

16 October 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 presented 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).
6. The members of the Local Pedestrian Cycling and Traffic Calming Committee: the City of Sydney, Transport for NSW, the NSW Police and the local State Members of Parliament or their nominee. There are also informal 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 via email at ccalabro@cityofsydney.nsw.gov.au.
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 18 September 2025

Decision

Item 2.**Street Event - Santa's Sydney Sleigh Ride - Martin Place Sydney**

TRIM Container No.: 2025/539286

Recommendations

It is recommended that the Committee review the temporary road closure of Pitt Street between King and Hunter Streets for the Santa's Sydney Sleigh Ride on Thursday, 27 November 2025 from 5pm to 10.30pm subject to the following conditions:-

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

Vigilant Group Australia has applied on behalf of City of Sydney for the temporary road closure for the Santa's Sydney Sleigh Ride on Thursday, 27 November 2025 from 5pm to 10.30pm.

Comments

The Santa's Sydney Sleigh Ride is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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.

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.

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER



GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No: 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No: 6.1
3. NON-APPLICABLE ECISING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M	
	AS 1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	15m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
 MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
 MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
 SPACING OF DELINEATING DEVICES
 MAXIMUM 10% MORE THAN THE SPACING GIVEN
 NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.



THIS PLAN IS NOT TO SCALE

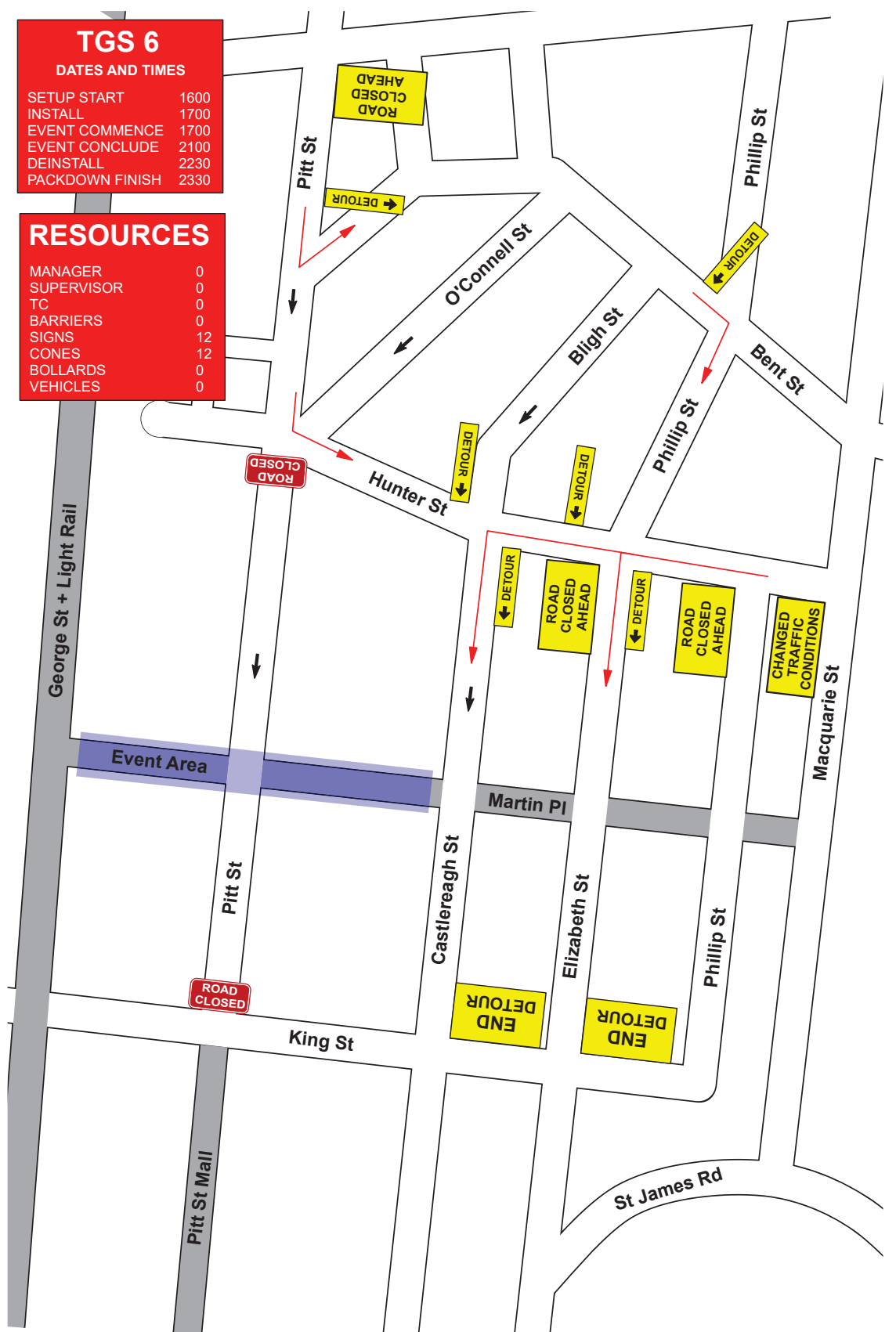
TGS 6

DATES AND TIMES

SETUP START	1600
INSTALL	1700
EVENT COMMENCE	1700
EVENT CONCLUDE	2100
DEINSTALL	2230
PACKDOWN FINISH	2330

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	12
CONES	12
BOLLARDS	0
VEHICLES	0



Client:	CITY OF SYDNEY	Term:	SHORT	ROL Required:	YES	Date Prepared:	26/08/2025	Designed By:	MICHAEL PARKER
Road Name:	PITT ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30102	Accreditation:	PWZTMP / TCT 0050831
Suburb:	SYDNEY	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	6	Approved By:	RAMIE ABOU CHAKRA
TCs Required:	X 0	Travelled Path:	PAST	Traffic Light No:	NA	Version No:	1	Accreditation:	PWZTMP / TCT 0103748
Vehicles Required:	X 0	Closure Type:	DETOUR MAP	Nearest Cross St:	HUNTER ST	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL

Item 3.**Street Event - Surry Hills Christmas Fair - Sydney Christmas 2025**

TRIM Container No.: 2025/297733

Recommendations

It is recommended that the Committee review the temporary road closures for the Surry Hills Christmas Fair on Saturday, 13 December 2025 from 7am to 11.30pm subject to the following conditions:-

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

The City of Sydney has applied for the temporary road closures in Surry Hills for the Surry Hills Christmas Fair on Saturday, 13 December 2025 from 7am to 11.30pm.

Comments

The Surry Hills Christmas Fair is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

- Crown Street between Foveaux and Cleveland Streets
- Collins Street between Crown Street and Richards Avenue
- Collins Lane between Collins and Arthur Streets
- Arthur Street between Crown Street and Collins Lane
- Rainford Street between Crown Street and Collins Lane
- Arthur Street between Crown Street and Tudor Place
- Withers Lane between Crown Street and Withers Place
- Jesson Street from Crown Street
- Jesson Lane from Jesson Lane
- Devonshire Street between Crown and Wiltshire Streets

Consultation

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

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



GENERAL NOTES

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5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
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RECOMMENDED TAPER LENGTHS

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THIS PLAN IS NOT TO SCALE

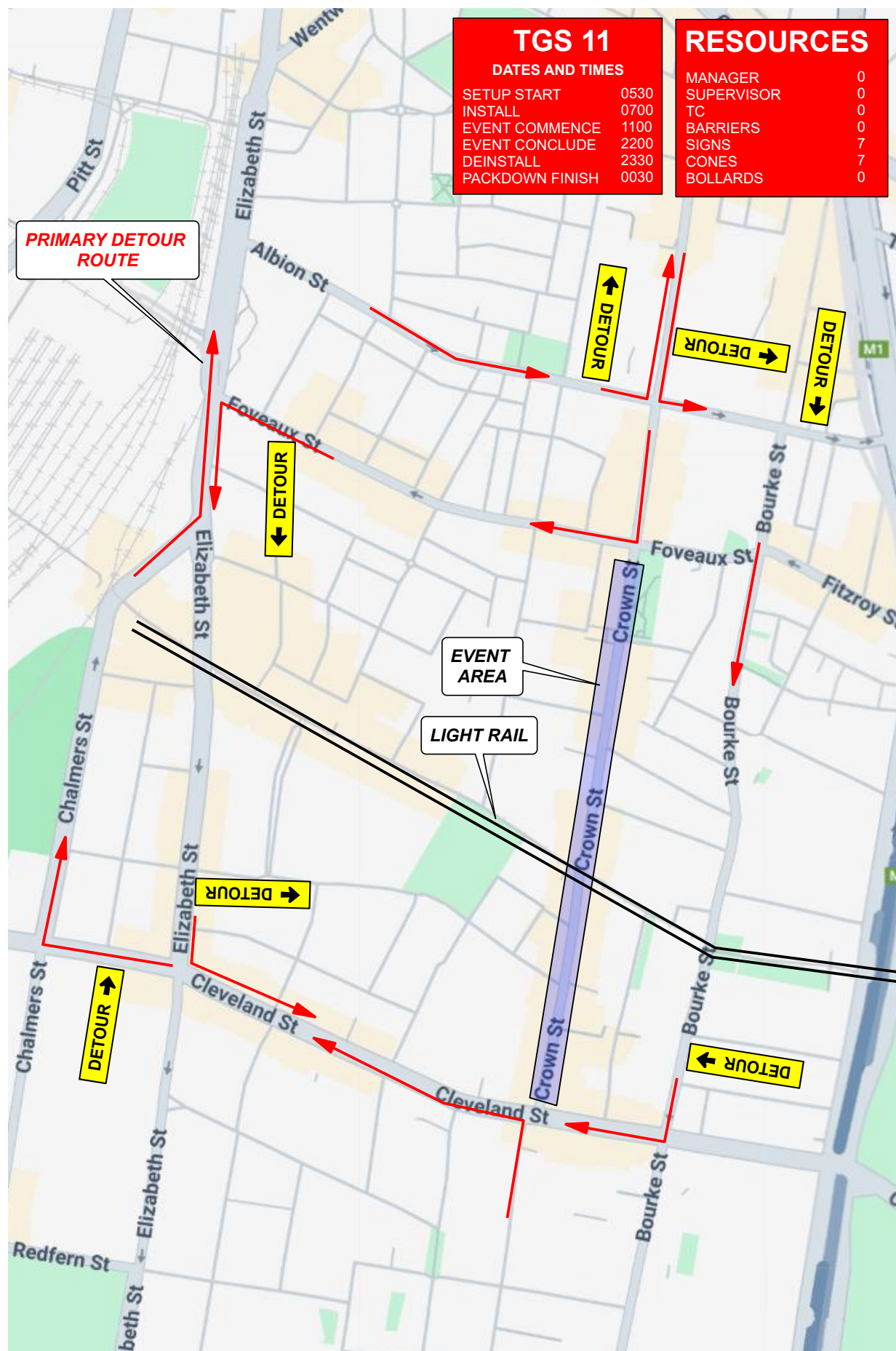
TGS 11

DATES AND TIMES

SETUP START	0530
INSTALL	0700
EVENT COMMENCE	1100
EVENT CONCLUDE	2200
DEINSTALL	2330
PACKDOWN FINISH	0030

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	7
CONES	7
BOLLARDS	0



Client:	CITY OF SYDNEY	Term:	SHORT	ROL Required:	YES	Date Prepared:	02/09/2025	<i>Designed By:</i>	MICHAEL PARKER
Road Name:	CROWN ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30103	<i>Accreditation:</i>	PWZTMP / TCT 0050831
Suburb:	SURRY HILLS	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	11	<i>Approved By:</i>	RAMIE ABOU CHAKRA
TCs Required:	X 0	Travelled Path:	PAST	Traffic Light No:	NA	Version No:	1	<i>Accreditation:</i>	PWZTMP / TCT 0103748
Vehicles Required:	X 1	Closure Type:	CLOSURE / DETOUR	Nearest Cross St:	FOVEAUX ST	Plan Type:	A	<i>Expiry (Both):</i>	N/A - PERPETUAL

Item 4.**Street Event - Temporary Road Closures - Wayside Chapel Christmas Lunch 2025****TRIM Container No.: 2025/557482****Recommendations**

It is recommended that the Committee review the temporary road closures in Potts Point for the Wayside Chapel Christmas Lunch 2025 on Thursday, 25 December 2025 from 5am to 5.30pm subject to the following conditions:-

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

Advice

Advice will be updated after the meeting.

Background

The Wayside Chapel has applied for the temporary road closures of Hughes Street and Orwell Lane in Potts Point for the Wayside Chapel Christmas Lunch on Thursday, 25 December 2025 from 5am to 5.30pm.

Comments

The Wayside Chapel Christmas Lunch is an annual event that requires the temporary closure of City streets and traffic detours around the event.

Road Closures

Hughes Street and Orwell Lane will be closed between 5am and 5.30pm on Thursday, 25 December 2025.

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.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER



Wayside Christmas Lunch 2025



AGENCY	PRIMARY TASK	SECONDARY TASK	PERSONNEL	TIMES
UCA - WAYSIDE CHAPEL.	Oversee planning.	Provide staff for the closures.	x 3 as drawn.	05:00-17:00hrs.
ACESGroup.	Provide planning and staff.	Provide equipment as per this TGS.	x 1 for TGS set-up/pack-down.	04:00-05:30hrs and 16:30-18:00hrs.

"Wayside Christmas Lunch 2025". TGS activation: THURSDAY 25 DEC 2025, 05:00-17:00hrs. UBD Map 4, Grid: 5E. Drawing NTS - for A3 or larger colour print only. © ACESGroup 2025. COMMERCIAL IN CONFIDENCE. TGS developed in reference with AS1742 (series) and Transport for NSW 'Traffic Control at Worksites' Technical Manual (V6.1, Feb 2022).
Instructions and Notes:
1. TGS to be set down following the sequence indicated with yellow numbered tags, and removed in reverse sequence only after careful check that the carriageway is clear of obstructions, debris, and pedestrians returned to footpaths;
2. *700mm cones to be used to highlight advance warning signs.

EQUIPMENT

CHANGED TRAFFIC CONDITIONS

x 3

SIDE ROAD CLOSED

x 3

ROAD CLOSED

x 4

x 12

x 7

Event staff to staff closures

SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Momtchil Vassilev
VASSILEV

Card No:
TCT0052764

Date of Issue:
02/11/2016

Type of traffic control work:
IMP PWZ TCR

D.O.B:
22/02/1976

NEW SOUTH WALES

Item 5.**Street Event - Sydney Streets - Potts Point**

TRIM Container No.: 2025/489453

Recommendations

It is recommended that the Committee review the temporary road closures for the Sydney Streets - Potts Point on 1 November 2025 Saturday, from 5.30am to 10.30pm subject to the following conditions:-

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

Advice

Advice will be updated after the meeting.

Background

Vigilant Group Australia has applied on behalf of City of Sydney for the temporary road closures of the following streets for the Sydney Streets - Potts Point on 1 November 2025 Saturday, from 5.30am to 10.30pm.

- Darlinghurst Road between Roslyn Street and Macleay Street (local access only from Bayswater Road)
- Macleay Street between Darlinghurst Road and Greenknowe Avenue
- Huges Street between Orwell Lane and Macleay Street
- Orwell Street between Orwell Lane and Macleay Street

Comments

Sydney Streets - Potts Point is an annual event that requires the temporary road closures of City streets and traffic detours around the event route.

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.

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.

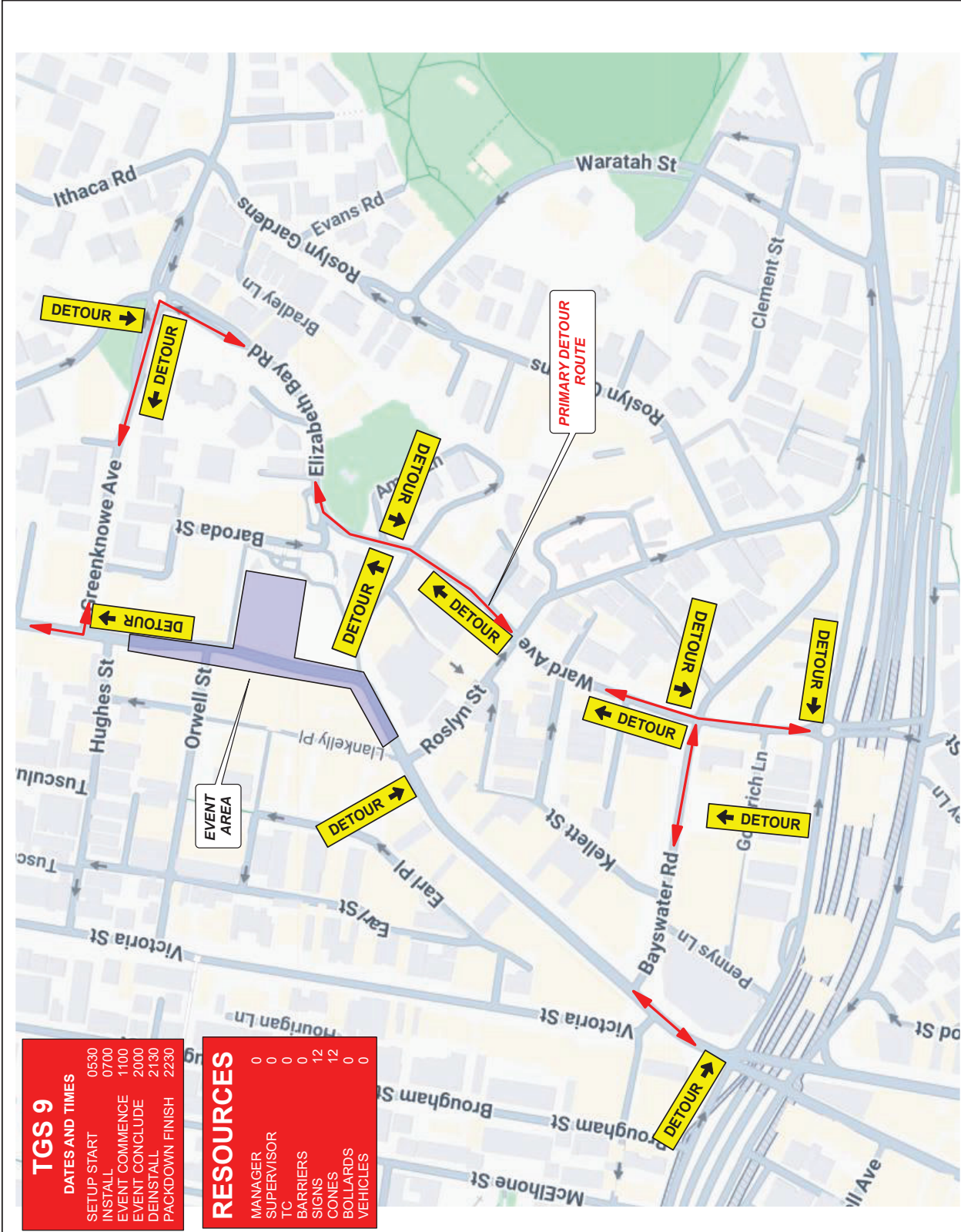
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER



GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAS V6.1 2022
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAS V6.1 2022
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAS V6.1 2022
- IN ACCORDANCE WITH TCAS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
- REMOVAL OF TRAFFIC CONTROL SIGNS AND BARRIERS SHOULD BE TAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC BEGINNING OF TAPER	TRAFFIC CONTROL AT SHIFT	LATERAL MERGE TAPER
45 OR LESS	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
> 105	N/A	110	180

DIMENSION D'

SPEED OF TRAFFIC KM/H	DIMENSION D-M
45 OR LESS	AS 1742.3 TC@WS
46-55	15m
56-65	15m
66-75	15m
76-85	15m
86-95	15m
96-105	15m
> 105	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)

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VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.

DATES AND TIMES

SETUP START	0530
INSTALL	0700
EVENT COMMENCE	1100
EVENT CONCLUDE	2000
DEINSTALL	2130
PACKDOWN FINISH	2230

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	12
CONES	12
BOLLARDS	0
VEHICLES	0

 Vigilant GROUP		THIS PLAN IS NOT TO SCALE	
Client:	CITY OF SYDNEY	Designed By:	MICHAEL PARKER
Road Name:	DARLINGHURST RD	Accreditation:	PWZTMP / TCT 0050831
Suburb:	POTTS POINT	Approved By:	RAMIE ABOU CHAKRA
TCs Required:	X 0	Accreditation:	PWZTMP / TCT 0103748
Vehicles Required:	X 0	Expiry (Both):	N/A - PERPETUAL
Term:	SHORT	Date Prepared:	03/09/2025
Road Type:	MULTI LANE	Reference No:	30100
Speed Limit:	40/60 KM/H	TGS No:	9
Travelled Path:	PAST	Version No:	2
Closure Type:	DETOUR	Plan Type:	A
ROL Required:	YES	COUNCIL / STATE	MACLEAY ST
Other agency approval:	NO	Nearest Cross St:	
Road Classification:	COUNCIL / STATE		
Traffic Light No:	NA		
Nearest Cross St:	MACLEAY ST		



Item 6.**Street Event - Sydney Streets - Glebe**

TRIM Container No.: 2025/539281

Recommendations

It is recommended that the Committee review the temporary road closures for the Sydney Streets - Glebe on Saturday, 15 November 2025 from 5.30am to 10.30pm subject to the following conditions:-

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

Vigilant Group Australia has applied on behalf of City of Sydney for the temporary road closures of the following streets for the Sydney Streets - Glebe on Saturday, 15 November 2025 from 5.30am to 10.30pm.

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

Comments

Sydney Streets - Glebe is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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 closures

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

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.

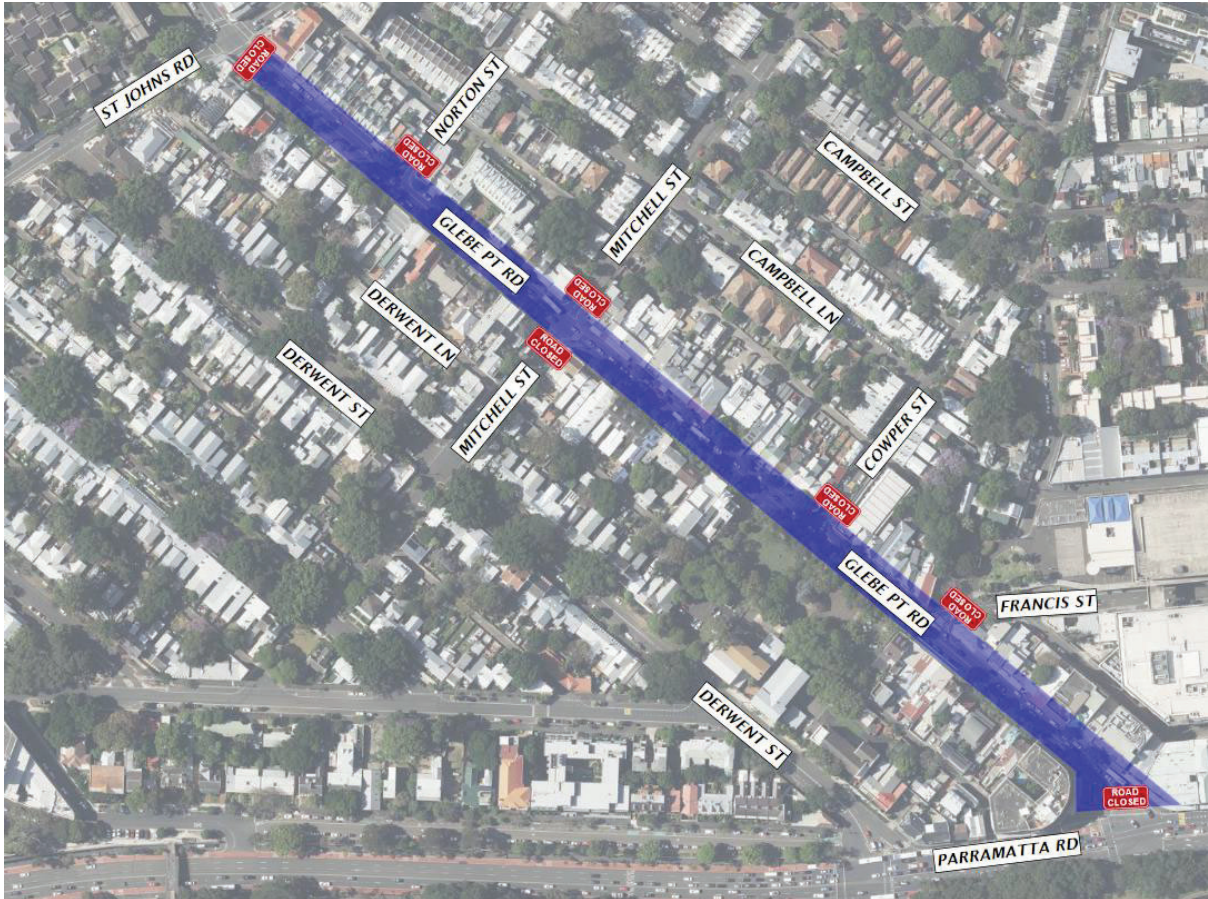
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER



Item 7.**Street Event - Temporary Road Closures - 2026 Mardi Gras Parade**

TRIM Container No.: 2025/522480

Recommendations

It is recommended that the Committee review the temporary road closures for the 2026 Mardi Gras Parade on Saturday, 28 February 2026 subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Surry Hills PAC, Sydney City PAC and Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (G) 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.
- (H) The Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Transport Management Centre (TMC), Roads and Maritime Services (RMS), Sydney Buses, Council and Event Organisers.

Advice

Advice will be updated after the meeting.

Background

The Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Oxford, Flinders, Liverpool and College Streets and short sections of adjoining streets for the 2026 Sydney Mardi Gras Parade on Saturday, 28 February 2026.

Comments

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

The Parade Route remains the same as 2024. Liverpool and College Streets, Wentworth Avenue and Hyde Park will be used as the start area i.e. as a form-up area for the floats and participants in the Parade.

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

The end area for the parade is in Anzac Parade under the Tibby Cotter pedestrian overpass, Moore Park.

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

The parade route will travel along Oxford Street, starting at Whitlam Square, turn right at Taylor Square onto the southbound lanes of Flinders Street, then left onto Anzac Parade finishing south of Tibby Cotter Bridge. The parade will start at 7.00pm and finish at 11.00pm.

Temporary Road Closures - 6am Saturday 28 February 2026 to 3pm Sunday 1 March 2026

- Paterson Lane between Bourke and Flinders Streets

Temporary Road Closures - 11pm Saturday 28 February 2026 to 2am Monday 2 March 2026

- Hill Street between Clare and Flinders Streets

Temporary Road Closures - 6am Saturday 28 February 2026 to 4am Sunday 1 March 2026

- Short Street between Flinders and Bourke Streets (westbound)

Temporary Road Closures - 6am Saturday 28 February 2026 to 2.30am Monday 2 March 2026 (For Hill Street Laneway Festival)

- Clare Street between Short and Hill Streets
- Clare Street between Hill Street and Marys Place **
- Floods Place between Marys Place and Albion Street **
- Hill Street between Bourke and Clare Streets ***
- Mary's Place between Bourke and Clare Streets **
- Short Place between Hill and Short Streets **

**managed residents' access on Saturday 28 February 2026 between 6am and 3pm, and from 4am Sunday 1 March 2026 to 2am Monday 2 March 2026

*** managed residents' access on Saturday 28 February 2026 between 6am and 3pm

Temporary Road Closures - 4pm Saturday 28 February to 4am Sunday 1 March

- Short Street between Bourke and Flinders Streets (eastbound)

Temporary Road Closures - 4pm Saturday 28 February to 1.30am Sunday 1 March

- Alberta Street between Clarke and Goulburn Streets
- College Street between Park and Liverpool Streets
- College Lane between Francis and Stanley Streets
- Commonwealth Streets between Wentworth Avenue and Clarke Street
- Commonwealth Street between Goulburn Street and Goulburn Lane
- Foy Lane between Goulburn and Elizabeth Streets
- Francis Street between College and Yurong Streets
- Francis Lane off College Lane
- Goulburn Street between Elizabeth and Nithsdale Streets
- Goulburn Street between Wentworth Avenue and Wemyss Lane
- Goulburn Street between Wentworth Avenue and Foy Lane (westbound)
- Hargrave Street between Francis Street and Hargrave Lane
- Hunt Street between Campbell and Commonwealth Streets (westbound)
- Lyons Lane between Commonwealth Street and Wentworth Avenue
- Nithsdale Lane off Alberta Street

- Stanley Street between Yurong and College Streets
- Wentworth Avenue between Goulburn and Liverpool Streets
- Wentworth Avenue between Elizabeth and Goulburn Streets (northbound)

Temporary Road Closures - 4pm Saturday 28 February to 4am Sunday 1 March

- Albion Street between Bourke and Flinders Streets
- Bloomfield Lane between Denham and Little Bourke Streets
- Bloomfield Street between Little Bloomfield and Little Bourke Streets
- Bourke Street between Albion and Campbell Streets
- Bourke Street between Foveaux, Fitzroy and Albion Streets (northbound)
- Campbell Street between Crown and Bourke Streets
- Church Lane between Little Bourke and Bourke Streets
- Denham Lane from Bloomfield Lane
- Denham Street from Little Oxford Street
- Farnell Street between Sandwell and Fitzroy Streets (Residents Excepted)
- Fitzroy Lane between Hutchinson Street and Hutchinson Place
- Flinders Street between Moore Park Road and Oxford Street (northbound)
- Foley Street between Crown and Bourke Streets
- Forbes Street between Foley and Burton Streets
- Hutchinson Street between Albion and Fitzroy Streets (Residents Excepted)
- Hutchinson Place between Hutchinson and Fitzroy Streets
- Hutchinson Lane between Hutchinson Street and Hutchinson Place
- Langley Street between Burton and Foley Streets
- Kells Lane between Crown and Palmer Streets
- Linden Lane between Bourke and Flinders Streets
- Little Bloomfield Street from Campbell Street
- Little Bourke Street between Church Lane and Campbell Street
- Little Oxford Street between Crown and Campbell Streets
- Maiden Lane between Linden Lane and Short Street

- Nichols Street between Fitzroy and Albion Streets (Residents Excepted)
- Ryder Street between Little Oxford Street and Taggarts Lane
- Sandwell Street from Hutchinson Street (Residents Excepted)
- Taggarts Lane between Crown and Denham Streets

Temporary Road Closures - 5.30pm Saturday 28 February to 1.30am Sunday 1 March

- Clarke Street between Elizabeth and Commonwealth Streets
- Foster Lane from Foster Street (Residents Excepted)
- Goulburn Street between Castlereagh and Elizabeth Street (eastbound)
- Goulburn Street between Nithsdale Street and Wentworth Avenue (eastbound)
- Liverpool Street between College and Elizabeth Streets (westbound)
- Nithsdale Street between Liverpool and Goulburn Streets
- Nithsdale Lane between Elizabeth and Nithsdale Streets
- Riley Street between Albion and Campbell Streets (northbound)
- Wade Place from Ann Street (Residents Excepted)
- Wentworth Avenue between Goulburn and Elizabeth Streets (southbound)
- Wright Lane between Mary and Reservoir Streets (Residents Excepted)

Temporary Road Closures - 5.30pm Saturday 28 February to 2.30am Sunday 1 March

- Eastern Distributor off ramp exit to Anzac Parade (southbound)
- Eastern Distributor entry accessible only via Moore Park Road between 5pm and 6.30pm

Temporary Road Closures - 6.30pm Saturday 28 February to 1.30am Sunday 1 March

- Eastern Distributor on ramp access from Moore Park Road (northbound)
- Eastern Distributor entry accessible only via Moore Park Road between 5pm and 6.30pm

Temporary Road Closures - 5.30pm Saturday 28 February to 2.30am Sunday 1 March

- Albion Street between Crown and Bourke Streets
- Anzac Parade between Cleveland Street and Moore Park Road
- Arnold Place between Crown and Riley Streets
- Arnold Lane between Arnold Place and Goulburn Street
- Brisbane Street between Oxford and Hunt Streets (Residents Excepted)

- Burton Street between Palmer and Foley Street (westbound)
- Campbell Street between Hunt and Riley Streets
- Chisholm Street between Taylor and Hannam Streets (Residents Excepted)
- Commonwealth Street between Goulburn Lane and Campbell Street (Residents Excepted)
- Crown Street between Foveaux and Albion Streets (northbound) (Residents Excepted)
- Crown Street between Albion and Campbell Streets (northbound) (Residents Excepted)
- Crown Street between Burton and Campbell Streets
- Flemings Lane between Flinders and Hannam Streets
- Flinders Street between Oxford Street and Moore Park Road (southbound)
- Foster Street between Campbell and Hunt Streets
- Goulburn Street between Weymss Lane and Crown Street
- Goulburn Lane between Brisbane and Commonwealth Streets
- Hannam Street between Flinders and Chisholm Streets
- Hannam Street between South Dowling and Chisholm Streets (Residents Excepted)
- Hunt Street between Commonwealth Street and Wentworth Avenue
- Hunt Street between Commonwealth and Campbell Streets (eastbound)
- Little Dowling Street from Napier Street (Residents Excepted)
- Liverpool Street between Elizabeth and College Streets (eastbound)
- Liverpool Street between Oxford and Hargrave Streets
- Liverpool Street between Crown and Riley Streets (westbound)
- Lower Campbell Street between Riley and Campbell Streets
- Moore Park Road between Flinders Street and Green Road (eastbound)
- Napier Street between South Dowling Street and Rosebud Lane (Residents Excepted)
- Oxford Street between Liverpool Street and Darlinghurst Road
- Palmer Street between Burton and Oxford Streets
- Pelican Street between Oxford and Goulburn Streets (Residents Excepted)

- Poplar Street between Brisbane and Pelican Streets (Residents Excepted)
- Providence Place from Arnold Place
- Riley Street between Campbell and Oxford Streets (Residents Excepted)
- Rosebud Lane between Napier Street and Iona Lane (Residents Excepted)
- Seymour Place between South Dowling and Selwyn Streets
- Sims Street between Chisholm and Hannam Streets (Residents Excepted)
- Sturt Street from South Dowling Street
- South Dowling Street between Oxford and Fitzroy Streets (southbound) (Residents Excepted)
- South Dowling Street between Fitzroy and Church Streets (northbound)
- Stanley Street between Crown and Riley Street (westbound) (Residents Excepted)
- Taylor Street between Flinders and Chisholm Street
- Taylor Street between South Dowling and Chisholm Streets (Residents Excepted)
- Waine Street between Pelican and Riley Street
- Wemyss Lane between Wentworth Avenue and Brisbane Street
- Wemyss Lane between Wemyss Lane and Goulburn Street

Temporary Road Closures - 6.30pm Saturday 28 February to 1.30am Sunday 1 March

- Moore Park Rd between Oatley Rd and South Dowling St (westbound) - Managed access to Disney Studios. Residents exit will be managed via Church Street and South Dowling Street northbound or via Greens Road

Consultation

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

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

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

TRIM Container No.: 2025/561892

Recommendations

It is recommended that the Committee review the temporary road closure of Market Street, Sydney, between Pitt Street and Castlereagh Street, (three lanes), from 11pm on Saturday 1 November 2025 to 9am on Sunday 2 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 8-9 November 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Market Street, Sydney, between Pitt Street and Castlereagh Street, (three lanes), from 11pm on Saturday 1 November 2025 to 9am on Sunday 2 November 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift chillers to 61-3 Market Street, Sydney.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

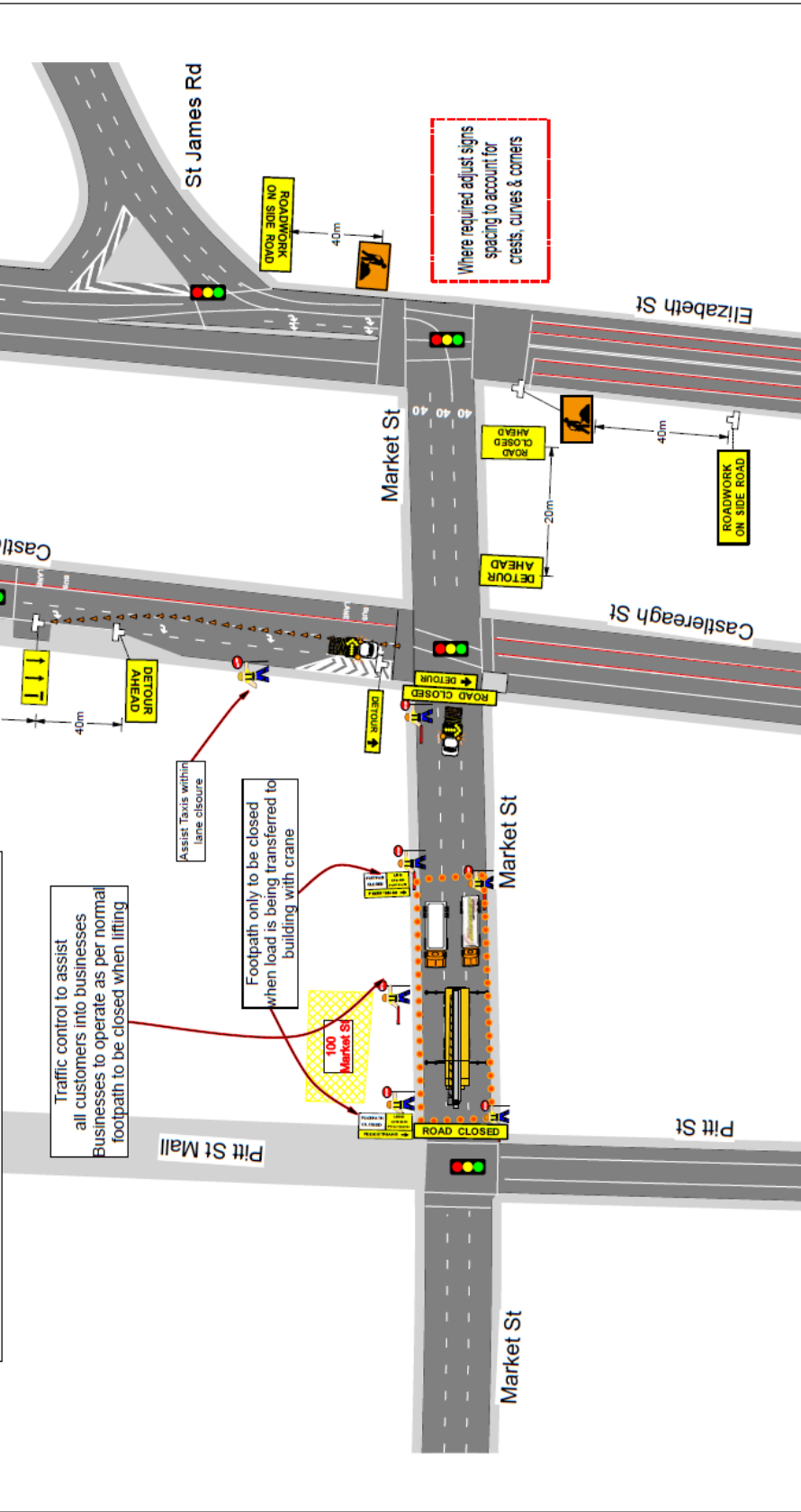
This TGS has been designed in accordance with TCAWS Manual V6.1 and AS 1742.3 with any changes as illustrated on this TGS

Team leader (on site):

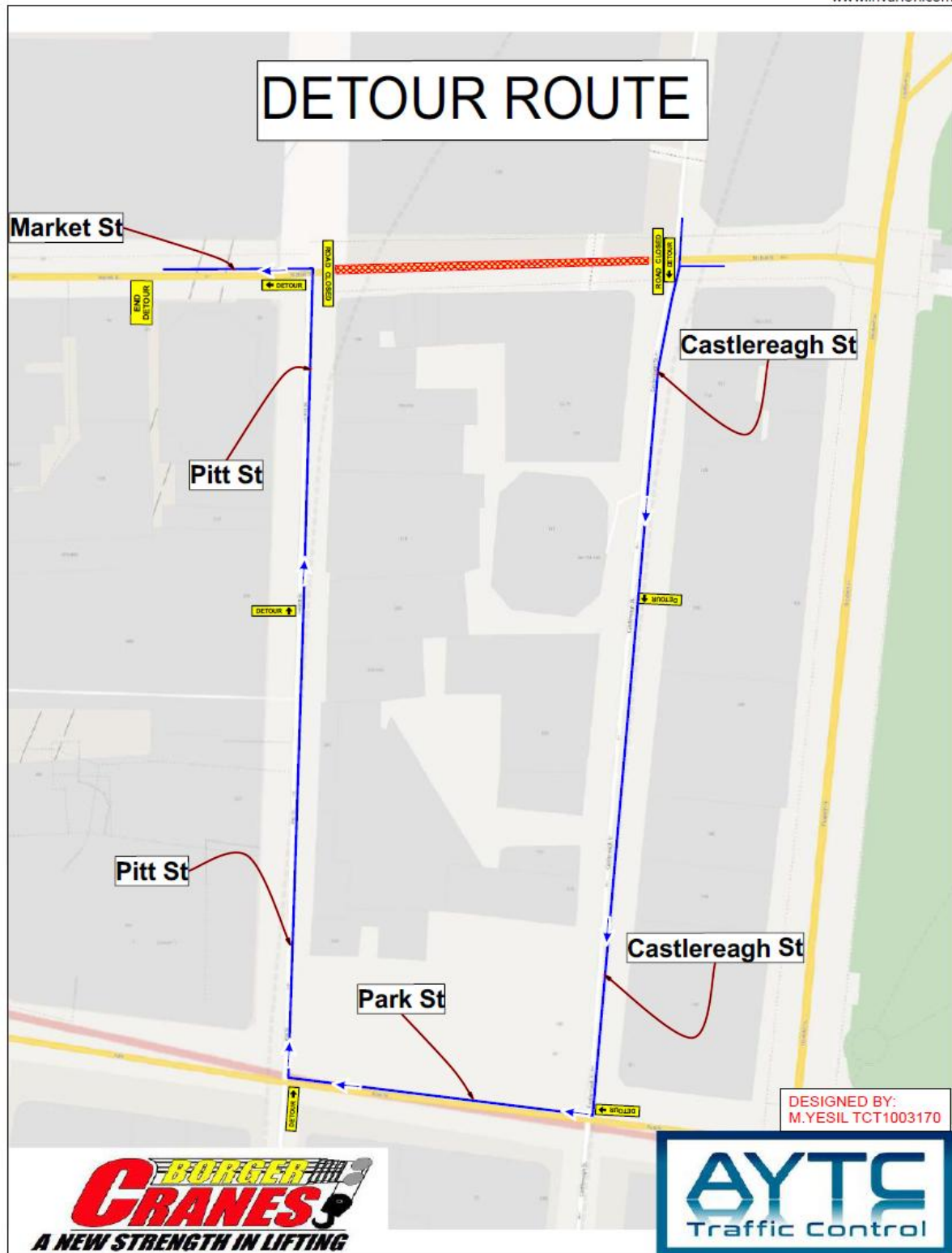
Ticket: Implement Traffic Control Plans/Prepare work zone TMP
(Circle appropriate ticket)

Signature: _____ Date: _____

Reason for modification:



Client:			
Project Sydney CBD Location 100 Market St		Plan #	Traffic Operation
		BRG-SYD-100	Road Closure
		Drawn by	Work Activity
		Mem Yesil TCT 1003170	Crane



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

TRIM Container No.: 2025/543608

Recommendations

It is recommended that the Committee review the temporary road closure of Pitt Street, Sydney, between Market Street and Park Street, (four lanes), from 9pm on Saturday 29 November 2025 to 11am on Sunday 30 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 3,10,17,24, and 31 January 2025 contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Pitt Street, Sydney, between Market Street and Park Street, (four lanes), from 9pm on Saturday 29 November 2025 to 11am on Sunday 30 November 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of lifting chillers to 255 Pitt Street, Sydney.

