

19 February 2026

At 10.00 am

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

Disclaimer

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

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

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

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

1. The views expressed in this document are those of the Forum members, not necessarily the views of the City of Sydney Council.
2. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum not a Forum of the City of Sydney Council, but a Forum of the Transport for NSW.
3. Council has been delegated certain powers from the Transport for NSW with regards to traffic matters on local roads. A condition of this delegation is that Council must take into account the advice of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum.
4. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.
5. All proposals recommended by the Local Pedestrian, Cycling, Traffic Calming and Transport Forum must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal).
6. There are four formal members of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum - the City of Sydney, the Transport for NSW, the NSW Police and the local State Members of Parliament or their nominee. There are also informal advisors who may attend.
7. On 10 October 2024, Council appointed Councillor Adam Worling as Chairperson and Councillor Jess Miller as Alternate Chairperson of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum.
8. Members of the public are welcome to attend and speak to an item on the Local Pedestrian, Cycling, Traffic Calming and Transport Forum agenda. Addresses to the Forum are limited to 3 minutes, but this can be extended at the discretion of the Chairperson. If a member of the public wishes to attend, it is requested that they inform the Forum Secretary in advance on ccalabro@cityofsydney.nsw.gov.au.
9. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum meet every third Thursday of the month at 10m in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
10. Local Pedestrian, Cycling, Traffic Calming and Transport Forum agendas, reports and minutes are available on the City's Website:
www.cityofsydney.nsw.gov.au/Council/MeetingsAndCommittees

Item 1.

Confirmation of Minutes of Meeting 2026/01 held on 19 February 2026

Decision

Item 2.**Item for Information - Traffic and Transport Proposals Endorsed Under Delegated Authority**

TRIM Container No.: 2026/035463

For Information

It is recommended that the Forum note the following traffic and transport proposals approved under Delegation 72b) of the *Register of Delegations from CEO to directors and staff (18 December 2025)* and in accordance with the *TfNSW Instrument of Delegation and Authorisation Traffic Management and Pedestrian Works Temporary Delegation to Councils No. 2*.

Item	TRIM reference	Location	Proposal Type	Approval Date
1	2025/617761-09	Wynyard Lane, between Wynyard and Margaret Streets, Sydney	Works Zone	14 November 2025
2	2025/733432	Macquarie Street between Albert and Bridge Streets, Sydney	Works Zone	16 December 2025
3	2025/747675	Palmer Street between Liverpool Lane and Chapel Street, Darlinghurst	Works Zone	11 December 2025
4	2025/778468	Reuss Street east of Purves Street, Glebe	Works Zone	23 December 2025
5	2025/779516	Pitt Street, between Goulburn and Liverpool Streets, Sydney	Works Zone	18 January 2026
6	2025/780058	Tusculum Street between Manning and Hughes Streets, Potts Point	Works Zone	24 December 2025
7	2025/661022-08	Liverpool Street between George and Pitt Streets, Sydney	No Parking	30 November 2025

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – All PACs
Representatives for the Member for Sydney, Heffron, Newtown and Balmain

Advice

Advice will be updated after the meeting.

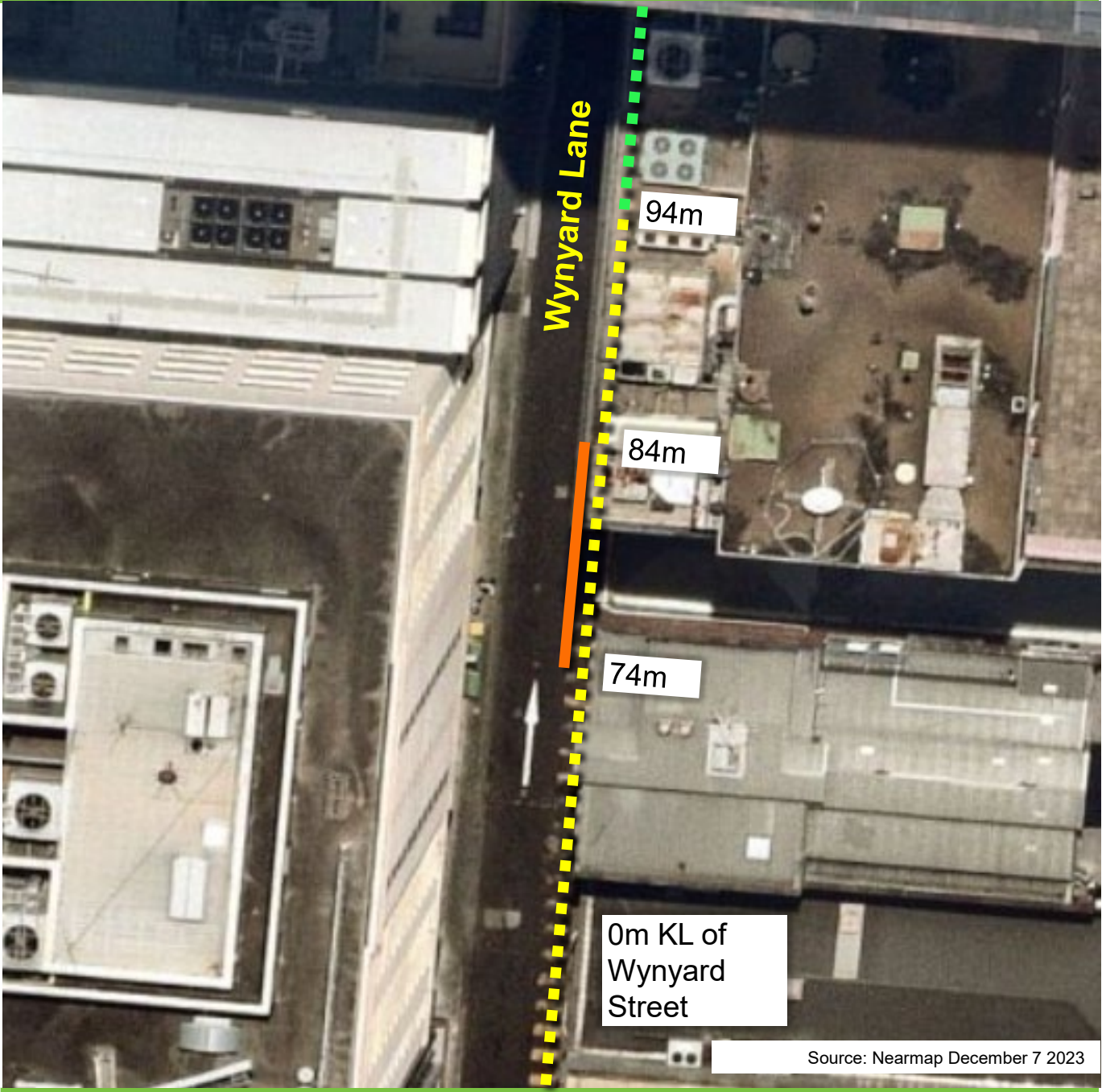
Consultation & Financial Impacts

Item	Location	Proposal Type	Consultation	Financial Impacts
1	Wynyard Lane, between Wynyard and Margaret Streets, Sydney	Works Zone	Applicants must notify adjacent properties at least 14 days prior to the implementation of the Works Zone	All costs associated with implementing the proposal will be borne by the Applicant.
2	Macquarie Street between Albert and Bridge Streets, Sydney	Works Zone		
3	Palmer Street between Liverpool Lane and Chapel Street, Darlinghurst	Works Zone		
4	Reuss Street east of Purves Street, Glebe	Works Zone		
5	Pitt Street, between Goulburn and	Works Zone		

Item	Location	Proposal Type	Consultation	Financial Impacts
	Liverpool Streets, Sydney			
6	Tusculum Street between Manning and Hughes Streets, Potts Point	Works Zone		
7	Liverpool Street between George and Pitt Streets, Sydney	No Parking	- 158 letters sent out - 1 support - 0 oppose	Funds are available in the current Traffic Operations New Signs and Lines budget.

CLEMENT LIM, A/TRAFFIC OPERATIONS MANAGER

Wynyard Lane, Sydney
Works Zone Proposal



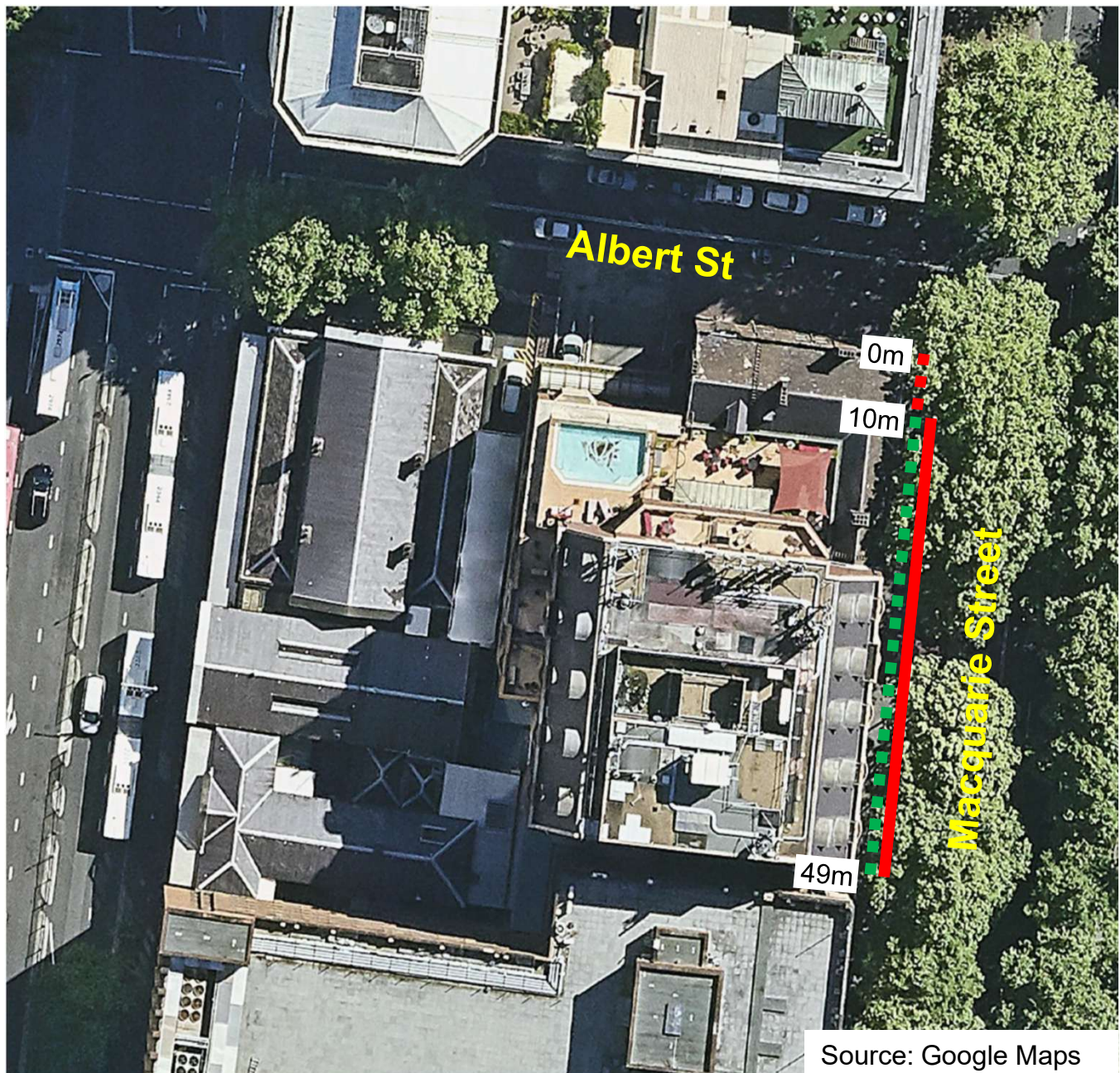
Existing

-  No Stopping
-  Existing Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat
- No Stopping all other times

Proposed

-  Works Zone 7am-7pm Mon-Fri 7am-5pm Sat
- No Stopping all other times

Macquarie Street, Sydney Works Zone Proposal



Existing

- ■ ■ "No Stopping"
- ■ ■ "P5min"

Proposed

- "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "4P Ticket 7pm-10pm Mon-Fri 5pm-10pm Sat 8am-10pm Sun"

Palmer Street, Darlinghurst
Works Zone Proposal



Existing



No Stopping



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



Driveway

Proposed



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

2P Ticket 5.30pm-10pm Mon-Fri
3.30pm-10pm Sat 8am-10pm Sun &
Public Holidays Permit Holders
Excepted Area 21

Reuss Street, Glebe Works Zone Proposal



Source: Google Maps

Existing

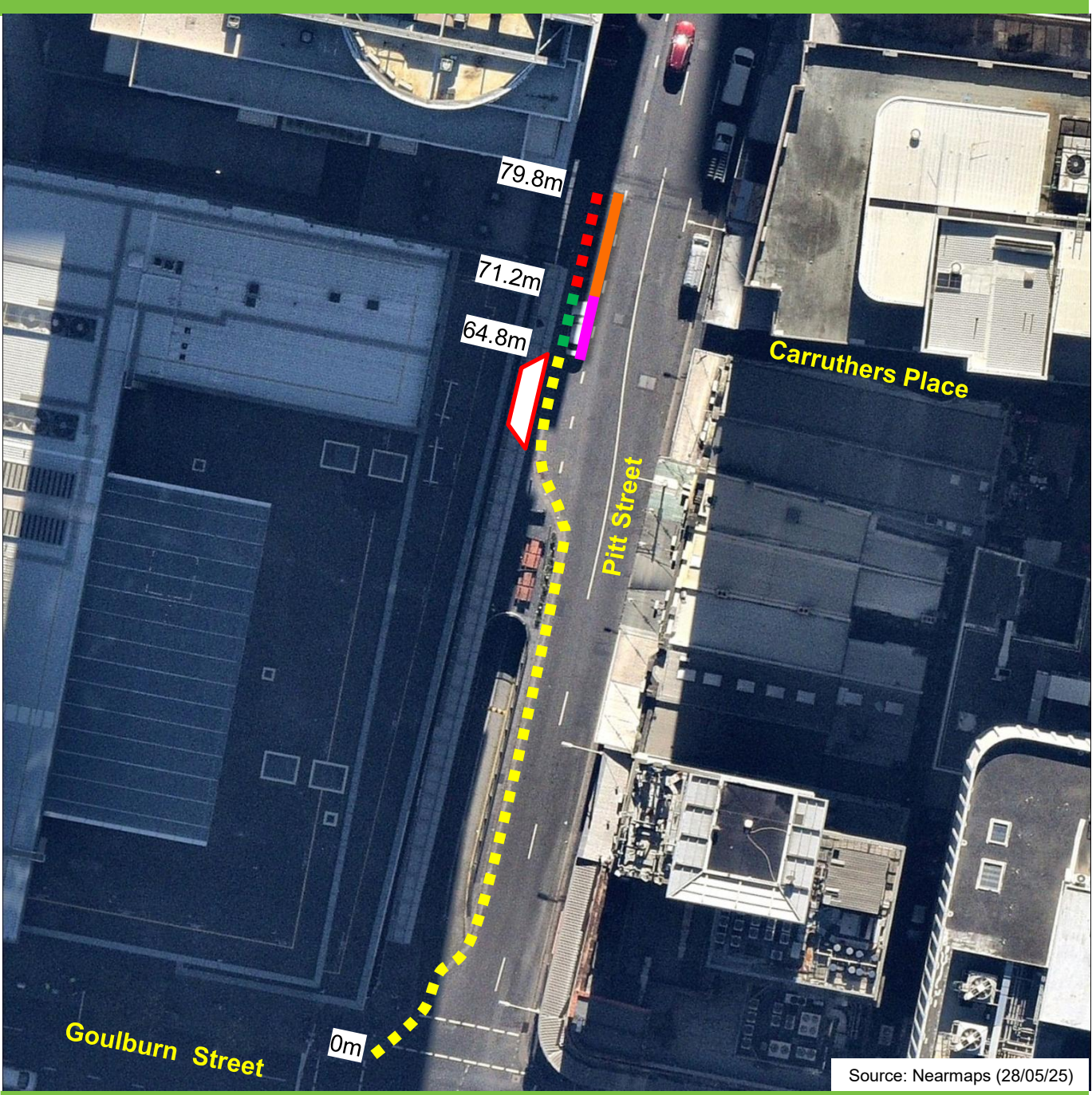
- ■ ■ No Stopping
- ■ ■ 1P 8am-10pm Permit Holder Excepted Area G

Proposed

- Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat
- Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat
- No Stopping All Other Times
- 1P 5.30-10pm Mon-Fri 3:30-10pm Sat 8am-10pm Sun & Public Holidays

Proposal

Pitt Street, Sydney Works Zone Proposal



Source: Nearmaps (28/05/25)

Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping 6am-6pm Mon-Fri" and "P5minute All Other Times"
- ■ ■ "P5minute"

Proposed

- "Works Zone 7pm-7am Sun-Thu", "No Stopping 7am-7pm Mon-Fri" and "P5minute All Other Times"
- "Works Zone 7pm-7am Sun-Thu" and "P5minute All Other Times"

Tusculum Street, Potts Point
Works Zone Proposal



Existing	Proposed
 No Stopping	 Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat
 1P 8am-10pm Permit Holders Excepted Area 19	1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays Permit Holders Excepted Area 19

Liverpool Street, Sydney
Proposed parking changes



Existing

- Orange dashed line "Loading Zone"
- Red dashed line "No Parking Aust. Post Vehicles Excepted"
- Green dashed line Loading Zone / 4P Ticket

Proposed

- Blue solid line "No Parking"

Item 3.

Street Event - Temporary Road Closures - Anzac Day 2026 at The Clock Hotel

TRIM Container No.: 2026/013019

Recommendations

It is recommended that the Forum review the temporary road closures for the Anzac Day 2026 at The Clock Hotel on Saturday, 25 April 2026 from 10am to 11pm 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 must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

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

The Clock Hotel has applied for the temporary road closures of Collins Street between Crown Street and Richards Lane for the Anzac Day 2026 at The Clock Hotel on Saturday, 25 April 2026 from 10am to 11pm.

Comments

The Anzac Day 2026 at The Clock Hotel is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Collins Street, Surry Hills between Crown Street and Richards Lane, adjacent to Shannon Reserve and the Clock Hotel, is a regular temporary road closure location for Surry Hills Neighbour events. Events in this location have not previously caused any traffic issues in the area with local access still available from other adjacent streets. There will be bump in times of 10am to 11am and bump out times of 10pm to 11pm on 25 April 2026.

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.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

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Item 4.**Street Event - Temporary Road Closures - Asia Live 2026**

TRIM Container No.: 2026/011417

Recommendations

It is recommended that the Forum review the temporary road closure of Little Hay Street between Harbour Street and Sussex Street on the following days and times:

- 8am-6pm Tuesday March 31, Wednesday April 1, Thursday April 2, Friday April 3
- 6am-11.59pm Monday March 30, Saturday April 4, Saturday April 11, Saturday April 18, Monday April 20.

and the temporary road closure of Kimber Lane between Hay Street and Little Hay Street on the following days and times:

- 6am-11.59pm Saturday April 4, Saturday April 11, Saturday April 18.

for the Asia Live 2026 festival, 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 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

Bespok3 has applied for the temporary road closures of Kimber Lane, and Little Hay Street for the operation of the Asia Live festival and the installing and removal of festival infrastructure.

Comments

Asia Live is an new event that requires the temporary closure of City streets and traffic detours around the event.

