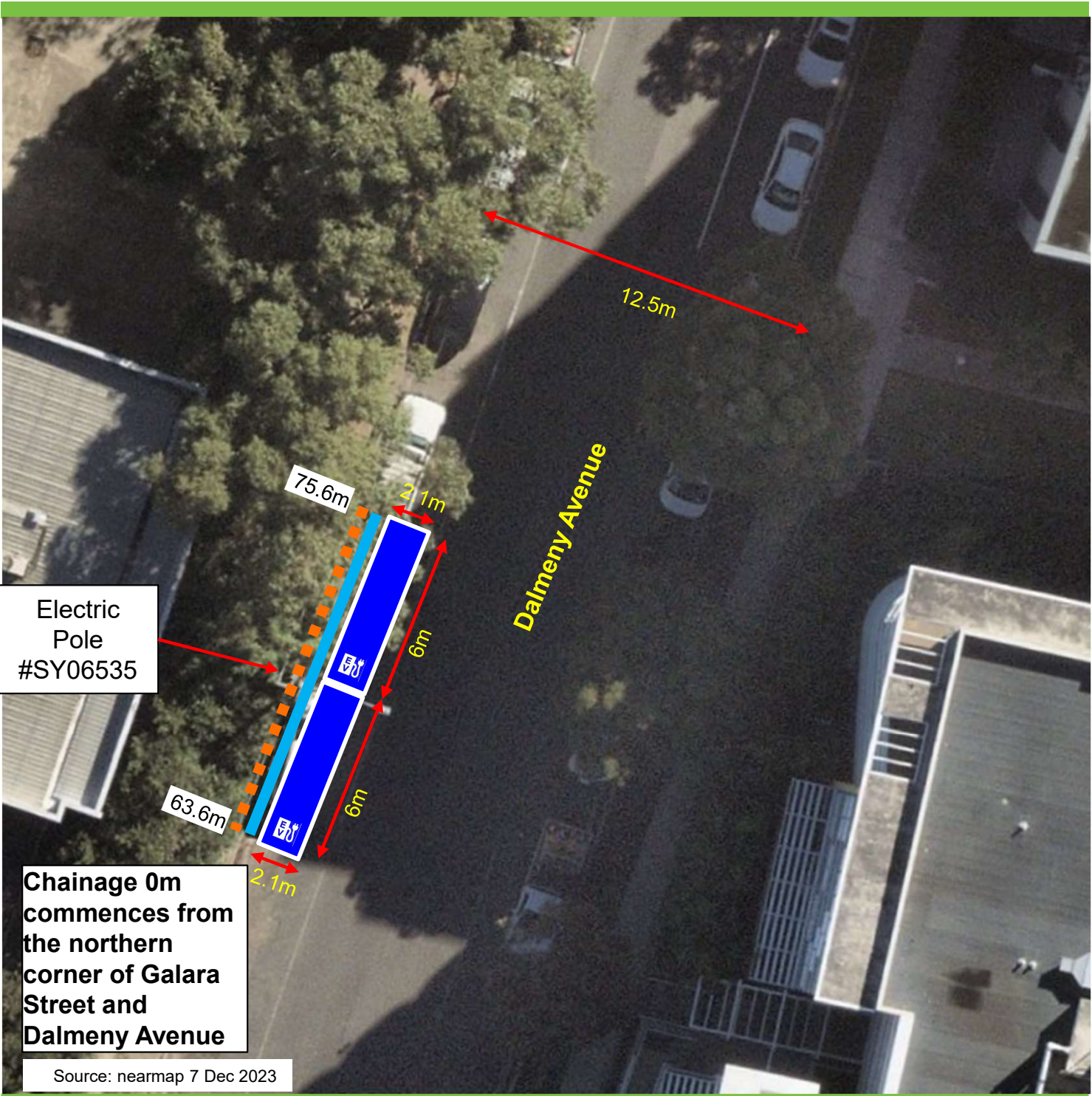
Dalmeny Avenue has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Dalmeny Avenue, Rosebery
Proposed parking changes



Existing

Unrestricted parking

Proposed

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

Item 28.**Parking - Electric Vehicle (EV) Parking - Pymont Street, Pymont**

TRIM Container No.: 2025/341347

Recommendations

It is recommended that the Committee review the following reallocation of parking on the western side of Pymont Street, Pymont:

- (A) Between the points 84 metres and 96 metres (two car spaces) south of John Street as: "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".
- (B) Between the points 96 metres and 98.4 metres south of John Street as "Loading Zone Ticket 7am-6pm Mon-Fri" and "1P Ticket Other Times Permit Holders Excepted Area 20".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

Parking along the kerb space on the western side of Pymont Street, Pymont south of John Street, where the parking changes are proposed is currently signposted as "1P Ticket Permit Holders Excepted Areas 20".

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

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

The proposed EV charging spaces in Pymont Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.

Have adequate street and footpath lighting to support night time use.

