

20 November 2025

At 10.00 am

**Local Pedestrian, Cycling, Traffic Calming
and Transport Forum**

Disclaimer

The Local Pedestrian, Cycling, Traffic Calming and Transport Forum is established under the Roads Act.

The Forum 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 Forum members, not necessarily the views of the City of Sydney Council.

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Structure and Operation of Local Pedestrian, Cycling, Traffic Calming and Transport Forum

1. The views expressed in this document are those of the Forum members, not necessarily the views of the City of Sydney Council.
2. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum not a Forum of the City of Sydney Council, but a Forum 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, Traffic Calming and Transport Forum.
4. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.
5. All proposals recommended by the Local Pedestrian, Cycling, Traffic Calming and Transport Forum must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal).
6. There are four formal members of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum - the City of Sydney, the 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. On 10 October 2024, Council appointed Councillor Adam Worling as Chairperson and Councillor Jess Miller as Alternate Chairperson of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum.
8. Members of the public are welcome to attend and speak to an item on the Local Pedestrian, Cycling, Traffic Calming and Transport Forum agenda. Addresses to the Forum 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 Forum Secretary in advance on ccalabro@cityofsydney.nsw.gov.au.
9. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum meet every third Thursday of the month at 10m in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
10. Local Pedestrian, Cycling, Traffic Calming and Transport Forum 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 2025/09 held on 16 October 2025

Decision

Item 2.

Item for Committee Information- Local Pedestrian, Cycling, Traffic Calming and Transport Forum

TRIM Container No.: 2025/660424

Recommendations

It is recommended that the Forum note the meeting dates for the Local Pedestrian, Cycling, Traffic Calming and Transport Forum in 2026.

Advice

Advice will be updated after the meeting.

Background

The Forum notes the meeting dates for the Local Pedestrian, Cycling, Traffic Calming and Transport Forum in 2026.

Comments

Below is the proposed meeting schedule for the Local Pedestrian, Cycling, Traffic Calming and Transport Forum in 2026:

Thursday 19 February 2026

Thursday 19 March 2026

Thursday 16 April 2026

Thursday 21 May 2026

Thursday 18 June 2026

Thursday 16 July 2026

Thursday 20 August 2026

Thursday 17 September 2026

Thursday 15 October 2026

Thursday 19 November 2026

Thursday 10 December 2026

CLAUDIA CLABRO, TRAFFIC WORKS COORDINATOR

Item 3.

Street Event - Temporary Road Closures - Sydney Festival

TRIM Container No.: 2025/629141

Recommendations

It is recommended that the Forum review the temporary road closure for the Efectos Especiales - Sydney Festival on Saturday, 10 January 2026 from 2pm to 10pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the 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

Sydney Festival has applied for the temporary road closure of Hickson Road for the Efectos Especiales - Sydney Festival on Saturday, 10 January 2026 from 2pm to 10pm.

Comments

The Efectos Especiales - Sydney Festival is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

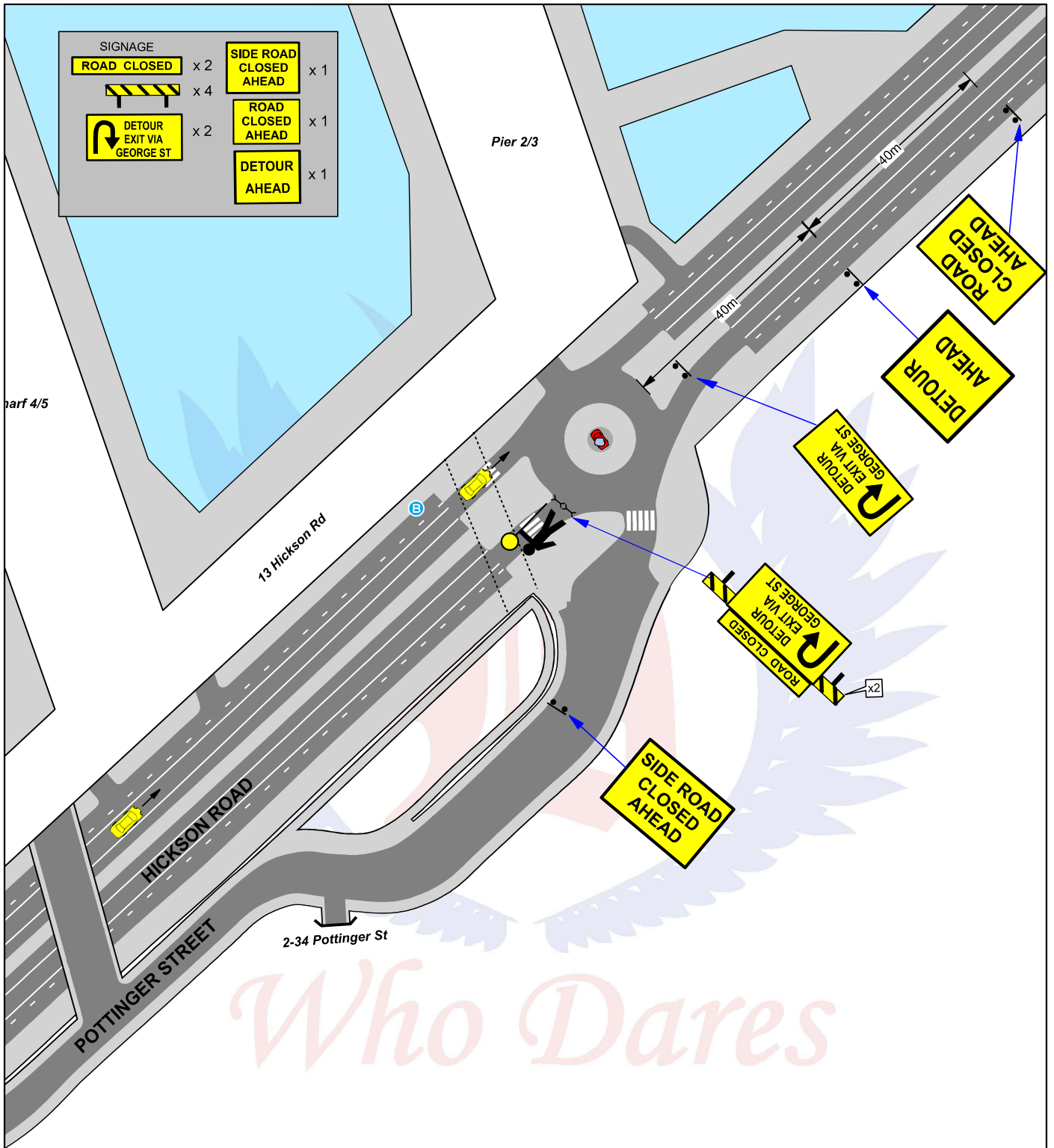
Consultation

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

Financial

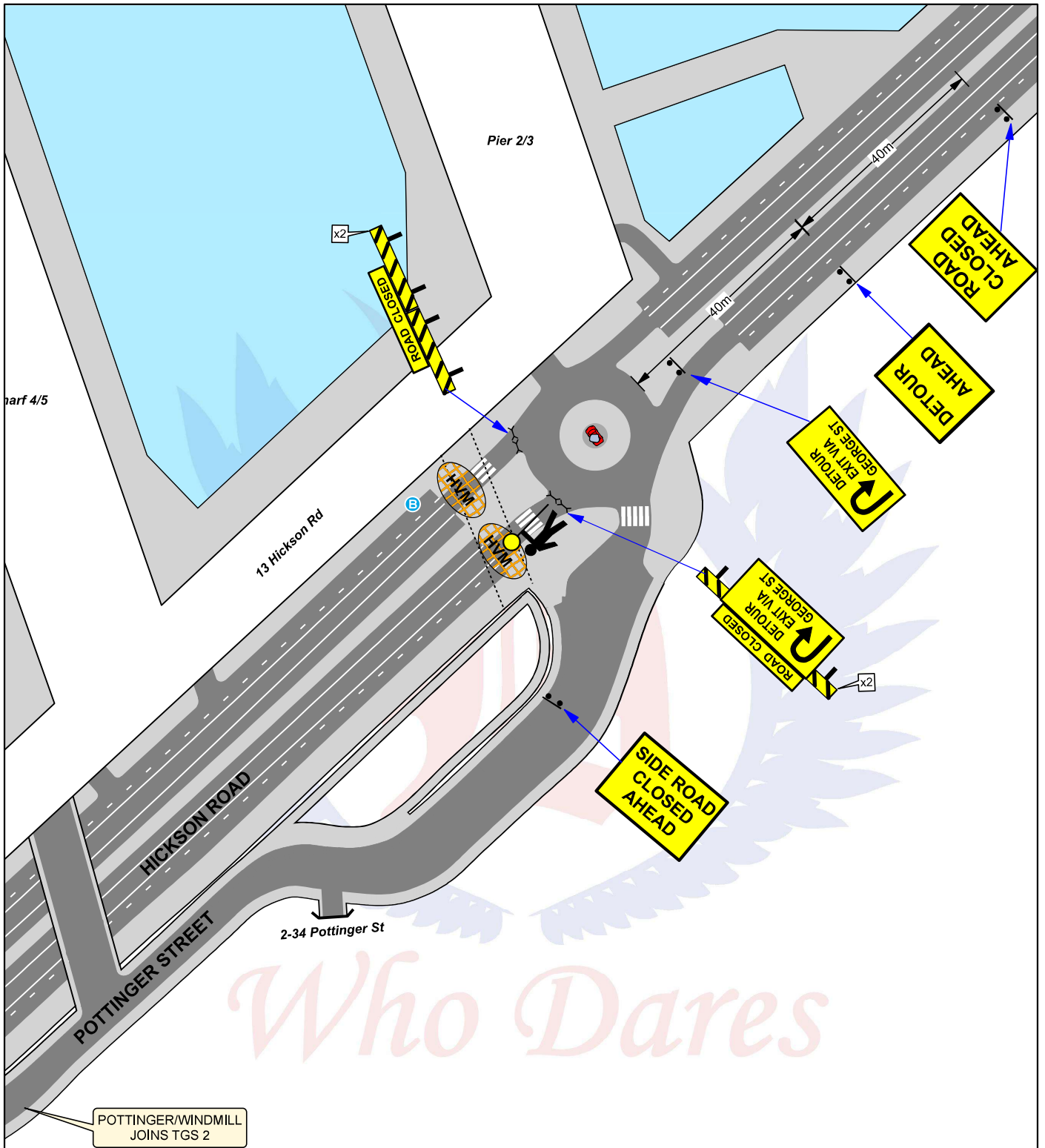
All costs associated with the proposed closure will be borne by the Applicant.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER



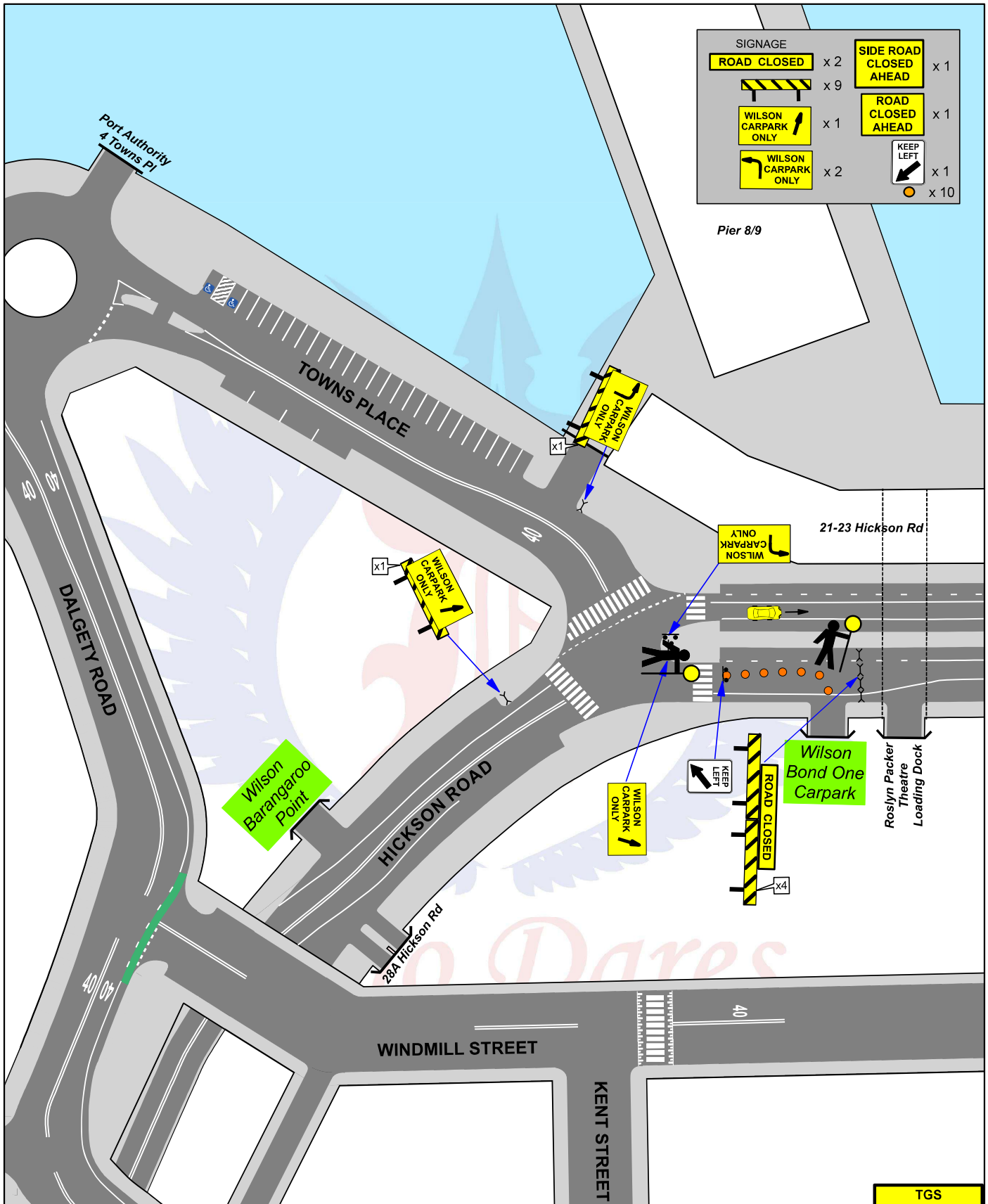
Efectos Especiales SYDNEY FESTIVAL		Hickson Rd & Pottinger St MILLERS POINT				TGS 01a	
		AS AT 12 OCT 25				1 of 2	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Sheet:	Date: Sat 10 Jan 26	
POLICE					Date:	Scale: Not to Scale	
WHO DARES	Install & maintain road closure			00:01 - 06:00	Scale:	Drawn By: Greg Mooney	
SYD FESTIVAL					Drawn By:	TCT 0027718 PWZ	

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
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Efctos Especiales SYDNEY FESTIVAL		Hickson Rd & Pottinger St MILLERS POINT				TGS 01b	
		AS AT 12 OCT 25				2 of 2	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Sheet:	Date: Sat 10 Jan 26	
POLICE					Date:	Scale: Not to Scale	
WHO DARES	Install & maintain road closure			06:00 - 02:00	Scale:	Drawn By: Greg Mooney	
SYD FESTIVAL					Drawn By:	TCT 0027718 PWZ	

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



Efectos Especiales SYDNEY FESTIVAL		Towns Pl & Hickson Rd MILLERS POINT			AS AT 12 OCT 25		TGS 03a
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Sheet:	1 of 2	
POLICE					Date:	Sat 10 Jan 26	
WHO DARES	Install & maintain south bound road closure	Maintain access to Wilson Bond 1 Carpark		00:01 - 06:00	Scale:	Not to Scale	
SYD FESTIVAL					Drawn By:	Greg Mooney TCT 0027718 PWZ	

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Item 4.

Street Event - Temporary Road Closures - New Year's Eve 2025

TRIM Container No.: 2025/646235

Recommendations

It is recommended that the Forum review the temporary road closures for the New Year's Eve 2025 event from 4am on Wednesday, 31 December 2025 to 10am on Thursday 1 January 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 Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (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 to temporarily close roads within the City's LGA for the New Year's Eve 2025 event from 4am on Wednesday, 31 December 2025 to 10am on Thursday 1 January 2026.

Comments

The New Year's Eve 2025 event is an annual event that requires the temporary closure of City streets and traffic detours around the event.

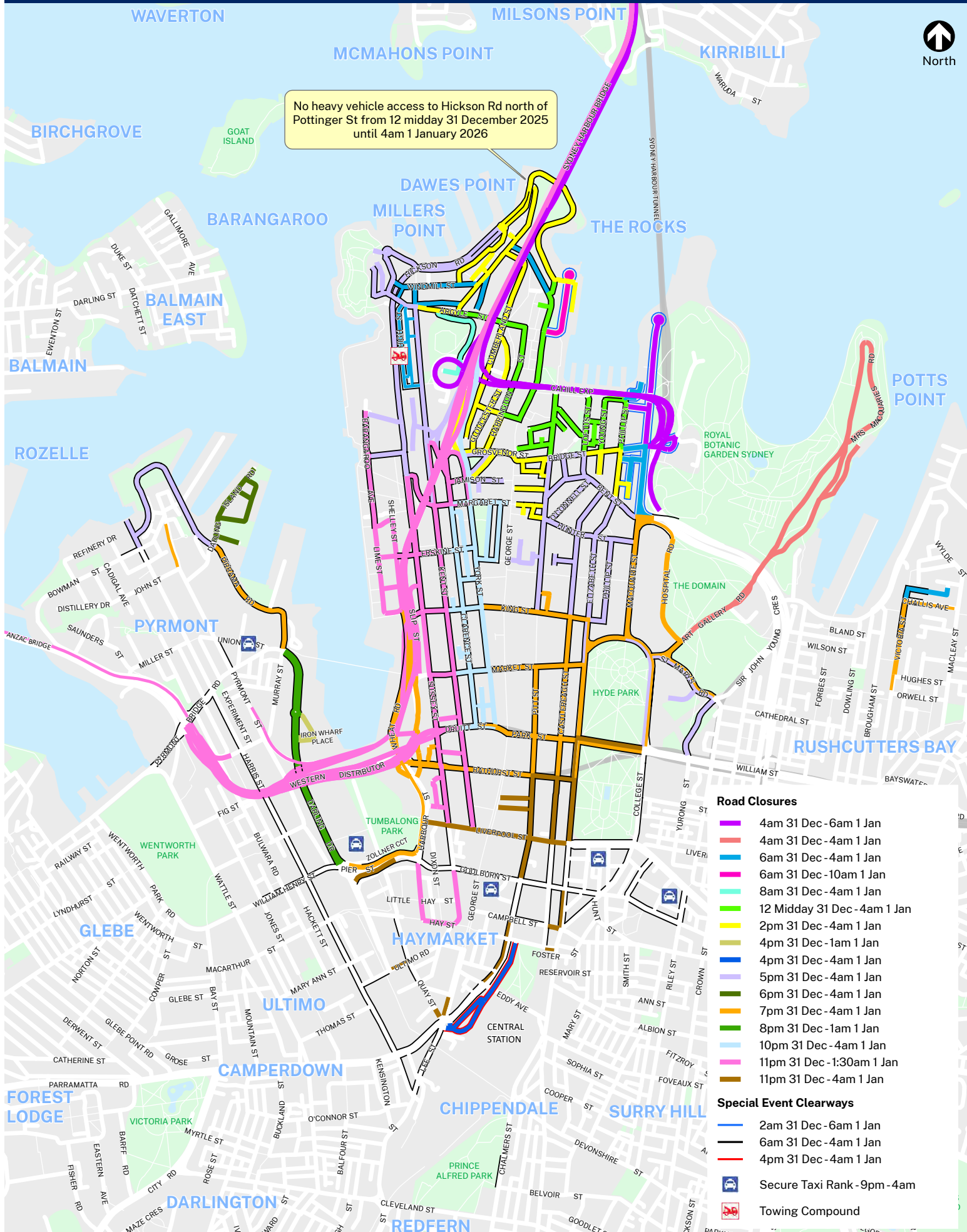
Consultation

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

Financial

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

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER



Item 5.

Street Event - Temporary Road Closures - Sydney Streets 2025 - Harris Street, Pyrmont

TRIM Container No.: 2025/633190

Recommendations

It is recommended that the Forum review the temporary road closure for the Sydney Streets 2025 in Harris Street, Pyrmont between Pyrmont Bridge Road and Miller Street on Saturday, 28 March 2026 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 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.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

In early 2022, the City introduced a series of Sydney Summer Streets events closing several high streets to support communities during the pandemic. The initiative was an opportunity for local businesses to extend their trade onto footpaths and outdoor settings. Following the success of the Sydney Summer Streets events, the City now plans to hold similar Sydney Streets events throughout the year to support communities and local businesses

The City of Sydney has applied for the temporary road closure of Harris Street, Pyrmont between Pyrmont Bridge Road and Miller Street for the Sydney Streets 2025 - Pyrmont event on Saturday, 28 March 2026 from 7am to 11.30pm.

Comments

The Sydney Streets 2025 is an ongoing event that requires the temporary closure of City streets and traffic detours around the event route.

The cycle paths in Union Street, Miller Street and Saunders Street will remain open except in the event area at the intersection of Harris and Miller Streets. People who are riding past the intersection will be required to dismount and be guided by traffic controllers to walk their bicycles past the event area.

Road Closures

- Harris Street, Pyrmont between Pyrmont Bridge Road and Miller Street - Saturday 28 March 2026 from 7am to 11.30pm.

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

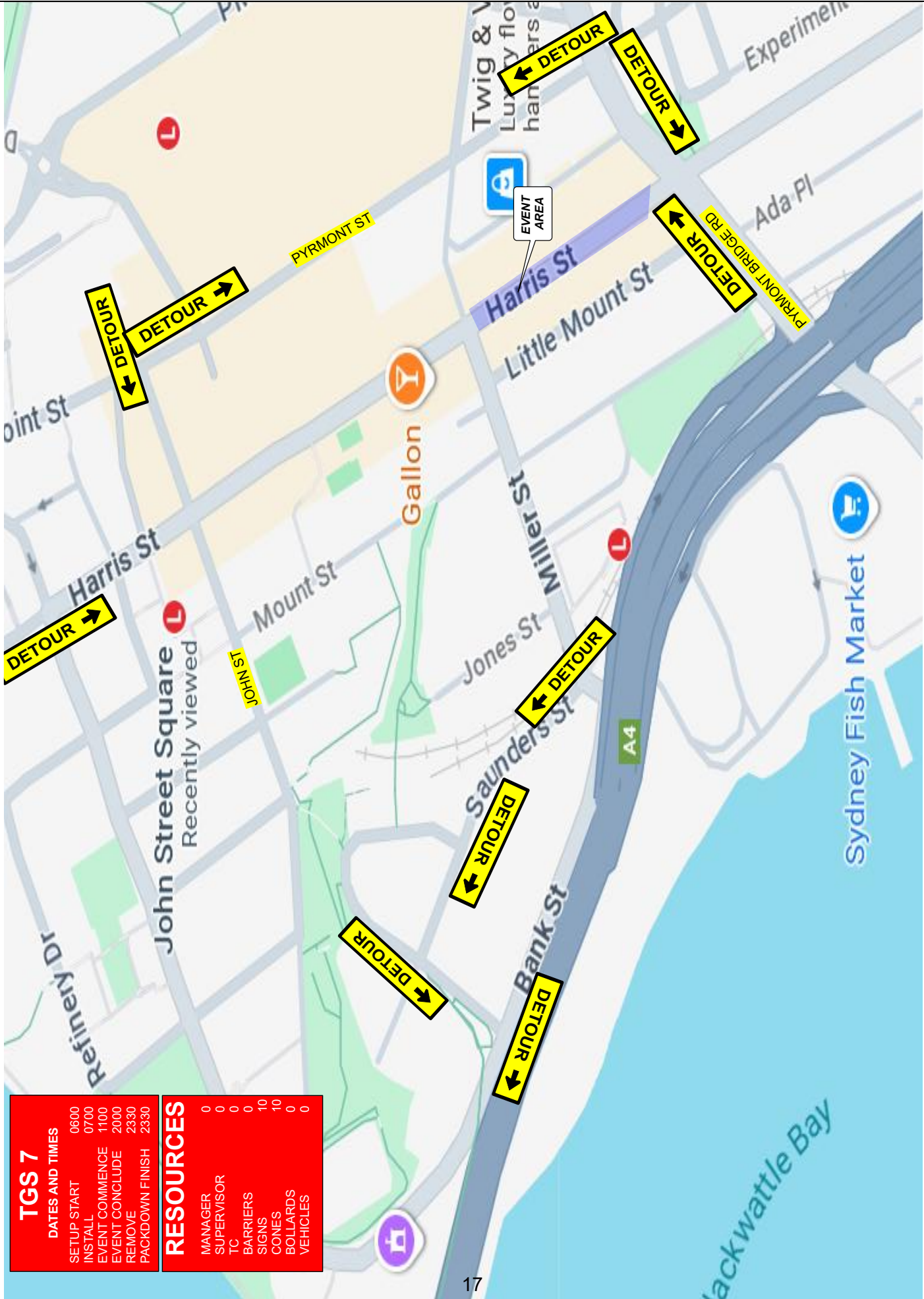
Consultation

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

Financial

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

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH



TGS 7	
DATES AND TIMES	
SETUP START	0600
INSTALL	0700
EVENT COMMENCE	1100
EVENT CONCLUDE	2000
REMOVE	2330
PACKDOWN FINISH	2330
RESOURCES	
MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	10
CONES	10
BOLLARDS	0
VEHICLES	0

Item 6.

Street Event - Sydney Streets - Stanley Street, Darlinghurst

TRIM Container No.: 2025/489452

Recommendations

It is recommended that the Forum review the temporary road closures for the Sydney Street - Darlinghurst on Saturday, 21 March 2026 from 7.00am 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 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.

Advice

Advice will be updated after the meeting.

Background

The City has applied for the temporary road closures of Stanley Street, Darlinghurst and surrounding streets for Sydney Streets on Saturday, 21 March 2026 from 7.00am to 11.30pm.

Comments

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

Road Closures

The following roads will be closed from 7.00am to 11.30pm:

- Stanley Street between Crown Street and Yurong Street
- Riley Street between Stanley Lane and Francis Street
- Stanley Lane between Yurong Street and Crown Street
- Yurong Street between William Street and Stanley Street
- Yurong Street between Francis Street and Francis Lane
- Francis Lane between Yurong Street and Riley Street
- Chapel Street between Burnell Place and Riley Street
- Chapel Street between Burnell Place and Crown Street

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.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST TRAFFIC WITH MOVEMENT THROUGH 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	N/A	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 TCQWS	15m
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 OR 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 WORK SITE 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.

