

11 December 2025

At 10.00 am



Local Pedestrian, Cycling, Traffic Calming and Transport Forum

Sydney 2030 Green Global Connected

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

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

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.

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.

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.

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).

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.

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.

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.

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.

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 2025/10 held on 20 November 2025

Decision

Item 2.

Street Event - Temporary Road Closures - Australia Day 2026

TRIM Container No.: 2025/638550

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Australia Day 2026 on Monday, 26 January 2026 from 4am to 11.59pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the Transport for NSW Events Team and 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.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Who Dares Pty Ltd has applied for the temporary road closures of various city streets for the Australia Day 2026 on Monday, 26 January 2025 from 4am to 11:59pm.

Comments

The Australia Day 2026 is an annual event that requires the temporary closure of city streets and traffic detours around the event route

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

Consultation

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

Financial

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

SHAN SHANMUGALINGAM, TECHNICAL SUPPORT OFFICER



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

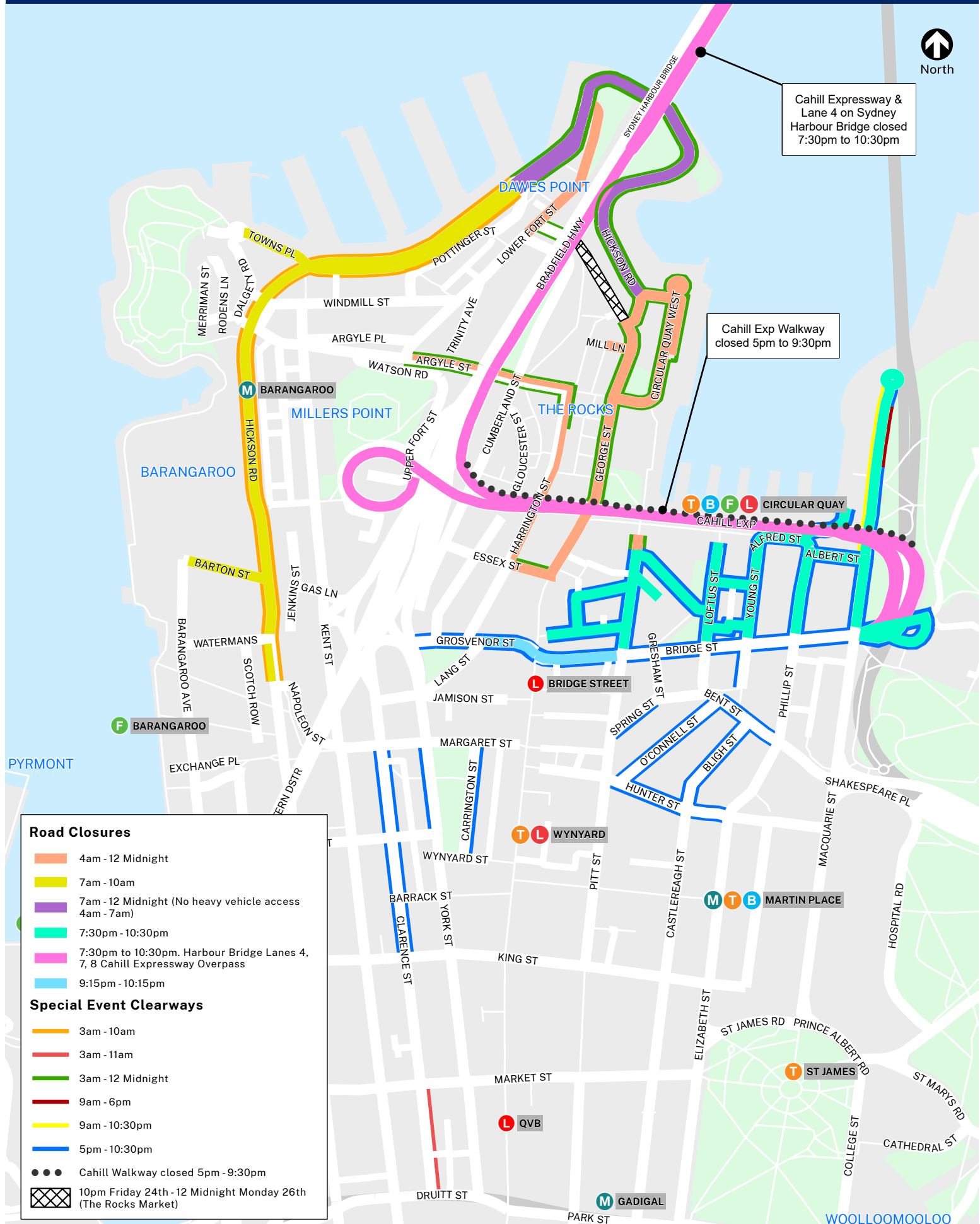
Cahill Exp Walkway closed 5pm to 9:30pm

Road Closures

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

Special Event Clearways

- 3am - 10am
- 3am - 11am
- 3am - 12 Midnight
- 9am - 6pm
- 9am - 10:30pm
- 5pm - 10:30pm
- Cahill Walkway closed 5pm - 9:30pm
- 10pm Friday 24th - 12 Midnight Monday 26th (The Rocks Market)



Item 3.

Street Event - Sydney Lunar Streets 2026 Haymarket

TRIM Container No.: 2025/291849

Recommendations

It is recommended that the Forum review the temporary road closures for the Sydney Lunar Streets 2026 on Saturday, 14 February 2026 from 8am to 1am on 15 February 2026, subject to the following conditions:

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

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

Vigilant Group on behalf of City of Sydney has applied for the temporary road closures for the Sydney Lunar Streets 2026 on Saturday, 14 February 2026 from 8am to 1am on 15 February 2026.

Comments

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

Road Closures

Sector 1:

- Sussex Street between Goulburn and Hay Streets
- Little Hay Street between Sussex and Hay Street
- Hay Street between Sussex and Goulburn Streets
- Dixon Street between Hay and Goulburn Streets

Sector 2:

- Ultimo Road between George and Quay Streets
- Thomas Street between Ultimo Road and Hay Street
- Thomas Lane at Quay Street

Sector 3:

- George Street between Lee Street and Rawson Place

Sector 4:

- Campbell Street between Pitt and George Streets.

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

Consultation

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

Financial

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

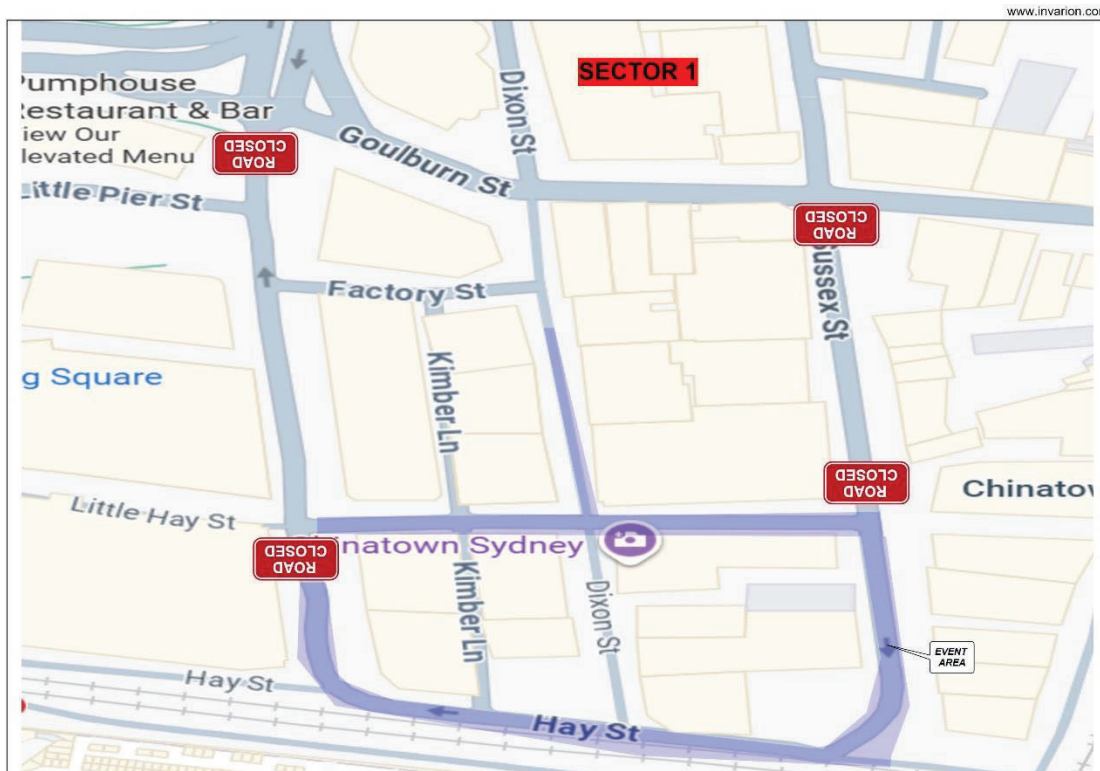
SHAN SHANMUGALINGAM TECHNICAL SUPPORT OFFICER

10. Event Location

The below map depicts the event location noted in blue, in relation to the nearby and surrounding environment.

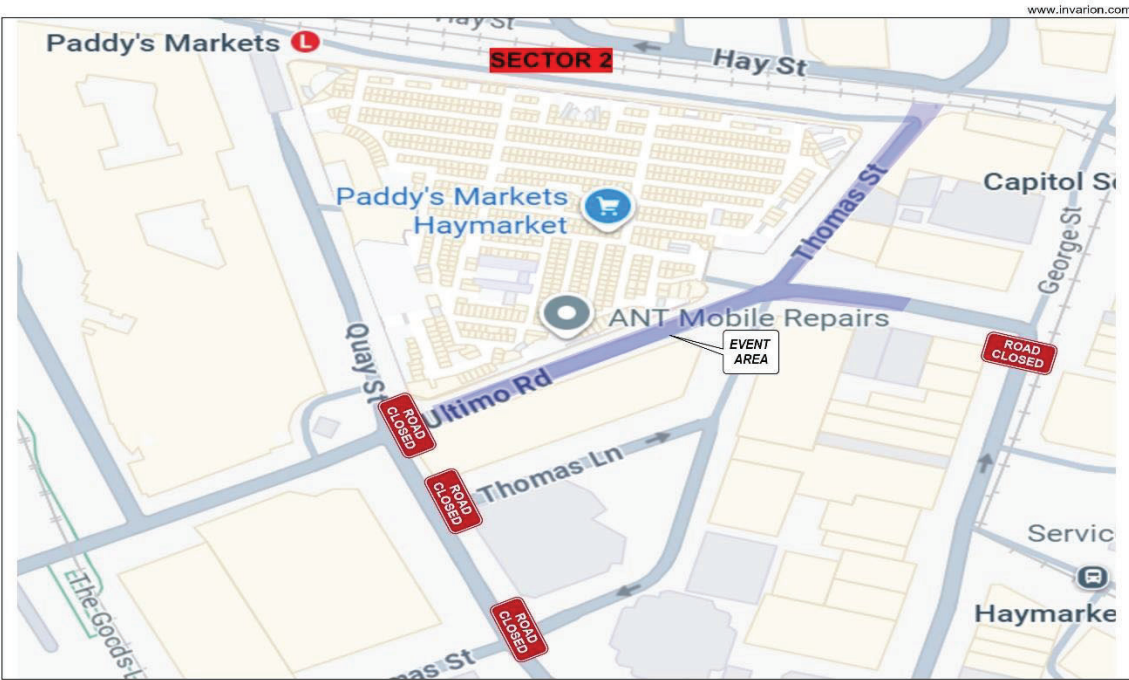
It notes the associated road closures implemented along with any other pertinent geographical aspects.

SECTOR 1

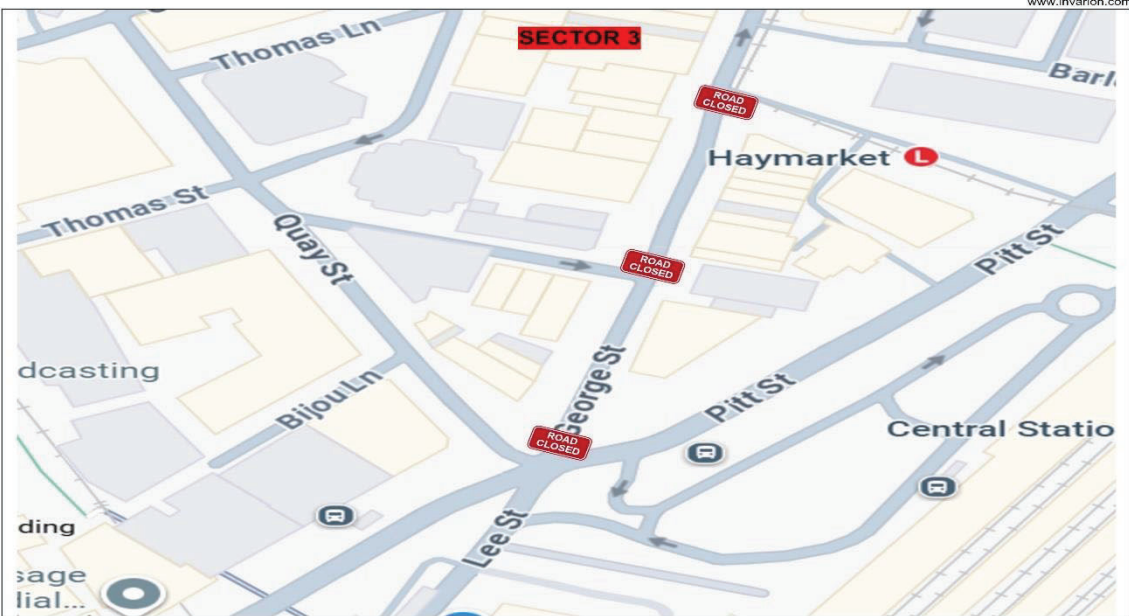


VIGILANT GROUP

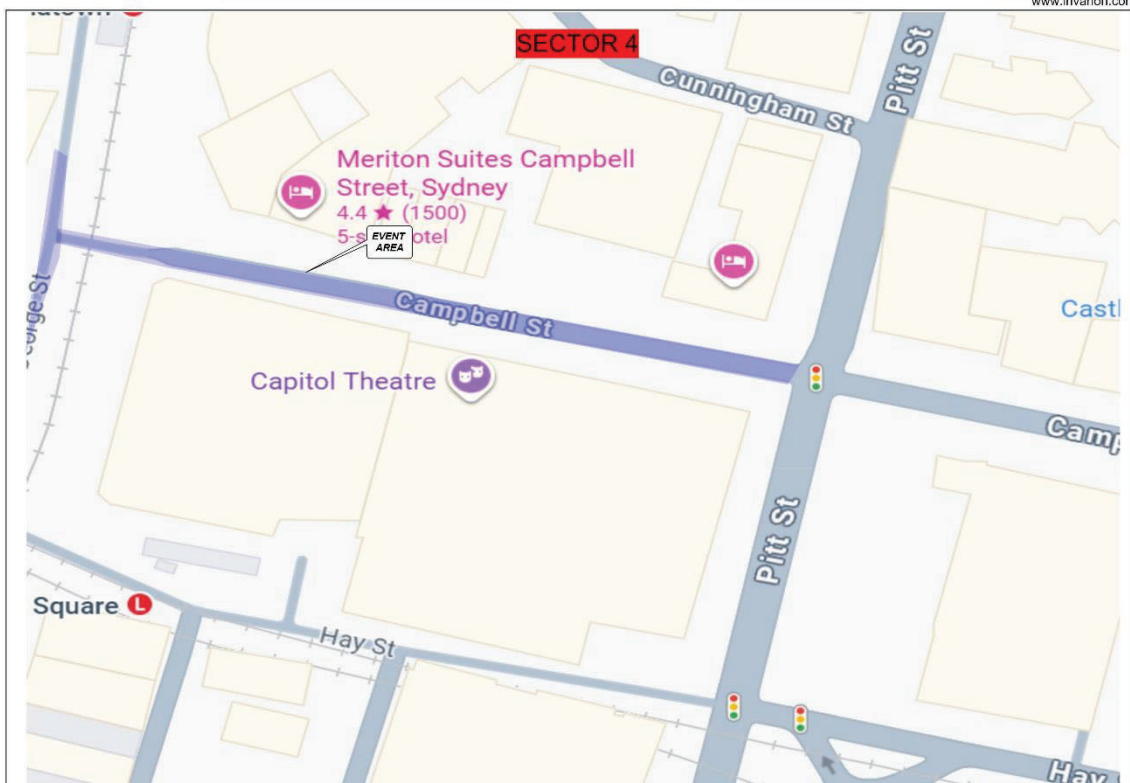
SECTOR 2



SECTOR 3



SECTOR 4



Item 4.

Street Event - Temporary Road Closures - Day of the Unborn Procession 2026

TRIM Container No.: 2025/657161

Recommendations

It is recommended that the Forum review the temporary road closures for the Day of the Unborn Procession on Sunday, 22 March 2026 from 12pm to 2pm 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.

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

The Catholic Archdiocese of Sydney has applied for the temporary road closures of various city streets for the Day of the Unborn Procession 2026 on Sunday, 22 March 2026 from 12pm to 2pm.

Comments

The Day of the Unborn Procession 2026 is an annual event that requires the temporary closure of city streets and traffic detours around the event route.

Road Closures

Sunday 22 March 2026 from 12pm to 2pm

- Hunter Street between Phillip and Macquarie Streets
- Phillip Street between King and Hunter Streets
- King Street between Elizabeth and Phillip Streets
- St James Road between Elizabeth and Macquarie Streets
- St Marys Road between College Street and Art Gallery Road
- College Street between Prince Albert Road and William Streets
- Macquarie Street between Hunter and St James Road

- Prince Albert Road between Macquarie and College Streets

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

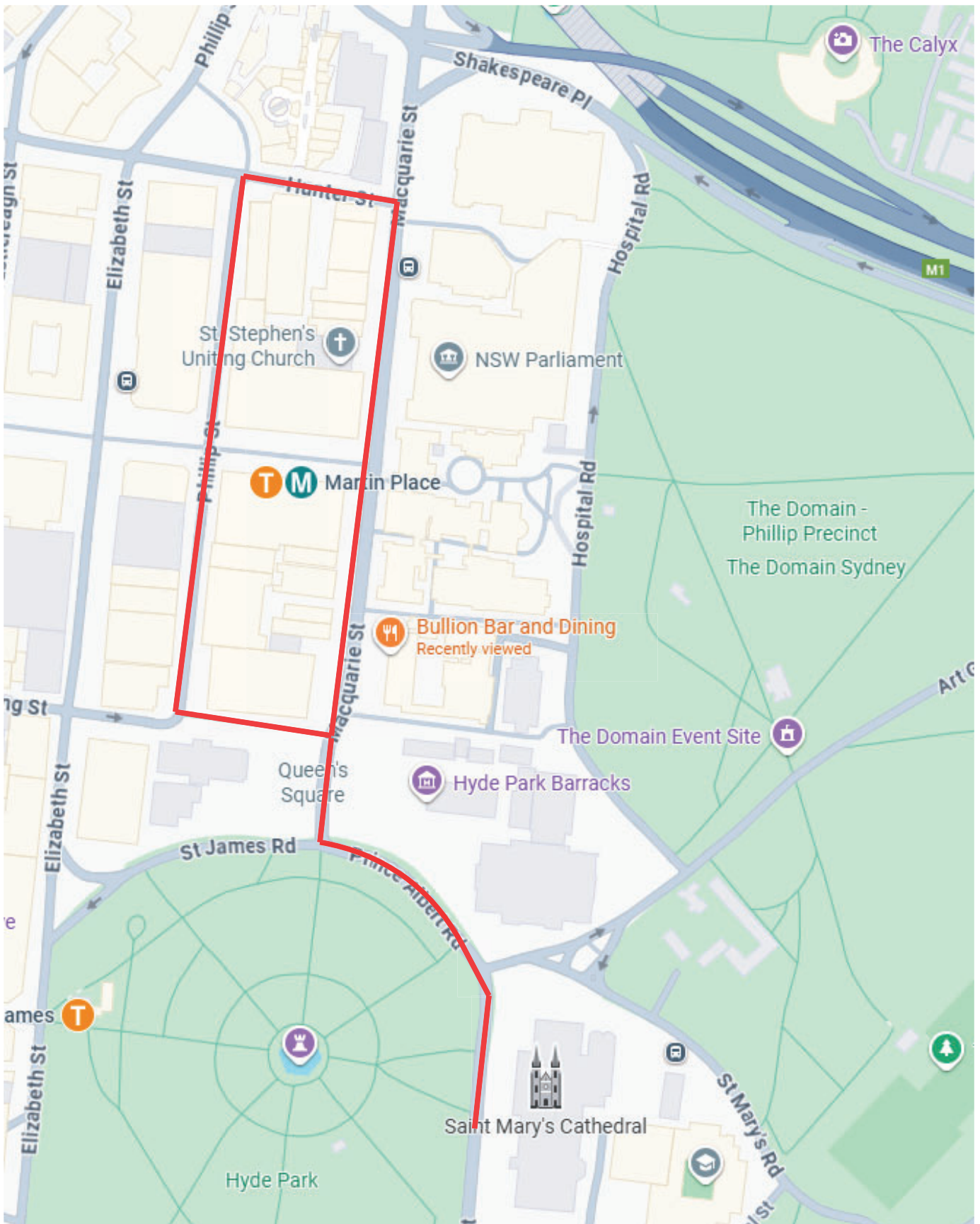
Consultation

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

Financial

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

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH



Item 5.

Street Event - Temporary Road Closures - Mince Open Air - Foy Lane, Sydney

TRIM Container No.: 2025/687479

Recommendations

It is recommended that the Forum review the temporary road closure for the Mince Open Air on Sunday, 1 March 2026 from 9am to 11.59pm subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Ace Hotel has applied for the temporary road closure of Foy Lane for the Mince Open Air on Sunday, 1 March 2026 from 9am to 11.59pm.

Comments

The Mince Open Air is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

From 9am to 11.59pm on Foy Lane.

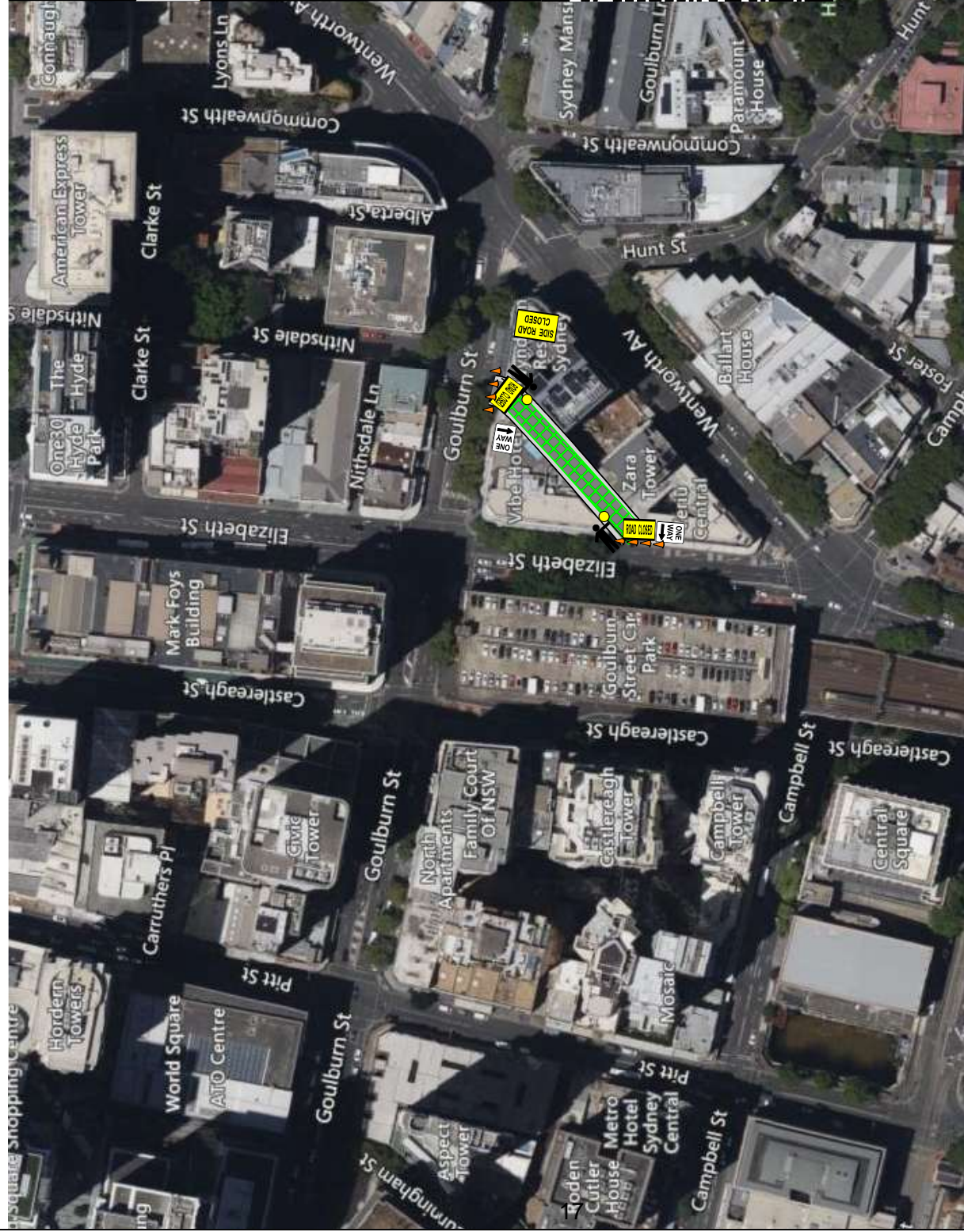
Consultation

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



Legend	Date: 05/11/2025
	Comments: Author: T.May Card No: TCT1020366 Nearest Hospital St Vincents 1.7K's

ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT & THE PROPERTY OF ADAMS TRAFFIC MANAGEMENT SERVICES PTY LTD & ARE NOT TRANSFERABLE UNLESS AUTHORISED BY ADAMS TRAFFIC MANAGEMENT SERVICE.