Consultation

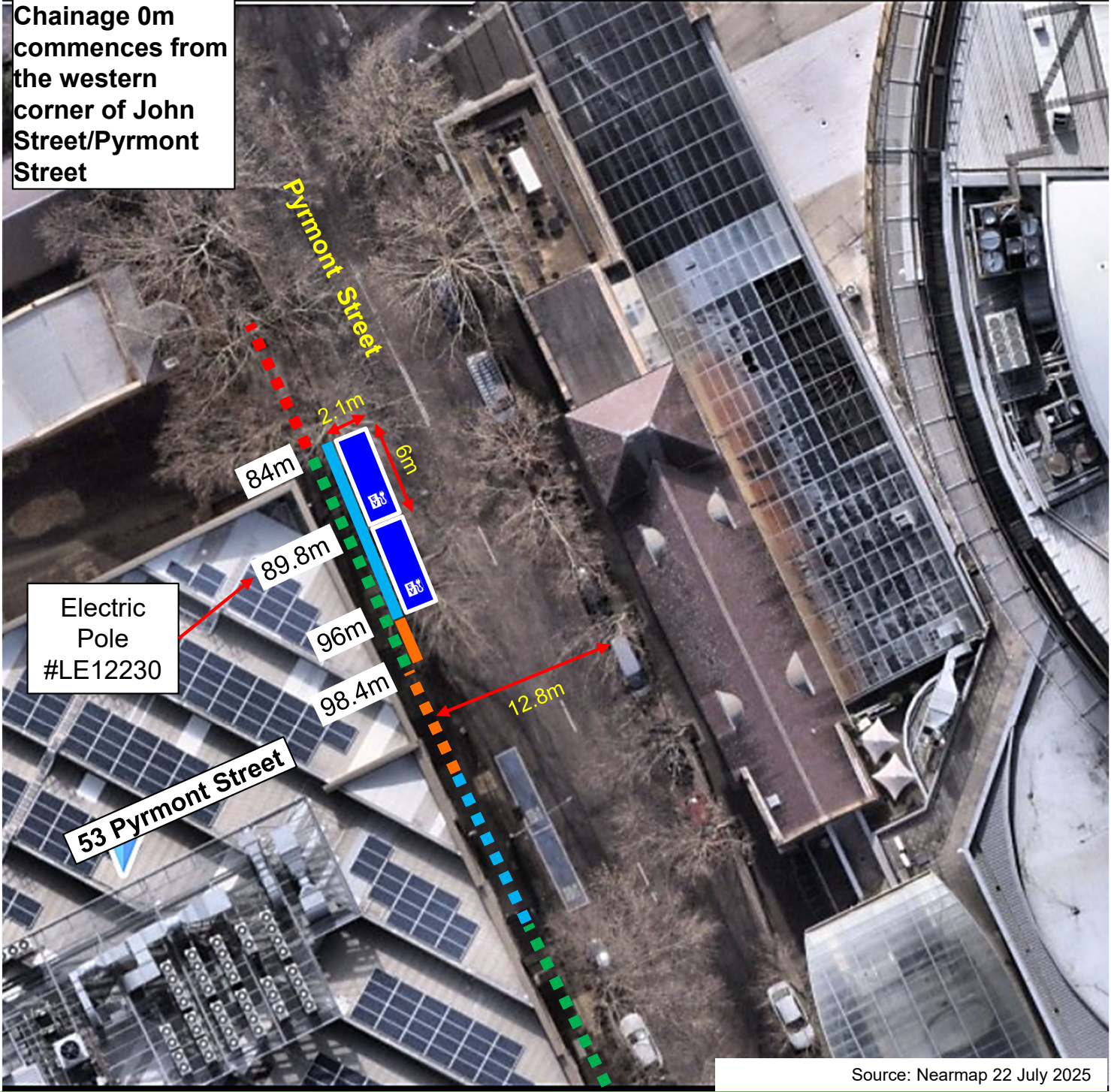
The City consulted local residents and businesses in the area. There were 725 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Pymont Street, Pymont
Proposed parking changes



Existing		Proposed	
	No Stopping		4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times
	No Parking		4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times
	1P Ticket Permit Holders Excepted Area 20		Loading Zone Ticket 7am-6pm Mon-Fri 1P Ticket Other Times Permit Holders Excepted Area 20
	Loading Zone Ticket 7am-6pm Mon-Fri 1P Ticket Other Times Permit Holders Excepted Area 20		

Item 29.**Parking - Electric Vehicle (EV) Parking - Bunn Street, Pyrmont**

TRIM Container No.: 2025/341344

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Bunn Street, Pyrmont between the points 15 metres and 27m metres (two car spaces) east of Pyrmont Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

Parking along the kerb space on the northern side of Bunn Street, Pyrmont between Pyrmont Street and Harwood Street, where the parking changes are proposed is currently signposted as " 2P Ticket Permit Holders Excepted Areas 20".

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

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

The proposed EV charging spaces in Bunn Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

The City consulted local residents and businesses in the area. There were 629 letters sent out with four responses supporting the proposal and three responses opposing the proposal.

Objection 1 - 3: Correspondents objected to the proposal due to loss of parking and the need for EV parking in Bunn Street. The installation of these EV charging aligns with Action 20 of the *Electrification of Transport in the City Strategy and Action Plan*, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

Bunn Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

Alternative suggestions for the EV parking spaces were presented. However, the on-street EV charging infrastructure can only be installed on Ausgrid electric poles and in locations that meet specific technical and site criteria. The alternative locations are noted and can be considered for future installations.