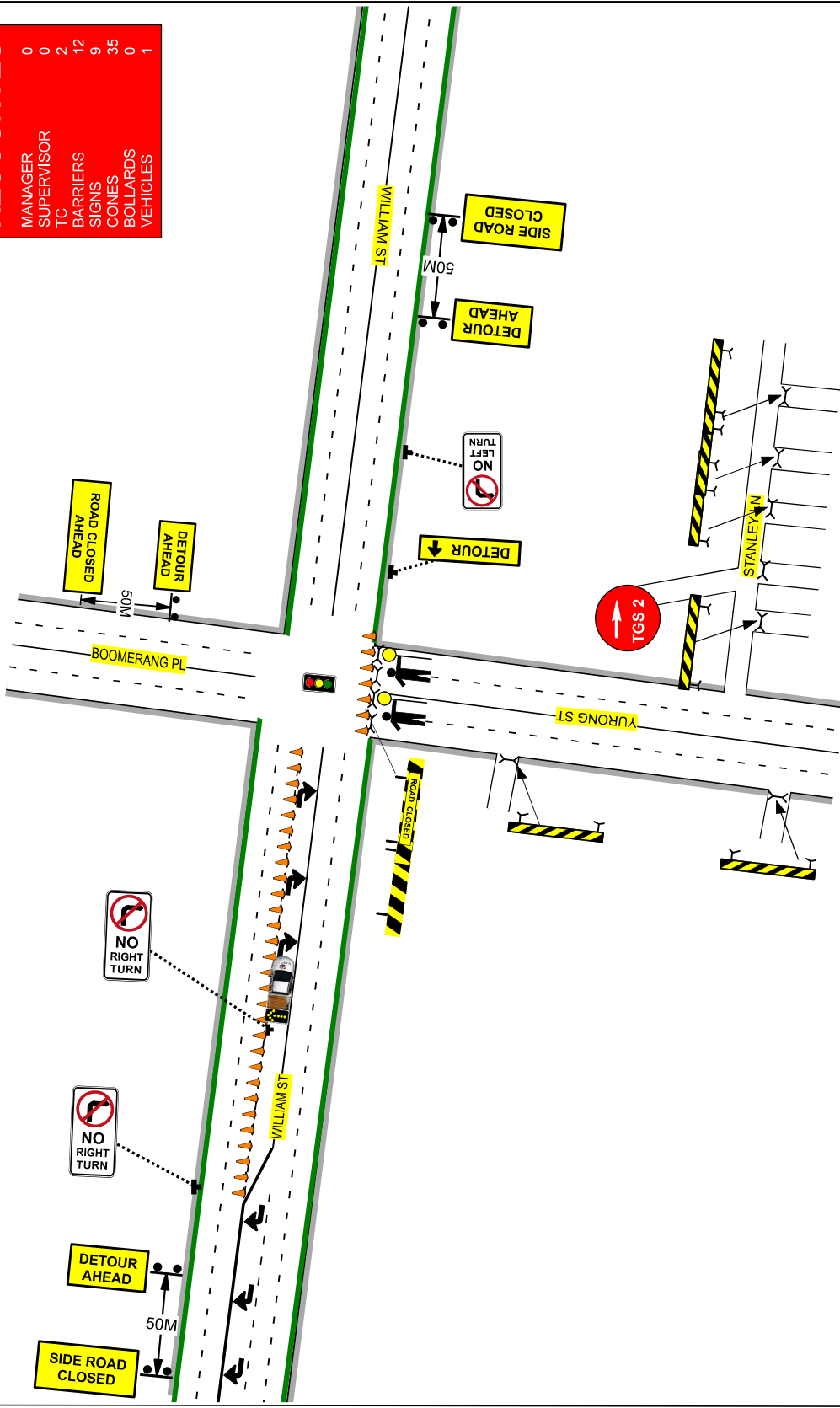
TGS 1

DATES AND TIMES

SETUP START	0600
INSTALL CLOSURE	0700
EVENT COMMENCE	1100
EVENT CONCLUDE	2200
REMOVE CLOSURE	2330
PACKDOWN FINISH	2345

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	2
BARRIERS	12
SIGNS	9
CONES	35
BOLLARDS	0
VEHICLES	1



Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

CITY OF SYDNEY

WILLIAM ST

DARLINGHURST

X2

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

3142

YURONG ST

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

25/09/2025

30105

1

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

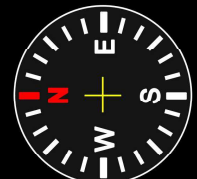
RAMIE ABOL CHAKRA

PWZTMP / TCT 0103748

JAY RUBIE

PWZTMP / TCT 0038205

N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

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. NO APPLICABLE EXISTING SIGNAGE SHALL BE COVERED BY SPEED SIGNAGE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022 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
8. PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KMH	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	60	70
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	180
> 105	N/A	110	180

DIMENSION "D"

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

TOLERANCE

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

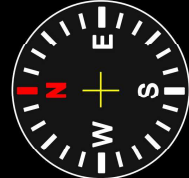
THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE) 2.8 min

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 SIGN

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

0600	SETUP START
0700	INSTALL CLOSURE
1100	EVENT COMMENCE
2200	EVENT CONCLUDE
2330	REMOVE CLOSURE
2345	PACKDOWN FINISH

RESOURCES

MANAGER	0
SUPERVISOR	1
TC	6
BARRIERS	7
SIGNS	9
CONES	10
BOLLARDS	0
VEHICLES	0

CITY OF SYDNEY	Term:		ROL Required:	YES	Date Prepared:	25/09/2025	Designed By:	RAMIE ABOU CHAKRA
YURONG LN	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30105	Accreditation:	PWZTMP / TCT 0103748
DARLINGHURST	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	2	Approved By:	JAY RUBIE
X 6	Travelled Path:	PAST	Traffic Light No:	3142	Version No:	1	Accreditation:	PWZTMP / TCT 0038205
X 0	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	CROWN ST	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KMH	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	90	130
86 - 95	N/A	60	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KMI/H	DIMENSION D=1M	
	AS 1742.3	TC@WS
45 OR LESS	15m	15m
	15m	50m
46 - 55	15m	60m
56 - 65	15m	EQUAL TO POSTED SPEED
GREATER THAN 65 KMI/H		

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

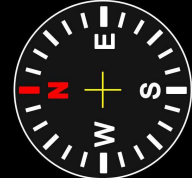
THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m/13.5m DESIRABLE 2.8 m

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 SIGN

VEHICLE MANAGEMENT PLAN

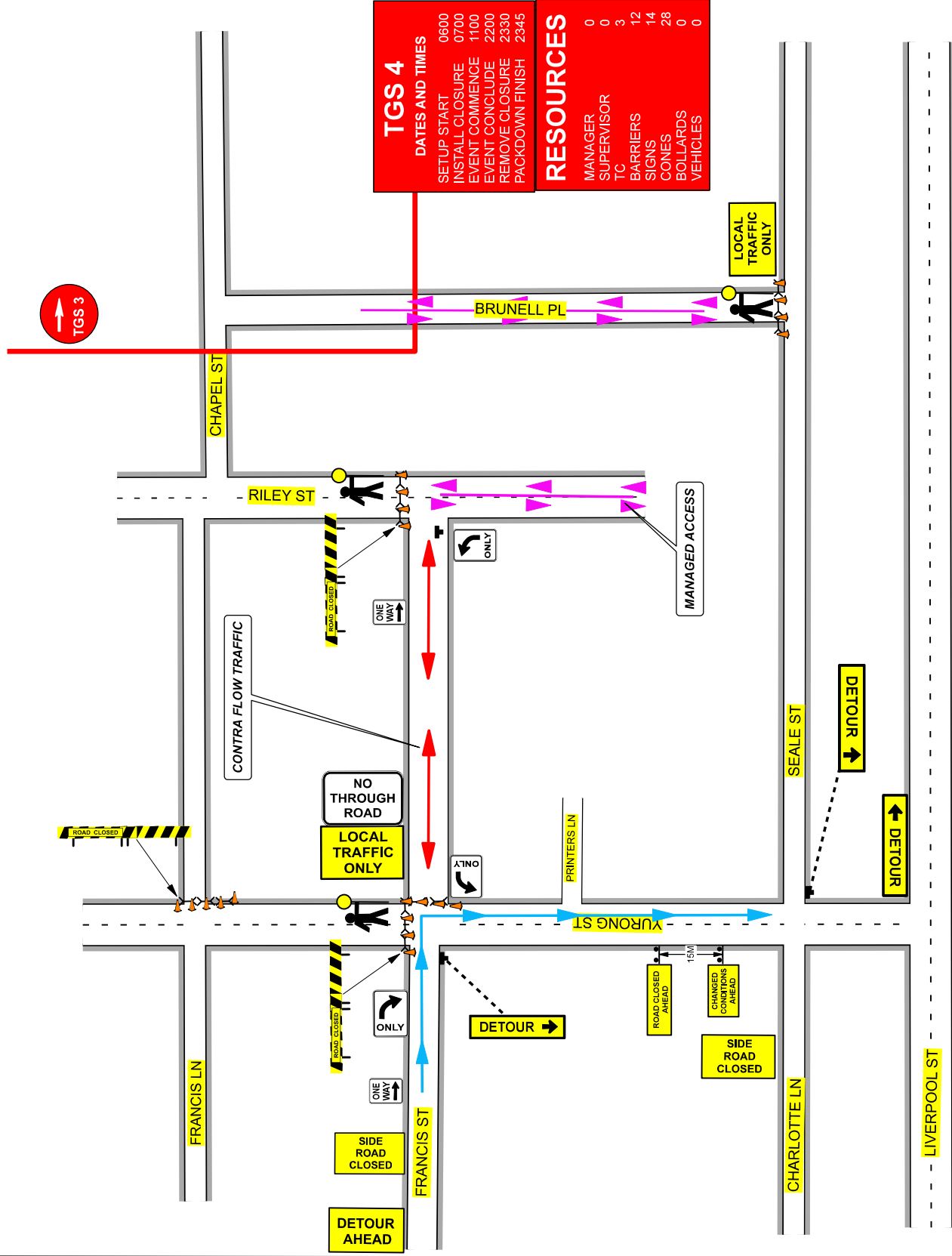
ALL EVENT VEHICLES TO ENTER AND EXIT
EVENT LOCATION UNDER THE DIRECTION OF
EVENT MANAGEMENT AND TRAFFIC
CONTROLLERS. ALL VEHICLES WALKING PACE
WITH HAZARD LIGHTS ON.



CITY OF SYDNEY	Term:		ROL Required:	YES	Date Prepared:	25/09/2025	<i>Designed By:</i>	RAMIE ABOU CHAKRA
FRANCIS ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30105	<i>Accreditation:</i>	PWZTMP / TCT 0103748
DARLINGHURST	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	4	<i>Approved By:</i>	JAY RUBIE
X 5	Travelled Path:	PAST	Traffic Light No:		Version No:	1	<i>Accreditation:</i>	PWZTMP / TCT 0038205
X 0	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	YURONG ST	Plan Type:	A	<i>Expiry (Both):</i>	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

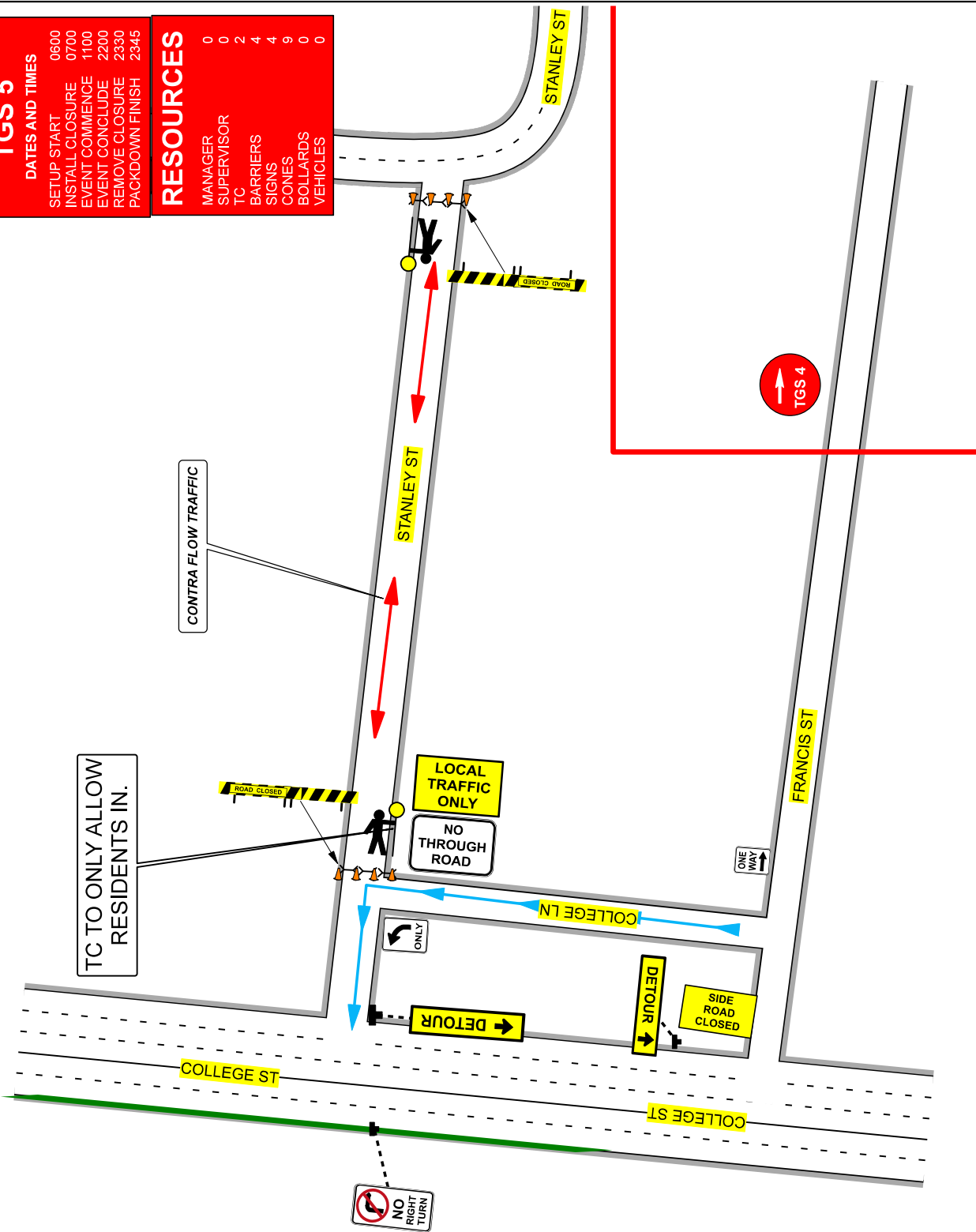


GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NONAPPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	2
BARRIERS	4
SIGNS	4
CONES	9
BOLLARDS	0
VEHICLES	0



DIMENSION "D"

SPEED OF TRAFFIC KMH	DIMENSION D=M
45 OR LESS	AS 1742.3 TC@WS 15m 15m
46 - 55	15m 50m
56 - 65	15m 60m
GREATER THAN 65 KMH	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

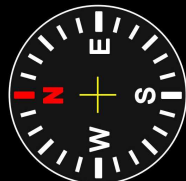
THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE 2.8 min)

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 SIGN

VEHICLE MANAGEMENT PLAN

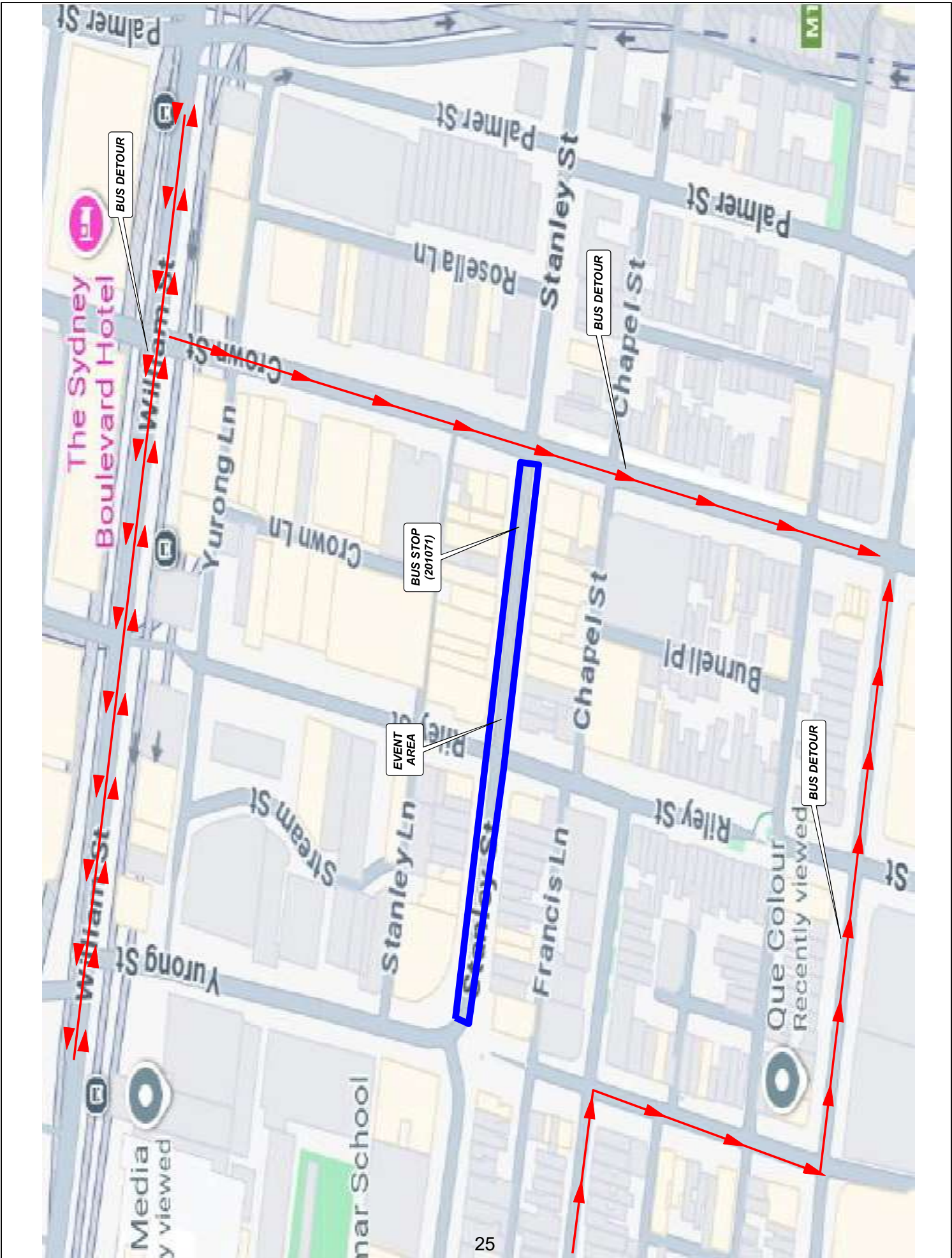
**ALL EVENT VEHICLES TO ENTER AND EXIT
EVENT LOCATION UNDER THE DIRECTION OF
EVENT MANAGEMENT AND TRAFFIC
CONTROLLERS. ALL VEHICLES WALKING PACE
WITH HAZARD LIGHTS ON.**



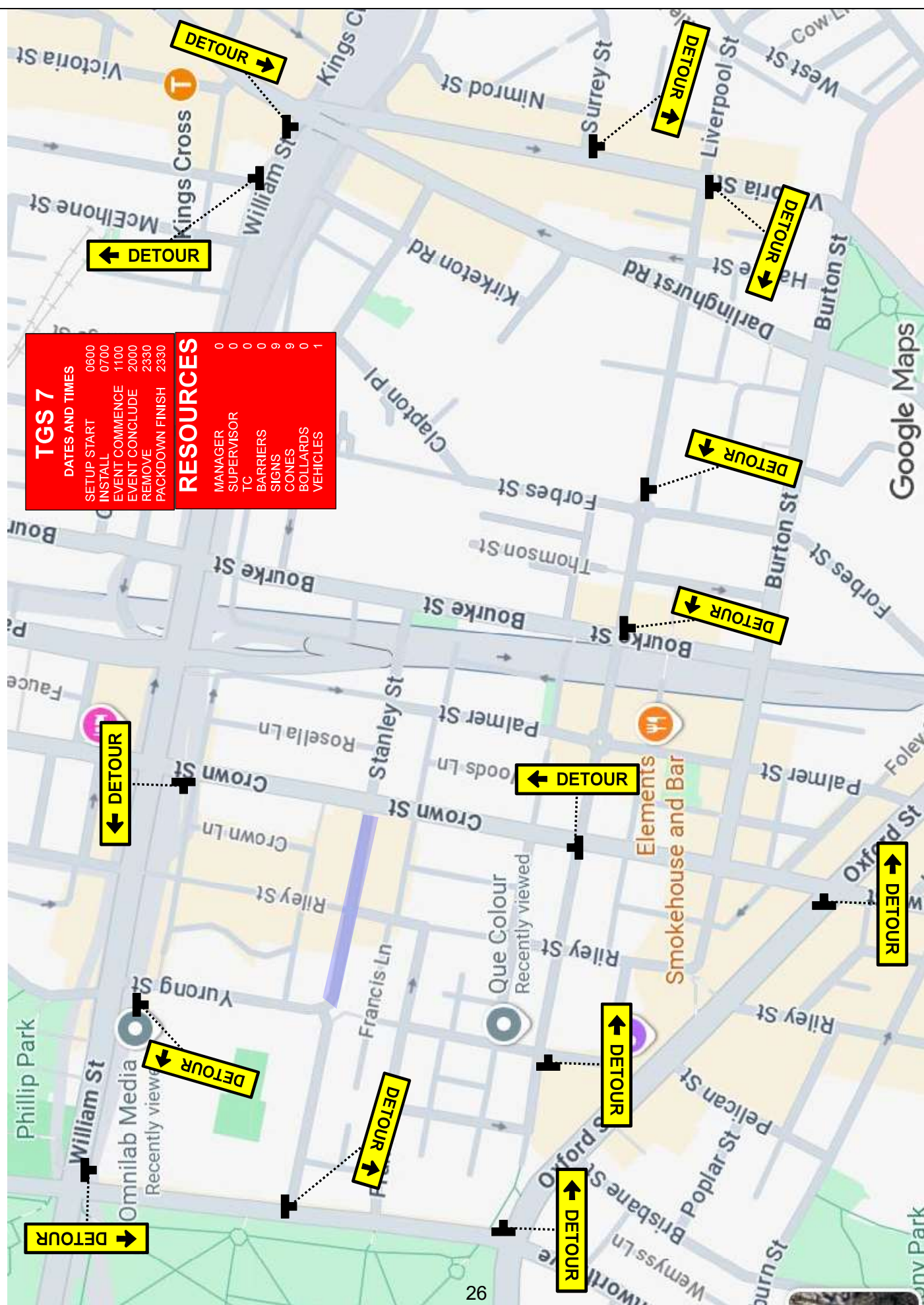
CITY OF SYDNEY	Term:		ROL Required:	YES	Date Prepared:	25/09/2025	Designed By:	RAMIE ABOU CHAKRA
STANLEY ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30105	Accreditation:	PWZTMP / TCT 0103748
DARLINGHURST	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	5	Approved By:	JAY RUBIE
X 2	Travelled Path:	PAST	Traffic Light No:		Version No:	1	Accreditation:	PWZTMP / TCT 0038205
X 0	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	COLLEGE ST	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL

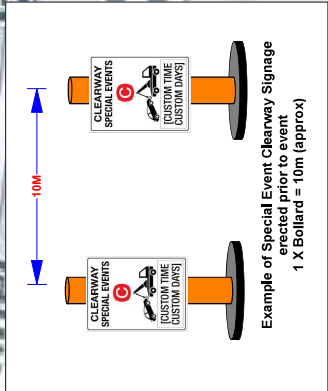


THIS PLAN IS NOT TO SCALE

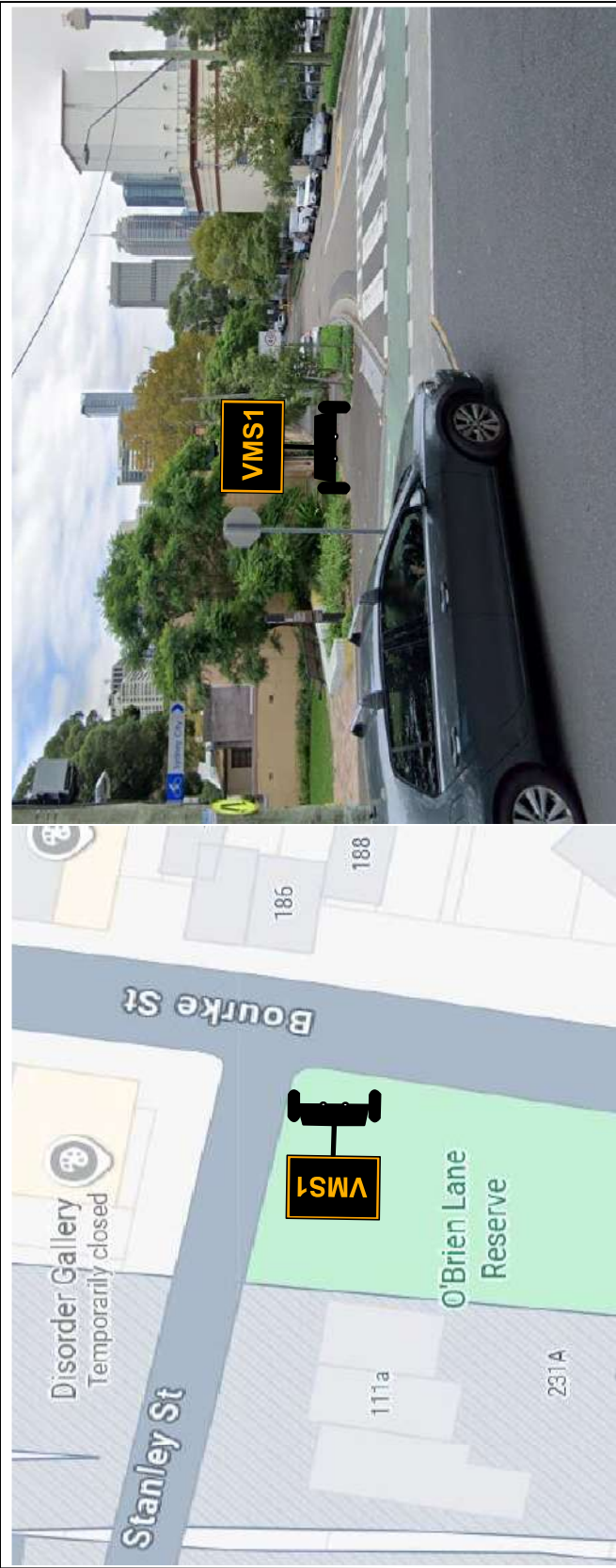


TGS 7	DATES AND TIMES	
	SETUP START	0600
	INSTALL	0700
	EVENT COMMENCE	1100
	EVENT CONCLUDE	2000
	REMOVE	2300
	PACKDOWN FINISH 2330	
RESOURCES		
	MANAGER	0
	SUPERVISOR	0
	TC	0
	BARRIERS	0
	SIGNS	9
	CONES	9
	BOLLARDS	0
	VEHICLES	1





TGS 8	
DATES AND TIMES	
20/03/2026	2000
SETUP START	2000
INSTALL	0800
DEINSTALL	
RESOURCES	
MANAGER	0
SUPERVISOR	0
TC	8
BARRIERS	0
SIGNS	120
CONES	0
BOLLARDS	120
VEHICLES	0



CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRIDAY 13TH OF MARCH 2026	0700 SATURDAY 21 MARCH 2026
TO	0700SATURDAY 21ST OF MARCH	2330 SATURDAY 21MARCH 2026
FRAME 1	STANLEY ST CLOSED SAT 21ST MARCH	STANLEY ST CLOSED UNTIL 11:30PM
FRAME 2	STANLEY ST CLOSED 7AM TO 11:30PM	DETOUR VIA CROWN ST

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1

2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1

3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE

4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022

5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST TRAFFIC WITH MOVEMENT THROUGH 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 MERGE SHIFT 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 KM/H	DIMENSION D=M
45 OR LESS	AS 1742.3 TCQWS
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 2.8 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.

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

Date Prepared:

Reference No.:

TGS No.:

Version No.:

Plan Type:

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

21/09/2025

30105

1VMS

1

A

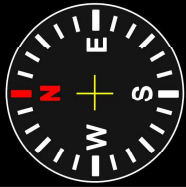
RAMIE ABOU CHAKRA

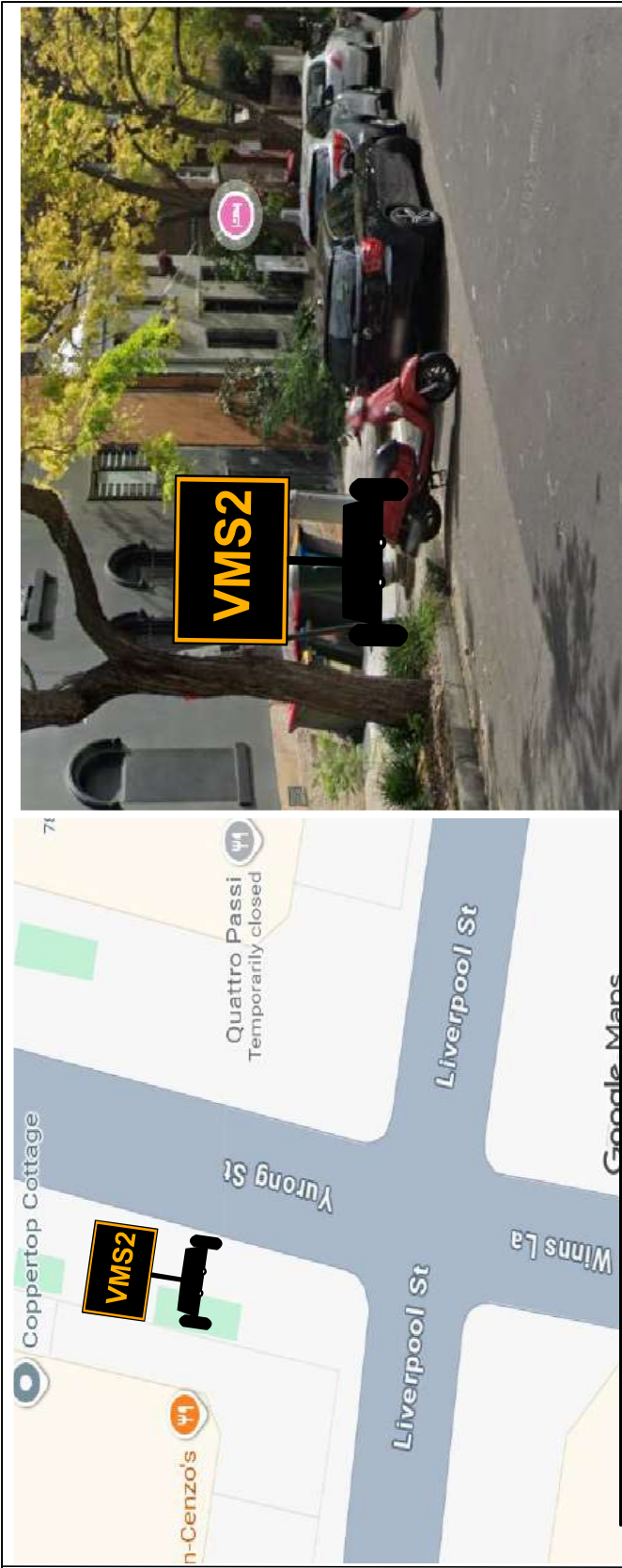
PWZTMP / TCT 0103748

JAY RUBIE

PWZTMP / TCT 0038205

N/A - PERPETUAL





CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRIDAY 13TH OF MARCH 2026	0700 SATURDAY 21 MARCH 2026
TO	0700 SATURDAY 21ST OF MARCH	2330 SATURDAY 21MARCH 2026
FRAME 1	STANLEY ST CLOSED SAT 21ST MARCH	STANLEY ST CLOSED UNTIL 11:30PM
FRAME 2	STANLEY ST CLOSED 7AM TO 11:30PM	LOCAL TRAFFIC ONLY NO THROUGH RD

GENERAL NOTES

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RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

SPEED OF TRAFFIC NM/H	DIMENSION D=M
45 OR LESS	AS 1742.3 TCQWS
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 2.8 min)

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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.