2x Traffic Controllers

Manifest

- 8 x** Cone
2 x T2-4 ROAD CLOSED
2 x Traffic Controller
1 x R2-2 (L) ONE WAY LEFT
1 x R2-2 (R) ONE WAY RIGHT
1 x T1-32



Recommended Taper Lengths			NOT TO SCALE	
Traffic Signal Length, m	Merge Taper Length, m	Lateral Shift Taper Length, m	UBD Ref	H G 8
			TGS No:	ATMS1495.1
40 or less	16	0		
50	20	5		
60	30	35		
70	115	70		
80	130	80		
100	145	90		
120	160	100		
180	180	110		

ACE HOTEL

**FOY LANE
SYDNEY 2000**

ABN: 62 622 910 294
Add: 12/7 Hoyle Avenue
Castle Hill NSW 2154
Ph: (02) 9659 6713 or 9899 3307
Ph: 1300 021 409
Email: info@atmservices.net.au



Item 6.

Mobile Crane - Temporary Road Closure - Dalley Street, Sydney

TRIM Container No.: 2025/657342

Recommendations

It is recommended that the Forum review the temporary road closure of Dalley Street, Sydney, between George Street and Pitt Street, two lanes, from 7am Saturday 28 February to 7pm Sunday 1 March, 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 Saturday 7 March - Sunday 8 March, Saturday 14 March - Sunday 15 March, Saturday 21 March - Sunday 22 March, Saturday 28 March - Sunday 29 March 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 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

Borger Traffic has applied for the temporary road closure of Dalley Street, between George Street and Pitt Street, Sydney, two lanes, from 7am Saturday 28 February to 7pm Sunday 1 March.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift building materials on the frontage of 200 George Street.

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

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

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

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

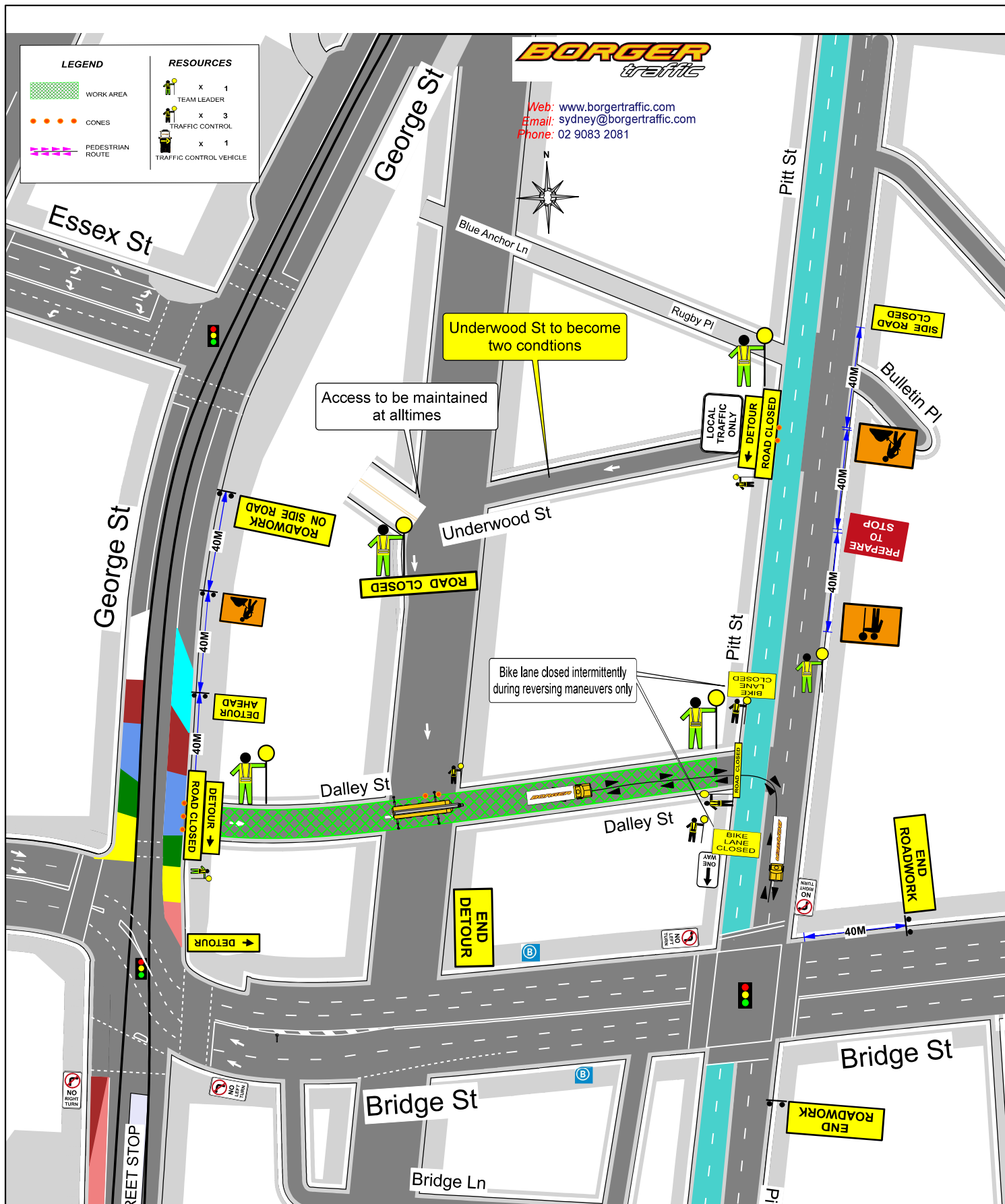
Consultation

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

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-410	CLIENT:	BORGER CRANES	DESIGNED BY	S. KOLIM	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	DALLEY ST	BORGER CRANES		SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	SYDNEY	ROL REQUIRED	Y ☒ N ☐	DATE	31.10.2025	DATE	31.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	40 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 7.

Mobile Crane - Temporary Road Closure - Hunter Street, Sydney

TRIM Container No.: 2025/663325

Recommendations

It is recommended that the Forum review the temporary road closure of Hunter Street, Sydney between Bligh Street and O'Connell Street, (four lanes), from 8pm on Monday 12 January 2026 to 5am on Tuesday 13 January 2026.

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 13 February 2026 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

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

Joh Holland CPB Contractors Ghella JV has applied for the temporary road closure of Hunter Street, Sydney between Bligh Street and O'Connell Street, (four lanes), from 8pm on Monday 12 January 2026 to 5am on Tuesday 13 January 2026.

Comments

The proposed temporary road closure is required to facilitate the use of a mobile crane for the demobilisation of 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 [choose an item] 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.

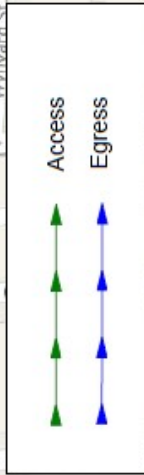
BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

TRAFFIC GUIDANCE SCHEME

Working within 100m of Traffic Signals (TCS ID: 0241).

Worker offset from traffic	
Within 1.5m	- Speed reduced to 40km/h or below - Delineation of worksite - Shadow vehicle or reduce speed below 40km/h
1.5m to 3m	- Speed reduction to 60km/h or below - Delineation of worksite - Shadow vehicle or reduce speed below 60km/h
3m to 6m	- Speed reduction to 80km/h or below - Delineation of worksite - Shadow vehicle or reduce speed below 80km/h
Each location of work is to be assessed to consider site conditions, including: Driver compliance, BELOW configuration and geometry, if deemed required, additional controls are to be implemented, and noted within the Risk Assessment.	

Excavation works	
Depth less than 200mm	- Address within the risk assessment on the last page of this plan - Delineate the area - Separate the area from pedestrians and the public
Depth over 200mm but less than 500mm	- Address within the risk assessment on the last page of this plan - Delineate the area - Separate the area from pedestrians and the public - Traffic speed 40km/h or below if within 3m of the traffic lane - Traffic speed 60km/h or below if more than 3m from traffic lane - Traffic Manager approval
Depth over 500mm	A number of other controls will be required and detailed on the plan, this may include: barriers, lane closures, speed reductions and other controls, as determined by the Traffic Manager in consultation with the Construction Team.



PROJECT: SYDNEY METRO WEST - EASTERN TUNNEL PACKAGE

LEGEND

Traffic Controller

Traffic Cones

Pedestrian Route

Exclusion Zone

User Pay Police

Parking Removal

Bollards & Tape/flagging

Date: 09/09/2025 Location: Hunter St East Station - TBM Demob

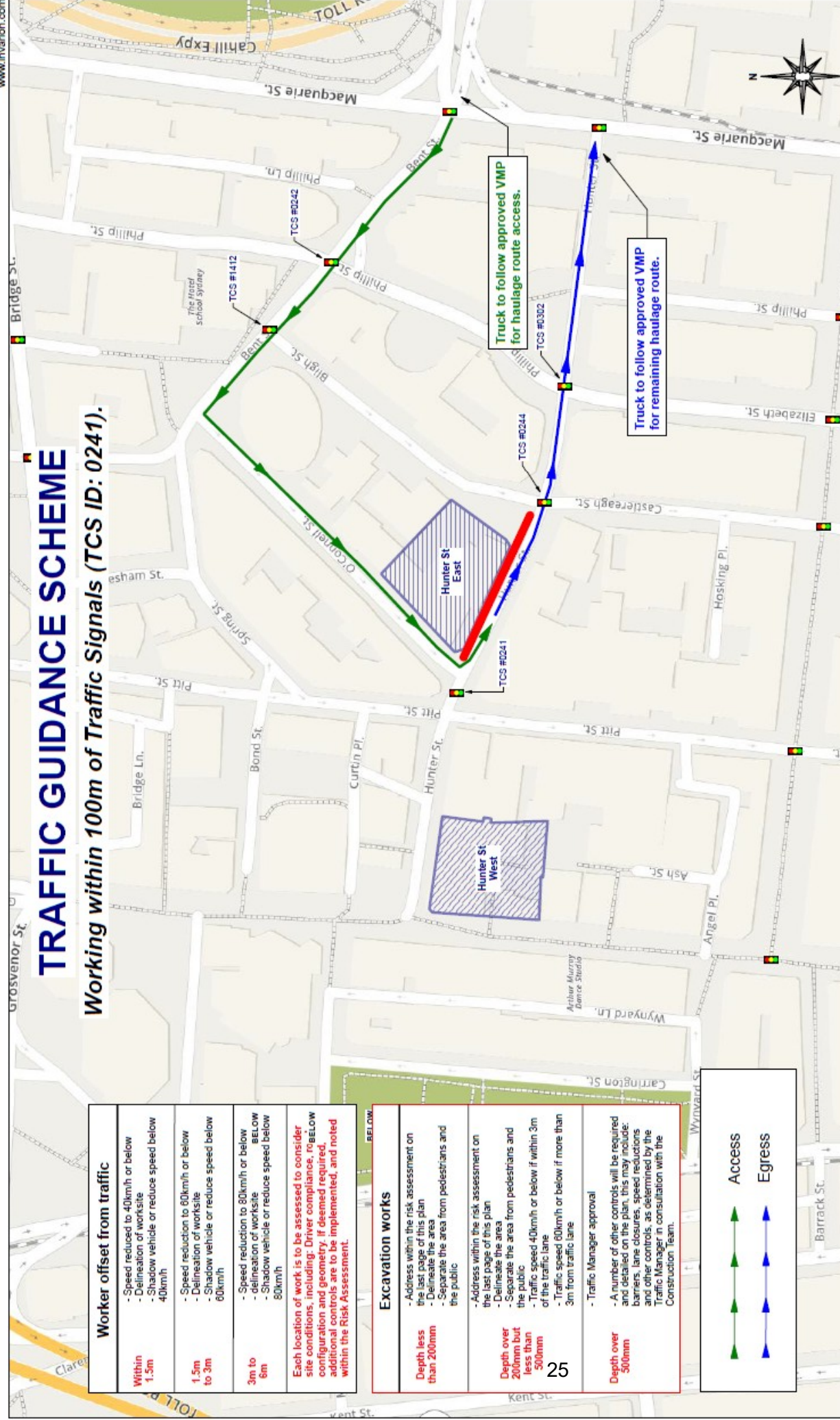
Author name: Saidhbin Langan Author accreditation: TCT00648421 Signed: [Signature]

TCP Number: SMWETP-TGS-0377 Page: 1 of 8

Comments:

- THIS IS A SHORT TERM TGS, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT
- ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZT/MF HOLDER
- A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE
- SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE

- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE



Item 8.

Mobile Crane - Temporary Road Closure - York Street, Sydney

TRIM Container No.: 2025/657053

Recommendations

It is recommended that the Forum review the temporary road closure of York Street, Sydney, between King Street and Market Street, (four lanes), from 7pm on Tuesday 16 December 2025 to 5am on Wednesday 17 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 20 January 2026 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 closures 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

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

T&S Traffic Control has applied for the temporary road closure of York Street, Sydney, between King Street and Market Street, (four lanes), from 7pm on Tuesday 16 December 2025 to 5am on Wednesday 17 December 2025.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift air conditioning units on the frontage of 56-58 York Street, Sydney.

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

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

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

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

Consultation

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

Financial

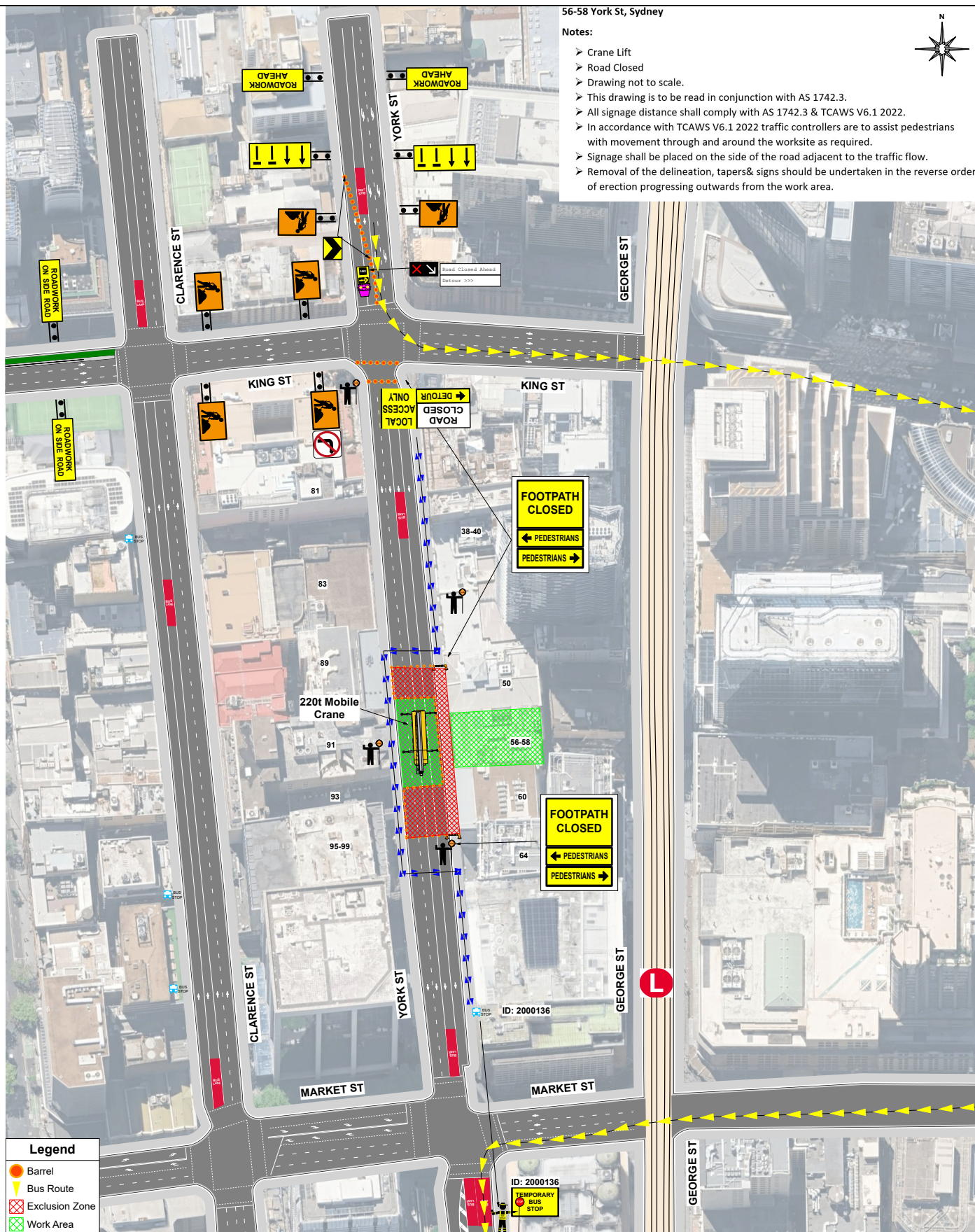
All costs associated with the proposed closure will be borne by the applicant.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

56-58 York St, Sydney

Notes:

- Crane Lift
- Road Closed
- Drawing not to scale.
- This drawing is to be read in conjunction with AS 1742.3.
- All signage distance shall comply with AS 1742.3 & TCAWS V6.1 2022.
- In accordance with TCAWS V6.1 2022 traffic controllers are to assist pedestrians with movement through and around the worksite as required.
- Signage shall be placed on the side of the road adjacent to the traffic flow.
- Removal of the delineation, tapers & signs should be undertaken in the reverse order of erection progressing outwards from the work area.



Legend	
	Barrel
	Bus Route
	Exclusion Zone
	Work Area



Client: Impact Cranes

Project: Crane Lift

Location: 56-58 York St, Sydney

Traffic Implementation: Road Closure

Client Work Activity: Crane Lift

TGS Designed Date: 04/06/2025

TGS Expiry Date:

TGS No: TGS 2619

REV: A

Developer: Taj Rahman

Licence No: TCT0071458

Signature:

Reviewer: Saadat Ahmed

Licence No: TCT1010889

Signature:

Traffic Guidance Scheme Modifications

Team Leaders Name:

PWZTMP Licence No:

Amendments Required? Yes / No

Date Of Amendment:

Signature:

Clients Signature:

Item 9.

Mobile Crane - Temporary Road Closure - Goulburn Street, Haymarket

TRIM Container No.: 2025/657203

Recommendations

It is recommended that the Forum review the temporary road closure of Goulburn Street, Haymarket, between Pitt Street and George Street, six lanes, from 10pm Saturday 17 January to 2am 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 Saturday 31 January - Monday 2 February, Saturday 7 February - Monday 9 February, Saturday 14 February - Monday 16 February, Saturday 21 February - Monday 23 February 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.
- (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

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

Borger Traffic has applied for the temporary road closure of Goulburn Street, between George Street and Pitt Street, Haymarket, six lanes, from 10pm Saturday 17 January to 2am Monday 19 January 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to set up to lift chillers on the frontage of 59 Goulburn Street.

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

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

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

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

Consultation

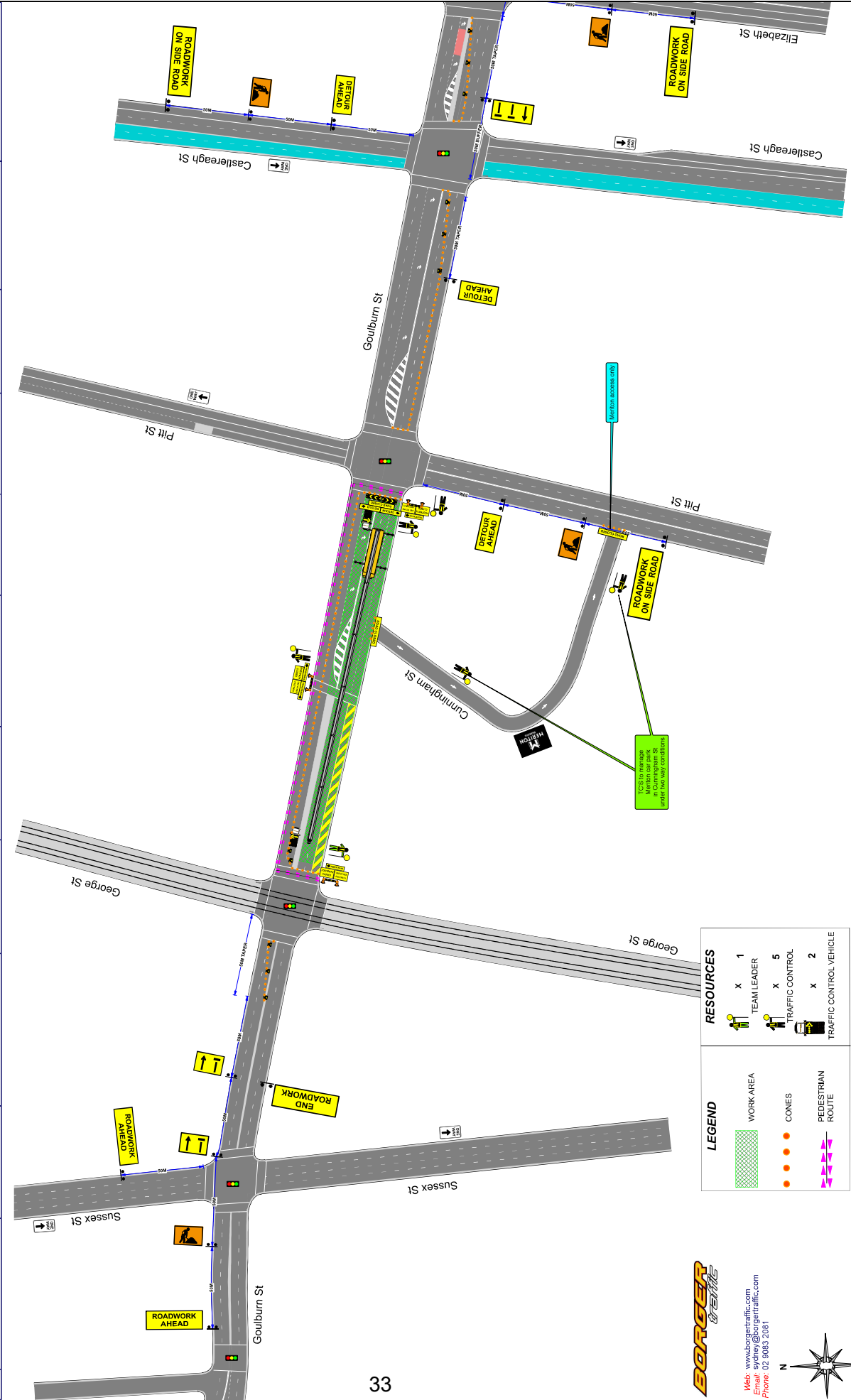
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

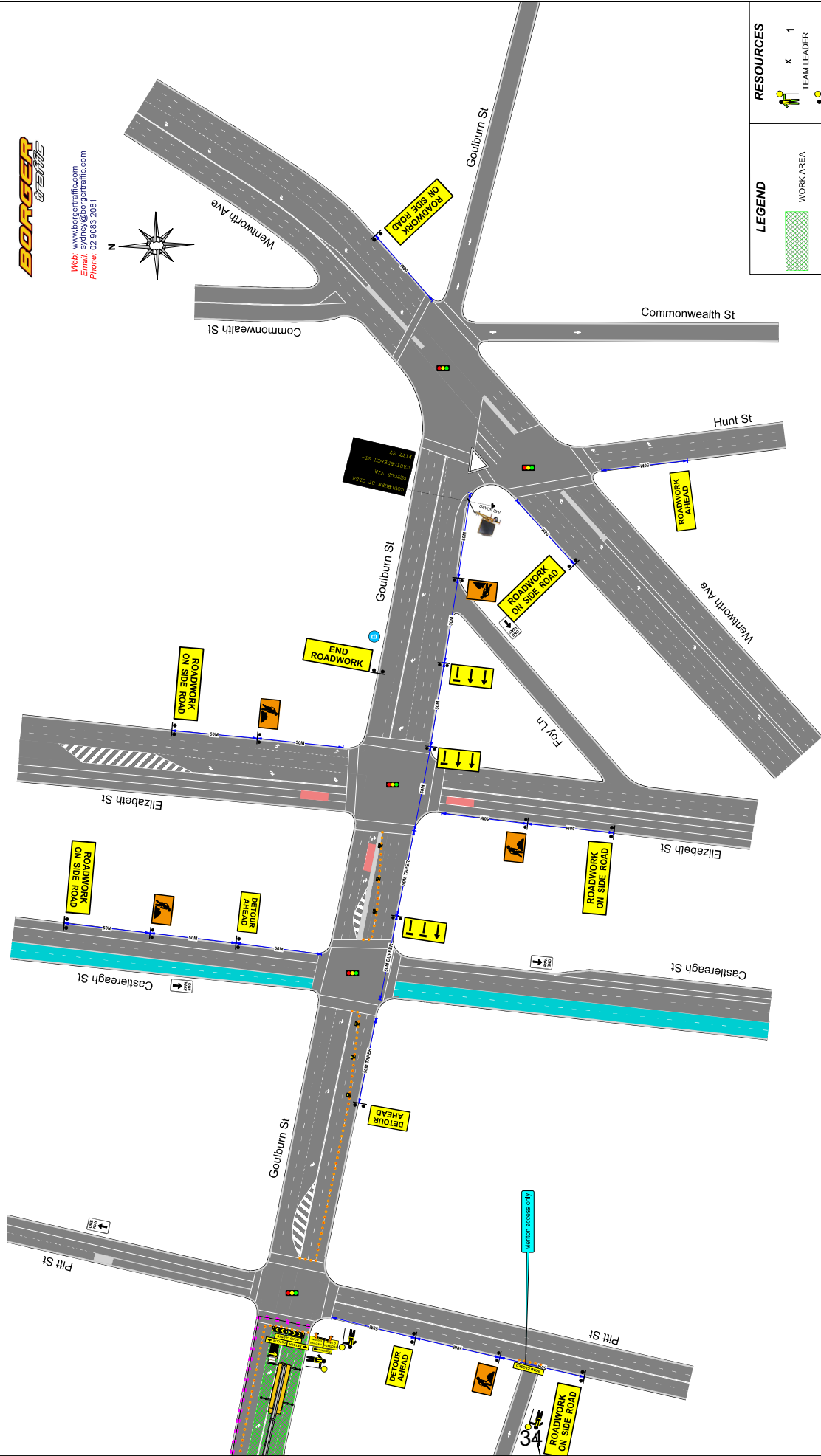
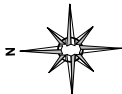
WILL BEVERN, ENGINEERING TRAFFIC OFFICER

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-409	CLIENT:		DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	GOLBURN ST	BORGER CRANES		SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	HAYMARKET	ROL REQUIRED	Y ☒ N ☐	DATE	30.10.2025	DATE	30.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE-LC	ROAD SPEED(S)	50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #





Web: www.borgerttraffic.com
Email: info@borgerttraffic.com
Phone: 02 9083 2081



LEGEND	RESOURCES
 WORK AREA	 X 1 TEAM LEADER
 CONES	 X 5 TRAFFIC CONTROL
 PEDESTRIAN ROUTE	 X 2 TRAFFIC CONTROL VEHICLE

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-409	CLIENT:	BORGER CRANES	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	GOLBURN ST			SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	HAYMARKET	ROL REQUIRED	Y ☒ N ☐	DATE	30.10.2025	DATE	30.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE-LC	ROAD SPEED(S)	50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 10.