Financial

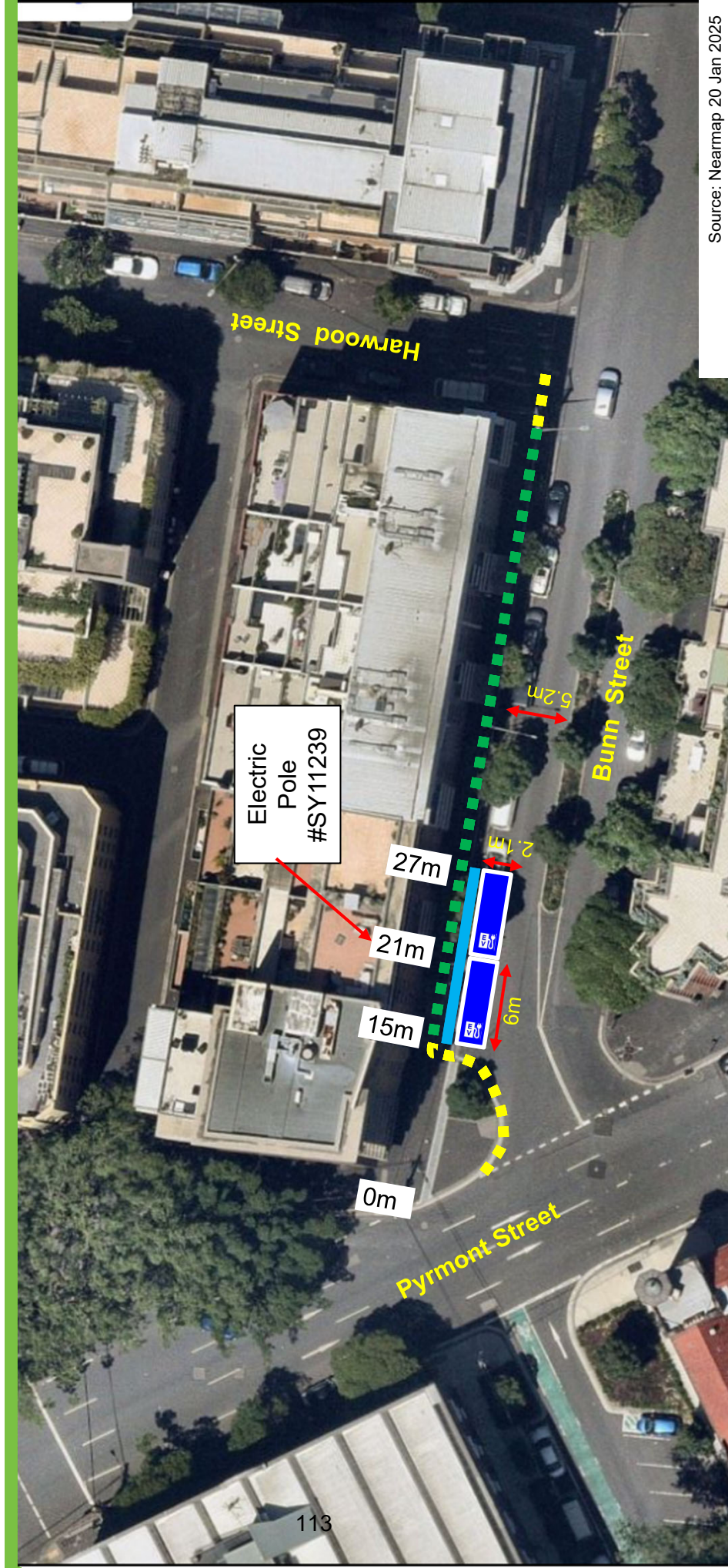
Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Proposal



Bunn Street, Pyrmont Proposed parking changes



Proposed

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

Existing

- No Stopping
- 2P Ticket
- Permit Holders Excepted
- Areas 20



Item 30.**Parking - Electric Vehicle (EV) Parking - Ross Street, Glebe**

TRIM Container No.: 2025/341348

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Ross Street, Glebe between the points 6.5 metres and 18.5 metres (two car spaces) north of Hereford Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

Parking along the kerb space on the eastern side of Ross Street, Glebe between Hereford Street and Wigram Lane, where the parking changes are proposed is currently signposted as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

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

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

The proposed EV charging spaces in Ross Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

The City consulted local residents and businesses in the area. There were 189 letters sent out with two responses supporting the proposal and one response opposing the proposal due to loss of on-street permit parking spaces.

One of the submissions in support of the proposal requested the installation of fast-charging EV infrastructure and suggested that, to offset the loss of two on-street permit parking spaces, parking on Ross Street be amended to permit holders only