Client:

YURONG ST

DARLINGHURST

X 0

X 0

Road Type:

SPEED LIMIT:

TRAVELLED PATH:

CLOSURE TYPE:

MULTI LANE

40 KM/H

PAST

VMS

Term:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

NO

COUNCIL / STATE

LIVERPOOL SY

Date Prepared:

Reference No.:

TGS No.:

Version No.:

Plan Type:

21/09/2025

30105

2VMS

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

RAMIE ABOU CHAKRA

PWZTMP / TCT 0103748

JAY RUBIE

PWZTMP / TCT 0038205

N/A - PERPETUAL

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

YURONG ST

DARLINGHURST

X 0

X 0

Compass rose showing North (N), South (S), East (E), and West (W).

THIS PLAN IS NOT TO SCALE

GENERAL NOTES

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RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	90
106 - 115	N/A	110
> 105	N/A	180

DIMENSION 'D'

SPEED OF TRAFFIC KM/H	DIMENSION D=M
AS 1742.3 TCAMS	15m
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 OR 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

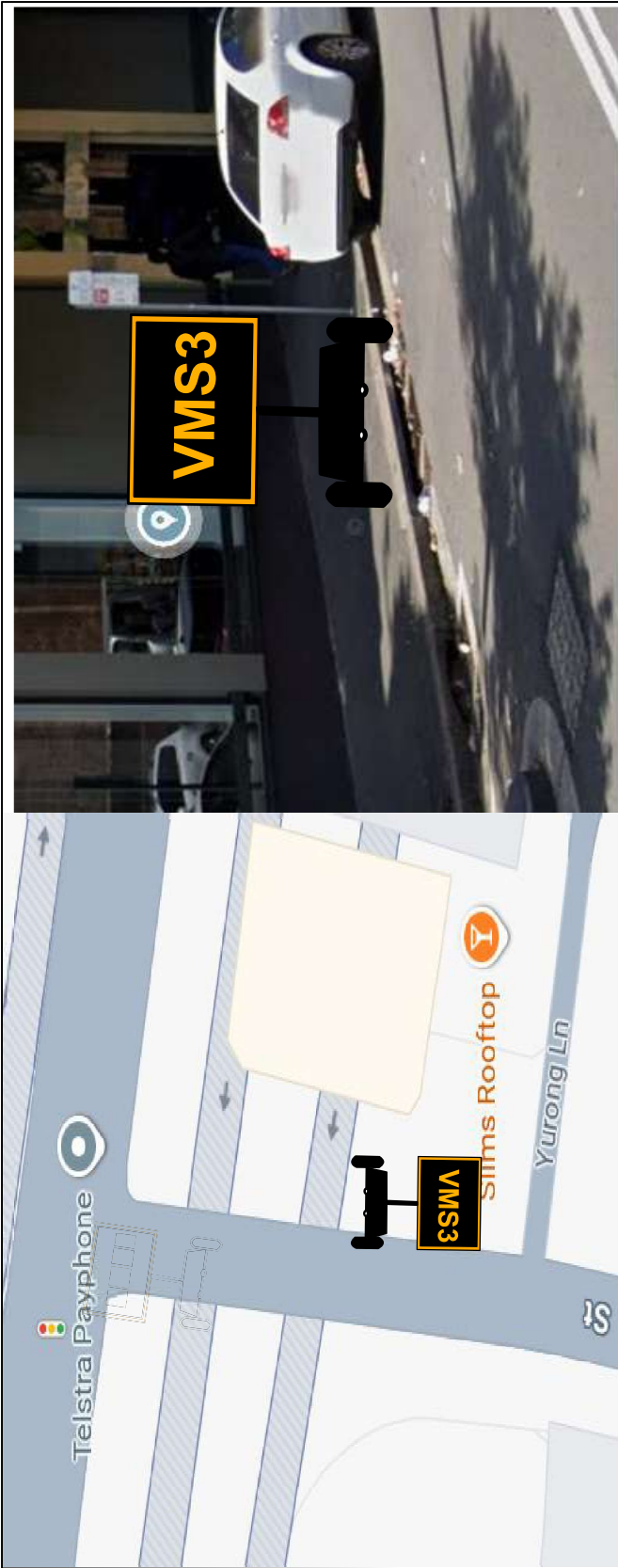
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

QUEUE MANAGEMENT PLAN

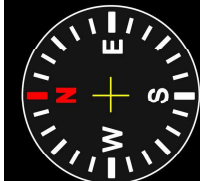
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

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.



CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRIDAY 13TH OF MARCH 2026	0700 SATURDAY 21 MARCH 2026
TO	0700 SATURDAY 21ST OF MARCH	2330 SATURDAY 21MARCH 2026
FRAME 1	STANLEY ST CLOSED SAT 21ST MARCH	STANLEY ST CLOSED UNTIL 11:30PM
FRAME 2	STANLEY ST CLOSED 7AM TO 11:30PM	



Client:	RAMIE ABOU CHAKRA
Road Name:	PWZTMP / TCT 0103748
Suburb:	JAY RUBIE
TCs Required:	PWZTMP / TCT 0038205
Vehicles Required:	N/A - PERPETUAL

Term:	ROL Required:	Date Prepared:	Designed By:
YURONG ST	MULTI LANE	21/09/2025	By:
DARLINGHURST	Road Type:	Reference No:	Accreditation:
X 0	40 KM/H	30105	By:
X 0	Speed Limit:	TGS No:	Approved By:
	Travelled Path:	Version No:	Accreditation:
	Closure Type:	Plan Type:	Expiry (Both):
	VMS	A	



THIS PLAN IS NOT TO SCALE

TGS 9 VMS

DATES

VMS INSTALL 13th OF MARCH

VMS DEINSTALL 23RD OF MARCH

VMS 3
AT 3 YURONG ST

VMS3

Stanley St



VMS1

VMS 1
CORNER OF BOURKE ST
AND STANLEY ST

VMS2

VMS 2
57 YURONG ST

Item 7.

Street Event - Temporary Road Closures - Sydney Streets 2026 - Redfern Street, Redfern

TRIM Container No.: 2025/489454

Recommendations

It is recommended that the Forum review the temporary road closures for the Redfern Street, Redfern and surrounding streets for the City's Sydney Streets 2026 event on Saturday, 7 March 2026 from 5.30am to 11.45pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant 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 at least 30 days prior to the event 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

In early 2022, the City introduced a series of Sydney Summer Streets events closing several high streets to support communities during the pandemic. The initiative was an opportunity for local businesses to extend their trade onto footpaths and outdoor settings.

Following the success of the Sydney Summer Streets events, the City now plans to hold similar Sydney Streets events throughout the year to support communities and local businesses.

The City has applied for the temporary road closures of Redfern Street, Redfern and surrounding streets for the Sydney Streets 2026 on Saturday, 7 March 2026 from 5.30am to 11.45pm.

Comments

The Sydney Streets 2026 is an ongoing event taking place several times a year that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

The following roads will be closed on Saturday, 7 March 2026 from 5.30am to 11.45pm:

- Redfern Street between Regent Street and Chalmers Street (allowing north/south traffic on Pitt Street only).
- Renwick Street between Turner Street and Redfern Street (Residents Excepted).
- Renwick Street between Redfern Street and Wells Street (Residents Excepted).
- George Street between Wells Street and Phillip Street (Residents Excepted).
- Glover Lane between Turner Street and Redfern Street (Residents Excepted).

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

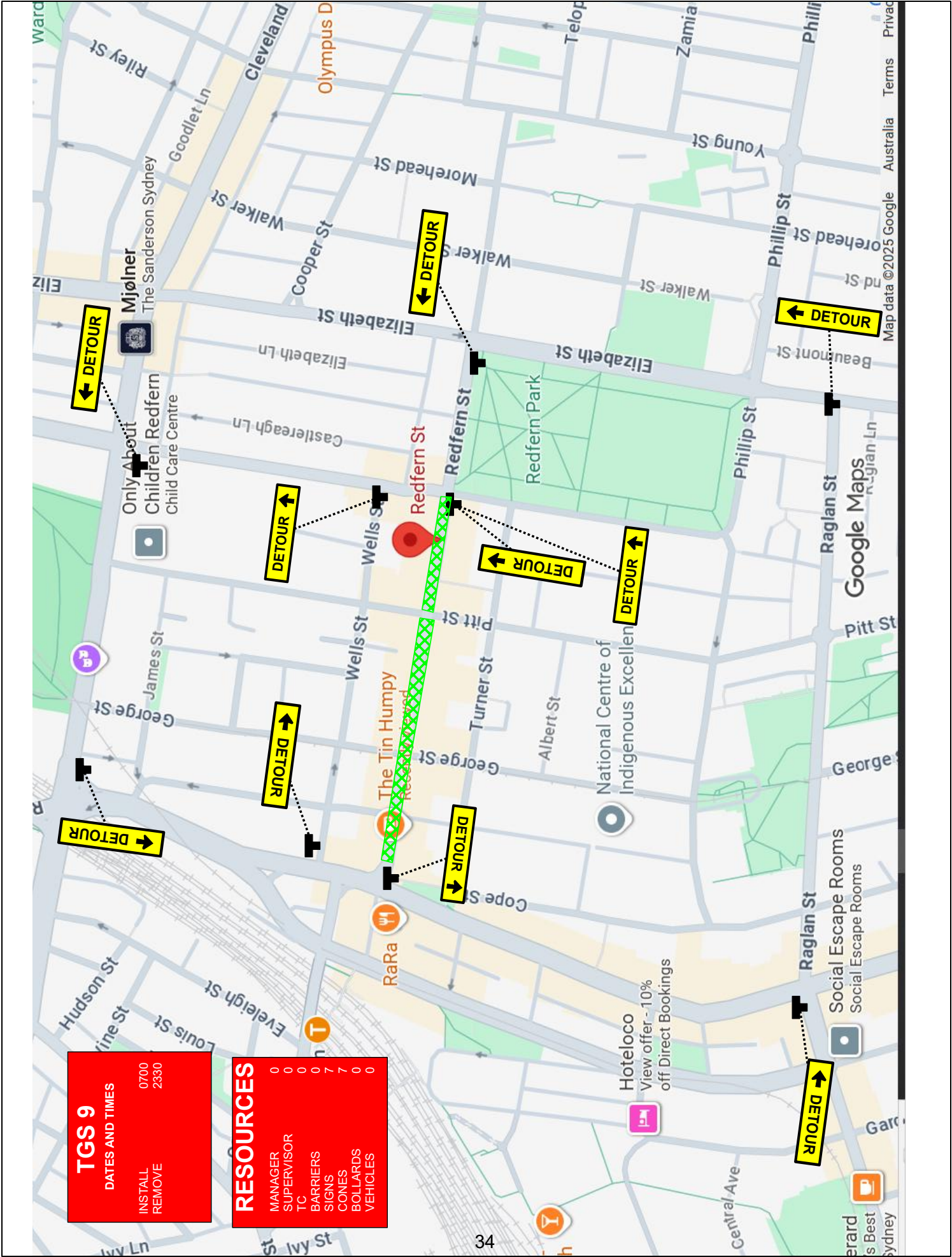
Consultation

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

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER



Item 8.

Mobile Crane - Temporary Road Closure - Macquarie Street Sydney

TRIM Container No.: 2025/611425

Recommendations

It is recommended that the Forum review the temporary road closure of Macquarie Street, Sydney between Bent and Bridge Streets (three lanes), from 8.30pm Sunday 18 January 2026 to 5.30am Monday 19 January 2026, 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, 20 and 21 January 2026 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

MDW Traffic Consultancy has applied for the temporary road closure of Macquarie Street, Sydney between Bent and Bridge Streets (three lanes), from 8.30pm Sunday 18 January 2026 to 5.30am Monday 19 January 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift construction materials on the frontage of 131 Macquarie 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 TRAFFIC OFFICER



MDW Traffic Consultancy

Date: 2nd October 2025

Author: Mark Walsh

Project: Crane lift

Comments:

1: Signs & Devices are to be in position prior to any vehicles arriving on site

2: ROL to be activated prior to placing any signs and devices

3: Deliver vehicles are to be staged to assist congestion

Sign spacing	30 m	Cone spacing	5 m	Taper length	30 m	Buffer zone	N/A	Road speed	50 km unless marked	Work site speed	50 km	Reviewer	PWZ# Jason Anderson TCT1017697
The traffic control plan is not to scale. This plan is for MDW Traffic Consultancy employees use only. This traffic control plan has been drawn in accordance with AS 1942.3 - 2018 & the Transport for NSW TCA/MSM version 6.1 Feb 2022. This traffic control plan remains the property of MDW Traffic Consultancy. This traffic control plan may not be altered, modified or adapted without the written consent of MDW Traffic Consultancy. If printed this is a controlled document. Copyright MDW Traffic Consultancy												Designer	PWZ # TCT1042536
												Version:	1
												Page #:	1 of 2
												Date Drawn:	02/10/25
												Authors	Mark Walsh
												Signature	
												* P size	900mm x 1200mm

NEW SOUTH WALES

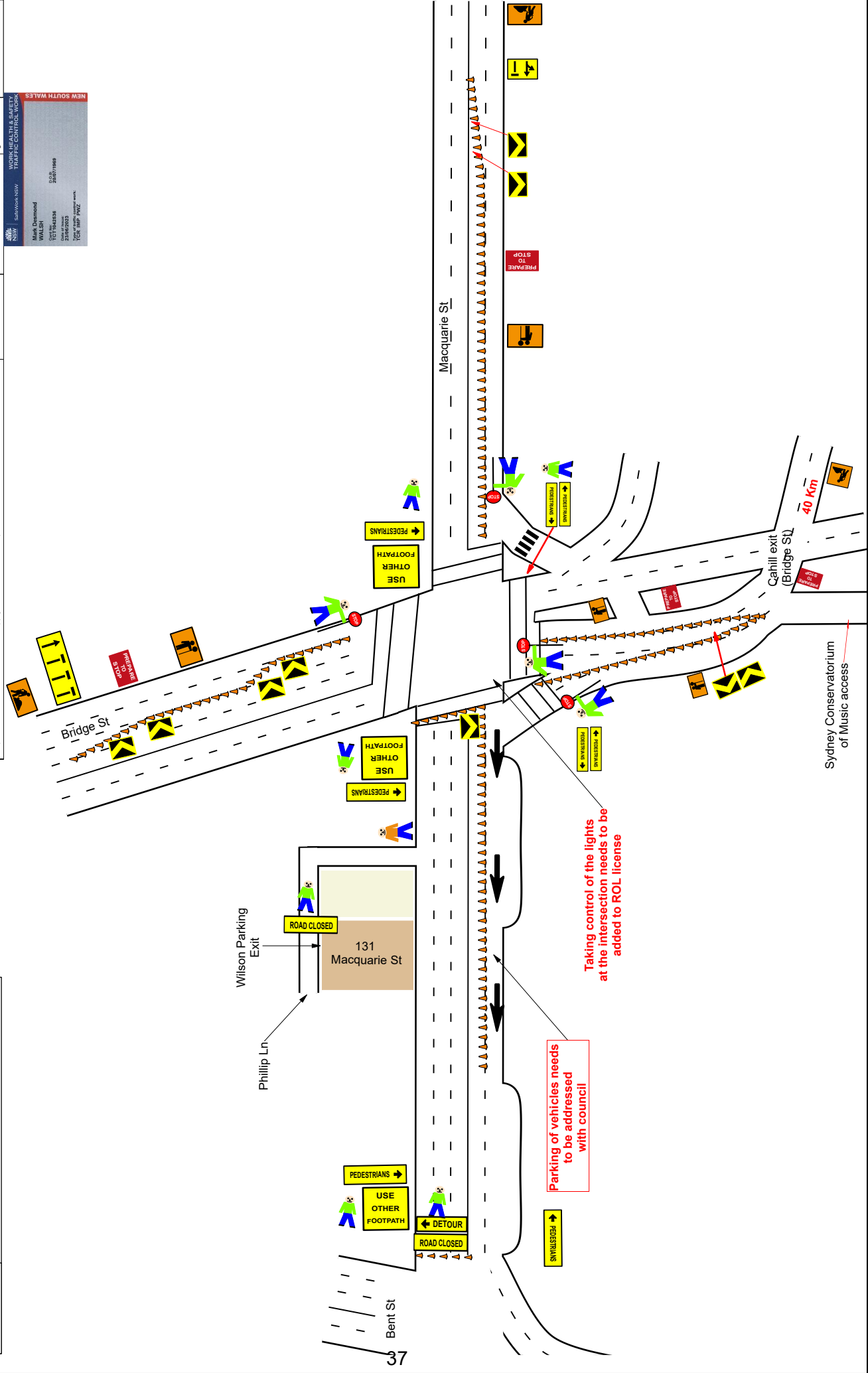
MDW Traffic Consultancy

Mark Walsh

TCT1042536

25/09/2025

TCT1017697





MDW Traffic Consultancy

Date: 2nd October 2025

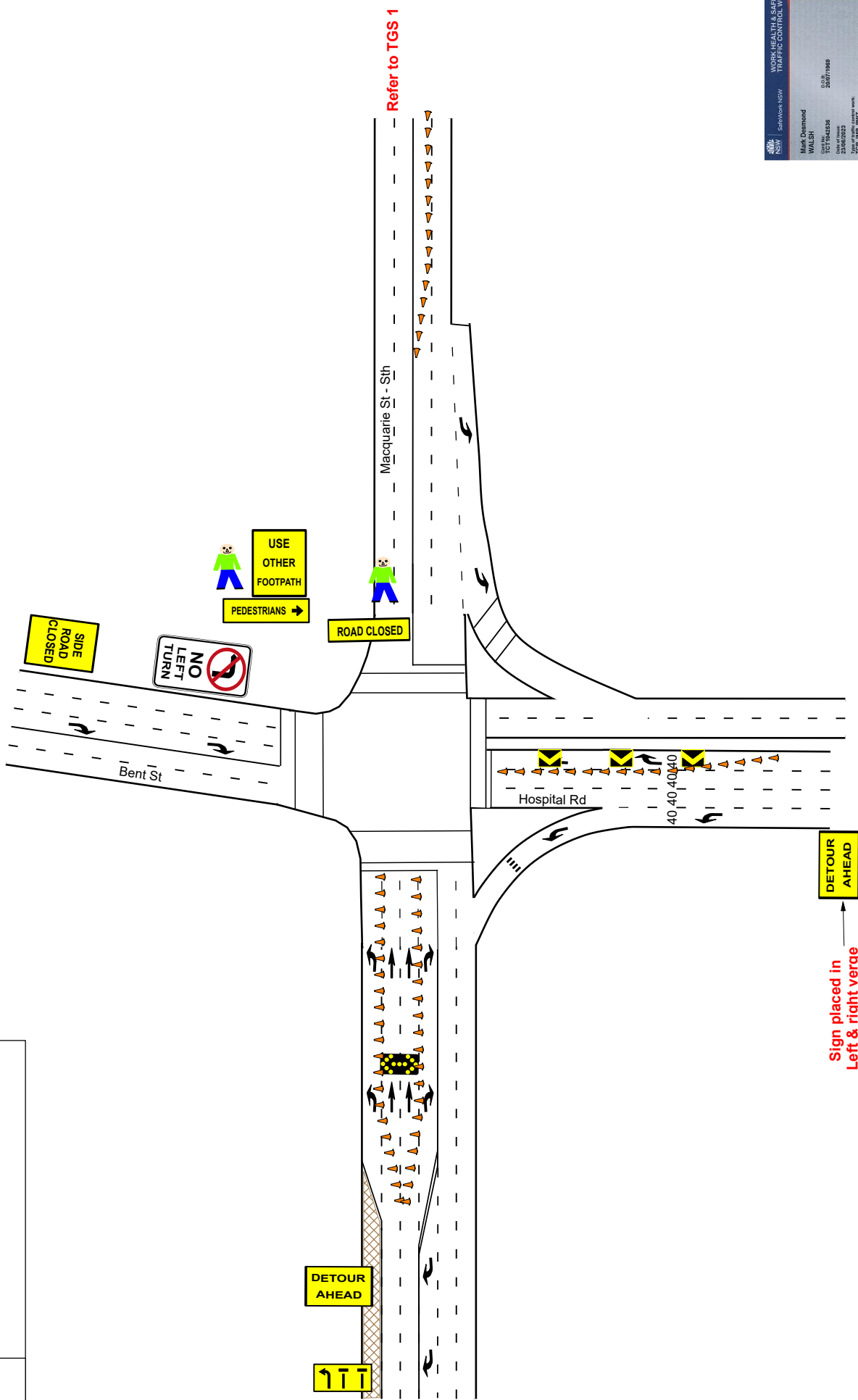
Author: Mark Walsh

Project: Crane Lift

Comments:

1: Ensure ROL is activated prior to placing any devices on the road

2: Must be used in conjunction with TGS 1



NEW SOUTH WALES

WORKS PLANS & SCHEDULES

TRAFFIC CONTROL WORK

Mark Desmond

WALSH

TCT No: 1042536

Date of issue: 23/06/2023

TOR IMP PWZ

2025

2025

Reviewer	Jason Anderson	TCT1017697
Designer	PWZ #	TCT1042536
File Name:	RBS - MAC	1
Version:	1	2 of 3
Sign Size:	900mm x 1200mm	"B" size
Date Drawn:	02/10/25	Signature

Sign spacing

30 m

Cone spacing

5 m

Taper length

30 m

Buffer zone

30 m

Road speed

50 Km unless marked

Work site speed

50 Km

Cone Size

900mm

Sign Size

900mm x 1200mm

Sign Size

"B" size

Date Drawn

02/10/25

Signature

The traffic control plan is not to scale. This plan is for MDW Traffic Consultancy employees use only.

The traffic control plan has been drawn in accordance with AS 1742.3 - 2019

The traffic control plan remains the property of MDW Traffic Consultancy

The traffic control plan may not be altered, modified or adjusted without the written consent of MDW Traffic Consultancy and the author.

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Item 9.

Mobile Crane - Temporary Road Closure - Phillip Street, Sydney

TRIM Container No.: 2025/611767

Recommendations

It is recommended that the Forum review the temporary road closure of Phillip Street, Sydney, between Bridge and Bent Streets (4 lanes), from 3am to 11pm on the 17-18 January 2026, 31 January 2026 - 1 February 2026, 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 7-8 February 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) 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

Freyssinet Australia has applied for the temporary road closure of Phillip Street, Sydney, between Bridge and Bent Streets (4 lanes), from 3am to 11pm on the 17-18 January 2026, 31 January 2026 - 1 February 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install cladding works on 1 Farrer Place, 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 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.

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

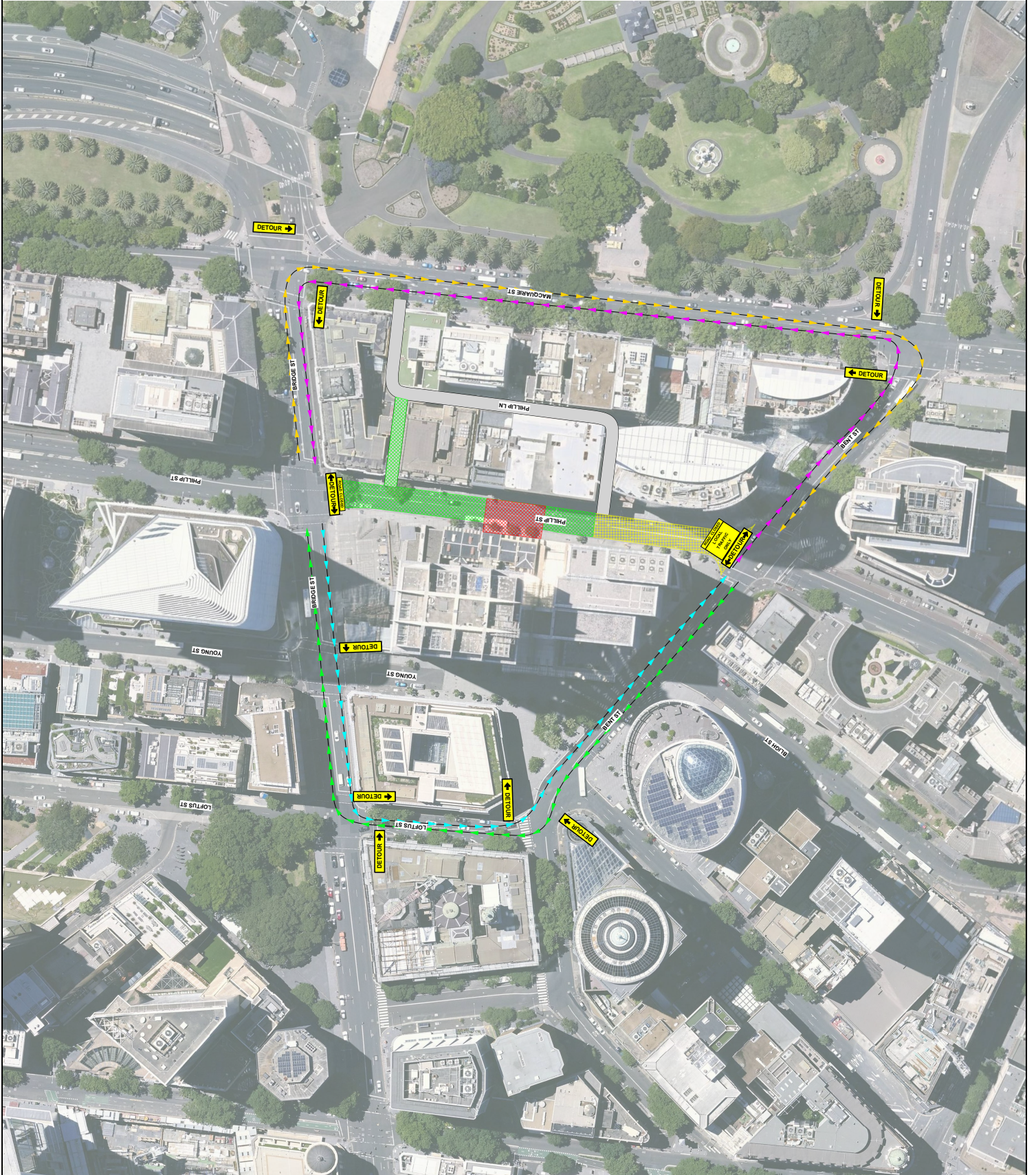
Consultation

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



Item 10.