Mobile Crane - Temporary Road Closure - Mountain Street, Ultimo

TRIM Container No.: 2025/714216

Recommendations

It is recommended that the Forum review the temporary road closure of Mountain Street, Ultimo, between Kelly Street and Smail Street, (four lanes), from 7pm on Friday 16 January 2026 to 5am on Saturday 17 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 must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (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 Balmain

Advice

Advice will be updated after the meeting.

Background

T&S Traffic Control has applied for the temporary road closure of Mountain Street, between Kelly Street and Smail Street, Ultimo, (four lanes), from 7pm on Friday 16 January 2026 to 5am on Saturday 17 January 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift air-conditioning units on the frontage of 16 Mountain Street, Ultimo.

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.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3	ROADWORKS LOCATION :	Mountain St	T&S DESIGN NUMBER : TSTGS2910	ISSUE	DESIG	DATE	AMENDMENT DESCRIPTION	APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL	CLIENT CONTACT :
	SUBURB :	Ultimo	DESIGN DATE :	24/11/2025	A		/ / 20		
	CROSS ROADS :	Kelly St & Small St	ROL REQUIRED :	YES	B		/ / 20		
	DIRECTIONS AFFECTED :	All Directions	SAZ REQUIRED :	NO	C		/ / 20		
	WORKSITE ROAD AUTHORITY :	Local Council	DESIGNED BY :	TAJ RAHMAN	T&S NOMINATED CONTACT :			WORKSITE REQUIREMENTS :	TRAFFIC CONTROLLERS : TRAFFIC CONTROLLERS - BREAKS : MOVING VEHICLES : SPECIALIST VEHICLE REQUIREMENTS : VEHICLE TYPE : TMA REQUIRED : POLICE : TMA OPTIONAL : DEVICE / EQUIPMENT REQUIREMENTS :
	ESTIMATED JOB DATE :	16.01.2025	PWZ LIC NO :	#0071458	GENERAL DISCLAIMER :			TRAFFIC CONTROLLERS :	
	ESTIMATED JOB TIME :	1 Night	APPROVED BY :	DANIEL MARZETTI	THE TOPGRAPH HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS.			TRAFFIC CONTROLLERS - BREAKS :	
	SCOPE OF WORKS :	Mobile Crane Lift	PWZ LIC NO :	#005242601	REASONABLE DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON THE BASIS OF THE DATA PROVIDED AND THE SITE VISITS CONDUCTED AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN.			MOVING VEHICLES :	
T&S acknowledges the Traditional Owners of Country throughout Australia and the land on which we work and pay our respects to Elders past and present and recognize the continued connection to the land and waterways									

Item 11.

Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo (Tower Crane Installation)

TRIM Container No.: 2025/660312

Recommendations

It is recommended that the Forum review the temporary road closure of Pyrmont Street, Ultimo between Allen and Quarry Streets (three lanes), from 8pm Friday 2 January to 8pm Sunday 4 January, 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 9-11 January 2026 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, 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

Argus Construction Services has applied for the temporary road closure of Pymont Street, Ultimo between Allen and Quarry Streets (three lanes), from 8pm Friday 2 January to 8pm Sunday 4 January

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install a tower crane at the frontage of 40 Harris 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.

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

Item 12.

Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo (Generator Deliveries)

TRIM Container No.: 2025/660342

Recommendations

It is recommended that the Forum review the temporary road closure of Pyrmont Street, Ultimo between Allen and Quarry Street (three lanes) at the following times in 2026:

- Friday 9 January 8pm to Saturday 10 January 8pm;
- Friday 16 January 8pm to Saturday 17 January 8pm;
- Friday 23 January 8pm to Saturday 24 January 8pm;
- Friday 6 February 8pm to Saturday 7 February 8pm; and
- Friday 13 February 8pm to Saturday 14 February 8pm.

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, 17-18, 24-25 January 2026 and 7-8, 14-15 February 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road [choose an item].
- (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 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

Argus Construction Services has applied for the temporary road closure of Pyrmont Street, Ultimo between Allen and Quarry Street at the following times in 2026:

- Friday 9 January 8pm to Saturday 10 January 8pm;
- Friday 16 January 8pm to Saturday 17 January 8pm;
- Friday 23 January 8pm to Saturday 24 January 8pm;
- Friday 6 February 8pm to Saturday 7 February 8pm; and
- Friday 13 February 8pm to Saturday 14 February 8pm.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to delivery and install generators 400 Harris Street.

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

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

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

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

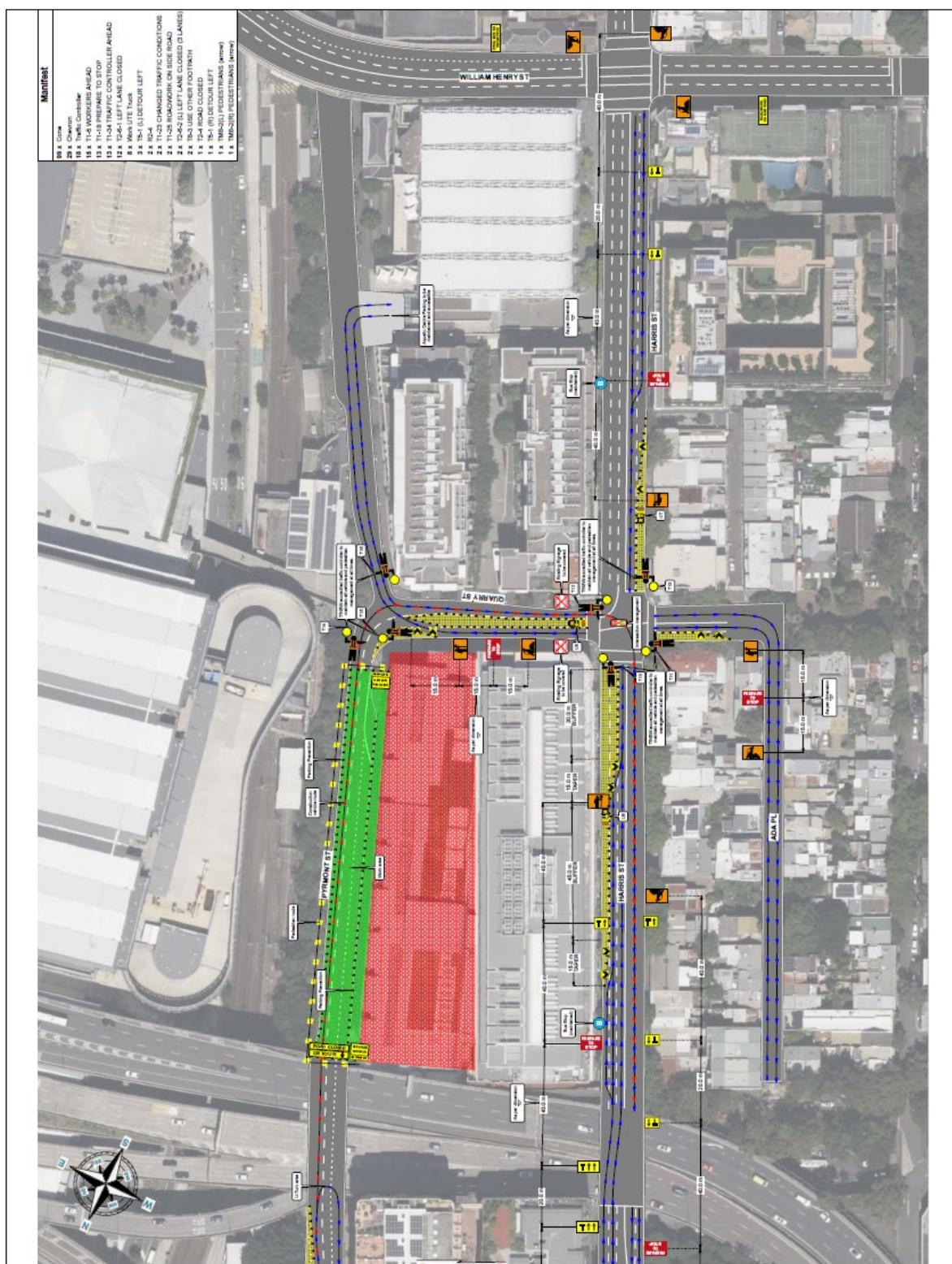
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER



Item 13.

Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo (Transformer Installation)

TRIM Container No.: 2025/669457

Recommendations

It is recommended that the Forum review the temporary road closure of Pyrmont Street, Ultimo between Quarry and Fig Street (three lanes) from Friday 30 January 2026 9pm to Saturday 31 January 2026 1pm, 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 6-7 February and 13-14 February 2026 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact 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

Kane Constructions Pty Ltd has applied for the temporary road closure of Pyrmont Street between Fig and Quarry Streets from Friday 30 January 2026 9pm to Saturday 31 January 2026 1pm.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install a transform and precast panels on the frontage of 400 Harris 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.

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

Consultation

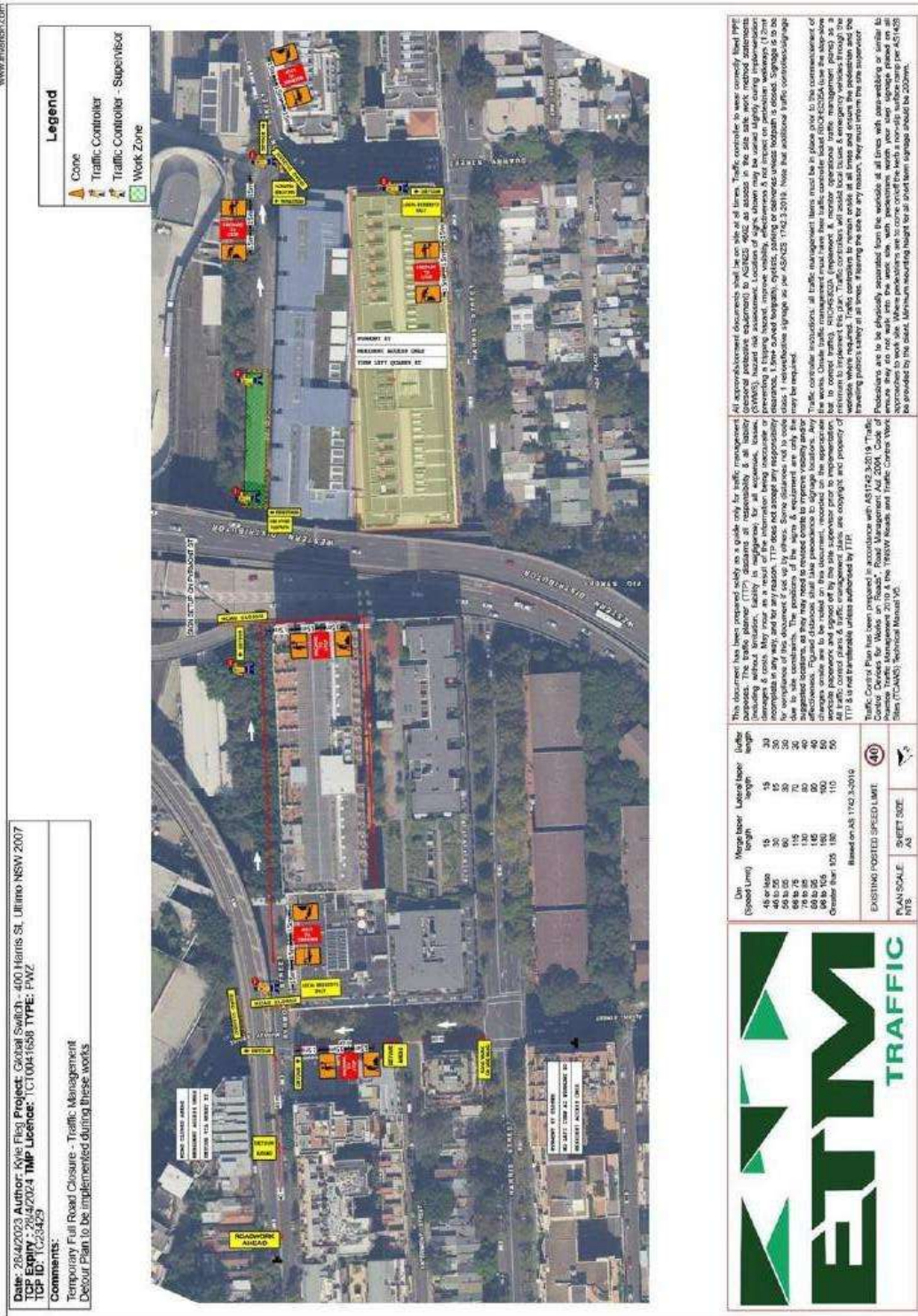
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

SHAN SHANMUGALINGAM, ENGINEERING TRAFFIC OFFICER

APPENDIX C- TRAFFIC GUIDANCE SCHEMES- TGS00WZ-WORK ZONE - ROAD CLOSURE WORK ZONE-PYRMONT ST-KANE CONSTRUCTIONS



Item 14.

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

TRIM Container No.: 2025/654233

Recommendations

It is recommended that the Forum review the temporary road closure of Gladstone Street, Surry Hills, between Holt and Hart Streets (two lanes), from 7am to 11am on Monday 12 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 must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Applicant has indicated 19 January 2026 as a contingency date.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Oni Air Pty Ltd has applied for the temporary road closure of Gladstone Street, Surry Hills, between Holt and Hart Streets (two lanes), from 7am to 11am on Monday 12 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 118 Devonshire Street, Surry Hills.

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.

TERRY XU, SENIOR TRAFFIC ENGINEER

Item 15.

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

TRIM Container No.: 2025/654345

Recommendations

It is recommended that the Forum review the temporary road closure of Mary Street, Surry Hills, between Foveaux Street and Albion Street, (four lanes), from 7am to 7pm on Sunday, 18 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 25 January 2026, 1 February 2026, 8 February 2026 and 15 February 2026 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 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.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Mary Street, Surry Hills, between Foveaux Street and Albion Street, (four lanes), from 7am to 7pm on Sunday, 18 January 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the lifting of chillers.

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).

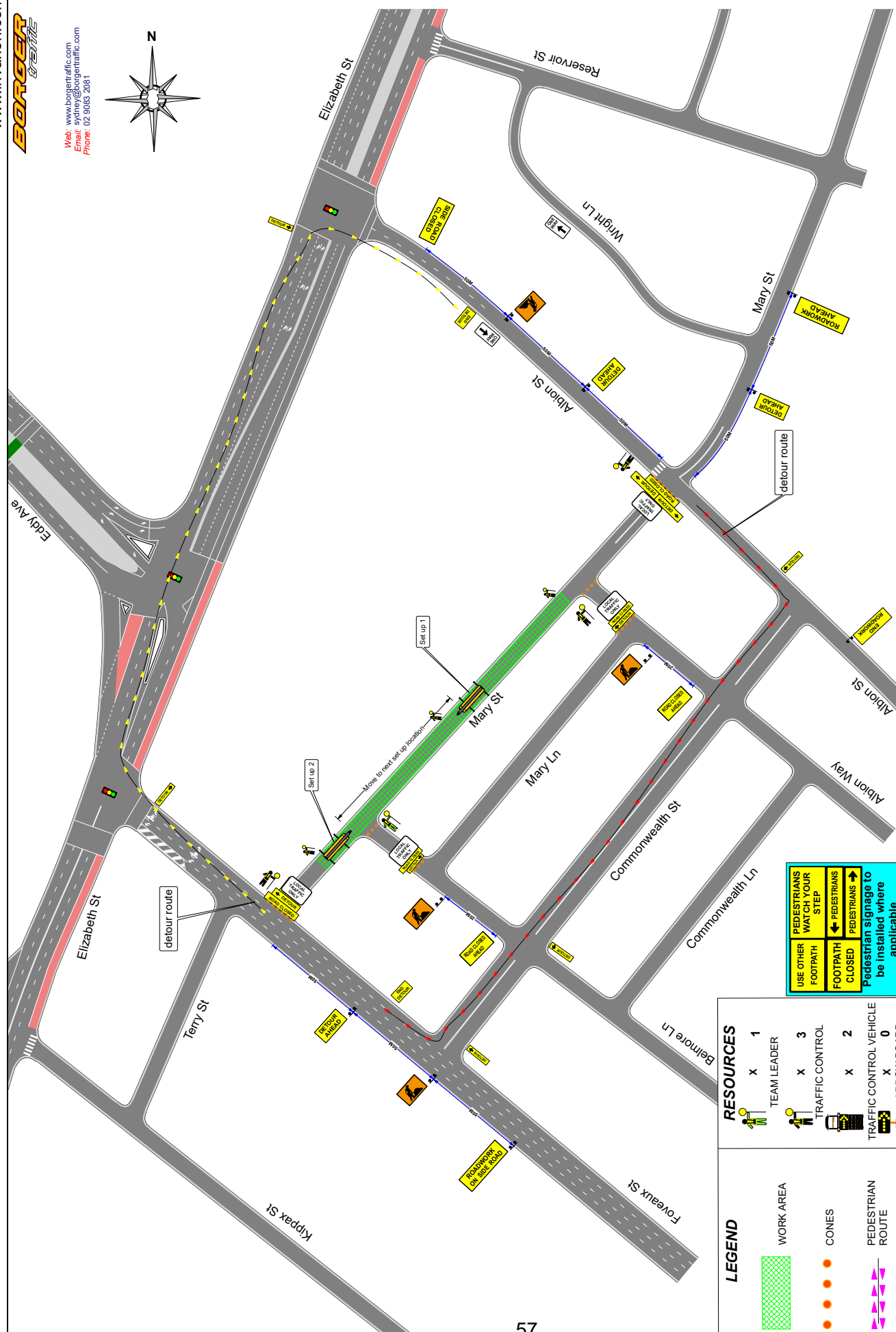
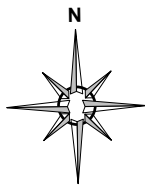
Consultation

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.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-393	CLIENT: BORGER CRANES		DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	MARY ST			SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	SURRY HILLS		ROL REQUIRED Y ☐ N ☒	DATE	07.10.2025	DATE	07.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE		ROAD SPEED(S) 50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 16.

Works Zone - Oxford Street, Darlinghurst

TRIM Container No.: 2025/654192

Recommendations

It is recommended that the Forum review the reallocation of the kerb space on the southern side of Oxford Street, Darlinghurst, between the points 71 metres and 81 metres east of Brisbane Street as "Works Zone 10am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping 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) 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.
- (G) The Applicant must ensure safe sight distance to the signalised pedestrian crossing is maintained. If this cannot be maintained, SafeWork NSW Accredited Traffic Controllers must be deployed to assist pedestrians to safely cross Oxford Street.
- (H) The Works Zone is limited to Medium Rigid Vehicle (MRV) up to 8.8m in length.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Elli Pty. Ltd. has requested a 10 metre long Works Zone in Oxford Street, Darlinghurst.

The Works Zone is to facilitate construction works at 41 Oxford Street, Darlinghurst.

Comments

The kerb space on the southern side of Oxford Street, between Brisbane and Pelican Streets is currently signposted as No Stopping with Bus Lane operation from 6am to 10am Monday to Friday.

The Works Zone is intended to operate from 10am to 5.30pm Monday to Friday 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 Stopping 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

An aerial photograph of a city street, Oxford Street, in Brisbane. A dashed line, composed of yellow and purple squares, runs diagonally across the image. The line starts at the top left, near a building labeled '0m KL Brisbane Street', and extends towards the bottom right. Along this line, three distance markers are shown in white boxes: '54.6m', '71m', and '81m'. The '71m' marker is positioned near a large green tree. The '81m' marker is near a blue car. The street itself is labeled 'Oxford Street' in yellow text. The surrounding area includes various buildings, a red car, and a green car. The source 'Source: Nearmaps' is noted in the bottom right corner.

Source: Nearmaps

- ■ ■ “No Stopping”
- ■ ■ “Loading Zone 10am-4.30pm, Mon-Fri & 7-10am Sat” & “No Parking 4.30am-6pm, Mon-Fri”
- ■ ■ “Bus Lane 6am-10am, Mon-Fri”

“Works Zone 10am-5.30pm Mon-Fri,
7.30am-3.30pm Sat” & “No Stopping All
Other Times”

Item 17.

Works Zone - Royston Street, Darlington

TRIM Container No.: 2025/651509

Recommendations

It is recommended that the Committee review the allocation of the kerb space on the eastern side of Royston Street, Darlington, between the points 15.2 metres and 25.2 metres south of Craigend Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P 5.30pm-12 Midnight Mon-Fri 3.30pm-12 Midnight Sat 8am-12 Midnight Sun & Public Holidays Permit Holders Excepted Area 17", subject to the following conditions:

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

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

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

The Works Zone is to facilitate construction works at 2 Royston Street, Darlinghurst.

Comments

The kerb space on the eastern side of Royston Street south of Craigend Street is currently signposted as '1P 8am-12 Midnight'.

The Works Zone is intended to operate from 7.30am to 5.30pm Monday - Friday and 7.30am to 3.30pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to 1P permit holders excepted.

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

Royston Street, Darlinghurst
Works Zone Proposal



Existing

No Stopping

1P 8am-12 Midnight Permit Holders Excepted Area 17

Proposed

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

1P 5.30pm-12 Midnight Mon-Fri, 3.30pm-12 Midnight Sat, 8am – 12 Midnight Sun & Public Holidays Permit Holders Excepted Area 17

65



not to scale

Item 18.

Works Zone - Prospect Street, Newtown

TRIM Container No.: 2025/652908

Recommendations

It is recommended that the Forum review the reallocation of the kerb space in Prospect Street, Newtown as follows:

- (A) On the northern side, between the points 6 metres and 24 metres, east of Egan Street as "No Stopping 7.30am-5.30pm Mon- Fri, 7.30am-3.30pm Sat" and "2P 5.30-10pm Mon-Fri, 3.30-10pm Sat and 7.30am-10pm Sun Permit Holders Excepted Area 22"; and
- (B) On the southern side, between the points 13.2 metres and 20.2 metres, east of Egan Street as Works Zone 7.30am-5.30pm Mon-Fri, 7.30-3.30pm Sat" and "No Stopping at All Other Times".

subject to the following conditions:

- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (D) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (E) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (F) The Works Zone is limited to small rigid vehicle (SRV) up to 6.4 metres in length.

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Inner West

Representative for the Member for Newtown

Advice

Advice will be updated after the meeting.

Background

Kingfisher Building Services Pty Ltd has requested a 7-metre-long Works Zone in Prospect Street, Newtown.

The Works Zone is to facilitate construction works at 35 Egan Street, Newtown.

Comments

The kerb space on the southern side of Prospect Street, Newtown east of Egan Street, where the Works Zone is proposed, is currently signposted as "No Stopping".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday 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 Stopping".

To ensure safe traffic movement, parking on the northern side of Prospect Street, opposite the Works Zone, will be converted to "No Stopping" during Works Zone operating hours. This area will revert to timed parking outside the Works Zone hours.

Consultation

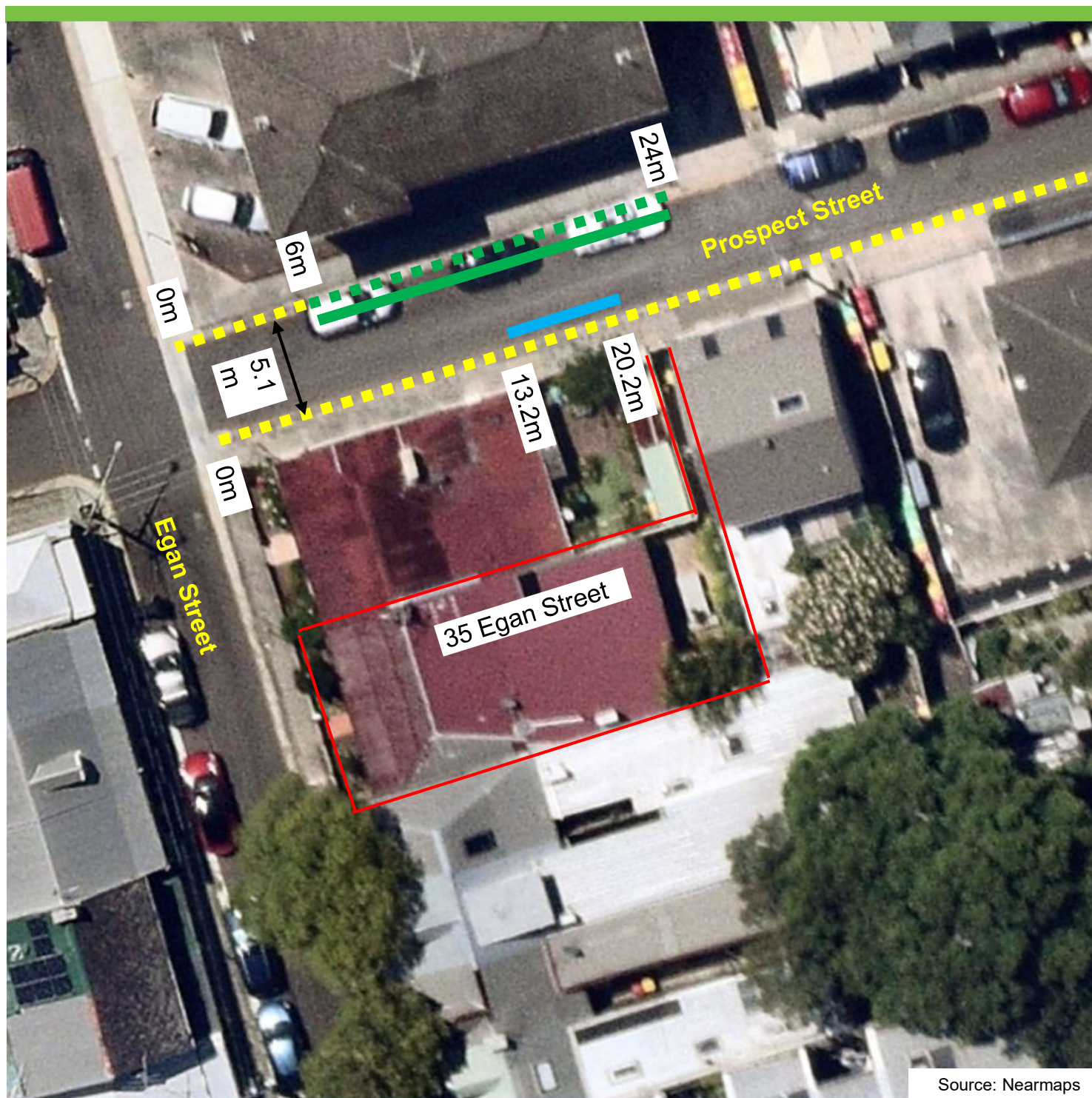
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Prospect Street, Newtown Proposed Works Zone



Existing

- ■ ■ "No "Stopping"
- ■ ■ "2P 8am-10pm Permit Holders Excepted Area 22"

Proposed

- "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping All Other Times"
- "No Stopping 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 5.30-10pm Mon-Fri, 3.30-10pm Sat and 7.30am-10pm Sun Permit Holders Excepted Area 22"

Item 19.