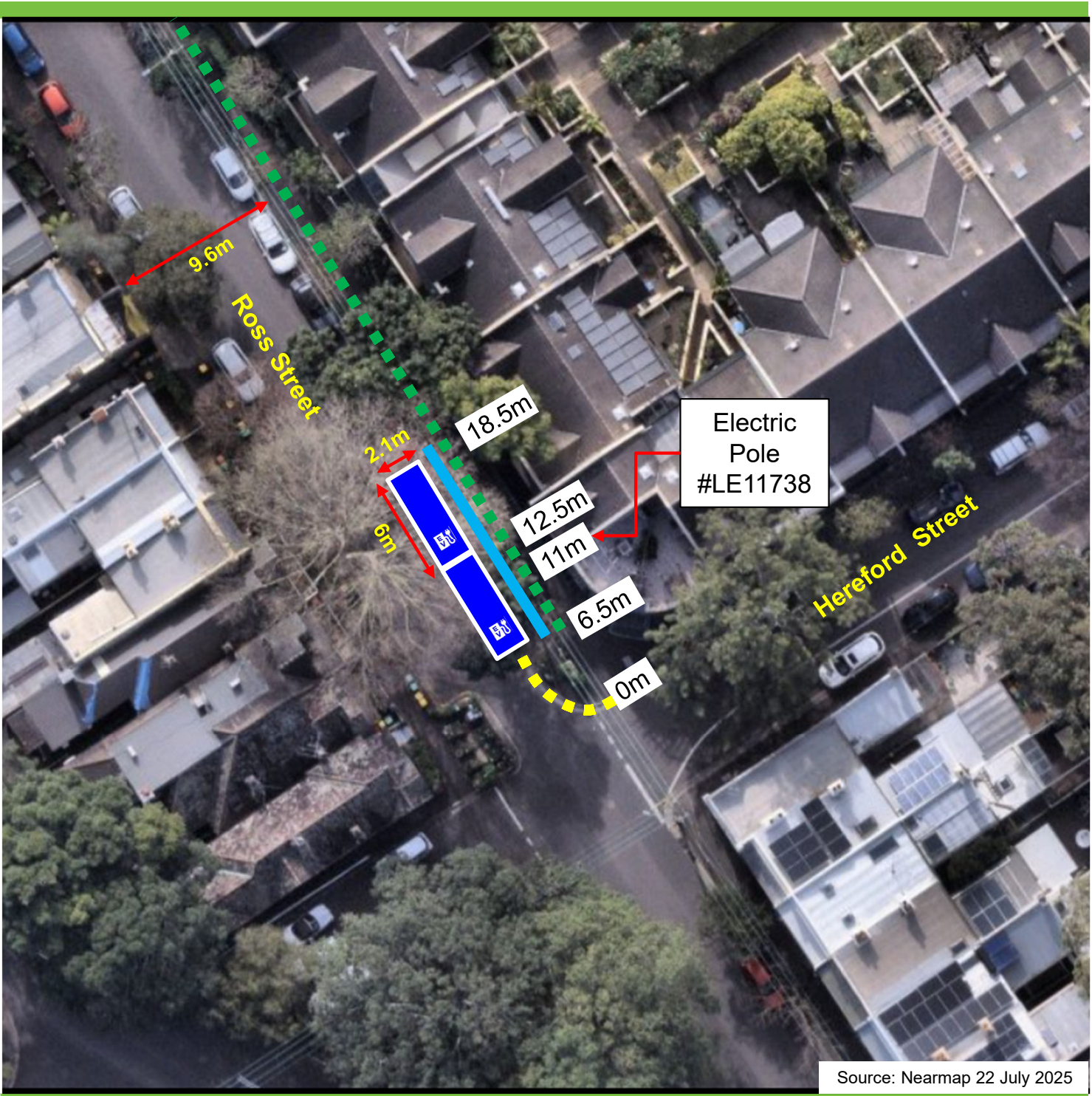
EVX as the charging point operator decides the type of charger to install at each location. The City does not have influence over the specific charger model or configuration chosen. Given that Ross Street is a public and not a private road, the City is unable to designate parking for the exclusive use for permit holders only.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Ross Street, Glebe
Proposed parking changes



Existing	Proposed
No Stopping	4P 8am-8pm Electric Vehicles Only While Charging
2P 8am-6pm Mon-Fri Permit Holders Excepted Area G	No Parking Electric Vehicles Excepted While Charging All Other Times

Item 31.**Parking - Electric Vehicle (EV) Parking - Kippax Street, Surry Hills**

TRIM Container No.: 2025/341366

Recommendations

It is recommended that the Committee review the reallocation of parking on the northern side of Kippax Street, Surry Hills between the points 81 metres and 93 metres (two car spaces) west of Hercules Street as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

The kerb space on the northern side of Kippax Street, Surry Hills, west of Hercules Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-6pm Mon-Fri Permit Holders Excepted Area 18, 4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Permit Holders Excepted Area 18".

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

The proposed EV charging spaces in Kippax Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.

Have adequate street and footpath lighting to support night time use.