Consultation

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

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

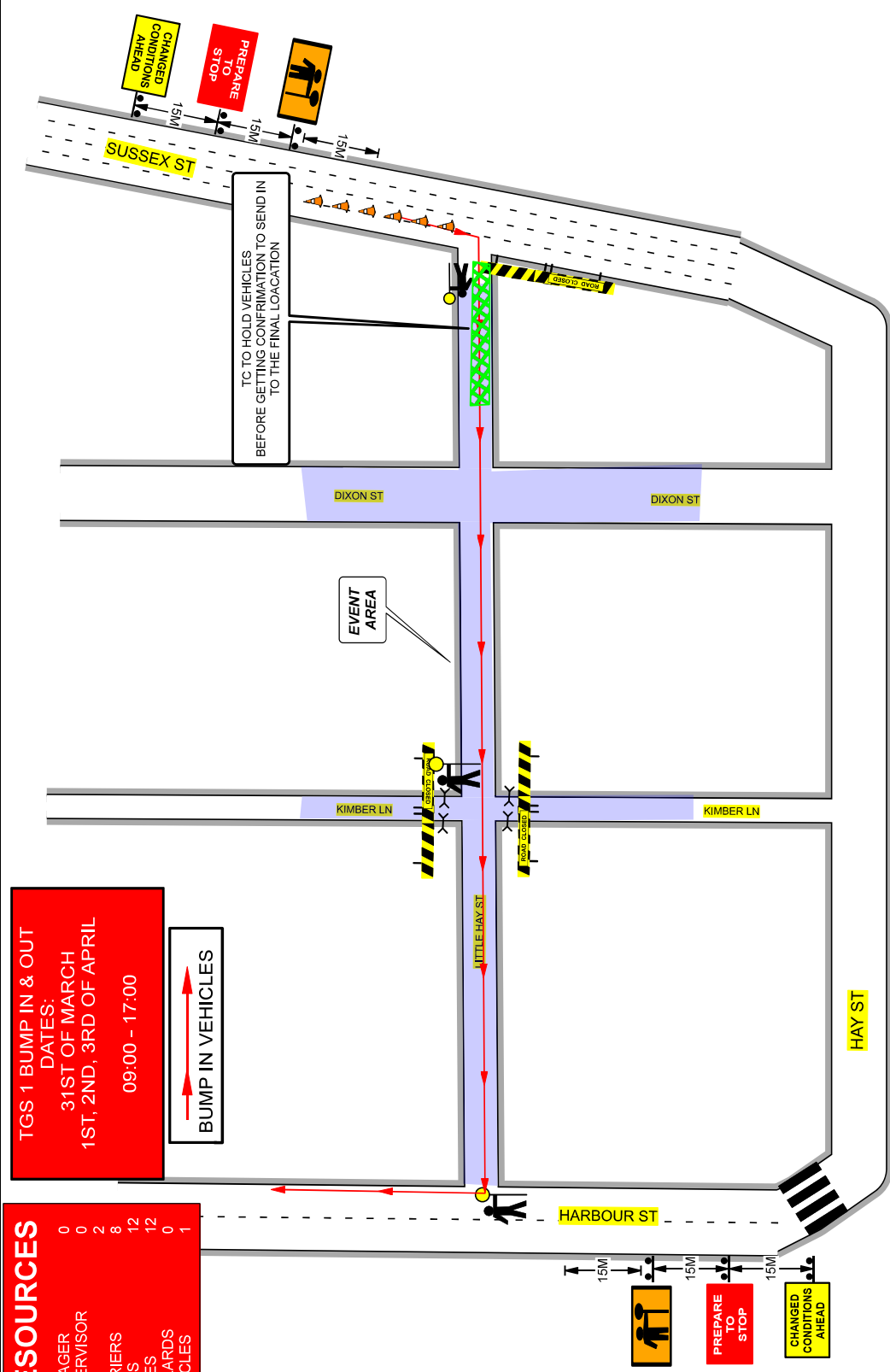
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE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

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	2
BARRIERS	8
SIGNS	12
CONES	12
BOLLARDS	0
VEHICLES	1

**TGS 1 BUMP IN & OUT
DATES:
31ST OF MARCH
1ST, 2ND, 3RD OF APRIL
09:00 – 17:00**

BUMP IN VEHICLES



DIMENSION "D"

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

TOLERANCES

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

LANE WIDTHS

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

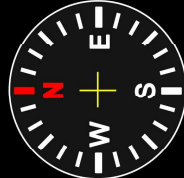
MANAGEMENT PLAN

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

VEHICLE MANAGEMENT PLAN

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

Client:	
Road Name:	
Suburb:	
TC's	
Required:	
Vehicles	
Required:	



Bespok3	Term:		ROL Required:	YES	Date Prepared:	06/10/2025	Designed By:	RAMIE ABOU CHAKRA
HAY ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	20755	Accreditation:	PWZTMP / TCT 0103748
HAYMARKET	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	1	Approved By:	JAY RUBIE
X 3	Travelled Path:	PAST	Traffic Light No:		Version No:	1	Accreditation:	PWZTMP / TCT 0038205
X 1	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	HARBOUR ST	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

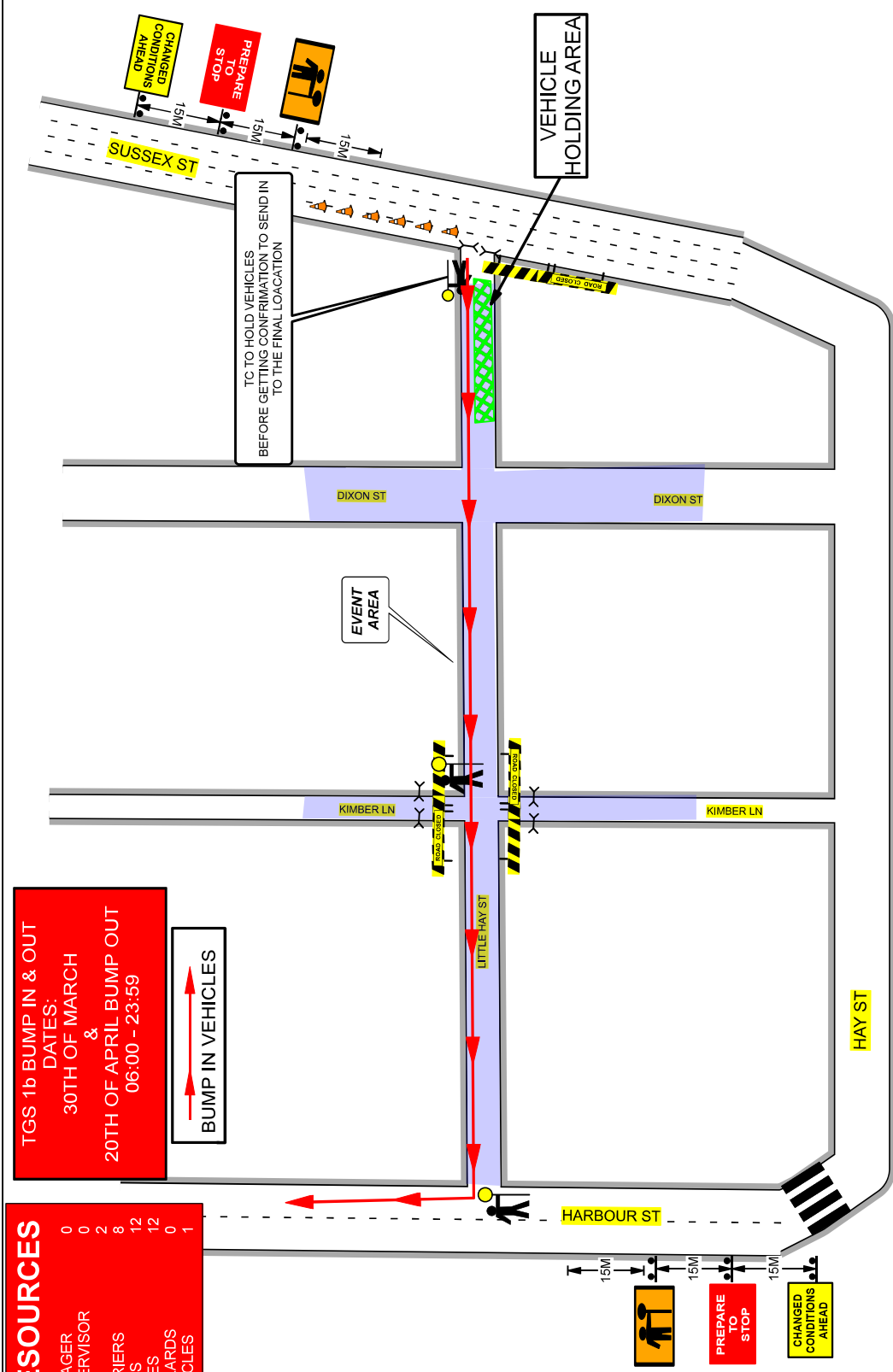
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4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	2
BARRIERS	8
SIGNS	12
CONES	12
BOLLARDS	0
VEHICLES	1

**TGS 1b BUMP IN & OUT
DATES:
30TH OF MARCH
&
20TH OF APRIL BUMP OUT
06:00 – 23:59**

BUMP IN VEHICLES



DIMENSION

SPEED OF TRAFFIC	DIMENSION D=M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 OR MORE	15m
67 OR MORE	15m
68 OR MORE	15m
69 OR MORE	15m
70 OR MORE	15m
71 OR MORE	15m
72 OR MORE	15m
73 OR MORE	15m
74 OR MORE	15m
75 OR MORE	15m
76 OR MORE	15m
77 OR MORE	15m
78 OR MORE	15m
79 OR MORE	15m
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106 OR MORE	15m
107 OR MORE	15m
108 OR MORE	15m
109 OR MORE	15m
110 OR MORE	15m
111 OR MORE	15m
112 OR MORE	15m
113 OR MORE	15m
114	15m

TOLERANCES

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

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
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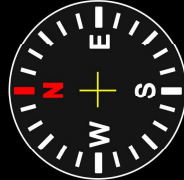
MANAGEMENT PLAN

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

E MANAGEMENT PLAN

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

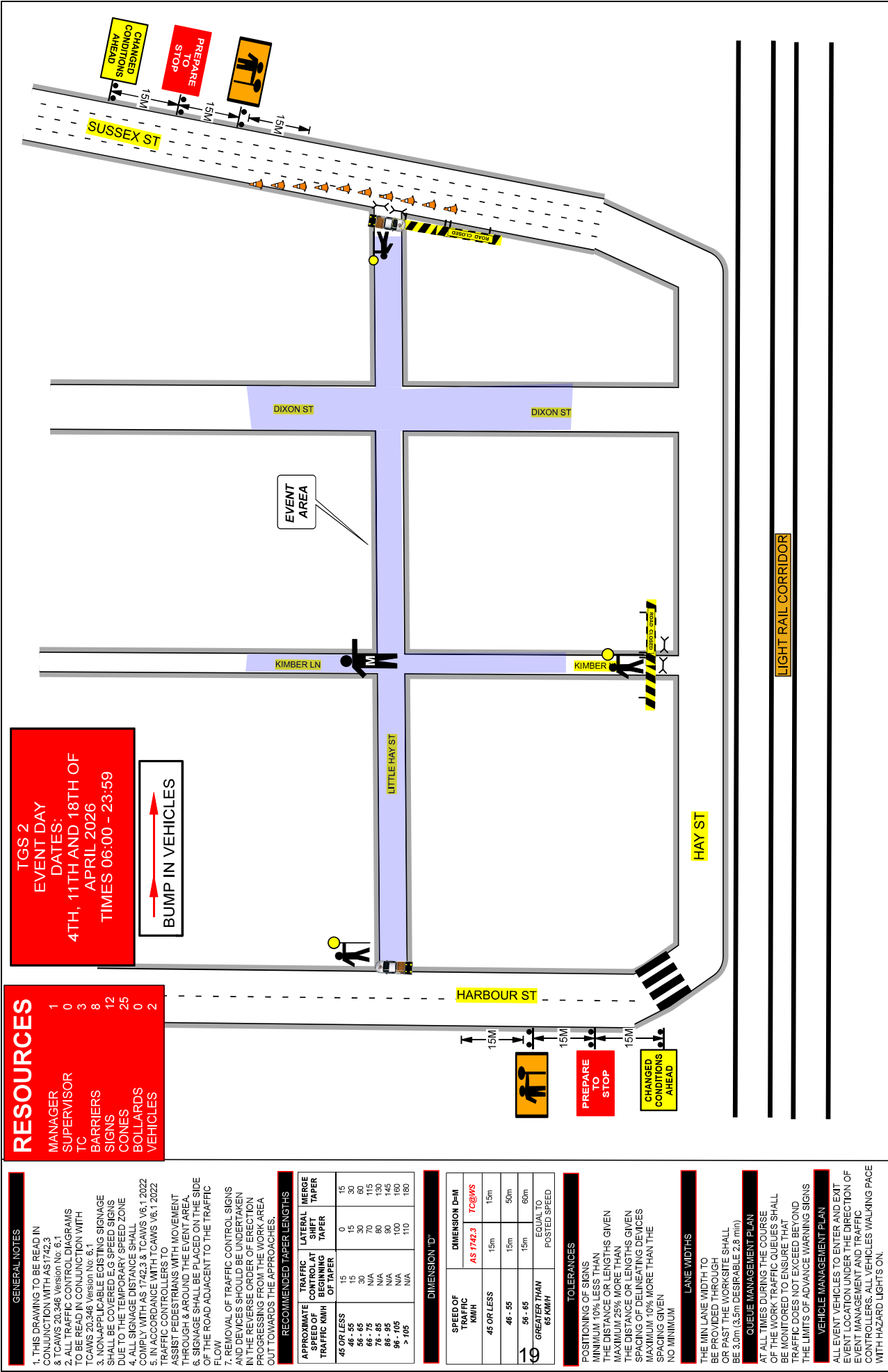
Client:	
Road Name:	
Suburb:	
TCs	
Required:	
Vehicles	
Required:	



Bespok3	Term:		ROL Required:	YES	Date Prepared:	06/10/2025	Designed By:	RAMIE ABOU CHAKRA
HAY ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	20755	Accreditation:	PWZTMP / TCT 0103748
HAYMARKET	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	1	Approved By:	JAY RUBIE
X 3	Travelled Path:	PAST	Traffic Light No:		Version No:	1	Accreditation:	PWZTMP / TCT 0038205
X 1	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	HARBOUR ST	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE



Item 5.**Street Event - Temporary Road Closures - Sash on Sunday**

TRIM Container No.: 2026/055249

Recommendations

It is recommended that the Forum review the temporary road closure for the Sash on Sunday event for the following dates and times:

- 4am, Sunday 5 April to 4am, Monday 6 April
- 4am, Sunday 7 June to 4am, Monday 8 June
- 4am, Sunday 4 October to 4am, Monday 5 October

subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Solid Circles has applied for the temporary road closure of Thomas Street between Jones Street and Harris Street for the Sash on Sunday event from 4am, Sunday 5 April to 4am, Monday 6 April, 4am, Sunday 7 June to 4am, Monday 8 June, and 4am, Sunday 4 October to 4am, Monday 5 October.

Comments

Sash on Sundays is a new event that requires the temporary closure of City streets and traffic detours around the event.

Consultation

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

Financial

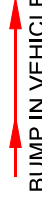
All costs associated with the proposed closure will be borne by the Applicant.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

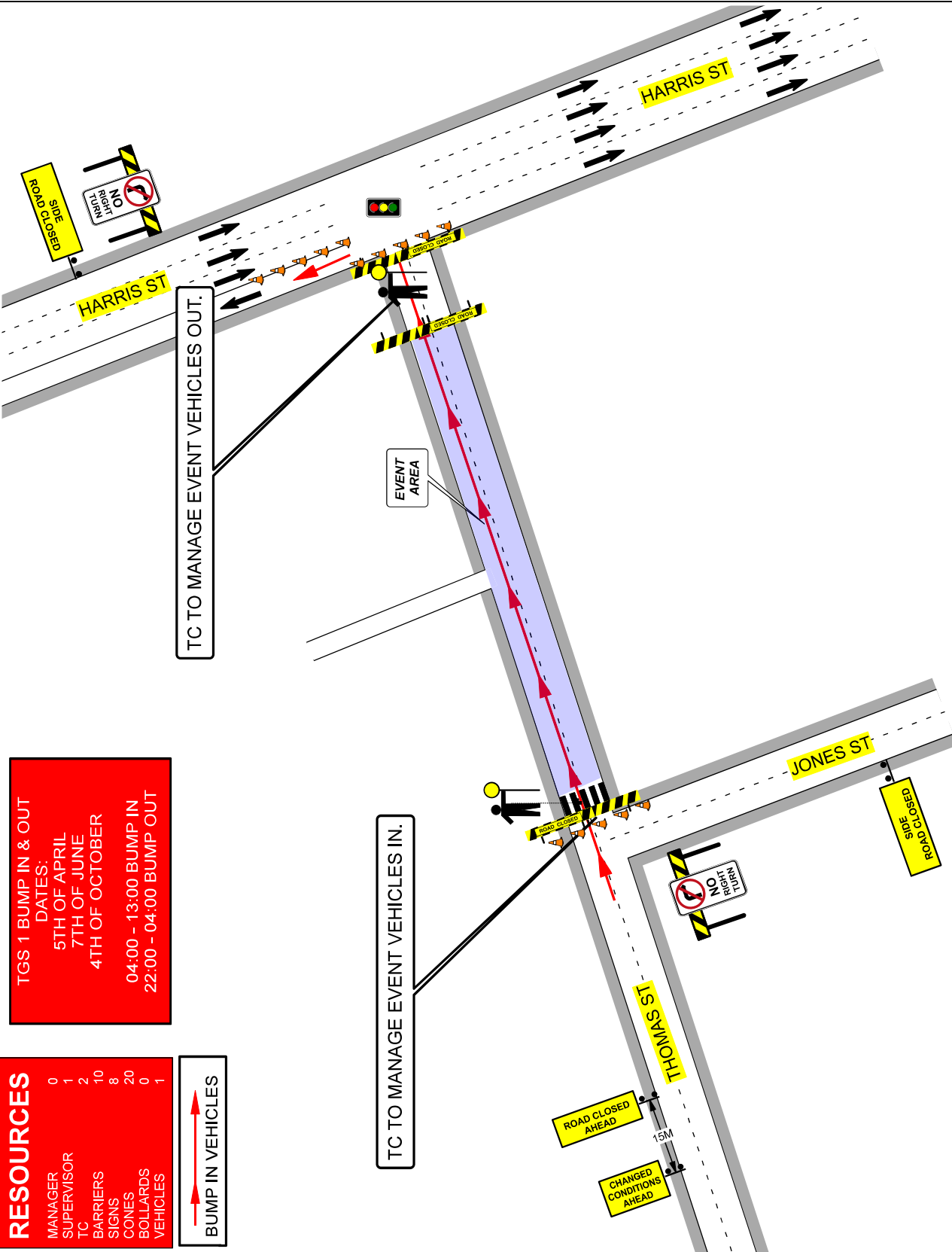
RESOURCES

MANAGER	0
SUPERVISOR	1
TC	2
BARRIERS	10
SIGNS	8
CONES	20
BOLLARDS	0
VEHICLES	1

BUMP IN VEHICLES



TGS 1 BUMP IN & OUT DATES:
5TH OF APRIL
7TH OF JUNE
4TH OF OCTOBER
04:00 - 13:00 BUMP IN
22:00 - 04:00 BUMP OUT



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

RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

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

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MAXIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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

VEHICLE MANAGEMENT PLAN

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

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

13/01/2026

20756

1

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

RAMIE ABOU CHAKRA

PWZTMP / TCT 0103748

JAY RUBIE

PWZTMP / TCT 0038205

N/A - PERPETUAL

THIS PLAN IS NOT TO SCALE

GENERAL NOTES

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

RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

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

TOLERANCES

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

LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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

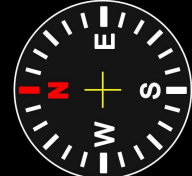
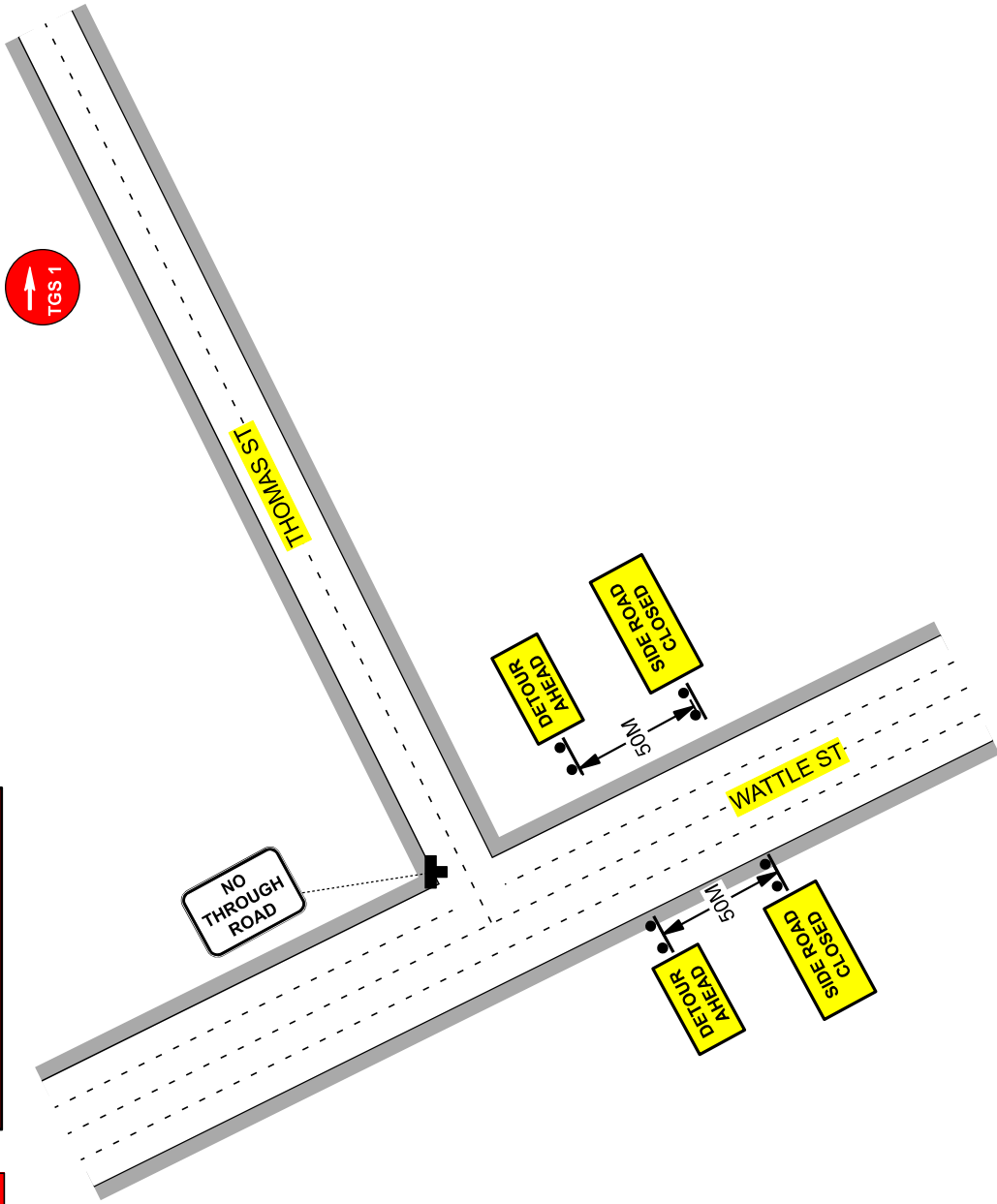
VEHICLE MANAGEMENT PLAN

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

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	8
CONES	8
BOLLARDS	0
VEHICLES	0

TGS 2 BUMP IN & OUT
DATES:
5TH OF APRIL
7TH OF JUNE
4TH OF OCTOBER
04:00 - 13:00 BUMP IN
22:00 - 04:00 BUMP OUT



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

SOLID CIRCLES	Term:	YES	Date Prepared:	13/01/2026	Designed By:	RAMIE ABOU CHAKRA
THOMAS ST	Road Type:	NO	Reference No:	20756	Accreditation:	PWZTMP / TCT 0103748
ULTIMO	Speed Limit:	COUNCIL / STATE	TGS No:	2	Approved By:	JAY RUBIE
X3	Travelled Path:	PAST	Version No:	1	Accreditation:	PWZTMP / TCT 0038205
X1	Closure Type:	CLOSURE / DETOUR	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL

ROL Required:	YES	Date Prepared:	13/01/2026	Designed By:	RAMIE ABOU CHAKRA
Other agency approval:	NO	Reference No:	20756	Accreditation:	PWZTMP / TCT 0103748
Road Classification:	COUNCIL / STATE	TGS No:	2	Approved By:	JAY RUBIE
Traffic Light No:	PAST	Version No:	1	Accreditation:	PWZTMP / TCT 0038205
Nearest Cross St:	CLOSURE / DETOUR	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL

ROL Required:	YES	Date Prepared:	13/01/2026	Designed By:	RAMIE ABOU CHAKRA
Other agency approval:	NO	Reference No:	20756	Accreditation:	PWZTMP / TCT 0103748
Road Classification:	COUNCIL / STATE	TGS No:	2	Approved By:	JAY RUBIE
Traffic Light No:	PAST	Version No:	1	Accreditation:	PWZTMP / TCT 0038205
Nearest Cross St:	CLOSURE / DETOUR	Plan Type:	A	Expiry (Both):	N/A - PERPETUAL