Works Zone - Brisbane Street, Surry Hills

TRIM Container No.: 2025/655619

Recommendations

It is recommended that the Committee review the reallocation of the kerb space on the eastern side of Brisbane Street, Surry Hills, between the points 12 metres and 27 metres south of Oxford Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30-3.30pm Sat" and "No Parking At Other Times", subject to the following conditions:

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

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Versatile Made Construction Pty Ltd has requested a 15 metre long Works Zone in Brisbane Street, Surry Hills.

The Works Zone is to facilitate construction works at 21 Oxford Street, Surry Hills.

Comments

The kerb space on the eastern side of Brisbane Street, south of Oxford Street is currently signposted as "No Stopping" and "No Parking".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm on 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

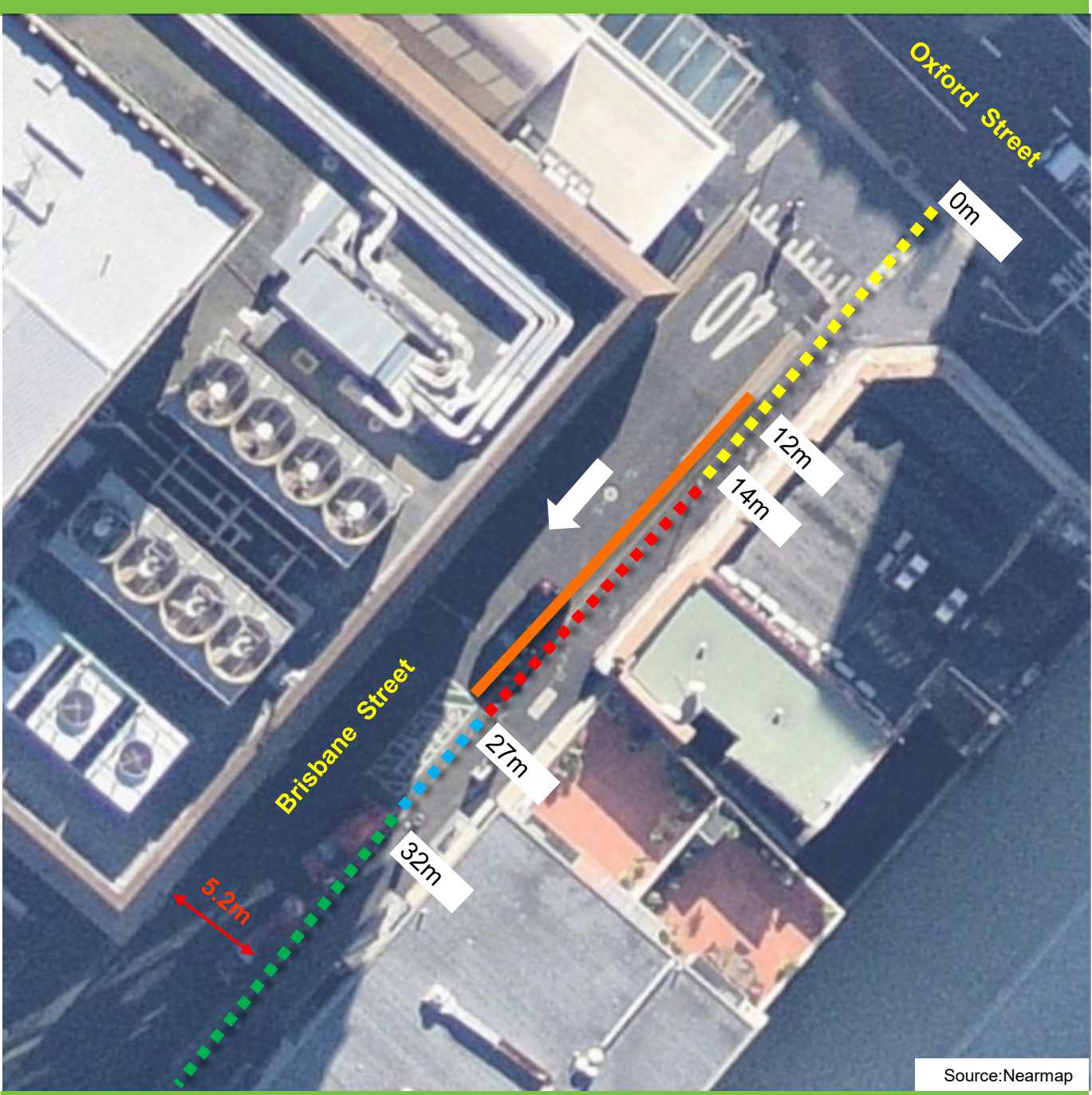
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

VICKI CALLEJA, A/SENIOR TRAFFIC ENGINEER

Brisbane Street, Surry Hills
Proposed Works Zone



Existing

-  "No Stopping"
-  "No Parking"
-  "No Parking Authorised Car Share Vehicles Bay 881"
-  "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays"

Proposed

-  "Works Zone 7.30am-5.30pm Mon-Fri, 7.30-3.30pm Sat" and "No Parking at other times"

Item 20.

Works Zone - Randle Street and Randle Lane, Surry Hills

TRIM Container No.: 2025/634239

Recommendations

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

1) On the northern side of Randle Street, Surry Hills, between the points 60.5 metres and 73 metres west of Elizabeth Street as "Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat" and "No Stopping At Other Times".

2) On the eastern side of Randle Lane, Surry Hills, between the points 40 metres and 52 metres north of Randle Street as "Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat" and "No Stopping At Other Times", subject to the following conditions:

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

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Hickory Constructions NSW Pty Ltd has requested an 12.5 metre long Works Zone in Randle Street and a 12 metre long Works Zone in Randle Lane, Surry Hills.

The Works Zone is to facilitate construction works at 7-15 Randle Street, Surry Hills.

Comments

The kerb space on the northern side of Randle Street east of Randle Lane is currently signposted as "No Stopping".

The kerb space on the eastern side of Randle Lane north of Randle Street is currently signposted as "No Stopping".

The Works Zones are intended to operate from 7am to 7pm, Monday to Friday and 7am to 5pm on Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to "No Stopping" restrictions.

The Randle Street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access. Randle Lane is not wide enough to accommodate the Works one and travel lane. The Applicant must provide appropriate traffic control measures and use SafeWork NSW Accredited Traffic Controllers to maintain local vehicular access and manage vehicle movements adjacent to the Works Zone during the hours of operation. Construction vehicles in the Works Zone may be required to exit the Works Zone to allow a vehicle to safely navigate Randle Lane.

Consultation

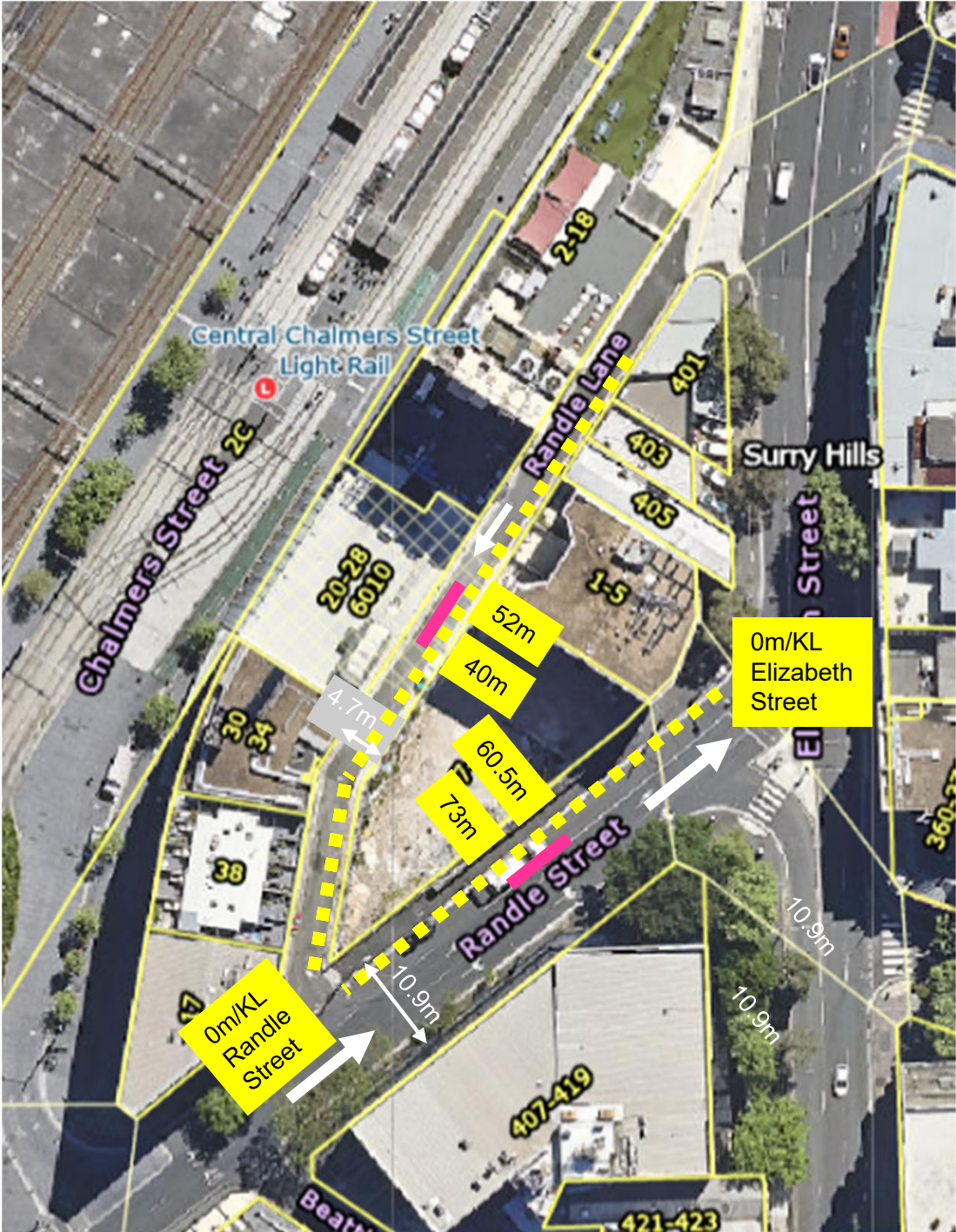
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Randle Street and Randle Lane, Surry Hills
Proposed Works Zones



Existing	Proposed
■ ■ ■ "No Stopping"	■ "Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat" and "No Stopping At Other Times"

Item 21.

Works Zone - Riley Street, Surry Hills

TRIM Container No.: 2025/669208

Recommendations

It is recommended that the Forum review the reallocation of the kerb space on the eastern side of Riley Street, Surry Hills, between the points 1.5 metres and 11.5 metres north of Mackey Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "No Stopping, At 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) 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 a Heavy Rigid Vehicle (HRV) up to 12.5 metres in length.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Surry Hills PAC

Representative for the Member for Sydney
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Advice

Advice will be updated after the meeting.

Background

George Houstoun Reid has requested a 10 metre long Works Zone in Riley Street, Surry Hills.

The Works Zone is to facilitate construction works at 236 Riley Street, Surry Hills.

Comments

The kerb space on the eastern side of Riley Street, Surry Hills north of Mackey Street is currently signposted as "No Stopping" 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 wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

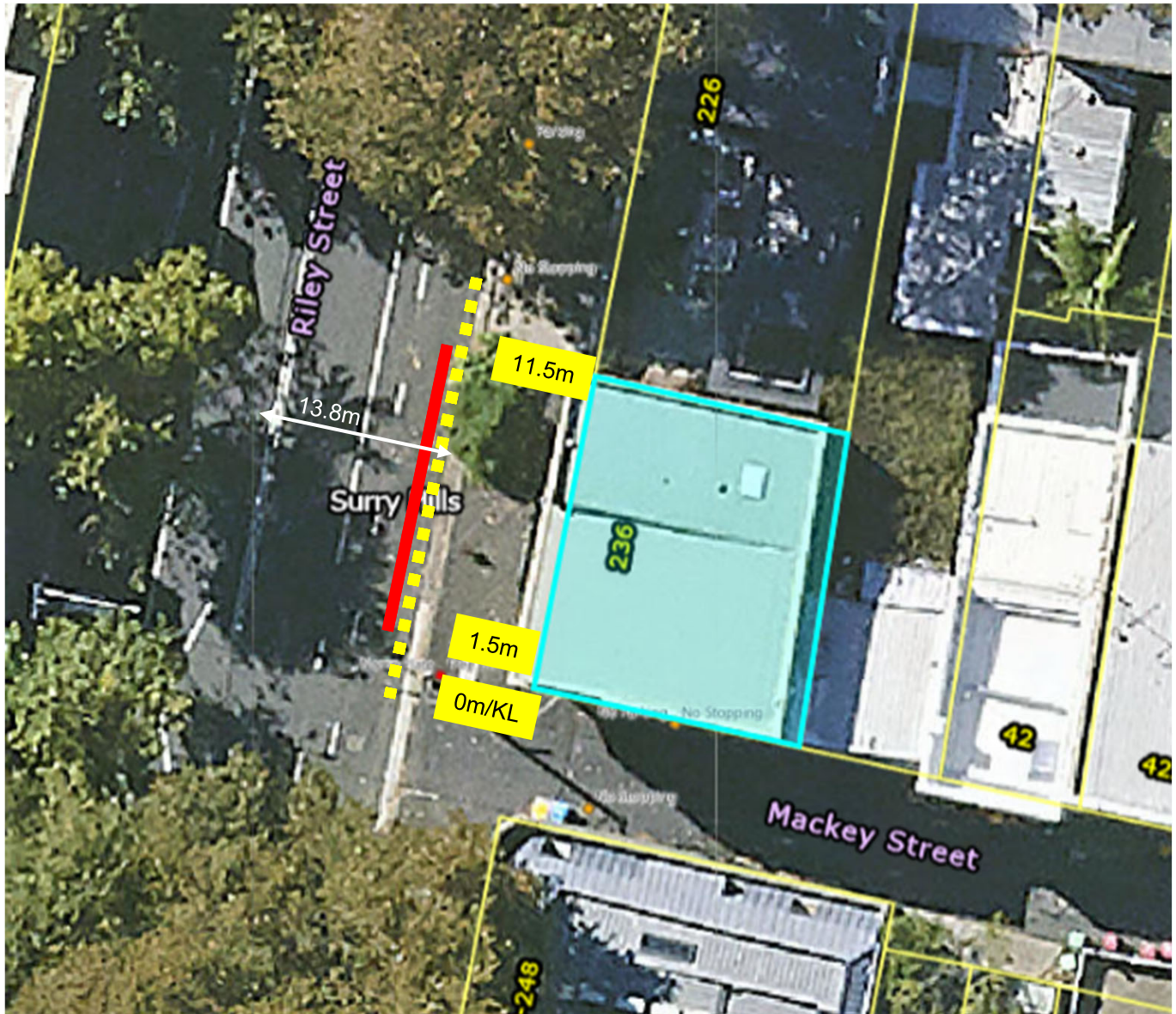
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Riley Street, Surry Hills Proposed Works Zone



Existing

■ ■ ■ "No Stopping"

Proposed

■ "Works Zone 7.30am-5.30pm Mon-Fri,
7.30am-3.30pm Sat" and
"No Stopping At Other Times"

Item 22.**Parking - Electric Vehicle (EV) Parking - Ross Street, Glebe****TRIM Container No.: 2025/341348****Recommendations**

It is recommended that the Forum review the reallocation of parking on the eastern side of Ross Street, Glebe between the points 18.6 metres and 30.6 metres (two car spaces) south of Wigram Lane as "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In August 2025, the City of Sydney consulted the community on a proposal to introduce dedicated on-street electric vehicle (EV) charging spaces on Ross Street, Glebe. The initial proposal identified two EV charging bays on the eastern side of Ross Street, north of Hereford Street, adjacent to electricity pole no. LE11738. This proposal was subsequently referred to the Local Pedestrian, Cycling, Traffic Calming and Transport Forum (LPCTCTF) for review at its meeting on 18 September 2025, where no issues were raised.

Following the Forum, the EV charging provider, EVX, advised that the location referenced in the proposal was incorrect. The correct location for the EV charging bays is in front of electricity pole no. LE11741. The City acknowledges this oversight and apologises to the community for any confusion or inconvenience caused.

Comments

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

It is proposed to change parking in front of electric pole no. LE11741 (two parking spaces) to "4P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

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

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

Consultation

The City consulted local residents and businesses in the area. There were 189 letters sent out with no responses received supporting the proposal and two responses opposing the proposal. A summary of the objections are outlined in the following table:

No.	Support / Objection / Feedback	Description of submissions	COS response
1.	Objection	• The submission objected to the proposal due to loss of on-street parking for residents. • There are dedicated EV charging spaces and EV owners in the area have EV chargers in their units. As such, on-	• The installation of these EV charging aligns with Action 20 of the <i>Electrification of Transport in the City Strategy and Action Plan</i>, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities. • Ross Street has been identified as one such location where on-street charging can help meet local

No.	Support / Objection / Feedback	Description of submissions	COS response
		street EV chargers are not required.	demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.
2.	Objection	- The submission enquired if the installed EV charger on Pole No. LE11741, would be removed if the City does not proceed with the proposal. - Requests that the EV parking restrictions to allow only residents with Area G parking permits to utilise the EV parking bays.	- If the City does not proceed with the proposal, we will advise the charging point operator to remove the EV charger. - The City is required to implement parking restrictions in accordance with Transport for NSW (TfNSW) guidelines. As Ross Street is a public road, introducing EV parking restrictions that allow parking exclusively for Area G resident permit holders is not permitted, as this would prevent other road users from accessing these spaces. - Action 20 of the <i>Electrification of Transport in the City Strategy and Action Plan</i>, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities. - The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Ross Street, Glebe
Proposed parking changes



Existing

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

Proposed

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

Item 23.

Parking - 1P Parking - Buckland Street, Chippendale

TRIM Container No.: 2025/646117

Recommendations

It is recommended that the Committee review the reallocation of parking on the eastern side of Buckland Street, Chippendale between the points 6 metres and 15 metres (one car spaces) south of O'Connor Street as "1P 8am-10pm Mon-Fri Permit Holders Excepted Area 32".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Buckland Street, Chippendale, has requested consideration of "1P 8am-10pm Mon-Fri Permit Holders Excepted Area 32" in Buckland Street to allow for additional permit parking spaces in the street.

Comments

The kerb space on the eastern side of Buckland Street, Chippendale between south of O'Connor Street, where the changes are proposed, is currently signposted as "1P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat".

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

The proposed changes would limit any vehicle which does not have a permit thirty two (32), to one (1) hour of parking from 8am to 10pm, Monday to Friday where the signs are installed.

Residents with an Area 32 parking permit will be exempt from the one-hour time limit.

Consultation

The City consulted/notified local residents and businesses in the area. There were 288 letters sent out with no responses supporting or opposing the proposal.

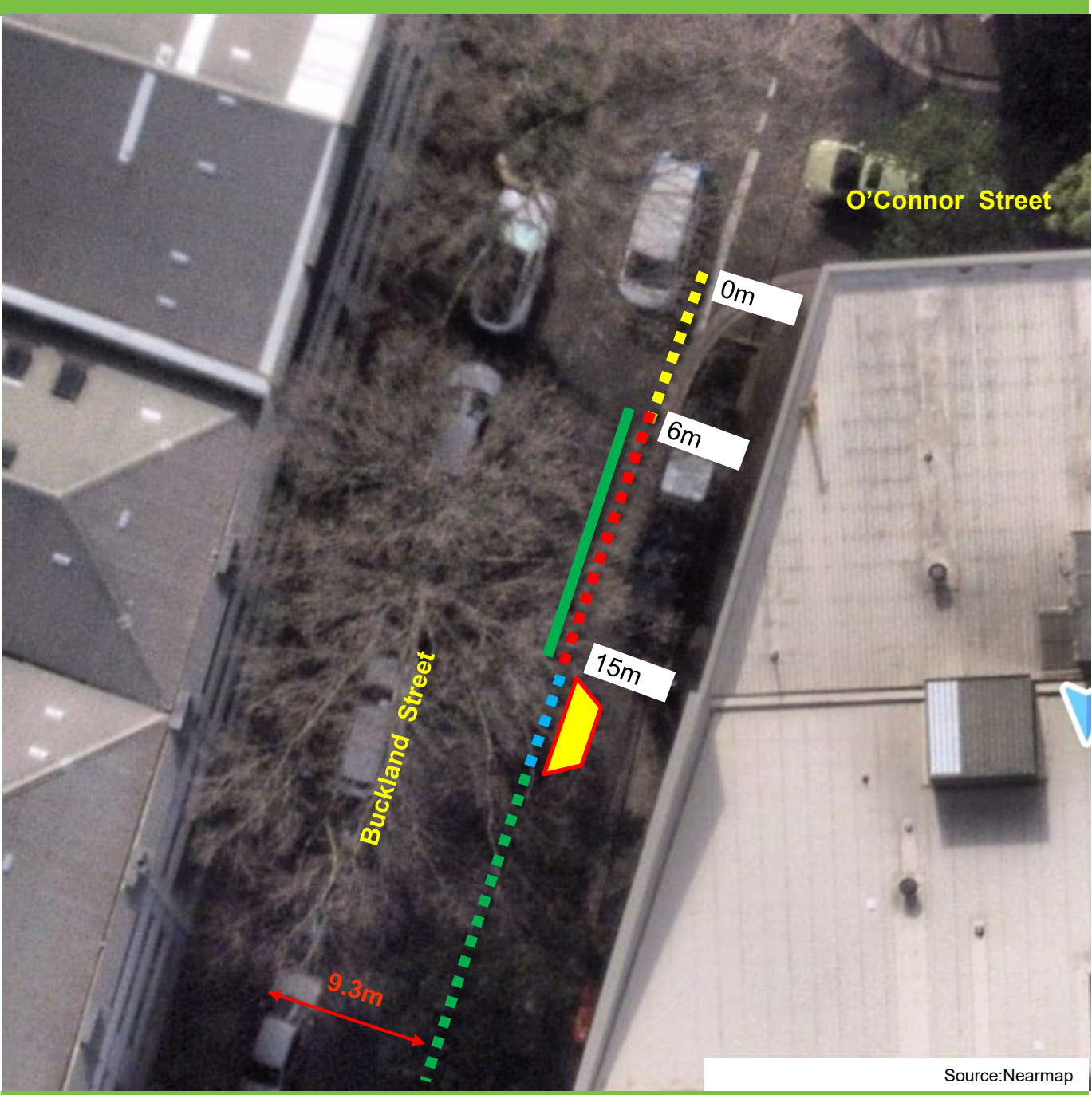
Financial

Funds are available in the current budget.

VICKI CALLEJA, A/SENIOR TRAFFIC ENGINEER

Proposal

Buckland Street, Chippendale Proposed parking changes



Existing

-  No Stopping
-  "1P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat"
-  "No Parking"
-  Driveway
-  "1P 8am-10pm Mon-Fri Permit Holders Excepted Area 32"

Proposed

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

Item 24.

Parking - Mobility Parking - Chalmers Street, Redfern

TRIM Container No.: 2025/349227

Recommendations

It is recommended that the Forum review the reallocation of parking on the eastern side of Chalmers Street, Redfern between the points 130 metres and 137.8 metres north of Redfern Street as "P Mobility Parking Only".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting

Background

A resident of Chalmers Street, Redfern has requested a mobility parking space in Chalmers Street, Redfern. The resident has advised they use a wheelchair.

The City will investigate installing ramps at this site should the Forum raise no issues with the proposal.

Comments

Chalmers Street, Redfern, north of Redfern Street is designated for one-way traffic flow with an approximate width of 12.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

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

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

Footpaths (approximately 3 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 Chalmers Street, a 3.2 metre wide bay can be accommodated within the carriageway.

As the resident is a wheelchair user, the City will investigate installing ramps at this site should the proposal be endorsed

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

Consultation

The City notified local residents and businesses in the area. There were 220 letters sent out with no responses received supporting the proposal and one response received opposing the proposal.

The submission objects to the proposal on the grounds that most residents in the area already hold parking permits, and those with Mobility Parking Scheme (MPS) permits can park in permit parking spaces without time restrictions, as such providing a dedicated mobility parking space is unnecessary. Additionally, they are concerned about the impacts to the green space as the mobility parking space would require the removal of adjacent planting.

The City's *Neighbourhood On-Street Parking Policy* includes a provision for establishing a mobility parking space outside a resident's home where the individual has difficulty walking long distances. This ensures equitable access and supports residents with mobility challenges in safely accessing their homes.

Given that the resident has indicated they are unable to walk long distances, the City proposes to install a dedicated mobility parking space on Chalmers Street directly in front of their property. The proposal aligns with the parking policy.

Financial

Funds are available in the current budget.

VICKI CALLEJA, A/SENIOR TRAFFIC ENGINEER

Chalmers Street, Redfern
Proposed parking changes



Existing
■ ■ ■ "2P 8am-8pm Permit Holders Excepted AREA 41"

Proposed
■ "P Mobility Parking Only"

Item 25.