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

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

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

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

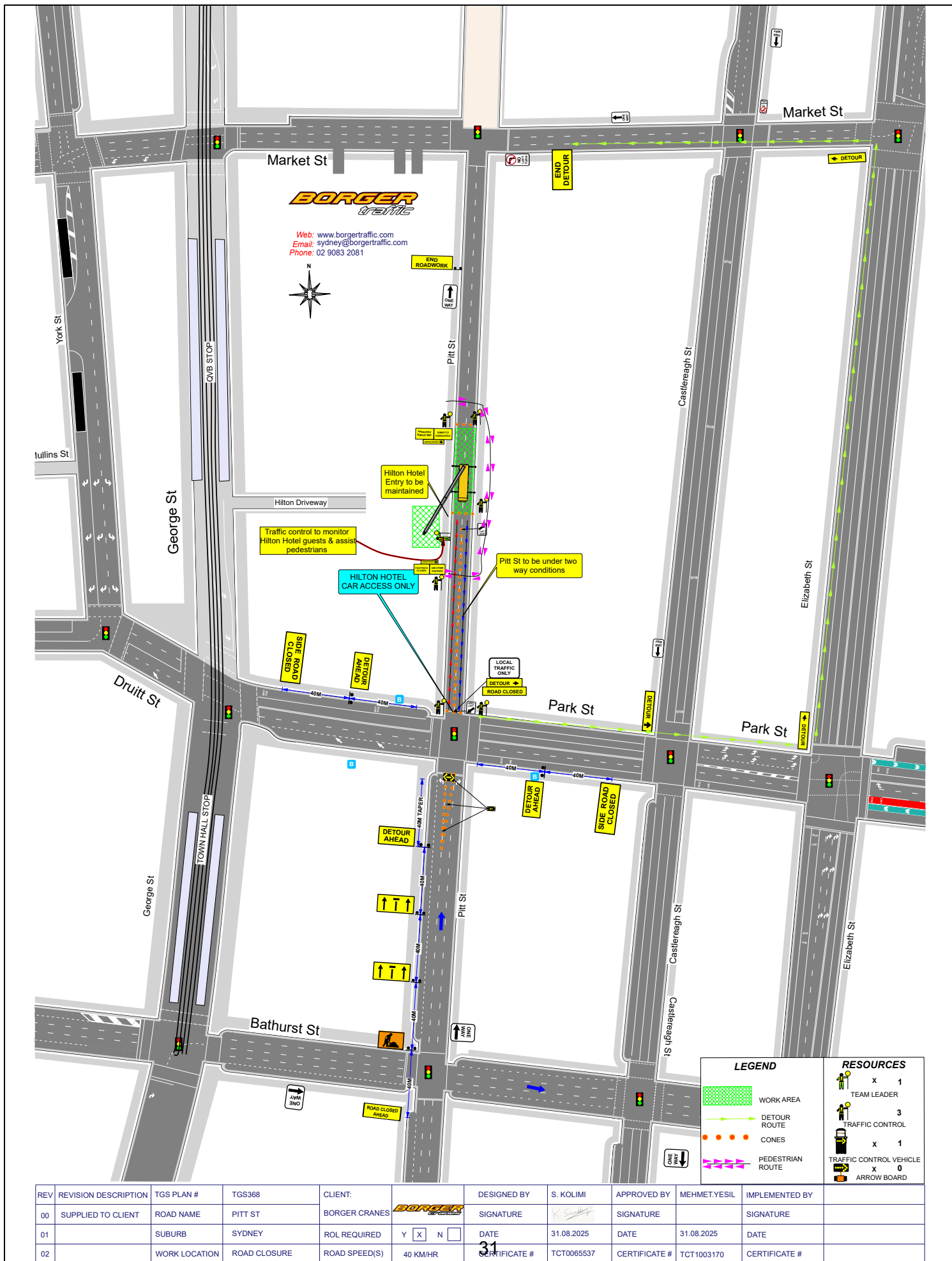
Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



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

TRIM Container No.: 2025/540659

Recommendations

It is recommended that the Committee review the temporary road closure of Kent Street, Sydney between from Argyle Street to Napoleon Street, (five lanes), from 6am to 10pm on Saturday 15 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 22 November 2025 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Advice

Advice will be updated after the meeting.

Background

H & R Hassarati Pty Ltd has applied for the temporary road closure of of Kent Street, Sydney between from Argyle Street to Napoleon Street, (five lanes), from 6am to 10pm on Saturday 15 November 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for tower crane installation on the frontage of 189 Kent Street, Sydney.

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

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

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

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

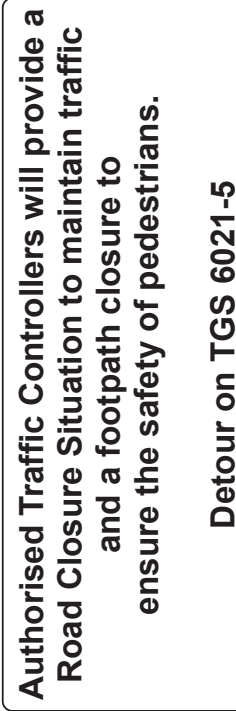
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING OFFICER



Client	Date	Plan No:	6021-2
		Type Of Closure	Road Closure
Location Of Work	UBD REF	On Site Contact	John Saad 0437 510 717
189 Kent St SYDNEY			

Recommended taper length (m)			
Speed (km/h)	Traffic controller at start of taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 or 55	15	15	30
56 or 65	30	30	60
66 or 75	N/A	70	115
76 or 85	N/A	80	130
86 or 95	N/A	90	145
96 or 105	N/A	100	160
greater than 105	N/A	110	180

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

Legend



Mobile Crane



NB Detour Route



SB Detour Route



Semi-Trailer

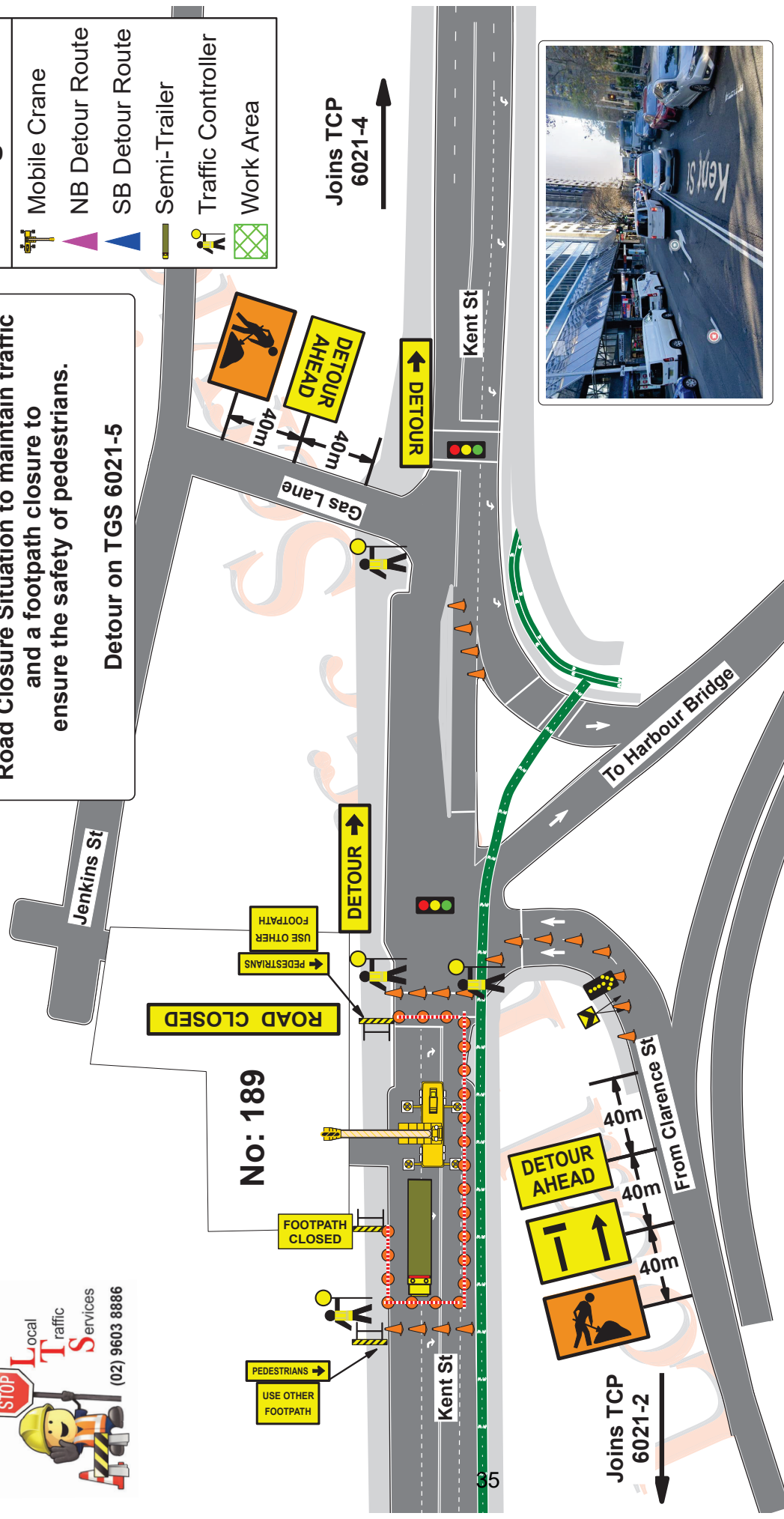


Traffic Controller



Work Area

**Joins TCP
6021-4**



Local Traffic Services		WORK HEALTH & SAFETY TRAFFIC CONTROL WORK		Client		Date	Plan No:	6021-3	
Plan Drawn By		SafeWork NSW		H&R HASSARATI		03/09/25	Type Of Closure	Road Closure	
Danny Betts		Daniel Betts		Location Of Work		UBD REF	On Site Contact	John Saad 0437 510 717	
0402 746 408		Card No: TCT0016762		189 Kent St SYDNEY		C P20			
9603 8886		Date of issue: 12/10/2015							
		Type of traffic control work: IMP PWZ TCR							

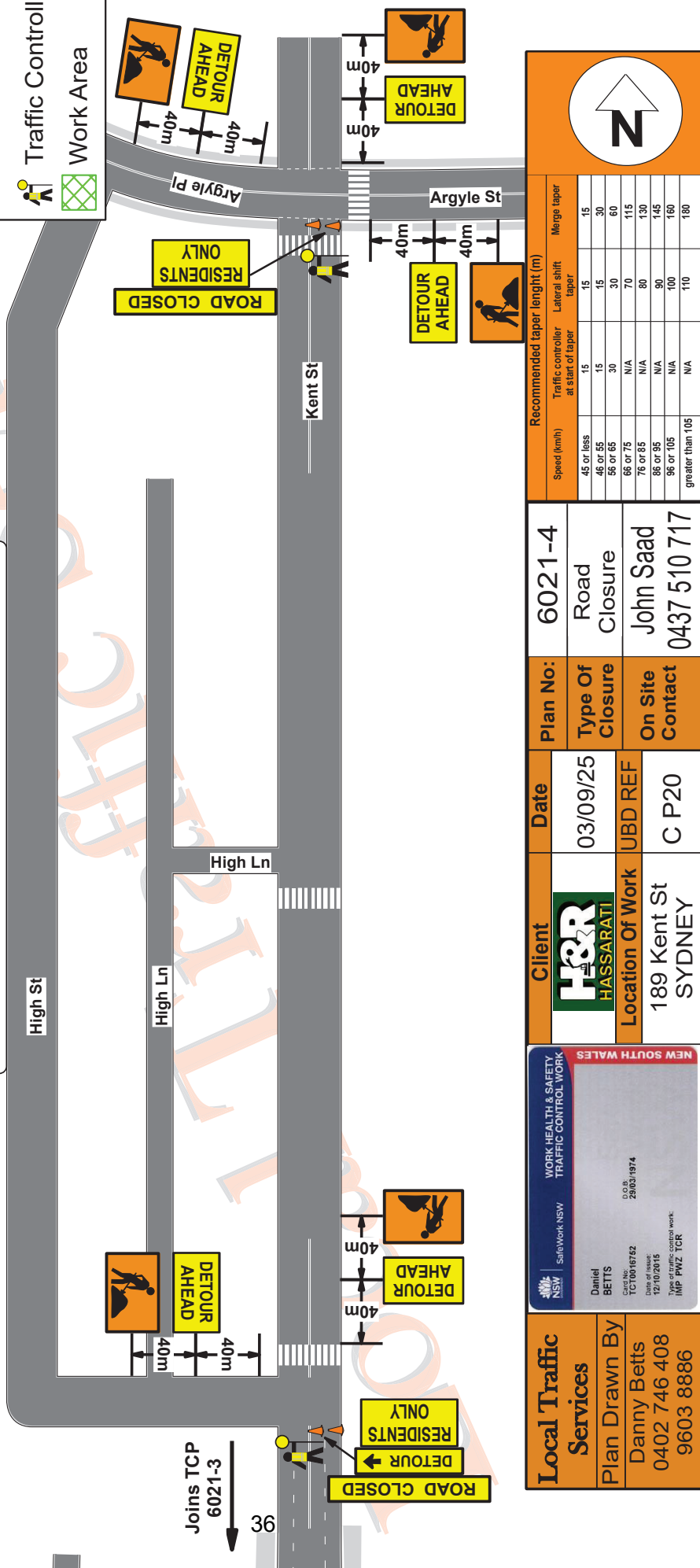


Authorised Traffic Controllers will provide a Road Closure Situation to maintain traffic and a footpath closure to ensure the safety of pedestrians.

Detour on TGS 6021-5

Legend

- Mobile Crane
- NB Detour Route
- SB Detour Route
- Semi-Trailer
- Traffic Controller
- Work Area



Local Traffic Services

Plan Drawn By
Danny Betts
0402 746 408
9603 8886

**WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK**

NSW SafeWork NSW

Daniel BETTS
Card No: TC10016782
Date of issue: 12/10/2015
D.O.B: 29/03/1974
IMP PWZ TCP

Client
H&R HASSARATI
Location Of Work
189 Kent St
SYDNEY

Date
03/09/25
UBD REF
C P20

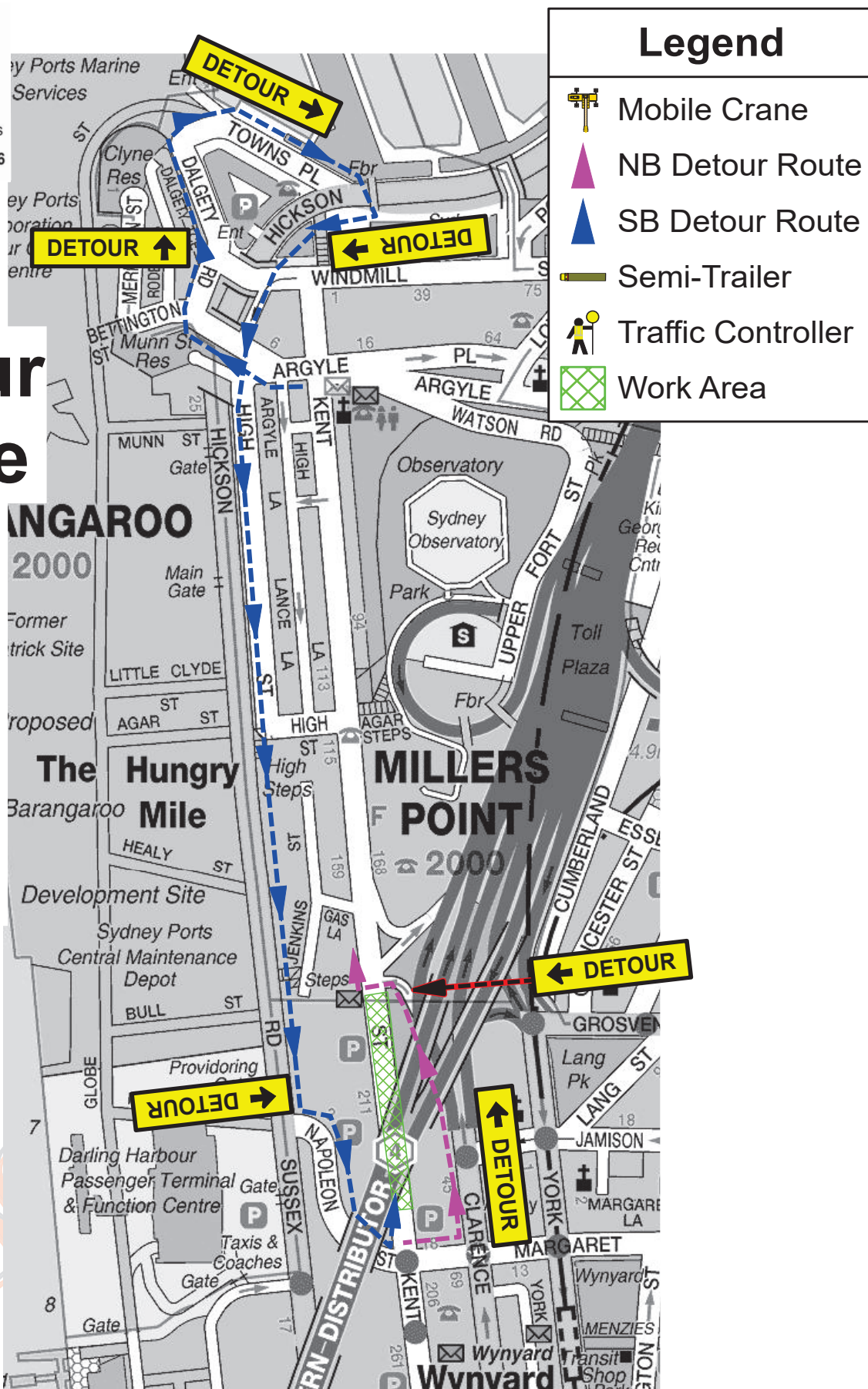
Plan No:
6021-4
Road Closure
John Saad
0437 510 717

Speed (km/h)	Recommended taper length (m)		
	Traffic controller at start of taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 or 55	15	15	30
56 or 65	30	30	60
66 or 75	N/A	70	115
76 or 85	N/A	80	130
86 or 95	N/A	90	145
96 or 105	N/A	100	160
greater than 105	N/A	110	180

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



Detour Route



Local Traffic Services

Plan Drawn By
 Danny Betts
 0402 746 408
 9603 8886

NSW SafeWork NSW
 WORK HEALTH & SAFETY
 TRAFFIC CONTROL WORK
 Daniel Betts
 TCT0016752
 Date of issue: 12/10/2015
 Type of traffic control work: IMP PWZ TCR
 29/03/1974

Client
H&R
 HASSARATI
 Location of Work
 189 Kent St
 SYDNEY

Date
 03/09/25
 UBD REF
 C P20

Plan No:
 6021-5
 Type Of Closure
 Detour Route
 On Site Contact
 John Saad
 0437 510 717

Recommended taper length (m)			
Speed (km/h)	Traffic controller at start of taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 or 55	15	15	30
56 or 65	30	30	60
66 or 75	N/A	70	115
76 or 85	N/A	80	130
86 or 95	N/A	90	145
96 or 105	N/A	100	160
greater than 105	N/A	110	180



Item 11.**Mobile Crane - Temporary Road Closure - Liverpool Street Sydney**

TRIM Container No.: 2025/542547

Recommendations

It is recommended that the Committee review the temporary road closure of Liverpool Street, Sydney between Pitt and Castlereagh Streets, (four lanes) from 10pm on Saturday 22 November 2025 to 2am on Monday 24 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 29 November as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Liverpool Street, Sydney between Pitt and Castlereagh Streets, (four lanes) from 10pm on Saturday 22 November 2025 to 2am on Monday 24 November 2025.

Comments

The proposed temporary road closures are required to install a site tower crane at 133 Liverpool Sydney.

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

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

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

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

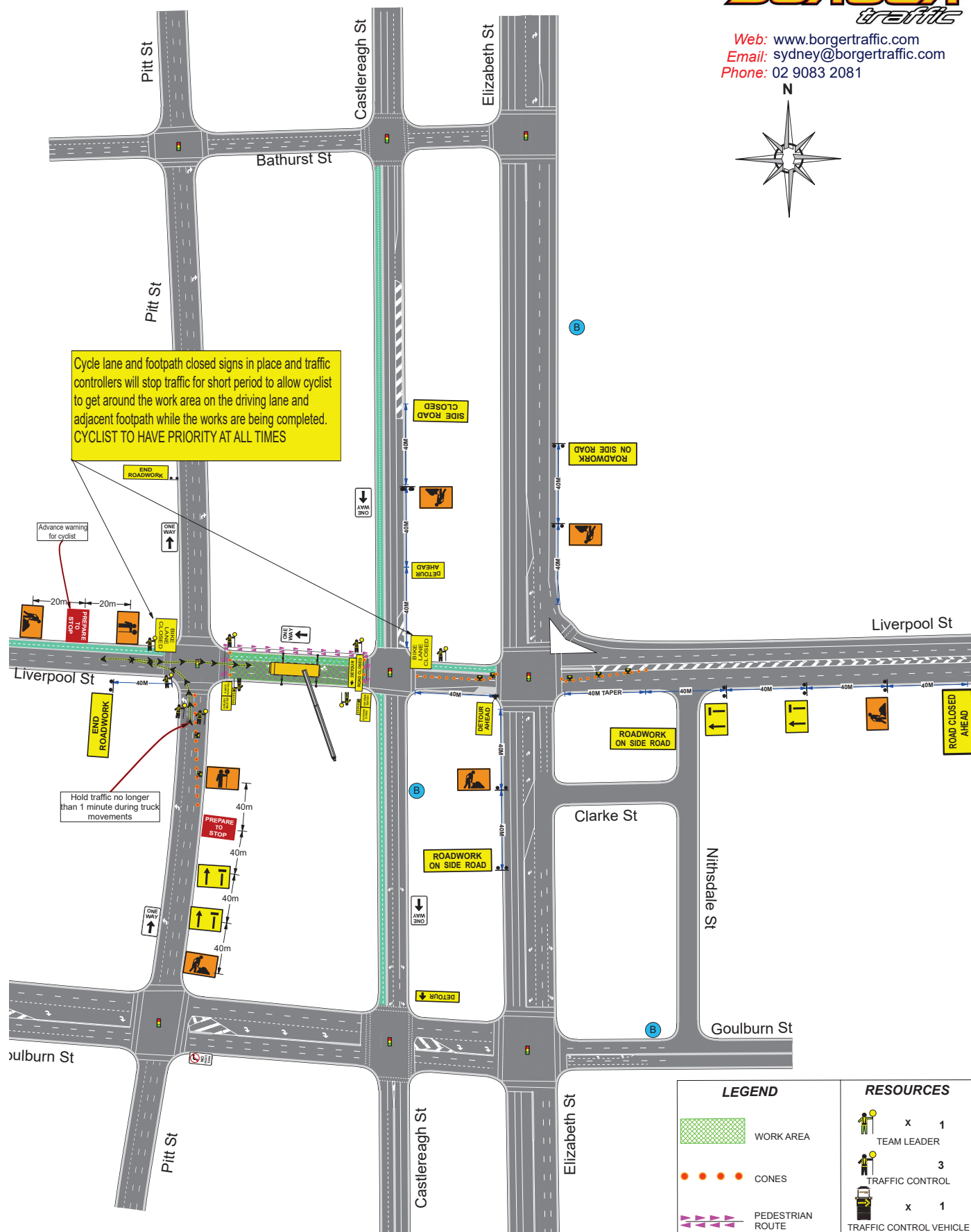
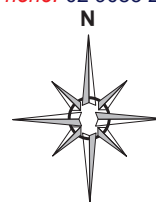
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-0287	CLIENT:	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY	
00	SUPPLIED TO CLIENT	ROAD NAME	LIVERPOOL RD	COSMO CRANES	SIGNATURE	<i>[Signature]</i>	SIGNATURE		SIGNATURE	
01		SUBURB	SYDNEY	ROL REQUIRED	DATE	22.05.2025	DATE	22.05.2025	DATE	
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #	



Item 12.**Mobile Crane - Temporary Closure - Ward Avenue Elizabeth Bay**

TRIM Container No.: 2025/540361

Recommendations

It is recommended that the Committee review the temporary road closure of Ward Avenue, Elizabeth Bay, between Elizabeth Bay Road and Roslyn Street (two lanes), from 7am to 5pm on 30 October 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 [date] 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 [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Ward Avenue, Elizabeth Bay, between Elizabeth Bay Road and Roslyn Street (two lanes), from 7am to 5pm on 30 October 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install a site crane on the frontage of 4-4A Barncleuth Square, Elizabeth Bay.

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).

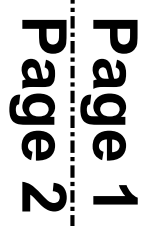
Consultation

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

Financial

All costs associated with the proposed [choose an item] will be borne by the applicant.

SHAN SHANMUGALINGAM



- Reason for modification:

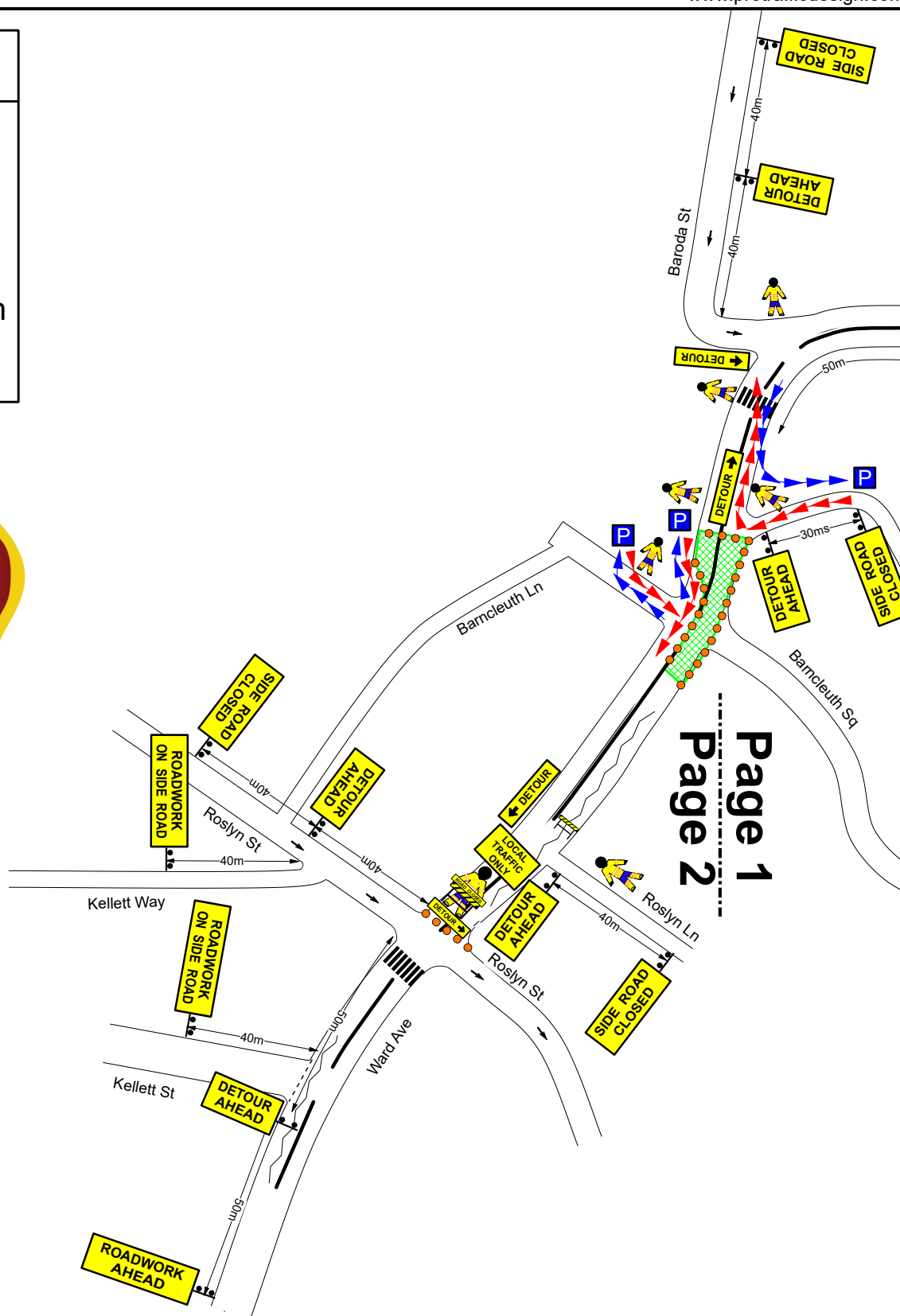
VERSION	No:	By:	Date:	Description:	Appr:		Job Location: Ward Ave Elizabeth Bay			TGS Designed by: STEVE DUCK PWZTMP Card No:TCT0070186		
	1	SD	02/09/25	Issued for Implementation	TP		Client: Borger Traffic					
	2	SD	03/09/25	Amendment	TP		Date: 02/09/25					
	3						Work Activity: Crane Works					
	4						TGS No: 110118		Total Pages: 3			
Disclaimer: This guidance scheme is for Traffic Management purposes only. Borger Traffic disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way and for any reason. The plan is drawn in accordance with the TCAWS manual and is NOT TO SCALE.												

POSTED SPEED LIMIT		Disclaimer: This guidance scheme is for Traffic Management purposes only. Borger Traffic disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way and for any reason. The plan is drawn in accordance with the TCAWS manual and is NOT TO SCALE.

TGS Designed by: TIMOTHY PIOT PWZTMP Card No:TCT0073331		

Legend

-  Carpark Entry
-  Carpark Exit
-  Cone
-  Parking Station
-  Work Area



Page 1
Page 2

Notes:

- 1: Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances shown in section 7.10.3 of the TCAWS Manual Issue 6.1 2022.
- 2: This TGS is suitable for Short & Long term works.
- 3: Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
- 4: This TGS is based on guidelines provided within the TCAWS Manual Issue 6.1 2022
- 5: For Night works adequate lighting is to be provided at all control points.
- 6: Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
- 7: The value of speed limits displayed shall match the speed zone approval.
- 8: Signage used in the TGS is to be B Size.
- 9: Ensure all approval requirements are met prior to commencing set up.
- 10: Cover all conflicting & Contradicting road signage & devices where required
- 11: If required cone spacing is to be no greater than 2m centres.
- 12: TTM Inspections to be undertaken on a regular basis.
- 13: Estimated Queue Lengths to be noted here
- 14: The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6.1 2022 and AS 1742.3 (MUTCD) 2019.

Amendments:

All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.

Name: _____

PWZTMP Card Number: _____

Exp Date: _____

Date: _____ Sign: _____

Reason for modification: _____

VERSION

No:	By:	Date:	Description:	Appr:
1	SD	02/09/25	Issued for Implementation	TP
2	SD	03/09/25	Amendment	TP
3				
4				



Job Location: Ward Ave Elizabeth Bay

Client: Borger Traffic

Date: 02/09/25

Work Activity: Crane Works

TGS No: 110118

Total Pages: 3

TGS Designed by:
STEVE DUCK
PWZTMP Card
No: TCT0070186

Steve Duck
PWZTMP TCT 0070186
Signature: _____

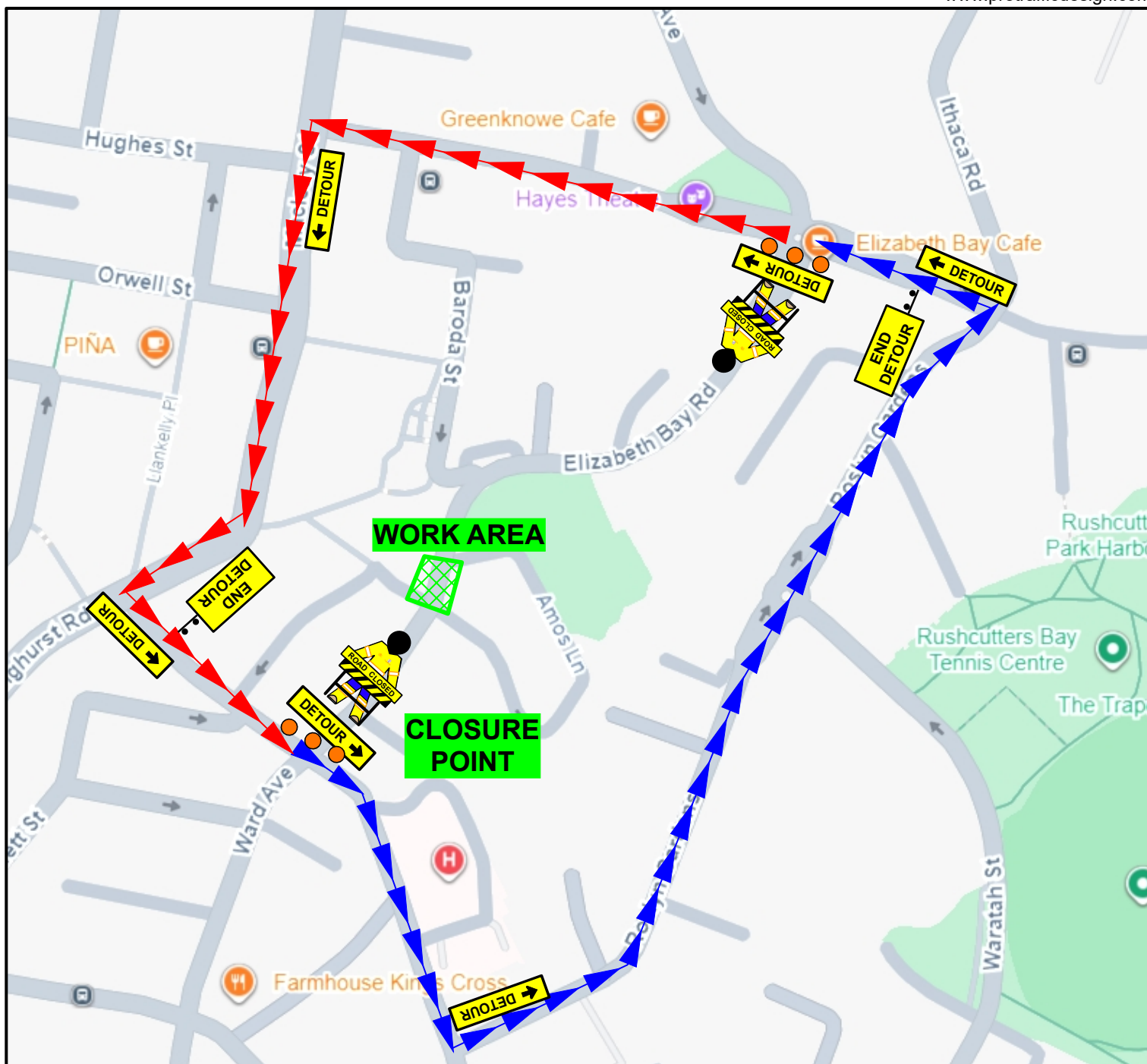


TGS Designed by:
TIMOTHY PIOT
PWZTMP Card
No: TCT0073331

Timothy Piot
PWZTMP TCT 0073331
Signature: _____



Disclaimer: This guidance scheme is for Traffic Management purposes only. Borger Traffic disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way and for any reason. The plan is drawn in accordance with the TCAWS manual and is NOT TO SCALE.



WARD AVE ELIZABETH BAY DETOUR ROUTE

-  ROSLYN ST DETOUR
 ELIZABETH BAY RD DETOUR

Notes:

- Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances shown in section 7.10.3 of the TCAWS Manual Issue 6.1 2022.
- This TGS is suitable for Short & Long term works.
- Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
- This TGS is based on guidelines provided within the TCAWS Manual Issue 6.1 2022.
- For Night works adequate lighting is to be provided at all control points.
- Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.

- The value of speed limits displayed shall match the speed zone approval.
- Signage used in the TGS is to be B Size.
- Ensure all approval requirements are met prior to commencing set up.
- Cover all conflicting & Contradicting road signage & devices where required
- If required cone spacing is to be no greater than 2m centres.
- TTM Inspections to be undertaken on a regular basis.
- Estimated Queue Lengths to be noted here
- The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6.1 2022 and AS 1742.3 (MUTCD) 2019.

Amendments:

All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.

Name: _____

PWZTMP Card Number: _____

Exp Date: _____

Date: _____ Sign: _____

Reason for modification: _____

VERSION

No.	By:	Date:	Description:	Appr:
1	SD	02/09/25	Issued for Implementation	TP
2	SD	03/09/25	Amendment	TP
3				
4				



Job Location: Ward Ave Elizabeth Bay

Client: Borger Traffic

Date: 02/09/25

Work Activity: Crane Works

TGS No: 110118

Total Pages: 3

TGS Designed by:
STEVE DUCK
PWZTMP Card
No: TCT0070186

Steve Duck
PWZTMP TCT 0070186
Signature: _____



TGS Designed by:
TIMOTHY PIOT
PWZTMP Card
No: TCT0073331

Timothy Piot
PWZTMP TCT 0073331
Signature: _____



Disclaimer: This guidance scheme is for Traffic Management purposes only. Borger Traffic disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way and for any reason. The plan is drawn in accordance with the TCAWS manual and is NOT TO BE USED AS A SUBSTITUTE FOR PROFESSIONAL ADVICE.