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
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6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

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

TOLERANCES

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

LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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

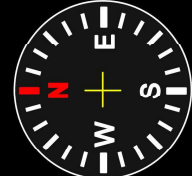
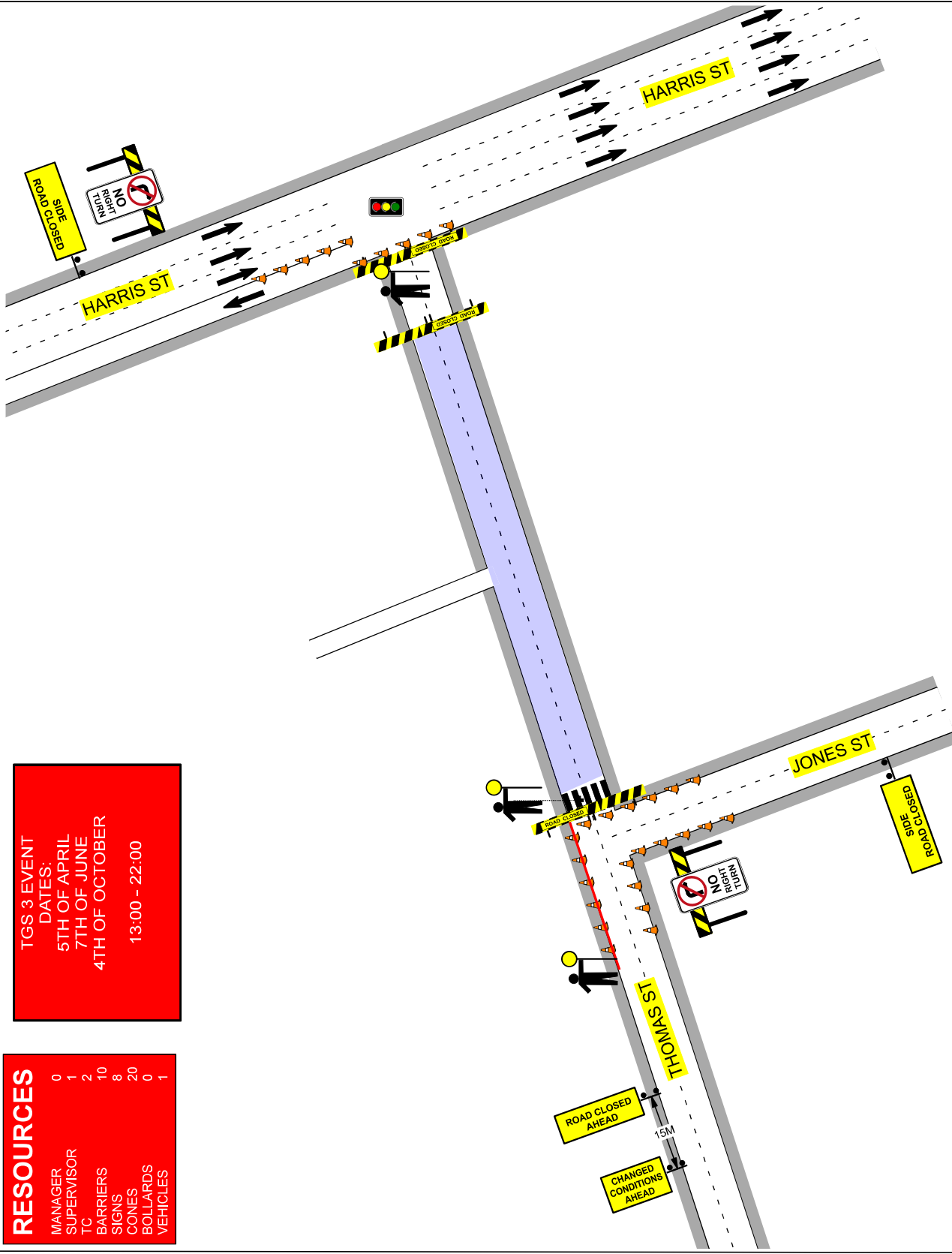
VEHICLE MANAGEMENT PLAN

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

RESOURCES

MANAGER	0
SUPERVISOR	1
TC	2
BARRIERS	10
SIGNS	8
CONES	20
BOLLARDS	0
VEHICLES	1

TGS 3 EVENT DATES:
5TH OF APRIL
7TH OF JUNE
4TH OF OCTOBER
13:00 - 22:00



Client:	THOMAS ST
Road Name:	ULTIMO
Suburb:	X3
TCs Required:	X1
Vehicles Required:	

SOLID CIRCLES	Term:
THOMAS ST	Road Type:
ULTIMO	Speed Limit:
X3	Travelled Path:
X1	Closure Type

ROL Required:	YES
Other agency approval:	NO
Road Classification:	COUNCIL / STATE
Traffic Light No.:	PAST
Nearest Cross St.:	CLOSURE / DETOUR
HARRIS ST	

Date Prepared:	13/01/2026
Reference No.:	20756
TGS No.:	3
Version No.:	1
Plan Type:	A

Designed By:	RAMIE ABOU CHAKRA
Accreditation:	PWZTMP / TCT 0103748
Approved By:	JAY RUBIE
Accreditation:	PWZTMP / TCT 0038205
Expiry (Both):	N/A - PERPETUAL



GENERAL NOTES

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RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

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

TOLERANCES

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

LANE WIDTHS

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QUEUE MANAGEMENT PLAN

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

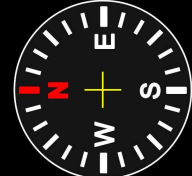
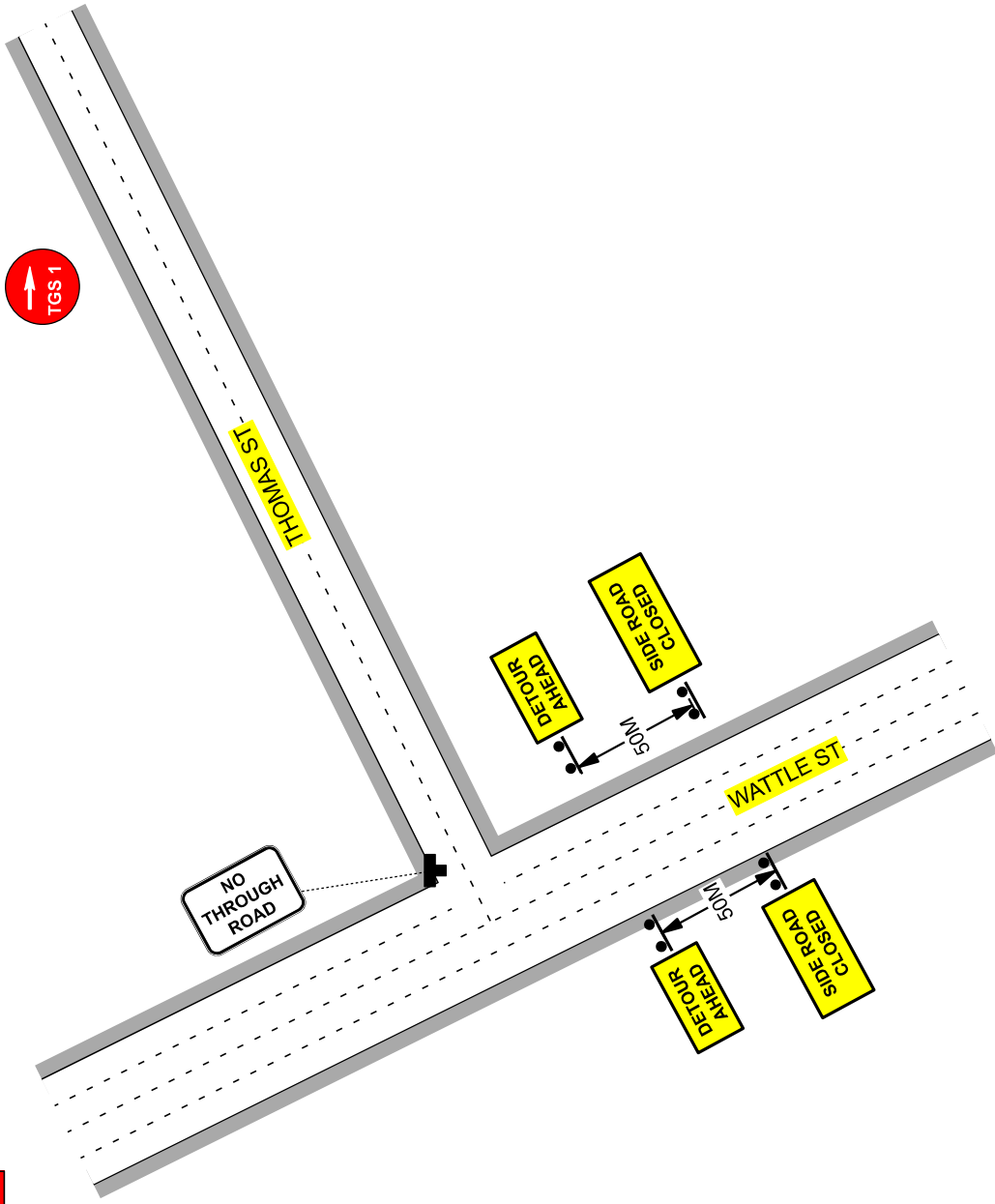
VEHICLE MANAGEMENT PLAN

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

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	8
CONES	8
BOLLARDS	0
VEHICLES	0

TGS 4 EVENT DATES:
5TH OF APRIL
7TH OF JUNE
4TH OF OCTOBER
13:00 - 22:00



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

SOLID CIRCLES	Term:
THOMAS ST	Road Type:
ULTIMO	Speed Limit:
X3	Travelled Path:
X1	Closure Type

ROL Required:	YES
Other agency approval:	NO
Road Classification:	COUNCIL / STATE
Traffic Light No:	
Nearest Cross St:	WATTLE ST

Date Prepared:	13/01/2026
Reference No:	20756
TGS No:	4
Version No:	1
Plan Type:	A

Designed By:	RAMIE ABOU CHAKRA
Accreditation:	PWZTMP / TCT 0103748
Approved By:	JAY RUBIE
Accreditation:	PWZTMP / TCT 0038205
Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

GENERAL NOTES

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8. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

CCB

RECOMMENDED TAPER LENGTHS

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

DIMENSION 'D'

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

TOLERANCES

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

LANE WIDTHS

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

QUEUE MANAGEMENT PLAN

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

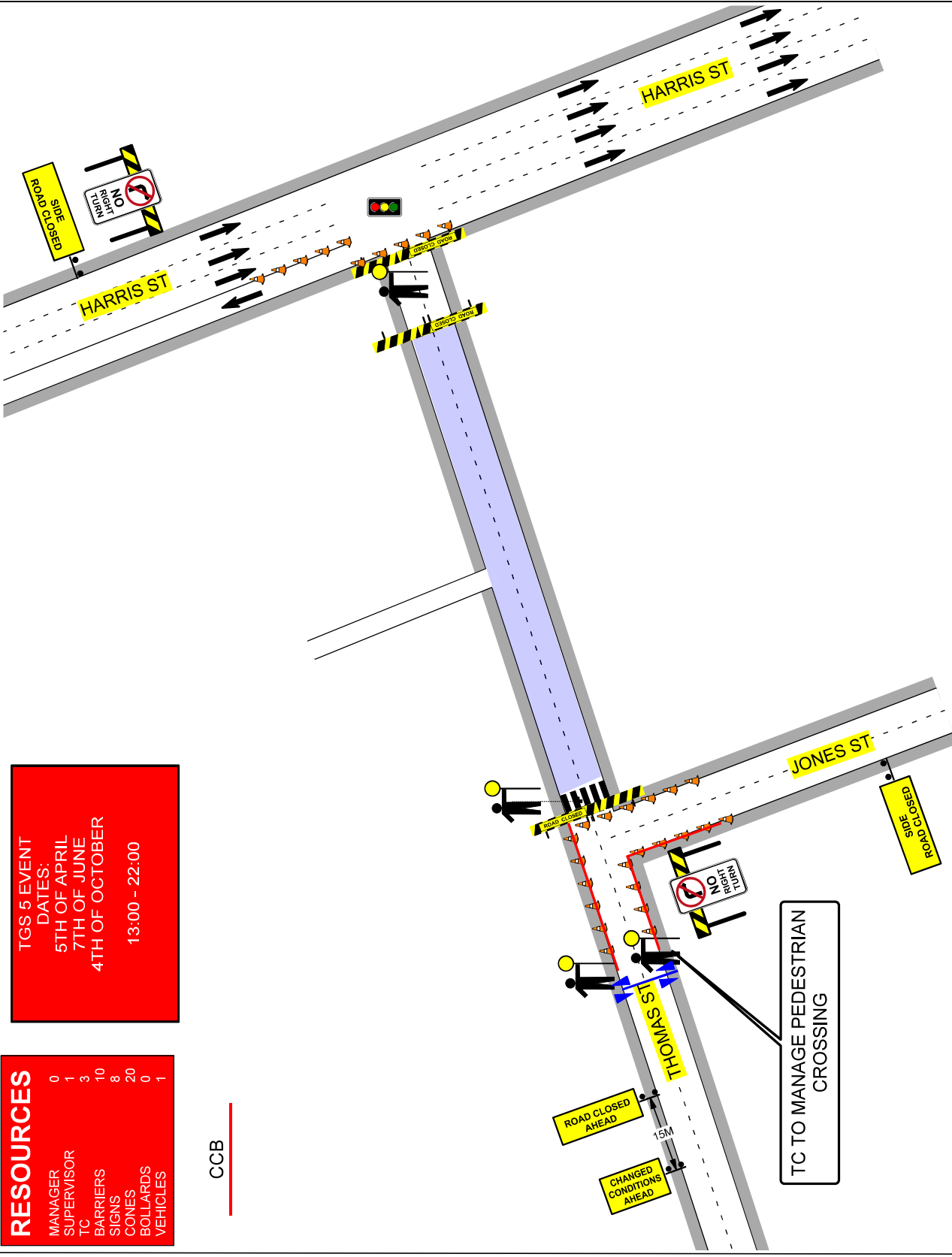
VEHICLE MANAGEMENT PLAN

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

TGS 5 EVENT
DATES:
5TH OF APRIL
7TH OF JUNE
4TH OF OCTOBER
13:00 - 22:00

RESOURCES

MANAGER	0
SUPERVISOR	1
TC	3
BARRIERS	10
SIGNS	8
CONES	20
BOLLARDS	0
VEHICLES	1



Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
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Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
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Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

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Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
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Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

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X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

X3

X1

THOMAS ST

ULTIMO

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X1

THOMAS ST

ULTIMO

X3

X1

Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
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Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

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THOMAS ST

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Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
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Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

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Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

SOLID CIRCLES

THOMAS ST

ULTIMO

X3

X1

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

YES

NO

COUNCIL / STATE

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No.:

Nearest Cross St.:

THOMAS ST

ULTIMO

X3

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THOMAS ST

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THOMAS ST

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THOMAS ST

ULTIMO

X3

X1

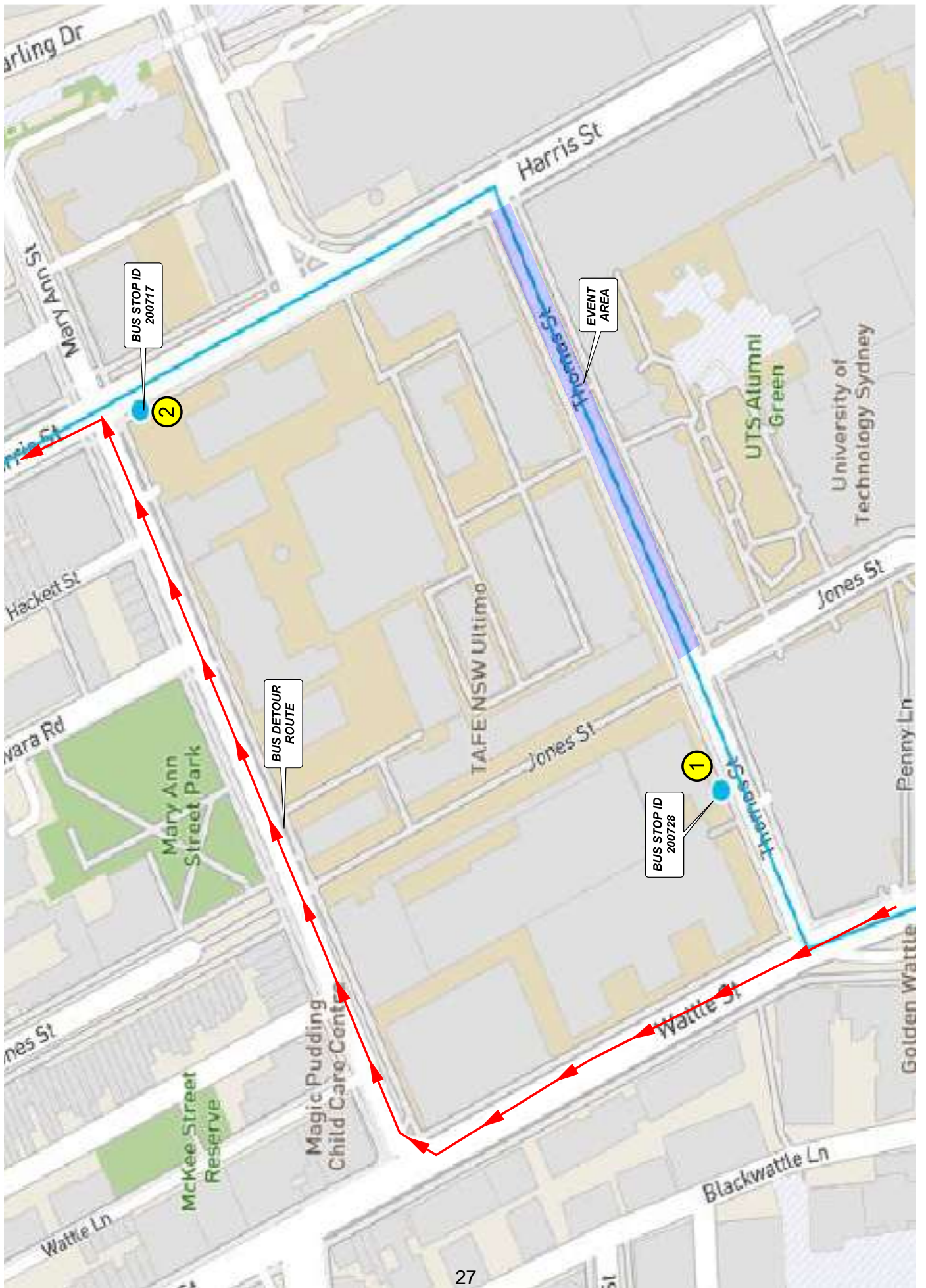
Designed By:	13/01/2026	Date Prepared:	20756	Reference No:	5	TGS No:	1	Version No:	A	Plan Type:
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Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:	20756	Approved By:
Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:	20756	Accreditation:
Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):	20756	Expiry (Both):

Client:

Road Name:

Suburb:

TCs Required



Item 6.

Mobile Crane - Temporary Road Closure - Hunter Street, Sydney

TRIM Container No.: 2026/011178

Recommendations

It is recommended that the Forum review the temporary road closure of Hunter Street, Sydney, between Phillip Street and Macquarie Street, (four lanes), from 3am to 9pm on Sunday 8 March 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 15 and 22 March 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (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

Commercial TC has applied for the temporary road closure of Hunter Street, Sydney, between Phillip Street and Macquarie Street, (four lanes), from 3am to 9pm on Sunday 8 March 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift equipment on to 2 Chifley Square, Sydney.