Consultation

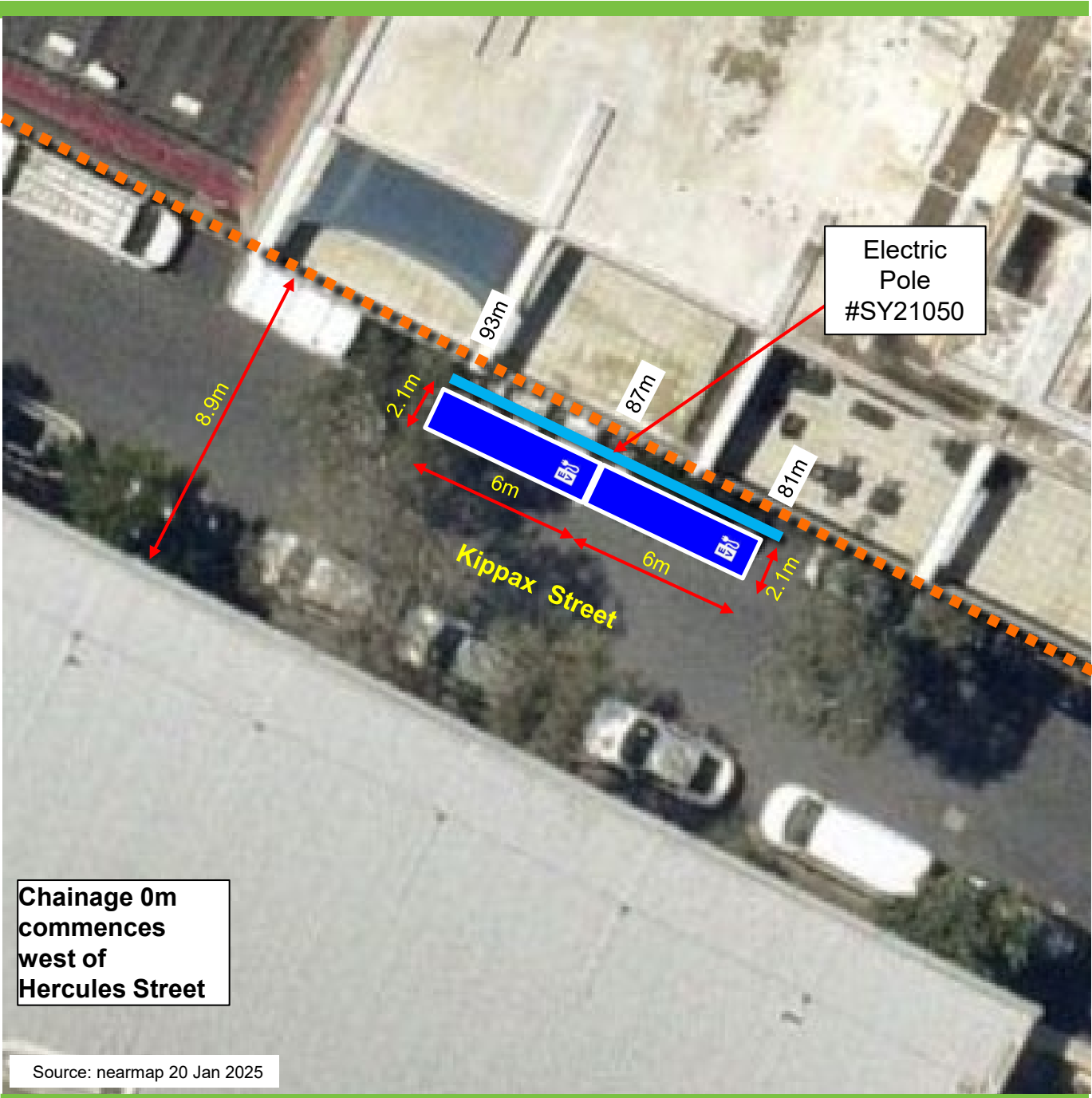
The City consulted local residents and businesses in the area. There were 84 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Kippax Street, Surry Hills
Proposed parking changes



Existing	Proposed
2P Ticket 8am-6pm Mon-Fri Permit Holders Excepted Area18	4P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times
4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 18	

Item 32.**Parking - Electric Vehicle (EV) Parking - 36 Pitt Street, Redfern**

TRIM Container No.: 2025/341356

Recommendations

It is recommended that the review the reallocation of parking on the western side of Pitt Street, Redfern between the points 90 metres and 96 metres (two car spaces) south of James Street as "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only", "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

Parking along the kerb space on the western side of Pitt Street, Redfern between James and Redfern Streets, where the parking changes are proposed is currently signposted as "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only", "2P 8am-10pm Permit Holders Excepted Area 41".

It is proposed to change parking at this location to "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only", "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

The proposed EV charging spaces in Pitt Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