Item 13.**Mobile Crane - Temporary Road Closure - O'Dea Avenue Zetland**

TRIM Container No.: 2025/540281

Recommendations

It is recommended that the Committee review the temporary road closure of O'Dea Avenue, Zetland, between Grandstand Pde and Wolseley Grove (two lanes) on Wednesday 5 November 2025, Wednesday 3 December 2025 and Wednesday 21 January 2026 from 8.30pm to 5am, 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 12,19 and 26 November, 10, 17 December 2025, 14, 28 January 2026 and 4 and 11 February 2026 as a contingency date.
- (D) The Applicant must contact the South Sydney 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 closures and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the [choose an item], the temporary relocation of bus stops and any additional staff required.

Advice

Advice will be updated after the meeting.

Background

Paynter Dixon Pty Ltd has applied for the temporary road closures of O'Dea Avenue, Zetland, between Grandstand Pde and Wolseley Grove (two lanes) on Wednesday 5

November 2025, Wednesday 3 December 2025 and Wednesday 21 January 2026 from 8.30pm to 5am.

Comments

The proposed temporary road closures are required to allow a mobile crane to be used to lift construction materials on the frontage of 1 Grandstand Pde, Zetland.

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 closures.

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

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

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

Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER

paynter dixon

- GENERAL NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
 2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3
 3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE
 4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3
 5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
 6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
 7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KMH	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	70
76 - 85	N/A	115
86 - 95	N/A	130
96 - 105	N/A	145
> 105	N/A	160

DIMENSION "D"

SPEED OF TRAFFIC KMH	DIMENSION "D" M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

WHERE THERE IS ONLY ONE ADVANCE SIGN IT SHALL BE PLACED AT 20 FOR APPROACH SPEEDS OF 60KMH OR MORE OR FOR APPROACH SPEEDS LESS THAN 60KMH

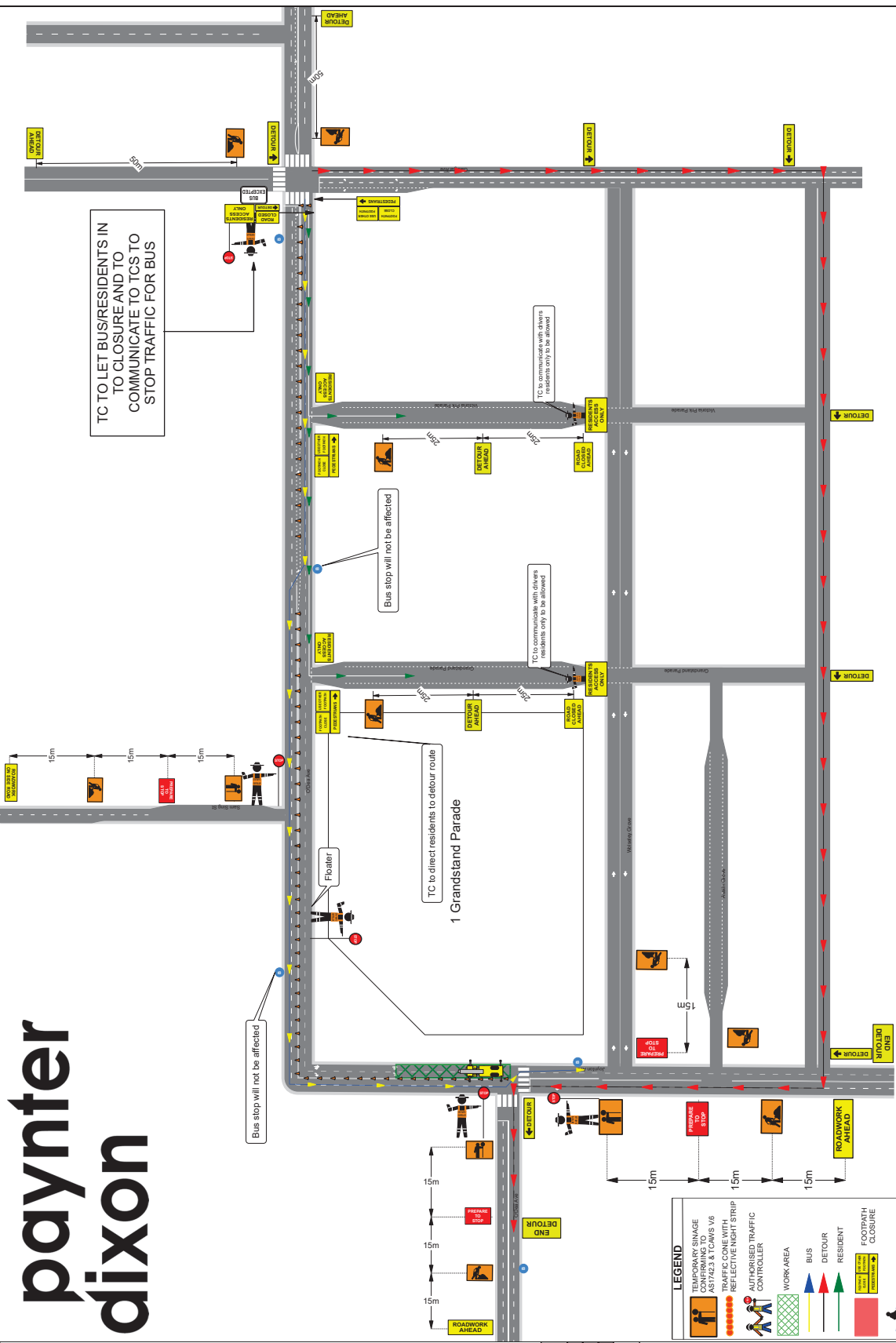
- TOLERANCES**
- POSTING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN.
 - SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN MINIMUM 10% LESS THAN THE SPACING GIVEN
- LANE WIDTHS**
- THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.9m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.



BUS

BUS ACCESS MAINTAINED-TRAFFIC CONTROLLER AT BUS STOP WILL COMMUNICATE TCS TO GO ON STOP WHEN A BUS NEEDS TO GO THROUGH

TGS005RC-CRANE 5.0'DAY AVE - ROAD CLOSURE

CLIENT: Paynter Dixon

THIS (TGS) SHALL BE READ IN CONJUNCTION WITH NOTES 01

IT HAS BEEN DEVELOPED TO ALLOW THE CLIENT TO CONDUCT WORKS AT THE LISTED LOCATION AND TO DISPLAY A COMMITMENT TO TRAFFIC AND PEDESTRIAN MANAGEMENT, REPORTING AND REVIEWING AN ON SITE RISK ASSESSMENT SHALL BE CONDUCTED PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICES.

LOCATION: 1 Grandstand Parade, Zetland NSW 2017

SUBURB: 1ST CROSS ST, 2ND CROSS ST:

TERM: SHORT 2 LANE TWO WAY

ROAD TYPE: POSTED SPEED: 50 KPH

OPERATION: ROAD WORK ZONE

TRAVELLED PATH: PAST

ETM Traffic
Suite 3.12, Level 3, 100 Collins Street, Alexandria
New South Wales, 2015
Ph: 0456551150

APPROVED BY TM DESIGNER:
ANNE LALOR
TCT 045822

DESIGNER:
JESSIE SWEENEY
TCT 045822

REVIEW: JESSIE SWEENEY

UNIQUE IDENTIFICATION: 01TGS04RC1

PAGE: 01

Item 14.**Road Works - Temporary Road Closure - Concord Street, Erskineville**

TRIM Container No.: 2025/595268

Recommendations

It is recommended that the Committee review the temporary road closure of Concord Street, Erskineville, between Bray Street and King Street, from 9am to 4pm on Monday 27 October 2025 to Wednesday 29 October 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 3-5 November 2025 as contingency dates.
- (D) The Applicant must contact the Inner West PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Advice

Advice will be updated after the meeting.

Background

Justus Group Pty Ltd has applied for the temporary road closure of Concord Street, Erskineville, between Bray Street and King Street, from 9am to 4pm on Monday 27 October 2025 to Wednesday 29 October 2025.

Comments

The proposed temporary road closure is required to enable new sewer and water connections to 33 Bray Street, Erskineville.

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



Date: 21/10/2024 **Author:** Nola Ngatuaiane Rura **Project:** 33 Bray St, Erskineville NSW 2043
Client: Justus Group **Contact:** Alex Nyugen **Plan #:** AS.TW01.23
PWZTMP: 1010014 **Number:** 0478 961 536

Comments:

This plan has been designed by Nola Ngatuaiane Rura of Sydney Traffic Control in accordance with Australian Standards outlined in the RMS's Traffic Control on Worksites Handbook which complies with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual.

This plan has been designed using Australian standards under the advice and activity information provided by the above mentioned client. Sydney Traffic will take no responsibility for the implementation of this TCP or it's impact on the area/road where it is to be implemented, Unless and only if Sydney Traffic employees are the principal onsite Traffic Controllers and will only be responsible during the agreed work times.

The plan is designed for the Water Service Line Works at Property,
 33 Bray St, Erskineville NSW 2043.

Certified traffic controllers will be on site to implement and monitor this TCP. If you have any questions please contact Nola Ngatuaiane Rura on 8068-1844 or 0451 153 044.

- A minimum of 3.5 Metres must be kept at all times for Traffic to pass through Work Zone Safely.

-Traffic Control Must be on site at all times to assist pedestrians across the road and past the work zone safely.

-Traffic Control Must find a suitable Gap in Between traffic to allow the Trucks to Egress.

- Road/Footpath MUST be REINSTATED back to NORMAL conditions after Business hours and 3.5 Metres MUST BE MAINTAINED AT ALL TIMES after work hours

- Pedestrians MUST NEVER WALK ON ANY PART OF THE ROAD OR THE PARKING LANE AT ANY GIVEN TIME DURING WORK HOURS OR AFTER HOURS WITHOUT TRAFFIC CONTROL ON SITE.

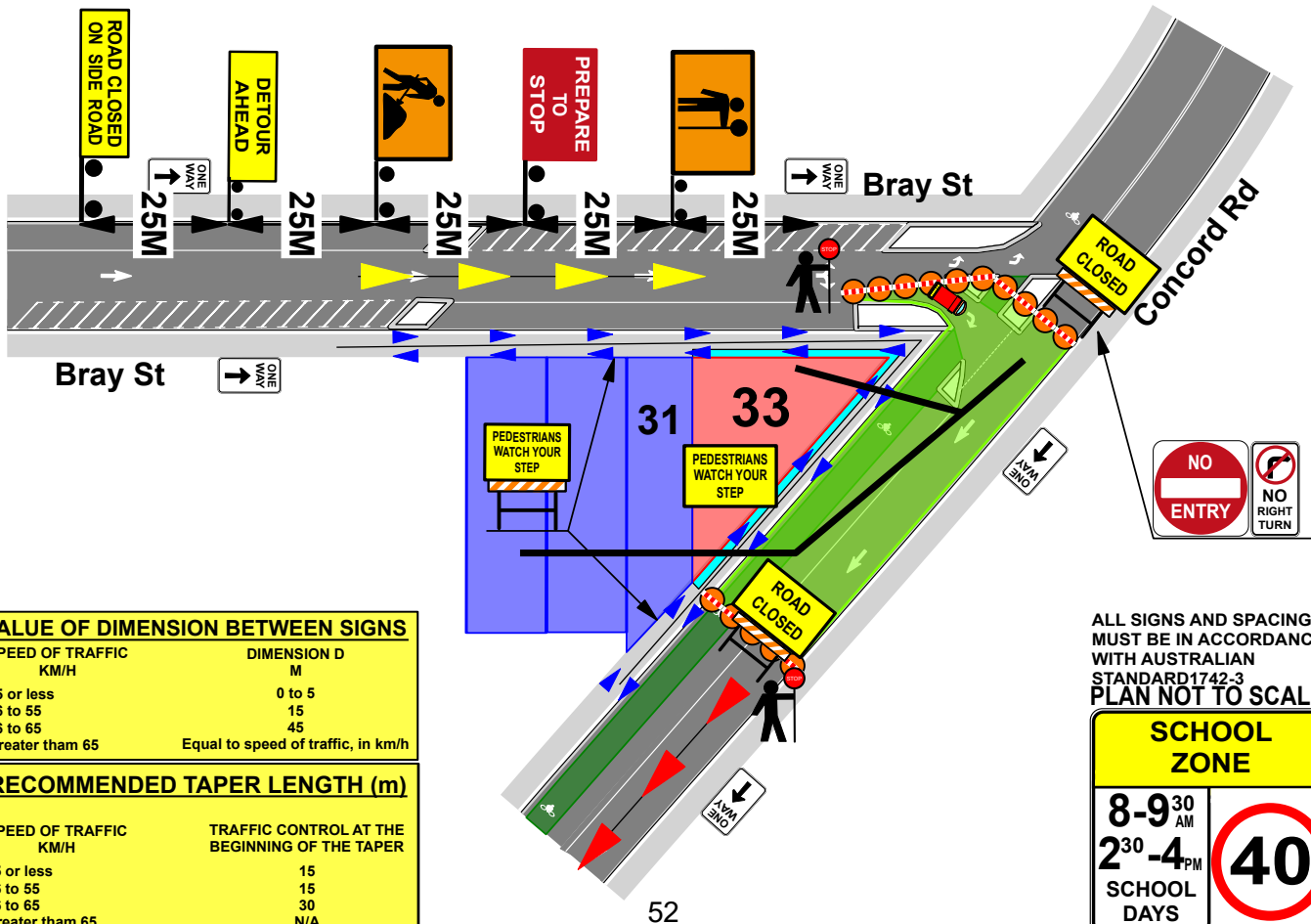
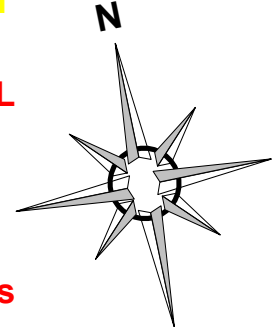
- FOOT PATH MUST ALWAYS REMAIN OPEN AFTER HOURS WITH PEDESTRIAN RAMP INSTALLED AND START PICKETS WITH BUNDING WIRE.

Legend

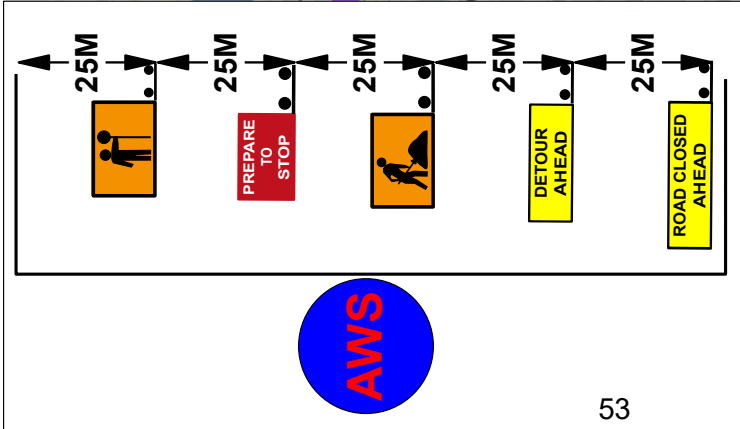
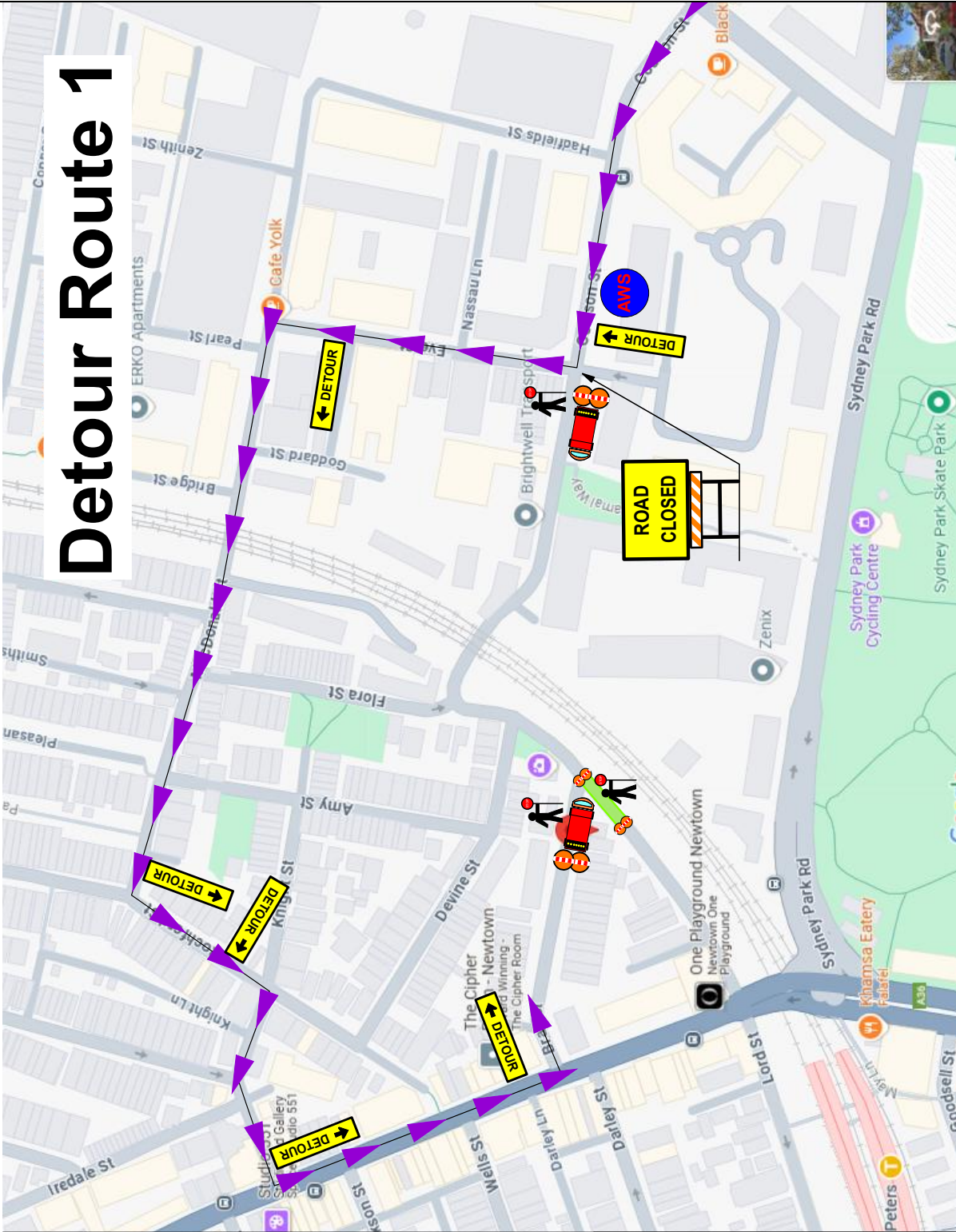
- B Class Hoarding
- Bike Lane
- Bollard
- ImMERGERIGHT.tps
- North Arrow
- Pedestrian Route
- Pedestrian Tape
- sign single
- Site Location
- Surrounding Properties
- Traffic Controller
- Vehicle Egress
- Vehicle Ingress
- Water Service Lines
- Work/Closure Zone

33 Bray St, Erskineville NSW 2043 Water Service Line Works at Property Work/Closure Zone TCP

Foot Path/Road MUST be REINSTATED back to NORMAL conditions after conclusion of work hours and 1.5 Metres MUST BE MAINTAINED AT ALL TIMES after work times for pedestrians to walk past the job safely



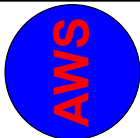
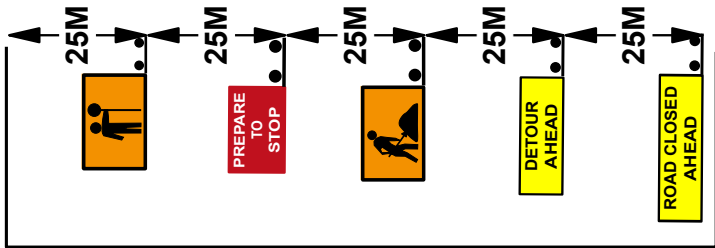
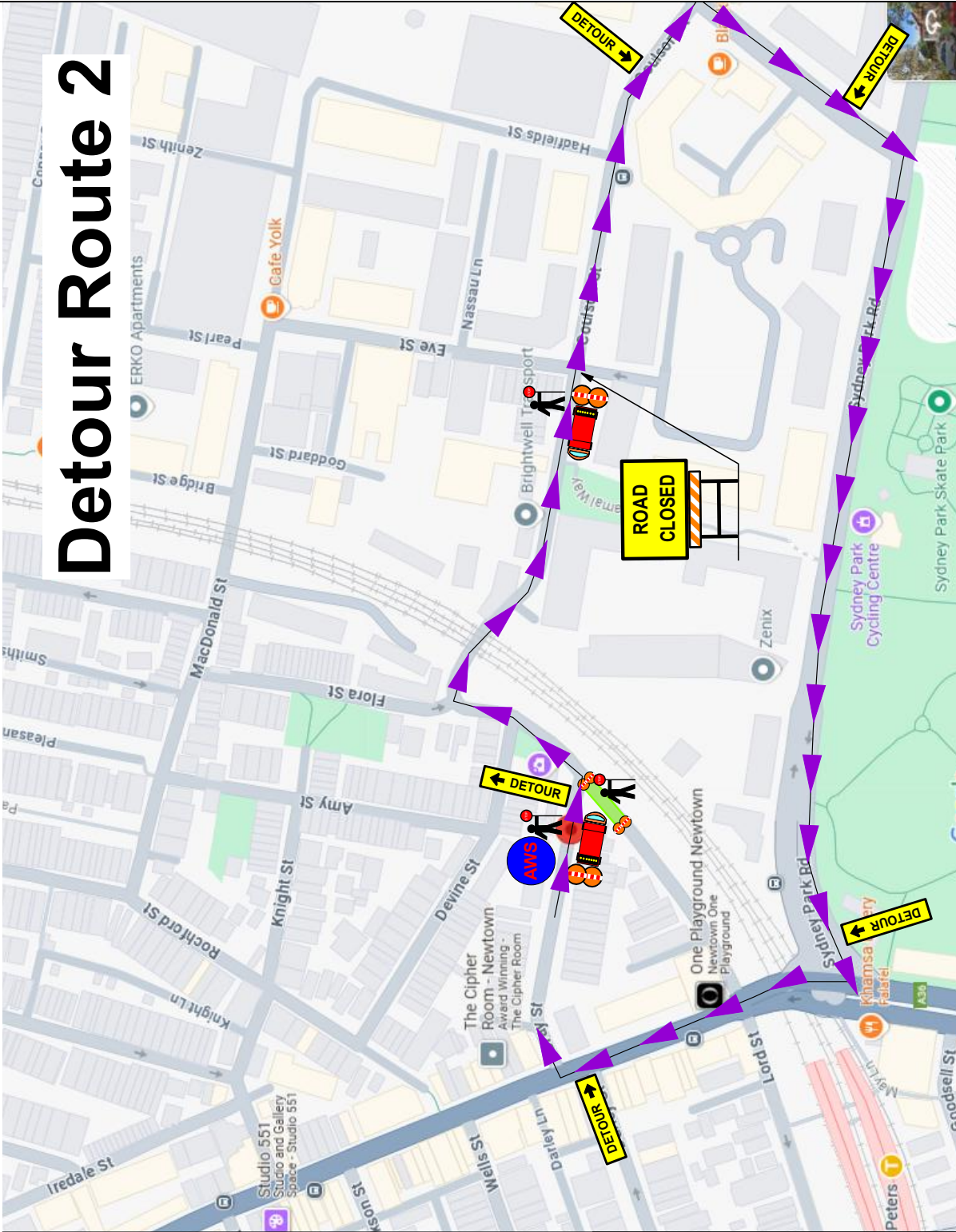
Detour Route 1



Legend

- Advanced Warning Signs
- Bollard
- Detour Route 1
- Pedestrian Tape
- sign single
- Traffic Control Vehicle
- Traffic Controller
- Work Closure Zone

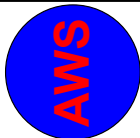
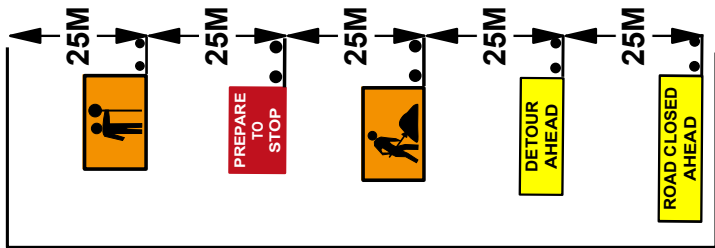
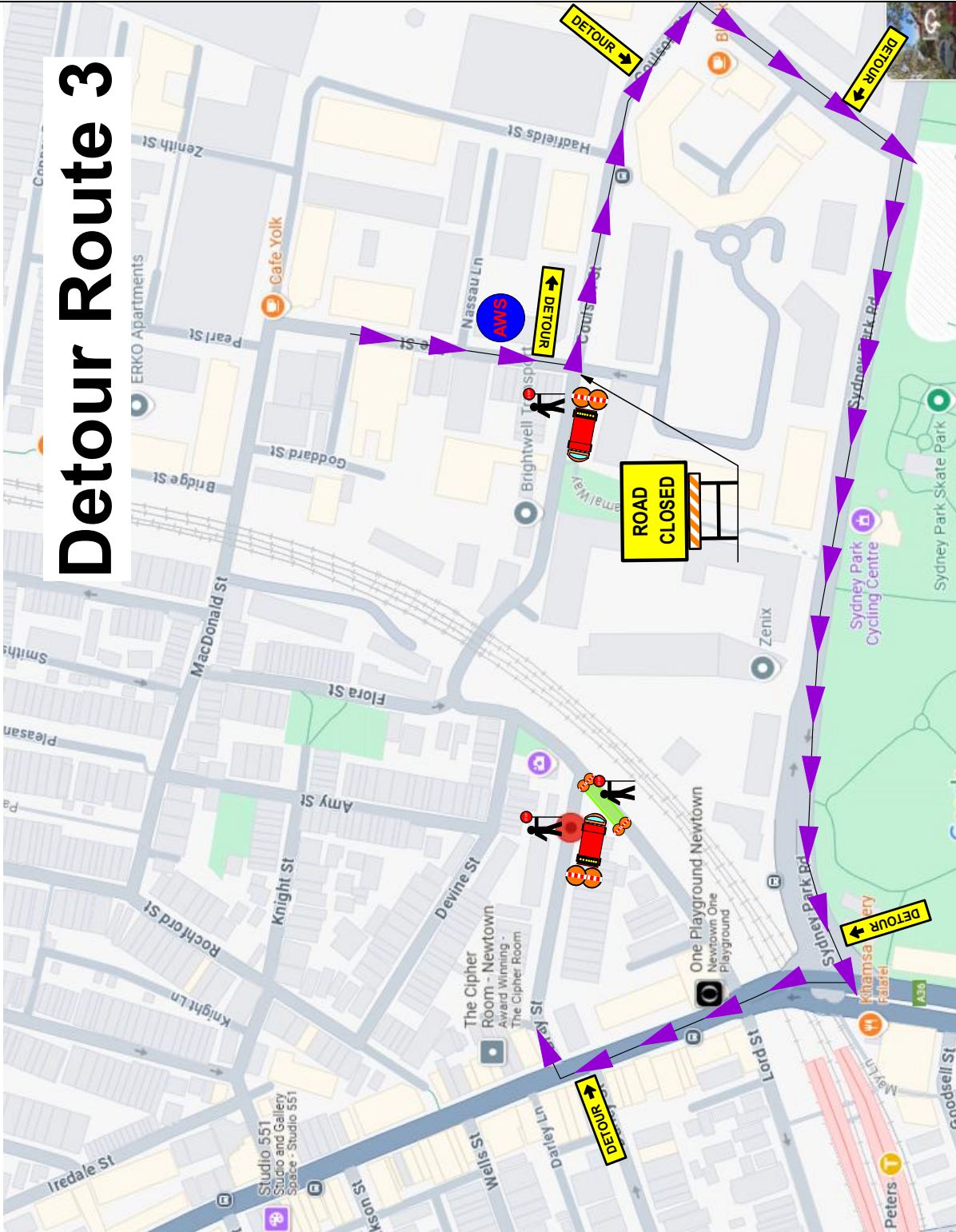
Detour Route 2



Legend

- Advanced Warning Signs
- Bollard
- Pedestrian Tape
- sign single
- Traffic Control Vehicle
- Traffic Controller
- Vehicle Ingress
- Work Closure Zone

Detour Route 3



Legend

- Advanced Warning Signs
- Bollard
- Pedestrian Tape
- sign single
- Traffic Control Vehicle
- Traffic Controller
- Vehicle Ingress
- Work Closure Zone

Item 15.**Road Works - Temporary Road Closure - Mentmore Avenue Rosebery**

TRIM Container No.: 2025/542317

Recommendations

It is recommended that the Committee review the temporary road closure of Mentmore Avenue, Rosebery, between Epsom Road and Cressy Street (two lanes), from 7am to 6pm on Monday 20 October 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 19 December 2025 as a contingency date.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

Advice

Advice will be updated after the meeting.

Background

Killard Infrastructure Pty Ltd has applied for the temporary road closure of Mentmore Avenue, Rosebery, between Epsom Road and Cressy Street (two lanes), from 7am to 6pm on Monday 20 October 2025.

Comments

The proposed temporary road closure is required to enable construction of new sewer and manholes along the street.

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).

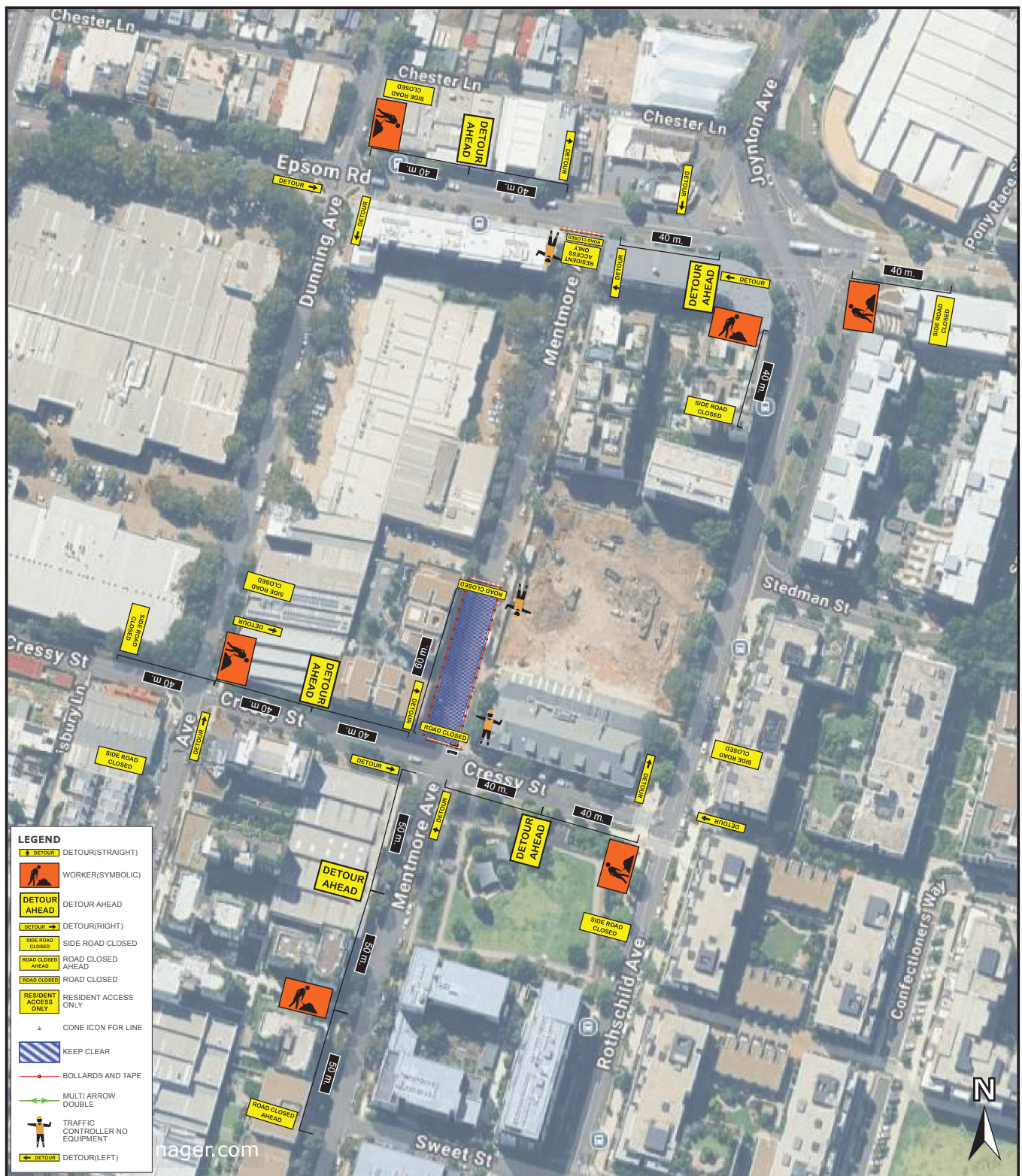
Consultation

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

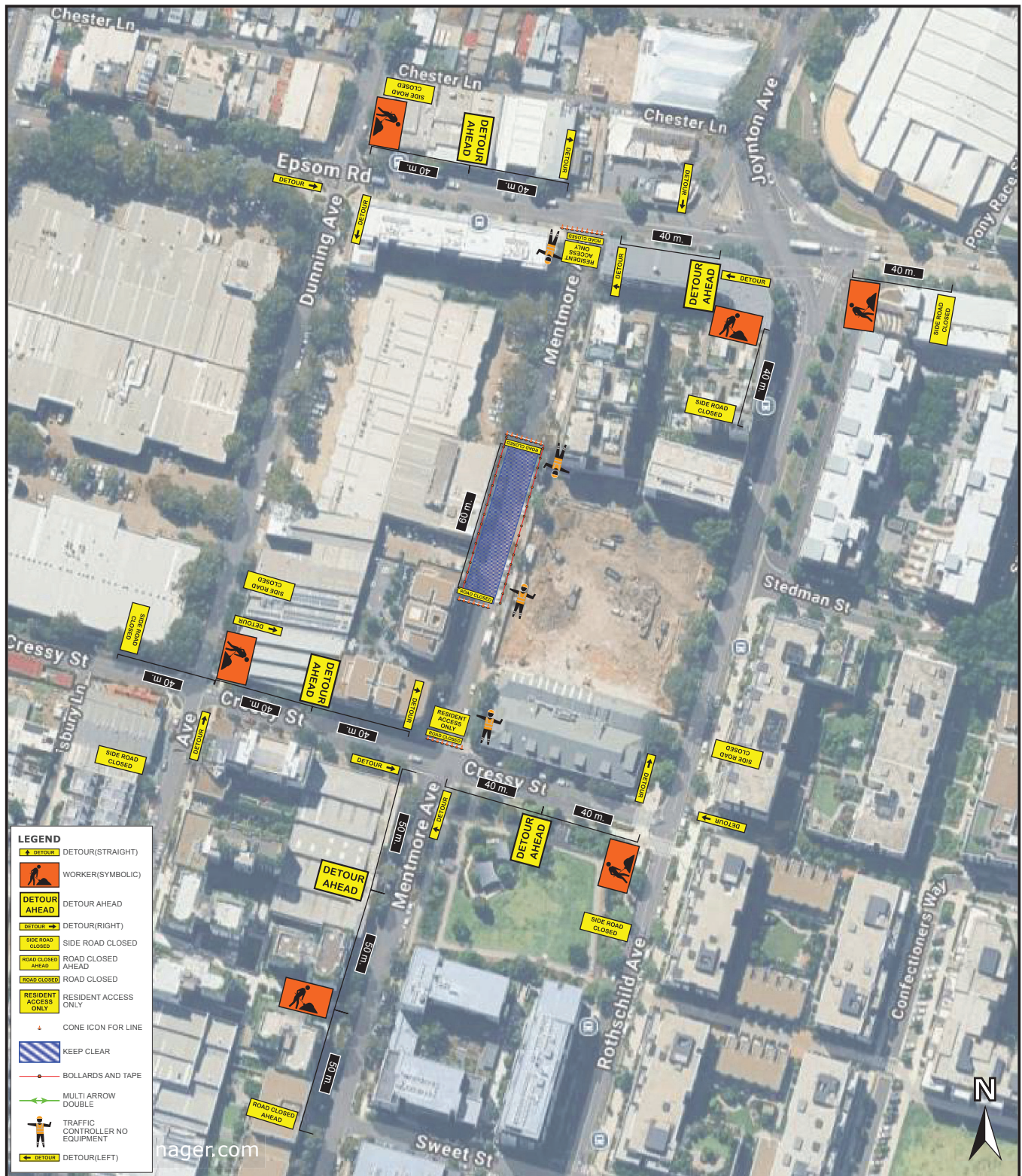
Financial

All costs associated with the proposed [choose an item] will be borne by the applicant.