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

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

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

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

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

DATE: 08.01.2026

TRAFFIC GUIDANCE SCHEME

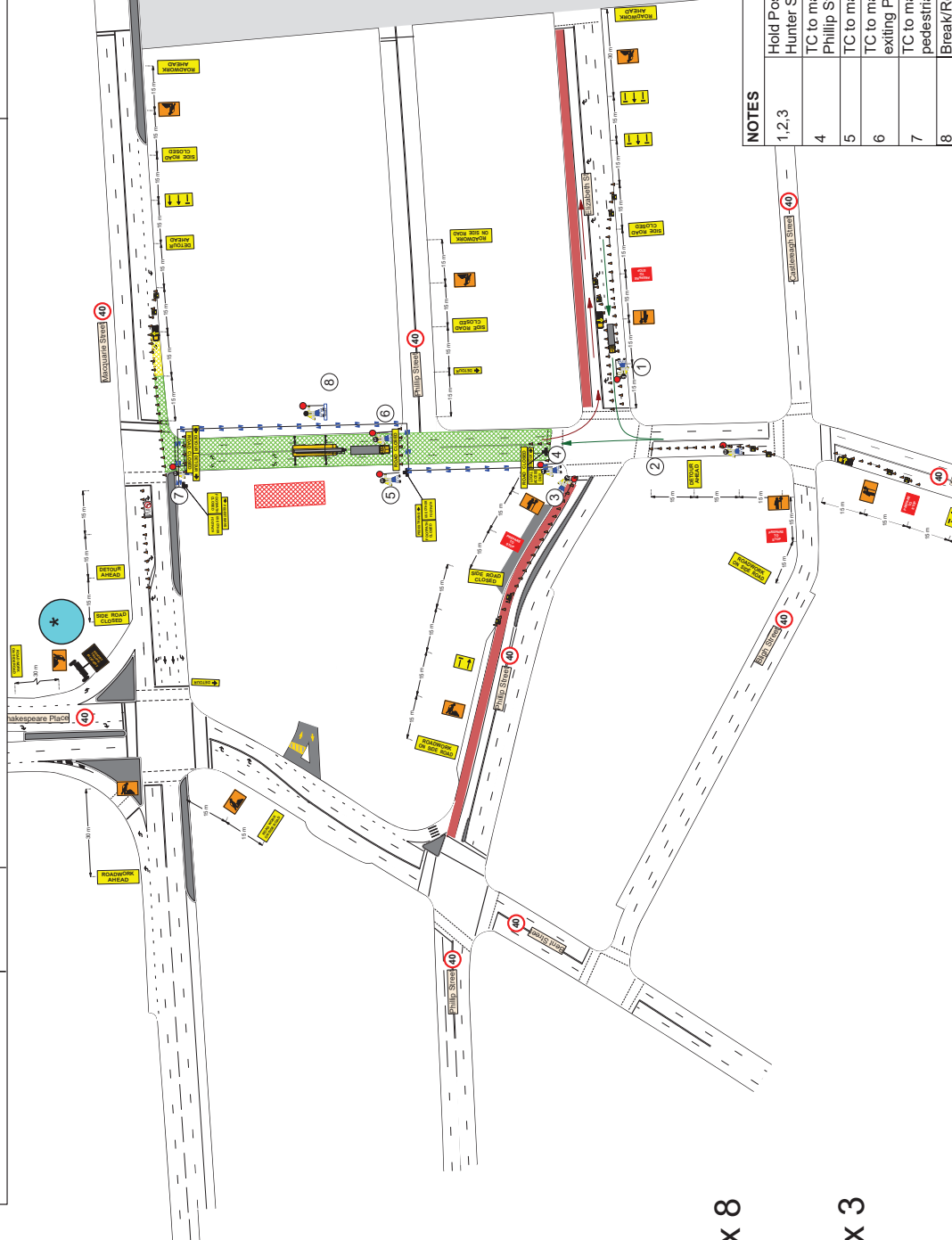
LOCATION	CUSTOMER
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100	100

CHIFFLEY SQUARE SOUTH TOWER

NAME: NIK KOTZAMBASIS
Licence No: TCT1022480

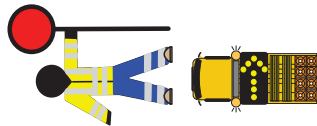
HUNTER ST - FULL CLOSURE - MOBILE CRANE

**THIS TRAFFIC GUIDANCE SCHEME IS BASED
ON THE NSW RIS TCAWS MANUAL V6.1
AND AS1742-3:2019
APPROVALS / PERMITS TO BE ONSITE AT
ALL TIMES**



8
X

3x



Legend



→
MESSENGER ON VMS BOARD PRIOR TO WORK
COMMENCE

HUNTER ST
CLOSURE 08/03/2026

USE ALT ROUTE

SUN 08MAR 3AM 10
SUN 08MAR 10PM

MESSANGER ON VMS BO

FOLLOW DETOUR

SUN 08MAR 3AM TO

to allow trucks in/out of

may be accepted)

Page Hard Closure/Ass
lip St

age closure at Macquarie to southern side of H

VALUE MANAGEMENT

QUEUE MANAGEMENT

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

LANE WIDTHS

THE MINIMUM LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE)



SPEED OF TRAFFIC (KM/H)

45 OR LESS

46-55

56-65

GRATER THAN 65

QUAL TO POST SPEED LIMIT

STED
IT

TGS Name & Number: TGS 54 - HUNTER ST CLOSURE	TGS Designed By: Nik Kolzambasis
Works Location: CHIFFLEY SQUARE	PWZTMP: TCT1022480 Signature:
Date: 08.01.2026	TGS Approved By: Alex Risteviski
Drawing not to scale	PWZTMP: TCT0002767 Signature:

1. This Traffic Guidance Scheme (TGS) is to be used in conjunction with the Traffic Movement Plan (TMP) and associated road authority permits and management plans, including Road Occupancy Licence (ROL), Traffic Management Plan (TMP), and Traffic Management Plan (TMP).
2. This TGS has been produced by a Prepare Work Zone Traffic Management Plan (PWZTMP) qualified person in accordance with the requirements of the TINSW Traffic Control and Work Sites manual, Issue 6.1 dated February 2021 (TCAWS 6.1) and with reference to AS1742.3 and AUSTRAS Guide to Temporary Traffic Management Part 1.0, Version 1.0, 1st dated September 2021 (AGTTM).

Client Contact: Matthew Nadalin - 0413 416 110

Client: Built.

DATE: 07.01.2026

DETOUR PLAN

THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW RMS TCAMS MANUAL V6.1 & AS1742.3-2019
 APPROVALS / PERMITS TO BE ONSITE AT ALL TIMES
 Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019
 Traffic Control Devices for Works on Roads, Road Management Act 2004
 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1

Built.LOCATION
CUSTOMER

CHIFFLEY SQUARE SOUTH TOWER

NAME: NIK KOTZAMBASIS

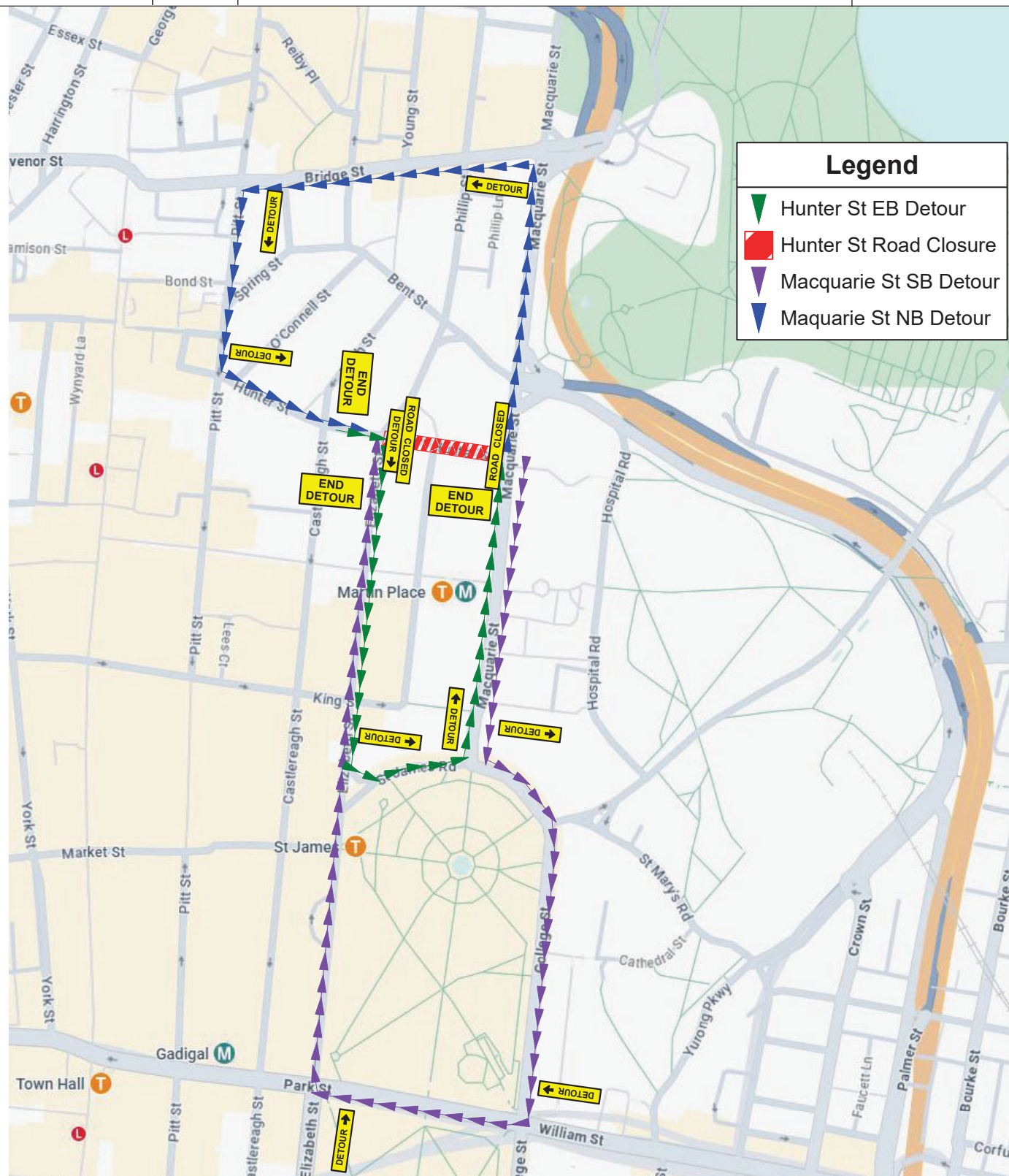
Licence No: TCT1022480

DP No 54

HUNTER ST - FULL ROAD CLOSURE

Legend

-  Hunter St EB Detour
-  Hunter St Road Closure
-  Macquarie St SB Detour
-  Macquarie St NB Detour



TGS Name & Number: TGS 54 - HUNTER ST CLOSURE

TGS Designed By: Nik Kotzambasis

Works Location: CHIFFLEY SQUARE

PWZTMP: TCT1022480

Date: 07.01.2026

TGS Approved By: Alex Risteovski

Drawing not to scale

PWZTMP: TCT0002787

1. This Traffic Guidance Scheme (TGS) is to be used in conjunction with the Traffic Movement Plan (TMP) and associated road authority permits and management plans, including Road Occupancy Licence (ROL), vehicle movement plan (VMP) and Pedestrian movement plan (PMP) where applicable.
 2. This TGS has been produced by a Prepare Work Zone Traffic Management Plan (PWZTMP) qualified person in accordance with the requirements of the TNSW Traffic Control at Work Sites manual, Issue 6.1 dated February 2022 (TCAWS 6.1) and with reference to AS1742.3 and AUSTRONDS Guide to temporary Traffic Management Parts 1-10, Version 1.1 dated September 2021 (AGTTM)
 3. Commercial TC Pty Ltd does not accept responsibility for this TGS if it is implemented or modified by external parties.

Client: Built.

Client Contact: Nicholas Chia - 0452 323 008

**Built.****DIMENSION "D"**

SPEED OF TRAFFIC (KM/H)

AGTTM V1.1

TCAWS

45 OR LESS

15m

15m

46-55

15m

50m

56-65

45m

60m

GRATER THAN 65

EQUAL TO POSTED SPEED LIMIT

QUEUE MANAGEMENT

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

LANE WIDTHS

THE MINIMUM LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE)

Item 7.

Mobile Crane - Temporary Road Closure - Jamison Street, Sydney

TRIM Container No.: 2026/024724

Recommendations

It is recommended that the Forum review the temporary road closure of Jamison Street, Sydney, between Clarence Street and York Street, (four lanes), from 9pm on Sunday 8 March 2026 to 5am on Monday March 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 Regulations Unit.
- (C) The Applicant has indicated the 15 and 22 March 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

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

MDW Traffic Consultancy has applied for the temporary road closure of Jamison Street, Sydney, between Clarence Street and York Street, (four lanes), from 9pm on Sunday 8 March 2026 to 5am on Monday March 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of a mast climber to the B Class Hoarding at 5 York Street, Sydney.

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

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

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

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

Consultation

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

Financial

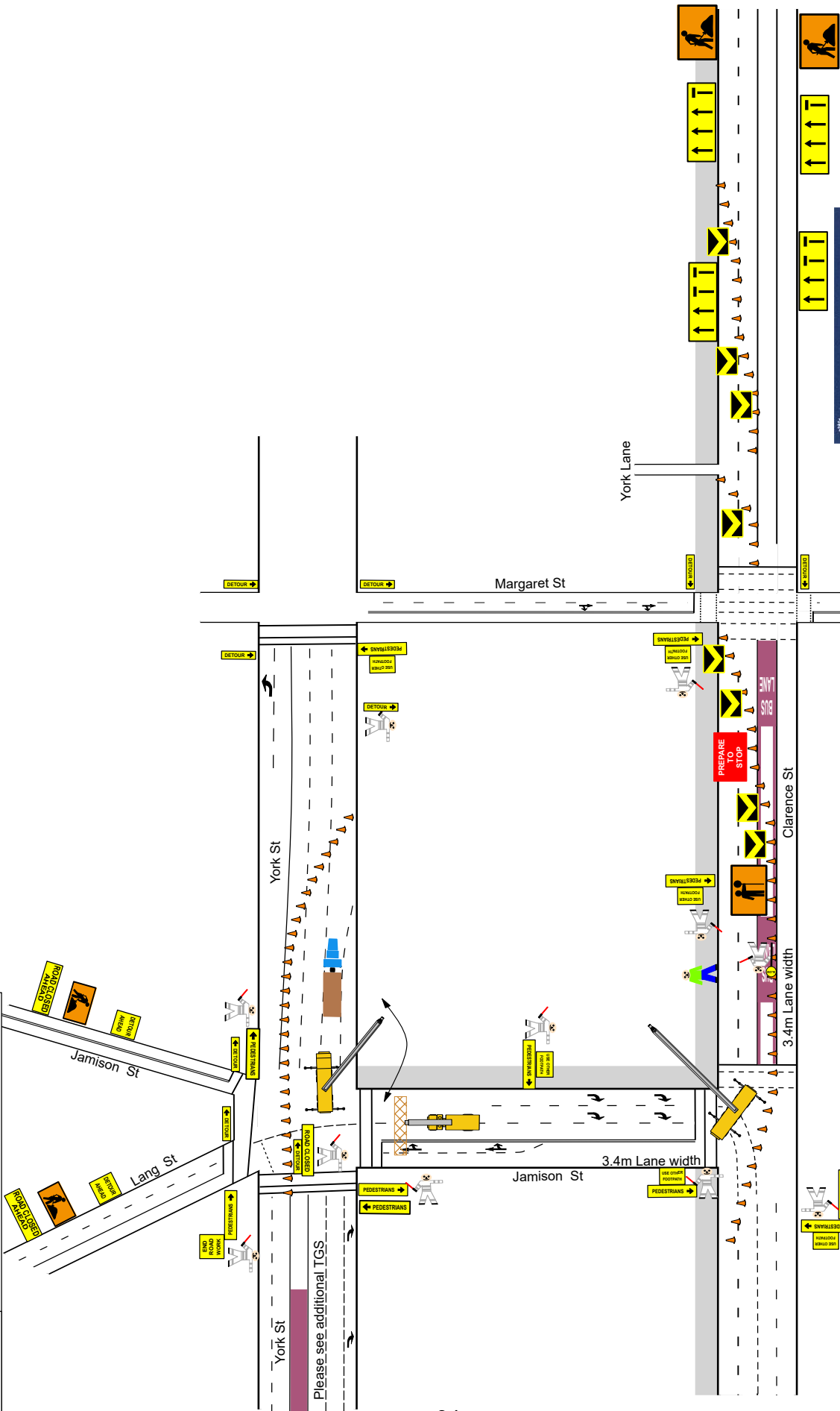
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Date: 19/05/2025 **Author:** Mark Walsh **Project:** Crane Lift

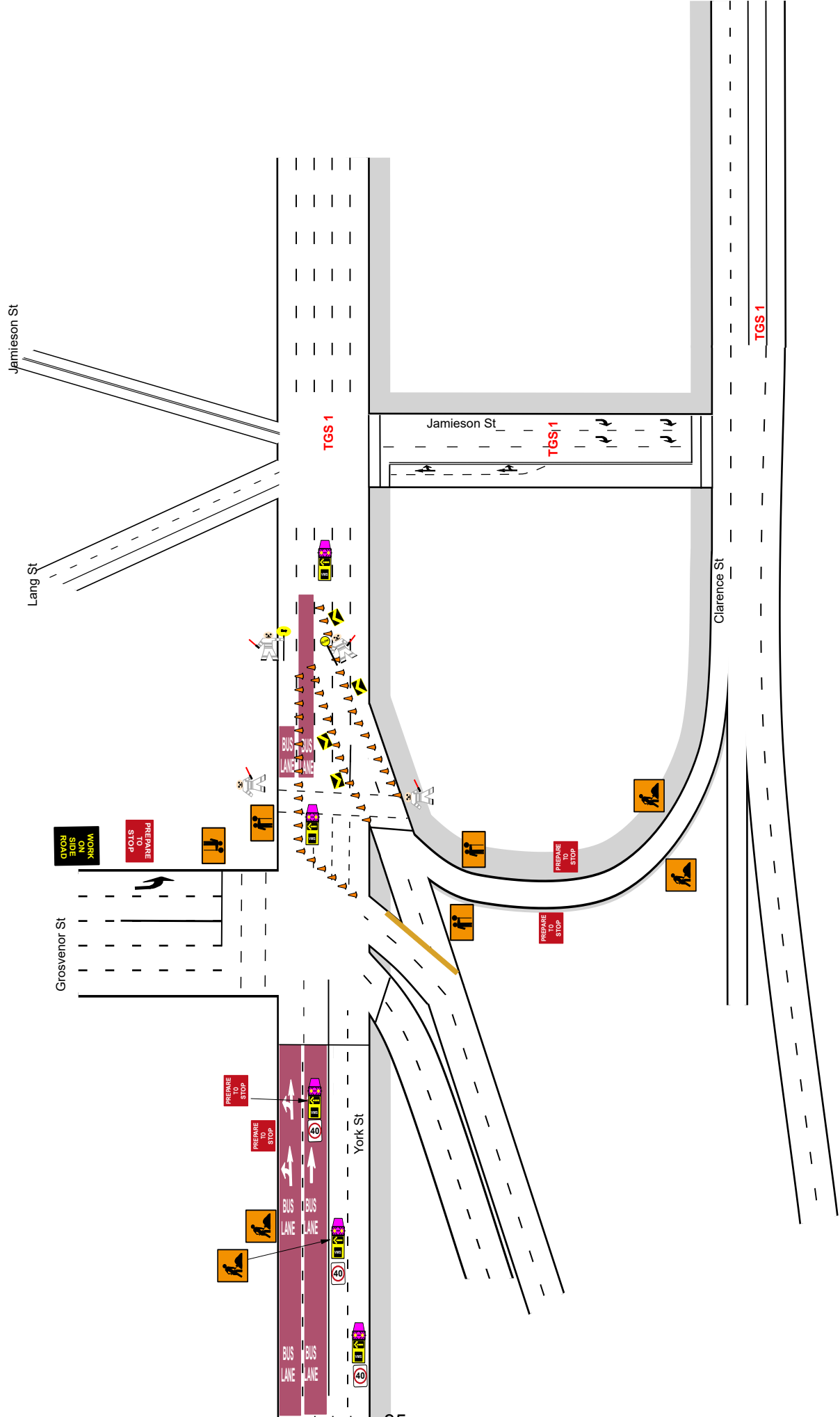
Comments:

- 1: All signs and devices are to be in position prior to crane arrival
- 2: Ensure all pedestrians are clear of the crane swing area
- 3: Ensure all signs are clearly visible to motorists



Sign spacing 30 m	Cone spacing 5 m	Taper length 30 m	Buffer zone 30 m	Road speed 50 Km	Work site speed 50 Km	TGS Reviewer
This traffic control plan is not to scale. This plan is for MDW Traffic Consultancy employees use only. This traffic control plan has been drawn in accordance with AS 1742.3 - 2019 The design of this traffic control plan is the property of MDW Traffic Consultancy This traffic control plan may not be altered, modified or adjusted without the written consent of MDW Traffic Consultancy and the author. If printed this is an uncontrolled document. Copyright MDW Traffic Consultancy						Code Size 700mm with a 100mm articulation band
File Name: RBS- York/ S2						Designer PWZ #
Version: 1						TCT 1042556
Page #: 1 of 3						Author's Signature:
Date Drawn: 15/12/2025						
Sign Size: "B" size 900mm x 1200m						
NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK						Mark Desmond WALSH TCT 1042538 Date of Issue: 23/06/2023 Type of traffic control work: TCR IMP PWZ

 MDW Traffic Consultancy	Date: 16/12/2025 Author: Mark Walsh Project: Crane Lift - Stage 2 Comments: 1: All signs and devices are to be in position prior to crane arrival 2: Ensure all pedestrians are clear of the crane swing area 3: Ensure all signs are clearly visible to motorists
--	--



Item 8.**Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo****TRIM Container No.: 2026/008665****Recommendations**

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

- 8pm Friday 27 February 2026 to 4.30pm Saturday 28 February 2026,
- 8pm Friday 14 March 2026 to 4.30pm Saturday 14 March 2026

with contingency dates 6-7 and 20-21 March 2026,

subject to the following conditions:

- The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- The Applicant has indicated the 6-7 and 20-21 March 2026 as contingency dates.
- The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- 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.
- 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 Street and Quarry Street, (three lanes), at the following times in 2026:

- 8pm Friday 27 February 2026 to 4.30pm Saturday 28 February 2026,
- 8pm Friday 14 March 2026 to 4.30pm Saturday 14 March 2026

Comments

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

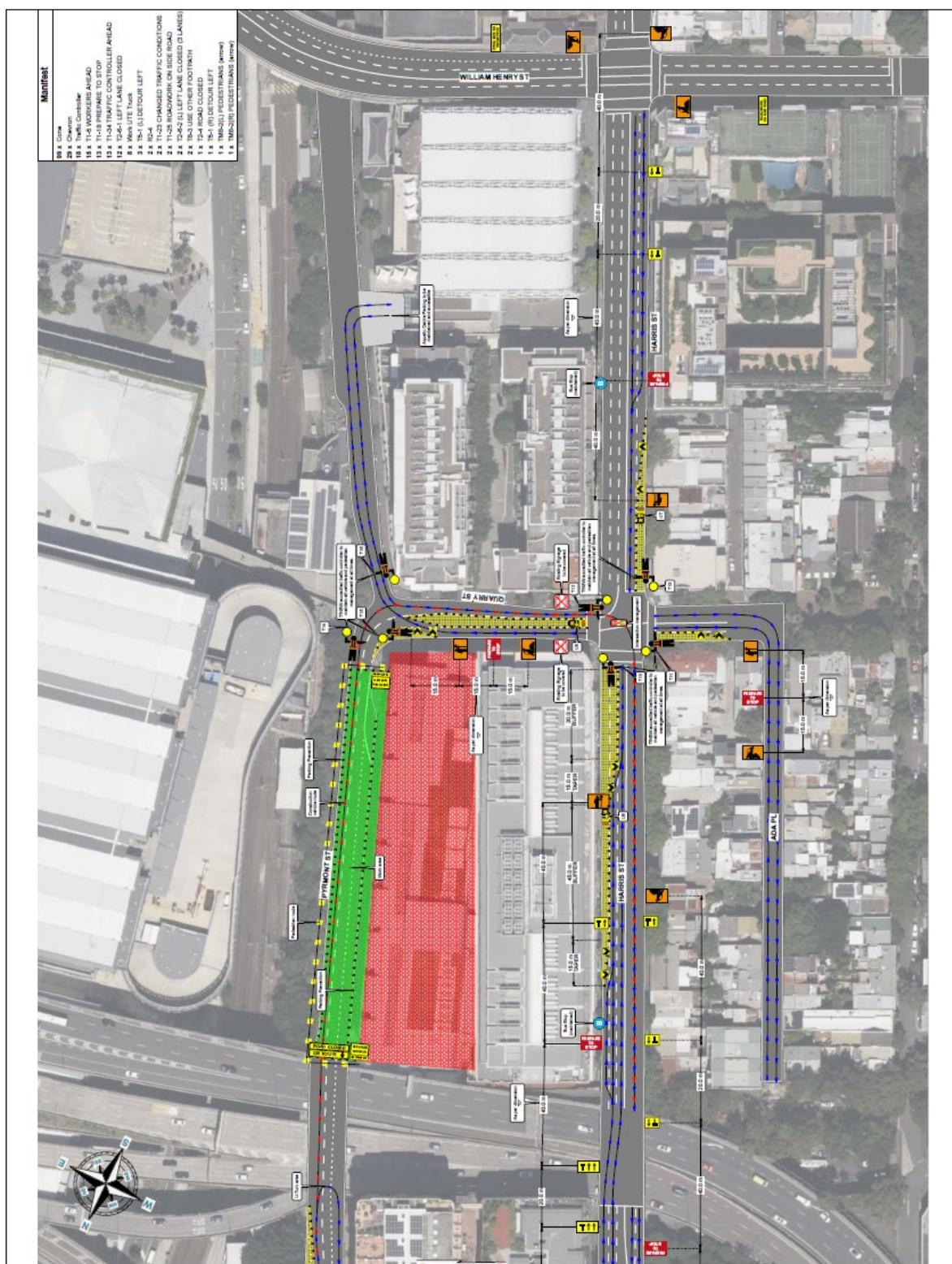
Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



Item 9.