Parking - Timed Parking and No Parking - William Street, Redfern

TRIM Container No.: 2024/345623

Recommendations

It is recommended that the Forum review the reallocation of parking on the western side of William Street, Redfern north of Wells Street as follows:

- (A) Between the points 23 metres and 30.7 metres (two car spaces) as "2P 8am-8pm Mon-Fri Permit Holders Excepted Area 41"; and
- (B) Between the points 36.7 metres and 38.7 metres as "No Parking",

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In October 2024, the Local Pedestrian Cycling and Traffic Calming Committee (LPCTCC) endorsed a proposal to change parking in William Street, Redfern. The proposal included reallocating three permit parking spaces to "No Parking" to improve access to residential properties.

A resident of William Street has requested that parking be reinstated in front of their property to allow them to park closer to their home. Another resident of William Street has requested that the kerb space in front of the entrance to their property be reallocated to “No Parking” to improve access, as parked vehicles currently obstruct entry to the property.

Comments

The kerb space on the western side of William Street, Redfern north of Wells Street, where the changes are proposed, is currently a combination of "No Stopping" and "2P 8am-8pm Mon-Fri Permit Holders Excepted Area 41".

In response to residents' requests to facilitate parking near their homes and improve access to one of their properties in William Street, it is proposed to install "2P 8am–8pm Mon–Fri Permit Holders Excepted Area 41" restrictions to allow residents to park outside their properties. Additionally, it is proposed to reallocate two metres of kerb space to “No Parking” to improve access to one of their properties, where parked vehicles currently obstruct entry.

Consultation

The City consulted local residents and businesses in the area. There were 215 letters sent out with one response supporting, one response partially supporting and one response opposing the proposal.

The resident supporting the proposal has requested that parking be reinstated outside her property so she can park close to her home. In addition, one respondent who partially supports the proposal does not agree with the extension of the two metres of No Parking outside 56 William Street.

The resident objecting to the proposal has noted that the changes would make it difficult for residents to both drive and walk along William Street.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

William Street, Redfern
Proposed parking changes



Existing

- Yellow dashed line: "No "Stopping"
- Red dashed line: "No Parking"

Proposed

- Green solid line: "2P 8am-8pm Mon-Fri Permit Holders Excepted Area 41"
- Red solid line: "No Parking"

Item 26.

Parking - No Parking - Richards Lane, Surry Hills

TRIM Container No.: 2025/687287

Recommendations

It is recommended that the Forum review the following reallocation of parking on the western side of Richards Lane, Surry Hills:

- (A) between the points 8.5 metres and 14.5 metres (one car space) south of Foveaux Street as "No Parking"; and
- (B) between the points 51.3 metres and 57.3 metres (one car space) south of Foveaux Street as "No Parking, Authorised Car Share Vehicles Excepted Bay 738".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Richards Avenue, Surry Hills has requested consideration of "No Parking" at the rear of their property in Richards Lane to ensure vehicle access to their garage.

Comments

The kerb space on the western side of Richards Lane, Surry Hills south of Foveaux Street, where the changes are proposed, is currently signposted as "No Parking, Authorised Car Share Vehicles Excepted Bay 738" and "2P 8am-10pm, Permit Holders Excepted Area 18".

Richards Lane is approximately 4.8 metres wide and provides rear-lane property access to houses fronting Richards Avenue.

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 Richards 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.

The existing GoGet car share bay will be relocated further south in Richards Lane where it would not impede access to any garages in Richards Lane.

Consultation

The City notified local residents and businesses in the area. There were 46 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Richards Lane, Surry Hills

Proposed parking changes



- Existing

 - ■ "No Stopping"
 - ■ "No Parking, Authorised Car Share Vehicles Excepted Bay 738"
 - ■ "2P 8am-10pm, Permit Holders Excepted Area 18"
- Proposed

 - "No Parking"
 - "No Parking, Authorised Car Share Vehicles Excepted Bay 738"

Item 27.**Parking - Mobility Parking - Ebsworth Street, Zetland**

TRIM Container No.: 2025/653914

Recommendations

It is recommended that the Forum review the reallocation of parking on the western side of Ebsworth Street, Zetland as follows:

- (A) Between the points 64.5 metres and 72.3 metres south of Tweed Place as “4P Mobility Parking 8am-10pm”; and
- (B) Between the points 72.3 metres and 76.5 metres south of Tweed Place as “P Motorbike Only”.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting

Background

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”.

Therefore, the City is proposing to install "4P Mobility Parking Only 8am-10pm" in Ebsworth Street, Zetland.

Comments

Ebsworth Street, Zetland, south of Tweed Place is designated for two-way traffic flow with an approximate width of 11.8 metres. The road and footway grades are relatively flat adjacent to this proposed space.

The kerb space, where the changes are proposed, is currently signposted as “2P Ticket 8am-10pm” and “P Motorbikes Only” on the western side of the street.

Under existing conditions, vehicles park on both sides of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 7.6 metres. The remaining width is allocated for on-street parking.

Footpaths (approximately 3 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 Ebsworth Street, a 3.2 metre wide bay can be accommodated within the carriageway.

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

The parking changes would result in the loss of one 2P timed parking space and two motorbike parking spaces. Three motorbike parking spaces will be retained.

Consultation

The City consulted local residents and businesses in the area. There were 236 letters sent out with no responses were received supporting or opposing the proposal.

Financial

Funds are available in the current budget.

VICKI CALLEJA, A/SENIOR TRAFFIC ENGINEER

Ebsworth Street, Zetland
Proposed parking changes



- Existing**

 - 2P Ticket 8am-10pm
 - P Motorbike Only
- Proposed**

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

Item 28.

Parking - On-Street Bicycle Parking - LGA Wide

TRIM Container No.: X022545.009

Recommendations

It is recommended that the Committee review the installation of "Bicycle Parking Only" and "No Stopping Bicycles Only" signs at 21 sites across the City of Sydney Local Government Area, as shown in the attached table and plans.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC, South Sydney PAC, Leichhardt PAC, Kings Cross PAC, Inner West PAC
Representative for the Member for Sydney, Balmain, Heffron, Newtown

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), 3.15 million in 2025 (YTD) and an estimated 3.5 million trips by the end of the year. In the past month there have been approximately 440 000 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 notified local residents and businesses by installing a notice on the "No Stopping" and "No Parking" signs at each proposed location.

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.

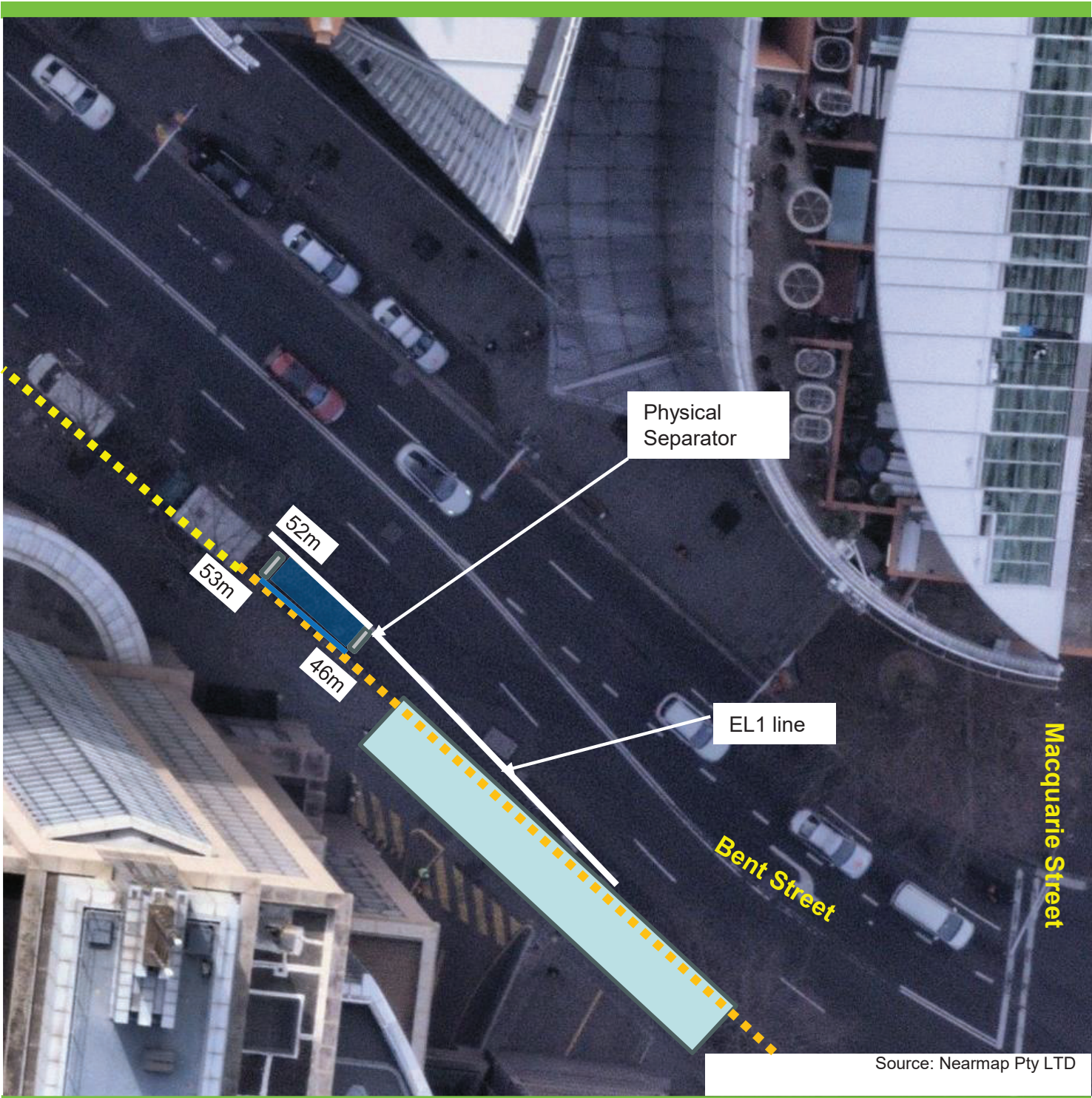
For more information about the proposal, please visit (insert city of Sydney webpage and QR code).

Financial

Funds are available in the current budget.

TEGAN MITCHELL, MANAGER MAJOR TRANSPORT PROJECTS
SAM DICKINSON, PROJECT OFFICER

Location: 35 Bent Street, Chifley Plaza



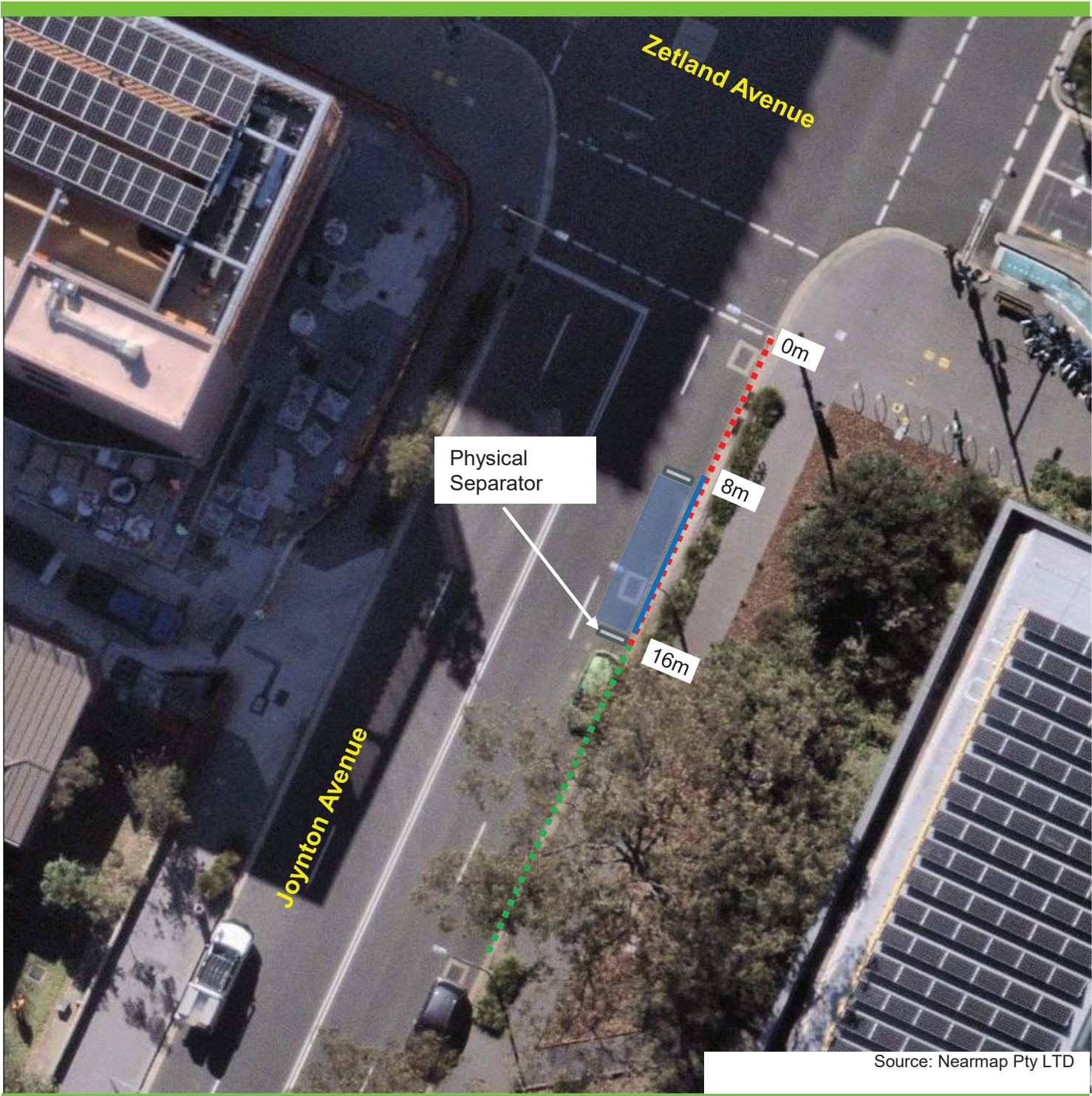
Existing

- “No Parking”
- Loading Zone/4P/Bus Zone 6am-10am
- Driveway

Proposed

- Bike Parking Area
- Solid Line Marking

Location:132 Joynton Avenue, Zetland



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Parking

Proposed
■ Bike Parking Area

Location: 377 Glebe Point Rd, Glebe



Source: Nearmap Pty LTD

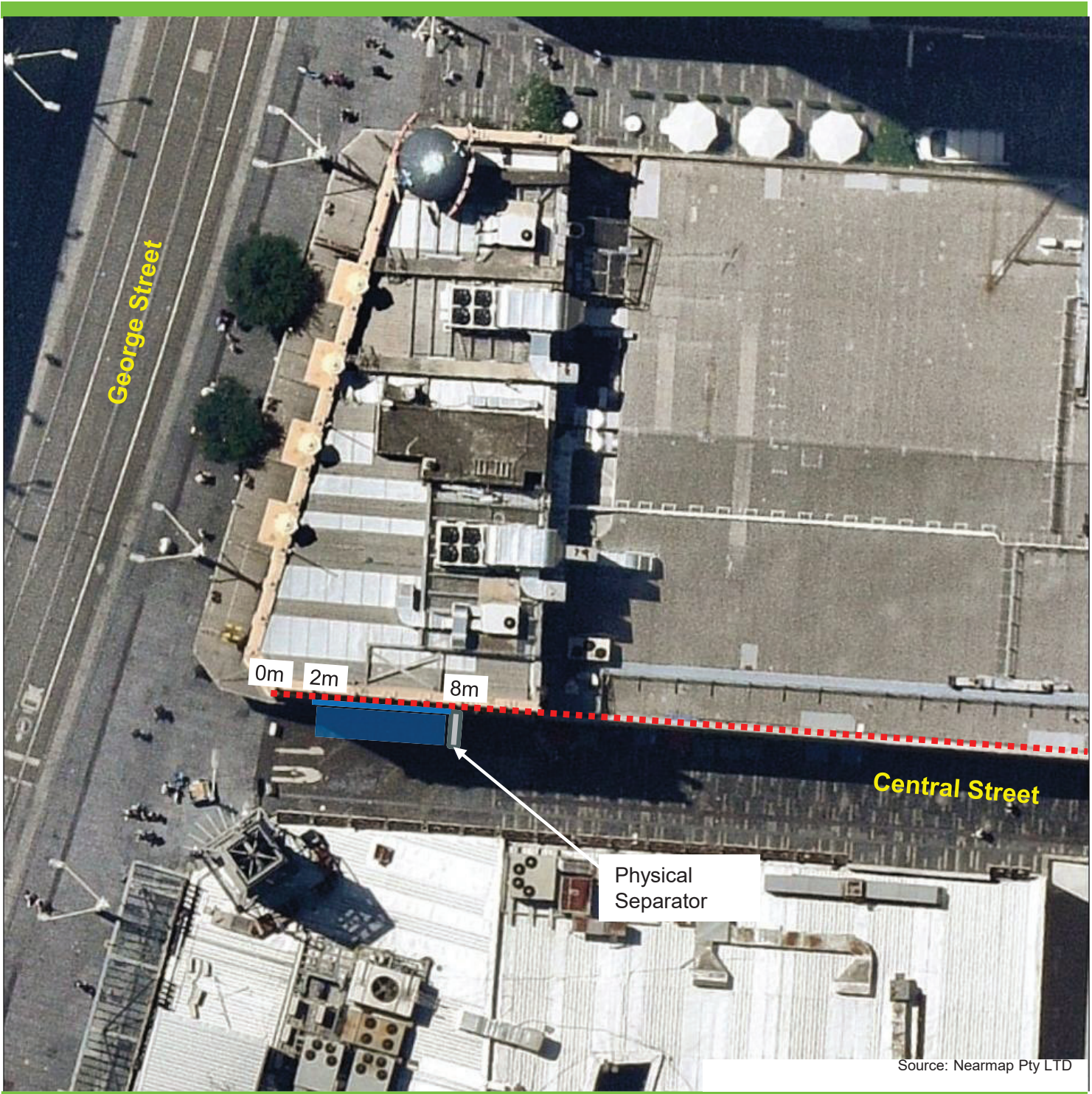
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ ½ P

Proposed

- Bike Parking Area

Location: Central Street, Sydney



Existing
■ ■ ■ "No Stopping"

Proposed
■ Bike Parking Area

Location: St Lawrence Ln, Sydney



Existing

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

Proposed

- "Bike Parking Area"

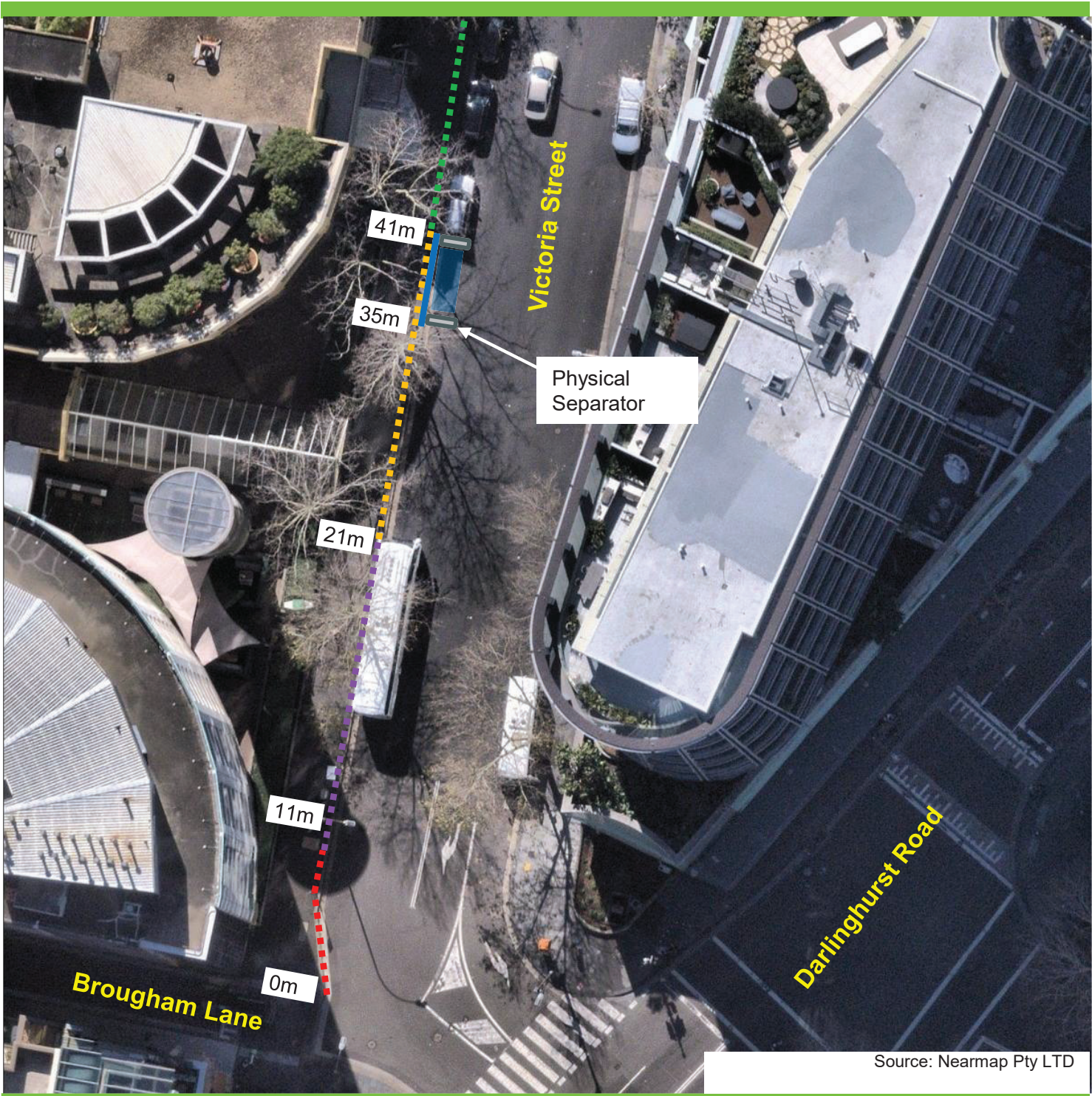
Location: 28 Campbell St, Sydney



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Loading Zone

- Proposed**
- "Bike Parking Area"

Location: 226 Victoria Street, Potts Point



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "No Parking 7am-10pm Buses Excepted 15 min Limit"
- ■ ■ Ticketed Parking

Proposed

- "Bike Parking Area"

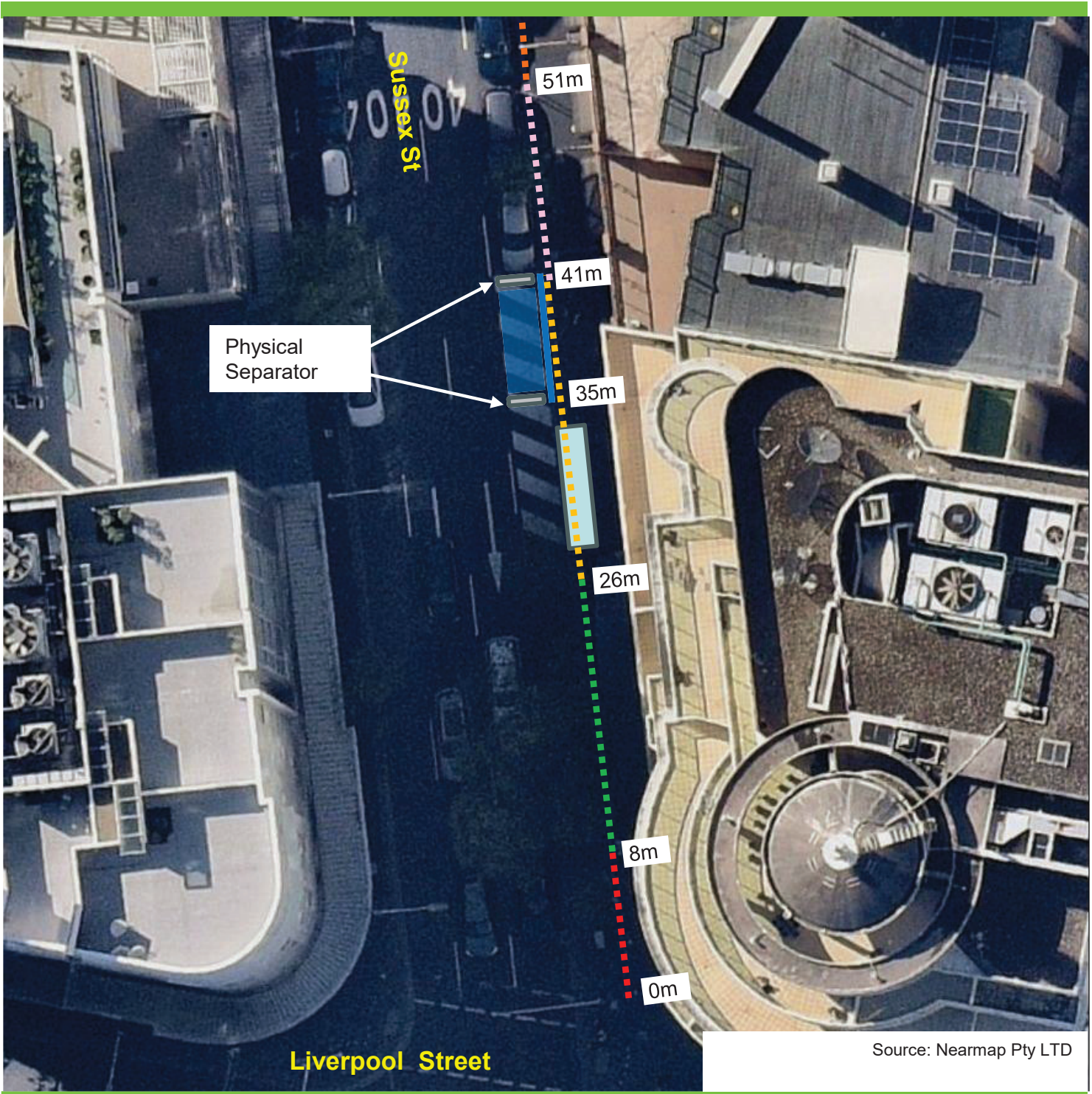
Location: Chifley Point Earl Place, Potts Point



- Existing**
-  "No Stopping"
 -  "No Parking"
 -  Driveway

- Proposed**
-  Bike Parking Area

Location: 339 Sussex St, Sydney



Existing

- ■ ■ "No Stopping"
- ■ ■ "P 5min"
- ■ ■ "No Parking"
- ■ ■ Ticketed Parking
- ■ ■ "No Parking Police Vehicles Excepted"
- Driveway