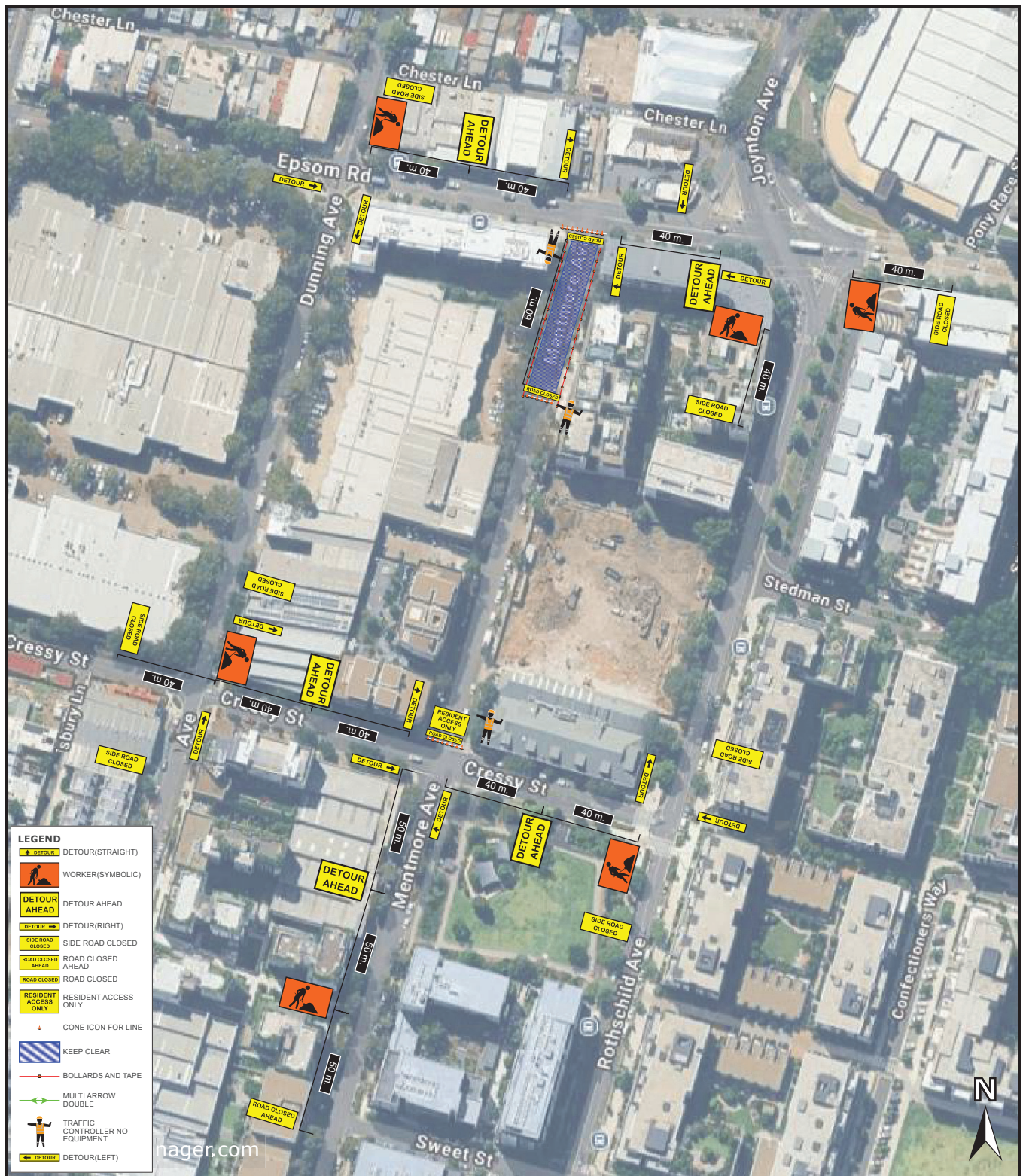
SHAN SHANMUGALINGAM



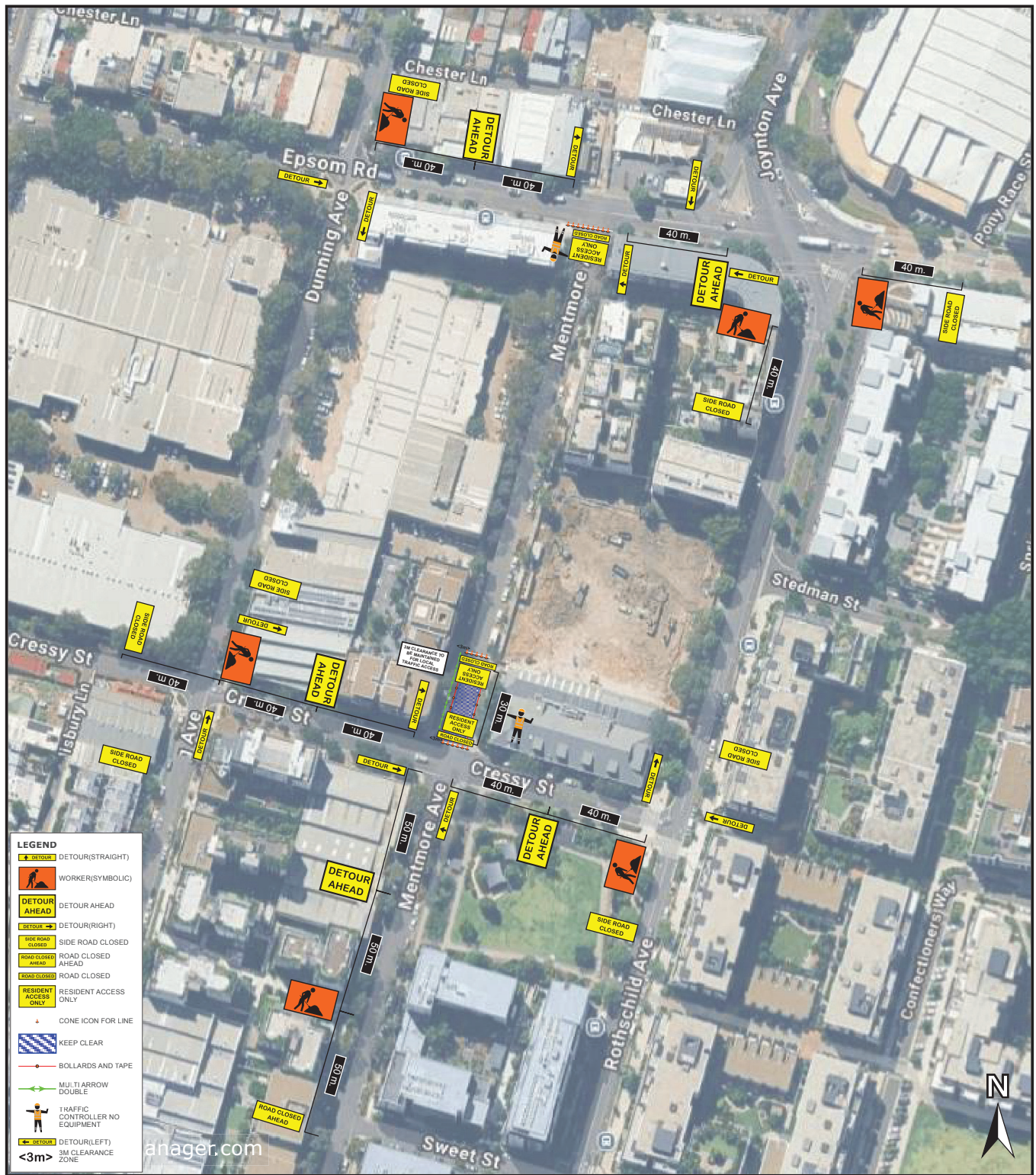
Plan #: TGS 01		Location: Rosebery		Title: Mentmore Avenue			
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.				On-Site Contact: Rachel O'Brien			
				Site Induction:		Date Drawn: 2025-08-26T00:00:00	
				License #: TCT1028220		Drawn By: Rachel O'Brien	
				Date and Time of Project: 58			
Posted Speed: 50/40		Reduced Speed: N/a		Revision: REV01			
Signature: 		0255075100m Scale 1:2713 					



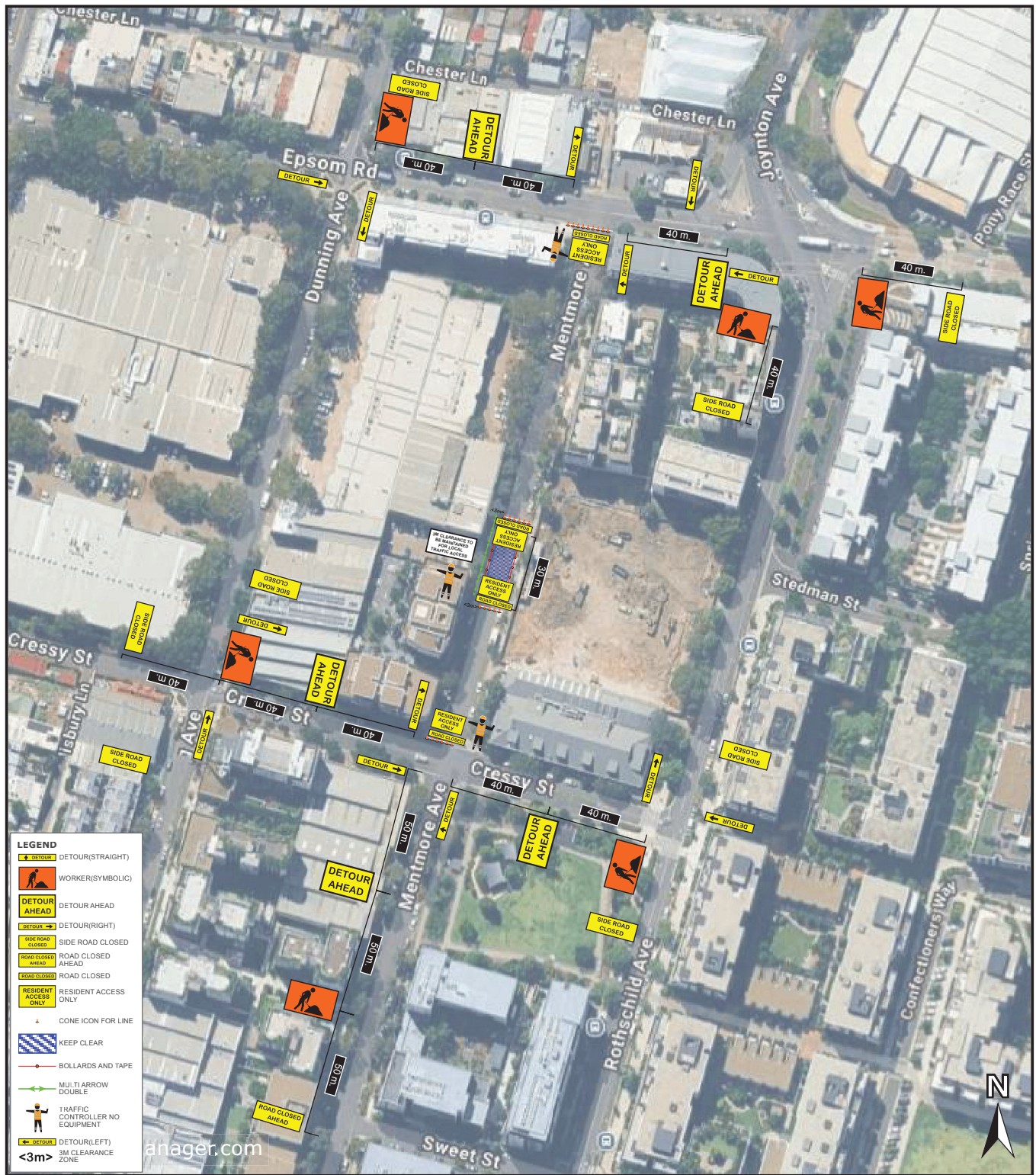
Plan #: TGS 02		Location: Rosebery		Title: Mentmore Avenue	
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.			On-Site Contact: Rachel O'Brien		0255075100m Scale 1:2713 
			Site Induction:	Date Drawn: 2025-08-26T00:00:00	
			License #: TCT1028220	Drawn By: Rachel O'Brien	
			Signature: 		
Posted Speed: 50/40	Reduced Speed: N/a	Revision: REV01	Date and Time of Project: 59		



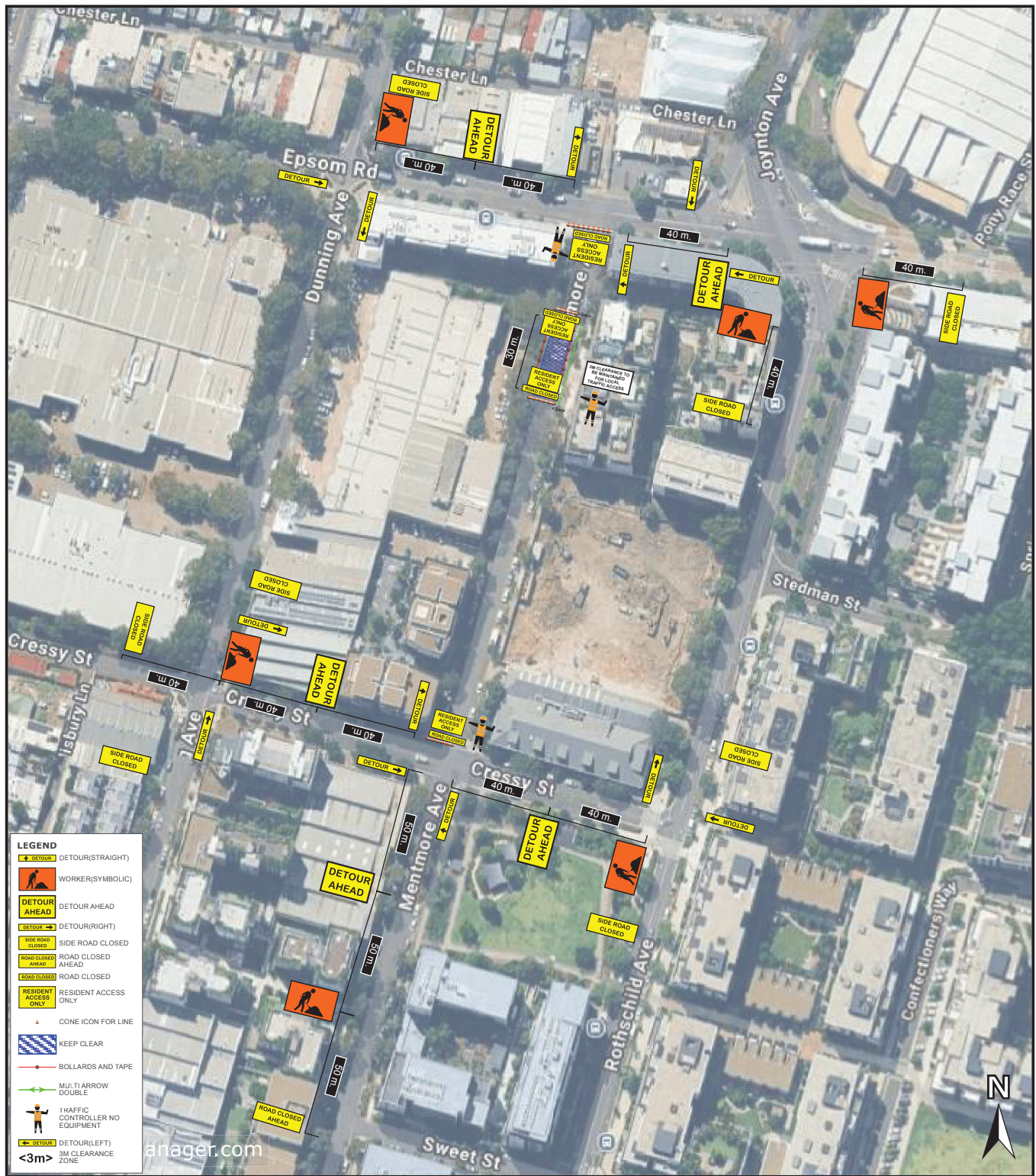
Plan #: TGS 03		Location: Rosebery		Title: Mentmore Avenue			
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.				On-Site Contact: Rachel O'Brien			
				Site Induction:		Date Drawn: 2025-08-26T00:00:00	
				License #: TCT1028220		Drawn By: Rachel O'Brien	
				Posted Speed: 50/40		Reduced Speed: N/a	
Signature: 		Date and Time of Project: 60		0255075100m Scale 1:2713 			



Plan #: TGS 01 MH		Location: Rosebery		Title: Mentmore Avenue	
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. 3m clearance to be maintained at all times for local traffic/resident access. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.			On-Site Contact: Rachel O'Brien		0255075100m Scale 1:2713 
			Site Induction:	Date Drawn: 2025-08-26T00:00:00	
			License #2: TCT1028220	Drawn By: Rachel O'Brien	
			Posted Speed: 50/40	Reduced Speed: N/a	



Plan #: TGS 02 MH		Location: Rosebery		Title: Mentmore Avenue	
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. 3m clearance to be maintained at all times for local traffic/resident access. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.				On-Site Contact: Rachel O'Brien	
				Site Induction: Date Drawn: 2025-08-26T00:00:00	
				License #: TCT1028220 Drawn By: Rachel O'Brien	
				Posted Speed: 50/40 Reduced Speed: N/a Revision: REV01 Signature: 	
				Date and Time of Project: 62 0255075100m Scale 1:2713 	



Plan #: TGS 03 MH		Location: Rosebery		Title: Mentmore Avenue		
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. 3m clearance to be maintained at all times for local traffic/resident access. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.				On-Site Contact: Rachel O'Brien		0255075100m Scale 1:2713 
				Site Induction:	Date Drawn: 2025-08-26T00:00:00	
				License #: TCT1028220	Drawn By: Rachel O'Brien	
				Posted Speed: 50/40	Reduced Speed: N/a	



Plan #: TGS 04 MH		Location: Rosebery		Title: Mentmore Avenue	
Notes: Work Hours: This plan may be implemented day or night. Dayshift: Monday-Friday 7am-6pm and Saturday 8am-1pm. For Night works, Adequate lighting must be provided. Times and Dates subject to change. Road Closure in place. Parking lane to be taken prior to works. Traffic Controllers to assist pedestrians around work area, as required. Pedestrian signage and delineation to be installed as necessary. All Signs & Devices in accordance with Australian Standards AS1742.03 and the TCAWS6.1. All signs used in TGS to be A Size. Local Constraints may not allow signage and devices to be implemented according to the TGS. However, Signage must be implemented in accordance with section 7.10.03 of TCAWS 6.1. This work is done in stages. This plan is not to scale. PWZ holders may amend plans, after consultation with Traffic Manager.			On-Site Contact: Rachel O'Brien		0255075100m Scale 1:3326 
			Site Induction:	Date Drawn: 2025-08-26T00:00:00	
			License #: TCT1028220	Drawn By: Rachel O'Brien	
			Signature: 		
Posted Speed: 50/40	Reduced Speed: N/a	Revision: REV01	Date and Time of Project: 64		

Item 16.**Road Works - Temporary Road Closures - Albert Street, Erskineville**

TRIM Container No.: 2025/597213

Recommendations

It is recommended that the Committee review the temporary road closures of Albert Street, Septimus Street, John Street, Erskineville, between Erskineville Road and Charles Street from Thursday 16 October 2025 to 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 must contact the Inner West PAC to discuss deployment of user pay police for the road closures.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.

Advice

Advice will be updated after the meeting.

Background

The City has applied for the temporary road closures of Albert Street, Septimus Street, John Street, Erskineville, between Erskineville Road and Charles Street, from Thursday, 16 October 2025 to construct traffic treatments.

Comments

The proposed temporary road closures are required to enable the construction of Continuous Footpath Treatments in John Street and Septimus Street, at Albert Street.

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

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

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

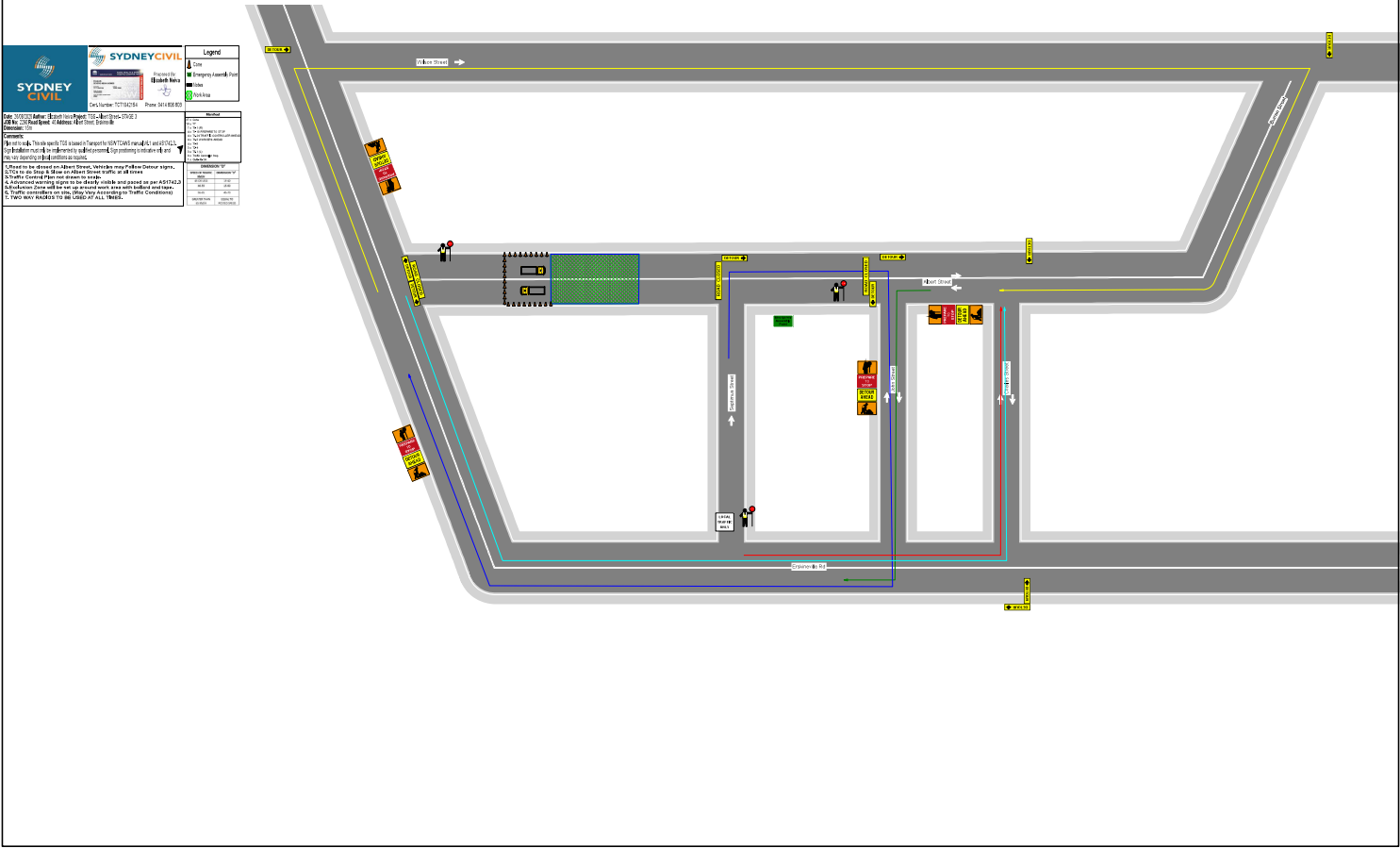
Consultation

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

Financial

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

LISA XU, PROGRAM COORDINATOR



Item 17.**Works Zone - Harris Street, Pyrmont**

TRIM Container No.: 2025/542099

Recommendations

It is recommended that the Committee review the reallocation of the kerb space on the western side of Harris Street, between the points 49.2 metres and 63.7 metres south of John Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" & "1/4P Free, 1P Ticket Permit Holders Excepted Area 20 All Other Times", subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

The applicant has requested a 14.5 metre long Works Zone in Harris Street, Pyrmont.

The Works Zone is to facilitate construction works at 67 Harris Street, Pyrmont.

Comments

The kerb space on the western side of Harris Street, Pyrmont south of Johnn Street is currently signposted as "1/4P Free, 1P Ticket Permit Holders Excepted Area 20 All Other Times" where the proposed works zone is to be installed.

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 1P Ticket Permit Holders Excepted 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.

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER - NORTH

Harris Street, Pyrmont
Proposed parking changes



Existing

-  "No Stopping"
-  "Bus Zone"
-  "1/4P Free, 1P Ticket Permit Holders Excepted Area 20"
-  Driveway

Proposed

-  "Works Zone 7.30am-530pm Mon-Fri, 7.30am-3.30pm Sat" &
- "1/4P Free, 1P Ticket Permit Holders Excepted Area 20 All Other Times"

Item 18.**Work Zone - Balfour Street, Chippendale**

TRIM Container No.: 2025/539560

Recommendations

It is recommended that the Committee review the reallocation of the kerb space on the western side of Balfour Street, Chippendale, between the points 8.2 metres and 19.2 metres south of Little Queen Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “2P Ticket 5.30 -10pm Mon-Fri, 3.30-10pm Sat, 8am-10pm Sun Permit Holders Excepted Area 32”, 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 Works Zone is limited to medium ridged up to 8.8 metres.

Advice

Advice will be updated after the meeting.

Background

MDA Projects Pty Ltd has requested an 11 metre long Works Zone in Balfour Street, Chippendale.

The Works Zone is to facilitate construction works at 51 Balfour Street, Chippendale.

Comments

The kerb space on the western side of Balfour Street, Chippendale between Little Queen Street and Teggs Lane is currently signposted as “2P Ticket 8am-10pm Permit Holders Excepted Area 32”.

The Works Zone is intended to operate from “Works Zone 7.30am-5.30pm Mon – Fri, 7.30am-3.30pm Sat” in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to 2P Ticket/Permit 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.

VICKI CALLEJA. ENGINEERING TRAFFIC OFFICER

Balfour Street, Chippendale
Proposed Works Zone



Existing

- “No Stopping”
- “2P Ticket 8am-10pm
Permit Holders Excepted
Area 32”

Proposed

“Works Zone
7.30am-5.30pm Mon – Fri,
7.30am-3.30pm Sat”

And

“2P Ticket 5.30 -10pm Mon-Fri,
3.30-10pm Sat, 8am-10pm Sun
Permit Holders Excepted Area 32”

75

not to scale

Item 19.**Works Zone - Forest Street, Forest Lodge**

TRIM Container No.: 2025/540204

Recommendations

It is recommended that the Committee review the allocation of the kerb space on the western side of Forest Street, Forest Lodge, between the points 41.5 metres and 51.5 metres south of St Johns Road as 'Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat' and '1P Ticket 5.30pm-10pm Mon-Fri 3.30pm-10pm Sat, Permit Holders Excepted Area G', 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

Premier Construction has requested a 10 metre long Works Zone in Forest Street, Forest Lodge.

The Works Zone is to facilitate construction works at 20-22 Forest Street.

Comments

The kerb space on the western side of Forest Street, Forest Lodge between St Johns Road and Arundel Street and is currently signposted as '1P Ticket 8am-10pm Mon-Sat Permit Holders Excepted Area G'.

The Works Zone is intended to operate from 7.30am-5.30pm Monday-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 '1P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Saturday Permit Holders Excepted Area G'.

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

Consultation

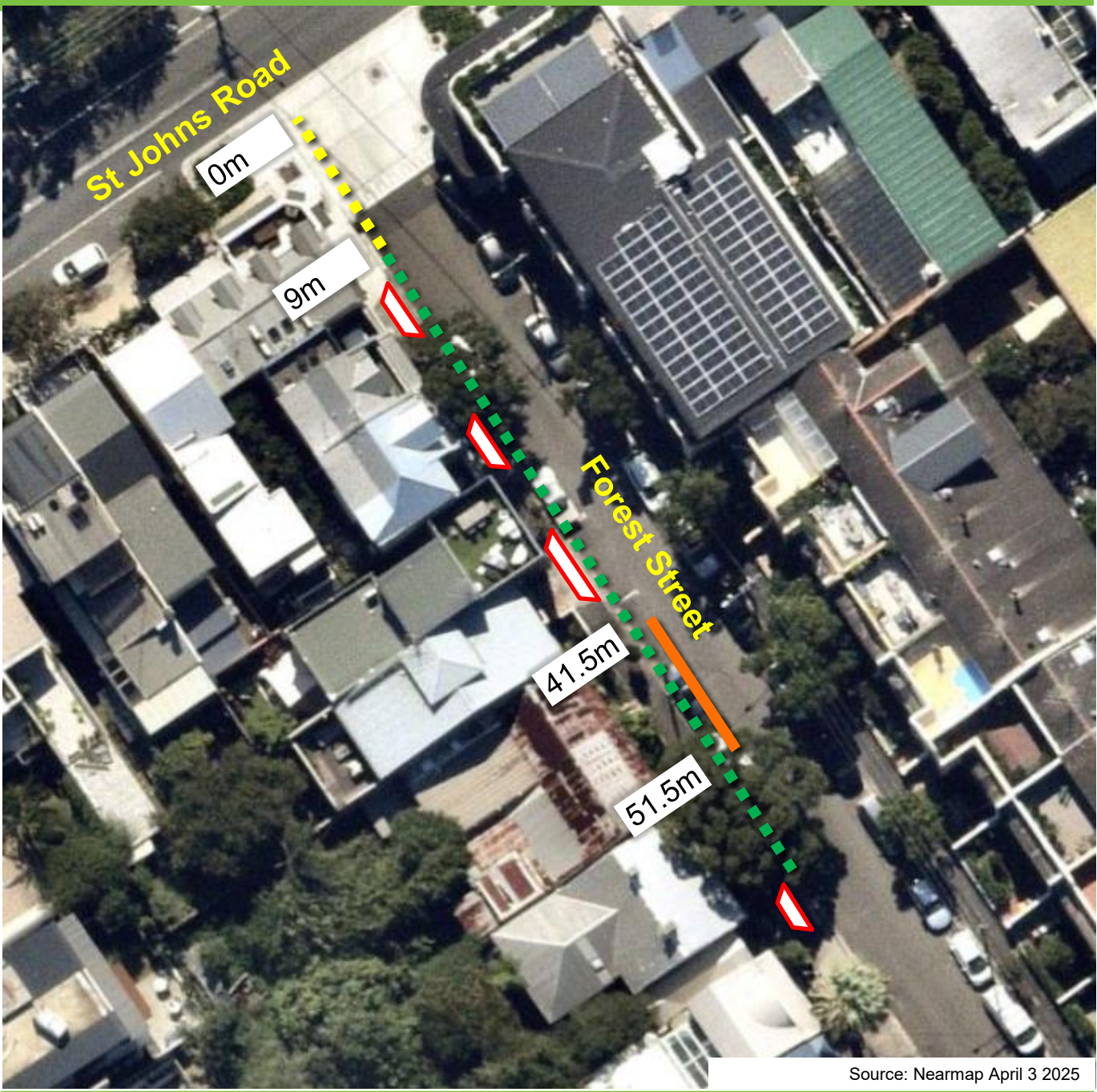
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Forest Street, Forest Lodge
Works Zone Proposal



Existing



No Stopping



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



Driveway

Proposed



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

1P Ticket 5.30pm-10pm Mon-Fri,
3.30pm-10pm Sat, Permit Holders
Excepted Area G

78



not to scale

Item 20.**Works Zone - Victoria Street, Beaconsfield**

TRIM Container No.: 2025/564823

Recommendations

It is recommended that the Committee review the allocation of the kerb space on the western side of Victoria Street, Beaconsfield between the points 74.7 metres and 88.7 metres south of Reserve 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 Works Zone is limited to Heavy Rigid Vehicle up to 12.5 metre in length of vehicle.

Advice

Advice will be updated after the meeting.

Background

RBOX Pty Ltd has requested a 14 metre long Works Zone in Victoria Street, Beaconsfield.

The Works Zone is to facilitate construction works at 120 Victoria Street.

Comments

The kerb space on the western side of Victoria Street, Beaconsfield south of Reserve Street, where the Works Zone is proposed, is currently unrestricted for parking.

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

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

Consultation

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

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Victoria Street, Beaconsfield
Proposed Works Zone



Existing

■ ■ ■ Unrestricted Parking

Proposed

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

Item 21.**Parking - No Stopping, No Parking and Timed Parking - Young Lane, Redfern**

TRIM Container No.: 2025/506399

Recommendations

It is recommended that the Committee review the following reallocation of parking on the eastern side of Young Lane, Redfern north of Cooper Street:

- Between the points 10 metres and 19 metres as "1P 8am-10pm Mon-Tues & Thurs-Sat Permit Holders Excepted Area 41" and "No Parking 6am-6pm Wed Only".
- Between the points 19 metres and 23 metres as "No Stopping".

Advice

Advice will be updated after the meeting.

Background

The Development Application for 2 Cooper Street, Redfern (D/2025/231) requires that the Applicant submits a signage plan for kerbside parking arrangements along the site's frontage in Young Lane, Redfern to be referred to the Local Pedestrians, Cycling and Traffic Calming Committee.

Comments

The City has approved the redevelopment of 2 Cooper Street, Redfern (D/2025/231).

The site frontage along Young Lane, where the changes are proposed, is currently signposted as "No Parking 6am-6pm Wed Only" to enable unrestricted access for service vehicles on bin days.

It is proposed to install parking restrictions to reflect the change in adjacent land use. To align parking with adjacent restrictions, it is proposed to install "1P 8am-10pm Mon-Tues & Thurs-Sat Permit Holders Excepted Area 41" and "No Parking 6am-6pm Wed Only".

Young Lane has a total road width of approximately 4.8 metres. However, when vehicles are parked along the lane, the available travel lane is reduced to just 2.7 metres. This restricted width is insufficient to accommodate service vehicles, particularly during bin collection days, resulting in access and operational challenges.

The "No Parking 6am-6pm Wed Only" restrictions will be retained in Young Lane to accommodate service vehicles on bin collection days.

"1P 8am-10pm Mon-Sat Permit Holders Excepted Area 41" restrictions is proposed outside of bin collection days to align with the adjacent restrictions in the area.

It is also proposed to install "No Stopping" where the new driveway to the development is proposed.

Consultation

The Applicant must notify adjacent properties at least seven days to the implementation of the changes.

Financial

All cost associated with the development will be borne by the Applicant.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Young Lane, Redfern
Proposed parking changes



Source: Nearmaps

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "No Parking 6am-6pm Weds Only"

Proposed

- "No Stopping"
- "1P 8am-10pm Mon-Tues & Thurs-Sat Permit Holders Excepted Area 41", "No Parking 6am-6pm Wed Only"
- Driveway



Item 22.**Parking - No Stopping - Mason Street, Camperdown**

TRIM Container No.: 2025/496590

Recommendations

It is recommended that the Committee review the allocation of parking on the southern side of Mason Street, Camperdown between the points 20.5 metres and 23 metres east of Mallett Street as No Stopping.

Advice

Advice will be updated after the meeting.

Background

A resident of Mallett Street, Camperdown has requested consideration of "No Stopping" in Mason Street in front of the fire escape of 6-10 Mallett Street to prevent vehicles from blocking the exit.

Comments

The kerb space on the southern side of Mason Street, Camperdown between Mallett Street and Layton Street, where the changes are proposed, is currently unrestricted for parking.

On-site inspection shows there is a need to provide a 'No Stopping' restriction to prevent vehicles from blocking the fire escape exit.

Consultation

The City notified local residents and businesses in the area. There were 453 letters sent out with zero responses supporting the proposal and zero responses opposing the proposal.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Mason Street, Camperdown Proposed Parking Changes



Source: Nearmap 6 December 2020

Existing

-  No Stopping
-  Unrestricted parking

 Driveway

Proposed

-  No Stopping

Item 23.**Parking - No Parking, No Stopping, P15 minute, Traffic Treatments - Kent Street, Argyle Street, Watson Road, Upper Fort Street, Millers Point****TRIM Container No.: 2025/471946****Recommendations**

It is recommended that the Committee review the following reallocation of parking and traffic treatments in Millers Point:

- (A) On the northern side of Argyle Street between the points 18 metres and 24 metres (one car space) east of Argyle Place as "No Parking Council Vehicles Excepted".
- (B) On the southern side of Argyle Street between the points 51 metres and 75 metres (four car spaces) east of Watson Road as "No Parking 8.30-9am 3-3.30pm (School Days) and "Bus Zone All Other Times".
- (C) On the southern side of Argyle Street between the points 119 metres and 179 metres (ten car spaces) east of Watson Road as "P15 Minute 8am-6pm Mon-Fri" and "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 16".
- (D) On the southern side of Watson Road between the points 38 metres and 137 metres (17 car spaces) east of Argyle Street as "No Stopping".
- (E) On the eastern side of Upper Fort Street between the points 0 metres and 38 metres (six car spaces) south of Watson Road as "P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Stopping 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".
- (F) Installation of a raised pedestrian crossing on Watson Road east of Argyle Street next to the Watson Road Steps.
- (G) Raise the existing at-grade pedestrian crossing on Watson Road north of Upper Fort Street in front of the pedestrian tunnel to leading to the Sydney Harbour Bridge and Cumberland Street.
- (H) Installation of a raised pedestrian crossing on the Observatory Access Road at its intersection with Upper Fort Street.
- (I) Installation of a "No Entry Authorised Vehicles Excepted" and "Bicycles Excepted" restrictions along Upper Fort Street south of the Sydney Observatory Access Road.
- (J) Installation of a "Give Way" control on the southern section of Upper Fort Street at its intersection with Sydney Observatory Access Road.
- (K) Changes to the intersection controls at the Observatory Access Road and Upper Fort Street intersection. Designate Observatory Access Road and Upper Fort Street

(southbound) as the major road, and Upper Fort Street (northbound) as the minor road.

Advice

Advice will be updated after the meeting.

Background

In February 2024, the NSW Government completed the upgrade of Fort Street Public School (FSPS) to support increasing enrolments and enhance learning environments. The redevelopment included new classrooms, play areas, and an internal pick-up and drop-off (PUDO) zone.

Since the school's reopening, the FSPS community has raised safety concerns about the internal PUDO zone located within the school's premises. The internal PUDO zone is located close to the school's play area, increasing the risk of conflicts between vehicles and children. Concerns were also raised about the increased interactions between cyclists, vehicles, and pedestrians in Upper Fort Street, which is a key cycle route connecting the Kent Street Cycleway to the Sydney Harbour Bridge.

In response to the community's concerns, School Infrastructure NSW (SI), the Department of Education (DoE), and the City have worked collaboratively to relocate the internal PUDO zone to nearby streets surrounding FSPS.

Comments

Site visits and discussions with SI, DoE and FSPS revealed that the school's internal PUDO zone poses a significant risk to student and staff safety. The internal PUDO zone is located next to the school's play area and there's been reported near misses between cars and students on several occasions.

Assessment undertaken showed that approximately 60 students travel to/from the FSPS by car. The assessment also revealed that the operating window for PUDO at school times was between 8.30-9am and 3-3.30pm.

Based on a conservative assumption that each vehicle transports one student, the total number of vehicle movements during school times is estimated to be 60 vehicles. However, this number may be lower due to carpooling and siblings attending the same school, which can result in multiple students travelling in a single vehicle.

To mitigate these risks and improve overall safety, it is proposed that the internal PUDO zone be permanently closed and satellite PUDO zones be implemented on the southern side of Argyle Street, east of Watson Road.

Proposed "Kiss and Drop" (No Parking) zone - Refer to Plan 1

The kerb space on the southern side of Argyle Street east of Watson Road where the "Kiss and Drop" zone is proposed is currently signposted as "Bus Zone". It is proposed to

reallocate 24 metres of "Bus Zone" (four car spaces) to "No Parking 8.30-9am 3-3.30pm (School Days) and "Bus Zone All Other Times".

The "Kiss and Drop" times were chosen following discussions with SI and FSPS. Surveys revealed that majority of families drop off their children between 8.30-9am and pick-up in the afternoon between 3-3.30pm.

The parking changes would allow families to stop briefly to pick-up and drop-off (PUDO) their children during the AM and PM school times. In a "No Parking" zone drivers can stop of a maximum time limit of two minutes and must not be more than three metres from their vehicle.

Following the designated "Kiss and Drop" periods, the kerb space will revert to a "Bus Zone". To ensure the area remains clear of buses during "Kiss and Drop" times, the City will coordinate with bus operators to ensure their drivers do not park in the allocated "Kiss and Drop" zone during the respective morning and afternoon PUDO times.

The proposal has been discussed with Transport for NSW (TfNSW), who have raised no objections.

Proposed P15min Pick-Up and Drop-off Zone - Refer to Plan 1

The kerb space on the southern side of Argyle Street, Millers Point east of Watson Road where the parking changes are proposed is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16".

It is proposed to reallocate 60 metres of ticket parking (ten car spaces) to "P15 Minute 8am-6pm Mon-Fri" and "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 16". The ten P15min parking spaces would allow families to park and walk their children to school.

An assessment undertaken indicated that it takes approximately 15 minutes for families to travel between the P15min zone and FSPS. Therefore, the existing P15min parking spaces are considered sufficient to support parent PUDO activities during school times.

The walking route from the Kiss and Drop and P15min zones to FSPS follows a safe and direct path. It begins along the footpath on the southern side of Argyle Street, continues up the Watson Road steps, then along the footpath on the northern side of Watson Road. Pedestrians cross at the designated crossing at the intersection of Watson Road and Upper Fort Street and proceed along the footpath on the western side of Upper Fort Street, leading directly to FSPS.

Other Parking Changes

- **No Parking Council Vehicles Excepted - northern side of Argyle Street - Refer to Plan 1**

The kerb space on the northern side of Argyle Street east of Argyle Place where the parking changes is proposed is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16". It is proposed to reallocate 6 metres of ticket parking (one car space) to "No Parking Council Vehicles Excepted" to allow Council staff to service the Abraham Mott Hall and nearby amenities.

The council parking space was originally located on Watson Road which was removed to accommodate the proposed footpath widening.

- **No Stopping - southern side of Watson Road - Refer to Plan 2**

The kerb space on the southern side of Watson Road where the parking change are proposed is signposted as "No Stopping", "No Parking Council Vehicles Excepted" and "P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Parking 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".

To improve pedestrian access and create additional space for people walking, it is proposed to widen the footpath on the southern side of Watson Road. To accommodate the proposal, approximately 99 metres of parking (17 car space) will be reallocated to "No Stopping". The widened footpath will enhance safety for students walking to/from Fort Street Public School, and for visitors to the area.

- **No Stopping at school PUDO times - eastern side of Upper Fort Street - Refer to Plan 3**

The kerb space on the eastern side of Upper Fort Street where the parking changes are proposed is currently signposted as " P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Parking 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".

To discourage families from using Upper Fort Street during school PUDO times, it is proposed to reallocate the existing "No Parking" restrictions to "No Stopping" during the school PUDO times.

The P10 restrictions are maintained to provide parking access for families attending before and after school care services.

The parking change aims to reduce traffic volumes along Upper Fort Street at school times, thereby improving pedestrian safety for students walking to and from Fort Street Public School and minimising the risk of conflicts between vehicles and bicycle riders.

Traffic Treatments

- **Raised pedestrian crossing - Refer to Plan 4, Plan 5 and Plan 6**

The following traffic treatments are proposed:

- A raised pedestrian crossing on Watson Road next to Watson Road Steps;
- Raise the existing at-grade pedestrian crossing on Watson Road in front of the tunnel leading to the Sydney Harbour Bridge and Cumberland Street.
- A raised pedestrian crossing on Observatory Access Road, west of Upper Fort Street

Installing raised pedestrian crossings at the above locations would significantly enhance pedestrian safety and accessibility, particularly for students attending Fort Street Public School. The raised crossing acts as a traffic calming measure by encouraging lower vehicle speeds, improving driver awareness of pedestrian activity, and providing a more visible and defined crossing point. Additionally, it supports safer walking routes for school children and other pedestrians, reduces the likelihood of vehicle-pedestrian conflicts, and contributes to a more walkable and people friendly streetscape.