Mobile Crane - Temporary Road Closure - Earl Street, Potts Point

TRIM Container No.: 2026/031133

Recommendations

It is recommended that the Forum review the temporary road closure of Earl Street, Potts Point, between Victoria Street and Orwell Street, (one lane), from 7am to 5pm on Thursday 2 April 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 7,8,9 and 10 April 2026 as contingency dates.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (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 – Kings Cross PAC

Representative for the Member for Sydney
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Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure Earl Street, Potts Point, between Victoria Street and Orwell Street, (one lane), from 7am to 5pm on Thursday 2 April 2026

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift building materials onto 2 Earl Street Potts Point.

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

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

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

Consultation

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

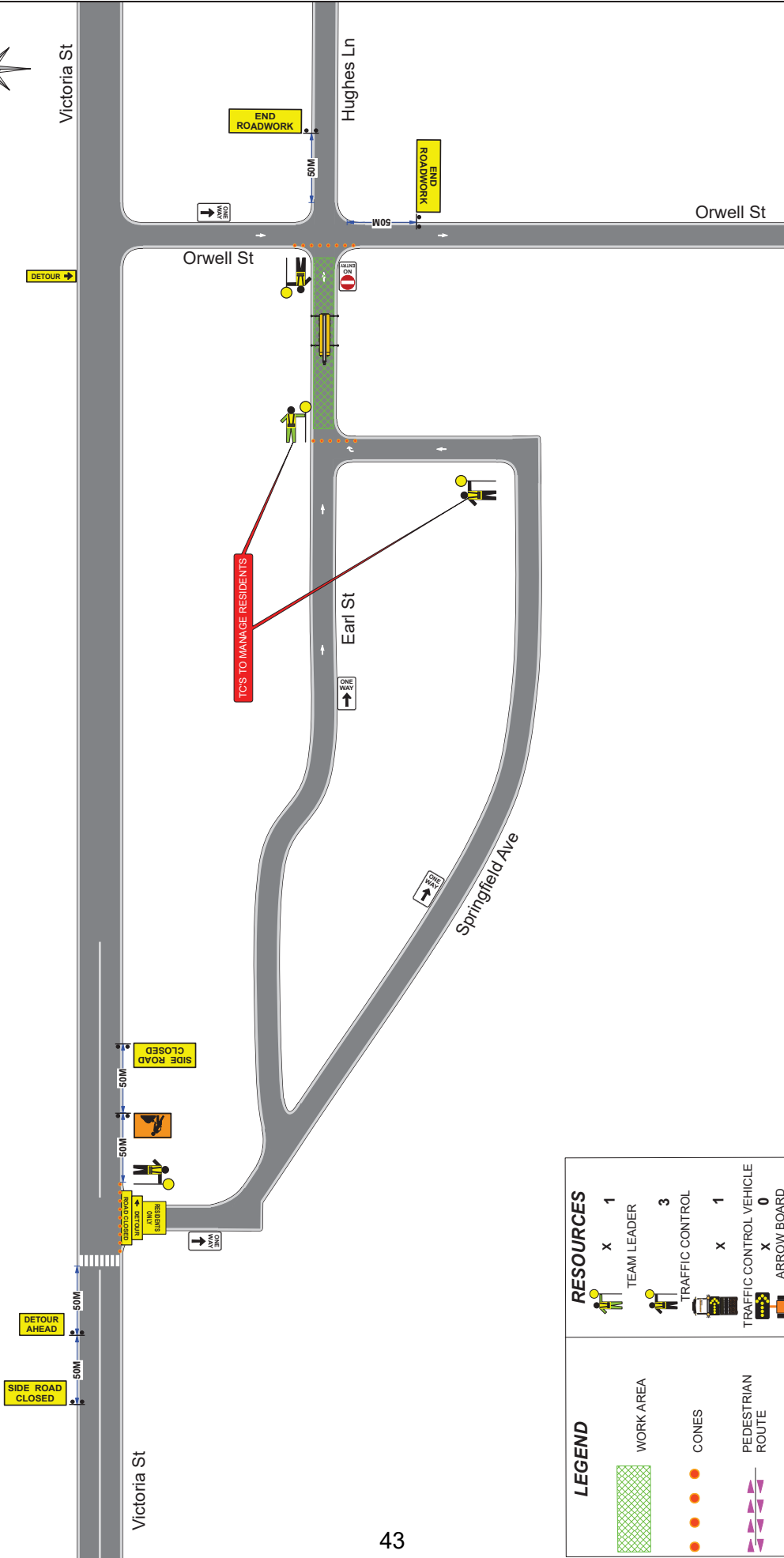
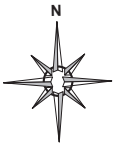
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



Web: www.borgetraffic.com
Email: sydney@borgetraffic.com
Phone: 02 9083 2081



LEGEND		RESOURCES	
	WORK AREA	x 1	TEAM LEADER
	CONES	3	TRAFFIC CONTROL
	PEDESTRIAN ROUTE	x 1	TRAFFIC CONTROL VEHICLE
		x 0	ARROW BOARD

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-473	CLIENT:	BORGER CRANES		DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	EARL ST				SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	POTTS POINT	ROL REQUIRED	☐ Y ☐ N ☒ X		DATE	20.01.2025	DATE	20.01.2025	DATE
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	50 KM/HR		CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 10.**Mobile Crane - Temporary Road Closure - Yurong Street, Darlinghurst****TRIM Container No.: 2026/011368****Recommendations**

It is recommended that the Forum review the temporary road closure of Yurong Street, Darlinghurst between William Street and Stanley Street (four lanes) from 7am to 7pm on Saturday 7 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 the Sunday 8 March, Saturday 14 March, Sunday 15 March, Saturday 21 March, Sunday 22 March, Saturday 28 March, Sunday 29 March as a contingency dates.
- (D) The Applicant must contact the Kings Cross 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 – Kings Cross 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 Yurong Street, between William Street and Stanley Street, Darlinghurst, (four lanes) from 7am to 7pm on Saturday 7 March.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift chillers on the frontage of the Australian Museum, at 1 William 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

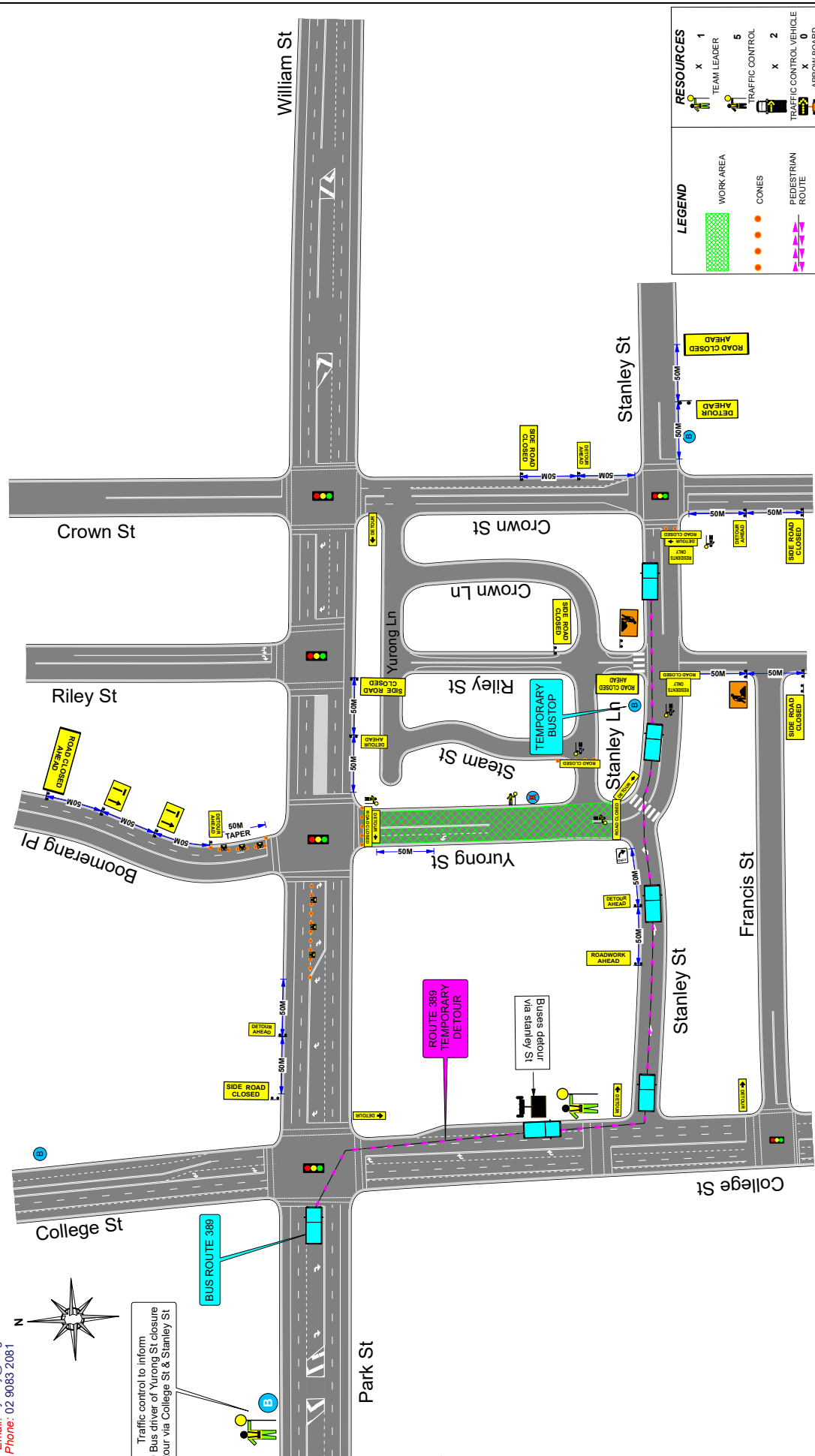
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

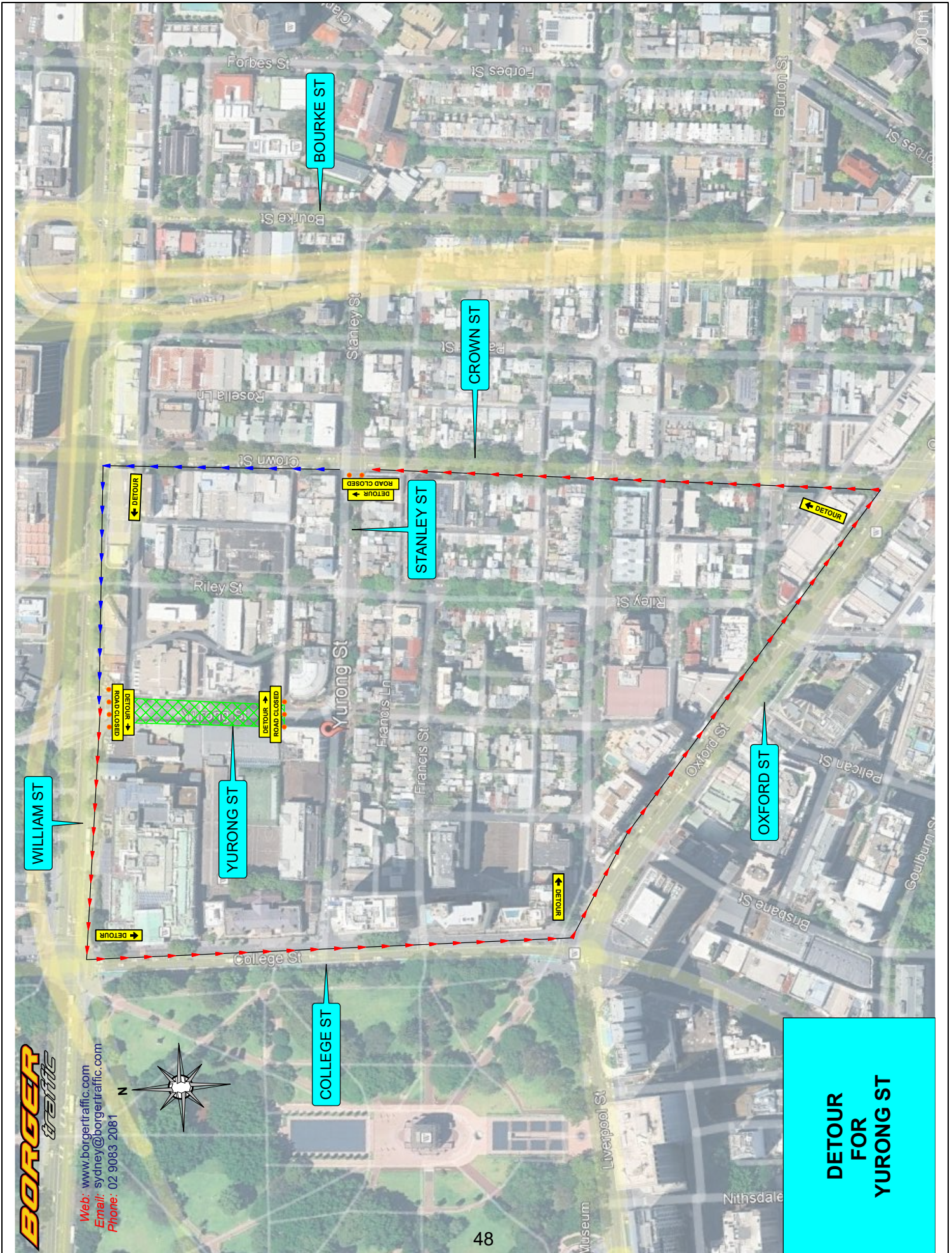
All costs associated with the proposed closure will be borne by the applicant.

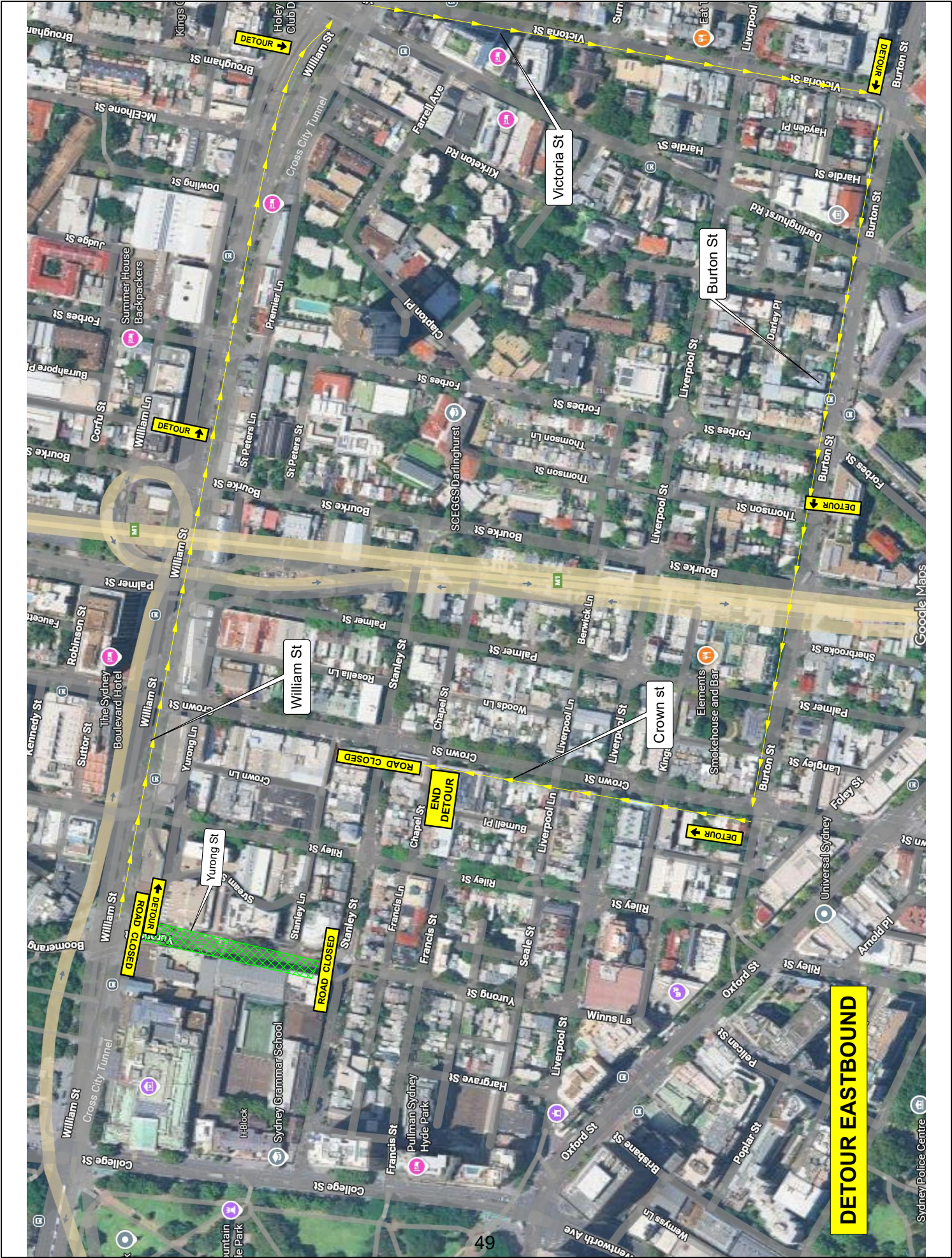
BENJAMIN YANG, A/TRAFFIC MANAGER - NORTH

**Traffic control to inform
389 Bus driver of Yurong St closure
detour via College St & Stanley St**



REV	REVISION DESCRIPTION	TGS PLAN #	TGS462	CLIENT:	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY	PROJECT BOARD
00	SUPPLIED TO CLIENT	ROAD NAME	YURONG ST	BORGER CRANES	SIGNATURE		SIGNATURE			
01		SUBURB	DARLINGHURST	ROL REQUIRED	Y ☒ N ☐	06.01.2026	DATE	06.01.2026	DATE	
02		CONTROL METHOD	ROAD CLOSURE	ROAD SPEED(S)	50 KM/HR	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #	





DETOUR EASTBOUND

Item 11.**Mobile Crane - Temporary Road Closure - Seymour Place, Paddington****TRIM Container No.:** 2026/016984**Recommendations**

It is recommended that the Forum review the temporary road closure of Seymour Place, Paddington, between South Dowling Street and Selwyn Street, (two lanes), from 10am to 1pm on Thursday 12 March 2026, Thursday 9 April 2026, Thursday 7 May 2026, Thursday 4 June 2026, Thursday 2 July 2026, Thursday 30 July 2026, Thursday 27 August 2026, Thursday 24 September 2026, Thursday 22 October 2026, Thursday 19 November 2026, Thursday 17 December 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 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 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
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Advice

Advice will be updated after the meeting.

Background

Adams Traffic Management Services has applied for the temporary road closure of Seymour Place, Paddington, between South Dowling Street and Selwyn Street, (two lanes), from 10am to 1pm on Thursday 12 March 2026, Thursday 9 April 2026, Thursday 7 May 2026, Thursday 4 June 2026, Thursday 2 July 2026, Thursday 30 July 2026, Thursday 27 August 2026, Thursday 24 September 2026, Thursday 22 October 2026, Thursday 19 November 2026, Thursday 17 December 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to maintain and/or replace an existing advertising sign, at least once a month, at 378 South Dowling Street, Paddington.