Proposed

- Bike Parking Area

Location: 154 Liverpool Street, Darlinghurst



Source: Nearmap Pty LTD

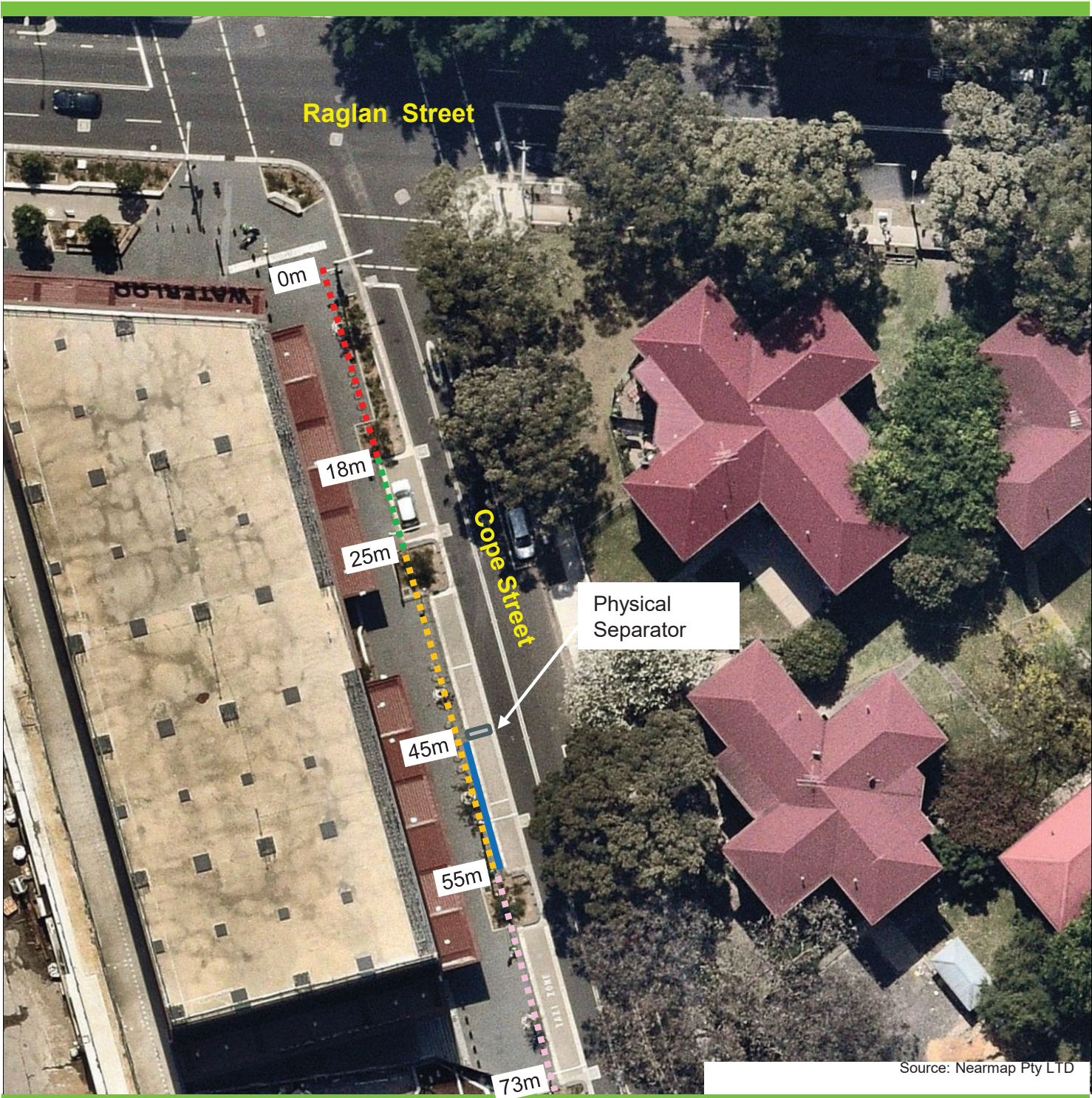
Existing

- ■ ■ "No Stopping"
- ■ ■ 2P Parking
- Driveway

Proposed

- Bike Parking Area

Location: 124 Cope Street, Waterloo



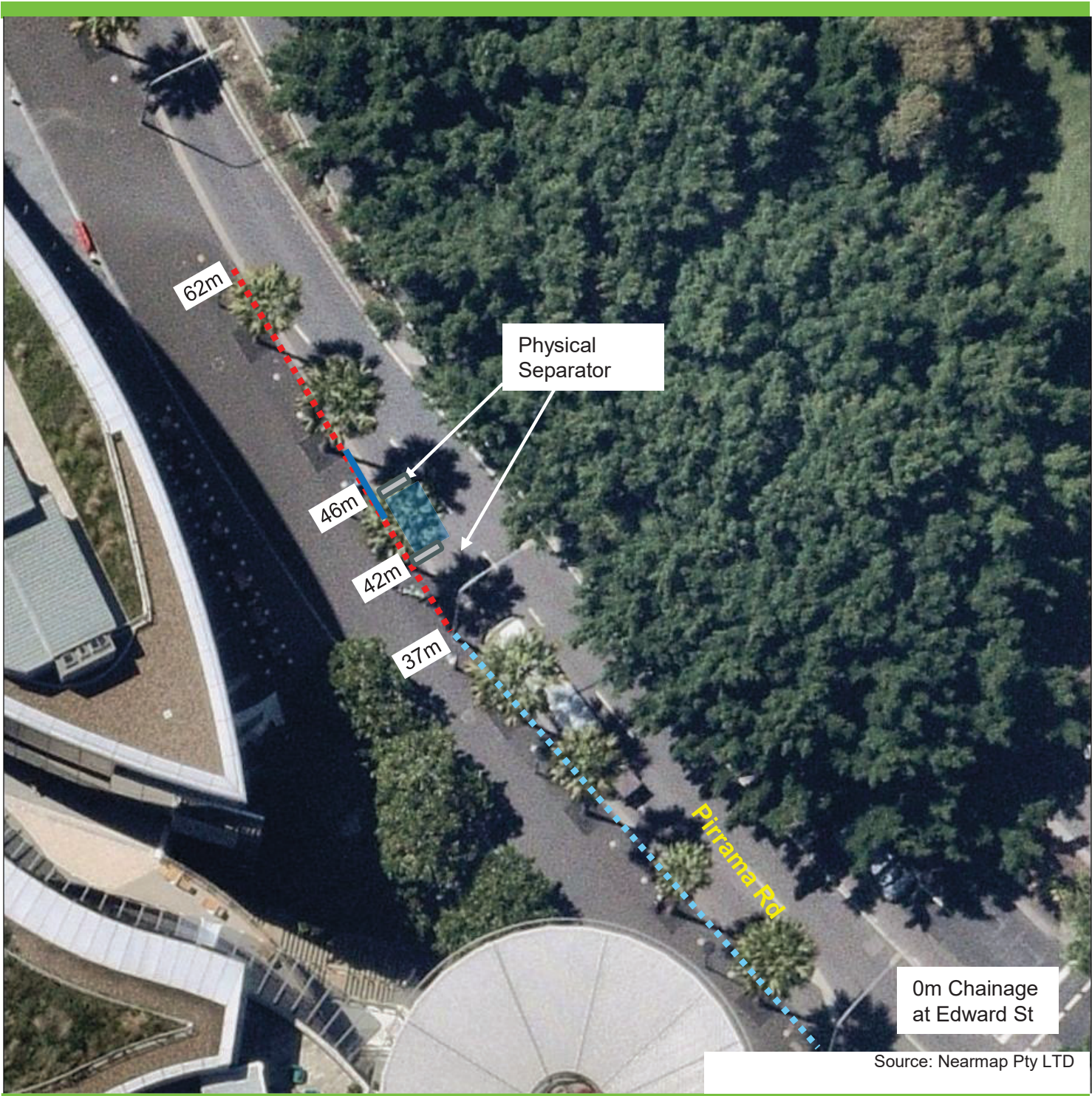
Existing

- ■ ■ "No Stopping"
- ■ ■ Mobility Parking
- ■ ■ "No Parking" Kiss and ride
- ■ ■ "Taxi Zone"

Proposed

- Bike Parking Area

Location: The Star Casino Pirrama Rd, Pyrmont



Existing

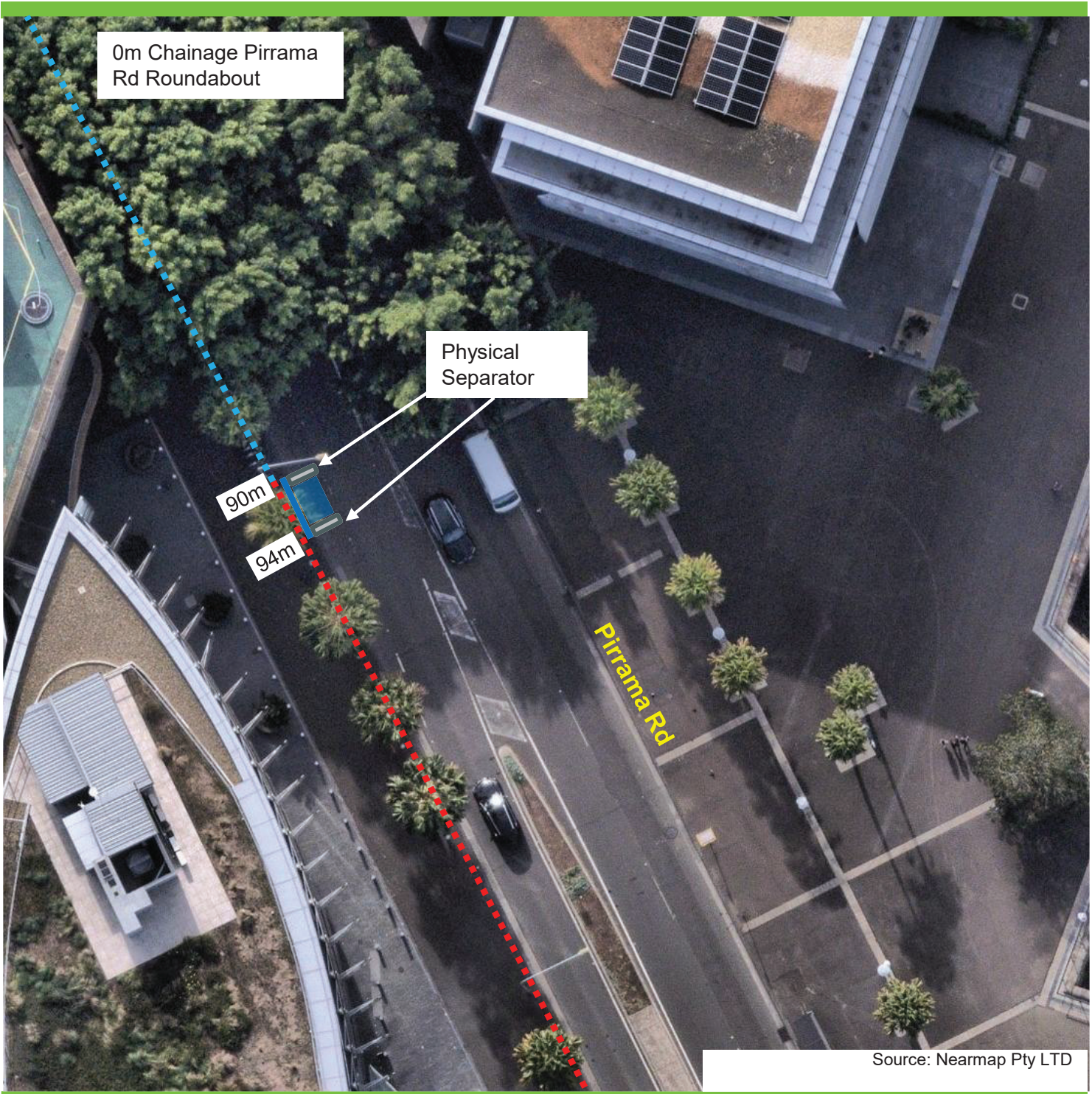
■ ■ ■ "No Stopping"

■ ■ ■ "Bus Zone"

Proposed

■ "Bike Parking Area"

Location: 48a Pirrama Rd, Pyrmont



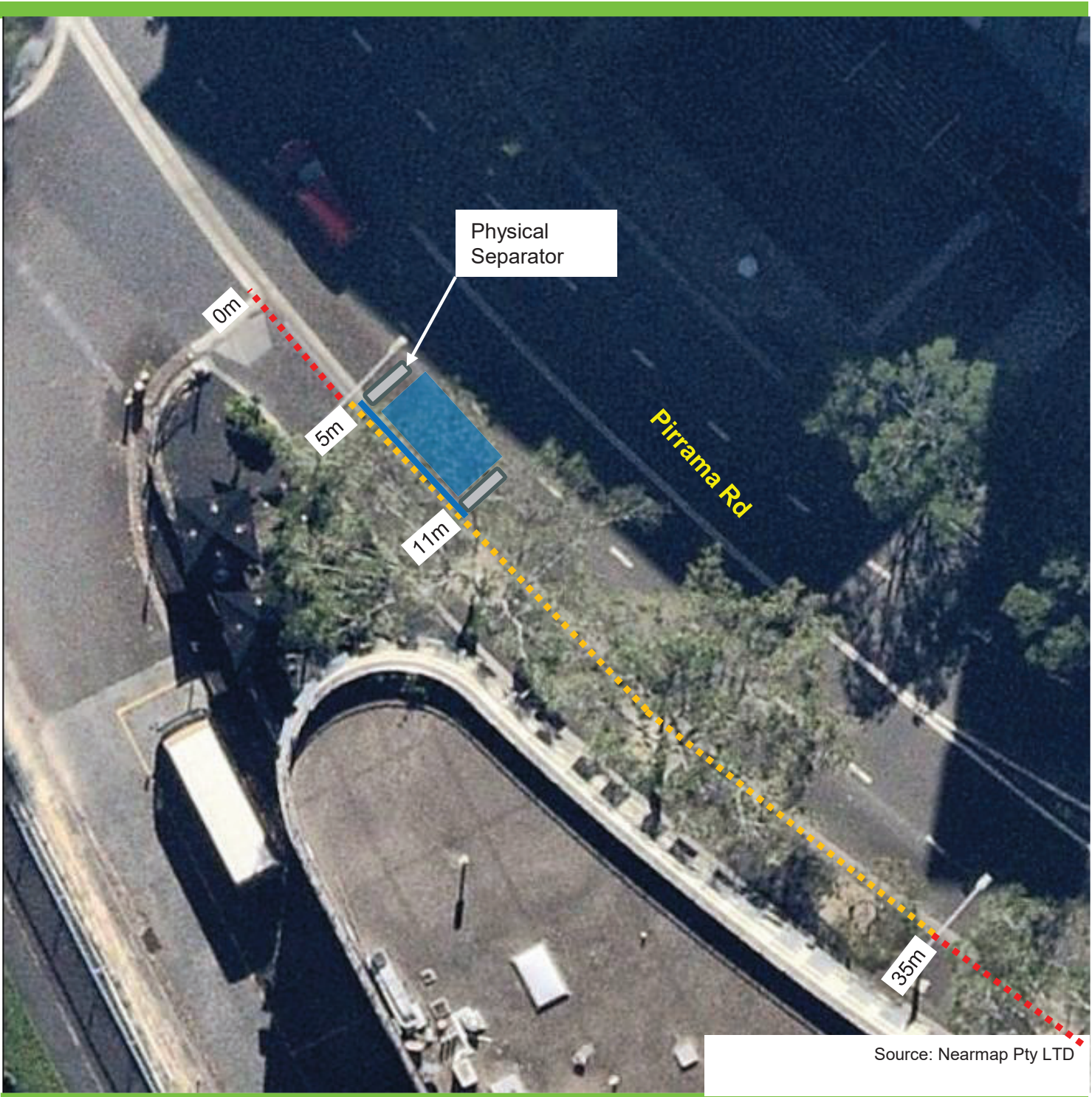
Existing

- ■ ■ "No Stopping"
- ■ ■ Bus Zone STA Bus Zone Only

Proposed

- "Bike Parking Area"

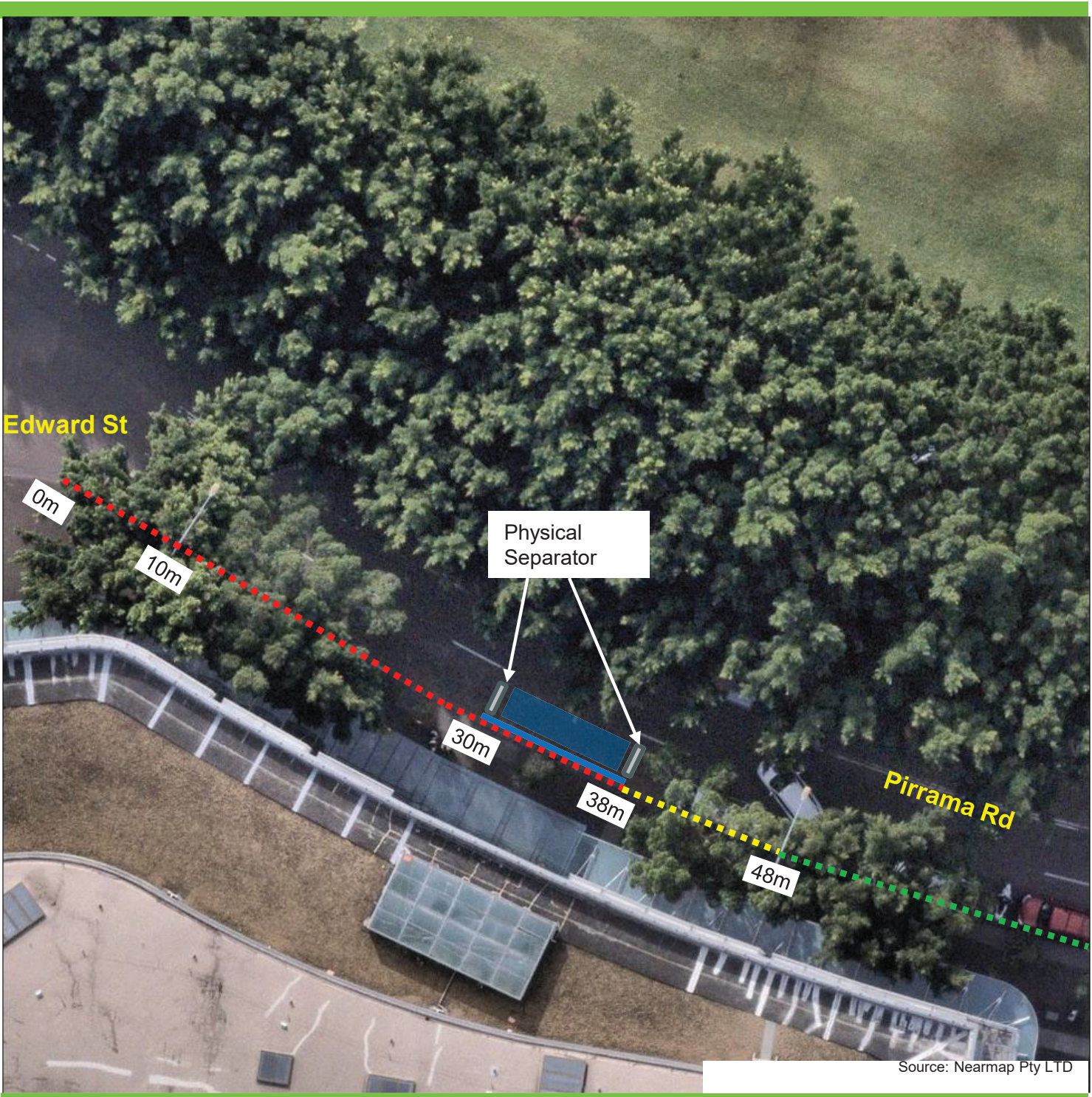
Location: 42 Pirrama Rd, Pyrmont



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

- Proposed
- Bike Parking Area

Location: 65 Pirrama Road, Pyrmont



Existing

- ■ ■ "No Stopping"
- ■ ■ Loading
- ■ ■ Ticketed Parking

Proposed

- Bike Parking Area

Location: 84 John St, Pyrmont



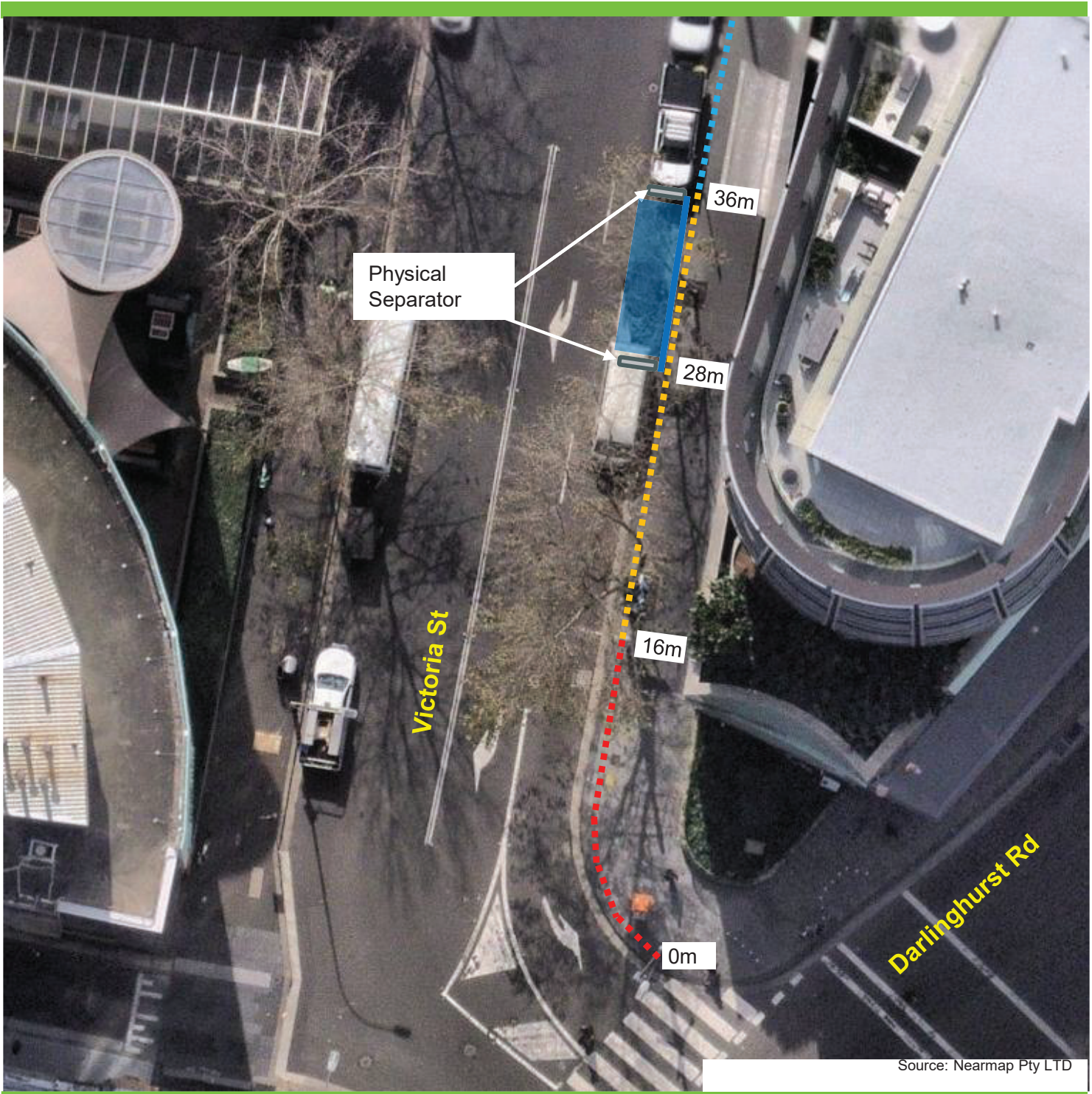
Existing

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

Proposed

- Bike Parking Area

Location: 203 Victoria St (E), Potts Point



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking Buses Excepted 15 min Limit"
- ■ ■ Loading Zone/Taxi Zone

Proposed

- Bike Parking Area

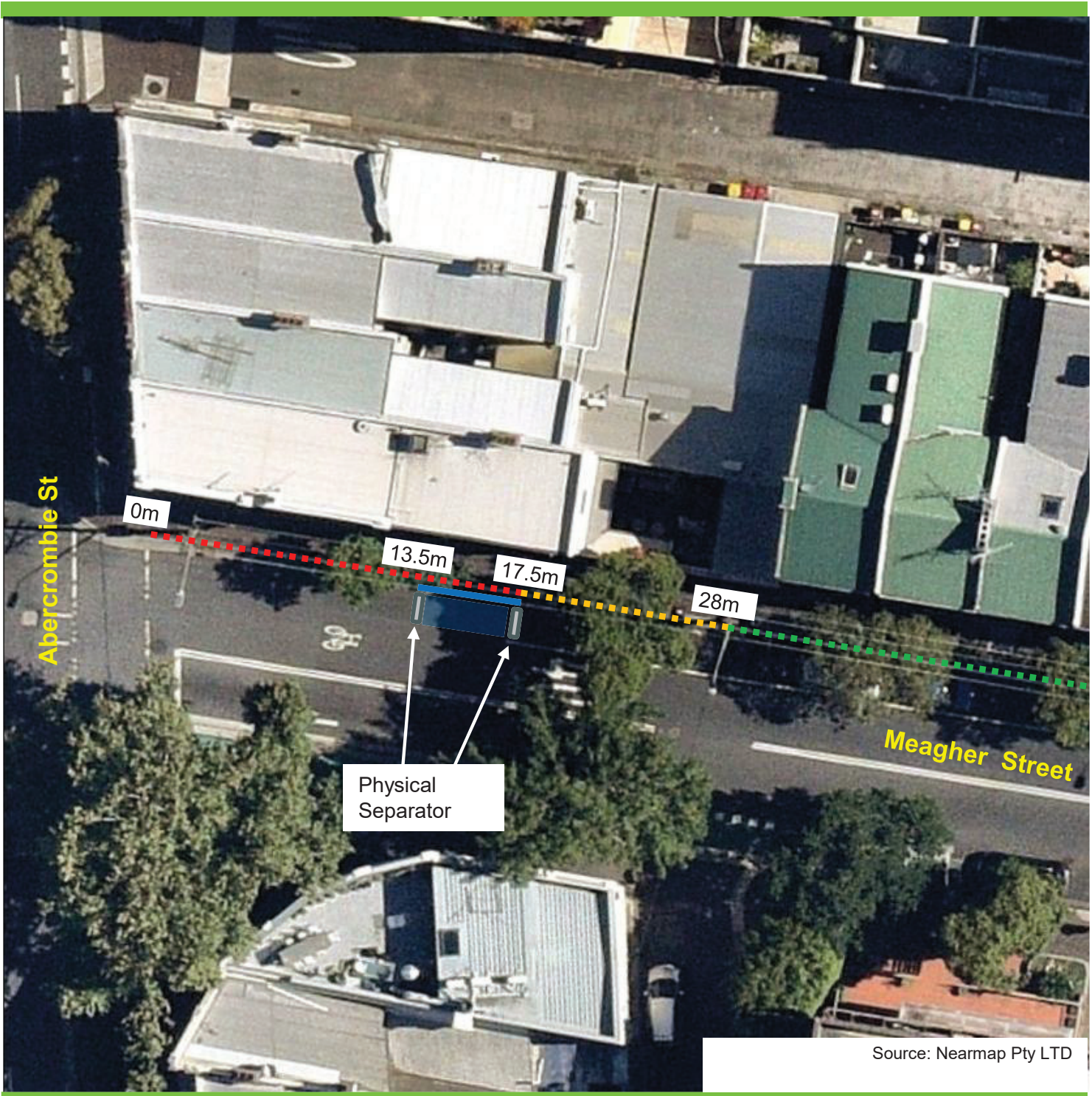
Location: Wilson St Cycleway, Darlington