- **Road closure, Give Way control and changes to intersection layout - Refer to Plan 7**

Following the relocation of the internal PUDO zone at FSPS, the need for vehicles to access the school directly will be significantly reduced. To support this change and enhance pedestrian safety, it is proposed to close the section of Upper Fort Street south of the Observatory Access Road to general traffic. Access would be restricted to authorised vehicles only, such as maintenance and emergency services, thereby creating a safer and more pedestrian and bicycle friendly environment around the school.

To support the proposed road closure, the intersection layout at Observatory Access Road and Upper Fort Street will be modified. Under the new configuration, Observatory Access Road and Upper Fort Street (north of the closure) will form the major road, while Upper Fort Street (south of the closure) will become the minor road. This change will reinforce the restricted access arrangement and improve overall traffic flow and safety at the intersection

Consultation

In August 2025, the City consulted the community on a proposal to relocate FSPS's internal PUDO to surrounding streets. In addition to the proposed parking changes outlined in the report, the proposal also included reallocating four existing parking spaces on the eastern side of Kent Street near Agar Steps into a "Kiss and Drop" (No Parking) zone.

The City consulted local residents and businesses in the area on the August 2025 proposal. There were 478 letters sent out with nine submissions received providing feedback on the proposal.

The City reviewed the submissions received and developed a revised proposal, which is presented in this report. The updated plan removes the previously proposed parking changes on Kent Street and instead relocates the four "Kiss and Drop" (No Parking) spaces to the southern side of Argyle Street. These spaces will be implemented as P15min parking zones to better support short-term school pick-ups and drop-offs.

The City has scheduled the delivery of a footpath extension along the Observatory Access Road in the Capital Works Program. The footpath extension would provide a safer walking route for pedestrians, students, and visitors travelling between Agar Steps and Upper Fort Street. This improvement is expected to be completed by the end of June 2026.

Following the completion of the footpath extension, the City will reassess the Kent Street PUDO proposal to ensure it aligns with the FSPS community requirements.

The City has notified the submitters on the original proposal about the revised proposal. As the changes directly respond to community feedback, additional consultation on the revised proposal was not considered necessary.

The summary of the submissions received on the original proposal, and the City's response are provided in the following table.

Table 1 - Summary of submissions received on the original proposal

No.	Support/ Objection / Feedback	Summary of submission	COS Response
1	Support	- Supports the parking changes for an alternative PUDO location and traffic treatment proposal to improve safety for students during the school PUDO times. - The proposals would remove the conflicts between vehicles, bike riders and students on Upper Fort Street outside FSPS during the school PUDO times.	Noted
2	Objection to the parking change proposals in Kent Street	- Objects to the parking changes in Kent Street as it would increase traffic and road safety issues in the area. - Concerned about students being dropped off away from the Kiss and Drop zones due to the spaces being occupied. Students may need to cross the road putting them at risk from passing vehicles. - Recommends the NSW Government accelerates the construction of the cycle lane on the southern side of the bridge	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed parking changes on Kent Street have been removed. - Given that the delivery of the cycleway on the southern side of the bridge is under the jurisdiction of the NSW Government, the City will continue to advocate the NSW Government to deliver this important connection.
3	Support – Traffic treatments to improve pedestrian safety in the area	Submissions raised concerns about the PUDO zones on Kent Street. The PUDO zones would create congestion and confusion leading to overtaking movements increasing the risk of conflicts with	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed

No.	Support/ Objection / Feedback	Summary of submission	COS Response
	Objection – PUDO zones on Kent Street	pedestrian and other vehicles in the street. • Loss of permit parking for residents. • Kent Street PUDO would not be safe for students who would be unsupervised. • Students are required to walk along the Observatory Access Road putting them at risk from passing vehicles. • Recommended additional PUDO zone in Cumberland Street near the SHB tunnel that leads to Upper Fort Street. • Recommended convert the Harbour Bridge storage area next to Upper Fort Street as a PUDO zone.	parking changes on Kent Street have been removed. • With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. • The section of Cumberland Street in the vicinity of the SHB tunnel is under the jurisdiction of Place Management NSW (PMNSW). The City can refer the request to PMNSW for their considerations. • The Harbour Bridge storage area next to Upper Fort Street is not recommended as a PUDO zone due to road safety issues.
4	Supports the traffic treatments to improve pedestrian safety Objects to the parking changes in Kent and Argyle Streets.	• Submission supports improving PUDO for the school but objects to the proposed parking changes as it would increase traffic and road safety issues in the area. • Requests that if the City proceeds with the proposal, School Crossing supervisors should be provided at the crossing on Argyle and Kent Streets.	• The provision of a School Crossing Supervisor falls under the jurisdiction of the TfNSW. • The City understands that the TfNSW are currently working on a proposal to extend the School Zone onto Argyle Street. Once the School Zone extension is in place, the TfNSW will be able to consider assigning a School Crossing Supervisor to the area.

No.	Support/ Objection / Feedback	Summary of submission	COS Response
			The revised proposal presented in this report reflects the feedback received through community submissions. As part of the update, the previously proposed parking changes on Kent Street have been removed.
5	Supports the closure of the PUDO inside the school grounds	- Supports the closure of the PUDO inside the school grounds - Raised the issue of the lack of footpath along the Observatory Access Road. - Students are required to walk along the road putting them at risk from passing vehicles. - Concerned that the number of PUDO spaces provided may not be sufficient and may lead to congestion, frustration putting children at risk of conflicts with passing vehicles.	- The revised proposal presented in this report reflects the feedback received through community submissions. As part of the update, the previously proposed parking changes on Kent Street have been removed. - If the parking changes supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options.
6	Supports the closure of the PUDO inside the school grounds	- Raised the issue of the lack of footpath along the Observatory Access Road. - Students are required to walk along the road putting them at risk from passing vehicles. - Requests for traffic control personnel to be stationed along the Access Road to	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed parking changes on Kent

No.	Support/ Objection / Feedback	Summary of submission	COS Response
		assist students walking from Agar Steps to FSPS. - Recommended additional PUDO zone in Cumberland Street near the SHB tunnel that leads to Upper Fort Street. - Raised concerns about the risk of conflicts between vehicles and students along Upper Fort Street at school PUDO times.	Street have been removed. - With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. - If the parking changes are supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options. - The section of Cumberland Street in the vicinity of the SHB tunnel is under the jurisdiction of Place Management NSW (PMNSW). The City can refer the request to PMNSW for their consideration. - As part of the update, the previously proposed parking changes on Kent Street have been removed. - With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the

No.	Support/ Objection / Feedback	Summary of submission	COS Response
			Observatory Access Road to travel between the PUDO zone and Fort Street Public School.
7	Supports the closure of the PUDO inside the school grounds Feedback on PUDO zones	- Supports the closure of the PUDO inside the school grounds and traffic treatments to improve pedestrian safety. - Raises concerns about potential traffic issues resulting from the PUDO proposals in Kent and Argyle Streets. - Raised concerns about the risk of conflicts between vehicles and students along Upper Fort Street at school PUDO times. - Requests removing the Bus Zone along Argyle Street to create more PUDO spaces. - Requests for traffic control personnel to be stationed along the Access Road to assist students walking from Agar Steps to FSPS. - Requests more P15minute parking spaces on Argyle Street and free P10minute parking along the northern side of Argyle Street. - Requests consideration to change the proposed No Parking restrictions along the PUDO zone in Kent Street to P10minute to allow families to park and walk their children up Agar Steps to the school.	- If the parking changes are supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options. - Bus Zones in NSW are under the jurisdiction of TfNSW. The correspondent has been advised to write to TfNSW to discuss their concerns about the Bus Zone. - A shared zone along Observatory Access Road is not supported due to safety concerns. It would not be suitable for students to walk along a road with active traffic, particularly younger children who may not fully understand the concept of a shared zone or recognise the associated risks. - The City would refer the request to SI to consider installing a barrier along the closed section of Upper Fort Street with

No.	Support/ Objection / Feedback	Summary of submission	COS Response
		- Concerned that No Parking restrictions could lead to families parking, leading to traffic congestion and confusion. - Requests a shared zone along the Access Road to improve safety for students. - Requests a barrier be installed at the Upper Fort Street and Access Road and entry/exit be allowed for authorised vehicles only. - Change the No Parking restriction along Watson Road and Upper Fort Street to clearway.	entry permitted only for authorised vehicles. - The traffic and safety issues raised at Upper Fort Street would be resolved when the parking changes are implemented. - The City does not support the installation of P10min parking spaces on the northern side of Argyle Street, as this would require students to cross the road to access the Watson Road steps. - While a pedestrian crossing is available to facilitate safe crossing, some families may be uncomfortable with their children crossing the road unsupervised. - If the school zone is extended to include Argyle Street and a School Crossing Supervisor is stationed at the pedestrian crossing, the City may consider installing P10min parking spaces
8	Feedback on the proposal	- Submissions requests options to improve safety for visitors at the National Trust entry along the shared path. - There is an increased risk of crashes involving visitors entering and existing the trust and bicycle riders. - Raised safety issues on Upper Fort Street at school	- The traffic and safety issues raised at Upper Fort Street would be resolved when the parking changes are implemented. - The City can work with TfNSW to improve the signage and lighting along the shared cycle path

No.	Support/ Objection / Feedback	Summary of submission	COS Response
		times, due to interactions with bicycles, cars and students. • Increase traffic along the road towards the Trust and Observatory impacting on access.	adjacent to the National Trust access.
9	Feedback	• Raised the issue of the lack of footpath along the Observatory Access Road. • Suggested that the City consider installing a pedestrian crossing on High Street at its intersection with Kent Street	• The revised proposal presented in this report reflects the feedback received through community submissions. • As part of the update, the previously proposed parking changes on Kent Street have been removed. • With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. • The City has many worthy locations for walking improvements and traffic calming competing for prioritisation. • We review and prioritise projects for funding annually taking into consideration safety issues and traffic conditions, walking and cycling access, and the overall community benefit of the project. • The City will investigate the feasibility of installing a pedestrian crossing on

No.	Support/ Objection / Feedback	Summary of submission	COS Response
			High Street at its intersection with Kent Street.

Financial

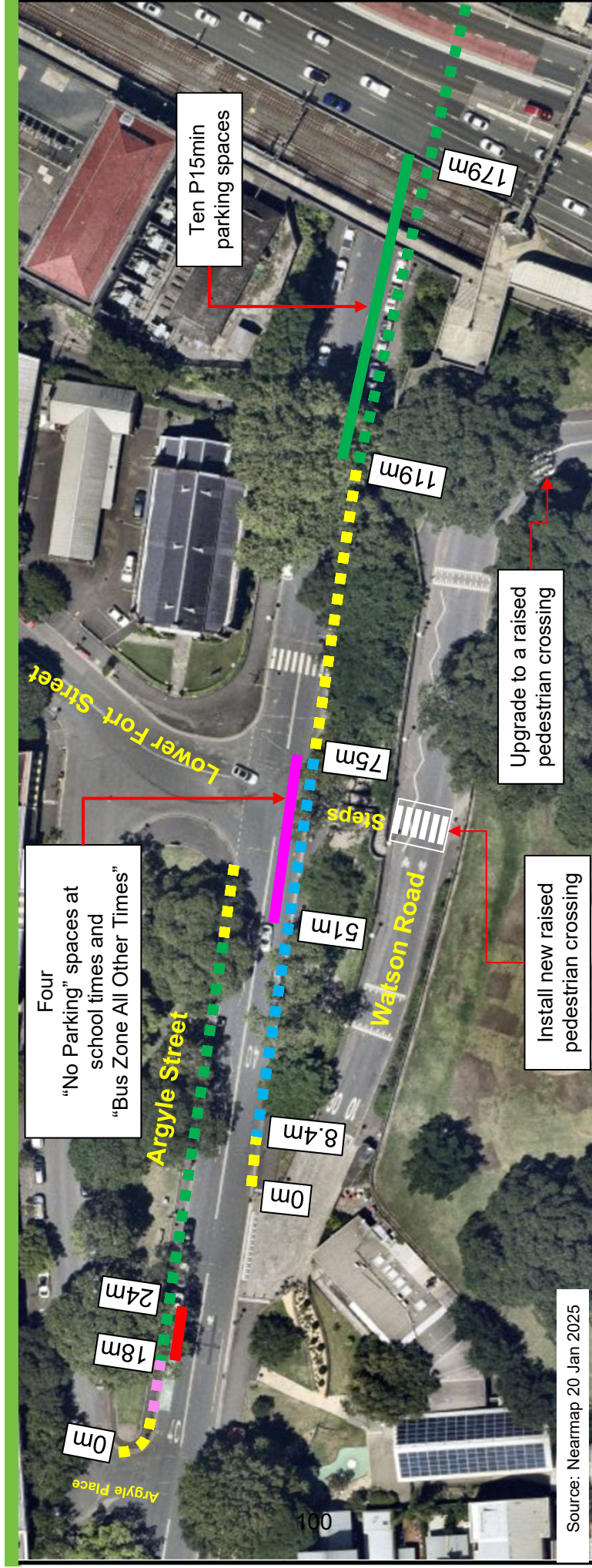
Funds for the installation of the parking changes are available in the current budget.

Appropriate funding for the traffic treatment proposals will be secured once greater certainty on the construction timeline is reached

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Proposal - Plan 1

Argyle Street, Millers Point Proposed parking changes



Existing

- No Stopping
- Bus Zone
- 2P Ticket
- 8am-10pm
- Permit Holders Excepted
- Area 16
- No Parking
- Authorised Car Share Vehicles Excepted

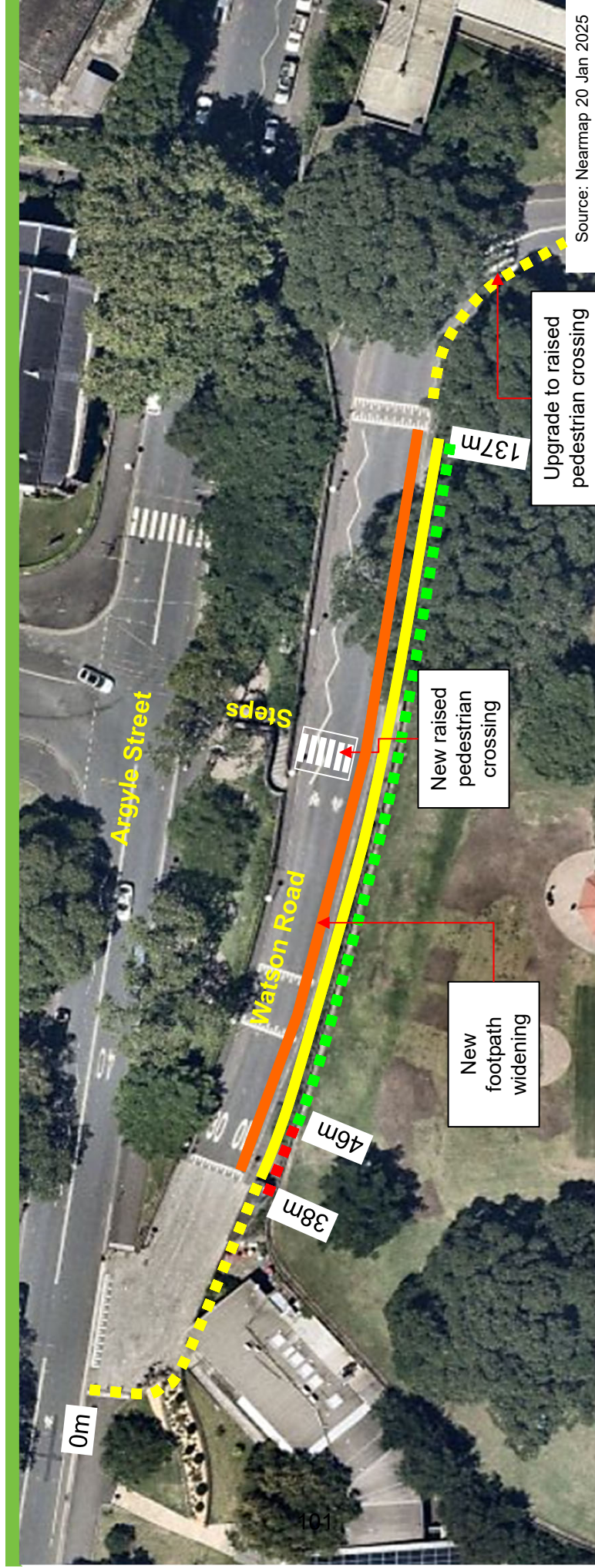
Proposed

- No Stopping
- No Parking Council Vehicles Excepted
- No Parking 8:30-9am 3-3:30pm (School Days)
- Bus Zone
- All Other Times
- No Parking 6pm-10pm Mon-Fri
- 8am-10pm
- Sat-Sun & Public Holidays
- Permit Holders Excepted
- Area 16

Proposal - Plan 2



Watson Road, Millers Point Proposed parking changes



Existing

■ No Stopping

■ No Parking Council
Vehicles Excepted

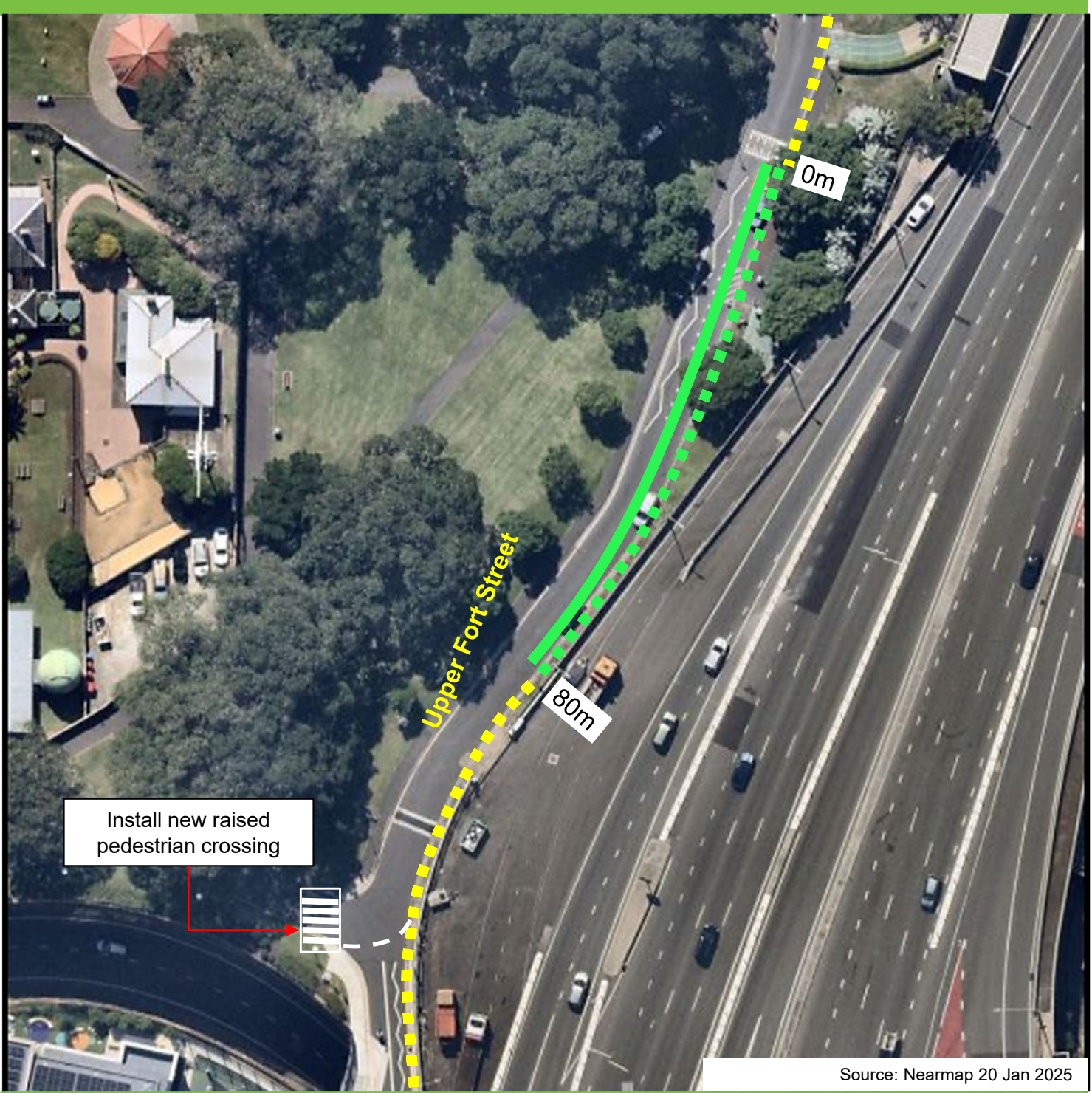
P10 Minute
7am-8.15am 3.30pm-6pm
Mon-Fri
No Parking
8.15am-9am 2pm-3.30pm
Mon-Fri
4P Ticket
9am-2pm 6pm-10pm Mon-Fri
8am-10pm Sat-Sun & Public
Holidays

Proposed

■ No Stopping

■ New footpath widening

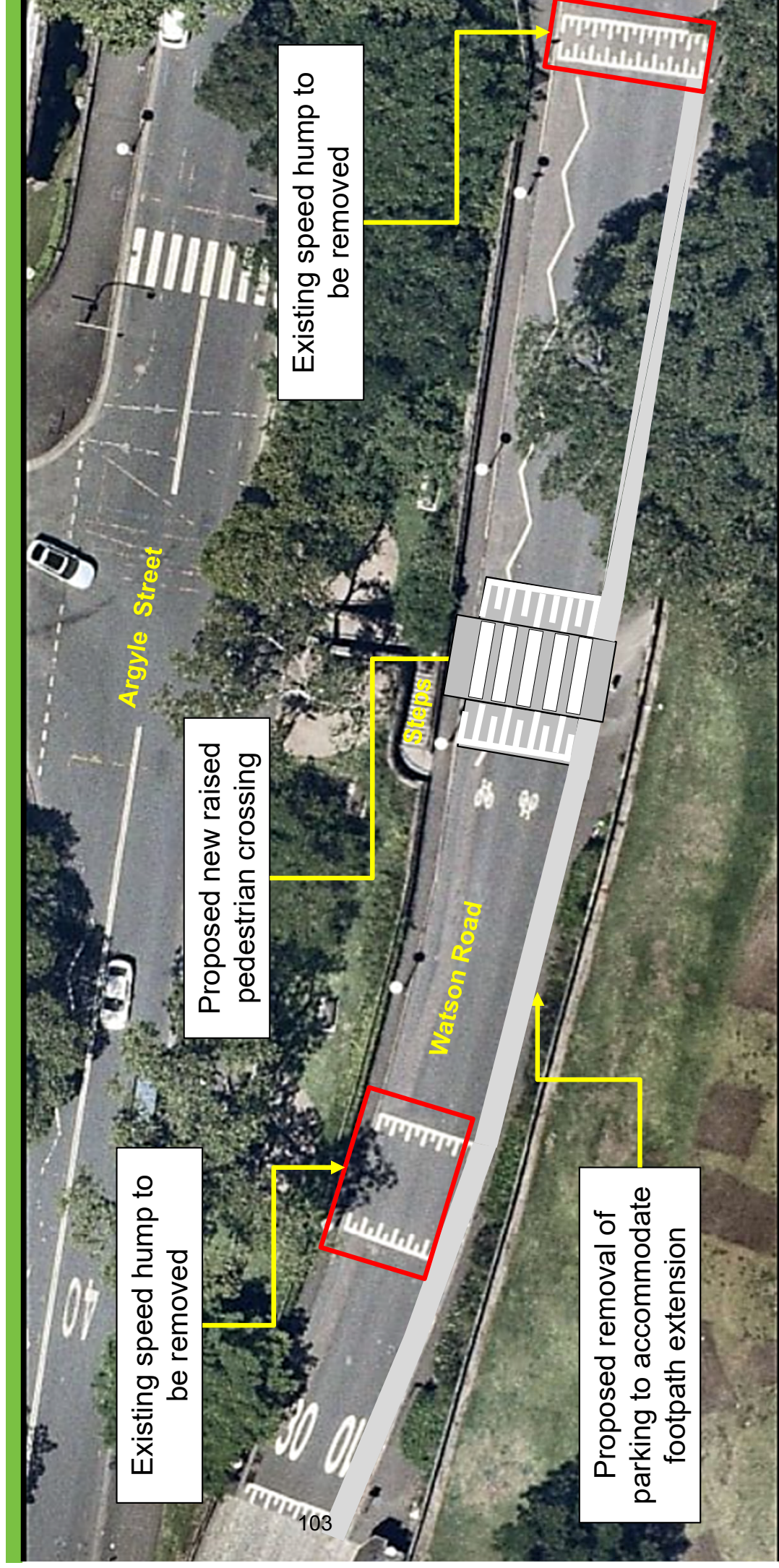
Upper Fort Street, Millers Point
Proposed parking changes



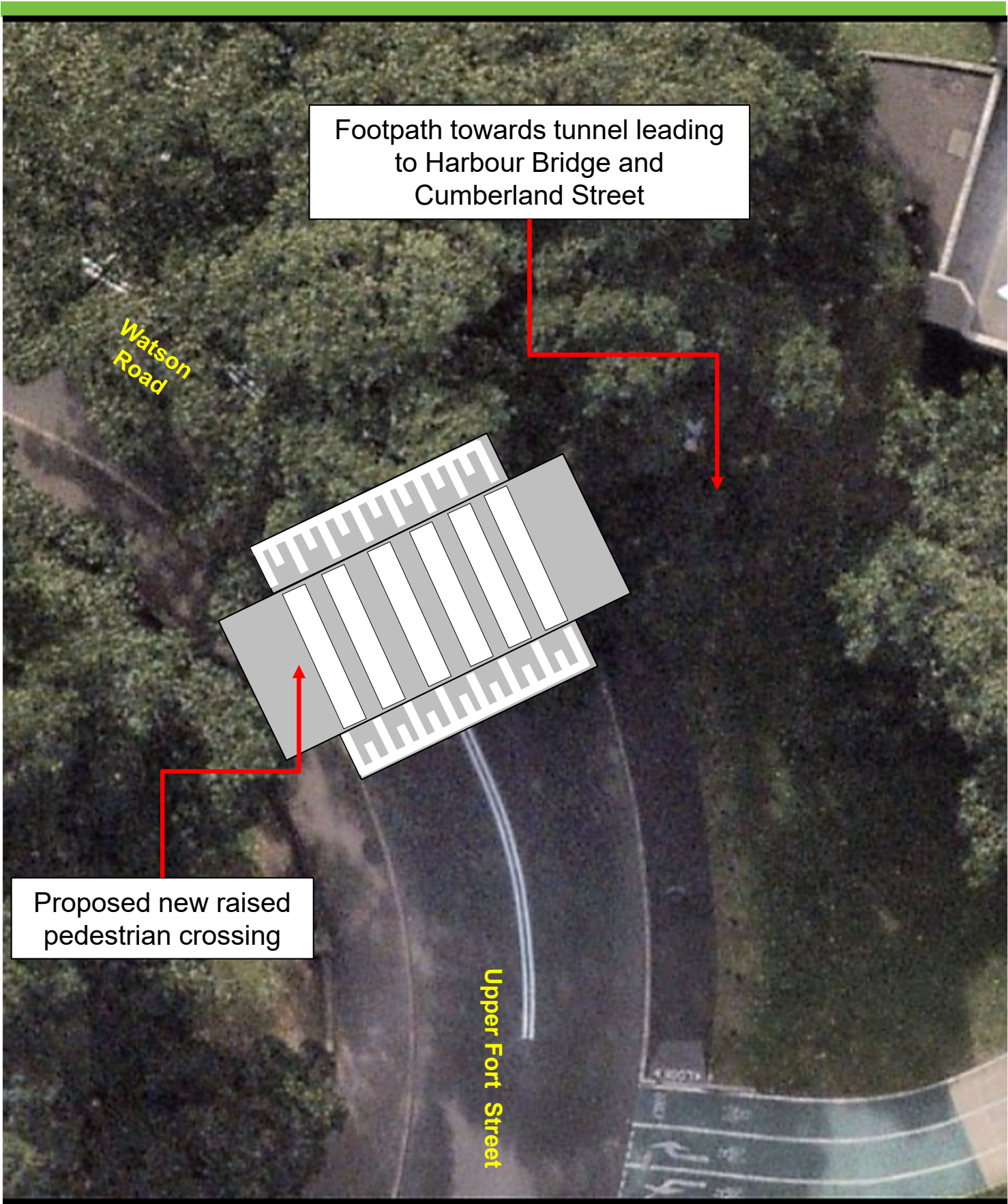
Existing	Proposed
P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri No Parking ■ ■ ■ 8.15am-9am 2pm-3.30pm Mon-Fri 4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays ■ ■ ■ No Stopping	No Stopping P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri No Stopping ■ 8.15am-9am 2pm-3.30pm Mon-Fri 4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays
102	

Proposal - Plan 4

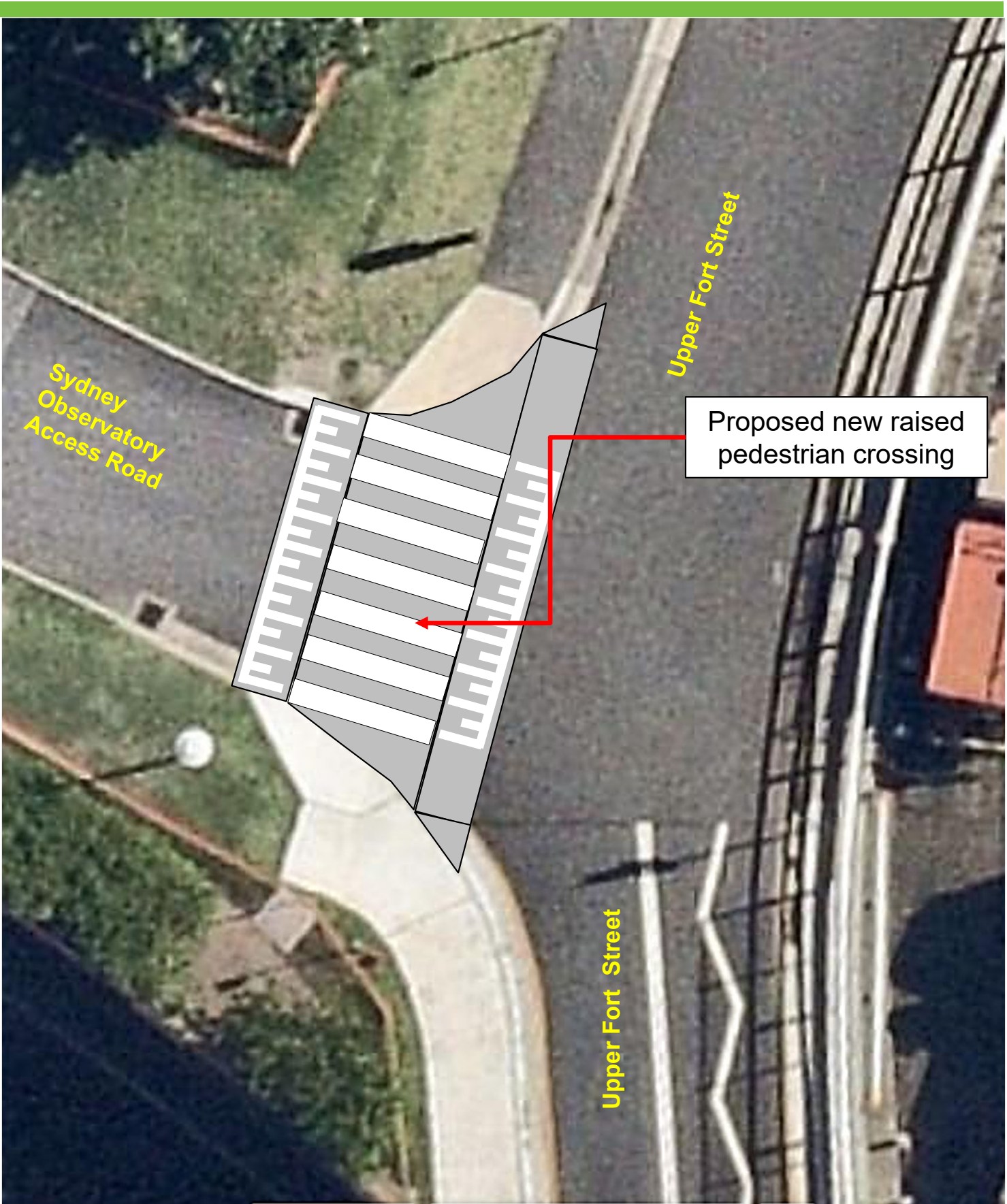
Watson Road, Millers Point
Proposed raised pedestrian crossing

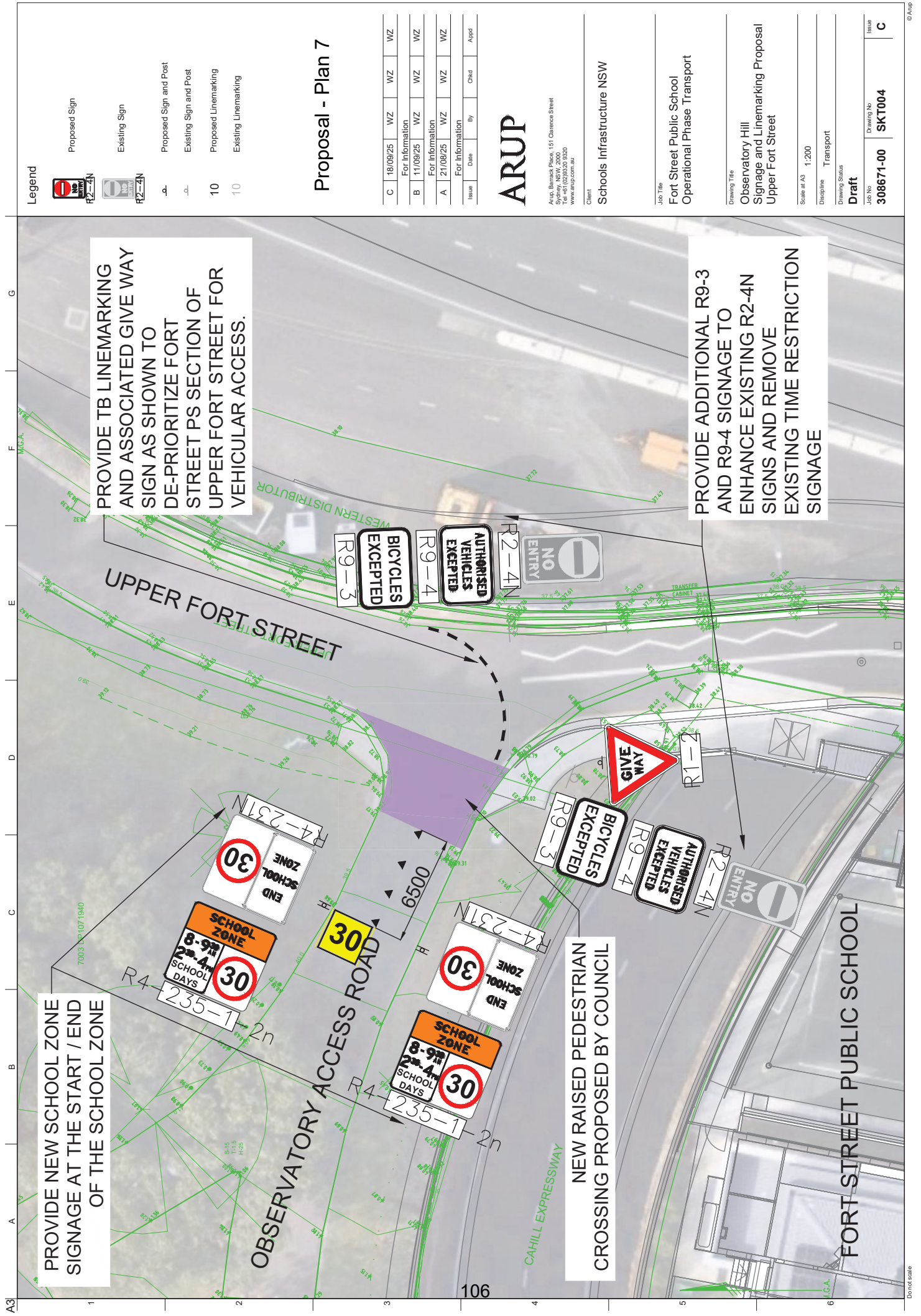


Upper Fort Street, Millers Point
Proposed Raised Pedestrian Crossing



Upper Fort Street, Millers Point
Proposed Raised Pedestrian Crossing





Legend

Proposed Sign

Existing Sign

Proposed Sign and Post

Existing Sign and Post

10

Proposed Linemarking

10

Existing Linemarking

Proposal - Plan 7

C	18/09/25	WZ	WZ	WZ	WZ
For Information					
B	11/09/25	WZ	WZ	WZ	WZ
For Information					
A	21/08/25	WZ	WZ	WZ	WZ
For Information					
Issue	Date	By	Chkd	Apprd	

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Client
Schools Infrastructure NSW

Job Title
Fort Street Public School
Operational Phase Transport

Drawing Title
Observatory Hill
Signage and Linemarking Proposal
Upper Fort Street

Scale at A3
1:200

Discipline
Transport

Drawing Status
Draft

Job No
308671-00

Drawing No
SKT004

Issue
C

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Do not scale

Item 24.**Parking - Electric Vehicle (EV) Parking - Avona Avenue, Glebe**

TRIM Container No.: 2025/468834

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Avona Avenue, Glebe between the points 34.3 metres and 39.7 metres (1 car space) north of Forsyth 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 Avona Avenue, Glebe.

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 Avona Avenue north of Forsyth Street, where the 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.

Consultation

The City consulted local residents and businesses in the area. There were 229 letters sent out with three responses supporting the proposal and three responses opposing the proposal due to low parking availability in the area.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Avona Avenue, Glebe
Proposed Parking Changes



Existing

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

Proposed

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

Item 25.**Parking - Electric Vehicle (EV) Parking - Forbes Street, Darlinghurst**

TRIM Container No.: 2025/468836

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Forbes Street, Darlinghurst between the points 35.4 metres and 38.3 metres (1 car space) north of Liverpool 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 Forbes Street, Darlinghurst.

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

Comments

The kerb space on the eastern side of Forbes Street, Darlinghurst between Liverpool Street and Clapton Place, where the changes are proposed, is currently signposted as "8am-12 Midnight Permit Holders Excepted Area 17".