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

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

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

Consultation

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

Financial

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

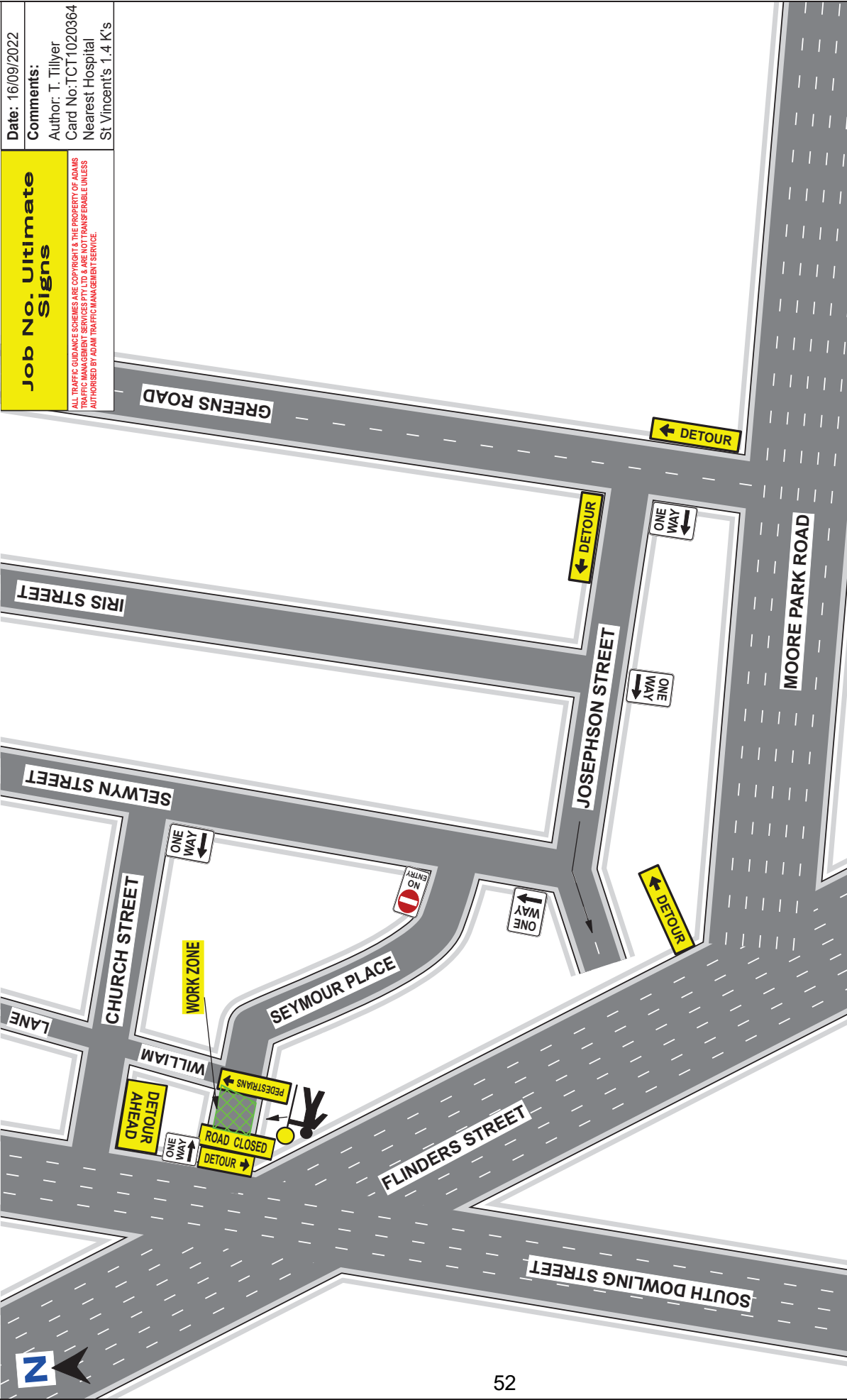
CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Job No. Ultimate Signs

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.

Date: 16/09/2022

Comments:
Author: T. Tillyer
Card No: TCT1020364
Nearest Hospital
St Vincent's 1.4 K's



ULTIMATE SIGNS INSTALLATIONS		Recommended Taper Lengths		NOT TO SCALE	
SEYMOUR PLACE PADDINGTON 2023		Traffic Speed km/h	Merge Length, m	Lateral Shift Length, m	UBD Ref
					195 H1
		40 or less 50 60 70 80 90 100 110	15 30 60 115 130 145 160 180	0 15 30 45 60 70 80 90 100 110	TGS No:
					ATMS653

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



Item 12.

Parking - Loading Zone - Baptist Street, Redfern

TRIM Container No.: 2025/693603

Recommendations

It is recommended that the Forum review the reallocation of parking on the eastern side of Baptist Street, Redfern between the points 73 metres and 81 metres (one car space) south of Cleveland Street as “Loading Zone 7am-6pm Mon-Fri 7am-10am Sat” and “1P 6pm-10pm Mon-Fri 10am-10pm Sat Permit Holders Excepted Area 41”.

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

Business owners with businesses on Cleveland Street and Baptist Street, Redfern have requested consideration for a “Loading Zone” in Baptist Street to support their delivery requirements

Comments

The kerb space on the eastern side of Baptist Street between, south of Cleveland Street, where the changes are proposed, is currently signposted as “1P 8am-10pm Mon-Sat Permit Holders Excepted Area 41”.

The parking restrictions on the southern side of Cleveland Street, fronting the businesses, are currently signposted as “No Stopping.” There are no loading zones available on either Cleveland Street or Baptist Street where delivery vehicles can safely park to undertake deliveries. An on-site inspection showed that a Loading Zone is required to support local businesses, as no suitable loading facilities exist within a reasonable walking distance.

It is proposed to reallocate one timed permit parking space to “Loading Zone 7am-6pm Mon-Fri 7am-10am Sat” and “1P 6pm-10pm Mon-Fri 10am-10pm Sat Permit Holders Excepted Area 41” to assist businesses with their deliveries. The kerb space will revert to timed permit parking after the loading zone hours to enable residents with parking permits to find parking close to their homes.

Consultation

The City consulted local residents and businesses in the area. There were 138 letters sent out with no responses received either supporting or opposing the proposal. Two submissions were received that provided feedback on the proposal.

One submission was received that provided feedback on the proposal. The submission proposed converting the existing No Stopping zone on the eastern side of Baptist Street, south of Cleveland Street, into timed parking spaces to increase parking availability in the area. However, this section of kerb space has already been identified for on-street bike parking to accommodate shared bikes and prevent them from being left on the footpath, where they obstruct pedestrian movements. As a result, timed parking cannot be installed in this location, as the space is required for the proposed bike parking facilities.

Another submission that provided feedback, raised concerns about the location of the proposed loading zone and the approved on-street bike parking space noting that the loading zone’s distance from their business, would make deliveries, waste collection, and grease trap servicing impractical and potentially unsafe. They also emphasised that the bike rack proposal would obstruct emergency vehicle access to Matterson Lane.

The proposed bike parking spaces are located adjacent to the footpath and protected by a landscaped island, ensuring safe and convenient access for riders. Their installation will not impede emergency vehicle access to Matterson Lane, as vehicles are already unable to mount the footpath due to existing garden beds and trees. In an emergency, access would be via Cleveland Street, or emergency vehicles could temporarily use the No Stopping or Bus Zones on Baptist Street. For the same reasons, a loading zone cannot be accommodated at this location as the presence of garden beds and trees creates a health and safety risk for delivery personnel who would be required to move goods across the landscaped island to reach the footpath.

Financial

Funds are available in the current budget.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Baptist Street, Redfern
Proposed parking changes



Existing	Proposed
“No Stopping”	“Loading Zone 7am-6pm Mon-Fri 7am-10am Sat”
“Bus Zone”	“1P 6pm-10pm Mon-Fri 10am-10pm Sat Permit Holders Excepted Area 41”
“1P 8am-10pm Mon- Sat Permit Holders Excepted Area 41”	

Item 13.**Parking - No Parking - Baldwin Street, Erskineville**

TRIM Container No.: 2025/726387

Recommendations

It is recommended that the Forum review the reallocation of parking on the southern side of Baldwin Street, Erskineville between the points 18.5 metres and 20.5 metres, east of Albert Street as "No Parking".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

A resident of Baldwin Street, Erskineville has requested consideration of "No Parking" in their street to improve access to their property.

Comments

The kerb space on the southern side of Baldwin Street, Erskineville, east of Albert Street, is currently unrestricted for parking.

Footpath in Baldwin Street is approximately 0.4 metres wide. Vehicles parked in the street prevents access to the resident's property.

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

Consultation

The City notified local residents and businesses in the area. There were 116 letters sent out with no responses supporting the proposal and seven responses opposing the proposal.

The six submissions opposing the proposal primarily raised concerns about the loss of unrestricted parking on the street, noting that the removal of 2 metres of kerb space would result in the loss of a full parking space. Respondents also indicated that this reduction would negatively impact residential parking availability as well as the operations of a nearby disability service provider.

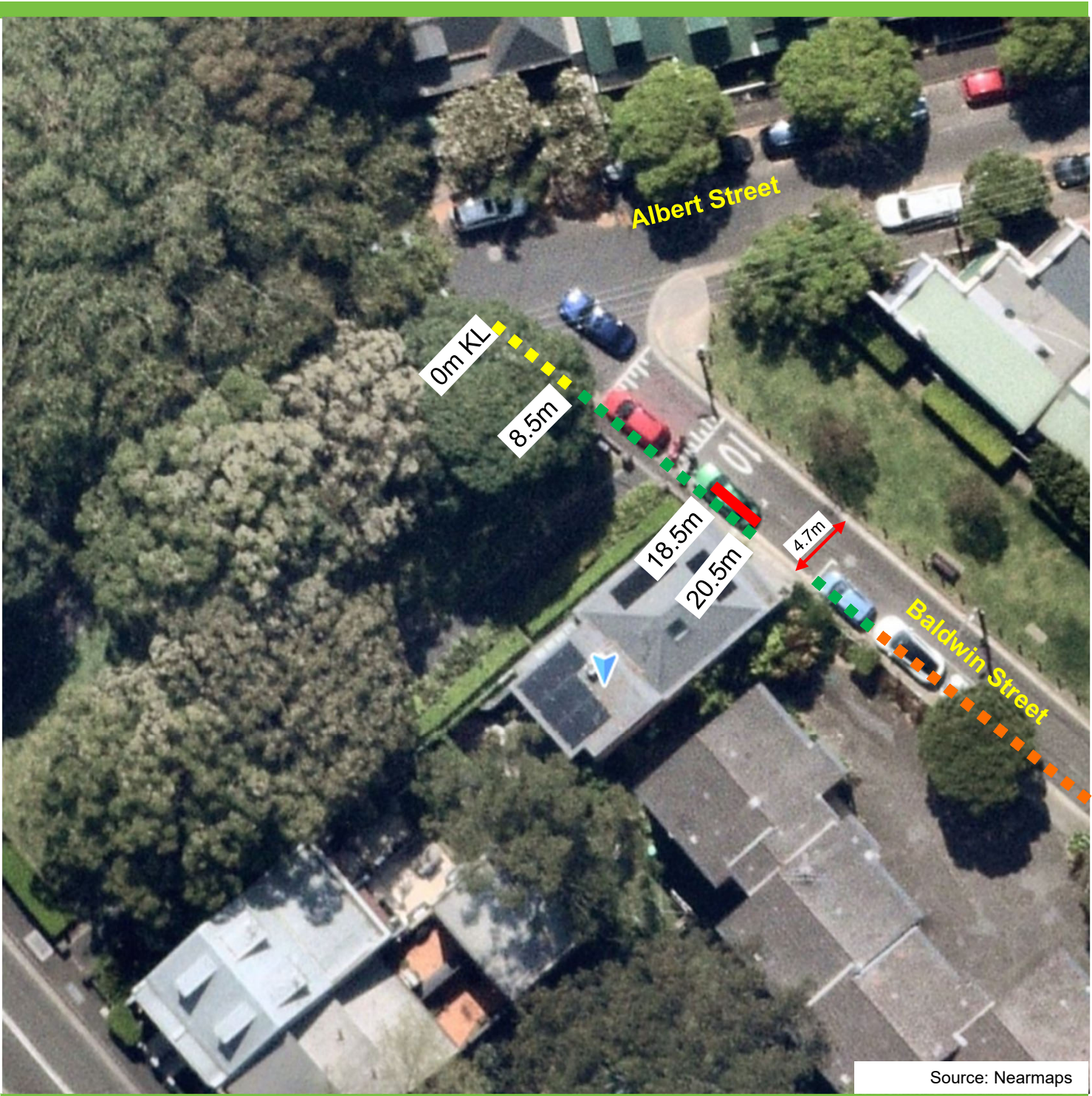
The existing kerb space at this location is approximately 12 metres in length, which is classified as two standard parking spaces, as one parking standard parking space is 6 metres long. After removal of the proposed 2 metres of kerb space, the remaining kerb space available will be approximately 10m which is classified as one parking space.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Baldwin Street, Erskineville
Proposed parking changes



- Existing

 - ■ ■ "No Stopping"
 - ■ ■ "2P 8am-6pm Mon-Fri, Permit Holders Excepted Area 36"
 - ■ ■ Unrestricted
- Proposed

 - ■ ■ "No Parking"

Item 14.**Traffic Treatment - BB Lines and Removal of Speed Cushions - Henderson Road, Alexandria****TRIM Container No.: 2025/663594****Recommendations**

It is recommended that the Forum review the removal of speed cushions and the installation of centre line markings (BB Lines) in Henderson Road, Alexandria, between Mitchell Road and Park Street.

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

The City is considering a proposal to remove two sets of speed cushions and install centre line markings in Henderson Road, Alexandria.

In 2021, the City of Sydney installed eight sets of speed cushions along Henderson Road to help manage vehicle speeds and improve safety for all road users. Since their installation, we've received feedback from residents about the number of speed humps and whether they are still required.

Comments

Traffic Calming

A review of the placement of the speed cushions found that vehicle speeds are likely to remain below 40km/h if two sets of speed cushions are removed in Henderson Road.

The following sets of speed cushions are proposed to be removed:

- East of Alexander Street; and
- East of Monks Lane

In addition to the removal of speed cushions, it is proposed to install centre line markings at Monks Lane to visually narrow travel lanes, and maintain traffic calming and safety approaching the intersection.

Consultation

The City notified local residents and businesses in the area. There were 359 letters sent out with no responses supporting or opposing the proposal.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER

Henderson Road, Alexandria
Proposed Removal of Speed Cushions



Existing
 Speed Cushion to be Removed

Henderson Road, Alexandria

Proposed Centre Line Markings and Removal of Speed Cushions



Proposed

 Double Barrier Lines (BB)

Existing

 Speed Cushion to be Removed

Henderson Road, Alexandria

Proposed Removal of Speed Cushions



Existing

 Speed Cushion to be Removed

Item 15.**Traffic Treatment - Permanent Road Closure - Unnamed Lane, Chippendale****TRIM Container No.: X039457.233****Recommendations**

It is recommended that the Forum review the closure of Unnamed Lane, Chippendale to vehicular traffic between Myrtle Street, and Dangar Place to improve access for people walking and riding and to install an outdoor dining area.

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 Abercrombie and Myrtle Streets, Chippendale, has applied for an outdoor dining area adjacent to its rear access on Unnamed Lane. To facilitate this, the business has requested that the City consider permanently closing Unnamed Lane to vehicular traffic, enabling the laneway to be converted into a safe and comfortable space for outdoor dining, walking and riding.

The proposal for the permanent closure of Unnamed Lane was presented to the Local Pedestrian, Cycling, Traffic Calming and Transport Forum (LPCTCTF) at its meeting on 11 December 2025. In response to community feedback received during the meeting, the

Forum agreed to defer the proposal to allow City staff additional time to review and address the matters raised.

Community feedback highlighted two key issues:

- Impact on residential amenity
 - Residents living adjacent to Unnamed Lane expressed concern that the proposed outdoor dining area could generate excessive noise, cigarette smoke and litter, negatively affecting their quality of life.
- Impact on access for people driving, walking and riding
 - Local residents advised that they currently use Unnamed Lane as a thoroughfare between Myrtle Street and Dangar Place. They raised concerns that establishing an outdoor dining area in the laneway would restrict access for those who rely on it for access.

Comments

Full Closure to Traffic to accommodate an outdoor dining area

A full road closure of Unnamed Lane between Myrtle Street and Dangar Place is proposed to accommodate an outdoor dining area in the laneway.

Unnamed Lane is located between Myrtle Street and Dangar Place and has a width of approximately 3.2 metres with no footpaths. A business fronting Abercrombie Street has a rear, non-vehicular access point onto the laneway. There is also one residential property within Unnamed Lane, which has two driveways accessed from Dangar Place. No kerbside parking is provided within the laneway.

Vehicles can currently enter Unnamed Lane to travel between Myrtle Street and Dangar Place. However, the laneway is divided into two sections: one section is a public local road under the City's jurisdiction, while the adjoining section, beginning at the boundary of the residential property, is privately owned.

At present, the private section of Unnamed Lane contains potted plants and parked vehicles, which obstruct vehicle movement. As a result, motorists are unable to travel through the laneway between Myrtle Street and Dangar Place. Given that it's private property, the owner is permitted to place plants or vehicle within his property boundary.

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/h)	Seven Day AADT
Unnamed Lane	Northbound	13.2	1

	Southbound	13.2	1
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The traffic survey data indicates that Unnamed Lane experiences very low traffic volume. As such, the proposed permanent closure is not expected to have any measurable impact on traffic operations on Myrtle Street.

The proposal would also have no adverse impacts on people walking or riding. Should the outdoor dining area be installed, a minimum clear width of 1.2 metres would be maintained to support access through the laneway.

If the road closure proceeds, it would be implemented using removable bollards. This approach would allow the food and beverage business to operate outdoor dining in the laneway while retaining the ability to reinstate vehicle access if required. In the longer term, more permanent streetscape improvements could be considered, subject to available funding in future Capital Works Programs.

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 submission 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	The road reallocation renewal will continue to cause more noise and misbehaviour from	The proposed trading hours are within the approved indoor hours of the premises and recommended

Abercrombie Street CHIPPENDALE	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.
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 highly inappropriate to allow the venue to claim rights of the public laneway and block local access.	The Roads Act 1993 permits outdoor dining on the road in association with an approved food and drink premises
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	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.

	as a late night special precinct area.	
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

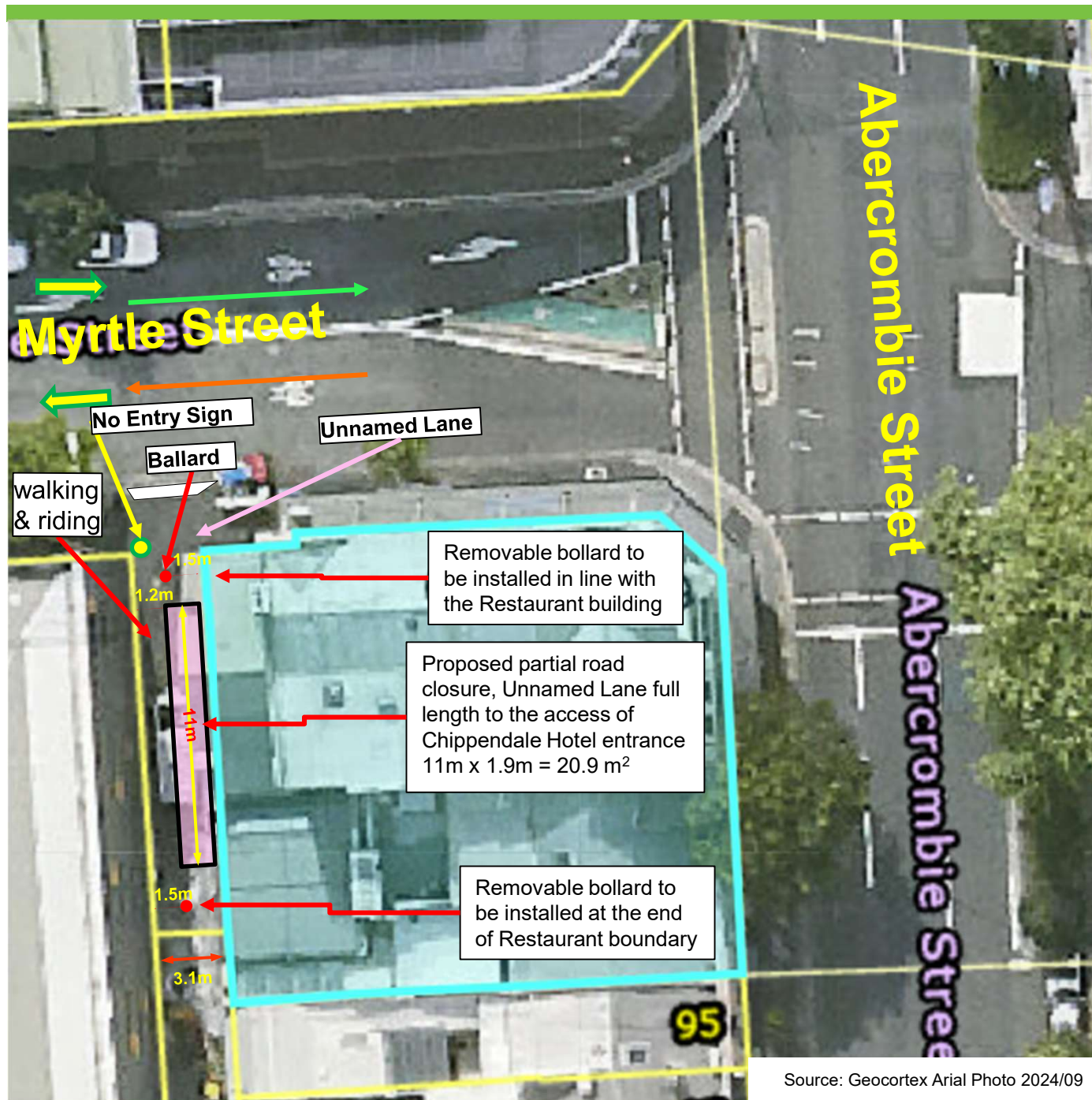
Funds are available in the current budget.

KAMAH L ZARSHENAS, TRAFFIC MANAGER – NIGHT TIME CITY

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

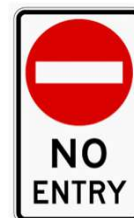
Unnamed Lane, Chippendale

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



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

"No Entry" (R2-4)



Item 16.**Traffic Treatment - Separated Cycleway - O'Dea Avenue, Waterloo****TRIM Container No.: X090338.001****Recommendations**

- (A) It is recommended that the Forum review the installation of the following treatments in Waterloo:
- (i) A 2.4 metre separated two-way cycleway on the north side of O'Dea Avenue, between 0 and 195 metres, east of Bourke Street;
 - (ii) A 2.4 metre separated two-way cycleway on the northern shared path on O'Dea Avenue between 195 to 330 meters, east of Bourke Street;
 - (iii) A 2.4 metre separated two-way cycleway on the north side of O'Dea Avenue, between 330 and 520 metres, east of Bourke Street;
 - (iv) A 2.4 metres separated two-way cycleway on the northern shared path on O'Dea Avenue between 520 to 560 meters, east of Bourke Street; and
 - (v) Changes to the western lane of Bourke Street, north of O'Dea Avenue, to parking only from 34 to 106 meters;
 - (vi) Installation of a raised pedestrian crossing on the bidirectional cycleway on Gadigal Avenue, just north of O'Dea Avenue;
 - (vii) Installation of a raised pedestrian crossing on the bidirectional cycleway on O'Dea Avenue, just east of Gadigal Avenue.
- (B) It is recommended that the Forum review the traffic changes at the following signalised intersections:
- (i) Introduction of right turn only from lane 2 (northbound) at the intersection of O'Dea Avenue and Bourke Street between 0 to 34 meters, south of O'Dea Avenue;
 - (ii) Additional pedestrian crossing link on the northern arm of the intersection of O'Dea Avenue and Joynton Avenue.
 - (iii) Introduction of no left turn at the intersection of O'Dea and Gadigal Avenue for all traffic eastbound traffic.
- (C) It is recommended that the Forum review the changes to parking as follows:
- (i) Reallocation of parking on the northern side of O'Dea Avenue between the points 20 metres and 180 metres, east of Bourke Street as "No Stopping";

- (ii) Reallocation of parking on the western side of Bourke Street between the points 36 meters and 48 metres, south of O'Dea Avenue as "No Stopping";
 - (iii) Reallocation of parking on the northern side of O'Dea Avenue, between 80 and 120 metres as "No Stopping".
- (D) It is recommended that the Forum review the changes to signage and line marking as follows:
- (i) Installation of shared path on O'Dea Avenue between the points 0 metres and 30 meters.
 - (ii) Removal of bus stop signage on northern side of O'Dea avenue from 80 to 120 meters.
 - (iii) Removal of shared path on O'Dea Avenue at 160 meters east of Bourke Street.