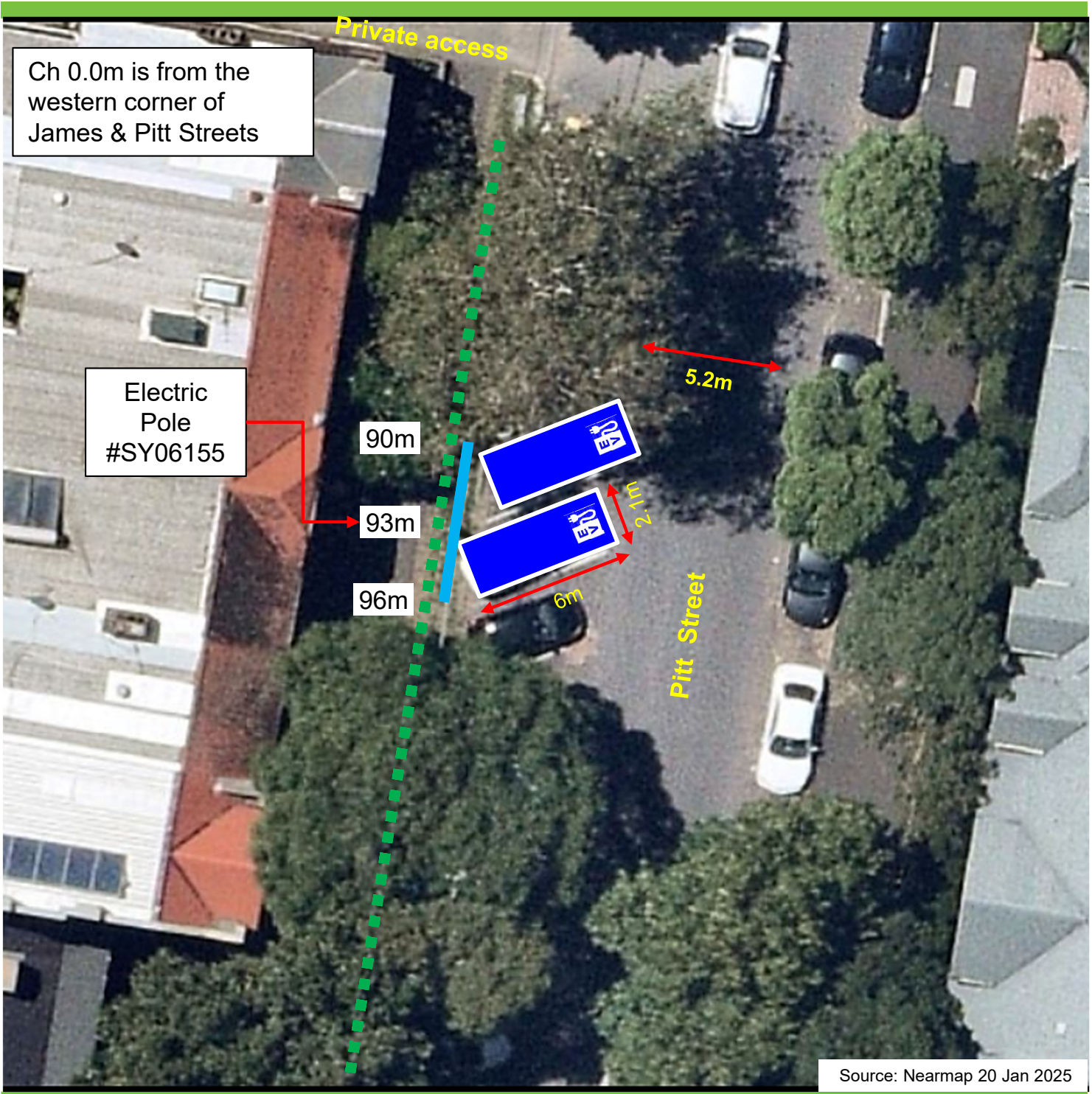
The City consulted local residents and businesses in the area. There were 134 letters sent out with two responses supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

36 Pitt Street, Redfern
Proposed parking changes



Existing

- 60° Angle Parking
- Rear to Kerb
- Vehicles Under 6m Only
- 2P
- 8am-10pm
- Permit Holders Excepted
- Area 41

Proposed

- 60° Angle Parking
- Rear to Kerb
- Vehicles Under 6m Only
- 4P 8am-8pm
- Electric Vehicles Only While Charging
- No Parking
- Electric Vehicles Excepted While Charging All Other Times

Item 33.**Parking - Electric Vehicle (EV) Parking - 146 Pitt Street, Redfern**

TRIM Container No.: 2025/341357

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Pitt Street, Redfern between the points 41 metres and 48 metres (two car spaces) north of Phillip Street as "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only" and "2P 8am-10pm Permit Holders Excepted Area 41".

Advice

Advice will be updated after the meeting.

Background

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

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

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

Comments

Parking along the kerb space on the western side of Pitt Street, Redfern between Phillip and Albert Street, where the parking changes are proposed is currently signposted as "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only" and "2P 8am-10pm Permit Holders Excepted Area 41".

It is proposed to change parking at this location to "60 degrees Angle Parking Rear to Kerb Vehicles Under 6m Only", "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

The proposed EV charging spaces in Pitt Street meets the following criteria:

- Support residents without access to off-street parking, or major off-street public electric vehicle charging facilities.
- Have limited direct impact on residential properties.
- The footpath adjacent to the parking space is sufficiently wide to ensure no impacts to pedestrians.
- Have no impacts to loading or mobility parking spaces.
- The Ausgrid electric pole is suitable to accommodate the electric vehicle chargers.
- Have adequate street and footpath lighting to support night time use.