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

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

Consultation

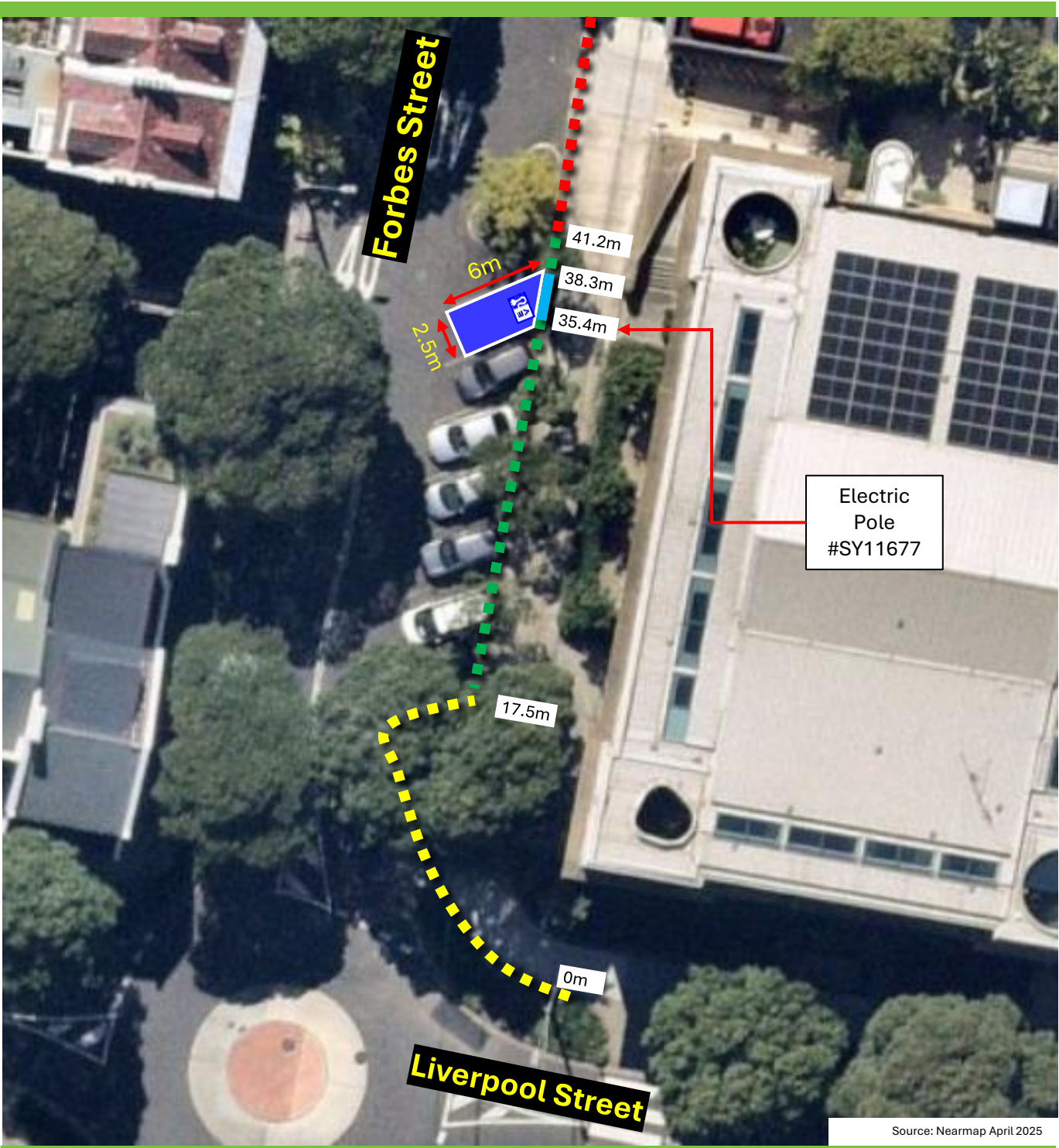
The City consulted local residents and businesses in the area. There were 72 letters sent out with three responses supporting the proposal and three responses opposing the proposal due to increased car and foot traffic, and impact on access to adjacent spaces. One of the supportive responses requested the allocation of additional on-street parking to make up for the lost space. Opportunities for additional parking will be investigated.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Forbes Street, Darlinghurst
Proposed Parking Changes



Source: Nearmap April 2025

Existing

- 2P
8am-Mid Night Mon-Fri
Permit Holders Excepted
Area 17
- No Parking
- No Stopping

Proposed

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

Item 26.**Parking - Electric Vehicle (EV) Parking - Wentworth Street, Glebe**

TRIM Container No.: 2025/468835

Recommendations

It is recommended that the Committee review the reallocation of parking on the southern side of Wentworth Street, Glebe between the points 25.7 metres and 31.7 metres (1 car space) west of Bay 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 Wentworth Street, Glebe.

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

Comments

The kerb space on the southern side of Wentworth Street between Bay Street and Stirling Street, where the 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.

Consultation

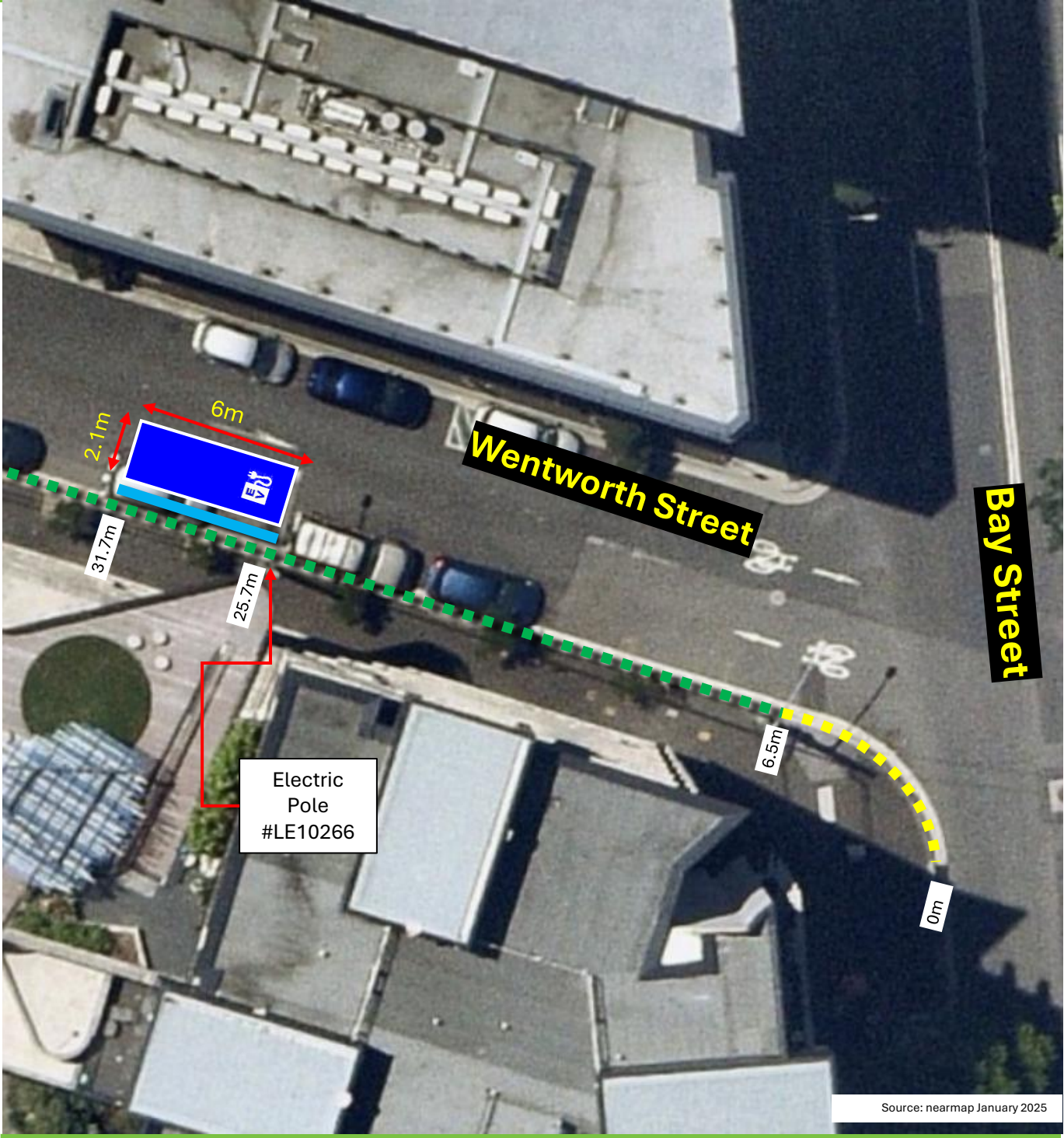
The City consulted/notified local residents and businesses in the area. There were 247 letters sent out with no responses supporting the proposal and two responses opposing the proposal due to low availability of parking.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Wentworth Street, Glebe
Proposed Parking Changes



Existing

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

Proposed

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

Item 27.**Parking - Electric Vehicle (EV) Parking - Louis Street, Redfern**

TRIM Container No.: 2025/468841

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Louis Street, Redfern, between the points 18.6 metres and 24.6 metres (one car space) north of Caroline 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 Plus ES 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 Louis Street, Redfern.

Comments

The kerb space on the western side of Louis Street, Redfern, north of Caroline Street, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon - Fri". It is proposed to change parking at this location to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

Consultation

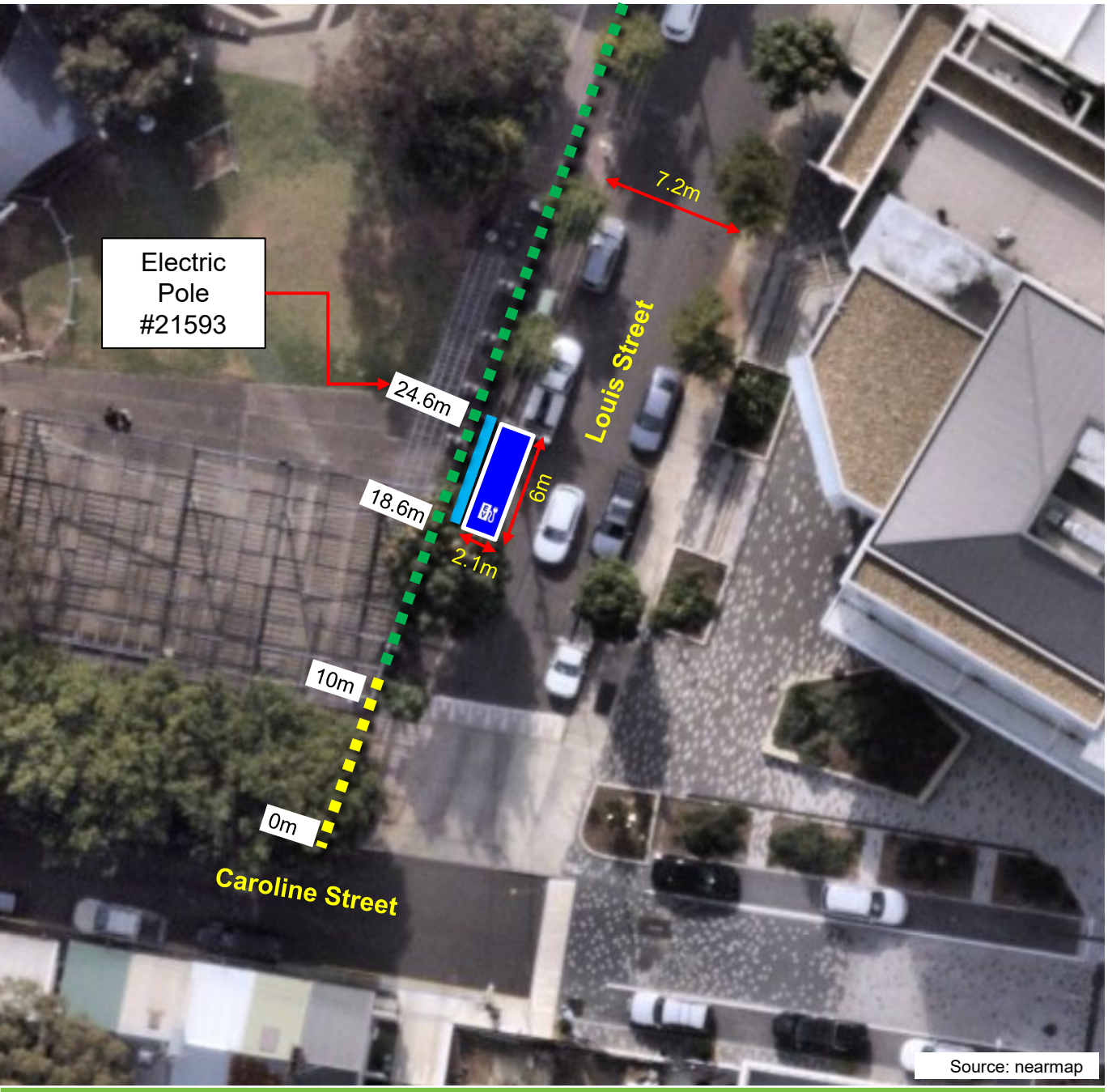
The City consulted/notified local residents and businesses in the area. There were 105 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Louis Street, Redfern
Proposed parking changes



Existing

- 2P
8am-6pm Mon-Fri
- No Stopping

Proposed

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

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

TRIM Container No.: 2025/468840

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Eve Street, Erskineville between the points 16.5 metres and 22.5 metres (one car space) north of Nassau 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 Plus ES 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 Eve Street, Erskineville.

Comments

The kerb space on the western side of Eve Street, Erskineville, north of Nassau Lane, where the changes are proposed, is currently signposted as, "2P 8am-6pm Mon-Fri Permit Holders Excepted Area 28".

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

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

week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

Consultation

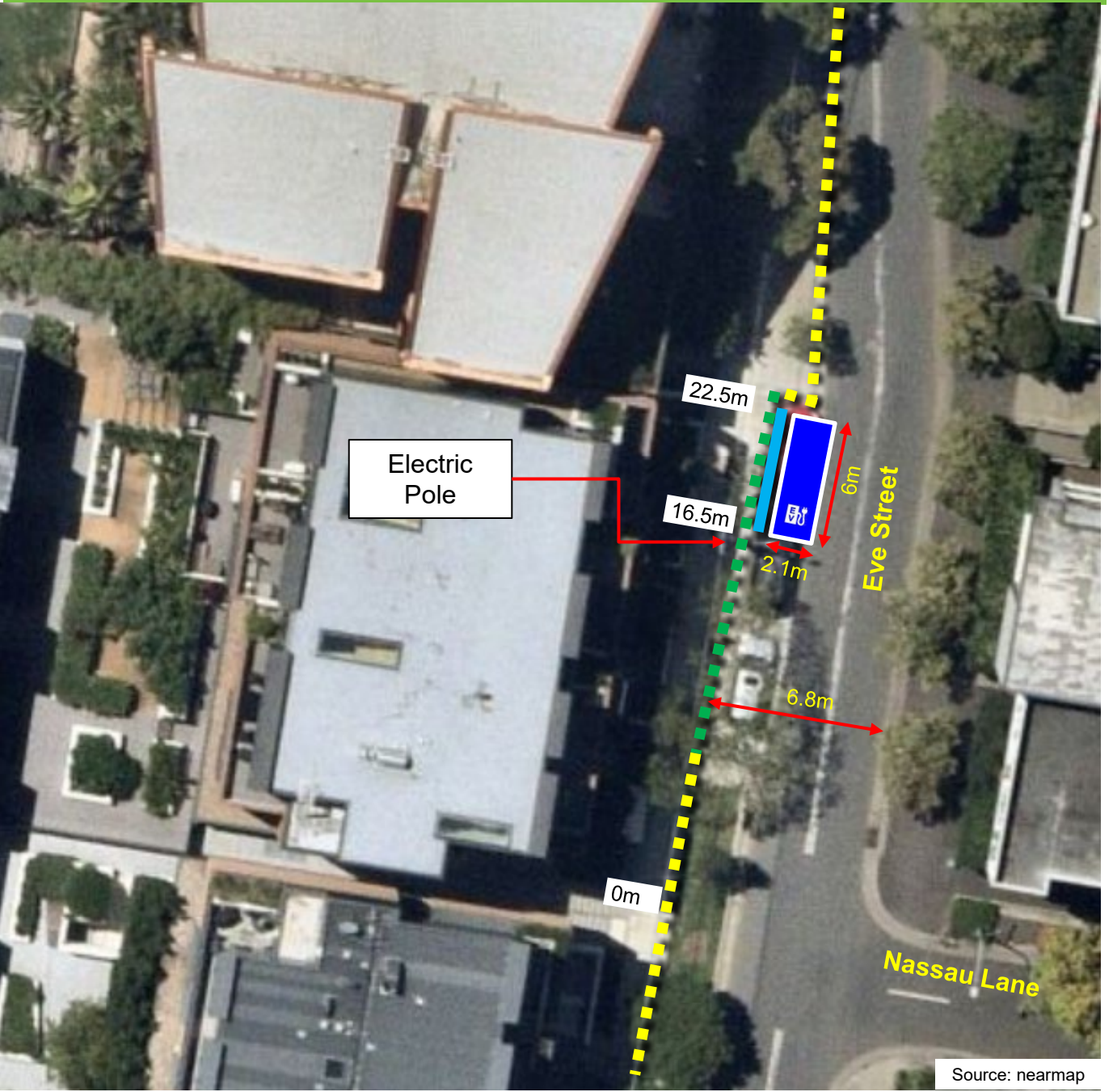
The City consulted local residents and businesses in the area. There were 353 letters sent out with one response supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Eve Street, Erskineville
Proposed parking changes



Existing

- 2P
8am-10pm
Permit Holders Excepted
Area 36
- No Stopping

Proposed

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

Item 29.**Parking - Electric Vehicle Parking - Amelia Street, Waterloo**

TRIM Container No.: 2025/468843

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Amelia Street, Waterloo between the points 13.3 metres and 19.3 metres (one car space) south of Lachlan 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 Plus ES 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

The kerb space on the eastern side of Amelia Street, Waterloo south of Lachlan Street, where the changes are proposed, is currently signposted as "2P 8am-8pm".

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 Amelia 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 160 letters sent out with no response supporting the proposal and one response opposing the proposal.

The correspondent objected to the proposal due to loss of parking and the need for EV parking in Amelia 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.

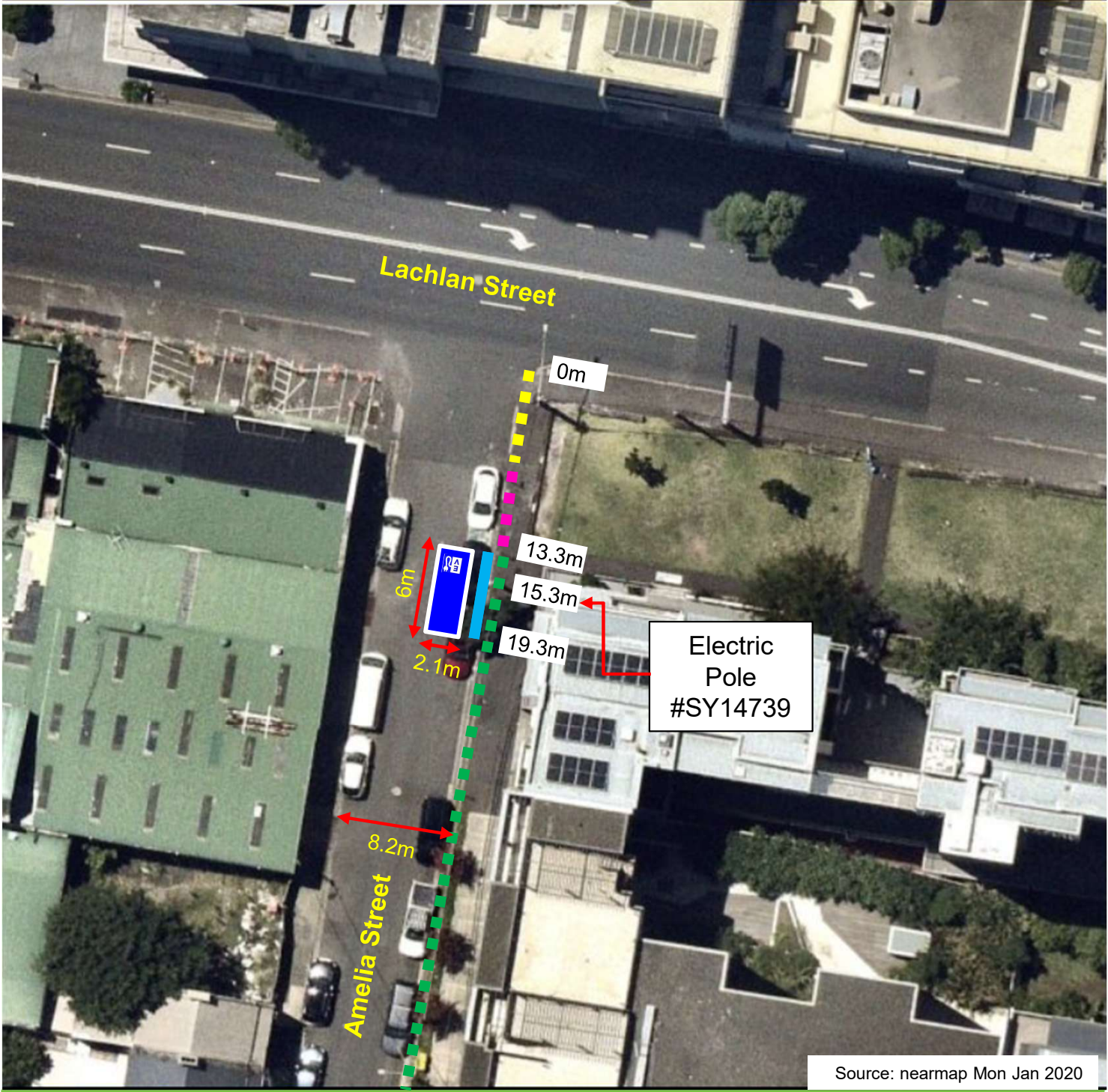
Amelia Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout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

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Amelia Street, Waterloo
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
2P 8am-8pm	
No Parking Authorised Car Share Vehicles Excepted	

Item 30.**Parking - Electric Vehicle Parking - Buckland Street, Chippendale**

TRIM Container No.: 2025/468839

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Buckland Street, Chippendale between the points 25.8 metres and 31.8 metres (one car space) south of Broadway 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 Plus ES 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 Buckland Street, Chippendale.

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 Buckland Street, Chippendale south of Broadway where the changes are proposed, is currently signposted as "1P 8am-10pm, Permit Holders excepted Area 32".

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 Buckland 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

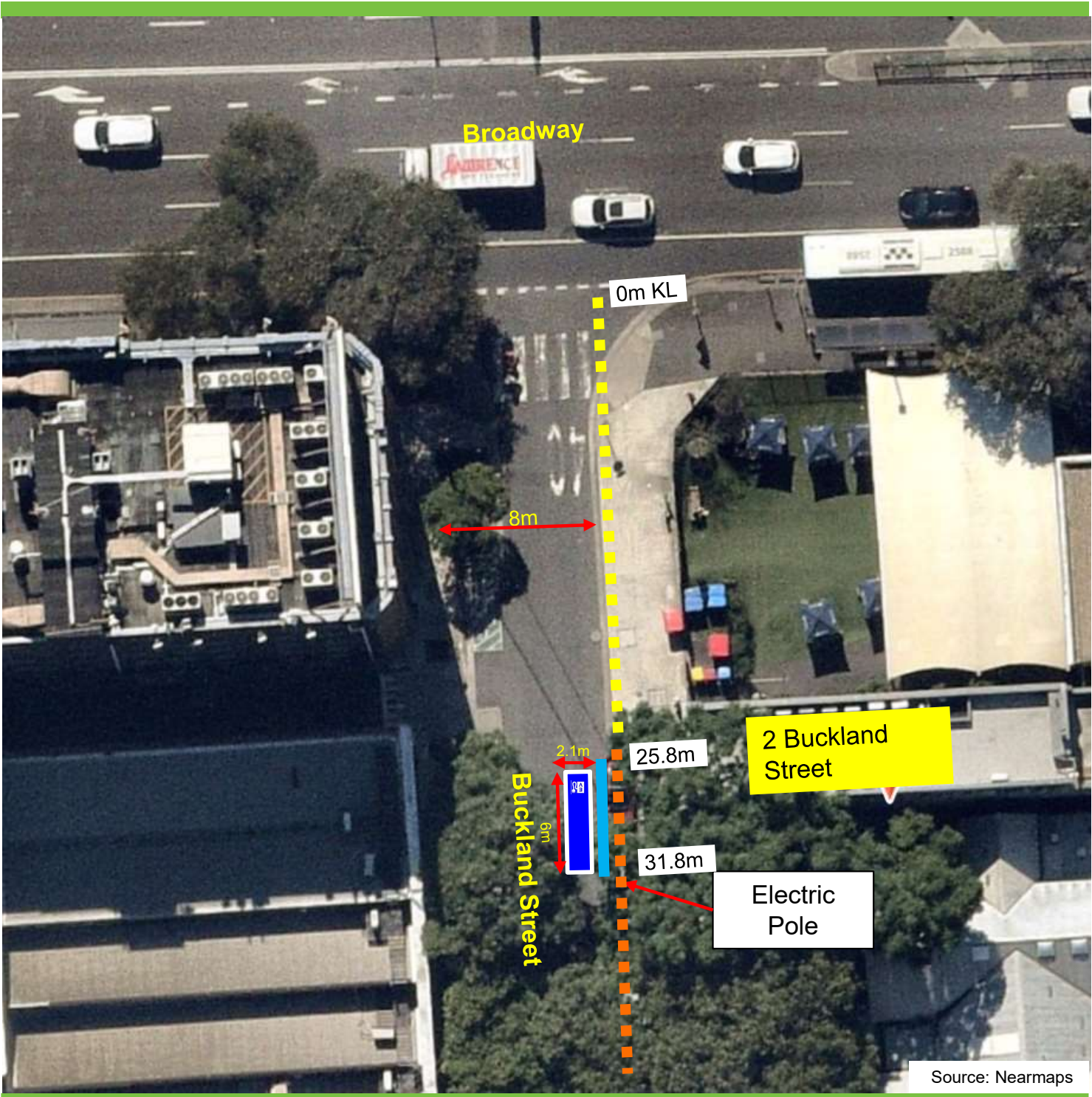
The City consulted/notified local residents and businesses in the area. There were 102 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Buckland Street, Chippendale
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
"1P 8am-10pm, Permit Holders Excepted Area 32"	

Item 31.**Parking - Electric Vehicle Parking - Cook Road, Centennial Park**

TRIM Container No.: 2025/468838

Recommendations

It is recommended that the Committee review the reallocation of parking on the western side of Cook Road, Centennial Park between the points 20.6 metres and 26.6 metres (one car space) 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 Plus ES 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/notified local residents and businesses in the area. There were 125 letters sent out with one response supporting the proposal and two responses opposing the proposal.

Correspondents objected to the proposal due to loss of parking and the need for EV parking in Cook Road. 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.

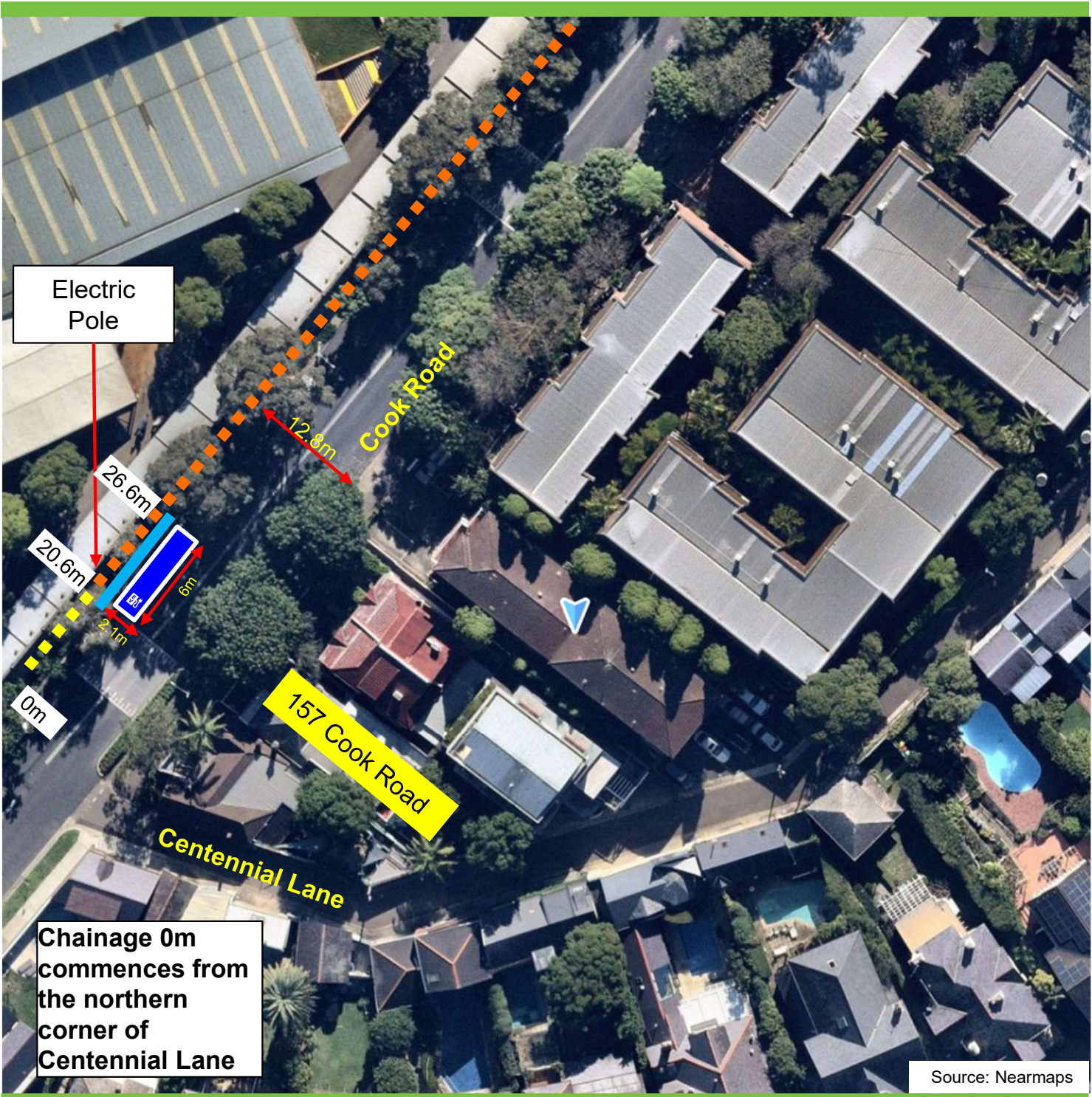
Cook Road has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the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

“No Stopping”

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

Item 32.**Parking - Electric Vehicle Parking - Mentmore Avenue, Rosebery**

TRIM Container No.: 2025/468842

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Mentmore Avenue between the points 66.8 metres and 60.8 metres (one car space) south of Cressy 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 Plus ES 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

The kerb space on the eastern side of Mentmore Avenue, Rosebery south of Cressy Street, where the changes are proposed, is currently signposted as "2P 8am-6pm Mon-Fri".

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

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

week. After 8pm electric vehicles can park for longer periods only while charging to allow for full charging.

The proposed EV charging space in Mentmore 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

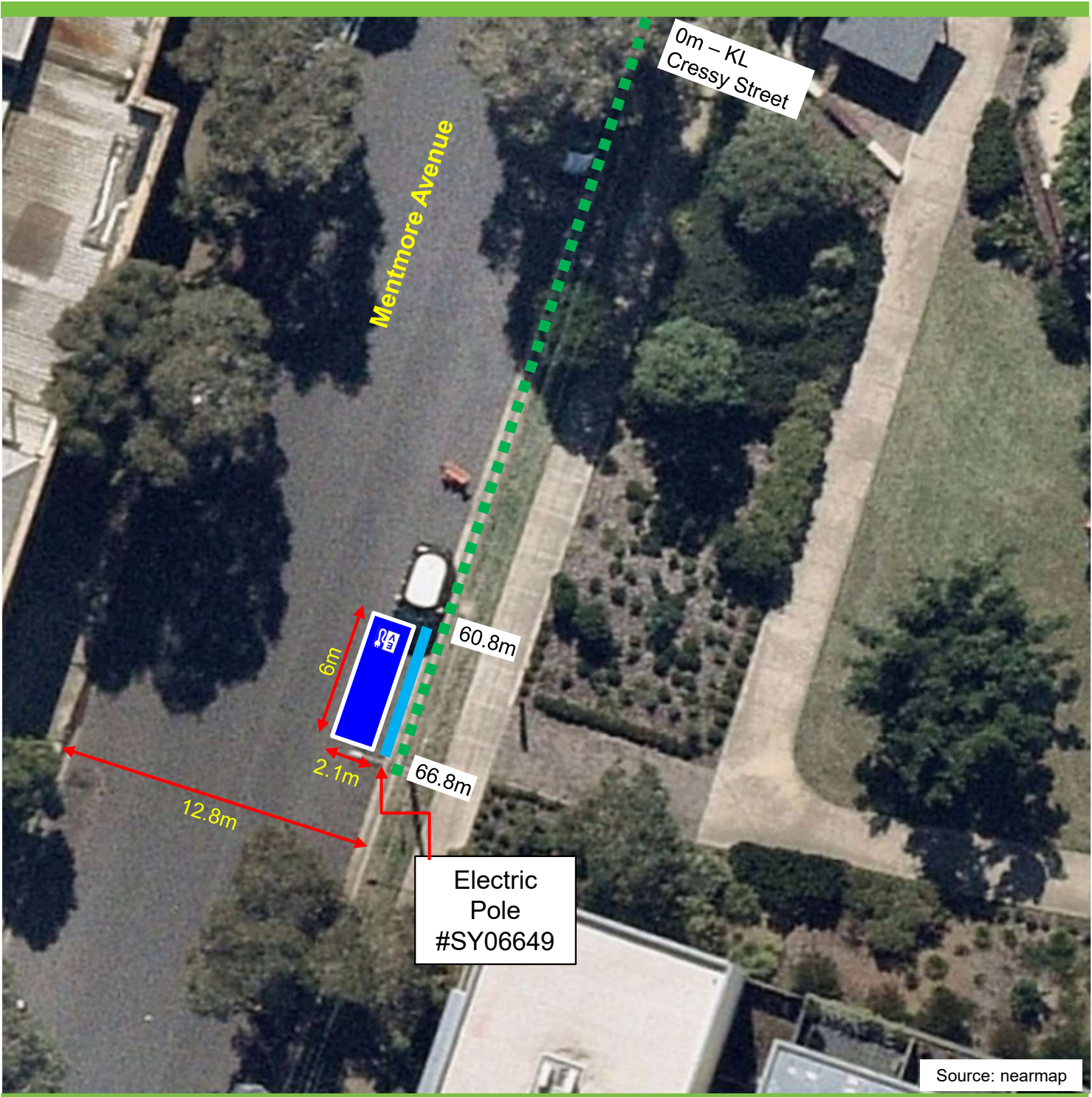
The City consulted local residents and businesses in the area. There were 410 letters sent out with one response supporting the proposal and no response opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Mentmore Avenue, Rosebery
Proposed parking changes



Existing

Proposed

■ ■ ■ "2P 8am-6pm Mon-Fri"

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

Item 33.**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 21 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 2.4 million trips in 2024 (a 92% increase from 2023), and an estimated 3 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 and maintenance 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 visit (insert city of Sydney webpage and QR code).

Financial

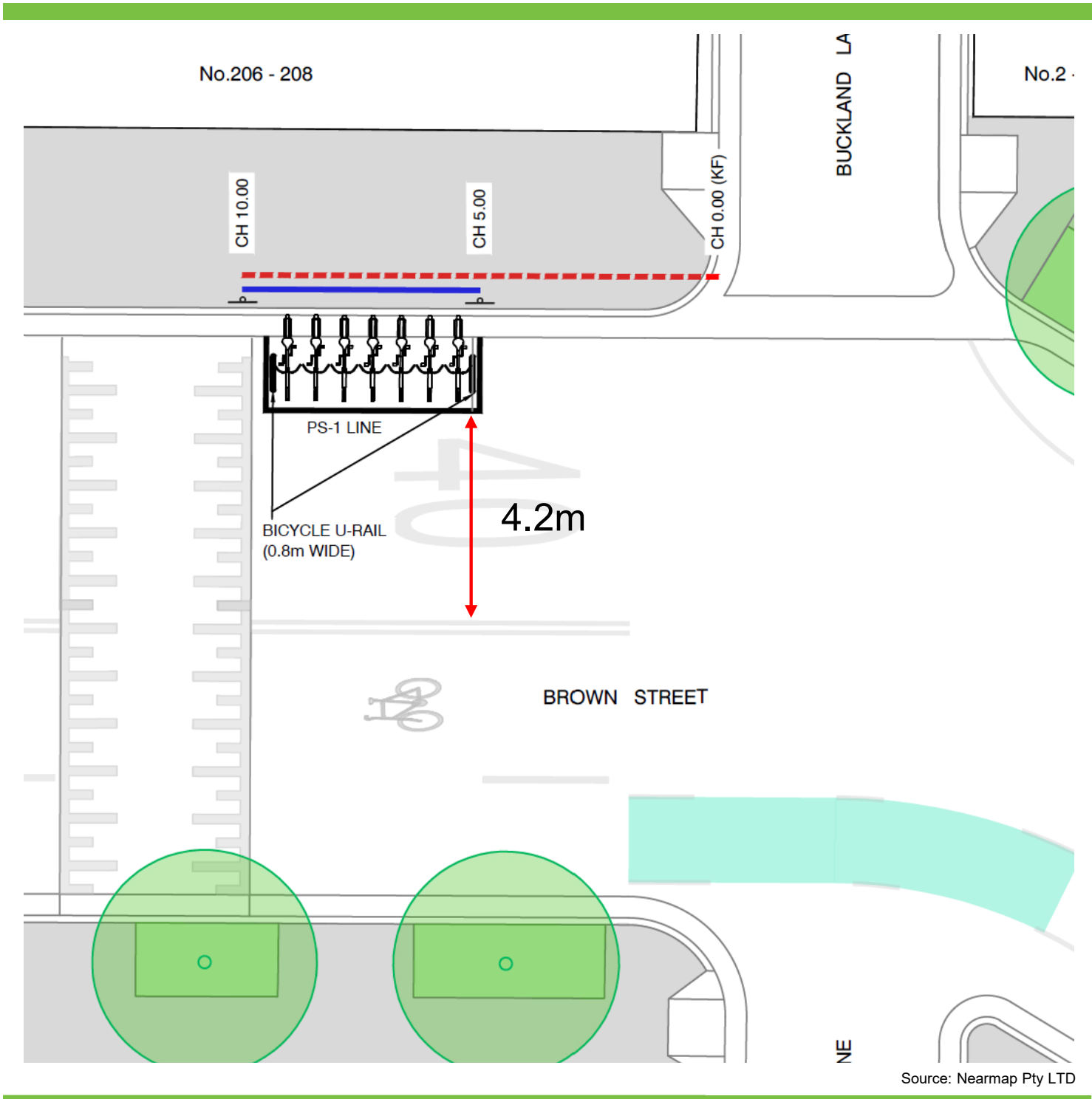
Funds are available in the current budget.

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

	Site Reference	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Number of Supporters/Objections
1	189	Newtown	Brown St (E) – Buckland Ln	-33.895002, 151.182374	6	No Stopping	Concluded	No responses
2	190	Newtown	Brown St (W) – Brown Ln	-33.895193, 151.182434	6	No Stopping	Concluded	No responses
3	192	Sydney	Goulburn St (S) – Cunningham St	-33.878044, 151.206749	9	No Stopping	Notify	
4	200	Sydney	Sussex St (W) – Sands St	33°52'23.5"S 151°12'14.1"E	6	No Stopping	Notify	
5	201	Sydney	Bathurst St (S) – George St	-33.87433019429984, 151.20676704865159	12	No Stopping	Notify	
6	203	Sydney	Bathurst St (N) - Castlereagh St	-33.874491, 151.20879	9	No Stopping	Notify	
7	208	Sydney	Castlereagh St (W) – Bathurst St	-33.875533, 151.208888	9	No Stopping	Notify	
8	212	Ultimo	Bay St (E) – Broadway	-33.88364, 151.19503	6	No Stopping	Notify	
9	213	Ultimo	Bay St (E) – Broadway	-33.88394, 151.19506	6	No Stopping	Notify	
10	214	Ultimo	Bulwara Rd (W) - MacArthur St	-33.87981, 151.19857	6	No Stopping	Notify	
11	215	Pymont	Pirrama Rd (E) – Darling Island Rd	-33.86439, 151.19355	12	No Parking	Notify	
12	223	Darlinghurst	Burton Rd (N) – Bourke St	-33.8786, 151.21696	6	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/Objections
13	224	Sydney	Castlereagh St (W) – Hunter St	-33.86654, 151.20988	6	No Parking	Notify	
14	225	Sydney	Clarence St (E) – Druitt Street	-33.871462, 151.205635	6	No stopping	Notify	
15	234	Sydney	Sussex St (E) – Druitt Pl	-33.872426, 151.204103	9	No Stopping	Notify	
16	237	Sydney	Sussex St (W) – Market St	33°52'16.3"S 151°12'14.0"E	15	No stopping	Notify	
17	238	Sydney	Park St (S) – George St	-33.873058, 151.207281	6	No Stopping	Notify	
18	239	Sydney	Pitt St (E) – Park St	-33.872840, 151.208188	6	No Parking	Notify	
19	240	Sydney	Phillip St (W) – Martin Pl	-33.868002, 151.211169	9	No Stopping	Notify	
20	241	Haymarket	Sussex (W) – Little Hay St	-33.878704, 151.204811	6	No Stopping	Notify	
21	242	Haymarket	Thomas St (E) – Hay St	-33.879788, 151.204473	6	No Stopping	Notify	

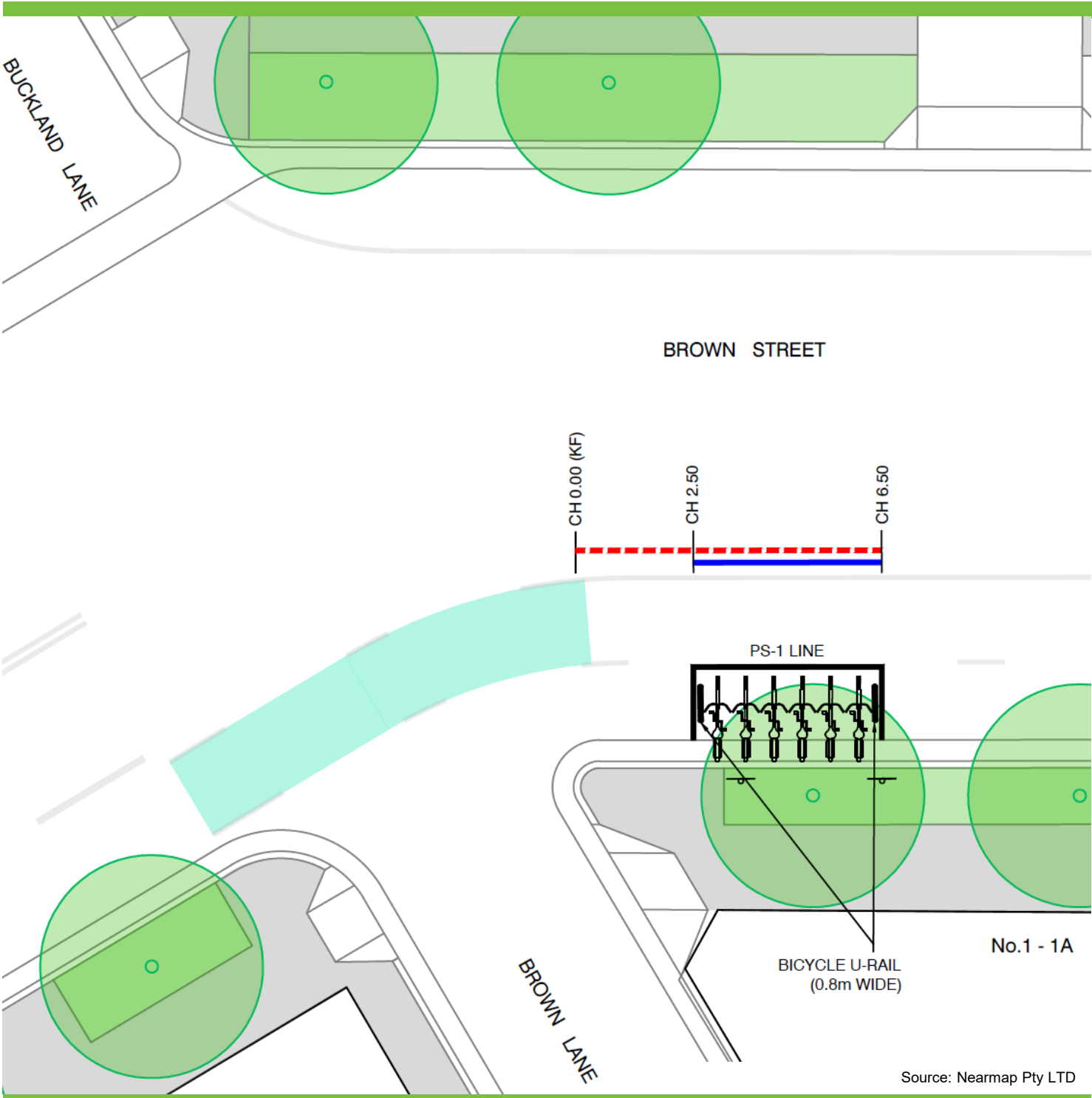
Location: Brown Street 1, Newtown.