Existing
■ ■ ■ "No Stopping"
■ ■ ■ "No Parking"

Proposed
■ Bike Parking Area

Location: 15 Meagher Street, Chippendale



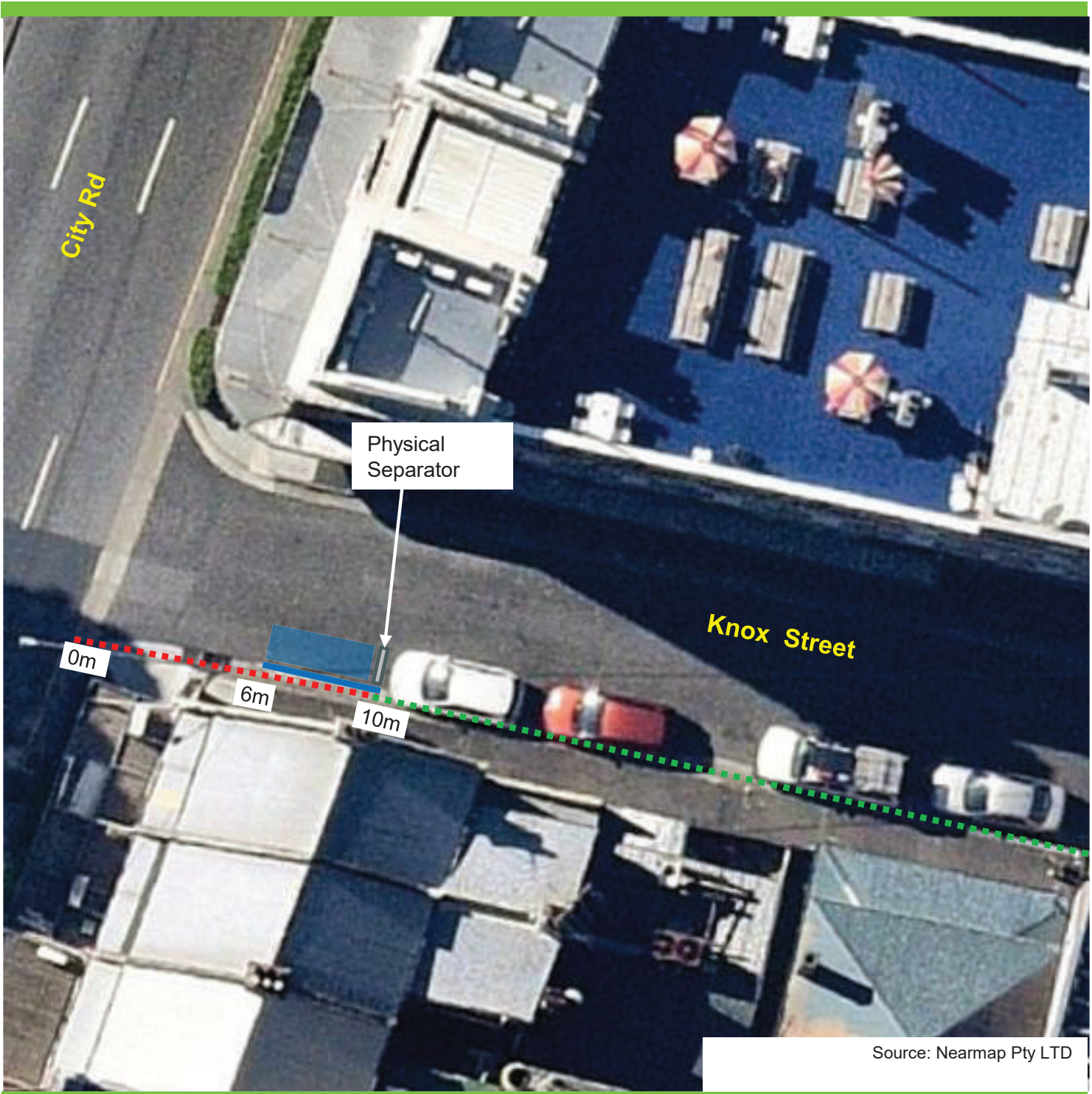
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ 2P permit holders excepted

Proposed

- Bike Parking Area

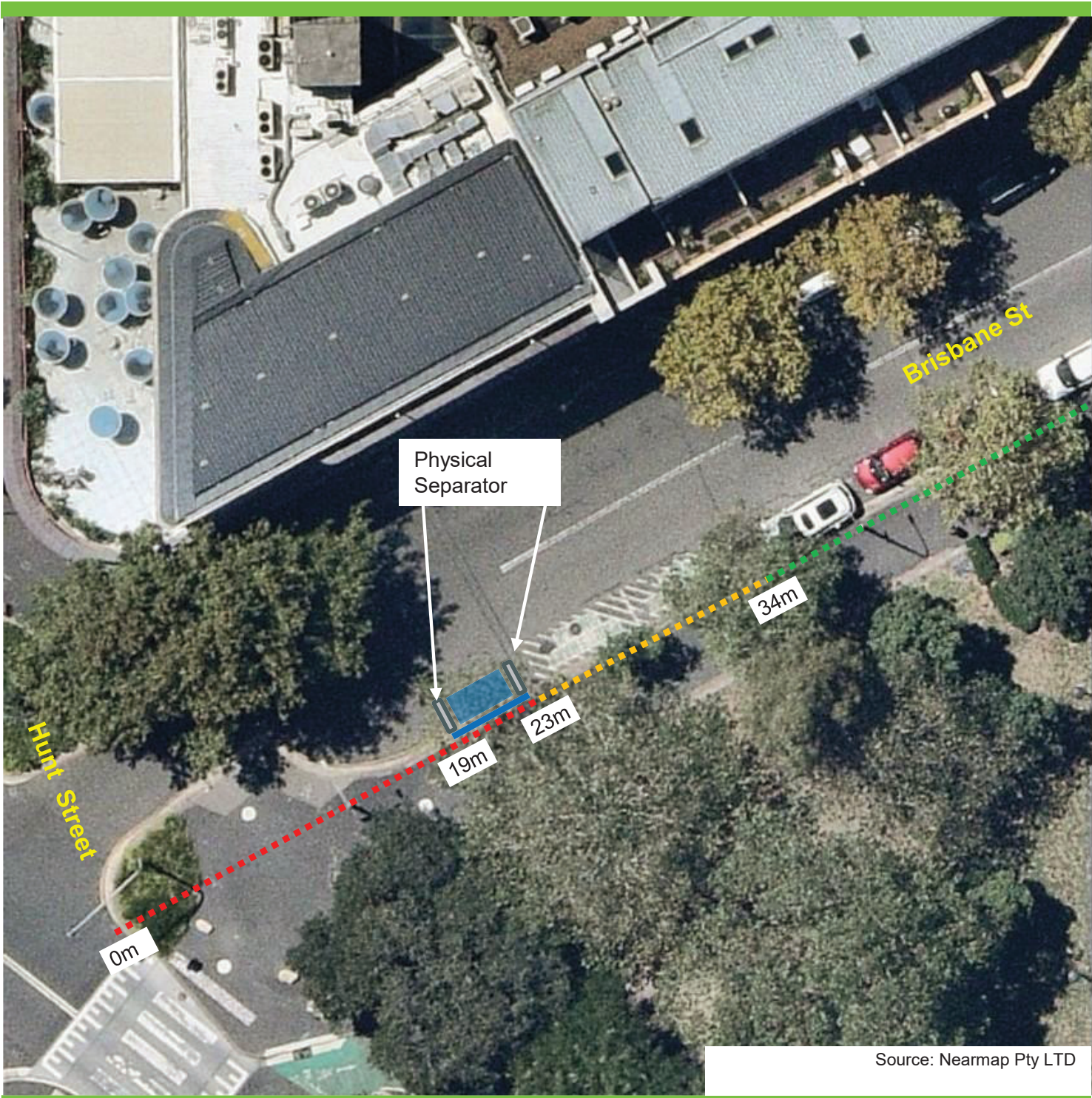
Location:1 Knox Street, Chippendale



Existing
■ ■ ■ "No Stopping"

Proposed
■ Bike Parking Area

Location: 55 Brisbane Street, Surry Hills



Existing

- ■ ■ "No Stopping"
- ■ ■ Car share space
- ■ ■ Ticketed Parking

Proposed

- Bike Parking Area

Item 29.

Traffic Treatment - New Footpath and Raised Pedestrian Crossing - Sydney Observatory Access Road, Millers Point

TRIM Container No.: 2025/676706

Recommendations

It is recommended that the Forum review the installation of the following traffic treatments along the Sydney Observatory Access Road:

- (A) New footpath along the southern side of the Sydney Observatory Access Road west of Upper Fort Street.
- (B) New raised pedestrian crossing on the Sydney Observatory Access Road at its access to the Sydney Observatory National Trust Centre.

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

The Sydney Observatory Access Road (Access Road) is a key walking route for people walking to popular destinations such as the Sydney Observatory National Trust Centre, Fort Street Public School (FSPS), Sydney Harbour Bridge, and nearby parks. Many pedestrians

especially young students from FSPS use Kent Street, Agar Steps, and Access Road to reach their destination.

The footpath from the top of Agar Steps currently ends halfway along the Access Road, forcing pedestrians to walk on the road. Visitors have raised safety concerns, as walking along the road puts them at risk from passing vehicles. The FSPS community has highlighted that school children, often become confused when the footpath ends leading them to either walk on the grass verge which can be a trip hazard or along the road, which increases the risk of conflicts with passing vehicles.

In response to concerns from the community, the City is proposing pedestrian safety improvements along the Access Road to enhance pedestrian safety.

Comments

Site inspections have identified the need to extend the existing footpath along the Sydney Observatory Access Road from its current termination point to improve pedestrian connectivity and mitigate safety risks associated with pedestrian-vehicle interaction.

To ensure a safer walking route, the following traffic treatments are proposed - Refer to Plans 1 and 2:

- A new footpath along the southern side of the Access Road.
- A raised pedestrian crossing mid-block along the Access Road.

These improvements would allow pedestrians, including FSPS students, to walk safely between Agar Steps and Upper Fort Street without needing to walk along road. The raised crossing will also help slow down traffic and improve accessibility.

The proposed footpath will be constructed along the green space on the southern side of the Access Road. The design proposes a footpath width of approximately 1.2 meters to accommodate pedestrian movements. Landscape treatments, including suitable planting, will be incorporated along the footpath edge to provide a physical and visual buffer between the pedestrian zone and the adjacent fence line, enhancing safety and amenity.

There would be no changes to the road layout or the roundabout near the Sydney Observatory, as such traffic flow would not be affected.

Consultation

There are no residential properties impacted by the proposal. The primary stakeholders identified include the Sydney Observatory (National Trust), Fort Street Public School, the National Trust Centre, and the Millers Point Community Resident Action Group. Consultation was undertaken with the identified primary stakeholders regarding the proposed pedestrian safety treatments along the Access Road.

Three submissions were received providing feedback on the proposed treatments. The summary of the submissions received on the proposals, and the City's response are provided in the following table.

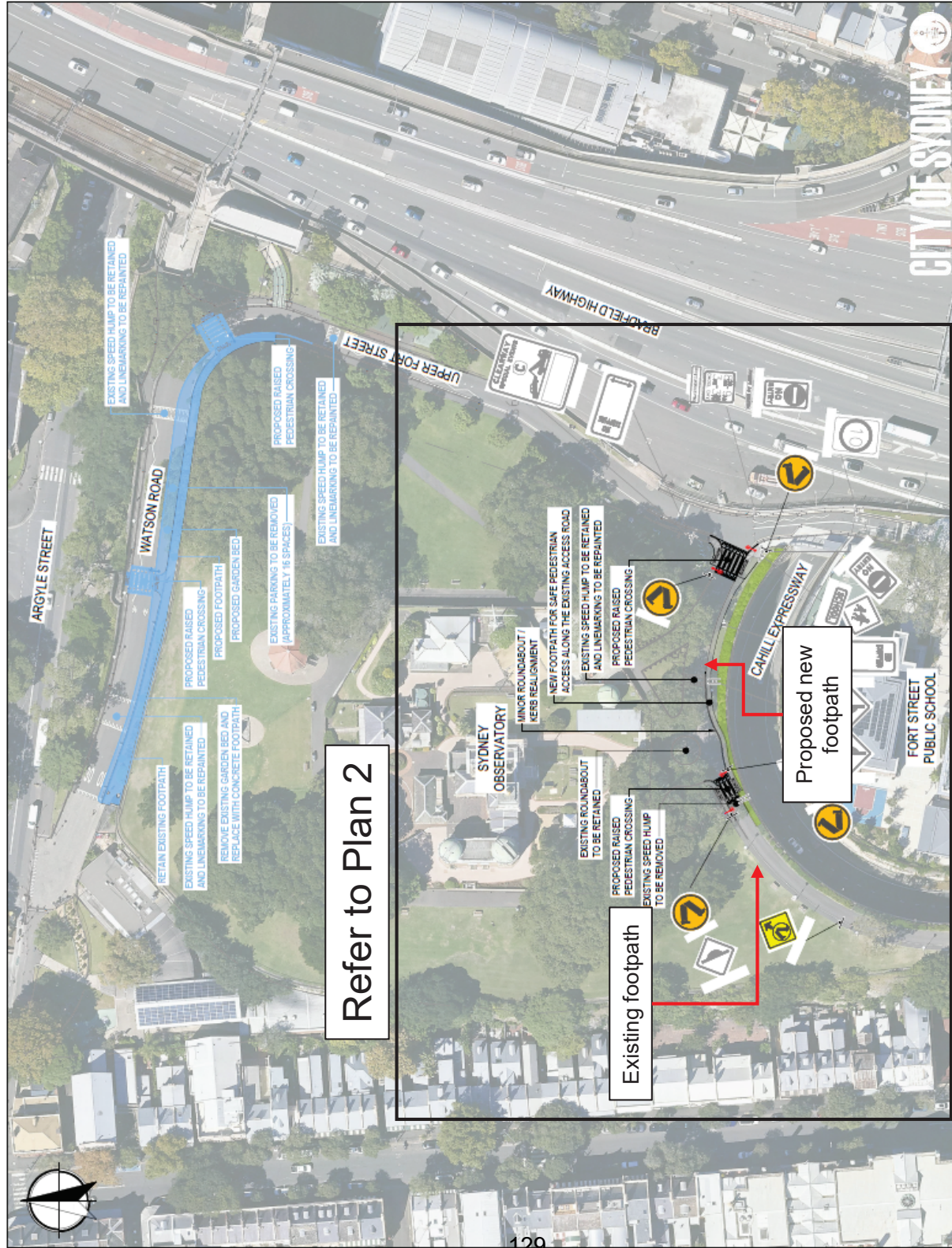
No.	Support/Objection/ Feedback	Summary of submission	COS Response
1.	Feedback	- The submission requests options to improve safety for visitors at the National Trust entry along the shared path. - There is an increased risk of crashes involving visitors entering and existing the trust and bicycle riders. - Improved signs on Upper Fort Street to highlight to drivers and bike riders that they need to give way to oncoming traffic due to the narrow travel lanes.	- The City can work with TfNSW to improve the signage and lighting along the shared cycle path adjacent to the National Trust access. - The City can conduct a site inspection and if required consider installing respective signs on Upper Fort Street to highlight to drivers and biker rider of the narrow travel lanes.
2.	Feedback	- The submission proposes a revised design that removes the existing roundabout and introduces a new roundabout positioned in front of the proposed raised pedestrian crossing. - Additionally, it recommends creating a pedestrianised entrance adjacent to the Sydney Observatory access. These changes aim to deliver a safer, more pedestrian-friendly environment. - The submissions also requests that any new lighting proposed should be discussed with the Observatory to ensure there are no negative impacts from	- The recommendation was considered and decided to be not feasible due to site constraints. - To accommodate the proposed new roundabout in front of the raised pedestrian crossing, a portion of existing green space would need to be removed to allow for the required road alignment. The City is committed to preserving trees and green space wherever possible and therefore seeks to minimise any adverse impacts on these assets. Given these considerations, the proposal outlined in the submission is not supported.

		light pollution affecting the Observatory.	• The design team would discuss new lighting proposal with the Observatory during the design stage to gather the Observatory's support prior to construction.
3.			

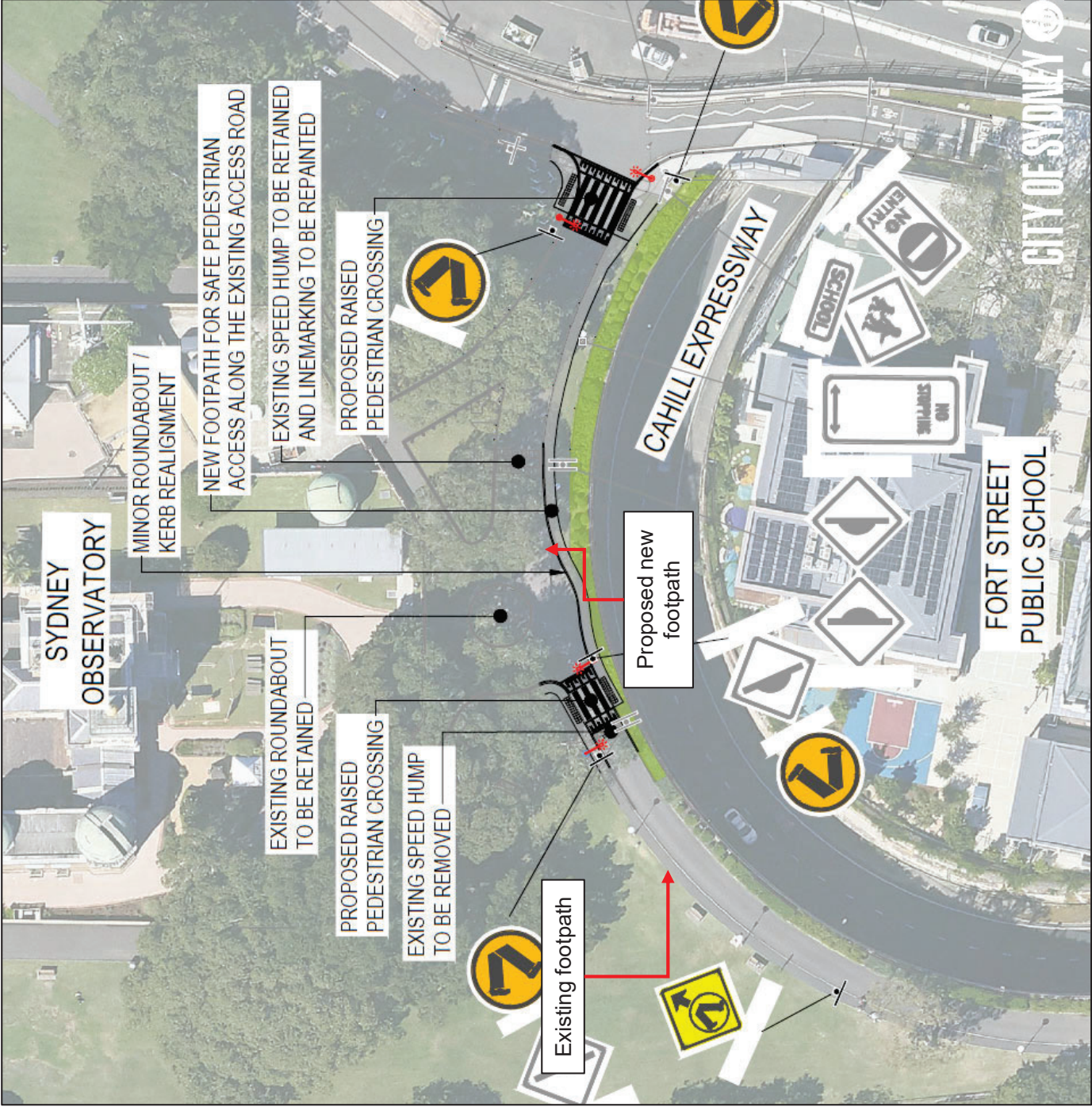
Financial

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

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH



Plan 1 – Proposed new footpath and pedestrian crossing on Observatory Access Road



Plan 2 – Proposed new footpath and pedestrian crossing on Observatory Access Road

Item 30.

Temporary Road Closures - Road Works - Springfield Lane and Earl Street, Potts Point

TRIM Container No.: 2025/702322

Recommendations

It is recommended that the Forum review the following temporary road closures in Potts Point:

- Earl Street between Earl Street and Orwell Street; and
- Springfield Lane between Earl Place and Earl Street.

The temporary closures will be in place in stages for 24 hours from 11 December 2025 to 24 December 2025, and from 21 January 2026 to 28 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 must contact the Kings Cross PAC to discuss deployment of user pay police for the road closures.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City has applied for the temporary road closures of Earl Street and Springfield Lane in Potts Point to undertake road works associated with the installation of shared zone treatments in the street. The closures will be in place in stages as required, between 11-24 December 2025 and between 21 January to 28 February 2026.

Comments

The proposed temporary road closures are required to enable the construction of traffic treatments of shared zones in both Springfield Lane and Earl Street.

Site-specific Traffic Guidance Scheme that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closures have been provided.