Mobile Crane - Temporary Road Closure - O'Connell Street, Sydney

TRIM Container No.: 2025/661672

Recommendations

It is recommended that the Forum review the temporary road closure of O'Connell Street, Sydney between Bent and Hunter Streets, (four lanes), from 12am on Saturday 29 November 2025 to 5am on Monday 1 December 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 5 December 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 is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) 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

Joh Holland CPB Contractors Ghella JV has applied for the temporary road closure of O'Connell Street, Sydney between Bent and Hunter Street, (four lanes), from 12am on Saturday 29 November 2025 to 5am on Monday 1 December 2025.

Comments

The proposed temporary road closure is required to facilitate the use of a mobile crane for the demobilisation of two tunnel boring machines. These machines were used in the construction of the Sydney Metro at the Hunter Street East site, located at the intersection of O'Connell and Hunter Streets, 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.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Item 11.

Mobile Crane - Temporary Road Closure - Cornwallis Street Redfern

TRIM Container No.: 2025/613791

Recommendations

It is recommended that the Forum review the temporary road closure of Cornwallis Street, Redfern between Margret and Garden Streets (two lanes), from 7am to 5pm on Tuesday 9 December 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 10,11,12,16,17,18,19,20,21,22 December 2025, 5,6,7,8,9 January 2026 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant 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 Cornwallis Street, Redfern between Margret and Garden Streets (two lanes), from 7am to 5pm on Tuesday 9 December 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install of a tower crane on the frontage of 15-29 Cornwallis Street Redfern.

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).

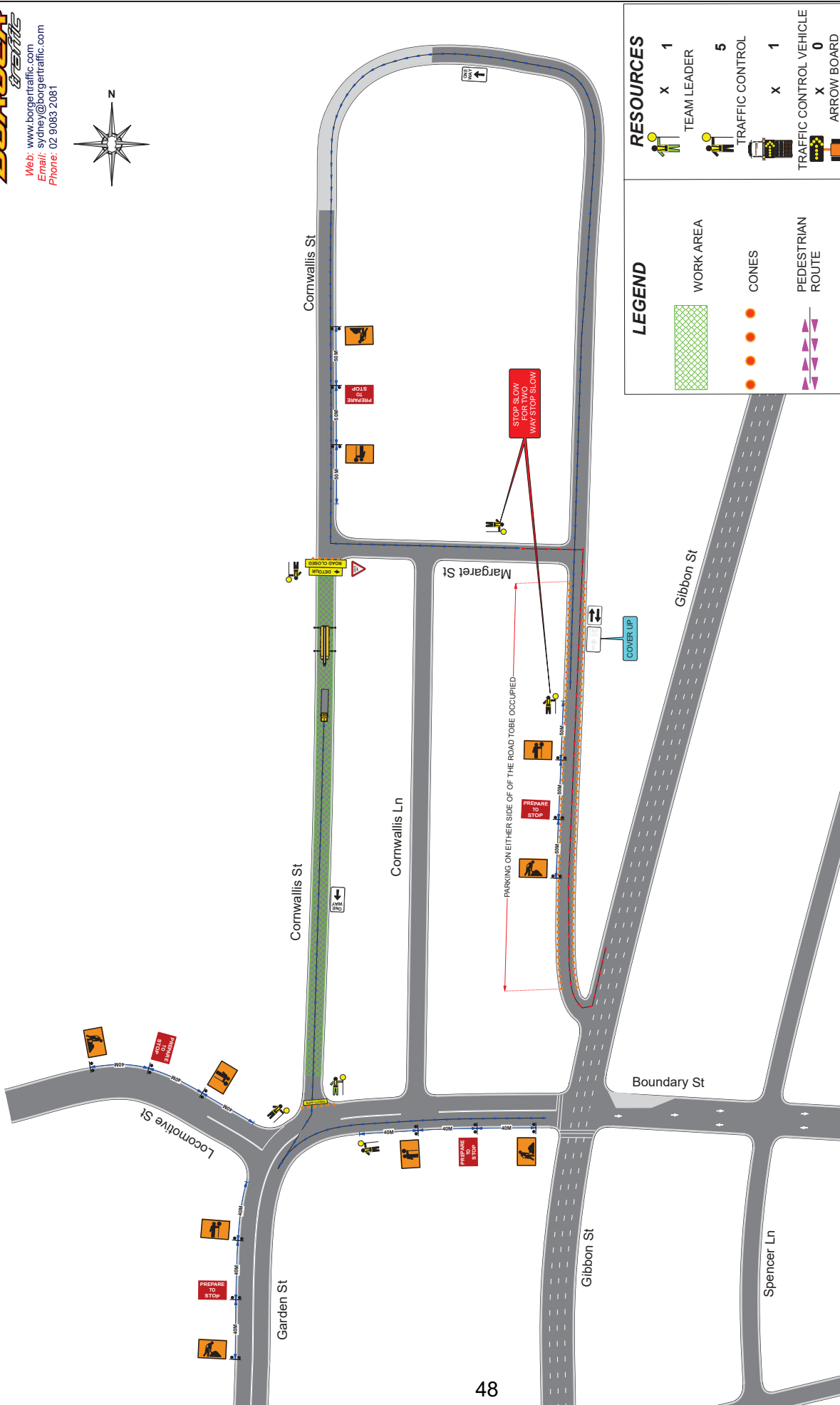
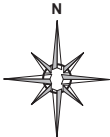
Consultation

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 TRAFFIC OFFICER



LEGEND

WORK AREA

CONES

PEDESTRIAN ROUTE

RESOURCES

TEAM LEADER x 1

TRAFFIC CONTROL x 5

TRAFFIC CONTROL VEHICLE x 1

ARROW BOARD x 0

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-0393	CLIENT:	BORGER CRANES	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	CORNWALLIS ST			SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	REDFERN	ROL REQUIRED	Y ☐ N ☒ X ☐	DATE	07.10.2025	DATE	07.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE-SS	ROAD SPEED(S)	50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 12.

Mobile Crane - Temporary Road Closure - Clisdell Street Surry Hills

TRIM Container No.: 2025/614248

Recommendations

It is recommended that the Forum review the temporary road closure of Clisdell Street, Surry Hills between Belvoir and Dawson Streets (two lanes), from 7am to 5pm on Tuesday 9 December 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 10,11,12,15,16,17,18,19 December 2025 as contingency dates.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must 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.

Background

Borger Traffic has applied for the temporary road closure of Clisdell Street, Surry Hills, between Belvoir and Dawson Streets (two lanes), from 7am to 5pm on Tuesday 9 December 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for lifting of building materials at the rear of 480 Elizabeth Street.

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

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

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

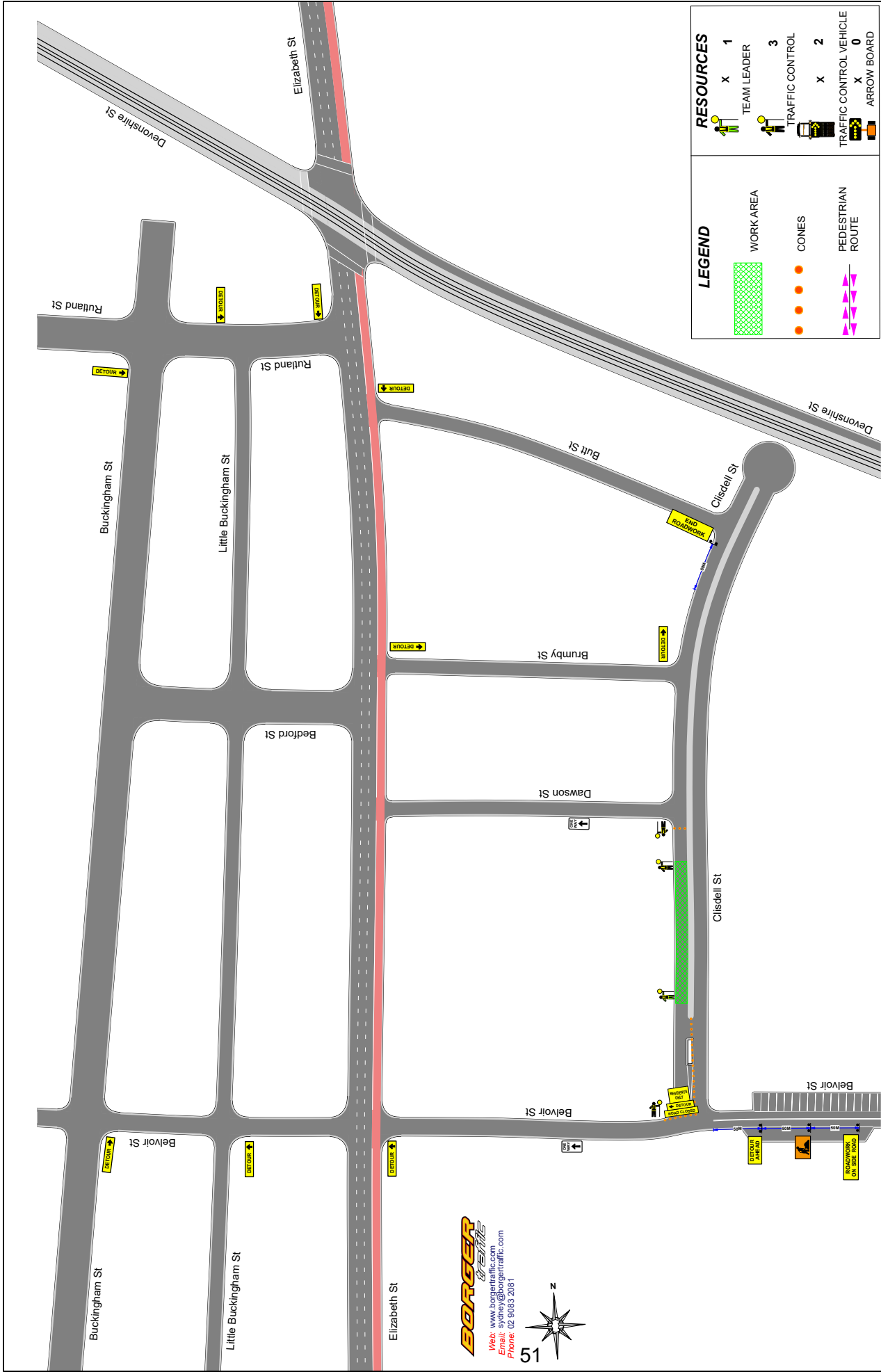
Consultation

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 TRAFFIC OFFICER



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-0383	CLIENT:	BORGER CRANES		DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET,YESIL	IMPLEMENTED BY	
00	SUPPLIED TO CLIENT	ROAD NAME	CLISDELL ST				SIGNATURE		SIGNATURE		SIGNATURE	
01		SUBURB	SURRY HILLS	ROL REQUIRED	Y ☒ N ☐		DATE	29.09.2025	DATE	29.09.2025	DATE	
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	60 KM/HR		CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #	

Item 13.

Works Zone - Pyrmont Street, Ultimo

TRIM Container No.: 2025/660324

Recommendations

It is recommended that the Forum review the reallocation of the kerb space on the western side of Pyrmont Street, Ultimo, between the points 30 metres and 55 metres north of Quarry Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "2P Ticket 5.30pm-7pm Mon-Fri 3.30pm-7pm Sat, 8am-7pm Sunday & Public Holidays Permit Holders Excepted Area 20", 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

Argus Construction Services has requested a 25 metre long Works Zone in Pymont Street, Ultimo.

The Works Zone is to facilitate construction works at 273 Pymont Street.

Comments

The kerb space on the western side of Pymont Street, Ultimo between Quarry Street and Allen Street is currently signposted as "2P Ticket 8am-7pm Permit Holders Excepted Area 20".

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 "2P Ticket 8am-7pm Permit Holders Excepted Area 20".

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

Consultation

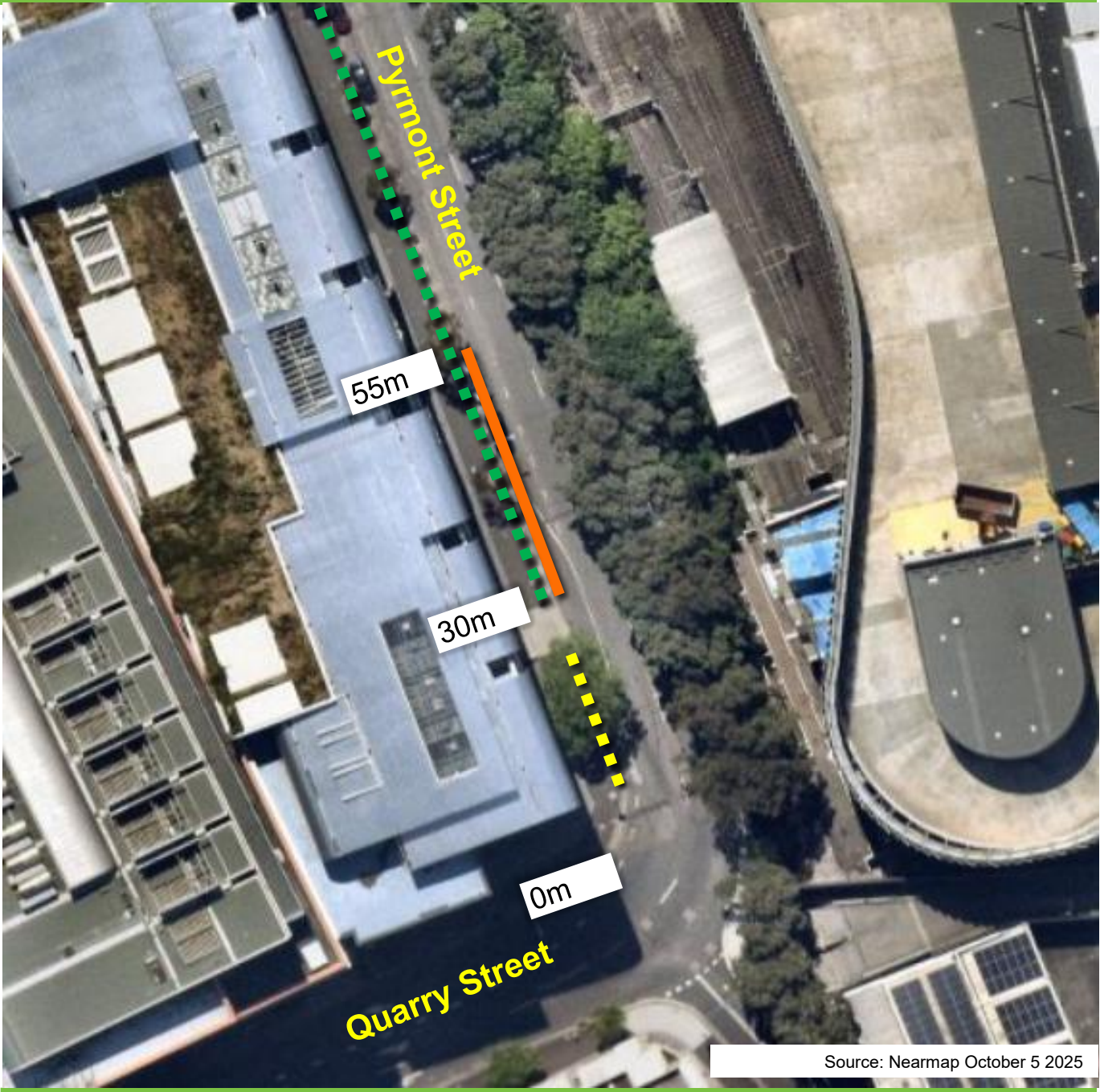
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Pymont Street, Ultimo
Works Zone Proposal



Existing



No Stopping



2P Ticket 8am-7pm Permit Holders Excepted Area 20

Proposed



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

2P Ticket 5.30pm-7pm Mon-Fri, 3.30pm-7pm Sat, 8am – 7pm Sunday & Public Holidays Permit Holders Excepted Area 20

54



not to scale

Item 14.

Works Zone - Little Stewart Street, Paddington

TRIM Container No.: 2025/611844

Recommendations

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

- On the western side of Little Stewart Street, Paddington, between the points 6 metres and 16 metres south of Renny Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "No Stopping All Other Times".
- On the eastern side of Little Stewart Street, Paddington, between the points 6.5 metres and 21 metres south of Renny Street as "No Stopping 7.30am-5.30pm Mon-Fri 7.30 am-3.30pm Sat" and "1P 5.30pm-10pm Mon-Fri 3.30 pm-10pm Sat 8am-10pm Sun & Public Holidays Permit Holders Excepted Area 13".
- Subject to the following conditions:
 - (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
 - (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
 - (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
 - (D) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
 - (E) The Applicant must provide appropriate traffic control measures and use SafeWork NSW Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
 - (F) The Works Zone is limited to small rigid vehicles.

Advice

Advice will be updated after the meeting.

Background

NCK Construction Group PL has requested a 10 metre long Works Zone in Little Stewart Street, Paddington.

The Works Zone is to facilitate construction works at 4 Alexander Street, Paddington.

Comments

The kerb space on the western side of Little Stewart Street, Paddington south of Renny Street is currently signposted as "No Stopping" restriction.

The kerb space on the eastern side of Little Stewart Street, Paddington south of Renny Street is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 13" restriction.

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

The street is not wide enough to allow the Works Zone to be installed without affecting traffic flow or property access. As Such, three parking spaces opposite the works zone will be removed during Works Zone operating hours and revert to 1P permit parking after the Works Zone hours. The applicant must provide accredited traffic controllers to manage vehicle movements in the vicinity of the Works Zone during its operating hours.

Consultation

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

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC ENGINEER

Little Stewart Street, Paddington

Proposed Works Zone



Existing	Proposed
No Stopping	Works Zone 7.30am-5.30pm Mon-Fri, 7.30 am-3.30pm Sat and No Stopping All Other Times
1P 8am-10pm Permit Holders Excepted Area 13	No Stopping 7.30am-5.30pm Mon-Fri, 7.30 am-3.30pm Sat and 1P 5.30pm-10pm Mon-Fri 3.30 pm-10pm Sat 8am-10pm Sun and Public Holidays Permit Holders Excepted Area 13
Legend:	57
PL – Property Line	



Item 15.

Works Zone - Phelps Street, Surry Hills

TRIM Container No.: 2025/651673

Recommendations

It is recommended that the Forum review the reallocation of the kerb space on the northern side of Phelps Street, Surry Hills, between the points 8.5 metres and 23.5 metres west of South Dowling Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays Permit Holders Excepted Area 18", subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Grindley Construction has requested an 15 metre long Works Zone in Phelps Street, Surry Hills.

The Works Zone is to facilitate construction works at 545-549 South Dowling Street, Surry Hills.

Comments

The kerb space on the northern side of Phelps Street, Surry Hills west of South Dowling Street is currently signposted as “2P 8am-10pm Permit Holders Excepted Area 18” restriction.

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

After the Works Zone hours the kerb space will revert to 2P permit parking.

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

The applicant has also applied for a 24 metre long Works Zone in South Dowling Street, Surry Hills. As South Dowling Street is classified as a State Road, approval for this Works Zone will be granted by Transport for NSW.

Consultation

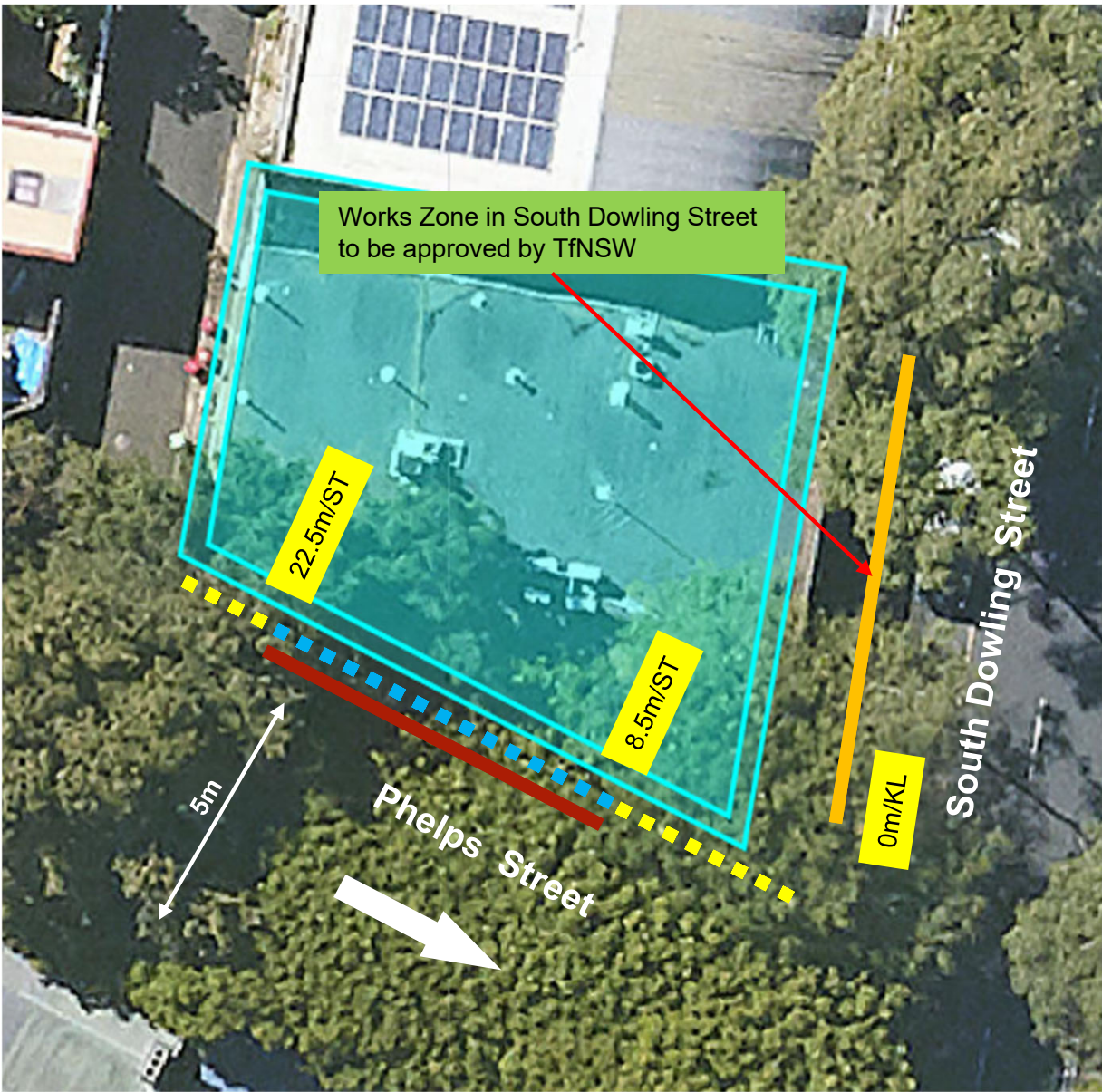
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Phelps Street, Surry Hills
Proposed Works Zone



Existing

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

Legend:
ST – Stem
KL – Kerb line

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 18"

Item 16.

Works Zone - Albion Street, Surry Hills

TRIM Container No.: 2025/633061

Recommendations

It is recommended that the Forum review the reallocation of the kerb space on the northern side of Albion Street, Surry Hills, between the points 21.5 metres and 34 metres west of Commonwealth Street as "Works Zone 10am-3pm Mon-Fri, 7.30-3.30pm Sat" & "No Parking All Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant 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) Appropriate traffic control is installed to warn eastbound drivers on Albion Street that the northern kerbside traffic lane will be occupied.
- (F) Adequate space is provided for buses to draw out of the adjacent bus stop into the southern eastbound traffic lane.
- (G) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (H) The Works Zone is limited to Heavy Rigid Vehicles up to 12.5 metres in length.

Advice

Advice will be updated after the meeting.

Background

Grindley Interiors Pty Ltd has requested a 12.5 metre long Works Zone in Albion Street, Surry Hills.

The Works Zone is to facilitate construction works at 50-60 Albion Street, Surry Hills.

Comments

The kerb space on the northern side of Albion Street, Surry Hills west of Commonwealth Street and is currently signposted as "No Stopping" and "No Parking All Other Times".

The Works Zone is intended to operate from 10am to 3pm Mondays to Fridays and 7.30am to 3.30pm on Saturdays in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to "No Parking All Other Times".

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

Consultation

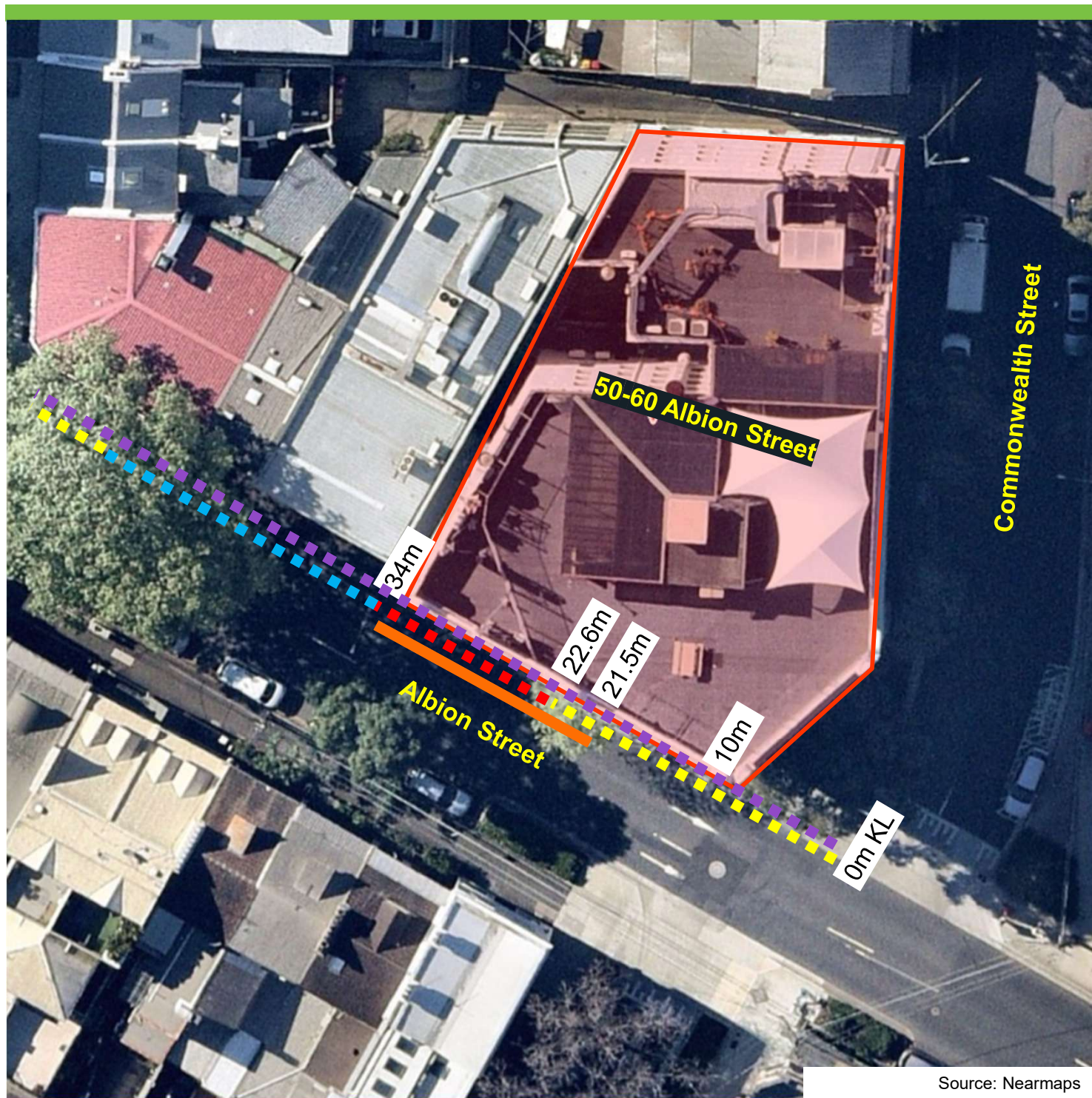
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER

Albion Street, Surry Hills Proposed Works Zone



Existing

- ■ "No Stopping"
- ■ "No Parking, All Other Times"
- ■ "Bus Zone"
- ■ "Clearway 6am-10am, 3pm-7pm Mon-Fri"

Proposed

- "Works Zone 10am-3pm Mon-Fri, 7.30am-3.30pm Sat" & "No Parking All Other Times"

Item 17.

Parking - No Stopping - Hiles Street, Alexandria

TRIM Container No.: 2025/592359

Recommendations

It is recommended that the Forum review the reallocation of parking on the eastern side of Hiles Street, Alexandria between the points 4 metres and 10 metres (one car space) north of McCauley Lane as "No Stopping".

Advice

Advice will be updated after the meeting.

Background

Residents and business owners of Hiles Street, Alexandria, has requested consideration of extending the current "No Stopping" zone at the intersection of Hiles Street and McCauley Lane as the current "No Stopping" distance is 4 metres long.