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

Council approved the project scope in August 2023 for a new two-way bicycle path.

The O'Dea Street cycleway is part of the City's broader Cycling Strategy and Action Plan, the NSW Government's Co-designed Bicycle network (Principal Bicycle Network). The proposal aligns with a well-used bike commuter route between Alexandria towards the University of NSW.

Comments

Traffic Signals

The project will require changes to the traffic signals which are outlined in section (B) above:

1. Introduction of right turn only from lane 2 (northbound) at the intersection of O'Dea Avenue and Bourke Street.
2. Additional pedestrian crossing link on the northern arm of the intersection of O'Dea Avenue and Joynton Avenue.
3. Introduction of no left turn at the intersection of O'Dea and Gadigal Avenue for all traffic eastbound traffic.
4. Monthly coordination meetings are held with TfNSW to discuss the project and coordinate the project.
5. TCS plans have been prepared for the three intersections. 'Agreements In Principal' (AIP) have been received for the intersection in the past but they have been resubmitted to TfNSW for review.

Separated Cycleway

The project will deliver a safe connection for people riding between the existing cycleway on O'Dea Avenue in the east and to Bourke Street and cycleways on Short, Allen and George Streets to the west.

The O'Dea Street cycleway is part of the City's broader Cycling Strategy and Action Plan, the NSW Government's Co-designed Bicycle network (Principal Bicycle Network). The proposal aligns with a well-used bike commuter route between Alexandria towards the University of NSW.

Parking

This proposal will decrease the overall number of kerbside parking spaces for the residents on O'Dea Avenue and Bourke St. The loss of twenty-four parking spaces on O'Dea Avenue and two on Bourke St.

There is one GoGet car share space on Bourke Street, which will be relocated following further discussions with GoGet.

Consultation

The City consulted local residents and businesses in the area in 2023. There were 4000 letters sent out and a webpage on 'SydneyYourSay' including an interactive map of the proposed concept design was created.

The Sydney Your Say page was visited 1,043 times during the consultation period. 126 people left a total of 184 comments on the City's interactive map. 42 email submissions were received. Approximately 90 people attended the information sessions.

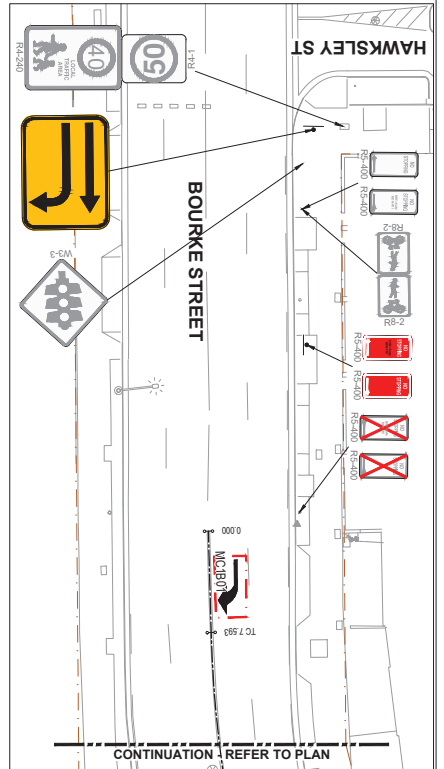
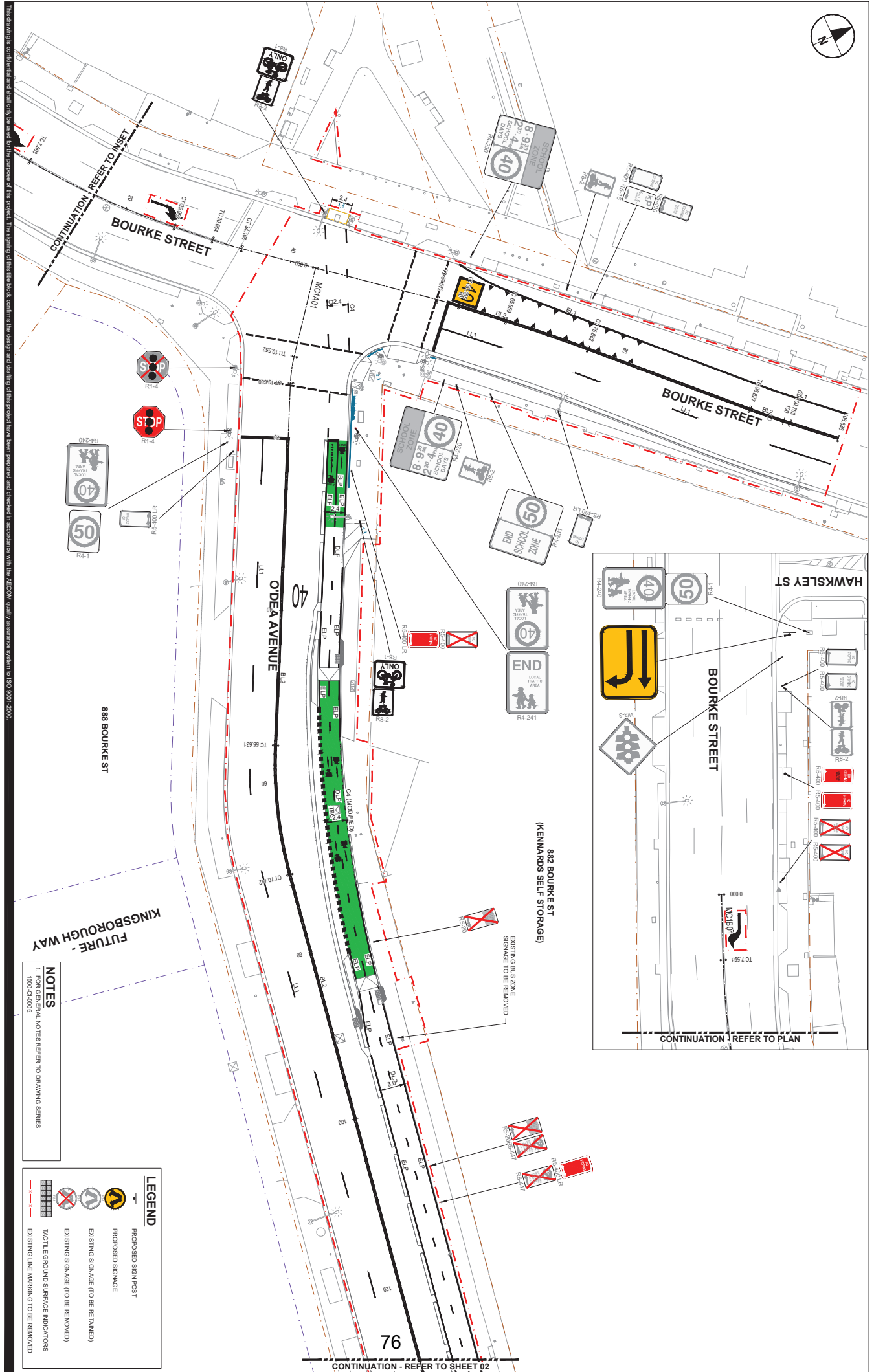
For the issues and suggestions raised on the interactive map, 430 people showed "Support for the cycleway project" in general by voting it up while 104 people voted it down.

Please refer to Engagement report dated May 2023 which was brought to Council in August 2023 as an attachment to the scoping report.

Financial

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

THOMAS CACITTI - PROJECT MANAGER



PROJECT

Odea Avenue
Cycleway

CLIENT

CITY OF SYDNEY

SCALE BAR



KEY PLAN



CHECK PRINT

DESIGNED BY: []
CHECKED BY: []
DATE: []

PROJECT MANAGEMENT INITIALS

DESIGNER: []
CHECKED: []
APPROVED: []

ISSUE/REVISION

DATE: []
DESCRIPTION: []

PROJECT NUMBER

60720293

SHEET TITLE

SIGNAGE AND LINE MARKING

PLAN

SHEET 01

SHEET NUMBER

60720293-SHT-00-1000-CI-0161

FOR INFORMATION ONLY

LEGEND

PROPOSED SIGN POST

PROPOSED SIGNAGE

EXISTING SIGNAGE (TO BE RETAINED)

EXISTING SIGNAGE (TO BE REMOVED)

TACTILE GROUND SURFACE INDICATORS

EXISTING LINE MARKINGS TO BE REMOVED



LEGEND

- PROPOSED SIGN POST
- PROPOSED SIGNAGE
- EXISTING SIGNAGE (TO BE RETAINED)
- EXISTING SIGNAGE (TO BE REMOVED)
- TACTILE GROUND SURFACE INDICATORS
- EXISTING LINE MARKING TO BE REMOVED

NOTES

1. FOR GENERAL NOTES REFER TO DRAWING SERIES 1000-CI-0005.

PROJECT

O'Dea Avenue
Cycleway

CLIENT



SCALE BAR



KEY PLAN



CHECK PRINT		SIGNED/READY TO	
DESIGN	CHECK	REMOVED	ISSUE DATE
DESIGN ENGINEER			
LEAD DESIGN			
VERIFIER			
BACKLOG/TO CORRECTED			
COVERED			

PROJECT MANAGEMENT INITIALS

JD	MH	RM
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

NO	DATE	DESCRIPTION
01	07/11/2025	80% DD REISSUE
02	03/10/2025	80% DD REISSUE
03	02/08/2024	80% DD REISSUE

PROJECT NUMBER

60720293

SHEET TITLE

SIGNAGE AND LINE MARKING

SHEET 02

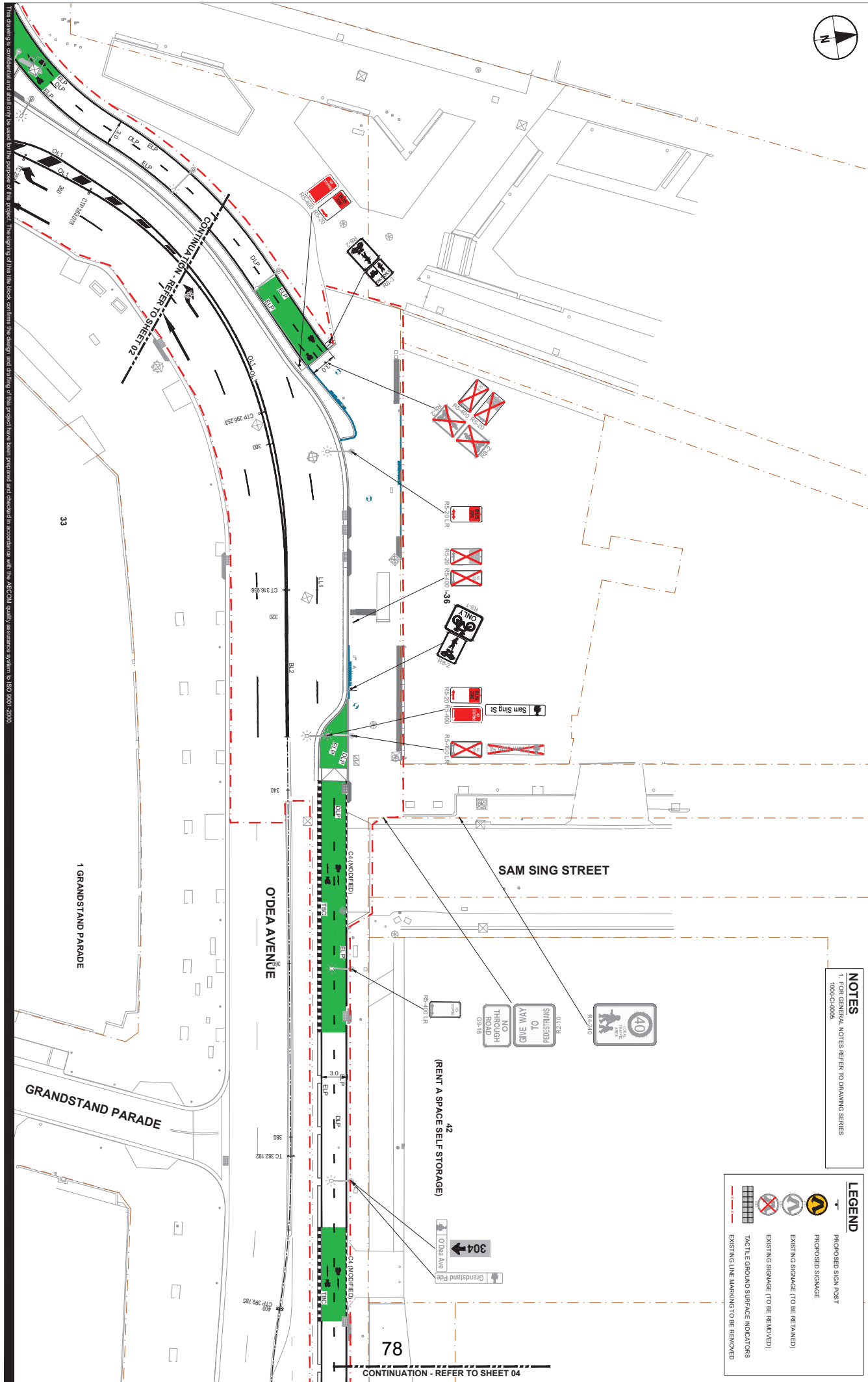
SHEET NUMBER

60720293-SHT-00-1000-CI-0162

FOR INFORMATION ONLY

60720293-SHT-00-1000-CI-0162

77



NOTES

1. FOR GENERAL NOTES REFER TO DRAWING SERIES 1000-CI-0005.

LEGEND

- PROPOSED SIGN POST
- PROPOSED SIGNAGE
- EXISTING SIGNAGE (TO BE RETAINED)
- EXISTING SIGNAGE (TO BE REMOVED)
- TACTILE GROUND SURFACE INDICATORS
- EXISTING LINE MARKINGS TO BE REMOVED

PROJECT

O'Dea Avenue
Cycleway

CLIENT

CITY OF SYDNEY

SCALE BAR



KEY PLAN



CHECK PRINT

NO.	NAME	DATE	STATUS
1	DESIGN	07/11/2025	FOR INFORMATION ONLY
2	CHECK	02/08/2024	FOR INFORMATION ONLY
3	REVIEW	02/08/2024	FOR INFORMATION ONLY
4	APPROVE	02/08/2024	FOR INFORMATION ONLY

PROJECT MANAGEMENT INITIALS

JD	TV	RM

ISSUE/REVISION

NO.	DATE	DESCRIPTION
01	02/08/2024	FOR INFORMATION ONLY
02	07/11/2025	FOR INFORMATION ONLY
03	02/08/2024	FOR INFORMATION ONLY

PROJECT NUMBER

60720293

SHEET NUMBER

60720293-SHT-00-1000-CI-0163

FOR INFORMATION ONLY



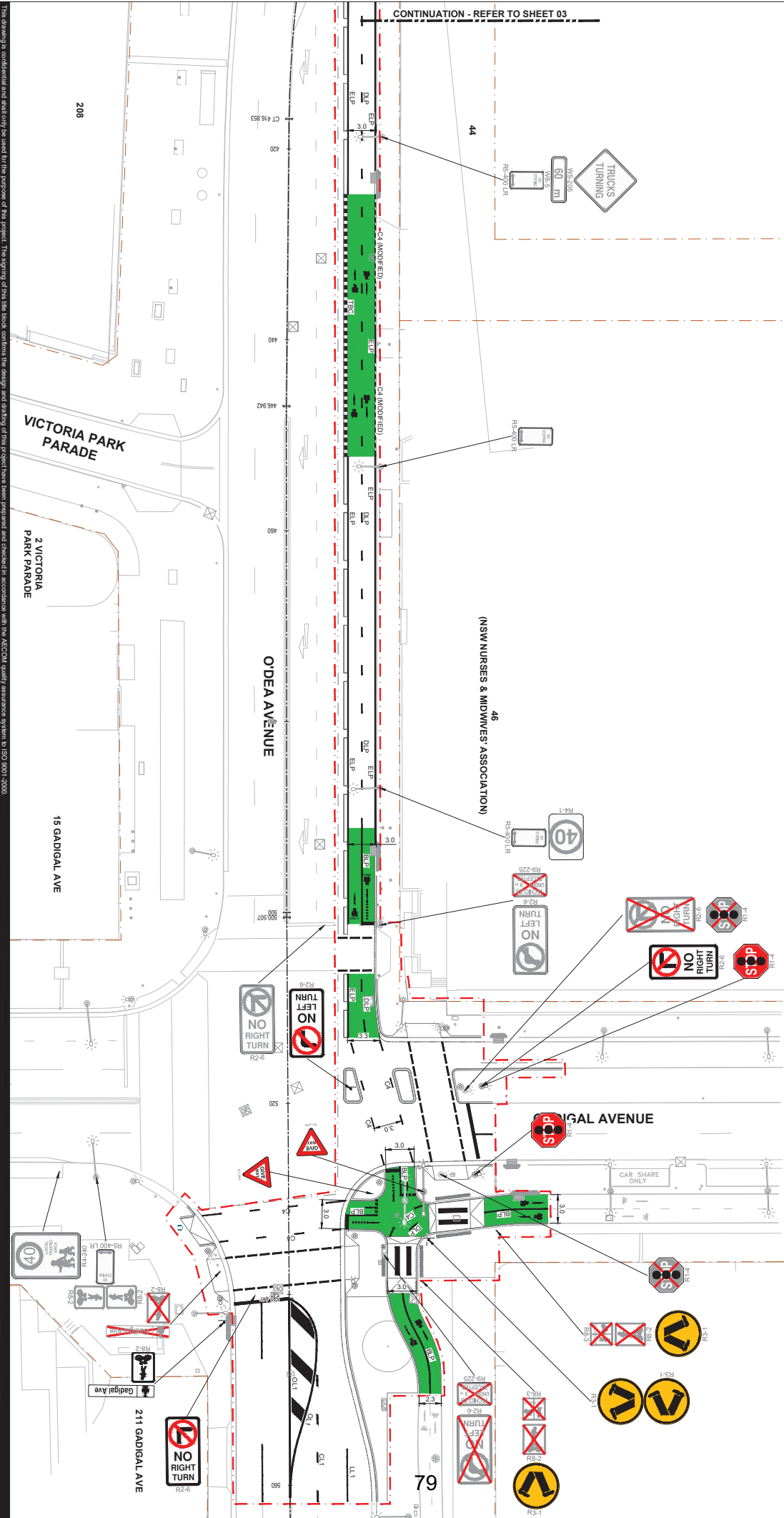
LEGEND

- PROPOSED SIGN POST
- EXISTING SIGNAGE (TO BE RETAINED)
- EXISTING SIGNAGE (TO BE REMOVED)
- TACTILE GROUND SURFACE INDICATORS
- EXISTING LINE MARKING TO BE REMOVED

NOTES

1. FOR GENERAL NOTES REFER TO DRAWING SERIES 1000-CI-0005.

CONTINUATION - REFER TO SHEET 03



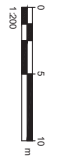
PROJECT

O'Dea Avenue
Cyclway

CLIENT

CITY OF SYDNEY

SCALE BAR



KEY PLAN



CHECK PRINT		SIGNED/STAMPED TO	
DESIGN	DATE	INITIAL	DATE
DESIGN ENGINEER			
LEAD DESIGN			
VERIFIER			
BACKCHECKED/CONNECTED			
CONFIRMED			

PROJECT MANAGEMENT INITIALS

JD	TV	RM
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

DATE	DESCRIPTION
02/07/2025	80% DD REISSUE
01/02/2024	80% DD ISSUE
01/02/2024	80% DD ISSUE

PROJECT NUMBER

60720293
SHEET TITLE
SIGNAGE AND LINE MARKING
PLAN
SHEET 04
SHEET NUMBER

FOR INFORMATION ONLY

60720293-SHT-00-1000-CI-0164

AECOM
CONSULTANT

AECOM Australia Pty Ltd
A.B.N 20 093 846 925
www.aecom.com

Attachment C

Engagement Report

Engagement Report – O’Dea Avenue Cycleway



Contents

Background	3
Engagement Summary	4
Subjects / Issues Raised in Submissions	6
Appendix	15



Background

The City proposes a cycling connection on O'Dea Avenue in Waterloo.

The project includes:

- a new cycleway on the northern side of O'Dea Avenue between Bourke Street and Gadigal Avenue
- a protected intersection for people riding at O'Dea Avenue and Joynton Avenue that will allow bike riders to bypass the traffic lights
- a new pedestrian crossing at O'Dea Avenue near Joynton Avenue and a “no right turn” from O'Dea Avenue into Joynton Avenue (except for buses)
- a “no left turn” from O'Dea Avenue north into Gadigal Avenue
- relocating the eastbound bus stop for route 348 from outside Kennards Storage on O'Dea Avenue to nearby Bourke Street just north of Elizabeth Street
- removing the eastbound bus stop for route 320 and 392 outside Kennards Storage on O'Dea Avenue – these services remain unaffected and commuters can use alternative stops nearby

No trees will be affected by the proposal. However, the project requires removing 16 time-restricted parking spaces and relocating a car share space.



Engagement Summary

We asked the community for feedback on the concept design

Consultation on the plan ran between 1 May and 29 May 2023 and provided an opportunity for stakeholders and the community to review and comment on the proposed design.

Consultation activities included an online survey and interactive map, two information sessions at East Village, and a letter to residents and businesses.

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- Get feedback on walking and cycling improvements
 - Find out about access to properties and how people currently use the area
 - Determine if anything had been missed by calling on local knowledge
-

Engagement activities

Sydney Your Say webpage

A Sydney Your Say webpage was created. The page included an interactive map of the proposed design. People could insert their feedback directly onto the map and up-vote and down-vote ideas.