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

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

Consultation

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

Financial

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

LISA XU, PROGRAM COORDINATOR

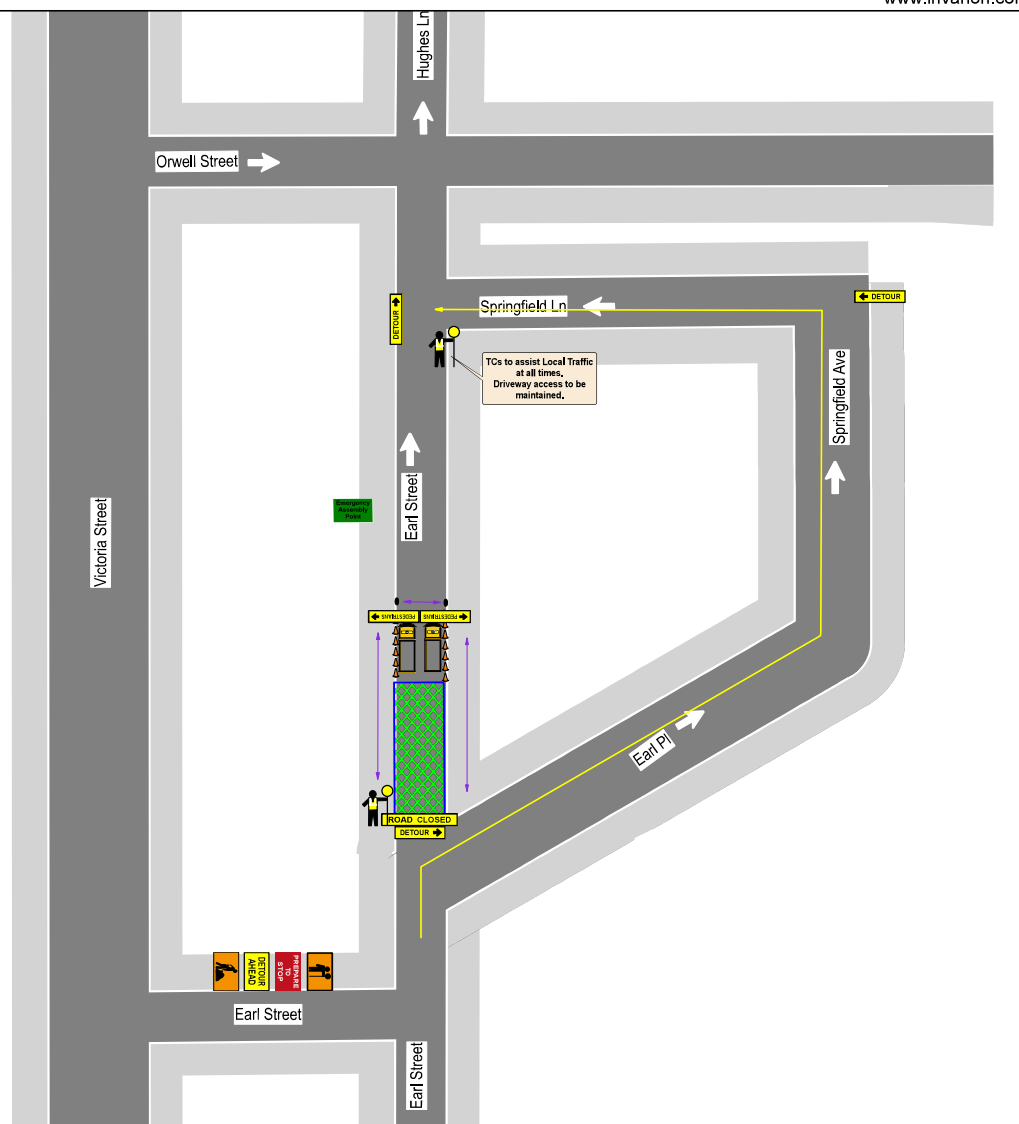
Date: 04/03/2025 Author: Elizabeth Neiva Project: TGS- Earl - Road Closed - STAGE 1
JOB No: 2055 Road Speed: 40 Address: Earl Street and Earl Pl
Dimension: 15m

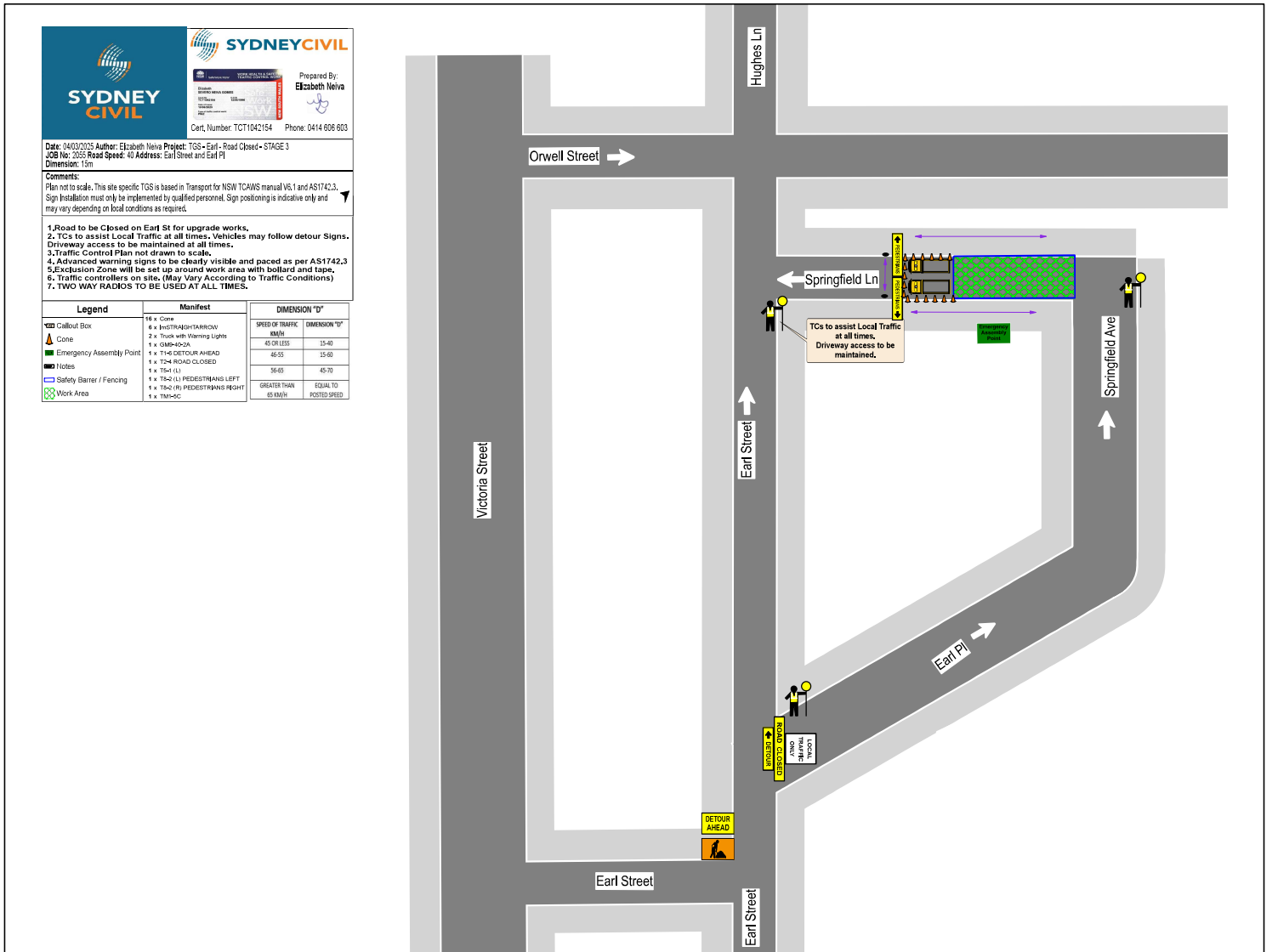
Comments:

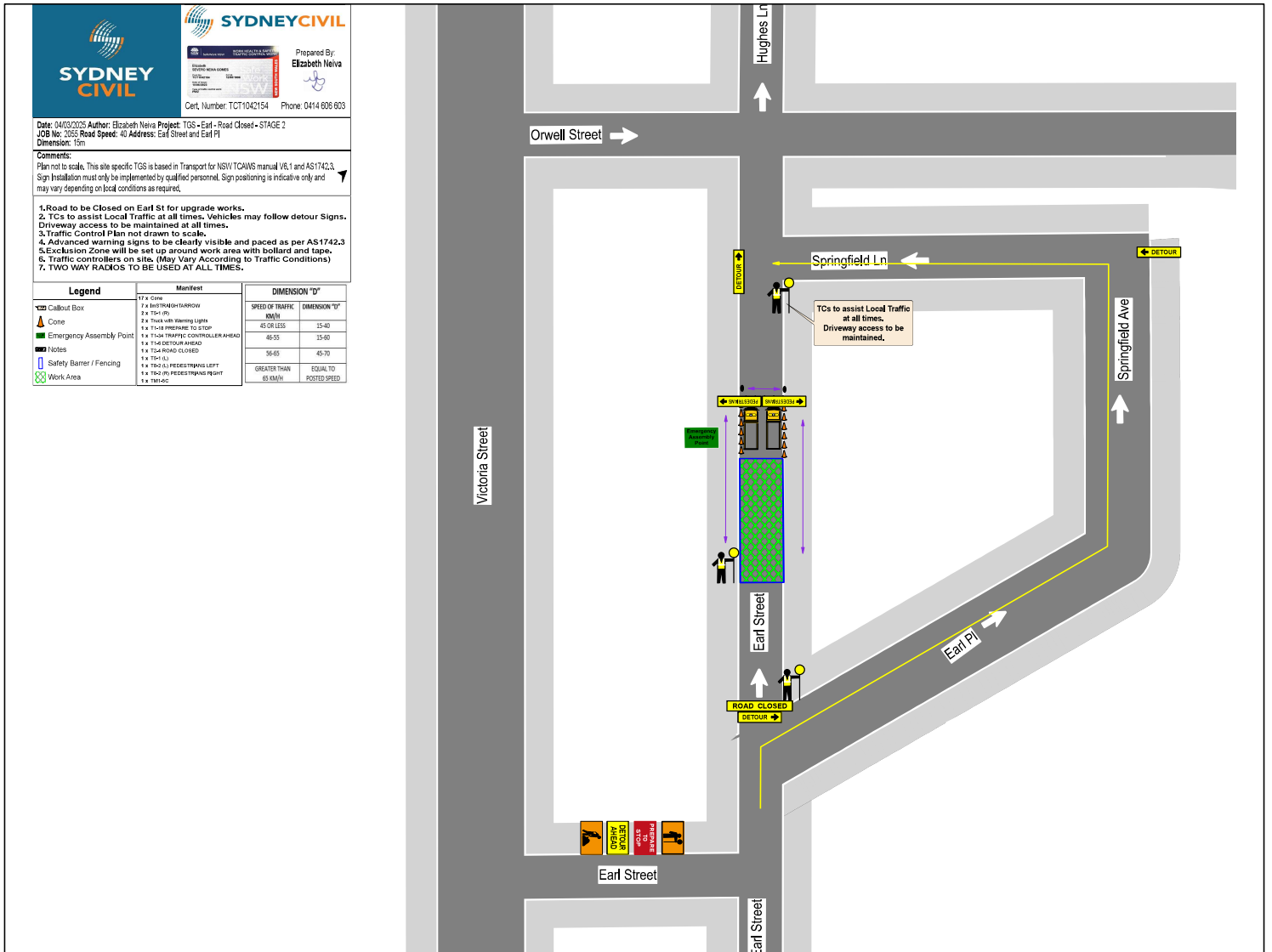
Comments:
Plan not to scale. This site specific TGS is based in Transport for NSW TCAWS manual V6.1 and AS1742.3.
Sign Installation must only be implemented by qualified personnel. Sign positioning is indicative only and may vary depending on local conditions as required.

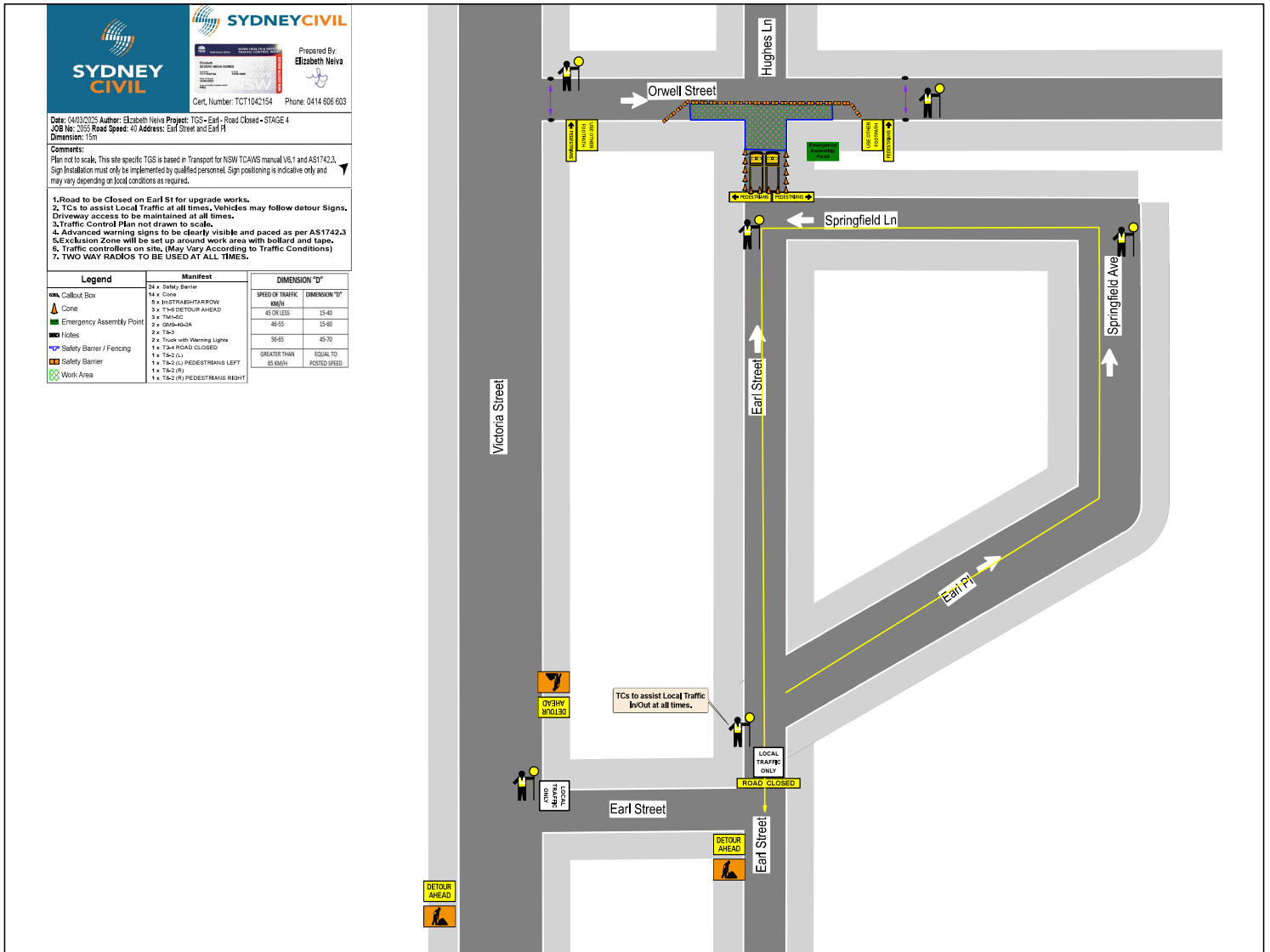
1. Road to be Closed on Earl St for upgrade works.
2. TCs to assist Local Traffic at all times. Vehicles may follow detour Signs. Driveway access to be maintained at all times.
3. Traffic Control Plan not drawn to scale.
4. Advanced warning signs to be clearly visible and paced as per AS1742.3.
5. Exclusion Zone will be set up around work area with bollard and tape.
6. Traffic controllers on site, (May Vary According to Traffic Conditions)
7. TWO WAY RADIOS to BE USED AT ALL TIMES.

Legend		Manifest	DIMENSION "D"	
	Callout Box	17 x Cone	RATIO OF TRAFFIC SPEED	DIMENSION "D"
	Cone	2 x 4500 TRAFFIC CONE/ROW	45 OR LESS	15-40
	Emergency Assembly Point	2 x T-51 (PG)	46-55	15-60
	Notes	2 x Truck with Warning Lights	56-65	15-60
	Safety Barrier / Fencing	1 x T-16 PREPARE TO STOP	66-85	45-70
	Whisk Anna	1 x T-16 TRAFFIC CONTROLLER AHEAD	86-95	45-70
		1 x T-6 DETOUR AHEAD	96-105	45-70
		1 x T-6 ROAD CLOSED		
		1 x T-62 (L) PREDETRIPS LEFT	GREATER THAN 65 MPH	EQUAL TO
		1 x T-62 (P) PREDETRIPS RIGHT	GREATER THAN 65 MPH	POSTER EQUAL









Item 31.

Traffic Treatment - Permanent Road Closure - Unnamed Lane, Chippendale - December 2025

TRIM Container No.: X039457.233

Recommendations

It is recommended that the committee endorse the closure of road to vehicular traffic of Unnamed Lane, Chippendale between Myrtle Street, and Dangar Place.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A food and beverage business located at the corner of Unnamed Lane and Myrtle Street; Chippendale has applied for an outdoor dining area as part of the Alfresco Dining Program.

Given that Abercrombie Street is Classified Road and Myrtle Street is a Main Council Road with timed Clearways in front of this site, it is not a suitable candidate for road reallocation to support the business on either of these roads. As such, the business is proposing to utilise Unnamed Lane for the purpose of outdoor dining on the roadway.

Comments

Unnamed Lane is a dead-end lane (which has local two-way traffic) that runs in a north-south direction off Myrtle Street. Unnamed Lane is approximately 3.2 metres wide with no footpaths and provides pedestrian access to two commercial properties located on the southern and eastern side of the lane.

There is no kerb side parking in the street. There are no “No Parking” or “No Stopping” restrictions installed along either kerb sides respectively.

Vehicle and speed surveys were undertaken in Unnamed Lane from Thursday 28 August to Wednesday 3 September 2025. A summary of the traffic survey data is outlined in the following table.

Table 1 Unnamed Lane Vehicle Speeds and Volumes

Street Name	Direction	85th Percentile Speed (km/hr)	Seven-day AADT
Unnamed Lane	Northbound	13.2	1
	Southbound	13.2	1

It is evident from the traffic survey data that Unnamed Lane experiences very low vehicle volumes and speeds. Unnamed Lane is mainly accessed by local traffic accessing the commercial properties and businesses in the area. Vehicles on Unnamed Lane are mainly serving the businesses on the lane.

The surveys recorded an Average Annual Daily Traffic (AADT) of 2 vehicles per day in Unnamed Lane and an average speed of 13.2 km/h. Therefore, a road closure of Unnamed Lane south of Myrtle Street would have minimal impact.

The treatment proposed to implement the road closures would continue to provide access to both pedestrians and bike riders. When the outdoor dining area is installed, adequate space would be provided to accommodate pedestrians in wheelchairs and prams and bike riders.

If the road closure is implemented, it would be installed using removable bollards which will allow the food and beverage business to operate outdoor dining in Unnamed Lane. When the budget is available in the Capital Works Program, the road closure may include streetscape treatment measures.

Consultation

The City consulted with 192 properties of residents and businesses.

The City consulted residents and businesses in the area. There were twenty one submissions received, fourteen objections (twelve main reason being noise - two about access) and seven in support.

The submissions are summarised below:

Submission: TRIM No and address	Description of submission	City's Comments
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	Parking in the vicinity is already limited causing significant problems for road users	The assessment of the continued use of the roadway for outdoor dining for the site has considered the competing demand for parking of private vehicles on public streets with the broader benefits of outdoor dining including increased activation of the public domain and supporting of businesses in the community. In this instance the proposed continued use of the roadway for outdoor dining is supported despite the loss of some on-street parking capacity
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The road reallocation renewal will continue to cause more noise and misbehaviour from patrons and affect the amenity of the local area	The proposed trading hours are within the approved indoor hours of the premises and recommended outdoor operating hours under the Sydney Development Control Plan 2012. The premises must comply with any development application conditions of consent, Plan of Management, acoustic report, outdoor dining terms of approval and relevant legislation related to noise and premises management. The premises has no outstanding compliance issues with the City relating to noise or management of the outdoor dining area.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The outdoor dining area is not heavily utilised and should not be approved for a further period. The venue continues to misuse the laneway with excess rubbish and maintenance noise which is distracting for office workers in the adjacent building.	Eligible food and drink premises are permitted to use an outdoor dining area on the roadway despite patronage. By implementing outdoor dining, the space will strictly only be used for this purpose and will no longer be a littered area. and premises management. The premises has no outstanding compliance issues with the City relating to noise or management of the outdoor dining area. And premises management. The premises has no outstanding compliance issues with the City relating to noise or management of the outdoor dining area.
FA/2025/457 - 87-93 Abercrombie	The road reallocation renewal will continue to cause more noise and	The proposed trading hours are within the approved indoor hours of the premises and recommended

Street CHIPPENDALE	misbehaviour from patrons and affect the amenity of the local area	outdoor operating hours under the Sydney Development Control Plan 2012. The premises must comply with any development application conditions of consent, Plan of Management, acoustic report, outdoor dining terms of approval and relevant legislation related to noise and premises management. The premises has no outstanding compliance issues with the City relating to noise or management of the outdoor dining area. And premises management. The premises has no outstanding compliance issues with the City relating to noise or management of the outdoor dining area.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The outdoor dining area is not heavily utilised and should not be approved for a further period. The venue continues to misuse the laneway with excess rubbish and maintenance noise which is distracting for office workers in the adjacent building.	The outdoor dining area has been reviewed and endorsed by engineers from the City of Sydney and Transport for NSW. No major accident or vehicle accessibility issues have been made aware to Council.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The outdoor dining area poses a safety risk. The thoroughfare is heavily used by residents.	The outdoor dining area has been reviewed and endorsed by engineers from the City of Sydney and Transport for NSW. No major accident or vehicle accessibility issues have been made aware to Council.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The patrons regularly smoke in the outdoor dining area.	Smoking is not permitted within approved outdoor dining areas, within 4 metres of approved outdoor dining areas or within 4 metres of any pedestrian access points into a building. This is prescribed under the Smoke Free Environment Act 2000.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The roadway is public land and should not be used for commercial purposes. It is	The Roads Act 1993 permits outdoor dining on the road in association with an approved food and drink premises

	highly inappropriate to allow the venue to claim rights of the public laneway and block local access.	
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The premises should not be allowed to trade until 2am as it will cause excessive noise and disturbance to the local area. Additionally, the venue should not be approved as a late night special precinct area.	If the application is approved, the latest outdoor trading hour would be 10pm and at no point would an approval be issued beyond this time.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The venue is not suitable to have large outdoor events and was once ruled not appropriate for this by Council.	The application concerns the use of the laneway for outdoor dining purposes only, trading until 10pm every night. this application does not grant approval for the venue to host large late night outdoor events.
FA/2025/457 - 87-93 Abercrombie Street CHIPPENDALE	The notification area for such a high impact venue should be at least 100m from all boundaries of the venue.	The notification area was extended beyond a regular footway application, being notified for 14 days at a 50m radius. A regular footway is notified for 11 days within a 25m radius. 192 properties were notified during this period.

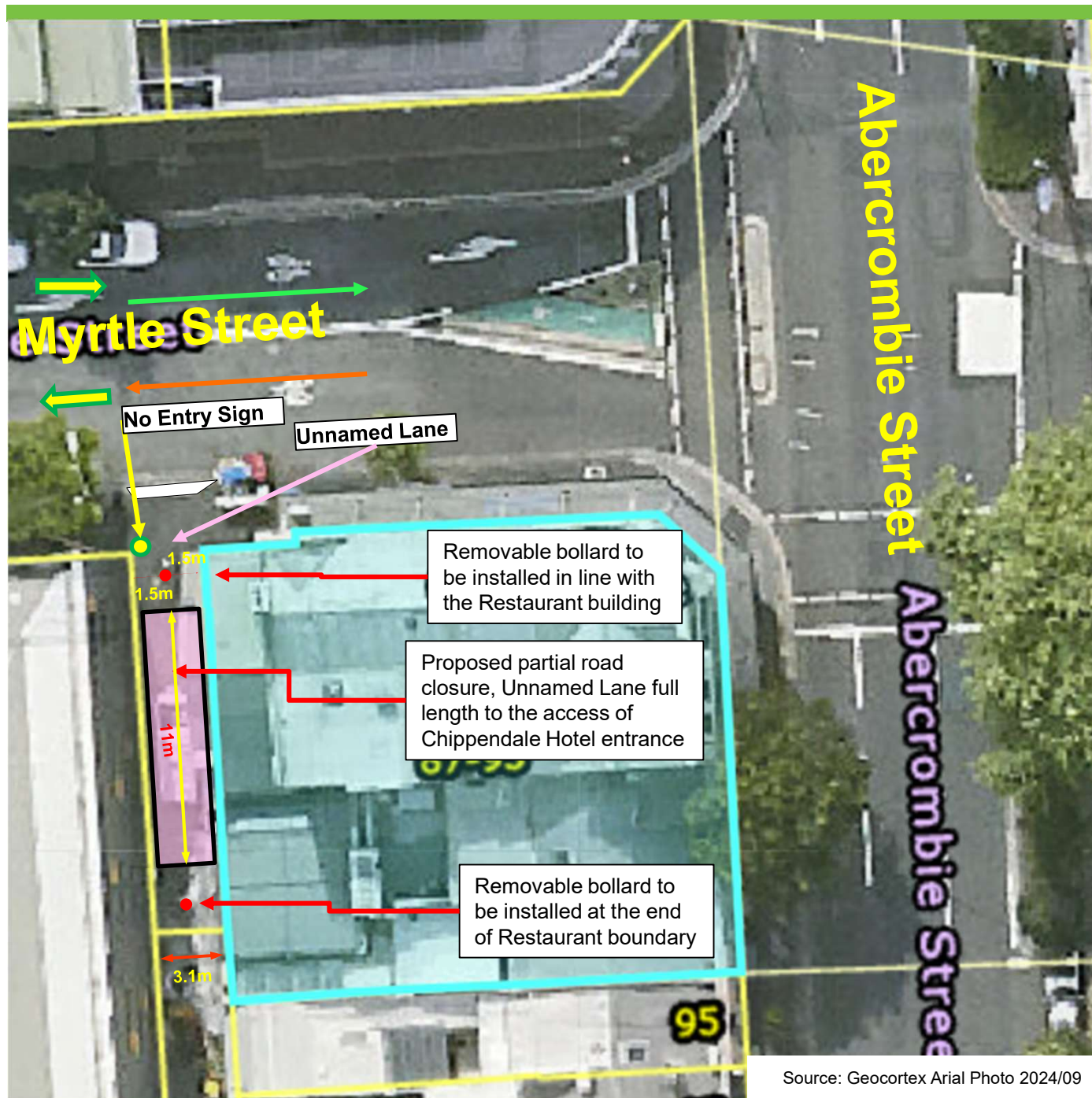
Financial

Funds are available in the current budget.

KAMAHL ZARSHENAS, TRAFFIC MANAGER – NIGHT TIME CITY

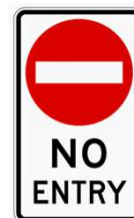
Unnamed Lane, Chippendale

Proposed road closure between Myrtle Street to the south end of the road



-  Removable bollards
-  Traffic flow directions
-  Proposed partial road closure, Unnamed Lane full length as shown

"No Entry" (R2-4)



Item 32.

Traffic Treatment - Road Closure to Traffic - Hansard Street, Zetland

TRIM Container No.: 2024/190164

Recommendations

It is recommended that the Forum review the road closure of Hansard Street, Zetland at its intersection with Botany Road.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In 2024, the City received a petition from the community requesting for a closure of Hansard Street at Botany Road. The community has raised concerns about through traffic on Hansard Street and is requesting for a permanent closure to reduce traffic using this street and therefore creating a safer environment for pedestrians and cyclists.

Comments

The City commissioned a seven day tube count in Hansard Street, in May 2025.

Traffic data have shown that there is an average of 831 vehicles per day travelling westbound and exiting from Hansard Street onto Botany Road.

It is expected that the vehicles currently using Hansard Street to travel onto Botany Road will now use Geddes Avenue or Epsom Road via the signalised intersection.

Currently, Hansard Street is a two-way residential street and provides a left-out arrangement at Botany Road. The City is aware that vehicles have been constantly conducting rat-runs through Hansard Street to reach Botany Road which impacts the residential amenity for residents of Hansard Street.

This proposal will install temporary bollards to close Hansard Street at Botany Road to vehicle traffic and maintain access for people walking and cycling. The closure to traffic will help to improve general safety in the area by eliminating through traffic, making it safer for people walking in the area and increase open space. A permanent closure with landscaping will be scheduled to be constructed in the future as part of City's Capital Works Program.

It is not anticipated that there will be any loss of parking. However, if required, up to two permit parking spaces will be lost on Hansard Street to provide space for a turning bay.

Consultation

The City consulted local residents and businesses in the area. There were 410 letters sent out with ten responses supporting the proposal and eight responses opposing the proposal. The original petition that was received included signatures from 52 individuals that reside on Hansard Street.

Three of the objecting submissions received had concerns about large vehicles and delivery trucks not being able to conduct u-turns at the end of Hansard Street. The City notes that designs will be made to accommodate swept paths of service vehicles.

Four of objecting submissions raised concerns with increasing the number of vehicles that would need to travel through Green Square town centre as well reduced access to Botany Road. Furthermore, the alternative access to Epsom Road would be extremely difficult via Dunning Avenue. The City notes that the aim of this proposal is to reduce vehicles using residential streets such as Hansard Street and instead use streets with signalised intersections such as Epsom Road or Geddes Avenue which can be reached via Zetland Avenue.

The last objection advised that they do not believe there are any issues with the existing arrangement and rat running and that more consideration should be given to this proposal.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER

Hansard Street, Zetland
Proposed Closure to Traffic



- Existing
-  Bollard
 -  Permanent Road Closure Zone

Item 33.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

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.