Under current Transport for NSW statutory requirements, a minimum of 10 metres of "No Stopping" distance must be provided from any intersection. Vehicles have been parking too close to the intersection, obstructing sight lines and reducing visibility, which creates unsafe conditions for all road users..

Comments

The kerb space on the western side of Hiles Street, Alexandria, north of McCauley 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 comply with TfNSW Statutory Restrictions and to improve sight distance.

Consultation

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

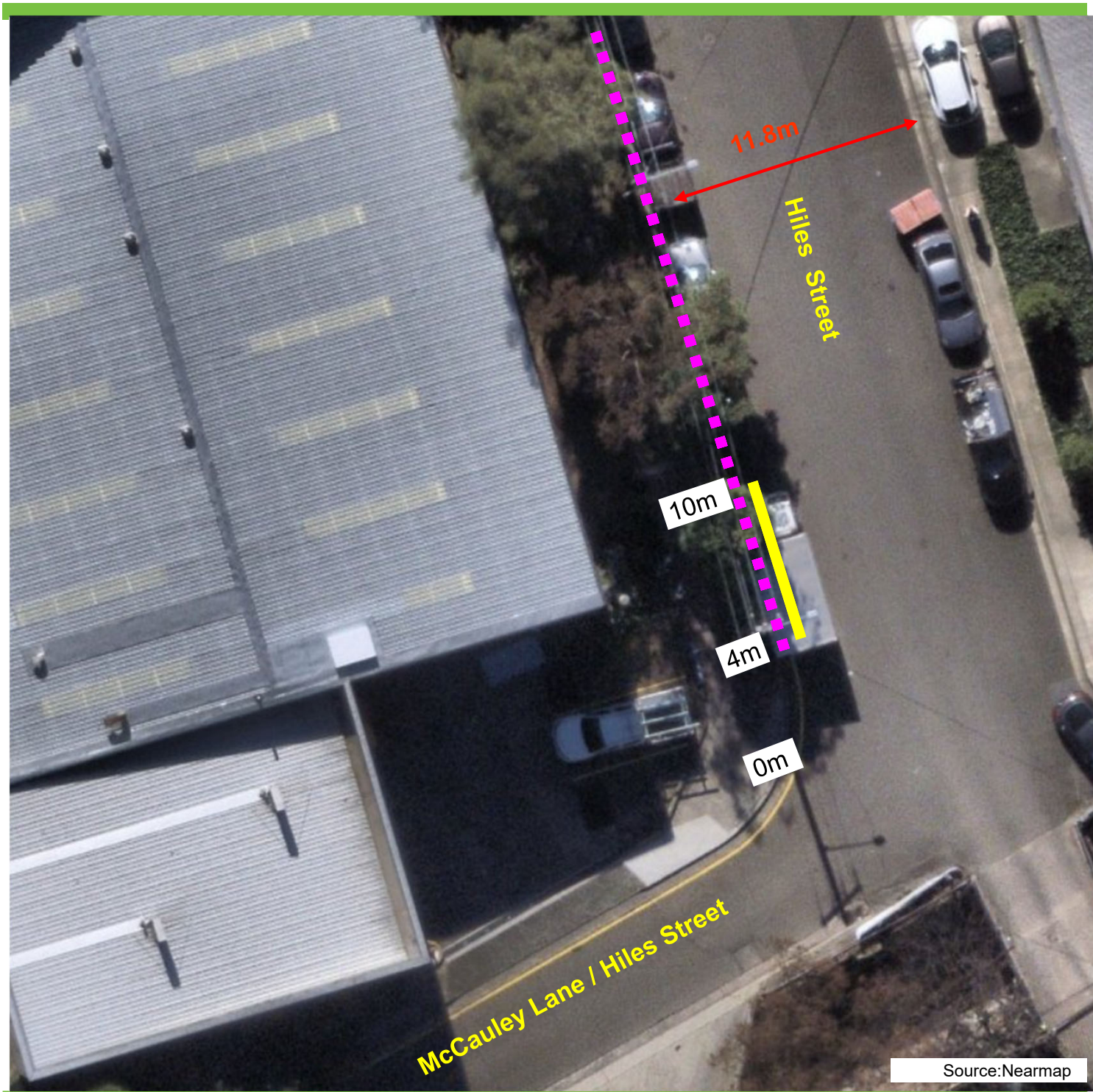
All the submission supporting the proposal was in support of the extension of the "No Stopping" zone for enhanced safety, greater sightlines and better traffic flow.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Hiles Street, Surry Hills
Proposed parking changes



Existing

Unrestricted Parking

Proposed

"No Stopping"

Item 18.

Parking - No Stopping and Loading Zone - Lower Fort Street and Cumberland Street, Dawes Point

TRIM Container No.: 2025/563887

Recommendations

It is recommended that the Forum review the following reallocation of parking in Dawes Point:

- (A) On the western side of Lower Fort Street between the points 85.3 metres and 95.3 metres (two car spaces) north of Downshire Place as "No Stopping";
- (B) On the northern side of Cumberland Street between the points 13.6 metres and 25.6 metres (two car spaces) east of Lower Fort Street as "2P Ticket 8am-10pm Permit Holders Excepted Area 16"; and
- (C) On the southern side of Cumberland Street between the points 42 metres and 54 metres (two car spaces) east of Lower Fort Street as "Loading Zone Ticket 7am-6pm Mon-Fri 7am-10am Sat" and "2P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

Advice

Advice will be updated after the meeting.

Background

A resident of Lower Fort Street, Dawes Point has requested consideration of a "No Stopping" zone on the western side of Lower Fort Street immediately after the pedestrian crossing to improve visibility for both pedestrians and drivers as they approach crossing point.

The relocation of the loading zone from the north side to the south side of Cumberland Street is proposed to allow deliveries to be made to the south side of Cumberland Street without crossing the road.

Comments

The kerb space on the western side of Lower Fort Street between Downshire Place and Cumberland Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-10pm Authorised Residents Vehicles Excepted Area 16".

On-site inspection shows there is a need to provide a "No Stopping" restriction to comply with the statutory TfNSW requirements for a "No Stopping Zone" at pedestrian crossings.

The kerb space on the southern side of Cumberland Street east of Lower Fort Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16".

The kerb space on the northern side of Cumberland Street east of Lower Fort Street, where the changes are proposed, is currently signposted as "Loading Zone Ticket 7am-6pm Mon-Fri 7am-10am Sat" and "2P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

On-site inspection shows there is a need to relocate the Loading Zone from the northern side to the southern side of Cumberland Street to improve delivery safety.

Consultation

The City consulted local residents and businesses in the area. There were 86 letters sent out. Regarding the changes to Lower Fort Street there was one response supporting the proposal and three responses opposing the proposal. Regarding the changes to Cumberland Street there were three responses supporting the proposal and zero responses opposing the proposal.

The removal of parking after the pedestrian crossing was opposed by residents due to the low availability of parking on Lower Fort Street and a perception that the safety of the crossing was sufficient.

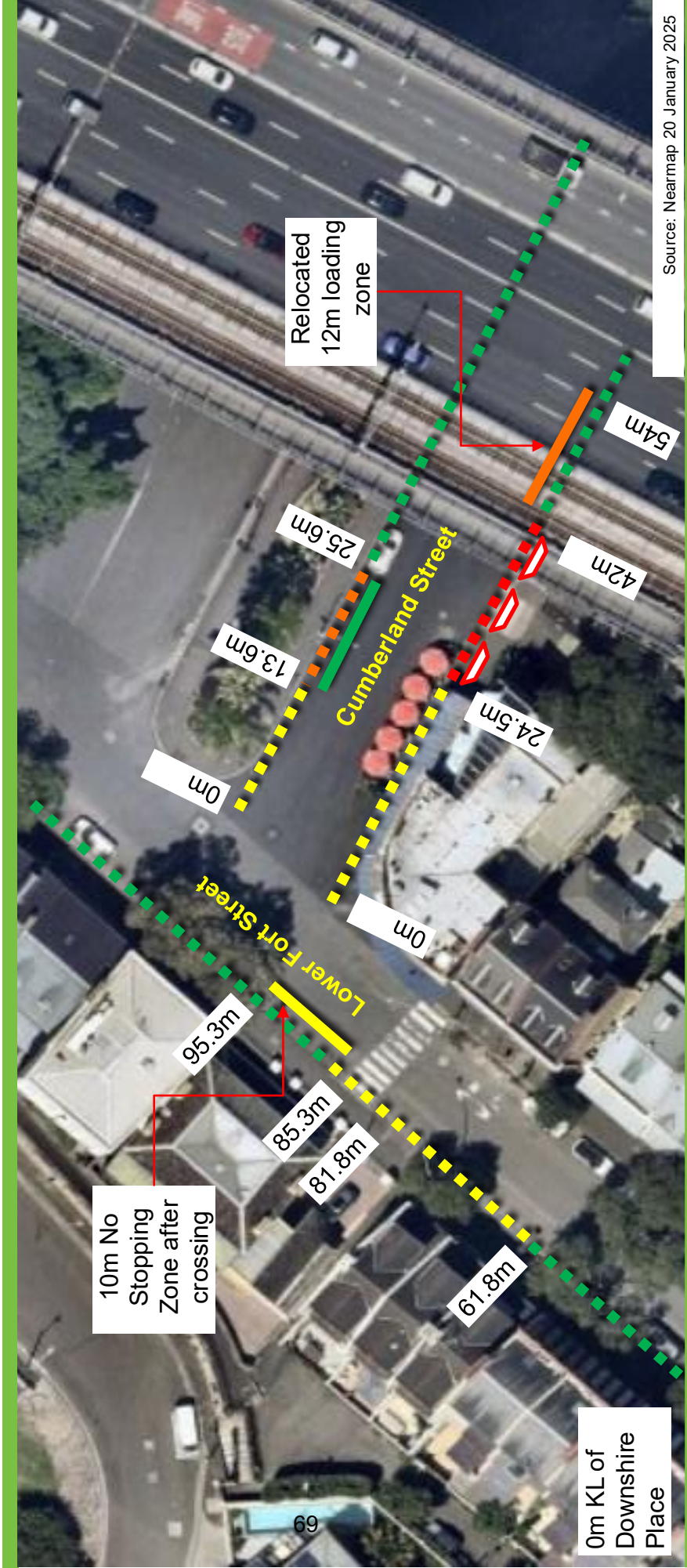
The relocation of the loading zone was supported by residents because it improves safety for people delivering to the south of Cumberland Street.

Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Lower Fort Street and Cumberland Street, Dawes Point
Proposed Parking Changes



Existing

- No Stopping
- No Parking
- Driveway

Proposed

- 2P Ticket 8am – 10pm Permit Holders
Excepted Area 16
- Loading Zone Ticket 7am-6pm Mon-Fri 7am-10am Sat
2P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays

- Loading Zone Ticket 7am-6pm Mon-Fri 7am-10am Sat
2P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holiday
- 2P Ticket 8am – 10pm Permit Holders
Excepted Area 16
- No Stopping

Item 19.

Parking - No Parking - Mort Lane, Surry Hills

TRIM Container No.: 2025/580692

Recommendations

It is recommended that the Forum review the allocation of parking on the southern side of Mort Lane, Surry Hills between the points 34 metres and 40 metres (one car space) south of Mort Street as "No Parking".

Advice

Advice will be updated after the meeting.

Background

A resident of Mort Street, Surry Hills has requested consideration of "No Parking" in Mort Lane to improve access to their rear-lane garage.

Comments

The kerb space on the southern side of Mort Lane, Surry Hills south of Mort Street, where the changes are proposed, is currently unrestricted for parking.

Mort Lane is approximately 4.5 metres wide and provides rear-lane property access to houses fronting Mort Street and Ridge Street.

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

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

Consultation

The City consulted/notified local residents and businesses in the area. There were 67 letters sent out with one response received supporting the proposal and one response received opposing the proposal due to loss of on-street parking space.

To maintain uninterrupted access to the resident's property, it is essential that the existing parking space directly in front of the property's access be reallocated to "No Parking". The parking change would ensure safe and unrestricted access for the resident and prevent obstruction caused by parked vehicles.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Mort Lane, Surry Hills

Proposed parking changes



Existing

- ■ ■ Unrestricted parking
- Driveway

Proposed
 "No Parking"

Item 20.**Parking - Mobility Parking - Campbell Street, Glebe**

TRIM Container No.: 2025/539882

Recommendations

It is recommended that the Forum review the reallocation of parking on the southern side of Campbell Street, Glebe between the points 55.5 metres and 63.3 metres east of Mitchell Street as 'Mobility Parking Only'.

Advice

Advice will be updated after the meeting

Background

A resident of Campbell Street, Glebe has requested a mobility parking space near their home. The resident has advised they do not use a wheelchair but cannot physically walk far.

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

Comments

Campbell Street, Glebe between Mitchell Street and Cowper Street is designated for two-way traffic flow with an approximate width of 8.5 metres. The road and footway grades are relatively flat adjacent this proposed space.

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

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 4.5 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 2 metres wide) are provided on both sides of the street.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 91 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Campbell Street, Glebe
Proposed parking changes



Existing
 "2P 8am-10pm Mon-Fri Permit Holders Excepted Area G"

Proposed
 "Mobility Parking Only"

Item 21.

Parking - Mobility Parking Removal - Darling Street, Glebe

TRIM Container No.: 2025/643083

Recommendations

It is recommended that the Forum review the reallocation of parking on the western side of Darling Street, Glebe between the points 10 metres and 17.8 metres (one car space) south of Railway Street as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G".

Advice

Advice will be updated after the meeting

Background

The resident of 92 Darling Street, Glebe has asked for the Mobility Parking space in front of the property to be removed as it is no longer required.

Comments

The kerb space on the western side of Darling Street, Glebe, between Railway Street and Lyndhurst Street, where the changes are proposed, is currently signposted as "Mobility Parking Only".

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

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

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

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

Consultation

The City notified local residents and businesses in the area. There were 44 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Darling Street, Glebe
Mobility Parking Removal



Existing

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

Proposed

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

Item 22.**Parking - Mobility Parking - Crown Street, Surry Hills**

TRIM Container No.: 2025/592344

Recommendations

It is recommended that the Forum review the reallocation of parking on the eastern side of Crown Street, Surry Hills between the points 57.2 metres and 65 metres south of Devonshire Street as “4P Mobility Parking Only 8am-10pm”.

Advice

Advice will be updated after the meeting

Background

A business owner of Crown Street has requested a timed mobility parking space in Crown Street, Surry Hills. The business owner has advised the medical centre's patients who hold a Mobility Parking Permit, would benefit from having a mobility parking space available outside the centre, to assist with the availability of parking closer to the centre.

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

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

The changes would increase parking turnover and improve on-street parking access for Mobility Parking Scheme (MPS) permit holders visiting the area.

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

Comments

Crown Street, Surry Hills between Devonshire and Lansdowne Streets is designated for two-way traffic flow with an approximate width of 12 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 18” on both sides of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 11.4 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3.2 metres wide) are provided on both sides of the street.

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

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

Consultation

The City consulted local residents and businesses in the area. There were 86 letters sent out with no responses received supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Crown Street, Surry Hills
Proposed parking changes



Existing

■ ■ ■

"No Stopping"

■ ■ ■

"2P Ticket 8am-6pm Mon-Fri,
4P Ticket 6pm-10pm Mon-Fri
8am-10pm Sat-Sun & Public Holidays
Permit Holders Excepted Area 18"

Proposed

■

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

81



not to scale

not to scale

Item 23.**Parking - Mobility Parking - Belmont Street, Alexandria**

TRIM Container No.: 2025/355644

Recommendations

It is recommended that the Forum review the reallocation of parking on the eastern side of Belmont Street, Alexandria between the points 65.7 metres and 73.5 metres south of Maddox Street as "Mobility Parking Only".

Advice

Advice will be updated after the meeting

Background

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

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

Comments

Belmont Street, south of Maddox Street is designated for two-way road with an approximate width of 12.8m.

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

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 8.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 1.8 metres wide) are provided on both sides of the street.

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

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

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

To ensure safe and convenient access for the resident between the footpath and the mobility parking space, the City would install concrete paving across the garden bed. This improvement will provide an accessible walking surface, enhancing safety for the resident.

Consultation

The City consulted local residents and businesses in the area. There were 125 letters sent out with one response received supporting the proposal and no response received opposing the proposal. The submission received supporting the proposal noted that mobility parking would help improve access for people with disability visiting the area.

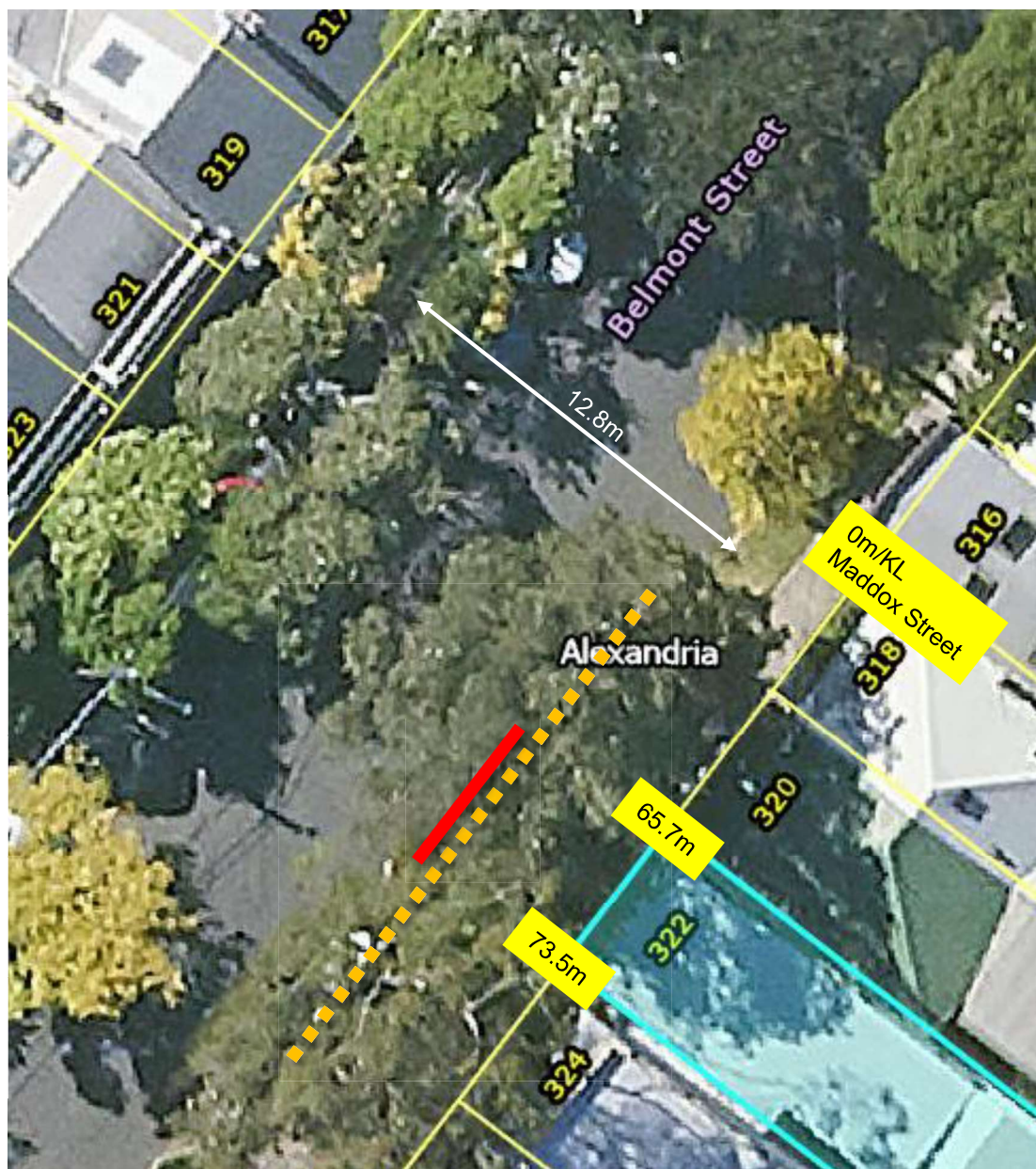
Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Proposal

Belmont Street, Alexandria Proposed parking changes



Existing

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

Proposed

- "Mobility Parking Only"

Item 24.

Parking - 5 Minute Parking and No Stopping - Thomas Street, Ultimo

TRIM Container No.: 2025/524625

Recommendations

It is recommended that the Forum review the following reallocation of parking in Thomas Street, Ultimo:

- (A) On the southern side between the points 10 metres and 16 metres (one car space) west of Jones Street as "P5min 8am-7pm" seven days a week; and
- (B) On the northern side between the points 0 metres and 20 metres (three car spaces) west of the Thomas Street pedestrian crossing as "No Stopping".

Advice

Advice will be updated after the meeting.

Background

A resident of Thomas Street has requested consideration of short term parking on the southern side of Thomas Street, west of Jones Street to allow drivers to pick up and drop of passengers.

The "No Parking" zone on the northern side of Thomas Street, west of the pedestrian crossing is proposed to be changed to No Stopping to allow a safe viewing distance for drivers and pedestrians.

Comments

The kerb space on the southern side of Thomas Street between Jones Street and Wattle Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-7pm".

On-site inspection shows there is a need to provide a "P5min 8am-7pm" restriction for one space to allow drivers to pick up and drop off passengers.

The kerb space on the northern side of Thomas Street, Ultimo west of the pedestrian crossing, where the changes are proposed, is currently "No Parking".

There is a need to provide a "No Stopping" restriction to comply with statutory TfNSW requirements at pedestrian crossings to allow visibility for people walking and drivers when approaching the crossing point.

Consultation

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

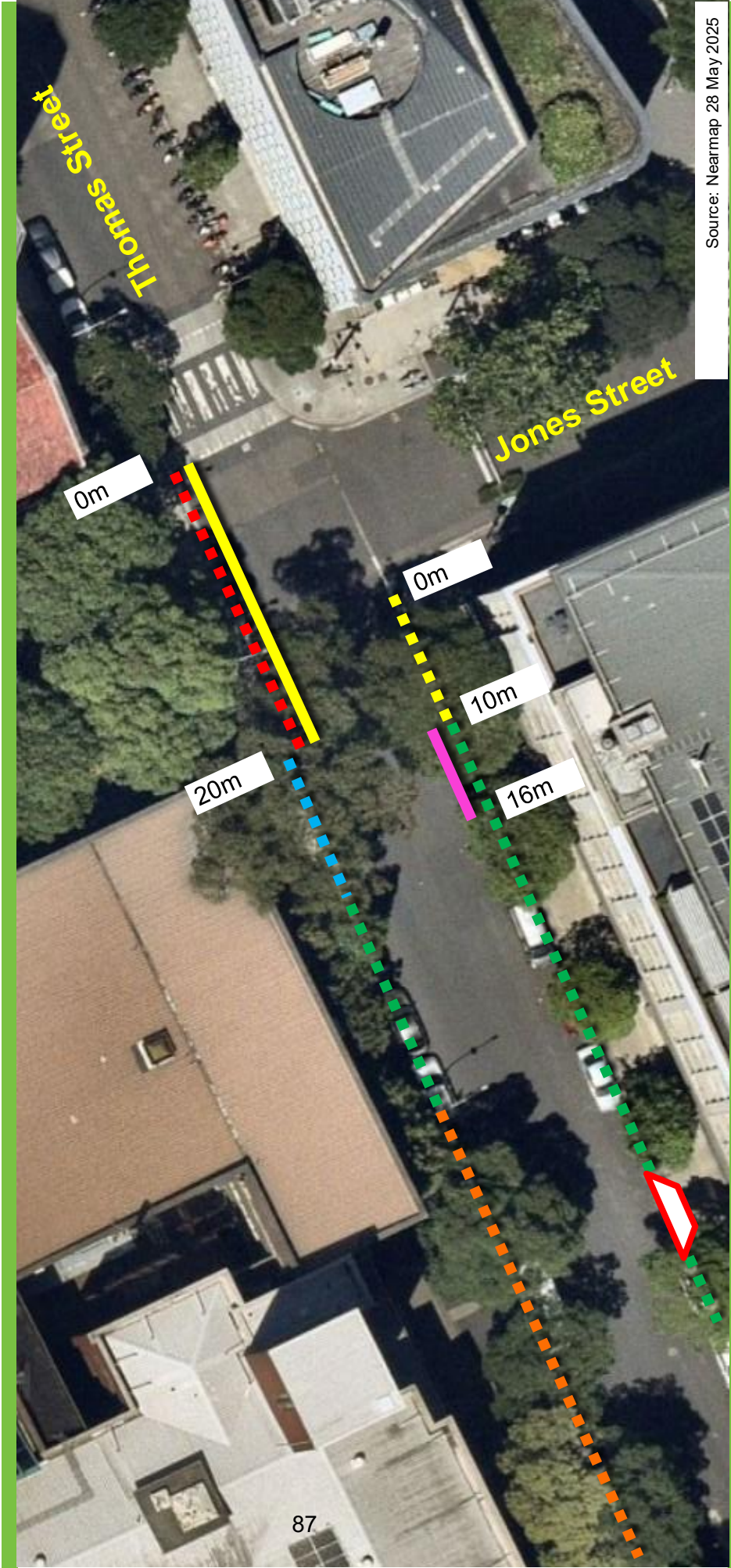
Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Proposal

Thomas Street, Ultimo Proposed Parking Changes



Existing

- No Stopping
- No Parking

- 2P Ticket 8am – 7pm
- Car Share

- Bus Zone

Proposed

- 5 minute parking 8am-7pm
- No Stopping

Item 25.

Parking - Loading Zone Ticket & 2P Ticket - Little Hay Street, Haymarket

TRIM Container No.: 2025/518093

Recommendations

It is recommended that the Forum review the reallocation of parking on the southern side of Little Hay Street, Haymarket between the points 8.9 metres and 22.4 metres, 24.4 metres and 51.5 metres, 74.4 and 87.7 metres, 91.5 metres and 103.9 metres, west of Sussex Street as "Loading Zone Ticket 7am-6pm" and "2P Ticket 6-10pm".

Advice

Advice will be updated after the meeting.

Background

A community member of Haymarket has requested removal of the "No Parking 12-11pm Friday" restriction in Little Hay Street. This restriction was installed to support the weekly night markets which are currently inactive due to upgrade works in Dixon Street.

Comments

The kerb space on the southern side Little Hay Street, Haymarket between Sussex Street and Harbour Street, where the changes are proposed, is currently signposted as "Loading Zone 7am-6pm Mon-Thu 7am-12pm Fri 7am-6pm Sat-Sun", "No Parking 12-11pm Fri" and "2P Ticket 6-10pm Mon-Thu 6-10pm Sat-Sun & Public Holidays".

The No Parking restriction on Fridays is not presently required. It is expected that the parking restriction will be reinstated once the markets re-commence operation unless there are significant variations to the market's operation.