Consultation

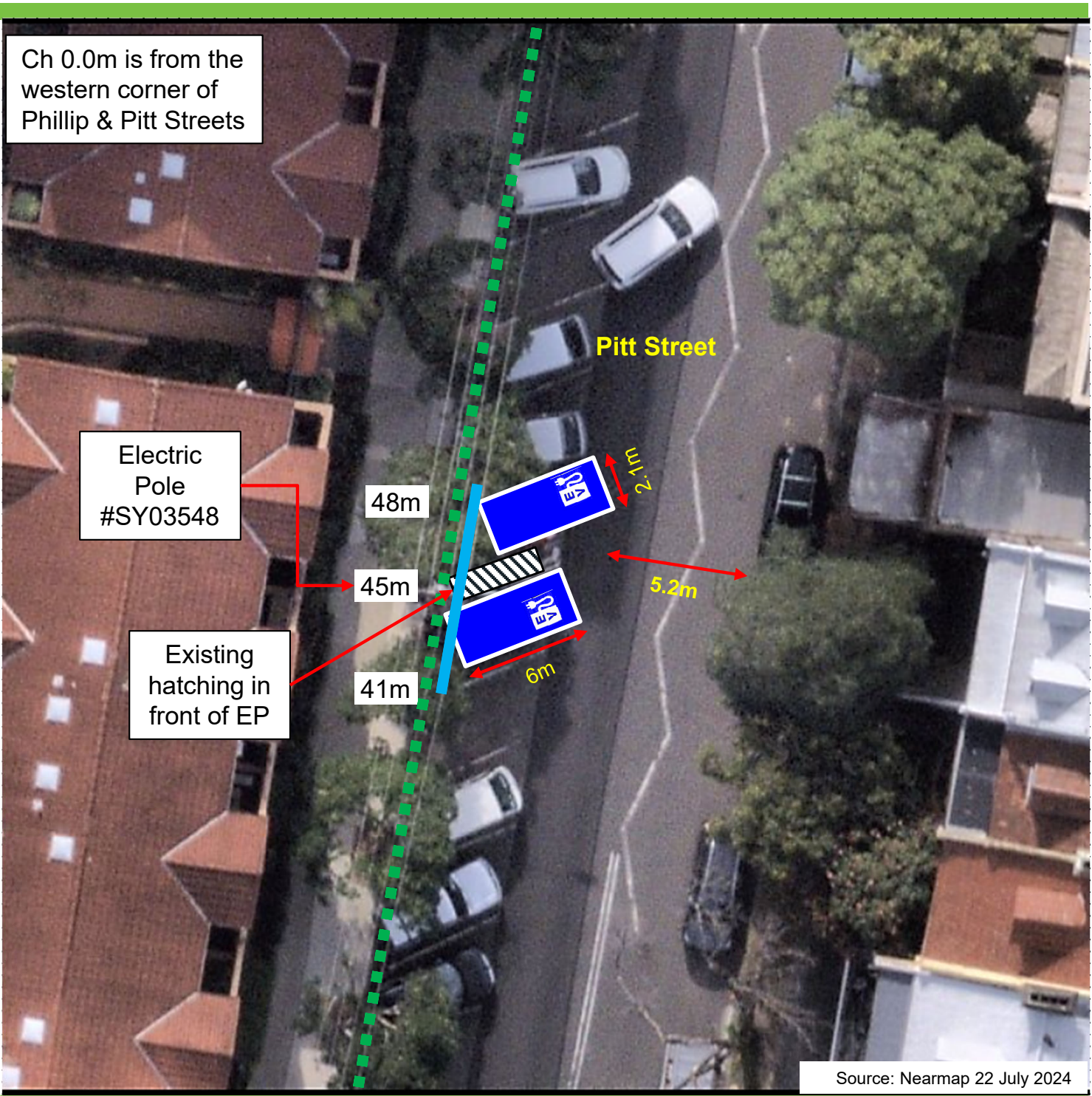
The City consulted local residents and businesses in the area. There were 157 letters sent out with no responses received either supporting or opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

146 Pitt Street, Redfern
Proposed parking changes



Existing

- 60° Angle Parking
- Rear to Kerb
- Vehicles Under 6m Only
- 2P
- 8am-10pm
- Permit Holders Excepted
- Area 41

Proposed

- 60° Angle Parking
- Rear to Kerb
- Vehicles Under 6m Only
- 4P 8am-8pm
- Electric Vehicles Only While Charging
- No Parking
- Electric Vehicles Excepted While Charging
- All Other Times

Item 34.**Traffic Treatment - No Entry Authorised Vehicles Excepted - Queens Court, Sydney**

TRIM Container No.: 2025/379029

Recommendations

It is recommended that the Committee review the installation of a 'No Entry - Authorised Vehicles Excepted' restriction in Queens Court, Sydney, at its intersection with Dalley Street.

Advice

Advice will be updated after the meeting.

Background

As part of Development Application DA/2021/665 Queens Court is to be pedestrianised as part of a voluntary planning agreement with the developer Mirvac. Access is still required for Ausgrid vehicles to service a sub-station on an intermittent basis, however no other motor vehicles will be permitted to use the space.

Comments

This proposal will install footpath and kerbs to close Queens Court, between Dalley Street and Underwood Street to vehicle traffic and maintain access for people walking. Street furniture will also be provided within Queens Court to ensure the area operates as a pedestrianised space.

A 'No Entry - Authorised Vehicles Excepted' sign will be installed on Queens Court at Dalley Street to allow for Ausgrid vehicle access to the substation.

The closure to traffic will help to improve general safety and amenity in the area by eliminating through traffic, making it safer for people walking in the area and increase open space.

Consultation

The City consulted the public in accordance with Section 116 of the Roads Act. A newspaper advertisement was published in the Sydney Morning Herald on the 25th of July 2025. There were no responses to the proposal.

The proposed layout for Queens Court was also shown as part of the DA.