Existing
 "No Stopping"

Proposed
 Bike Parking Area

Location: Brown Street 2, Newtown.



Existing
■ ■ ■ "No Stopping"

Proposed
■ Bike Parking Area

Source: Nearmap Pty LTD

Location: Goulburn Street, Sydney



Existing

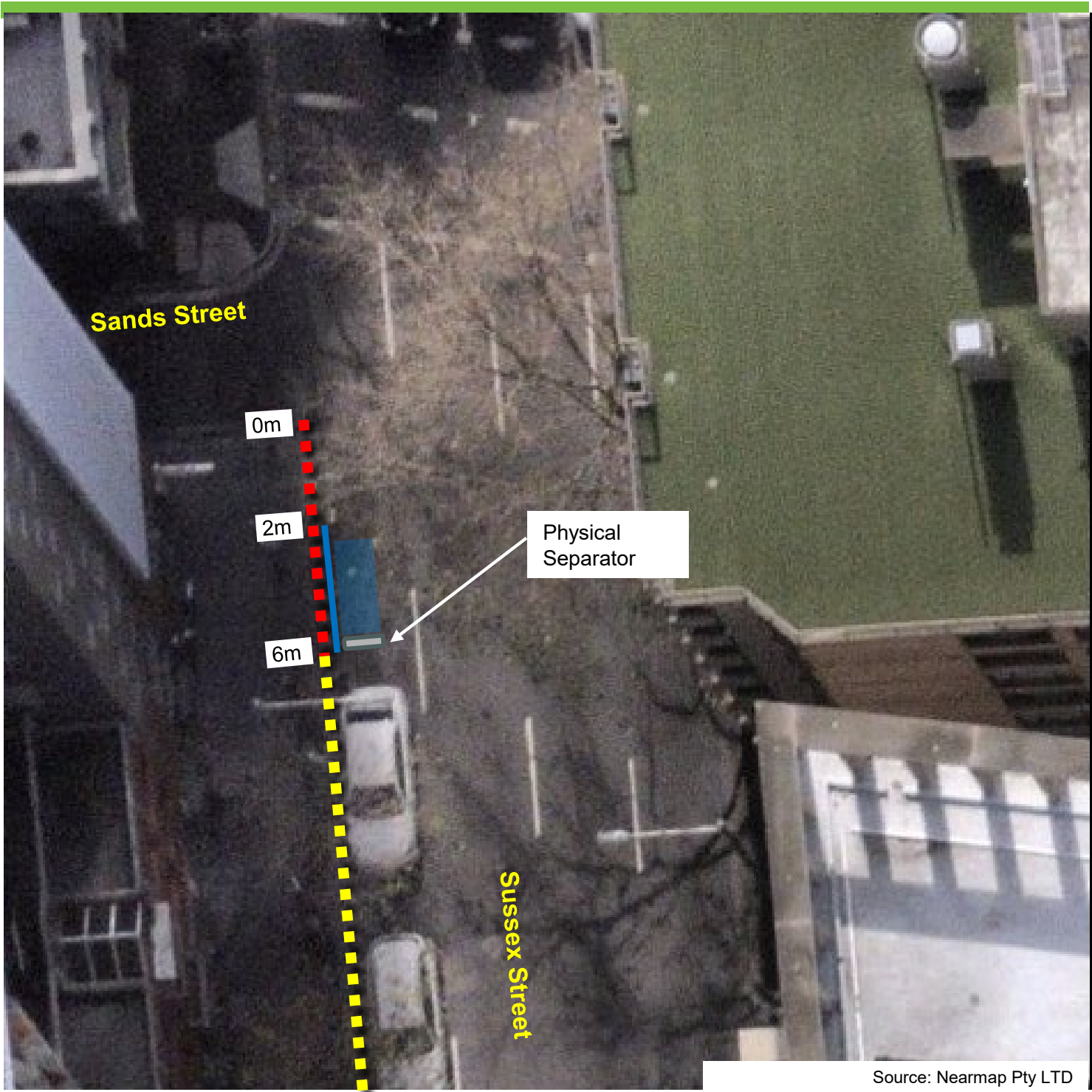
■ ■ ■ "No Stopping"

■ ■ ■ "No Parking"

Proposed

■ Bike Parking Area

Location: 267 Sussex Street, Sydney



Source: Nearmap Pty LTD

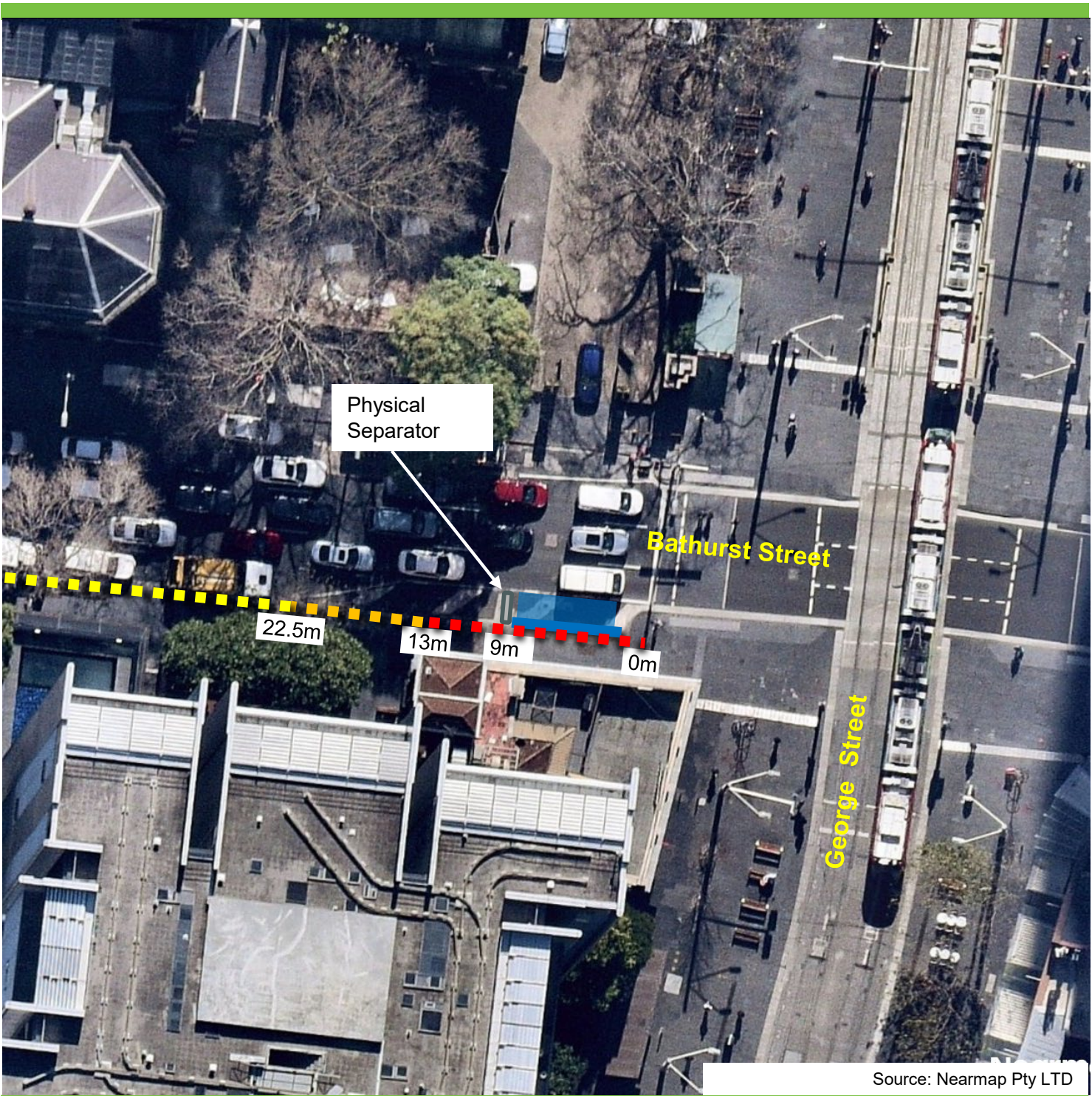
Existing

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

Proposed

- Bike Parking Area

Location: Bathurst St 1, Sydney



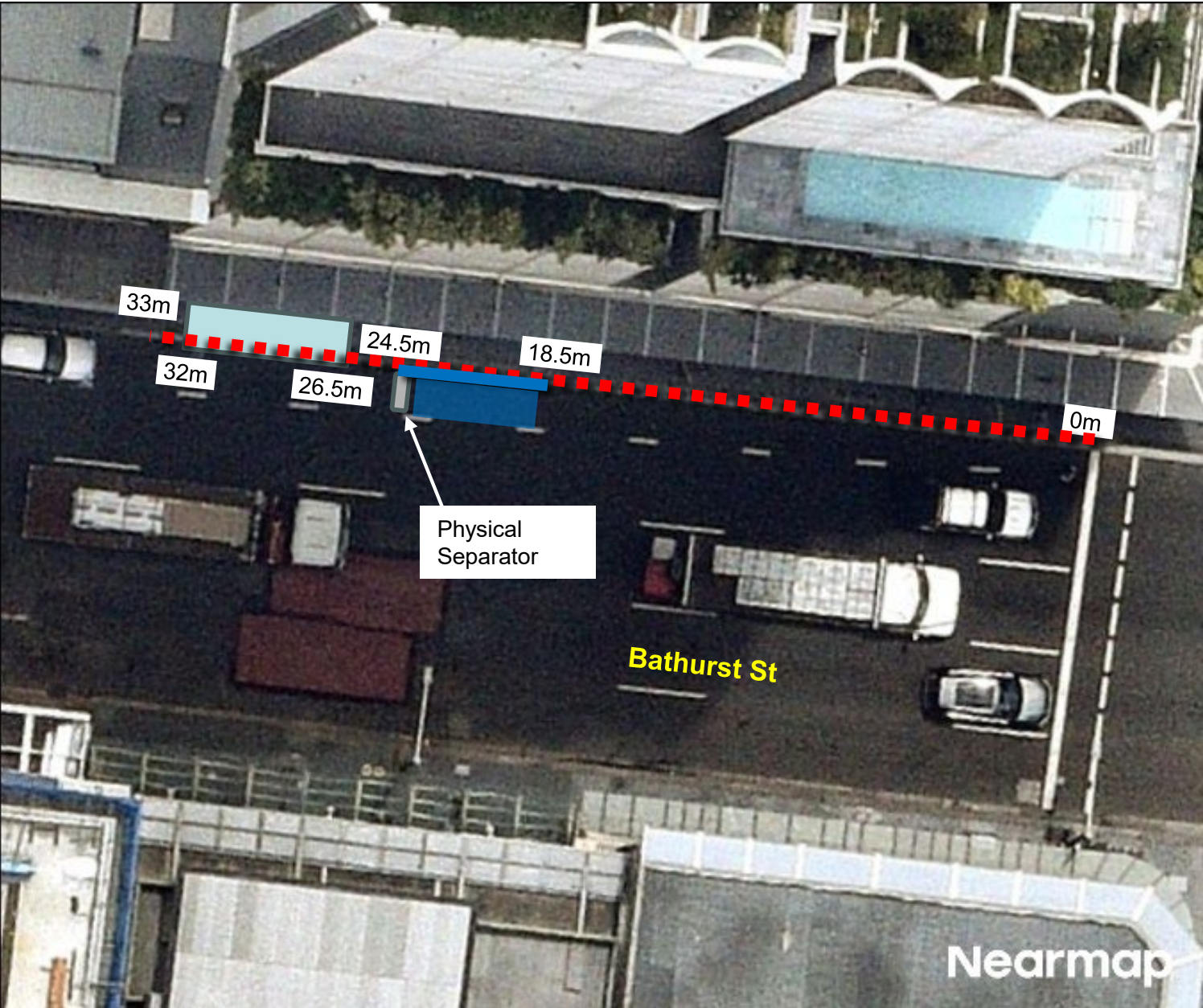
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping" Council Vehicles Excepted"
- ■ ■ Loading Zone

Proposed

- Bike Parking Area

Location: Bathurst St 3, Sydney



Source: Nearmap Pty LTD

Existing

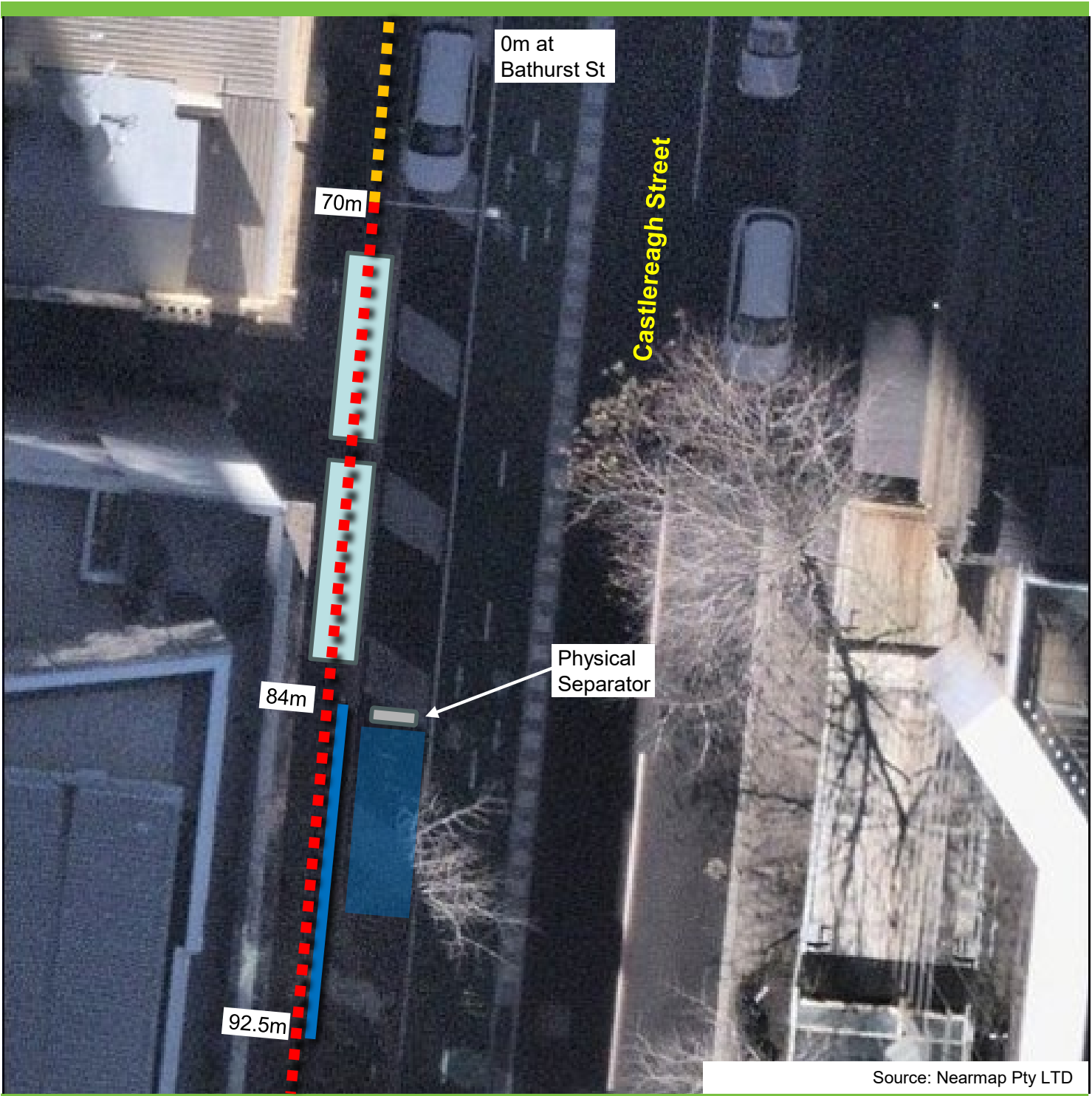
 "No Stopping"

 Driveway

Proposed

 Bike Parking Area

Location: Castlereagh Street, Sydney



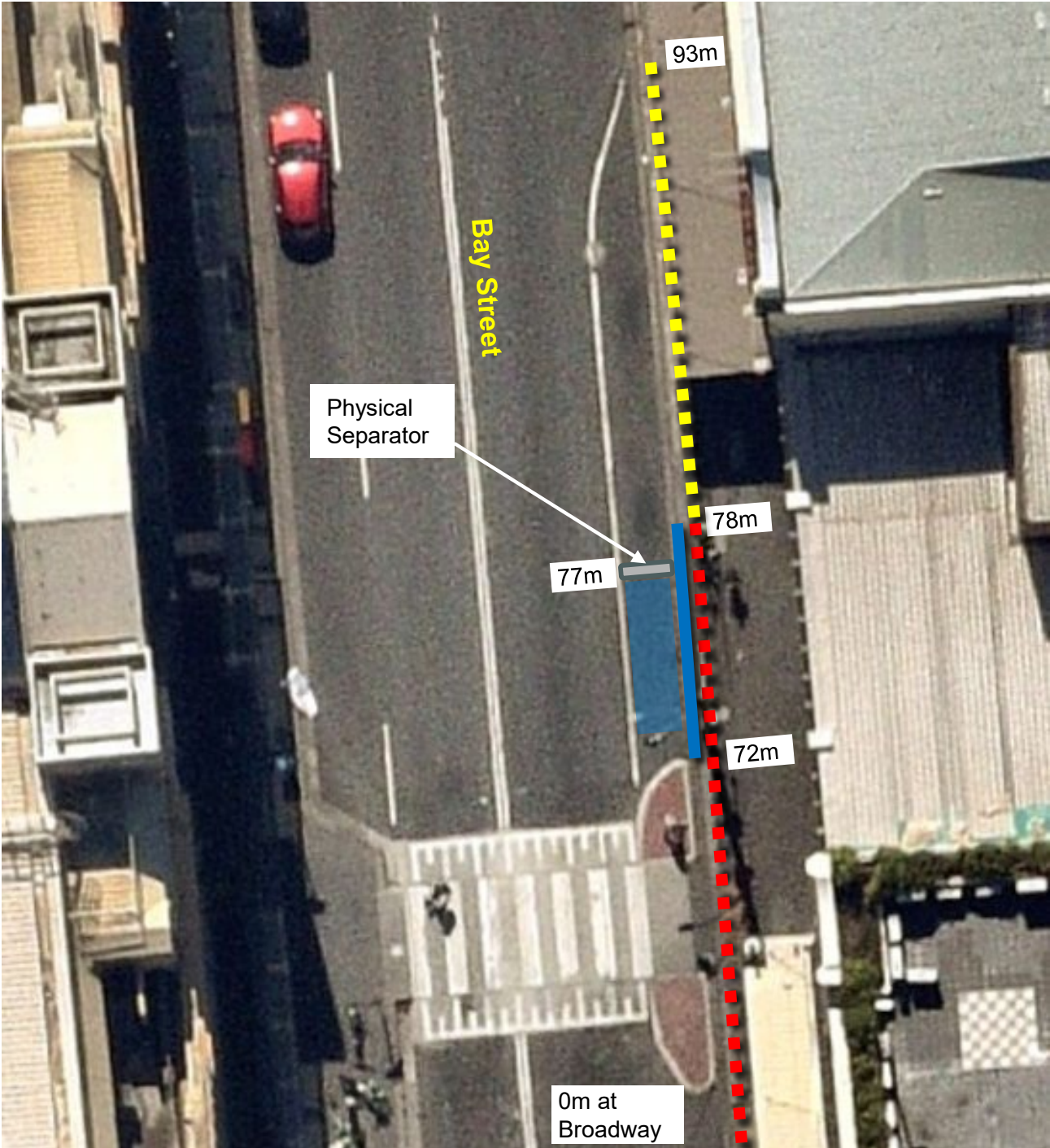
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Fire Brigade Only"
- Driveway

Proposed

- Bike Parking Area

Location: Bay Street, Ultimo



Nearmap Pty Ltd

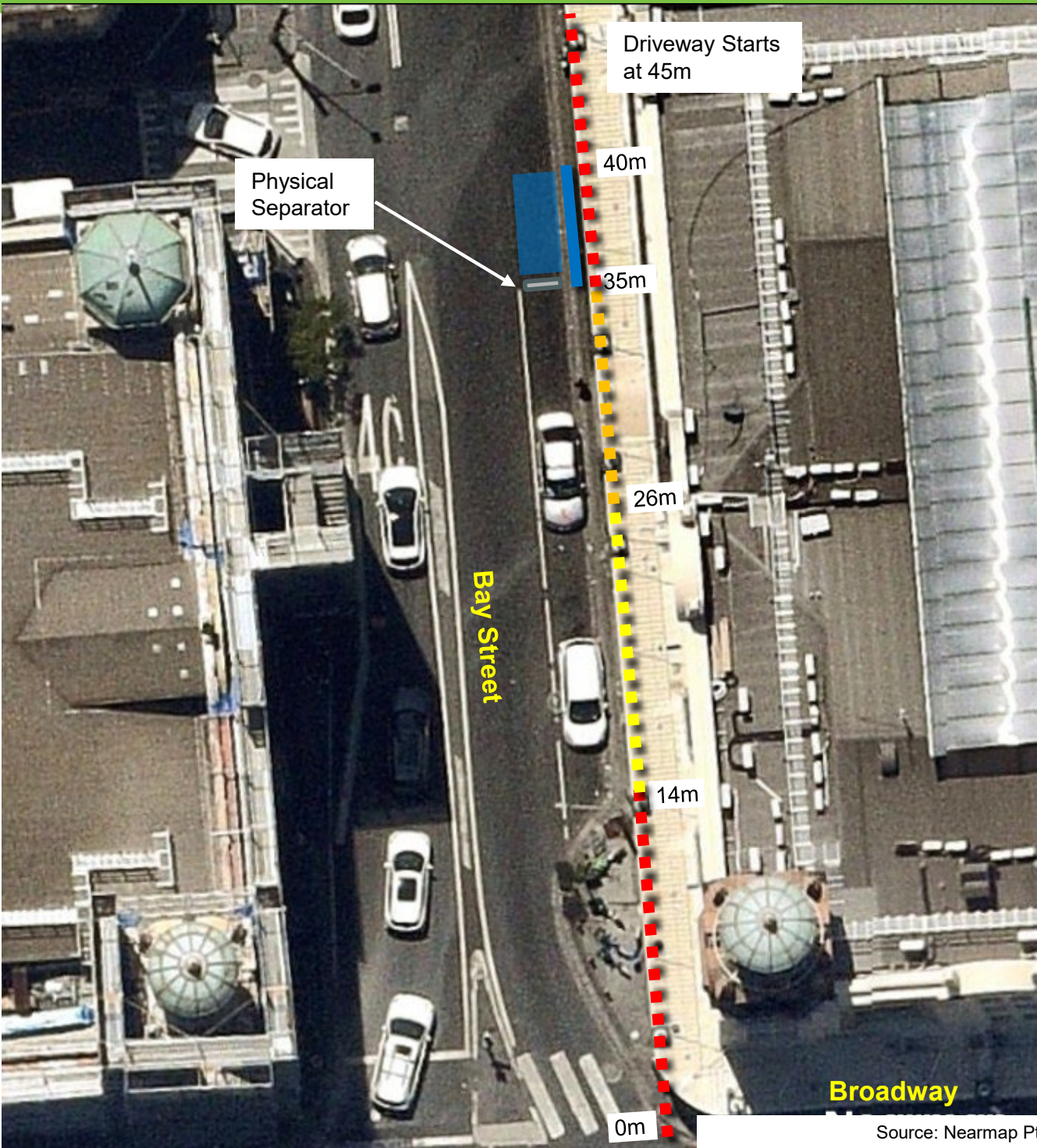
Existing

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

Proposed

- Bike Parking Area

Location: Bay Street, Ultimo



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ Loading Zone Ticket / 4P Ticket

Proposed

- Bike Parking Area

Location: Bulwara Road, Ultimo

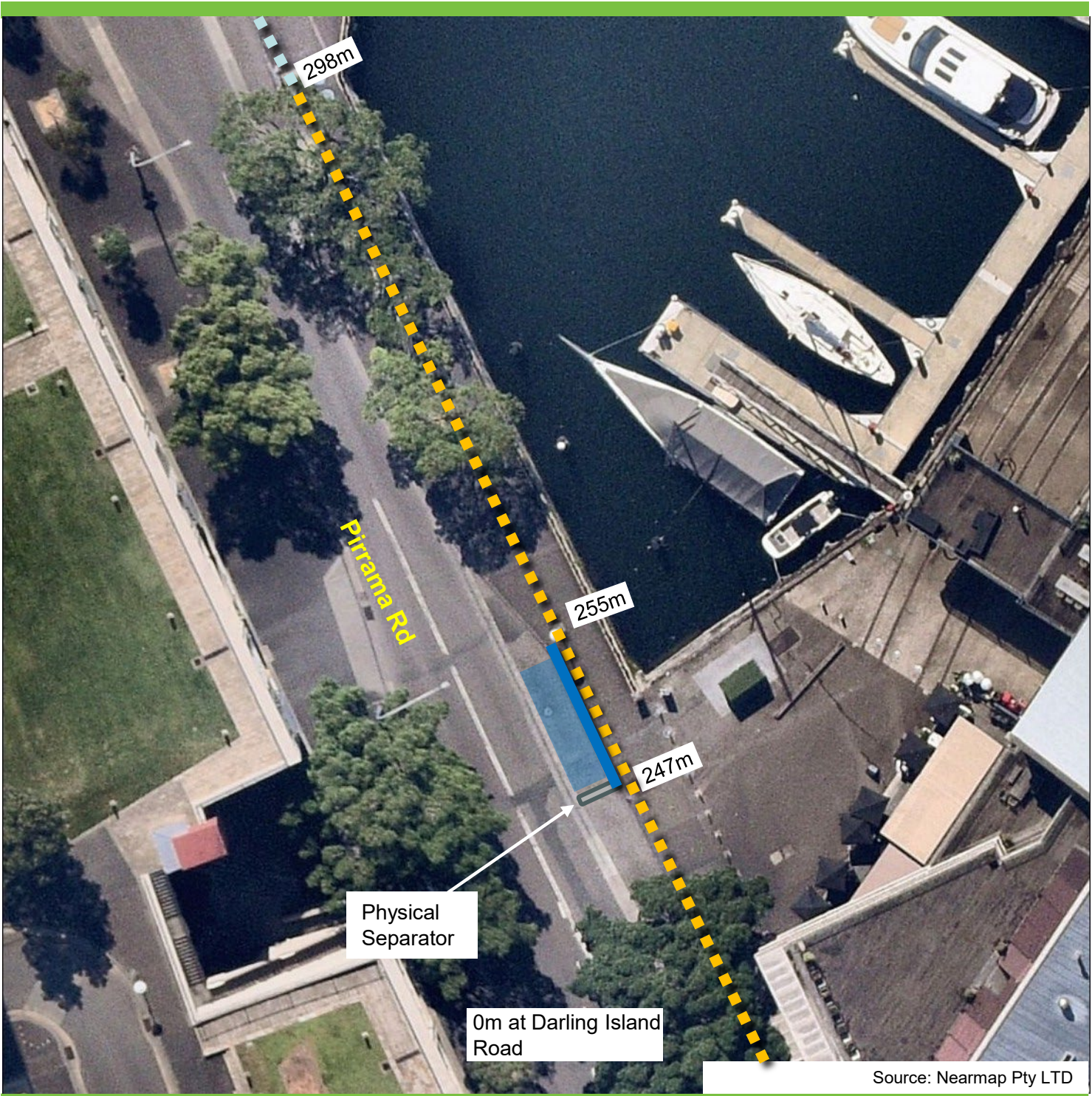


Source: Nearmap Pty LTD

Existing
 "No Stopping"

Proposed
 Bike Parking Area

Location: 26 Pirrama Road, Pyrmont



Existing

- ■ ■ "No parking"
- ■ ■ "Bus Zone"

Proposed

- Bike Parking Area

Location: Burton Street, Darlinghurst



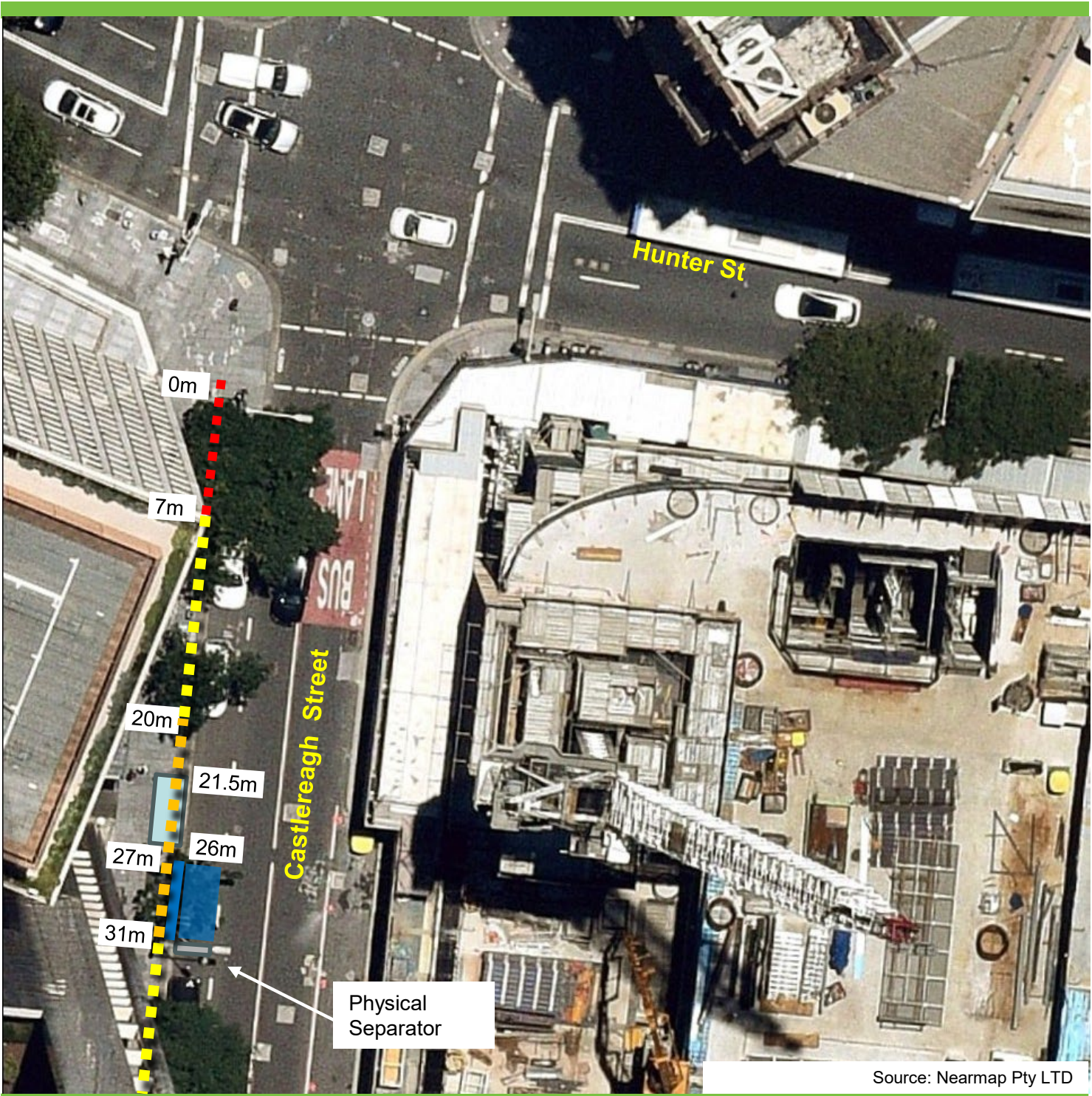
Existing

- ■ ■ "No Stopping"
- ■ ■ 2P Parking

Proposed

- Bike Parking Area

Location: 1 Castlereagh Street, Sydney



Source: Nearmap Pty LTD

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ Loading Zone/4P
- Driveway

Proposed

- Bike Parking Area

Location: 204 Clarence Street, Sydney



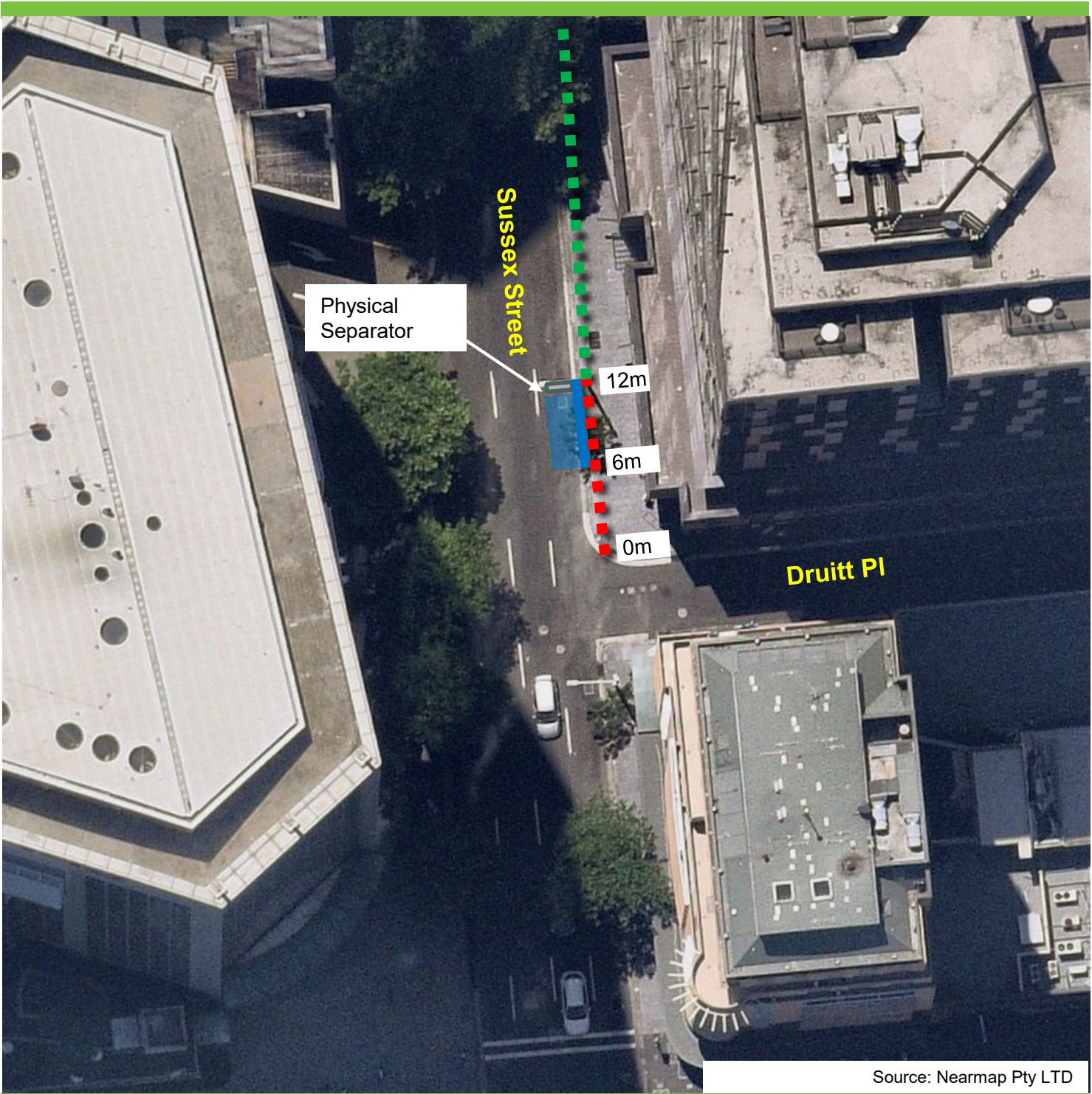
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping TfNSW Vehicles Excepted"
- ■ ■ Loading Zone
- Driveway