Consultation

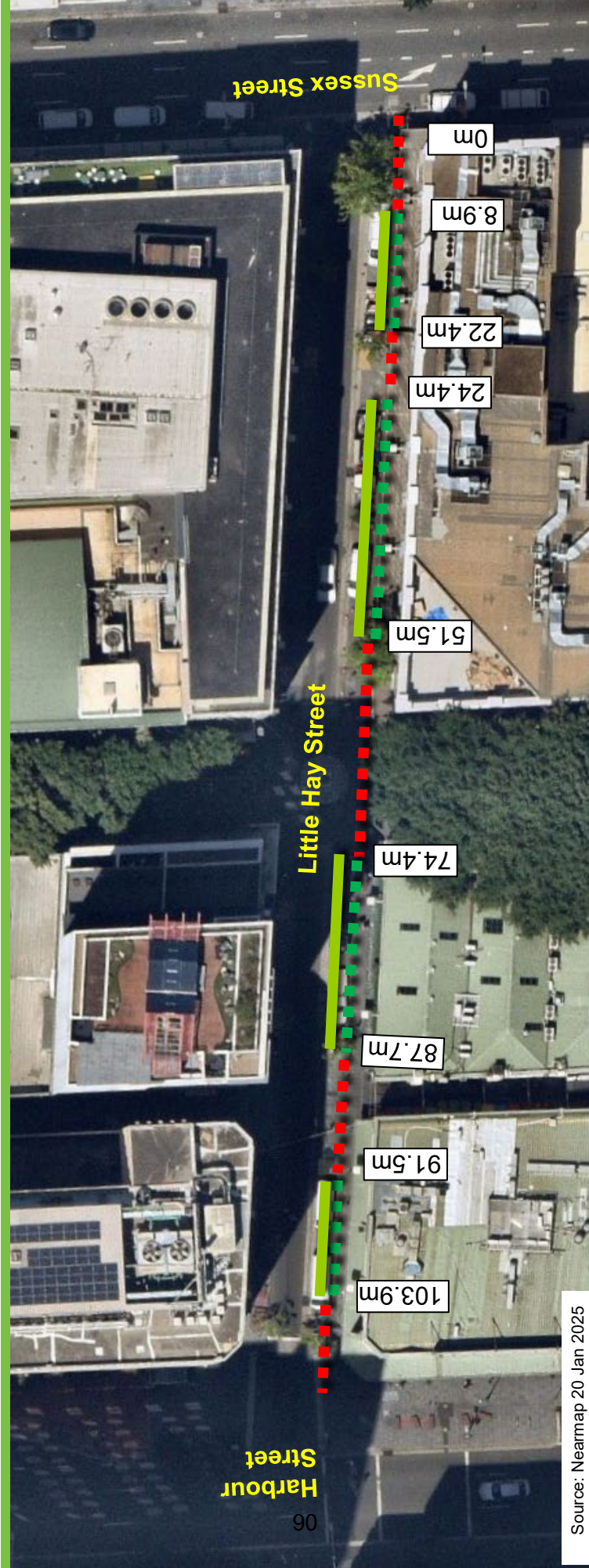
The City notified residents and businesses in the area. There were 81 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, A/TRAFFIC MANAGER NORTH

Little Hay Street, Sydney
Proposed parking changes



Existing

No Stopping

Existing (cont)

Loading Zone 7am-6pm Mon-Thu,
7am-12pm Fri, 7am-6pm Sat-Sun

No Parking 12-11pm Fri

2P Ticket
6-10pm Mon-Thu
6-10pm Sat-Sun & Public Holidays

Proposed

Loading Zone Ticket 7am-6pm
2P Ticket 6-10pm

Item 26.

Parking - On-Street Bicycle Parking - LGA Wide

TRIM Container No.: X022545.009

Recommendations

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

Advice

Advice will be updated after the meeting.

Background

The City of Sydney supports share bikes as a sustainable, low-cost transport option for everyday travel and deliveries. Use has grown rapidly, with 1.9 million trips in 2024 (a 92% increase from 2023), 2.8 million in 2025 (YTD) and an estimated 3.2 million trips by the end of the year. In the past month there have been approximately 400 000 share bike trips. 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 and one "Bus zone" (no longer operational) signs 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.

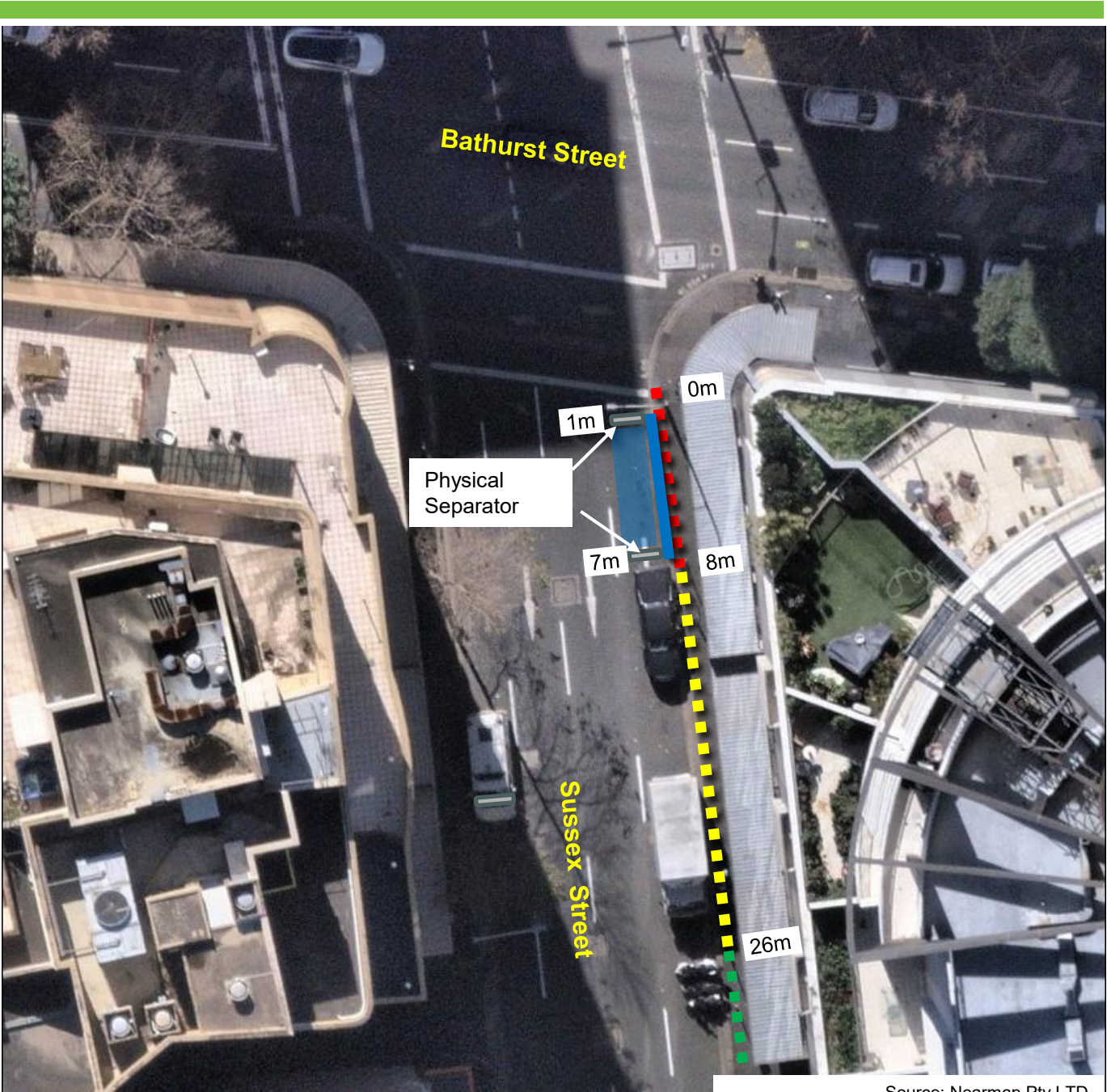
**ALEXANDER SAUNDERS, A/TRAFFIC MANAGER - NORTH
TEGAN MITCHELL, MANAGER MAJOR TRANSPORT PROJECTS
SAM DICKINSON, PROJECT OFFICER**

	Site Reference	Suburb	Coordinates	Street Name (N/S/E/W)nearest cross street	Coordinates	Storage capacity	Existing Kerb restrictions	Engagement Response	Number of supporters/ objections
1	199	Sydney	Sussex St 1	Sussex St (SW) Bathurst Street	-33.8742703814592, 151.20425047971938	9	No Stopping	Notify	
2	202	Sydney	Bathurst St 2	139 Bathurst Street (SE)Castreagh St	-33.874387, 151.208833	9	No Stopping	Notify	
3	243	Millers Point	23 Kent Street	Kent Street (NW) Argyle Street	-33.858631, 151.203502	12	Bus Zone (no longer operational)	Notify	
4	244	Millers Point	115 Kent Street	Kent Street (NW) High Street	-33.861138, 151.203691	9	No stopping	Notify	
5	245	Sydney	Seabridge House	Kent Street (W) King Street	-33.869603, 151.204651	9	No stopping	Notify	
6	246	Sydney	347 Kent Street	Kent Street (W) King Street	-33.868285, 151.204505	12	No stopping	Notify	
7	247	Ultimo	63 Mountain Street	Mountain Street (E) Broadway	-33.884097, 151.196515	9	No stopping	Notify	
8	248	Sydney	National Australia Bank	Phillip Street (E) Martin Place	-33.867625, 151.211304	6	No stopping	Notify	
9	249	Sydney	Macquarie Place Park	Loftus Street (W) Reiby Place	-33.862920, 151.210365	6	No stopping	Notify	

	Site Reference	Suburb	Coordinates	Street Name (N/S/E/W)nearest cross street	Coordinates	Storage capacity	Existing Kerb restrictions	Engagement Response	Number of supporters/ objections
10	257	Sydney	Pitt Street 2	341 Pitt Street (E) Wilmot Street	-33.875155, 151.208020	6	No stopping	Notify	
11	258	Sydney	Pitt Street 3	343 Pitt Street (W) Wilmot Street	-33.875362, 151.207901	6	No stopping	Notify	
12	263	Sydney	Phillip Street 3	126 Phillip Street	-33.866573, 151.211344	6	No stopping	Notify	
13	269	Sydney	Bent Street 4	7 Bent Street	-33.864232, 151.210155	6	No Stopping	Notify	
14	270	Sydney	Spring Street 1	3 Spring Street	-33.864316, 151.209471	9	No Stopping	Notify	
15	272	Sydney	Spring Street 3	4 Spring Street	-33.864750, 151.208918	6	No Stopping	Notify	
16	273	Sydney	Bond Street 1	20 Bond Street	-33.864608, 151.208354	9	No Stopping	Notify	
17	275	Sydney	Gresham Street 1	5 Gresham Street ,(N,E) Bridge Street	-33.863685, 151.209592	6	No Stopping	Notify	
18	277	Sydney	Loftus Street	24 Loftus Street ,(N, E) Bridge Street	-33.863678, 151.210392	6	No Stopping	Notify	
19	252	Surry Hills	561 Bourke Street	Arthur Street (North, East) Bourke Street	-33.887534, 151.215211	6	No stopping	Notify	

	Site Reference	Suburb	Coordinates	Street Name (N/S/E/W)nearest cross street	Coordinates	Storage capacity	Existing Kerb restrictions	Engagement Response	Number of supporters/ objections
20	253	Surry Hills	81 Arthur Street	Arthur Street (South, East) Arthur Lane	-33.887538, 151.215047	6	No stopping	Notify	
21	254	Surry Hills	532 Bourke Street	Bourke Street (East) Hill Street	-33.882991, 151.216311	6	No stopping	Notify	
22	255	Forest Lodge	233 St Johns Rd	St Johns Road (West), Junction Street	-33.88422, 151.18147	6	No stopping	Notify	
23	256	Chippendale	65 Myrtle Street	Myrtle Street (North) Buckland Street	-33.88732, 151.19722	6	No stopping	Notify	
24	209	Sydney	Sydney Aquarium, King Street	King St (South, West) (Lime Street)	-33.86883, 151.20238	6	No Stopping	Notify	

Location: Sussex Street 1, Sydney



Existing

- ■ ■ "No Stopping"
- ■ ■ 4P/Loading Zone
- ■ ■ "Motorbike Parking Only"

Proposed

- Bike Parking Area

Location: Bathurst St 2, Sydney



Existing

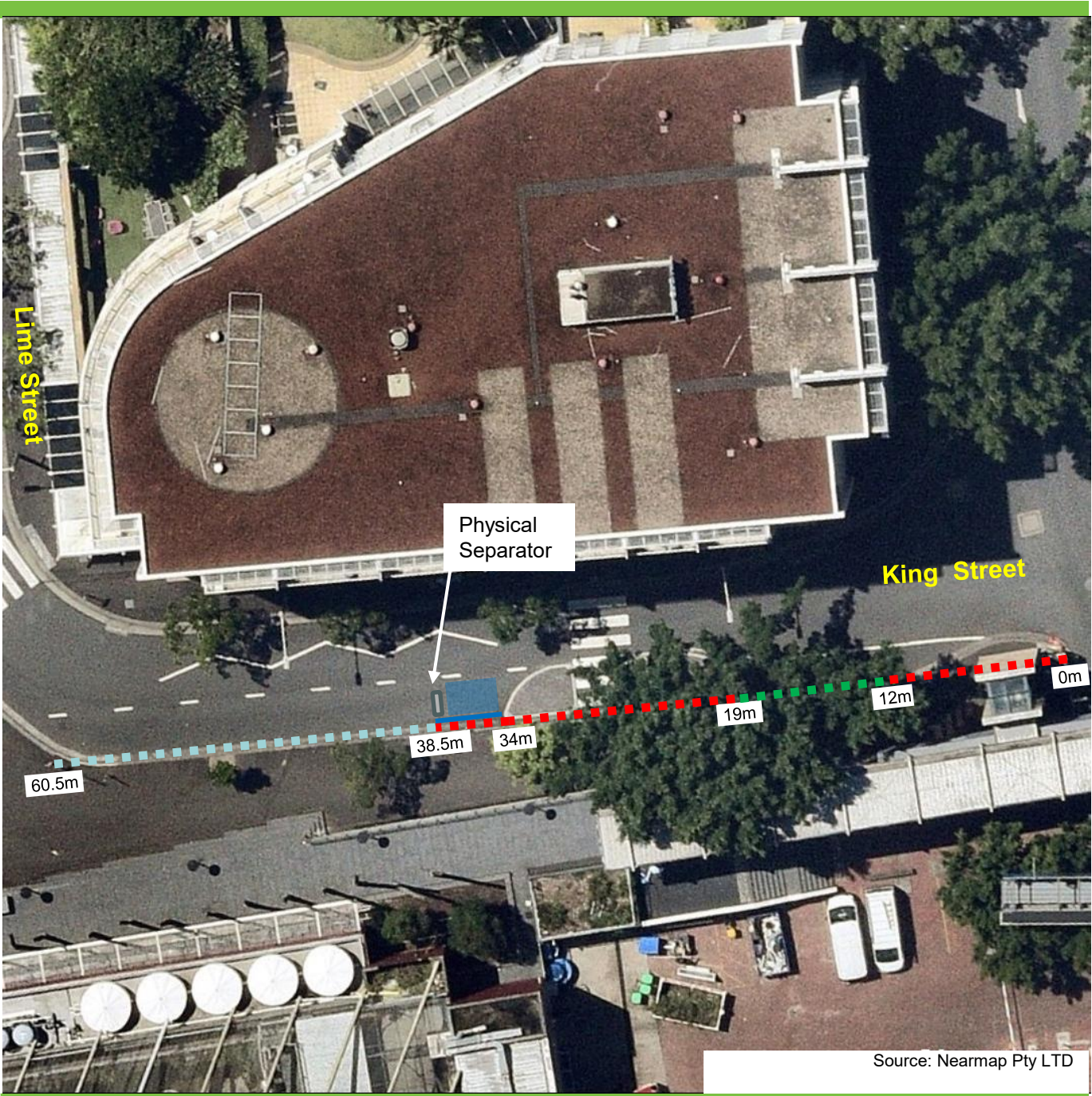
■ ■ ■ "No Stopping"

■ Driveway

Proposed

■ Bike Parking Area

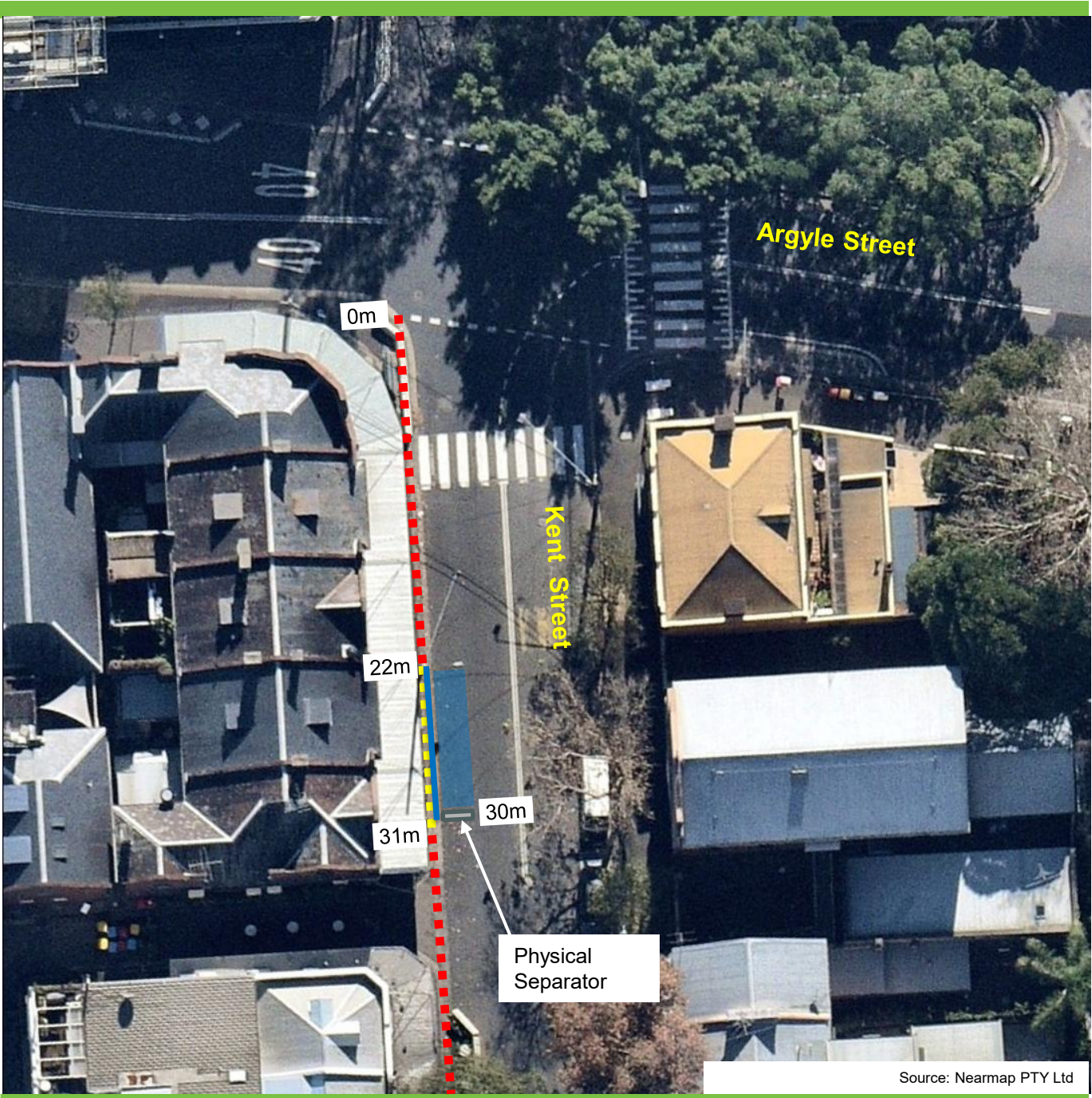
Location: 5 King Street, Sydney



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "5m Parking"
 - ■ ■ "Bus Zone"

- Proposed**
- Bike Parking Area

Location: 23 Kent Street, Millers Point



Existing

- ■ ■ "No Stopping"
- ■ ■ "Bus Zone" (no longer operational)

Proposed

- Bike Parking Area

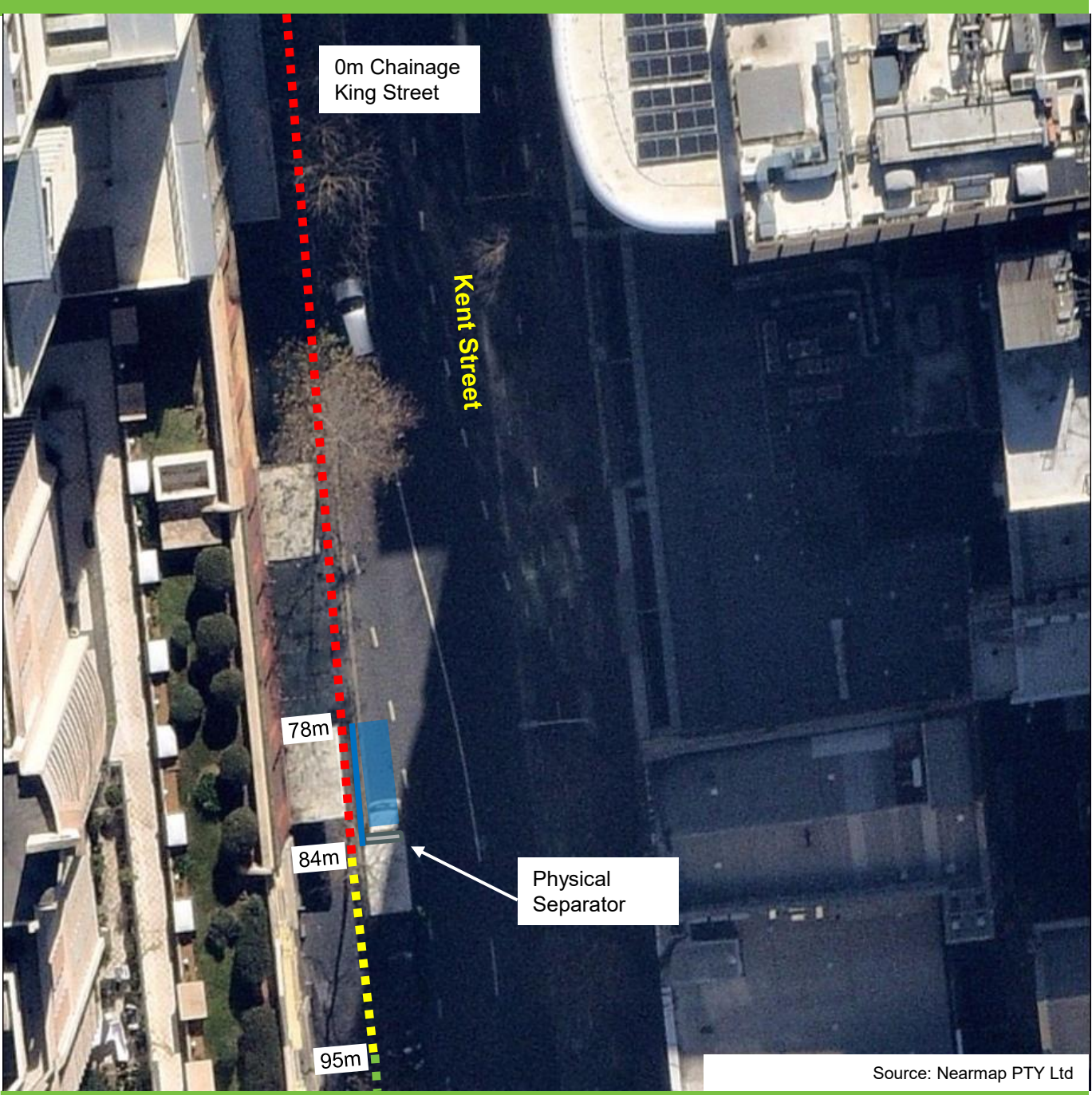
Location: 115 Kent Street, Millers Point



Existing
■ ■ ■ "No Stopping"
■ ■ ■ 2P/4P Parking

Proposed
■ Bike Parking Area

Location: Seabridge House, Sydney



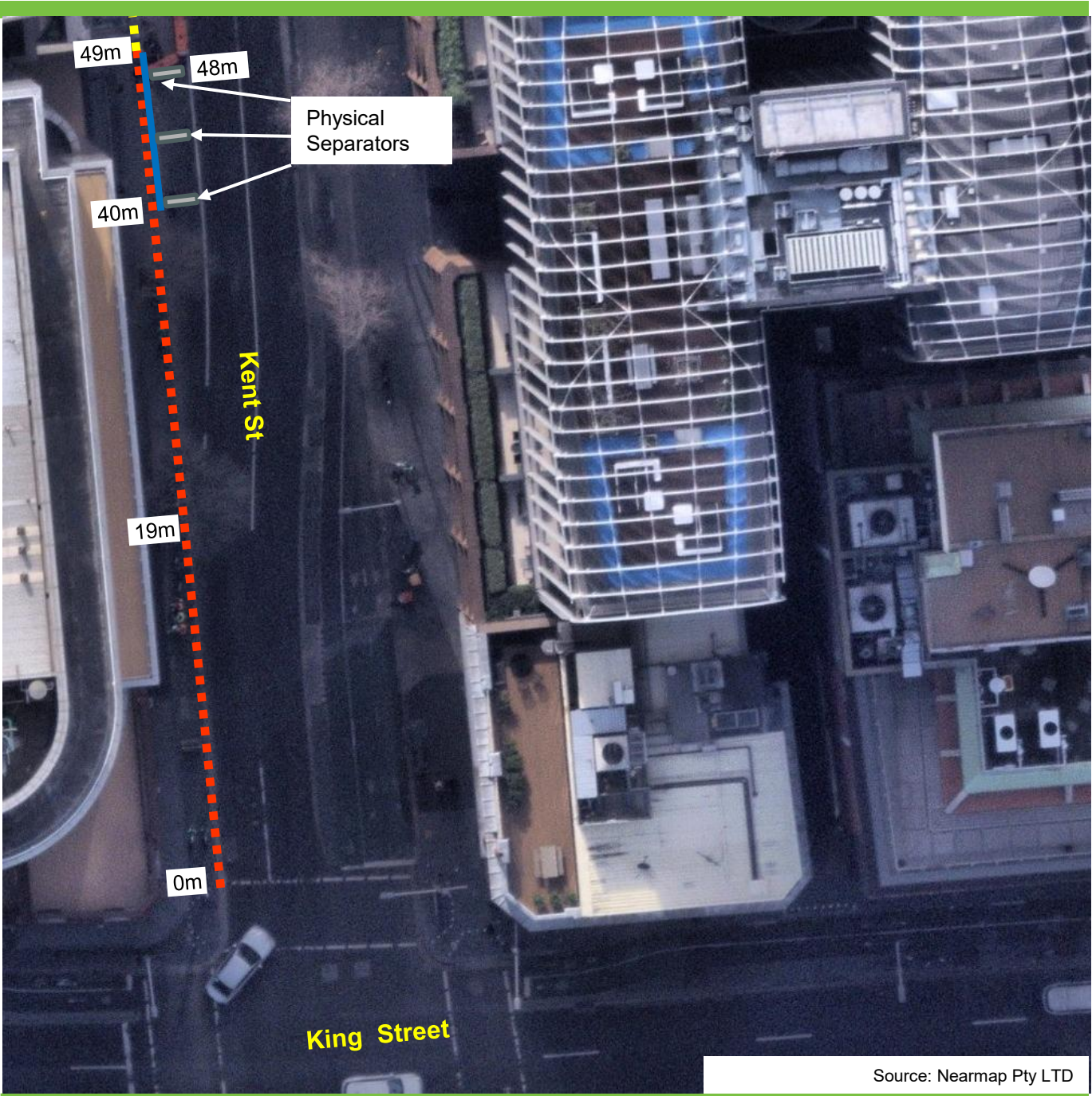
Existing

- ■ ■ "No Stopping"
- ■ ■ Loading Zone/4P
- ■ ■ "Motorbike Parking Only"