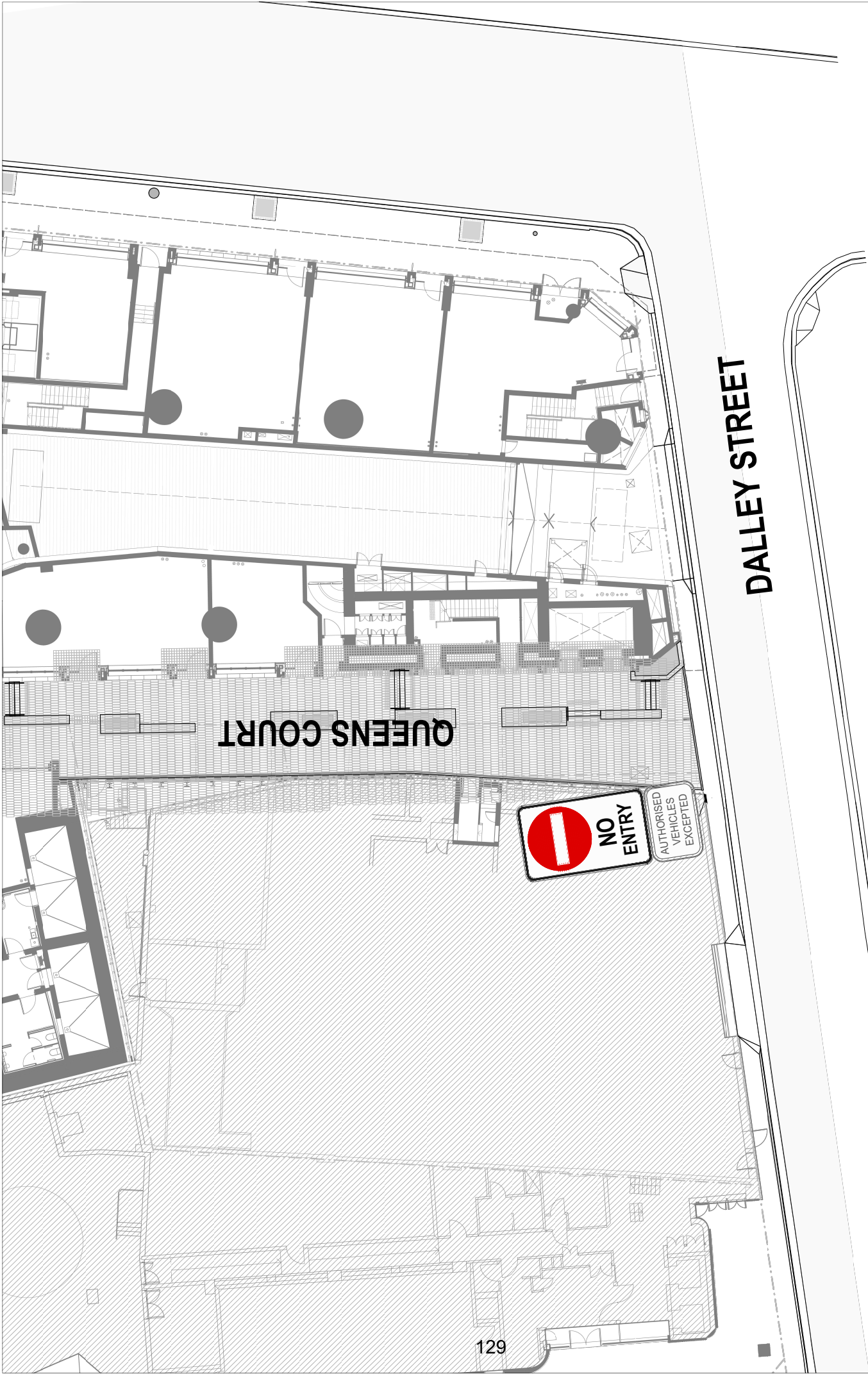
Financial

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

ALEXANDER SAUNDERS, ACTING TRAFFIC MANAGER - NORTH



		Scale 500, 1 Larne Place North Sydney NSW 2060 t +61 2 9550 6800 p +61 2 9550 6800 pecc@ptc.com.au				QUEENS COURT PEDESTRIAN ACCESS ONLY. NO ACCESS PERMITTED TO GENERAL VEHICLE TRAFFIC. AUTHORISED VEHICLES PERMITTED.		PROJECT 55 PRIT STREET		DRAWING TITLE QUEENS COURT PROPOSED		CLIENT MIRVAC		REV 3	
		3. 222.0.25 FOR INFORMATION		1.1 50W						DRAWING # PR-003					
		2. 165.12.84 FOR INFORMATION		1.1 50W						PROJECT # 21-3079					
		REV. DATE DESCRIPTION		DRAWN BY/REVISED						SCALE 1:250 @ A1					
										SCALE 1:500 @ A3					



 Suite 500, 1 Lorne Place North Sydney NSW 1585 t +61 (0) 2 9550 6000 p +61 (0) 2 9550 6000 pcc@pcadvisors.co	DRAWING KEY											REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY	SCALE	PROJECT	DRAWING TITLE	CLIENT	MIRVAC	REV 2
	X	X	X	X	X	X	X	X	X	X												
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QUEENS COURT PEDESTRIAN ACCESS ONLY. NO ACCESS PERMITTED TO GENERAL VEHICLE TRAFFIC. AUTHORISED VEHICLES PERMITTED.												55 PITT STREET	QUEENS COURT	PROPOSED SIGNAGE (POST CONSTRUCTION)	PROJECT # 21-3079	DRAWING # PR-002	TO BE INSTALLED	1:100 @ A1	1:200 @ A3			

Item 35.

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.
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Schedule C

Works Zone Conditions

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

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

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