Proposed

- Bike Parking Area

Location: 236 Sussex Street, Sydney



Source: Nearmap Pty LTD

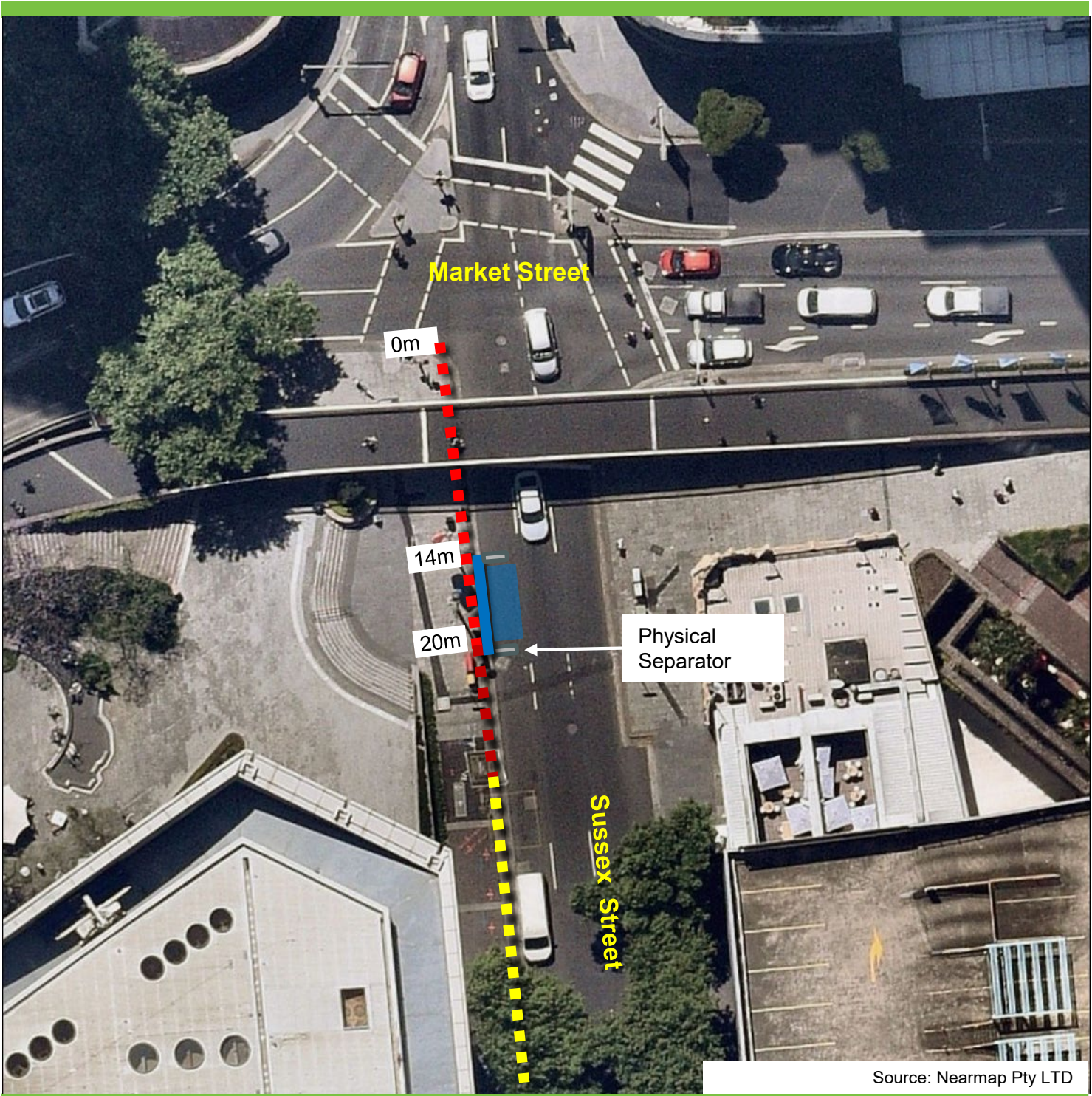
Existing

- ■ ■ "No Stopping"
- ■ ■ "P5 min 7am – 7pm"

Proposed

- Bike Parking Area

Location: Darling Park - Sussex St, Sydney



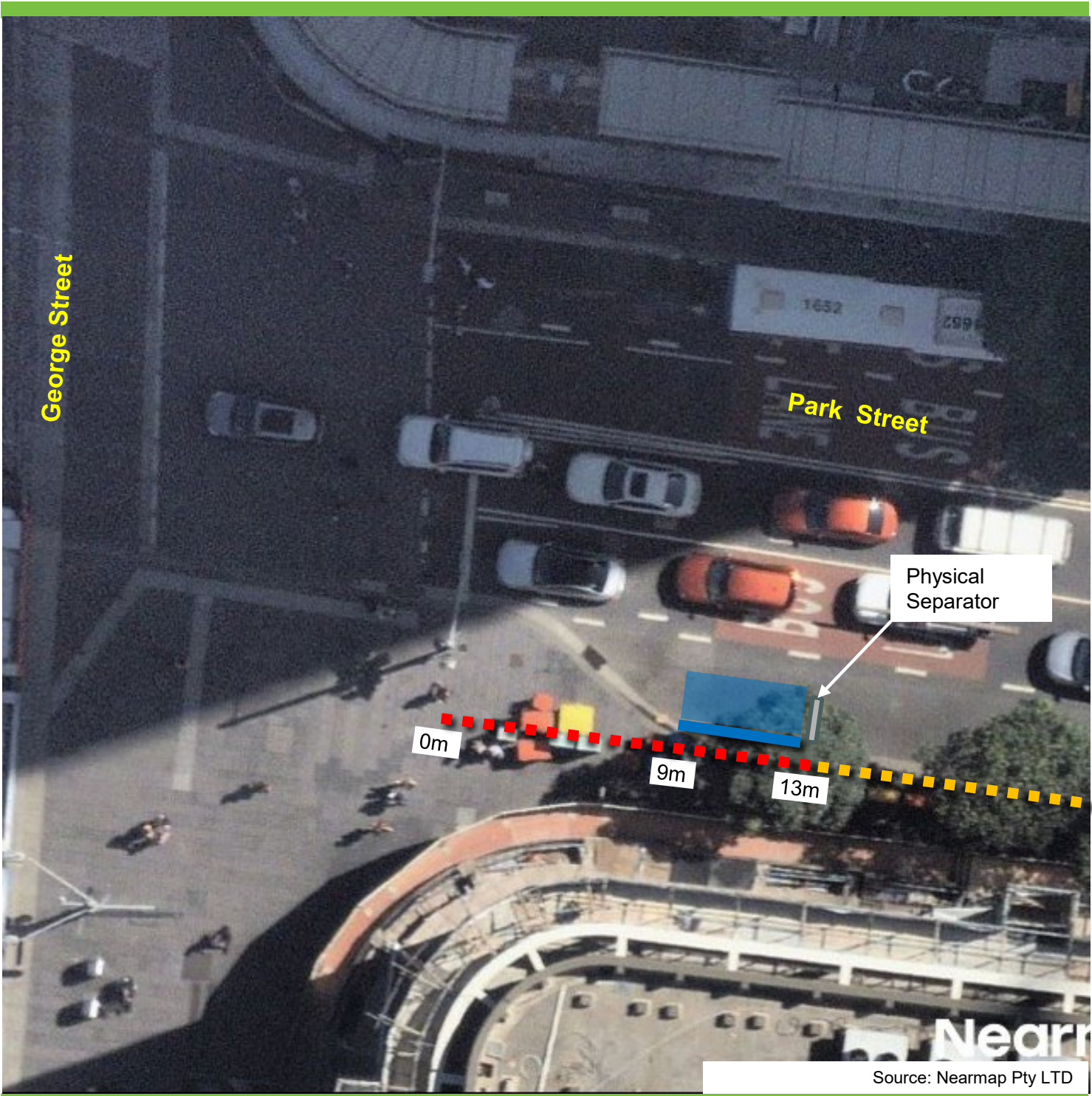
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping Aust. Post. Vehicles Excepted"
- ■ ■ Loading Zone Ticket /4P Ticket

Proposed

- Bike Parking Area

Location: 1 Park Street, Sydney



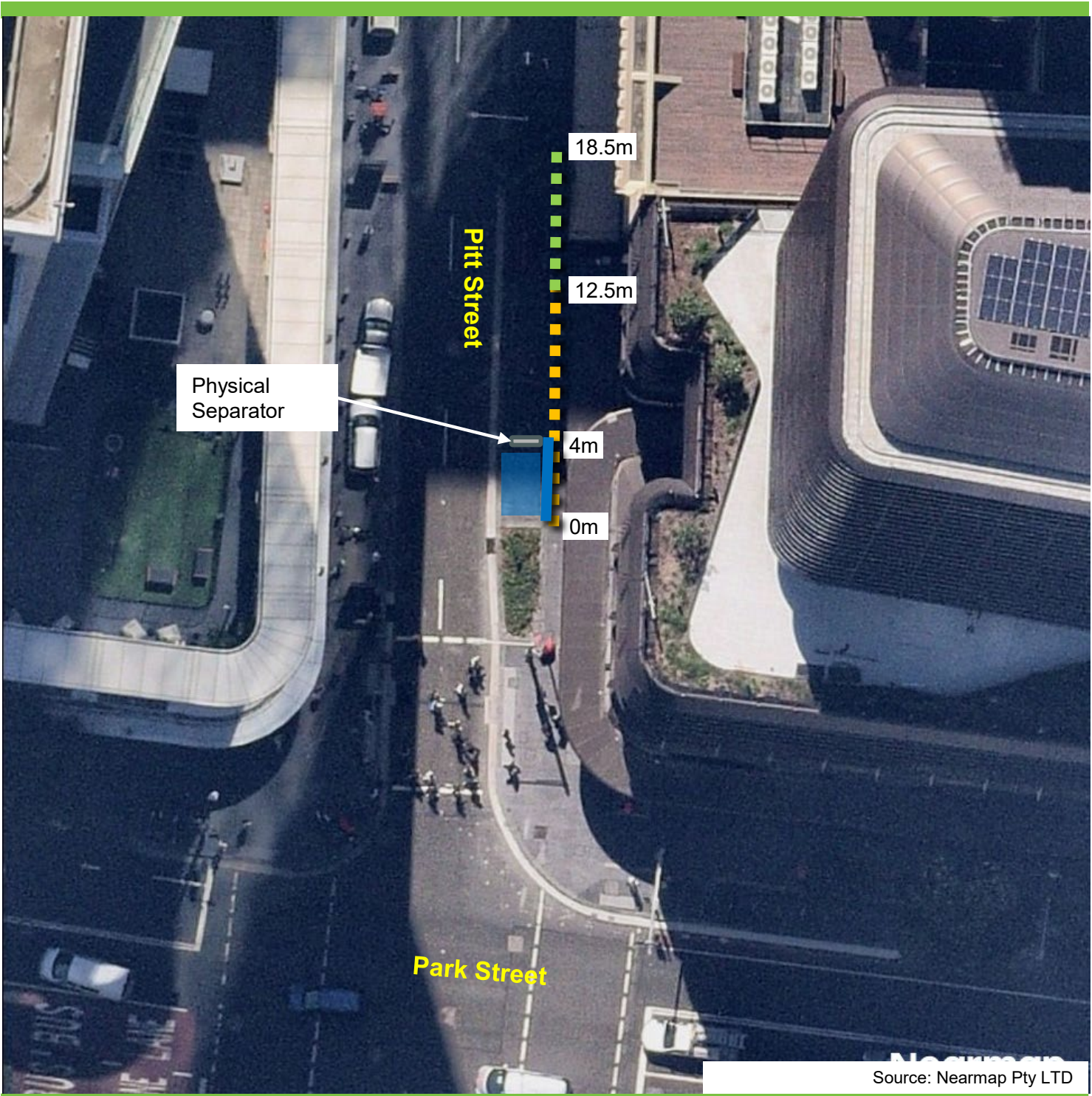
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping Aust. Post. Vehicles Excepted"

Proposed

- Bike Parking Area

Location: Gadigal Metro – Pitt Street, Sydney



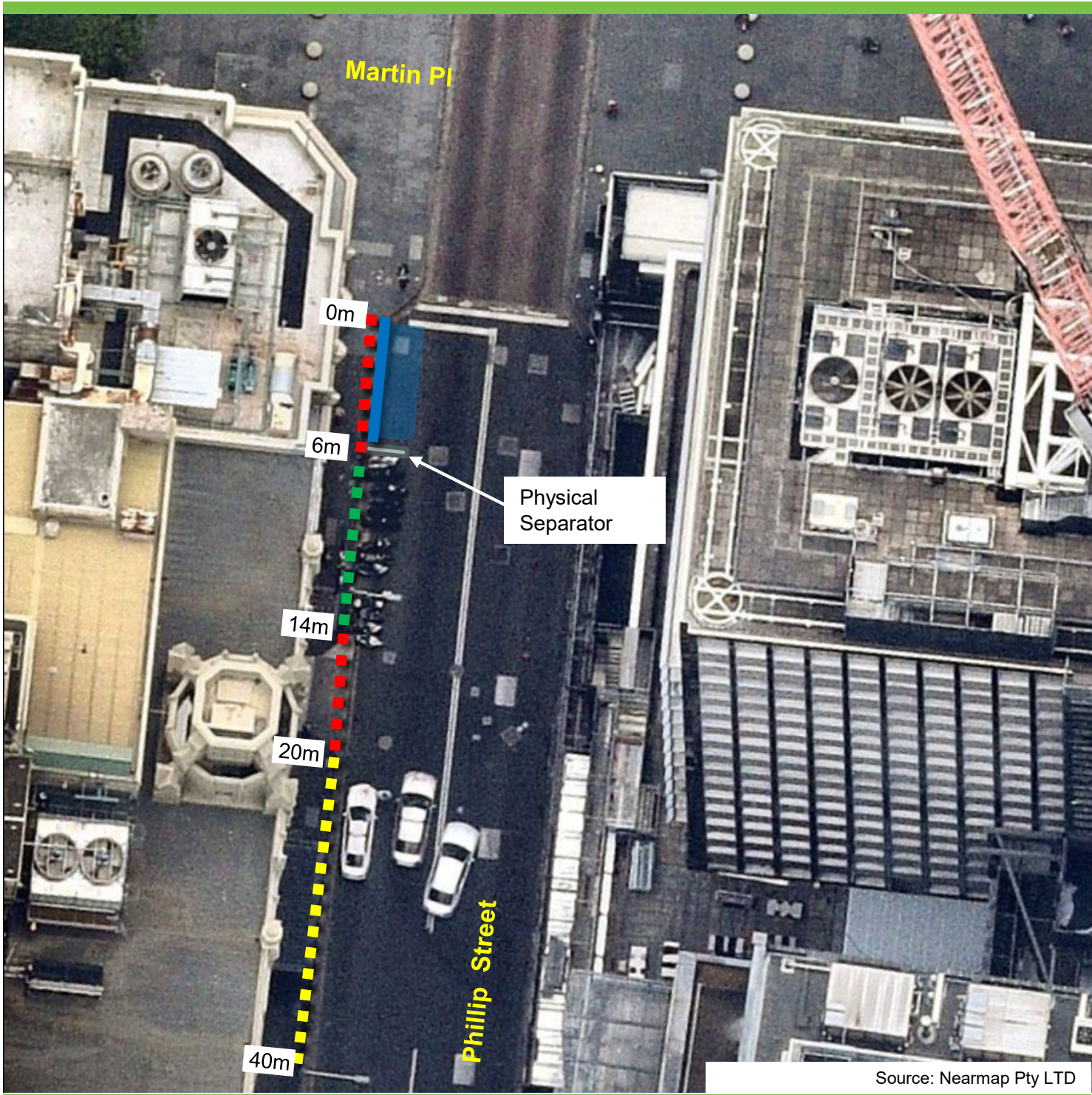
Existing

- ■ ■ "No Parking"
- ■ ■ "No Parking 6am-10pm"

Proposed

- Bike Parking Area

Location: Phillip Street, Sydney



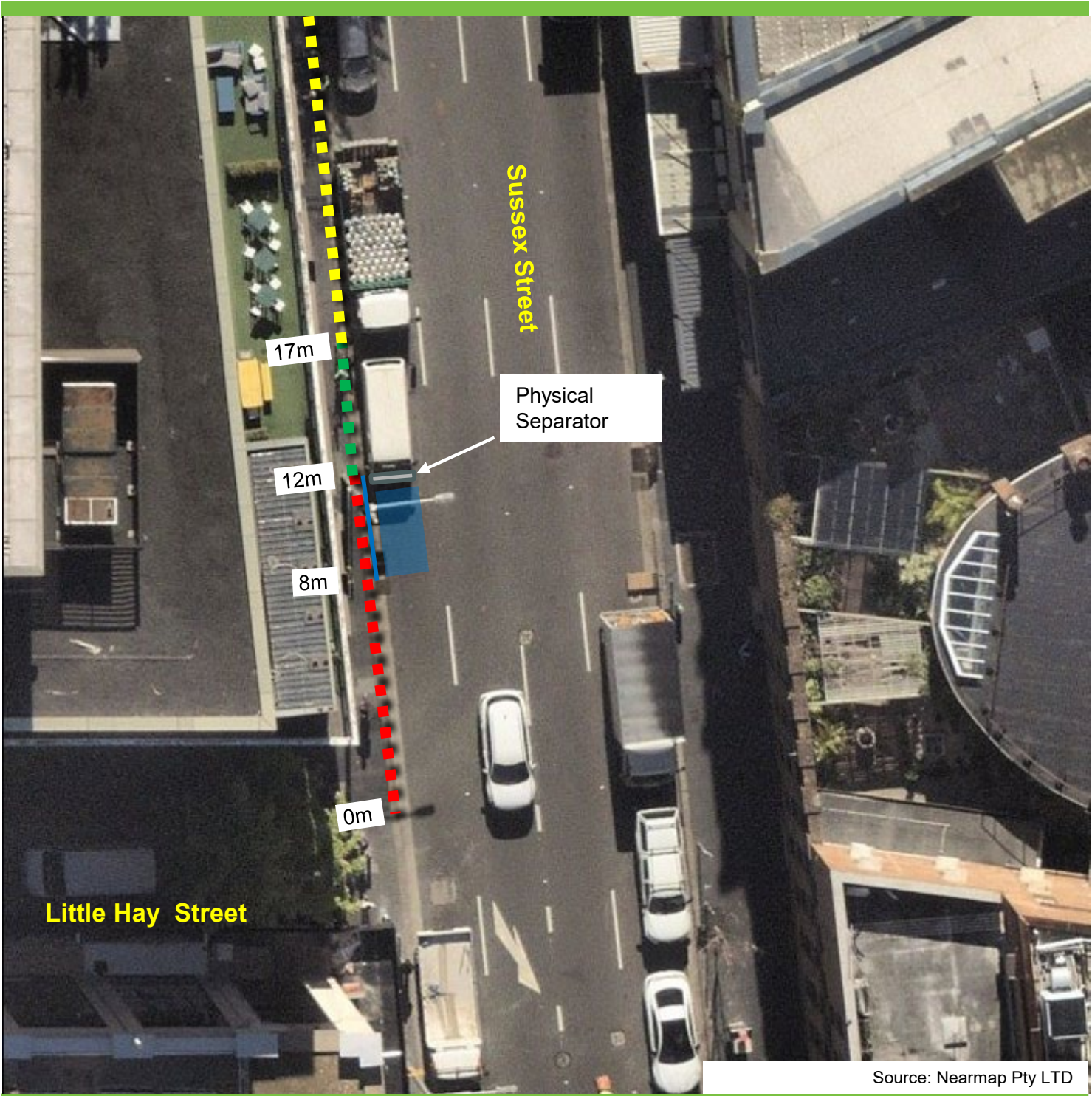
Existing

- ■ ■ "No Stopping"
- ■ ■ "Motorbike Parking Only"
- ■ ■ "Taxi Zone"

Proposed

- Bike Parking Area

Location: 405 Sussex Street, Haymarket



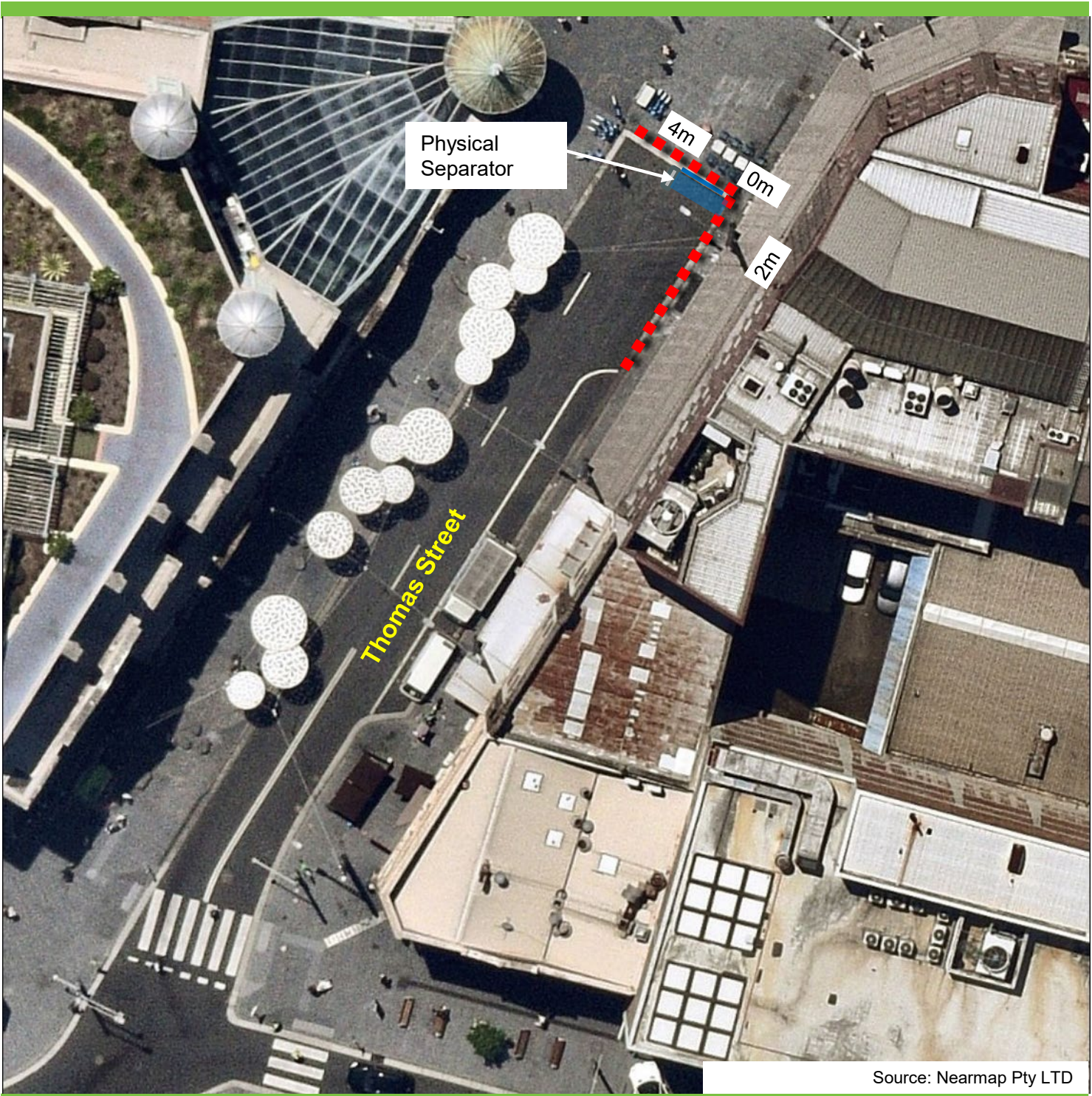
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Auth. Car Share Vehicles Excepted"
- ■ ■ Loading Zone/4P

Proposed

- Bike Parking Area

Location: Thomas Street, Haymarket



Existing
 "No Stopping"

Proposed
 "Bike Parking Area"

Item 34.**Traffic Treatment - Turn Restrictions - Amy and Devine Streets, Erskineville**

TRIM Container No.: 2025/332866

Recommendations

It is recommended that the Committee review the following Turn Restrictions in Amy and Devine Streets, Erskineville:

- (A) “No Left Turn Vehicles Over 6m Long” for eastbound vehicles on Devine Street turning left onto Amy Street.
- (B) “No Right Turn Vehicles Over 6m Long” for southbound vehicles on Amy Street turning right onto Devine Street

Advice

Advice will be updated after the meeting.

Background

Devine and Amy Streets are two-way local roads with a speed limit of 40 km/h. A Telstra utility pit is located on the eastern and western corner of the intersection of Devine and Amy Streets. Left and right turning large vehicles at the intersection frequently encroach onto the footpath, resulting in repeated damage to the Telstra pits.

To mitigate further damage, Telstra has recently installed a protective horse-shoe shaped barriers on the western corner to prevent large vehicles from driving over the pit.

A site investigation has revealed that the recently installed barriers is obstructing pedestrian access on the footpath. As a result, pedestrians are forced to walk on the road, which poses a significant safety risk due to potential conflicts with oncoming traffic.

Comments**Turn Restrictions**

To maintain pedestrian access along the footpath and prevent damage to the Telstra pits, the City is proposing to install the following restrictions at the intersection:

- “No Left Turn Vehicles Over 6m Long” for eastbound vehicles on Devine Street turning left onto Amy Street.
- “No Right Turn Vehicles Over 6m Long” for southbound vehicles on Amy Street turning right onto Devine Street.

Kerb ramps are proposed for pedestrian access across Amy Street to assist pedestrians with prams and in wheelchairs.

Traffic surveys showed very low volume of heavy vehicle traffic. Over a 12 hour vehicle survey on a Wednesday, only 2 heavy vehicles were captured to turn left from Devine Street into Amy Street.

Given the low volume of heavy vehicles in the area, reassigned traffic can be accommodated via Rochford Street as an alternative route. As such, no additional mitigation measures are required to address the traffic impacts of the proposal. Furthermore, Devine and Amy Streets are designated local roads, with parking on both sides of the street with narrow travel widths. As such, the streets are not intended for heavy vehicle access. In the event of an emergency, authorised emergency vehicles will still be able to access Devine and Amy Streets.

Consultation

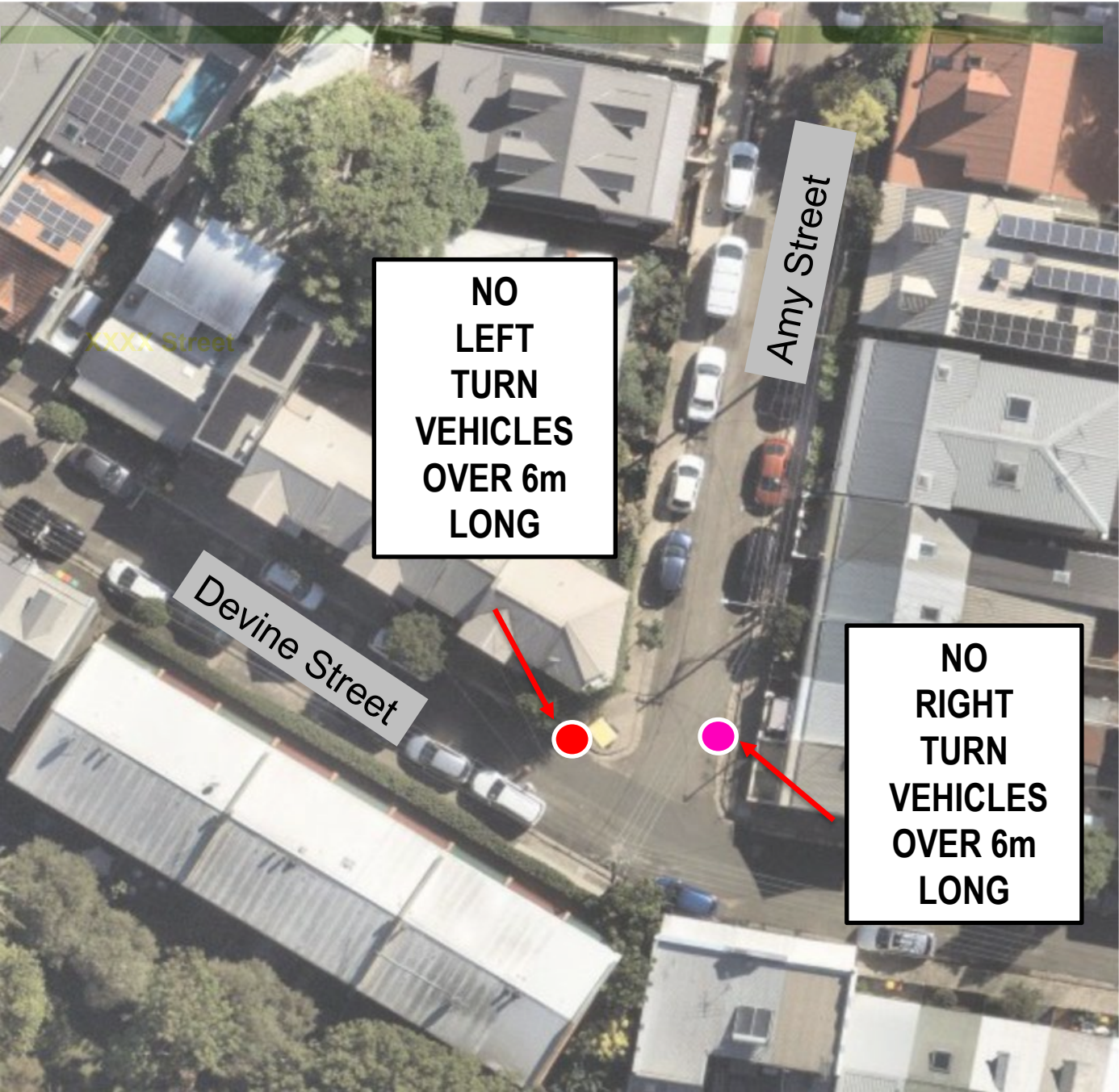
The City consulted local residents and businesses in the area. There were 104 letters sent out with 4 responses supporting the proposal and no responses opposing the proposal.

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Devine and Amy Streets, Erskineville
Proposed traffic changes



Source: Nearmap

Proposed

-  "NO LEFT TURN VEHICLES OVER 6m LONG"
-  "NO RIGHT TURN VEHICLES OVER 6m LONG"

Item 35.

Traffic Treatment - Give Way Sign and Linemarking - Tweed Place, Zetland

TRIM Container No.: 2025/505029

Recommendations

It is recommended that the Committee review the installation of Give-Way control sign and line markings in Tweed Place, Zetland, at the intersection with Ebsworth Street.

Advice

Advice will be updated after the meeting.

Background

A resident has requested the consideration of a Give Way control to improve road safety in Tweed Place, Zetland, at its intersection with Ebsworth Street.

Comments

Currently, there are no Give Way signs or line markings installed at the intersection. To reduce confusion and improve general safety at the intersection, it is proposed to formalise the give way control with signs and line markings.

Consultation

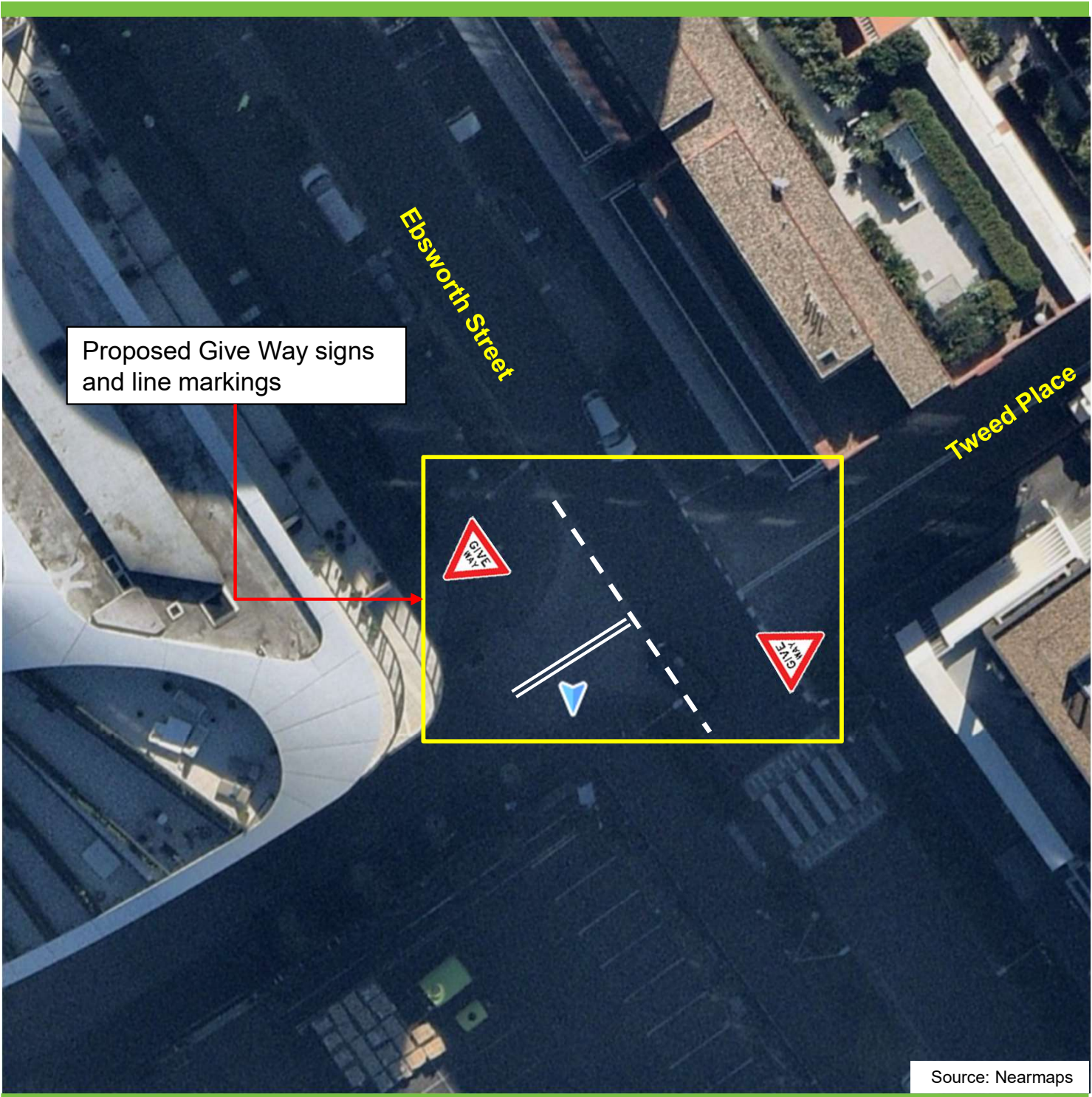
The City notified local residents and businesses in the area. There were 917 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Tweed Place, Zetland
Proposed traffic treatment



Item 36.**Traffic Treatment - Continuous Footpath Treatment and Raised Pedestrian and Cycle Crossings - Cook Lane, Joynton Avenue and Gadigal Avenue, Zetland****TRIM Container No.: 2025/231150****Recommendations**

It is recommended that the Committee review the installation of following traffic treatments and parking restrictions in Zetland.

- (A) A raised pedestrian crossing across Joynton Avenue, south of Gadigal Avenue;
- (B) A raised pedestrian and cycle crossing across Gadigal Avenue, east of Joynton Avenue;
- (C) Installation of 1.9 metre wide raised median island, in Joynton Avenue, between the points 0 metres and 25.3 metres, south of Gadigal Avenue;
- (D) Widening of footpath as follows:
 - (i) A 1 metre wide footpath on western side of Joynton Avenue, south of Gadigal Avenue, between the points 0 metres and 20.5 metres;
 - (ii) A 1.3 metres wide footpath on northern side of Gadigal Avenue, east of Joynton Avenue, between the points 0 metres 24.4 metres; and
 - (iii) A 2.1 metres wide footpath on southern side of Gadigal Avenue, east of Joynton Avenue, between the points 0 metres 24.4 metres.
- (E) Relocating a "No parking" on southern side of Gadigal Avenue, east of Joynton Avenue, between the points 24.4 metres and 30.4 metres;
- (F) Relocating a "Mail Zone" on southern side of Gadigal Avenue, east of Joynton Avenue, between the points 30.4 metres and 40.4 metres; and
- (G) Relocating a "Loading Zone 8am-5pm Mon-Fri" on southern side of Gadigal Avenue, east of Joynton Avenue, between the points 40.4 metres and 49.2 metres.

Advice

Advice will be updated after the meeting.

Background

The City has received requests to improve safety for pedestrians crossing at the intersection of Joynton Avenue and Gadigal Avenue. As such, it is proposed to upgrade the existing at-grade pedestrian crossing in Joynton Avenue to a raised pedestrian crossing, new raised pedestrian and cycle crossing in Gadigal Avenue and footpath widening to, facilitate safer pedestrian links and reduced vehicle speeds.

Comments

Green Square has experienced a significant increase in pedestrian and cyclist activity, driven by ongoing residential and commercial development, improved public transport connections, and the area's growing popularity as a vibrant urban precinct. This rise in active transport modes underscores the need for targeted traffic treatments to enhance safety and accessibility. Implementing measures such as improved pedestrian and cycle crossings, encouraging reduced vehicle speeds will help create a safer environment for all road users, particularly vulnerable groups such as children, older adults, and people with disabilities.

Given the high volume of pedestrians in the area, the traffic treatment proposals will help improve pedestrian and bike rider safety in the area as part of the City's commitment to calm traffic and improve residential amenity. Given that Joynton and Gadigal Avenues are on a bus route, the raised crossing will comply with STA guidelines. Additionally, the existing footpath widening at the raised crossings will maintain the existing travel lane widths along Joynton Avenue. As, the traffic treatments therefore will not affect traffic flow along the street.

Improved lighting would be incorporated in the traffic treatment proposals to enhance safety at the pedestrian and cycle crossing at night.

Implementation of the proposal would require changes to kerbside parking restrictions.

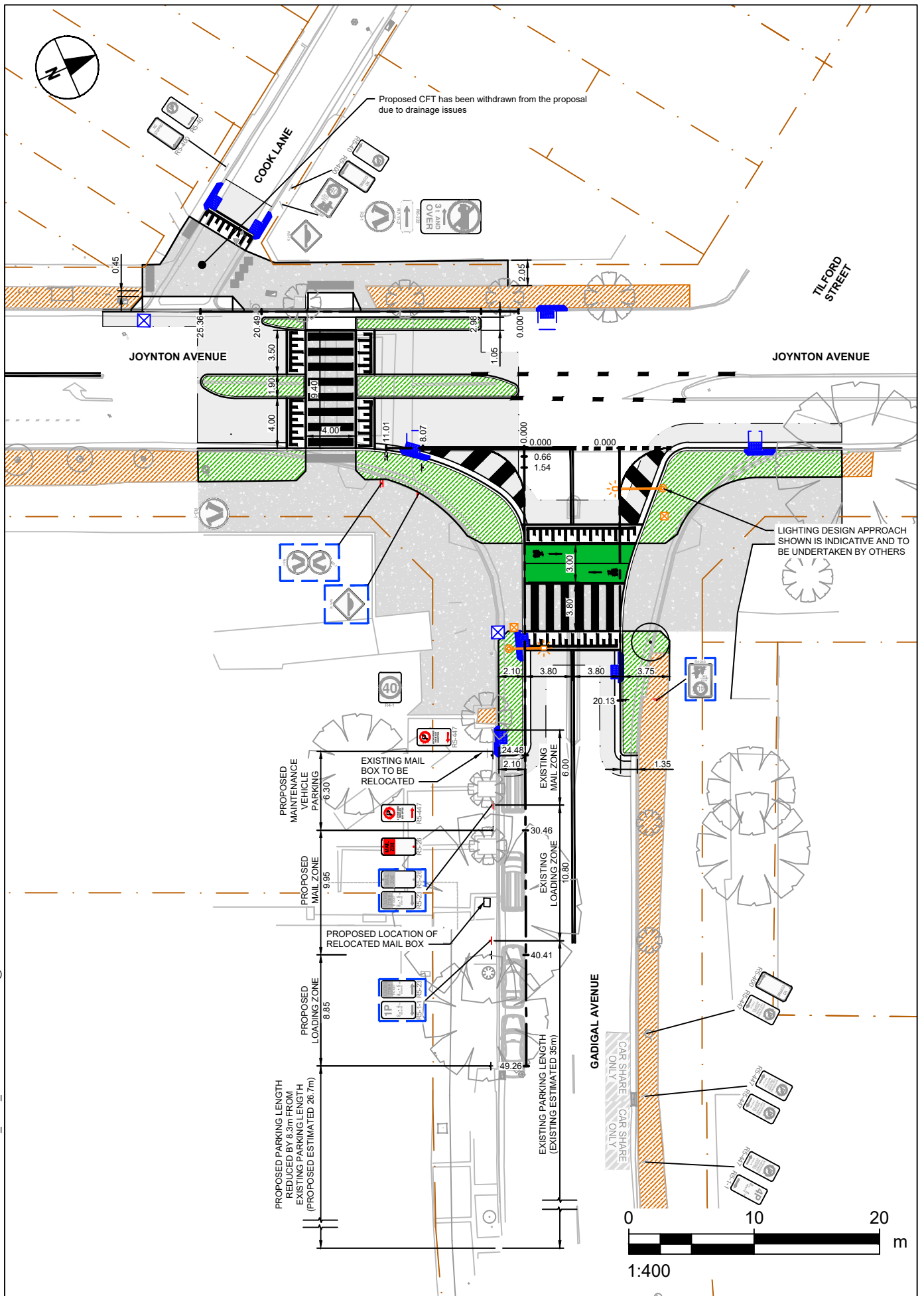
Consultation

The City consulted local residents and businesses in the area. There were 778 letters sent out with seven responses supporting the proposal and no response opposing the proposal. The response supporting the proposal noted that it will improve safety at the intersection and slow down vehicles. However, one response supporting the proposal also raised concerns about congestion in the area.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER



Pedestrian Crossings and CFT

Gadigal Avenue

C21010 - 10700647

Project No.: 60616465 Date: 23.07.2025

TRAFFIC COMMITTEE PLANS

Item 37.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

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

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Schedule C

Works Zone Conditions

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

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

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