Proposed

- Bike Parking Area

Location: 347 Kent St, Sydney

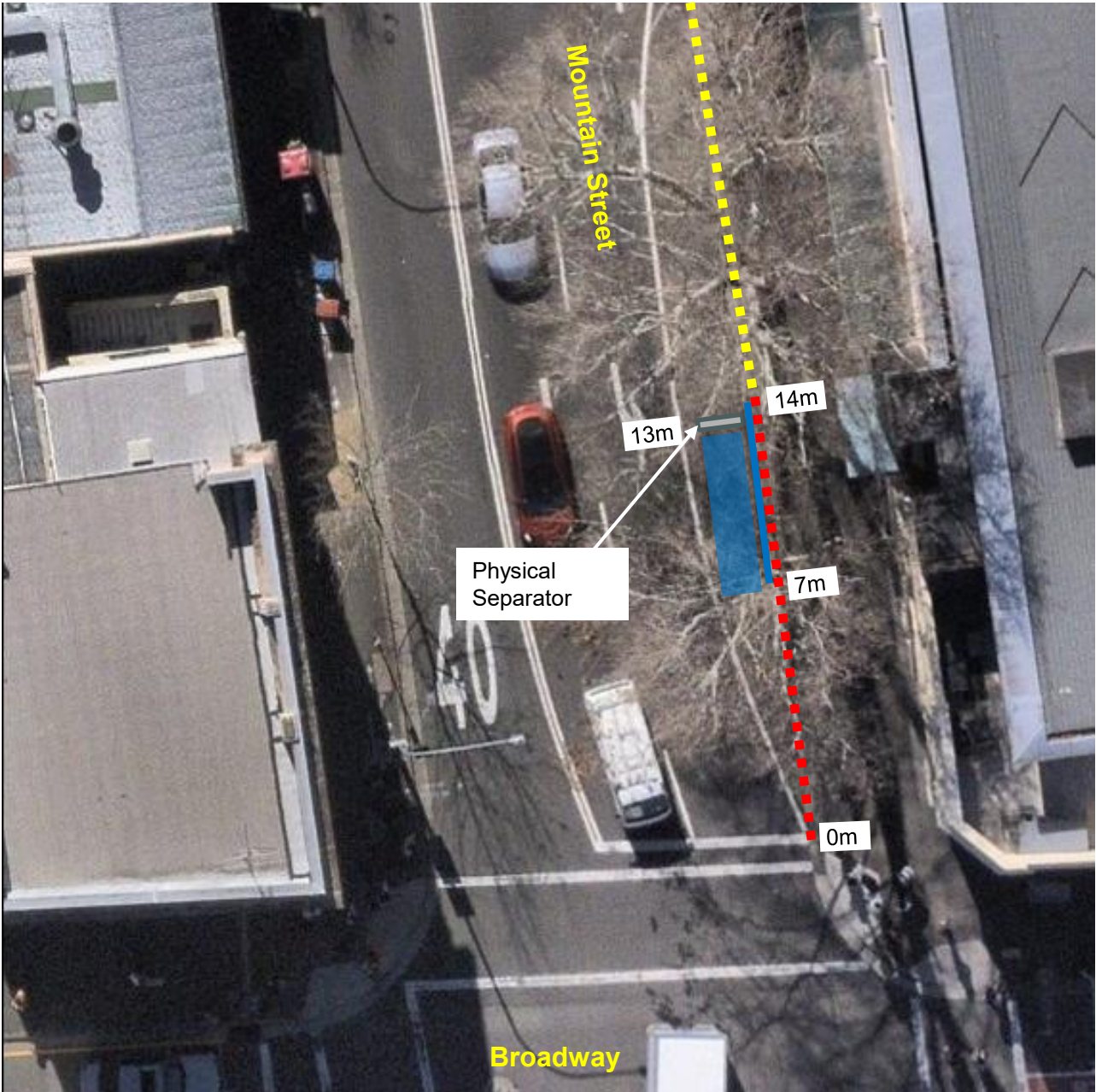


Source: Nearthmap Pty LTD

- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Loading Zone /4P

- Proposed**
- Bike Parking Area

Location: 179 Broadway, Ultimo

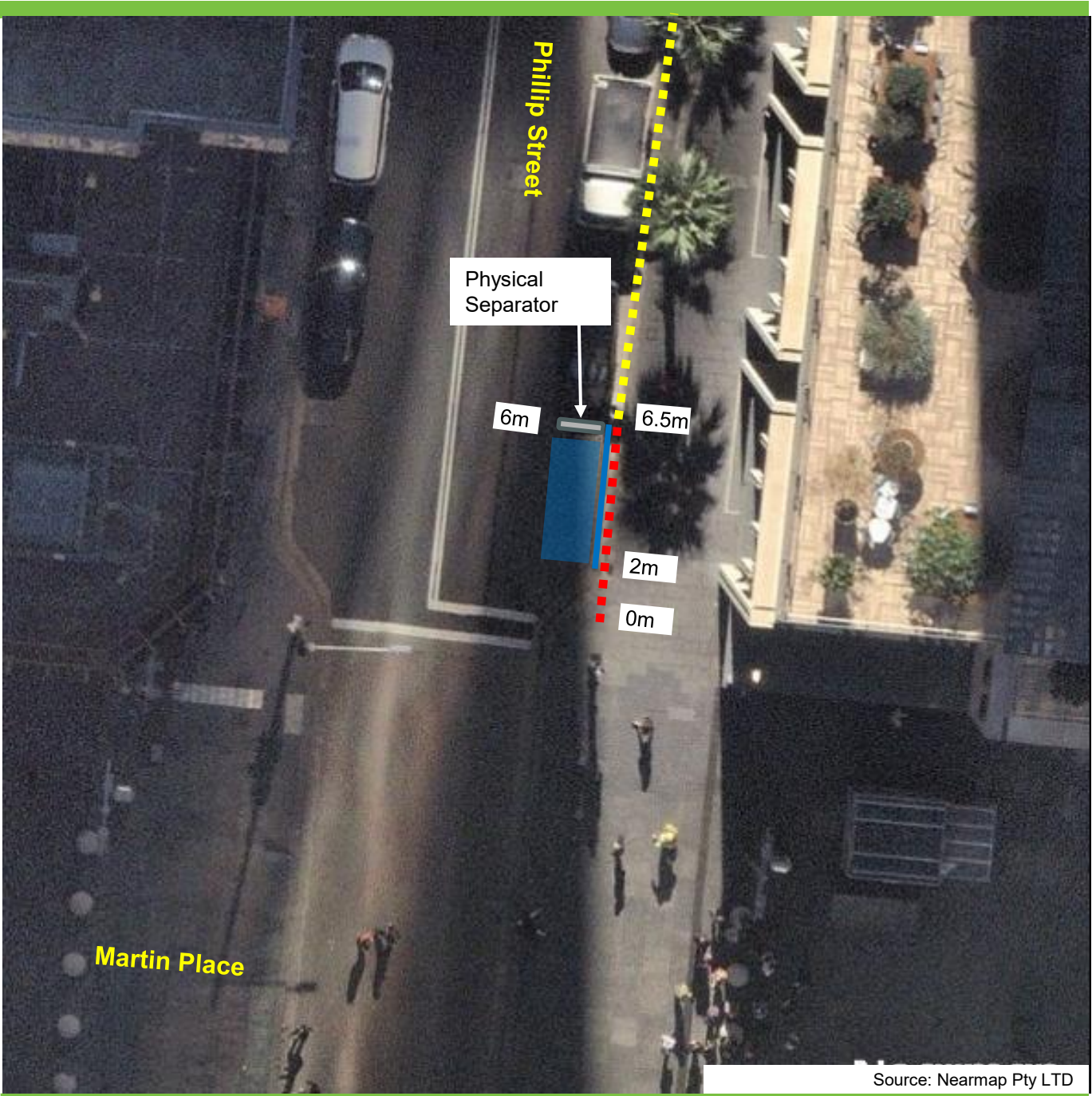


Source: Nearmap Pty LTD

- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Loading Zone/4P

- Proposed**
- Bike Parking Area

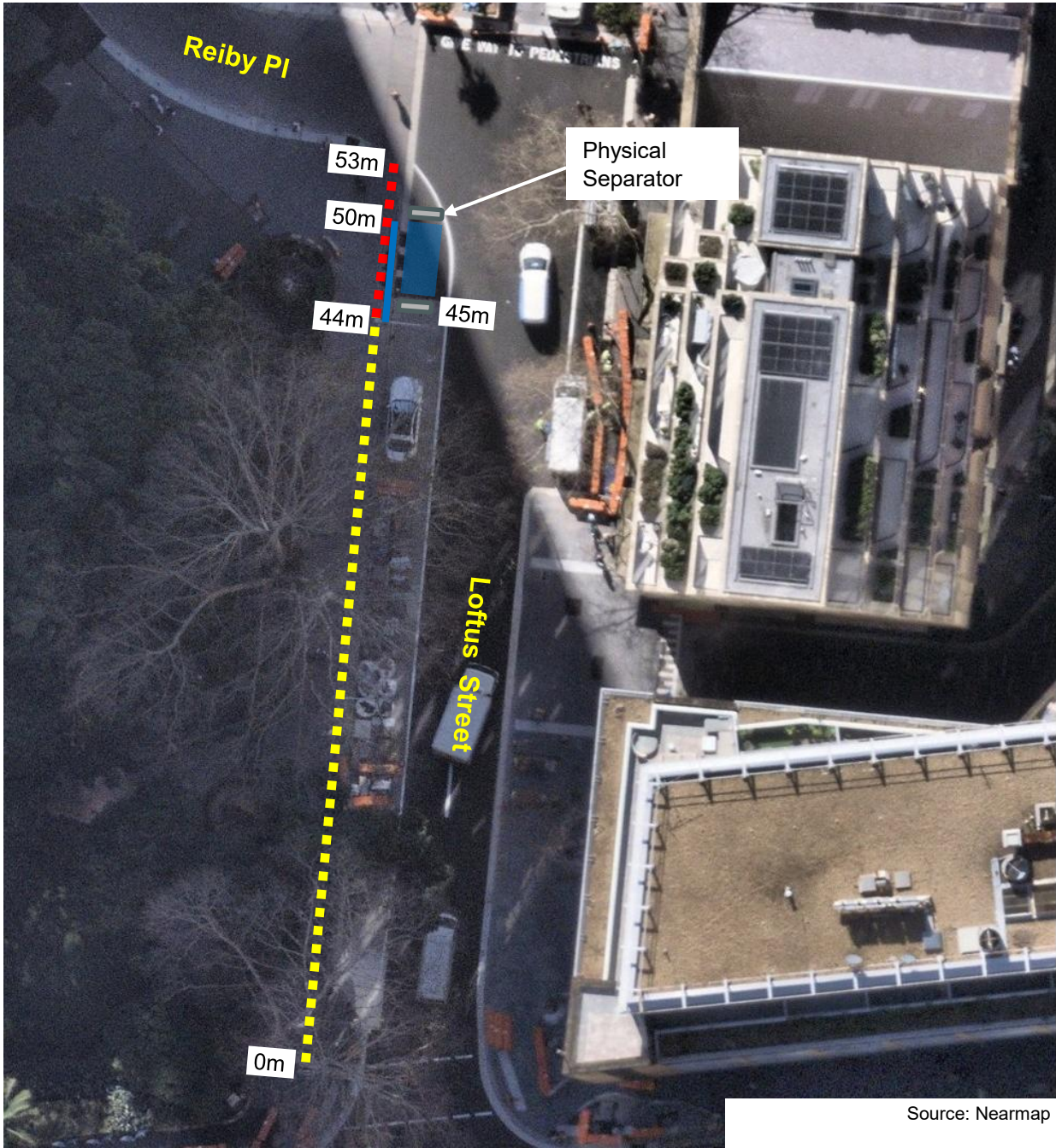
Location: 148 Phillip Street, Sydney



- Existing
- ■ ■ "No Stopping"
 - ■ ■ Loading Zone/4P

- Proposed
- Bike Parking Area

Location: 18 Loftus Street, Sydney



Source: Nearmap Pty LTD

Existing

- ■ ■ "No Stopping"
- ■ ■ "Taxi Zone 10am-5am,
Loading Zone 5am-7am,
No Parking Coaches
Excepted 15 minute limit"

Proposed

- Bike Parking Area

Location: 561 Bourke Street, Surry Hills



Existing

■ ■ ■ "No Stopping"

■ ■ ■ 2P permit holders excepted

Proposed

■ Bike Parking Area

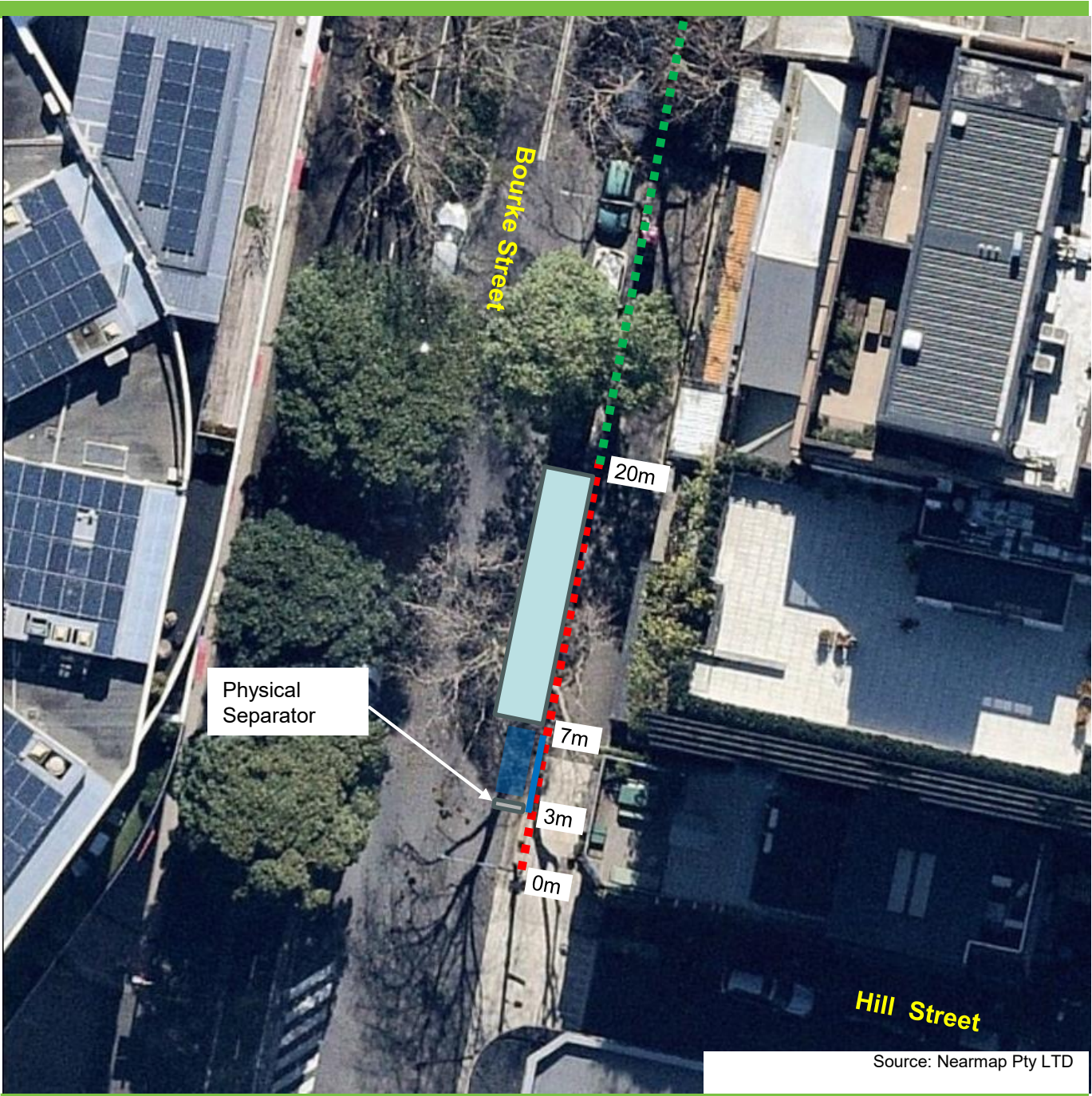
Location: 81 Arthur Street, Surry Hills



Existing
■ ■ ■ "No Stopping"

Proposed
■ Bike Parking Area

Location: 352 Bourke Street, Surry Hills



Source: Nearmap Pty LTD

- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "2P/Taxi Zone"
 - Outdoor Dining Zone

- Proposed**
- Bike Parking Area

Location: 233 St Johns Rd, Forest Lodge



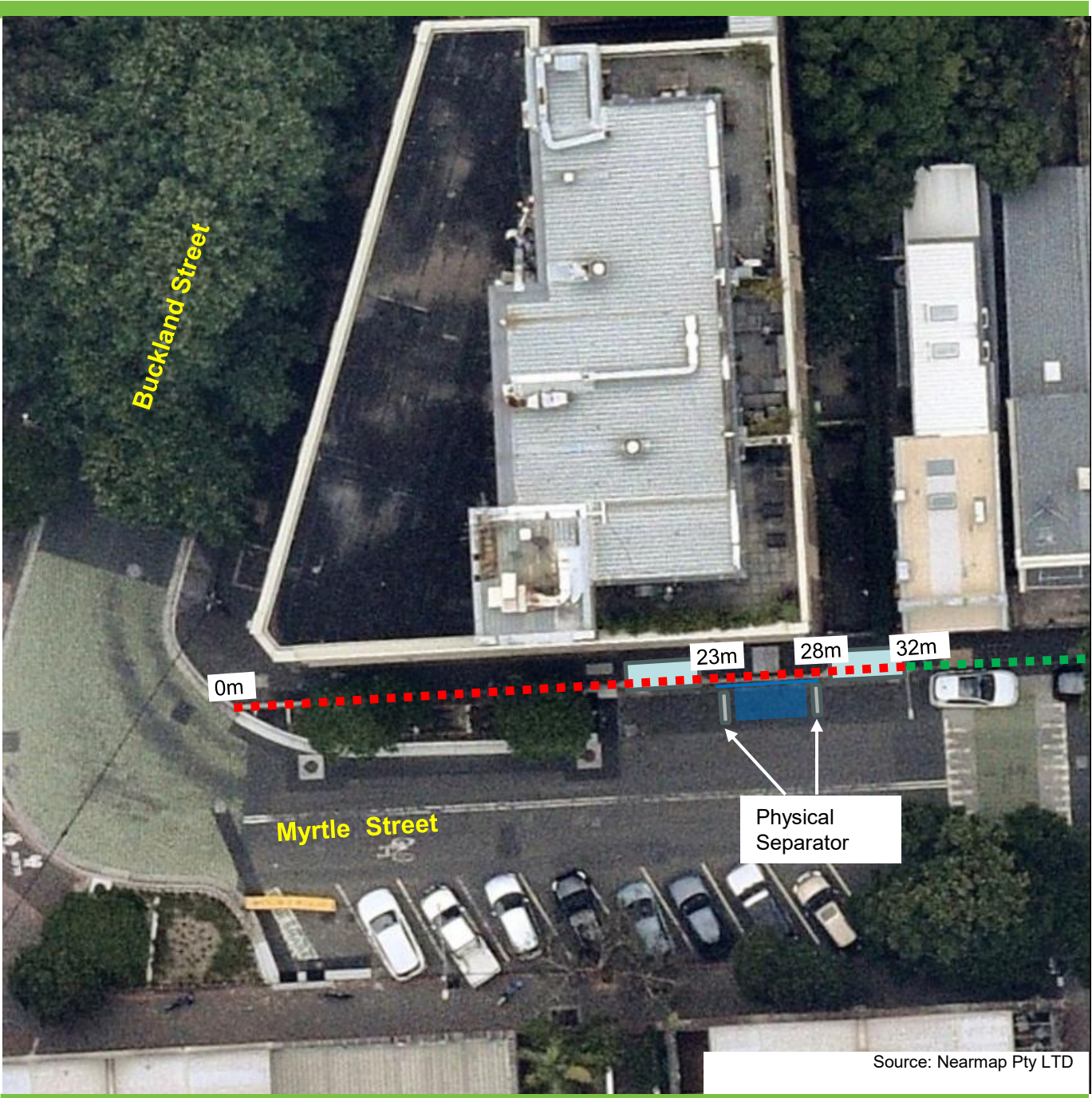
Existing

- ■ ■ "No Stopping"
- ■ ■ 1P Permit Holders Excepted
- ■ ■ "No Parking Car Share Excepted"

Proposed

- Bike Parking Area

Location: 65 Myrtle Street, Chippendale



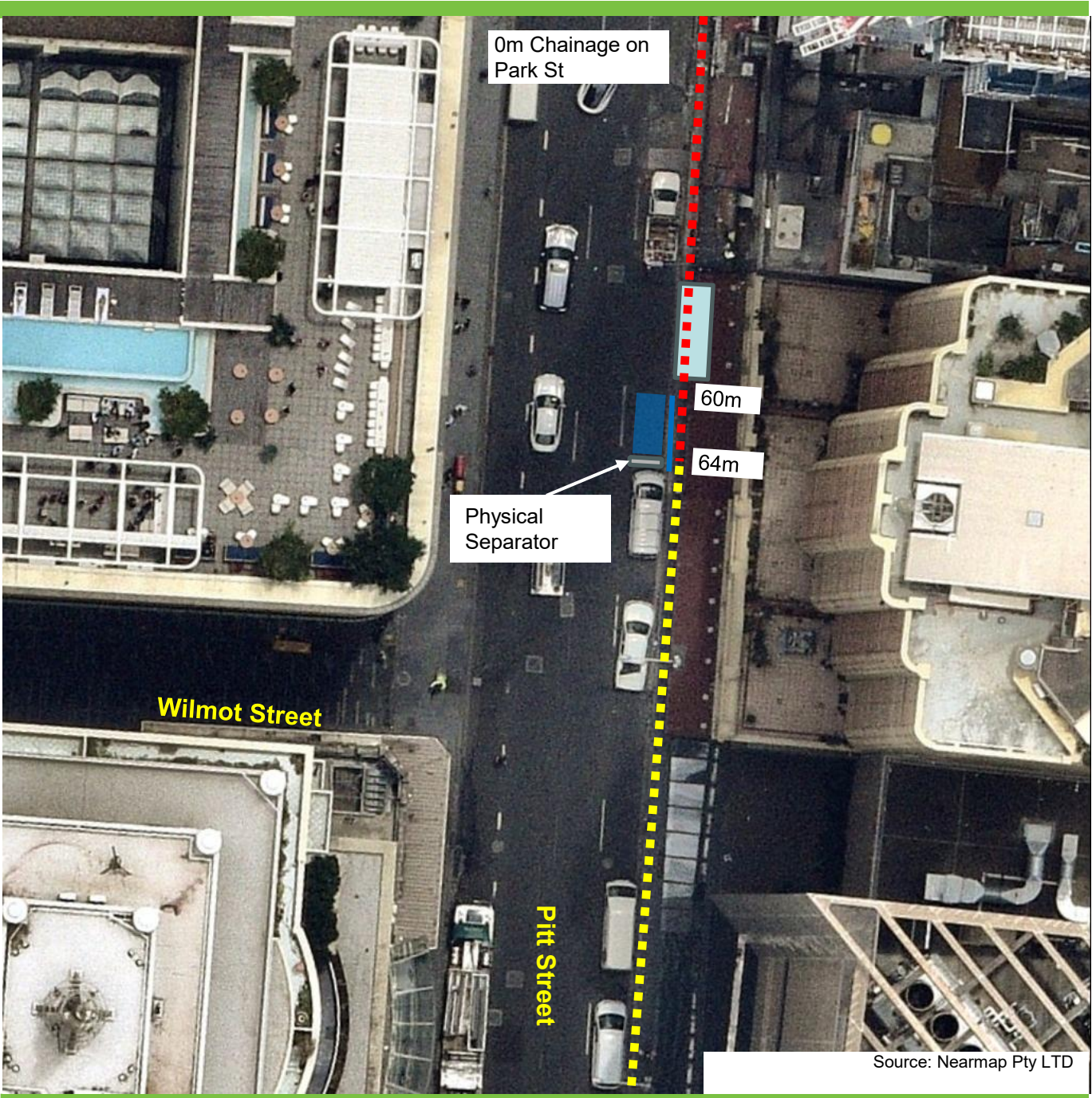
Existing

- ■ ■ "No Stopping"
- ■ ■ "1P"
-  Driveway

Proposed

-  Bike Parking Area

Location: 341 Pitt Street, Sydney



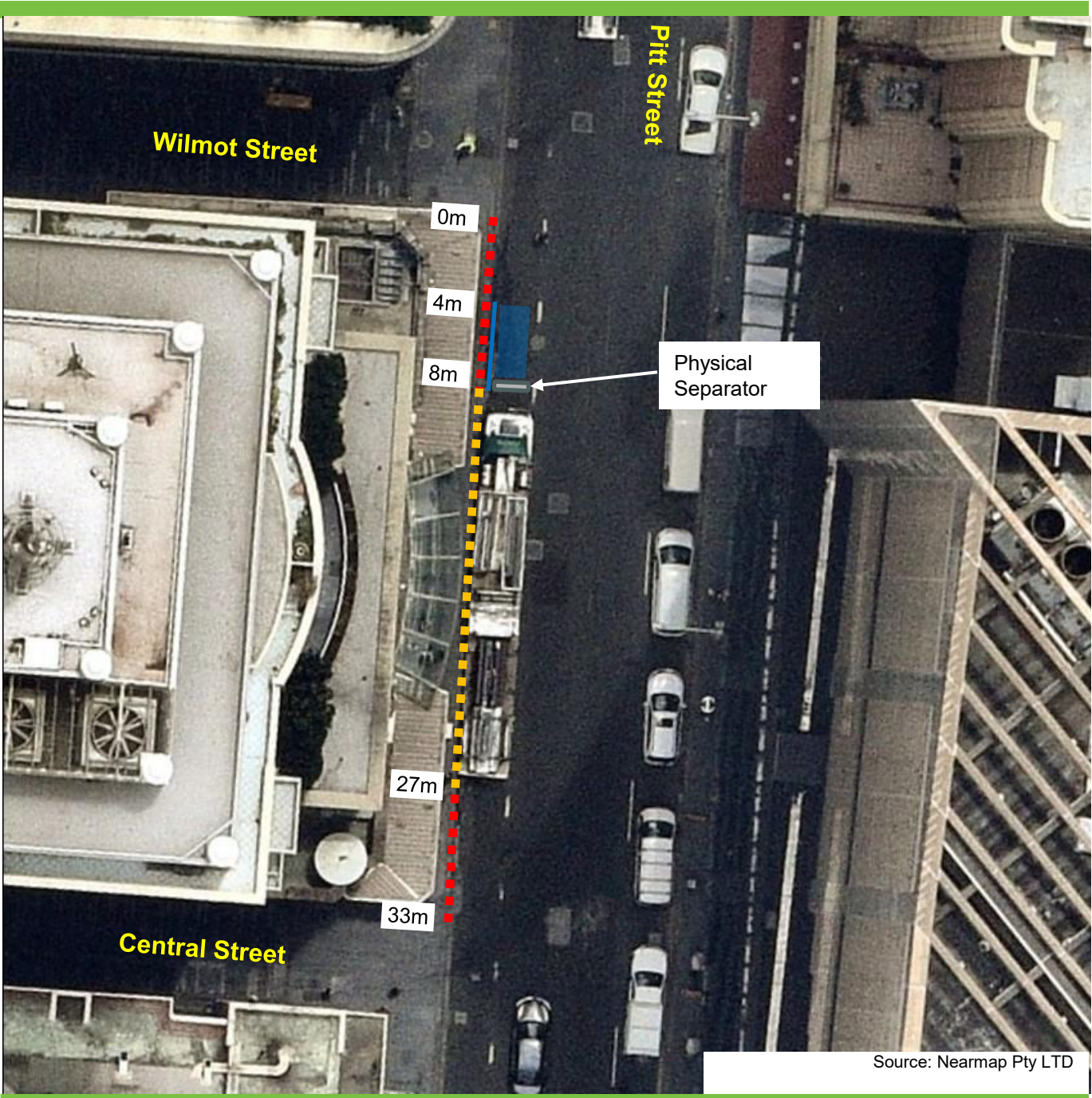
Existing

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

Proposed

- Bike Parking Area

Location: 343 Pitt Street, Sydney



Existing

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

Proposed

- Bike Parking Area

Location: 126 Phillip Street, Sydney



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping Aus Post vehicles Excepted 3 Minute Limit"
- ■ ■ Loading Zone/4P

Proposed

- Bike Parking Area

Location: 7 Bent Street, Sydney



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Taxi Zone/4P

Proposed
■ Bike Parking Area

Location: 3 Spring Street, Sydney



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

- Proposed**
- Bike Parking Area

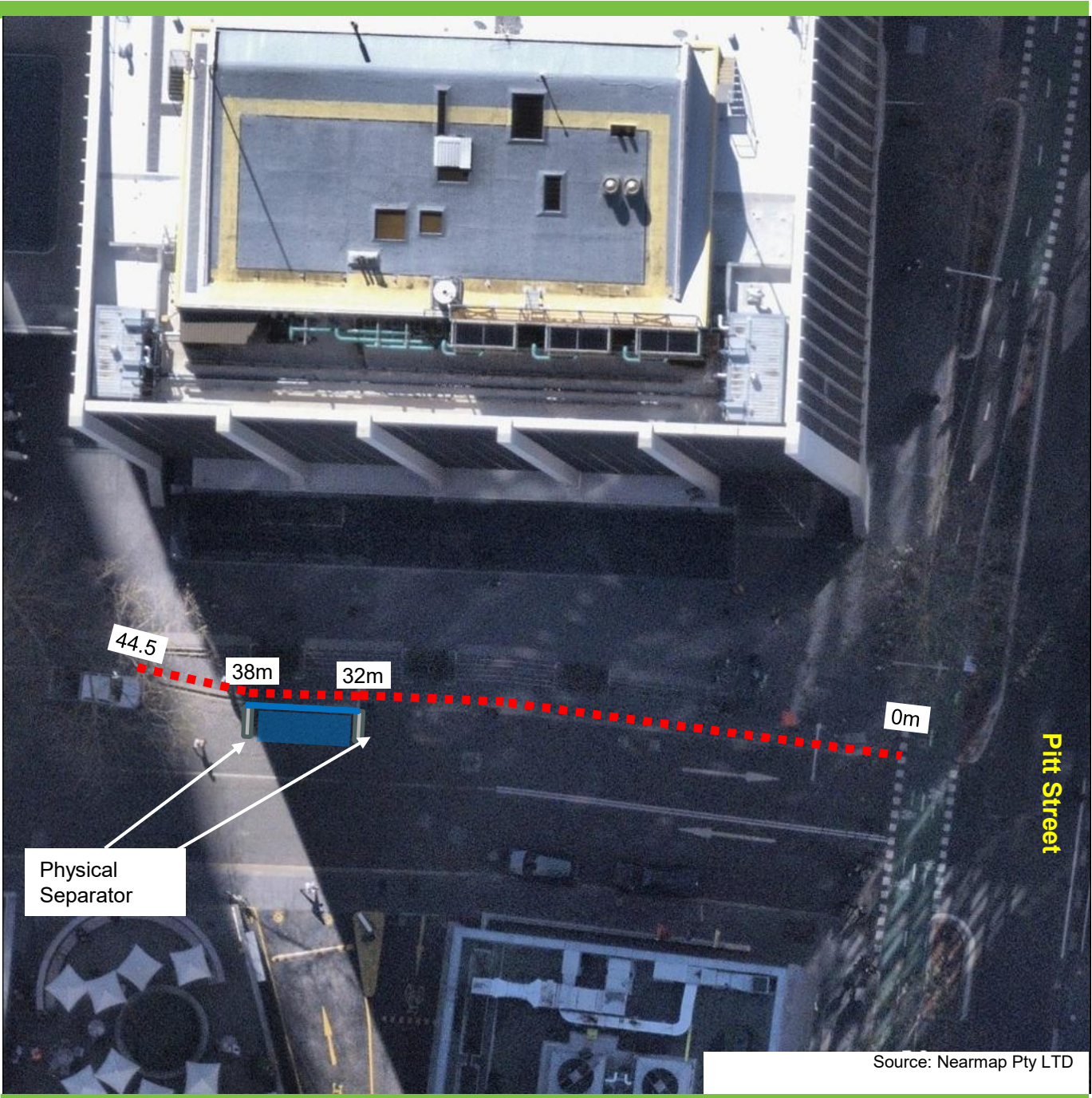
Location: 4 Spring Street, Sydney



- Existing**
- ■ ■ "No Stopping"
 - Kerb Ramp

- Proposed**
- Bike Parking Area

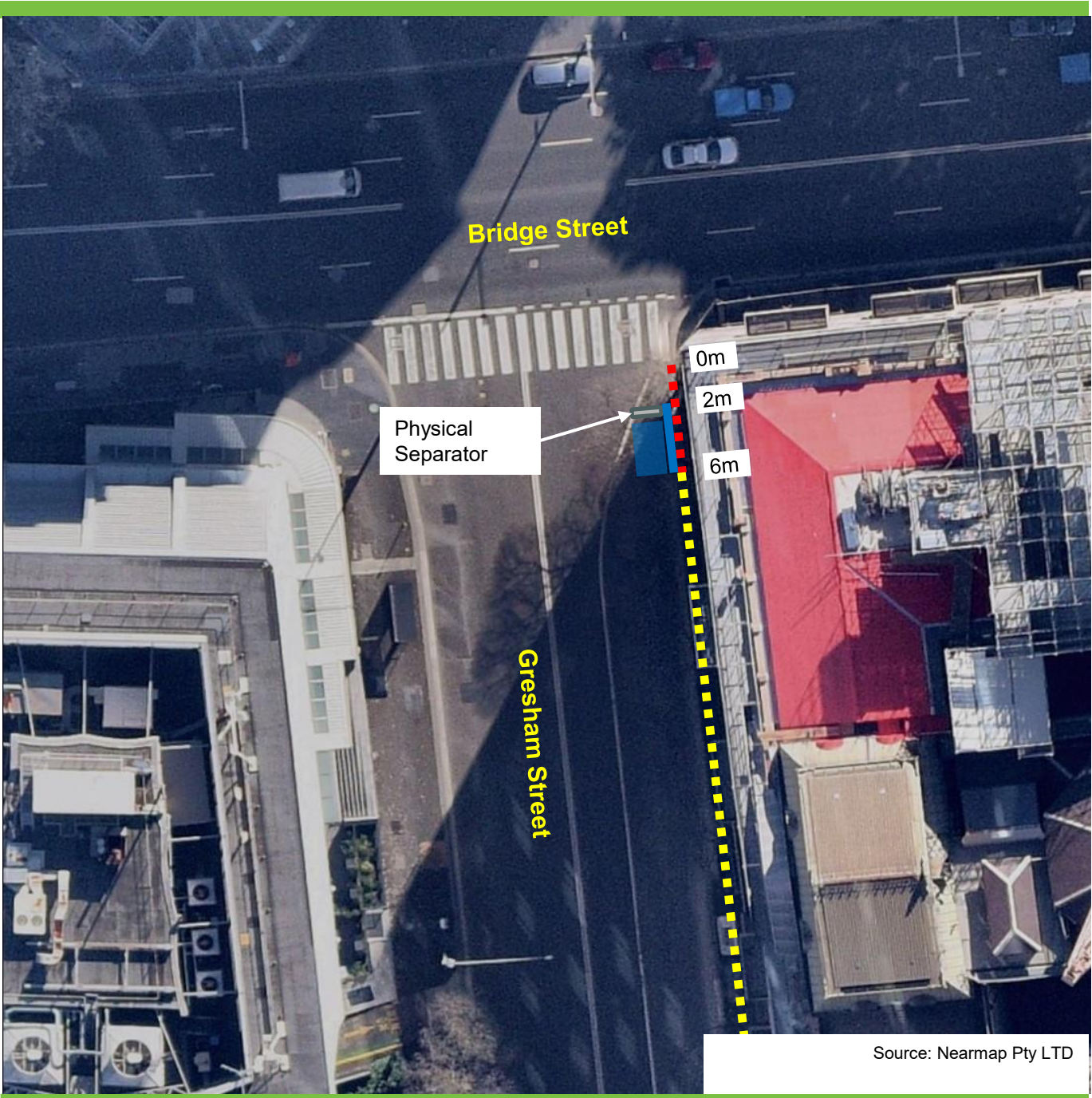
Location: 20 Bond Street, Sydney



Existing
■ ■ ■ "No Stopping"

Proposed
■ "Bike Parking Area"

Location: 5 Gresham Street (East), Sydney



Existing

■ ■ ■ "No Stopping"

■ ■ ■ "Bus Zone"

Proposed

■ "Bike Parking Area"

Location: 24 Loftus Street (NE Corner), Sydney



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "No Parking"

- Proposed**
- "Bike Parking Area"

Item 27.

Traffic Treatment - Do Not Queue Across Intersection signage and Keep Clear pavement marking - Wentworth Park Road, Glebe

TRIM Container No.: 2025/587130

Recommendations

It is recommended that the Forum review the proposed installation of “Do Not Queue Across Intersection” signage and “Keep Clear” pavement marking on Wentworth Park Road, Glebe, at its intersection with Bridge Lane.

Advice

Advice will be updated after the meeting.

Background

Wentworth Park Road, where it intersects with Bridge Lane, is currently a 40km/h, two-way road. During periods of increased vehicular traffic, queuing vehicles on Wentworth Park Road could limit the opportunities of right turning vehicles attempting to enter or exit Bridge Lane from or to Wentworth Park Road.

Comments

In response to requests from the community and in anticipation of traffic pattern changes in the vicinity of the New Sydney Fish Market, it is proposed to install “Do Not Queue Across Intersection” signage and “Keep Clear” pavement markings on Wentworth Park Road at its intersection with Bridge Lane.

Under the NSW Road Rules, it is illegal for a driver to enter an intersection if they cannot safely clear it due to blockage on the other side.

These changes will reinforce these rules and make it illegal to stop at any time within the marked area. This will improve access for vehicles on Wentworth Park Road turning right into and out of Bridge Lane and prevent cases where these vehicles block southbound traffic on Wentworth Park Road.

Consultation

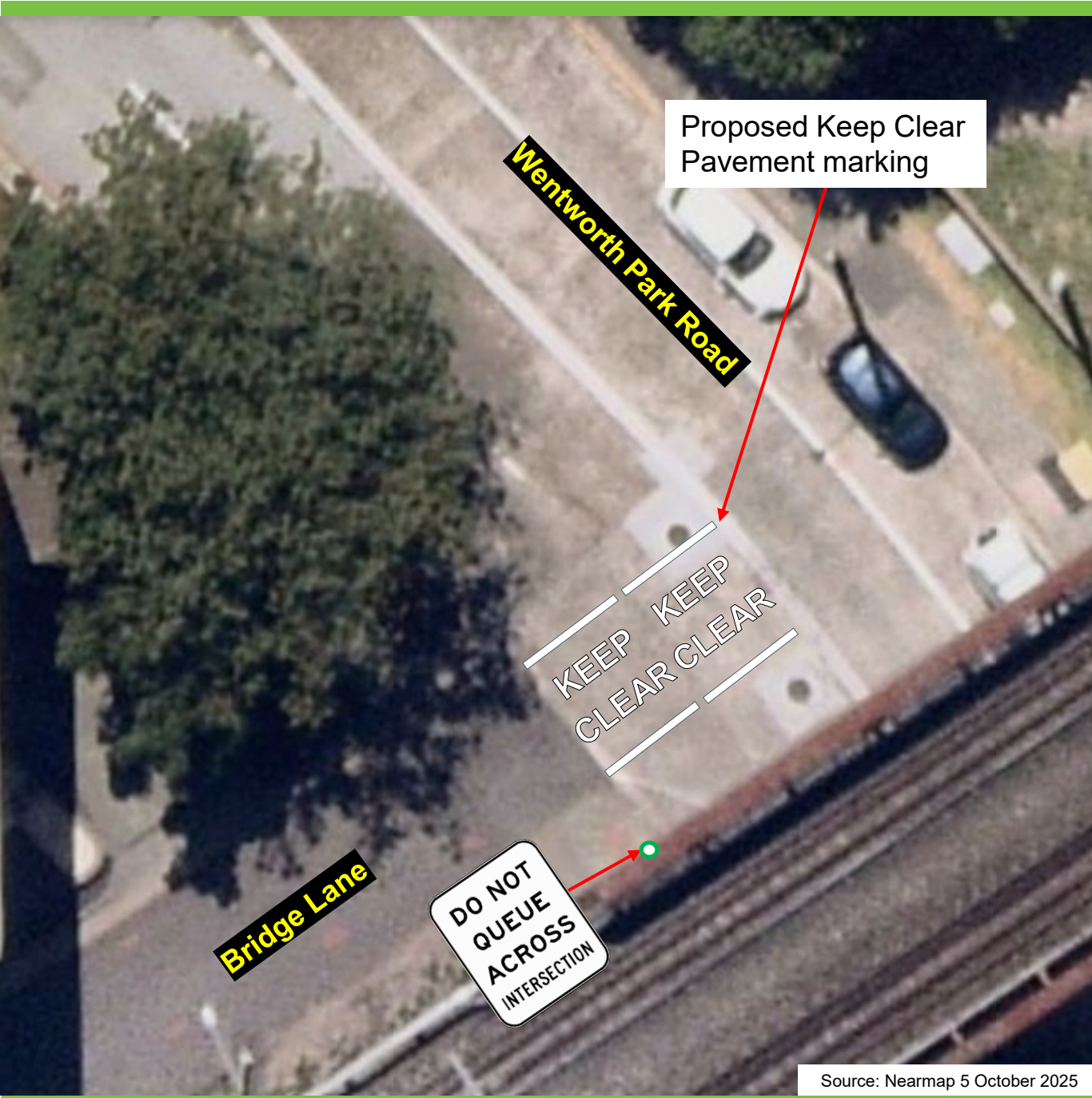
The City consulted local residents and businesses in the area. There were 69 letters sent out with three responses supporting the proposal and no responses opposing the proposal.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Wentworth Park Road, Glebe
Proposed Keep Clear Pavement Marking



Proposed

-  Do Not Queue Across Intersection Sign

Item 28.

Traffic Treatment - Proposed Southbound One Way Restriction - Surrey Lane, Darlington

TRIM Container No.: 2025/229047

Recommendations

It is recommended that the Forum review the following traffic treatments in Surrey Lane, Darlington:

- (A) Changing the north-south section of Surrey Lane to a one-way southbound road, with an exemption for bicycles; and
- (B) Installation of signposting and pavement marking of Surrey Lane for contra-flow bicycle facilities.

Advice

Advice will be updated after the meeting.

Background

In response to residents' concerns about limited sight distance at the Surrey Lane bend near the Surrey Street Playground, it is proposed to make the north-south section of Surrey Lane one way southbound to Surrey Street.

Comments

Surrey Lane is a rear access laneway and is currently two-way between Surrey Street and Craigend Street.

The proposal will reduce conflicts and mitigate the poor sight lines of vehicles travelling in both directions around the bend section of Surrey Lane.

Signposting for contra-flow bicycle riding is also proposed to improve the safety and amenity of cycling infrastructure and make riding a convenient option for short local trips.

Traffic surveys carried out in May 2025 show an average of 7 vehicles per day travelling eastbound in Surrey Lane. It is assumed that all vehicles travelling eastbound on Surrey Lane entered via the north-south section from Surrey Street, and that vehicles travelling eastbound include local traffic, i.e. residents entering and exiting their garages in Surrey Lane.

Consultation

The City consulted local residents and businesses in the area via letter box drop, and a public notice was published on the City of Sydney's website.

There were 441 letters sent out with one response supporting the proposal and four responses opposing the proposal.

The opposing submissions were concerned that the proposed one-way restriction will inconvenience and reduce accessibility for residents. They were also concerned about traffic obstructions and illegal parking in the laneway, which regularly blocks access and reduce visibility.

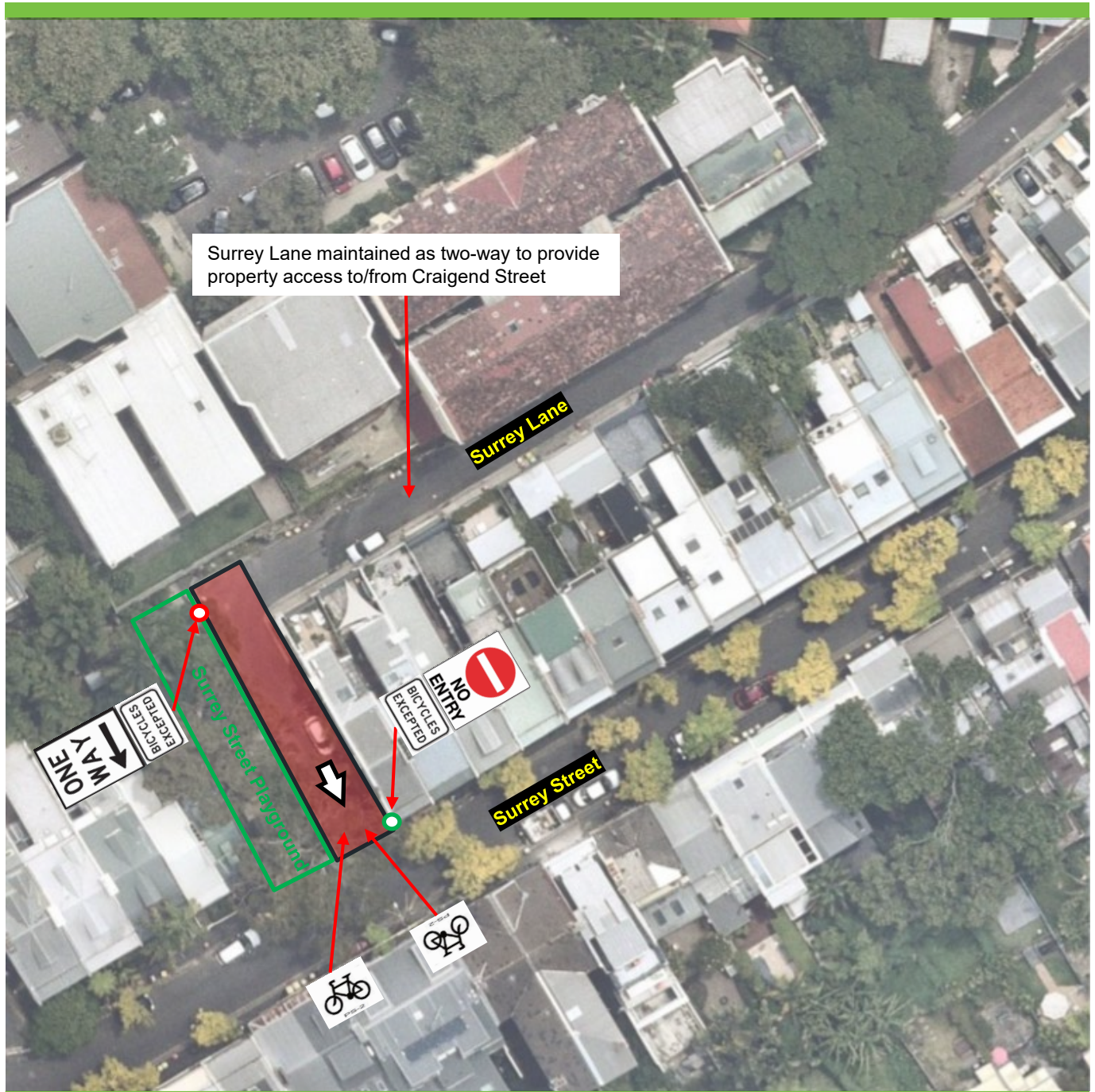
In response to concerns regarding potential inconvenience and reduced accessibility for residents, it is noted that the alternative travel route resulting from the one-way restriction is expected to add less than one minute to typical journey times. To address issues relating to traffic obstruction and illegal parking within the laneway, the City will request for increased enforcement by the Rangers to improve access, circulation and visibility.

Financial

Funds are available in the current budget

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Surrey Lane, Darlingtonhurst Proposed One Way

**Proposed**

- One Way Sign

- ☐ No Entry Sign

- 
- Proposed One Way Linemarking

Item 29.

Traffic Treatment - Removal of Central Median - Elizabeth Street, Redfern

TRIM Container No.: 2025/656494

Recommendations

It is recommended that the Forum review the removal of the central median in Elizabeth Street, Redfern between Phillip and Redfern Streets.

Advice

Advice will be updated after the meeting.

Background

Elizabeth Street, Redfern between Phillip and Redfern Streets has experienced increasing pavement deterioration due to poor subgrade conditions and inadequate surface drainage. Compounding this issue is the roots of mature trees that have protruded onto the kerb and gutter alignment. This has resulted in damage to the kerb and gutter creating uneven surfaces along carriageway and adjacent footpaths. The damage has affected drainage in the area leading to frequent ponding during rainfall events.

The standing water poses safety risks to both motorists and pedestrians, increasing the likelihood of loss of control incidents. To address the damage to the kerb and gutter and improve surface drainage along Elizabeth Street between Redfern and Phillip Streets, it is proposed to remove the existing central median. The proposal would improve surface runoff and reduce flooding and enhance road safety for all users by minimising water ponding and improving pavement conditions.

Comments

The removal of the central median would improve drainage through Elizabeth Street and allow for kerb and gutter realignment to improve the condition of the road. The proposed works will include upgrades to stormwater drainage to minimise surface water retention.

The removal of the existing central median allows for realignment of the kerb and gutter approximately 800mm from the existing kerb alignment on the eastern side and 600mm on the southern side without any loss of parking or adjustments to number of lanes while improving general safety and amenity in the area.

There are no changes proposed to the post or lantern configurations at the TCS at the midblock crossing at Kettle Street and at the intersection of Redfern and Elizabeth Streets.

Given that the existing lane widths on Elizabeth Street were approximately 2.8 metres wide, the removal of the central median allows for an increase in lane widths to 3.0 metres and 3.2 metres on the northbound and southbound approaches. These revised widths are sufficient to accommodate buses safely. The parking lanes will be maintained at 2.1 metres wide.

A 3.2 metre and 2.7 metre wide indented bus zone is proposed on the eastern and western sides of Elizabeth Street to ensure buses can stop safely without impeding on traffic movements.

A road safety review was undertaken to assess the potential road safety impacts of the proposed changes. The recommendations outlined in the review report were carefully considered and integrated into the design to ensure improved safety outcomes for all road users.

The proposal results in no loss of on-street parking spaces and has no impact on bus zones.

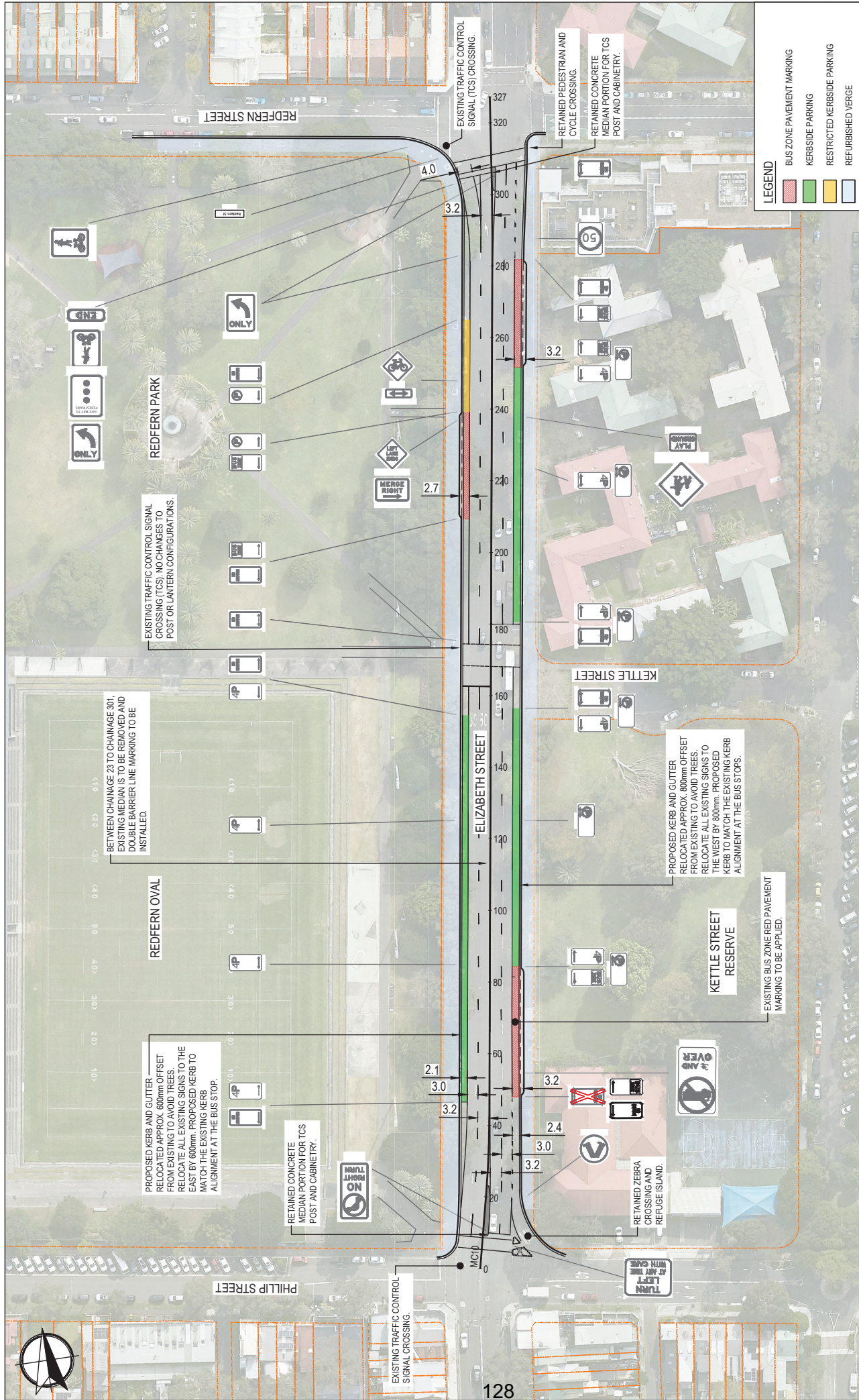
Consultation

The City consulted local residents and businesses in the area. There were 593 letters sent out with no responses supporting or opposing the proposal.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER



NOTES

1. ALL DIMENSIONS ARE IN METRES (UNLESS NOTED OTHERWISE).

PLAN 1
SCALE 1:1000

DESIGNER



CLIENT



ELIZABETH STREET, REDFERN
TRAFFIC COMMITTEE PLAN
GENERAL ARRANGEMENT PLAN

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No

9271-10761207-ES-SKT-1001

SHEET 1

DATE: 05.11.2025 REV: 02

Item 30.

Traffic Treatment - At-Grade Pedestrian Crossing - Cook Lane, Zetland

TRIM Container No.: 2025/231150

Recommendations

It is recommended that the Forum review the installation of following traffic treatments in Cook Lane, Zetland west of Joynton Avenue:

- (A) At-grade pedestrian crossing and installation of speed hump in Cook Lane.

Advice

Advice will be updated after the meeting.

Background

In August 2025, the City of Sydney consulted on a proposal to enhance pedestrian and cyclist safety in Joynton and Gadigal Avenues, Zetland through several traffic treatments. These included the installation of a new raised pedestrian and cycle crossing on Gadigal Avenue, just east of Joynton Avenue, and the refurbishment of the existing raised pedestrian crossing on Joynton Avenue. Additionally, a Continuous Footpath Treatment (CFT) was proposed for Cook Lane, west of Joynton Avenue, to improve pedestrian accessibility and prioritisation.

A drainage assessment that was undertaken during the design of the traffic treatments revealed significant flooding risks in Cook Lane. The flooding risk makes the CFT infeasible without substantial stormwater upgrades.

To maintain pedestrian priority while addressing the drainage constraints identified in Cook Lane, the design has been revised to incorporate an at-grade pedestrian crossing, supported by a speed hump on the approach. This alternative treatment proposal maintains pedestrian connectivity and prioritisation across the laneway, while not impeding on surface water flow, thereby mitigating the risk of flooding. The speed hump also functions as a traffic calming measure, reducing vehicle speeds and enhancing safety for all road users.

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 crossing, 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 at-grade pedestrian crossing across Cook Lane will help improve pedestrian access in the area as part of the City's commitment to calm traffic and improve residential amenity.

A lighting assessment will be undertaken to ensure compliance with the relevant standards for pedestrian crossings.

Consultation

The City consulted local residents and businesses in the area. A total of 778 letters were sent out, with no responses received in support. Four submissions were received opposing the proposal, and one submission provided general feedback.

The summary of the submissions received 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 - 4	Objections	Submissions objected to the proposal due to the following reasons: - Increased traffic congestion - Due to the close proximity of the proposed pedestrian crossing to the existing crossing on Joynton Avenue, vehicles will be required to stop frequently to give way to pedestrians. This is likely to result in queuing and delays, particularly during peak periods, affecting traffic flow along Gadigal Avenue and surrounding streets - Limited access to pedestrians - Due to the close proximity of the proposed pedestrian crossing to the existing crossing on Joynton Avenue, vehicles will be required to	The proposal aligns with the City's commitment to prioritising active transport, over private vehicle use. The area surrounding Cook Lane, Joynton and Gadigal Avenues experiences high pedestrian volumes, particularly during peak periods. The additional crossing is designed to improve pedestrian safety and accessibility, ensuring that pedestrians can cross the road safely and conveniently. The proximity of the crossings reflects pedestrian desire lines from the Elizabeth Street Reserve and supports safer movement across busy intersections.

No.	Support/ Objection/ Feedback	Summary of submission	COS response
		stop frequently to give way to pedestrians. This repeated stopping may lead to queues and delays, with vehicles potentially impeding access to surrounding streets and driveways, particularly during peak travel times. - Multiple pedestrian crossings in close proximity is inefficient as it may cause confusion to drivers and pedestrians. - The submissions recommended that the proposed pedestrian crossing be relocated further north on Joynton Avenue, towards Mary O'Brien Reserve.	While we understand that traffic delays can be frustrating, the safety of pedestrians outweighs the inconvenience of congestion. The proposed pedestrian crossing is part of a broader strategy to reduce pedestrian risk and encourage walking as a primary mode of transport, especially in high-density urban areas like in Green Square. The proposed pedestrian crossing provides a safe and direct route for pedestrians travelling between Elizabeth Street Reserve and destinations along Gadigal Avenue. Relocating the crossing further north would not enhance pedestrian connectivity from the park as it deviates from the pedestrian desire lines
5	Feedback	The submission requested that the pedestrian crossing be extended to improve access to Elizabeth Street Reserve. While there is an existing footpath linking the reserve to Cook Lane, extending the pedestrian crossing is not feasible due to the presence of a large tree in the vicinity.	It is proposed to realign the footpath within the reserve to connect directly to the proposed pedestrian crossing on Cook Lane. This realignment will be incorporated into the detailed design

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Item 31.

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.