Interactive map

The Sydney Your Say page included a link to an interactive map of the proposed design. The community and stakeholders could insert their feedback directly onto the map and up-vote and down-vote ideas.

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. **4000 letters** were distributed.

Information sessions

Two information sessions were held at East Village where project team were available to discuss the project on-site.

- Tuesday 9 May 4pm to 5:30pm
- Thursday 11 May 8am to 9:30am

Outcomes from the engagement

Feedback was received through the interactive map, an online survey and via email.

- The Sydney Your Say page was visited 1043 times during the consultation period.
- 126 people left a total of 184 comments on our interactive map
- 42 email submissions were received
- 90 people (approx.) attended the information sessions

Subjects / Issues Raised in Submissions

Issues and suggestions raised in email submissions

Comment	Count	CoS Response
Support	8	noted
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue	17	The turn ban is required to provide priority to buses and allow safe and efficient bus movements through the intersection.
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue Suggests a right turn from Lachlan to Gadigal may offset this	1	Vehicles travelling east along O'Dea Avenue can access the precinct by turning right into Gadigal Avenue.
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue Suggests using road reserve and large footpaths instead of the cycleway to avoid the turn ban	1	The proposal reallocates road space, rather than footpaths to prioritise active transport - walking and riding - as well as public transport.
Reinstate right hand turn into Victoria Park Parade to offset impacts of the turn ban from O'Dea Avenue on to Joynton Avenue	1	Vehicles travelling east along O'Dea Avenue can access the precinct by turning right into Gadigal Avenue.
Opposes the project due to the potential traffic congestion	6	Separated cycleways provide a safe and convenient alternative for short trips and allows people to avoid congestion. As cycleways enable more people to ride, congestion caused by too many cars is eased.
Opposes the removal of parking.	5	The proposal reallocates road space to prioritise active transport - walking and riding - as well as public transport. The parking spaces are mostly outside Kennards Self Storage which has off-street parking available.
Notes that there is a school bus that uses the bus stop being relocated	2	We will investigate alternative arrangements.
Provided high level technical suggestions	1	noted and will be reviewed in detailed design stage.
320 Bus stop on O'Dea Avenue could be relocated to Joynton Avenue	1	There is an existing southbound 320 bus stop in Joynton Avenue at Tote Park (just south of O'Dea Avenue).

Engagement Report –
O'Dea Avenue Cycleway

Comment	Count	CoS Response
Concerned about change in conditions impacting bus times	1	The proposal has been developed in collaboration with Transport for NSW. TfNSW have approved the proposal in principle based on the assessment that bus operations will not be negatively impacted.
Concerned about food delivery riders that don't use the cycleways that exist currently and sceptical that they won't use the proposed cycleway	1	By providing a safe alternative to riding on the road this project will reduce the number of people riding on the footpaths and shared paths here.
Continue the connections to Rosebery via Joynton Avenue	1	A cycleway along Joynton Avenue is not part of the planned bike network.
Create an additional 348 bus stop on Bourke Street southbound	1	We will pass on this suggestion to Transport for NSW.
Current and future shared paths and crossings need to be better maintained and clearly marked. Must be clear that people riding must slow down and give way to people walking	1	Noted. Improved line marking and signage will be considered in the detailed design.
Cycleway should be on the other side of O'Dea Avenue	1	We investigated options for the alignment and identified the northern side on balance as the preferred side, based on impact, safety and connections to the existing network.
Cycleways aren't needed in the area	1	This cycleway forms part of the proposed bike network as outlined in the adopted Cycling Strategy and Action Plan. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.
Doesn't support the shared path at the bus stop east of Joynton Avenue	1	Noted. There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sign Street will increase building setbacks and provide the opportunity to improve the bus stop layout.
Make the Joynton Avenue and O'Dea Avenue intersection a scatter crossing	1	We will further investigate the intersection design and phasing during the detailed design.
Money should be spent on security to address rising theft and crime rates	1	This is the responsibility of the NSW Government. <u>Statistics</u> indicate Sydney has exceptionally low theft and crime rates.
Opposes the turn ban from O'Dea Avenue on to Gadigal Avenue	1	Only one residential development (on Tung Hop Street) near Lachlan Street is accessed from this section of Gadigal Avenue. Vehicles travelling east on O'Dea Avenue and wishing to access Tung Hop Street can turn left at South Dowling Street and access Gadigal Avenue via Murray Street or Lachlan Street.
Opposes changes to bus stops	1	While we note there may be further distance to walk for some people using this bus stop, the

Engagement Report –
O'Dea Avenue Cycleway

Comment	Count	CoS Response
		relocation of the east bound bus stop between Joynton Avenue and Bourke Street provides more even spacing between bus stops, enabling more efficient bus operations.
Provide protected intersections	1	We will further develop the intersection design in the detailed design.
Supports new crossing at O'Dea and Joynton avenues	1	Noted
The bus stop east of Joynton Avenue will not be safe for people riding	1	There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sing Street will increase building setbacks and provide the opportunity to improve the bus stop layout.
The cycleway would be better without barriers and on a quieter street like Wolseley Grove	1	The project provides a safe connection in the regional bike network, between George and Bourke Street cycleways, and Todman Avenue planned cycleway, to connect to UNSW.
The intersection of Sam Sing Street will be unsafe for people riding	1	We will further develop the intersection design in the detailed design.
Widen the northern footpath on O'Dea Avenue	1	Future redevelopment east of Sam Sign Street will increase building setbacks and provide additional public domain space as per the DCP.

Issues and suggestions raised on the interactive map

Comment	CoS Response	Count	Up	Down
Support for the cycleway project	noted	29	430	104
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue	The turn ban is required to provide priority to buses and allow safe and efficient bus movements through the intersection.	61	558	58
Build a continuous footpath treatment over Sam Sing Street	We will further develop the intersection design in the detailed design.	2	55	1
Build a continuous footpath treatment over the future road between Sam Sing Street and Gadigal Avenue	We will further develop the intersection design in the detailed design.	1	25	0

Engagement Report –
O'Dea Avenue Cycleway

Make this connection over the intersection to Todman Avenue	The section of cycleway between between Gadigal Avenue and South Dowling Street already exists. The section on the other side of South Dowling Street is being planned by Randwick Council.	2	31	0
Build the bus stop with a bypass like Miller Street, separate the footpath from the cycleway	There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sing Street will increase building setbacks and provide the opportunity to improve the bus stop layout.	3	61	1
Make the intersection of O'Dea Avenue and Gadigal Avenue a protected intersection	We will further develop the intersection design in the detailed design.	3	39	0
Separate the cycleway from the roadway with a landscaped median	We will consider a planted median in the detailed design where there is sufficient road space available.	1	38	0
Widen the existing pedestrian crossing of Joynton Avenue at O'Dea Avenue	We will further develop the intersection design in the detailed design.	1	30	0
Continue the cycleway along Joynton Avenue	A cycleway along Joynton Avenue is not part of the planned bike network.	1	34	8
Build a continuous footpath treatment over the driveway east of Kennards	Noted. This suggestion will be investigated in the future together with the completion of Sam Sing Street. This is dependent on a future redevelopment of the Kennards Storage site at 40-42 O'Dea Avenue.	1	22	0
Create connections on either side of the proposed cycleway	At the eastern end there is an existing section of cycleway between Gadigal Avenue and South Dowling Street and Randwick Council are planning a cycleway on Todman Avenue. At the western end this project links in with the existing path to the Short, Allen and George Street cycleways.	2	26	1
Remove all of the parking spaces on O'Dea Avenue	The cycleway will take up the parking lane, taking up sixteen parking spaces. One car share space will be moved.	2	23	3

Engagement Report –
O'Dea Avenue Cycleway

The reduction in traffic lanes will cause congestion at Gadigal Avenue	Separated cycleways provide a safe and convenient alternative for short trips and allows people to avoid congestion. As cycleways enable more people to ride, congestion caused by too many cars is eased.	10	51	55
Existing shared path on O'Dea Avenue west is too narrow	The project proposes a separated cycleway to replace the existing shared path.	2	19	1
Upgrade the southern side of the O'Dea Avenue	A public domain upgrade on the southern side of the street will be delivered by the development at 888 Bourke Street.	1	11	1
Prioritise and automate light phasing for people walking and riding	We will further develop the intersection design in the detailed design.	5	54	1
Simplify the transition from Gadigal Avenue into O'Dea Avenue	The connection between Gadigal Avenue and O'Dea Avenue will be further developed in the detailed design.	1	10	0
The left turn ban into Gadigal could push more traffic into Amelia Street	This is considered unlikely as traffic on Amelia Street has to turn left into Hatbox Place and then left again into Gadigal Avenue and back towards O'Dea Avenue.	1	9	0
Create a left turn into Grandstand Parade	People riding westbound on O'Dea cycleway can reach Grandstand Parade by crossing at Gadigal, or continuing to Wolseley Grove.	2	19	10
Remove the slip lane in the south west corner of the South Dowling Street intersection to make pedestrian crossing safer and easier	South Dowling Street is a State Road under the control of TfNSW. Changes to the intersection are not part of this project scope. The City is generally supportive of removing slip lanes.	1	18	7
Bourke Street shared path is insufficient	Changes to the Bourke Street shared path are not part of this project scope. This project will enable people riding to access the cycleway on Gadigal Avenue to go north and avoid using the Bourke Street shared path.	2	16	1
Include physical separators on the bend of O'Dea Avenue	Physical separators will be installed to separate the cycleway and road.	1	11	1

Engagement Report –
O'Dea Avenue Cycleway

Reduce the lanes on the bend of O'Dea Avenue and increase footpath space	The proposed lane arrangements have been developed to ensure bus operations are not negatively impacted.	1	9	5
Opposes the turn ban from Gadigal Avenue on to O'Dea Avenue	Noted The proposal includes a turn ban from O'Dea Avenue (eastbound) into Gadigal Avenue (northbound).	8	64	6
Ensure the ramp of the new crossing at O'Dea Avenue and Joynton Avenue has a wide enough ramp	We will further develop the intersection design in the detailed design	1	7	0
Continue the cycleway along Gadigal Avenue	Gadigal Avenue already has a cycleway north of O'Dea. Upgrade of Gadigal Avenue is not part of this project scope.	2	11	2
Don't move or relocate any bus stops	We are proposing the relocation of the east bound bus stop between Joynton Avenue and Bourke Street to provide more even spacing between bus stops, safe bus stop design and efficient bus operations.	6	49	0
Create a shared crossing at Hawksley Street and Short Street	Changes to Hawksley Street and Short Street are not part of this project scope.	2	12	1
Make sure the cycleway lanes are wide enough for cargo bikes	We are proposing a 3m wide bi-directional cycleway (1.5m wide lane in each direction)	2	9	1
Reopen the median strip on Sam Sing Street	Changes to Sam Sing Street are not part of this project scope but will be made in the future in conjunction with the redevelopment of adjacent sites.	1	2	5
Supports the turn ban from O'Dea Avenue on to Joynton Avenue	noted	1	3	17
Make sure the bus stop does not obstruct sight lines	noted	1	5	0
Change traffic signals instead of creating a turn ban from	We will discuss this option with TfNSW during the detailed design.	1	3	0

Engagement Report –
O'Dea Avenue Cycleway

O'Dea on to Gadigal				
Move the remaining bus stop closer to the removed bus stop	Spacing and locations of bus stops will be considered in the detailed design.	1	3	0
Create a shared crossing of O'Dea Avenue at Sam Sing Street or Grandstand Parade	We will investigate during the detailed design	1	2	0
Remove the traffic island to allow access from private driveway at Emerald Park to O'Dea Avenue	Not within the scope of this project.	1	2	0
Concerns about Elizabeth Street if it were to become busier as a result of this project	Elizabeth Street is one of the options drivers can use to access Joynton Avenue	1	4	4
Cycleways should only be on quiet streets	Regional cycleways need to be on streets that connect through to regional destinations.	1	0	4
Don't restrict the 320 bus from turning right	The concept design allows buses to turn right from O'Dea Avenue onto Joynton Avenue.	1	2	0
Buses won't be able to turn left into O'Dea from a single lane	Swept paths will be considered in the design to allow safe movement of vehicles, including buses.	2	1	2
Concern about emergency vehicle access	Noted. Safe emergency vehicle access will be considered in the detailed design.	1	2	1
The cycleway would be better on the southern side of O'Dea Avenue	We investigated options for the alignment and identified the northern side on balance as the preferred side, based on impact, safety and connections to the existing network.	4	7	12
There aren't enough people riding O'Dea Avenue currently to justify the cycleway	This cycleway forms part of the proposed bike network as outlined in the adopted Cycling Strategy and Action Plan. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.	1	0	1

Engagement Report –
O'Dea Avenue Cycleway

	The existing road conditions are not suitable for most people to feel comfortable to ride.			
Improve the footpath on the west side of Joynton Avenue	Upgrade of Joynton Avenue is not part of this project scope.	2	0	0
Plant more trees on the footpaths and in new medians	Noted. Additional planting and landscaping will be considered in the detailed design subject to budget.	1	3	3
Increase the green time for cars turning left from O'Dea on to the South Dowling Street	Traffic signal changes on South Dowling Street are not part of this project scope.	1	19	22
Improve ramps and paint more clear symbols for the shared path at the south east corner of Gadigal and O'Dea	Noted. Improved line marking and signage will be considered in the detailed design.	1	7	0
Increase the green time for cars turning right from O'Dea on to the South Dowling Street	Traffic signal upgrade on South Dowling Street is not part of this project scope.	1	11	3
Make the eastern lane from O'Dea into Joynton, straight only	We will further develop the intersection design in the detailed design	1	1	0
What evidence is there that a cycleway will be used in this location?	This cycleway forms part of the proposed regional bike network as outlined in the adopted Cycling Strategy and Action Plan. It is a key east-west connection linking residents of Waterloo, Zetland and Alexandria to UNSW. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.	1	8	0
Restricting right turns into South Dowling Street will impact congestion on O'Dea Avenue	Traffic signal changes on South Dowling Street are not part of this project scope.	1	6	0

Engagement Report – O’Dea Avenue Cycleway

Appendix B: letter to community



City of Sydney
Gadigal Country
456 Kent Street
Sydney NSW 2000

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council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

1 May 2023

Proposed cycleway on O’Dea Avenue, Waterloo

We invite your feedback on the proposed design for a new cycleway on O’Dea Avenue in Waterloo.

This cycling connection will form an important part of our bike network and will make getting around safer for people walking and riding.

The project includes:

- a new cycleway on the northern side of O’Dea Avenue between Bourke Street and Gadigal Avenue
- a protected intersection for people riding at O’Dea Avenue and Joynton Avenue that will allow them to bypass the traffic lights
- a new pedestrian crossing at O’Dea Avenue near Joynton Avenue
- relocating the eastbound bus stop for route 348 from outside Kennards Storage on O’Dea Avenue to nearby Bourke Street just north of Elizabeth Street
- removing the eastbound bus stop for route 320 and 392 outside Kennards Storage on O’Dea Avenue – these services remain unaffected, and commuters can use alternative stops nearby.

No trees will be affected by the proposal. However, the project requires removing 16 parking spaces and relocating a car share space.

How to give feedback

You can view the documents and provide your feedback by **5pm on Monday 29 May** at sydneyyoursay.com.au.

You are also invited to attend an information session at East Village to learn more about the proposal and speak to the project team.

- Tuesday 9 May, 4pm to 5:30pm
- Thursday 11 May, 8am to 9:30am

These sessions are subject to weather conditions.

If you have any questions about the cycleway, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at sydneycycleways@cityofsydney.nsw.gov.au.

Yours sincerely

Kim Woodbury
Chief Operating Officer

The City of Sydney acknowledges
the Gadigal of the Eora Nation as the
Traditional Custodians of our local area.

Item 17.

Traffic Treatment - Shared Zone Extension - Tung Hop Street, Waterloo

TRIM Container No: 2026/029302

Recommendations

It is recommended that the Forum review the extension of a Shared Zone in Tung Hop Street, Waterloo, between Gadigal Avenue and Lachlan Place.

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

As part of the redevelopment of 44-48 O'Dea Avenue, Waterloo (D/2016/1450), the Applicant has submitted public domain plans for the extension of the Shared Zone in Tung Hop Street.

Comments

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement.

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

TfNSW were consulted on the proposal and raised no objections.

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

The proposed Shared Zone will have matching paving and extend to Lachlan Place. It will not effect on-street parking provision in Tung Hop Street.

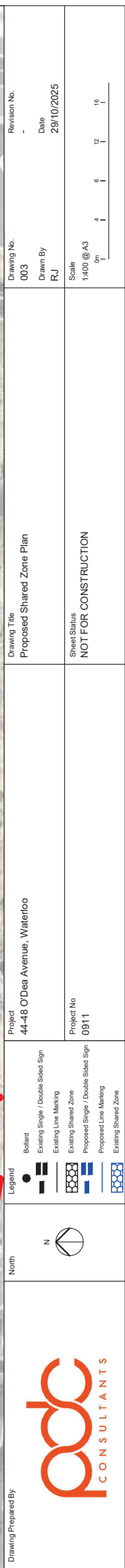
Consultation

The Applicant must notify adjacent properties at least 14 days prior to the implementation of the changes.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER



Item 18.**Traffic Treatments and Parking - Contraflow Cycleway, One-way Traffic, Raised Pedestrian Crossings and Parking Changes - Surry Hills to Central Quietway, Surry Hills**

TRIM Container No.: 2025/712830

Recommendations

It is recommended that the Committee review the installation of the following traffic treatments along Cooper Street and Arthur Street, Surry Hills, between Elizabeth Street and South Dowling Street and Riley Street between Collins Street and Arthur Street;

- (A) A 2.2 metre-wide one-way separated cycleway on;
 - (i) On the northern side of the Cooper Street between 12.9 metres and 81.5 metres east of Elizabeth Street.
 - (ii) On the northern side of the Arthur Street between 4.4 metres and 106.8 metres east of Riley Street.
- (B) Conversion of street to one-way westbound only on;
 - (i) Cooper Street between Elizabeth Street and Holt Street.
 - (ii) Arthur Street between Riley Street and Crown Street.
- (C) Reallocation of parking to "No Stopping" at the following locations;
 - (i) On the northern side of Cooper Street between Elizabeth and Holt Streets;
 - (a) 14.3 metres to 27.2 metres, east of Elizabeth Street
 - (ii) On the southern side of Cooper Street between Elizabeth and Holt Streets;
 - (a) 19.6 metres to 23.1 metres, east of Elizabeth Street
 - (b) 77.9 metres to 83.9 metres, east of Elizabeth Street
 - (iii) On the northern side of Cooper Street between Hart and Waterloo Streets
 - (a) 55.3 metres to 66.3 metres, east of Hart Street
 - (iv) On the southern side of Cooper Street between Hart and Waterloo Streets
 - (a) 50.4 metres to 54.3 metres, east of Hart Street
 - (v) On the western side of Riley Street
 - (a) 7.1 meters to 28.7 meters, north of Arthur Street

- (b) 72.9 meters to 82 meters, north of Arthur Street
- (vi) On the eastern side of Riley Street
 - (a) 10 meters to 20 meters, north of Arthur Street
- (vii) On the northern side of Arthur Street between Riley Street and Crown Street
 - (a) 48.5 metres to 49.8 metres, east of Riley Street
 - (b) 57.6 metres to 60.0 metres, east of Riley Street
 - (c) 82.7 metres to 84.9 metres, east of Riley Street
 - (d) 91.6 metres to 93.2 metres, east of Riley Street
- (D) Installation of shared path on;
 - (i) The eastern side of Elizabeth Street between -6 meters to 10 meters, north of Cooper Street
 - (ii) The northern side of Cooper Street between
 - (a) 0.0 meters to 12.9 meters, east of Elizabeth Street
 - (b) 81.5 meters to 86.8 meters, east of Elizabeth Street
 - (iii) western side of Holt Street between 0.0 meter to 5.8 meters, north of Cooper Street
 - (iv) western side of Riley Street between 14.4 meters to 27.2 meters, north of Arthur Street
 - (v) eastern side of Riley Street between -2 meters to 12.6 meters, north of Arthur Street
 - (vi) northern side of Arthur Street between 0 meters to 4.3 meters, east of Riley Street
- (E) Installation of Kerb Extension at the following locations.
 - (i) northern side of Cooper Street between 55.2 metres to 63.0 metres, east of Hercules Street
 - (ii) southern side of Cooper Street between 50.4 metres to 58.6 metres, east of Hart Street
- (F) Reallocation of parking to loading zone, 6am to 6pm, Monday to Friday on southern side of Cooper Street between 32.2 meters and 42.25 meters, east of Elizabeth Street
- (G) Installation of "Give Way" signage on:
 - (i) northern side of Cooper Street, east of Holt Street
- (H) Installation of "Give Way" and "To cyclists" signage on:

- (i) western side of Riley Street, at 10 meters, northern of Arthur Street
 - (ii) eastern side of Riley Street, at 20 meters, northern of Arthur Street
 - (iii) western side of Crown Street, at 11.8 meters, north of Arthur Street
 - (iv) eastern side of Crown Street, at 12.1 meters, north of Arthur Street
- (I) Allocation of timed parking as follows:
- (i) On the western side of Riley Street between the points 0 and 4.3 metres south of Arthur Street as "1/4P 7.30 to 10am and 4-6.30pm Mon-Fri" and "1P 10am-4pm, Mon-Fri"
 - (ii) On the northern side of Arthur Street between 107.8 meters and 110.9 meters, east of Riley Street as "2P 8am-10pm, Permit Holders Excepted Area 18"
 - (iii) On the western side of Riley Street between 59.8 meters and 72.9 meters, north of Arthur Street as "2P 8am-10pm, Permit Holders Excepted Area 18"
 - (iv) On the eastern side of Riley Street between 10 meters and 30 meters, north of Withers Lane as "2P 8am-10pm, Permit Holders Excepted Area 18"
- (J) Installation of "No Parking, Authorised Car Share Vehicles Excepted" on:
- (i) The northern side of Cooper Street, between 27.9 meters and 33.3 meters, east of Elizabeth Street
 - (ii) On the western side of Riley Street between 4.32 meters and 7.15 meters, north of Arthur Street
- (K) Installation of signposting for contra-flow bicycle facility in Cooper Street between Elizabeth Street and Holt Street.
- (L) Installation of continuous footpath treatment in Cooper Street at the Elizabeth Street intersection
- (M) Installation of landscaped Kerb-side blisters in Cooper Street between Elizabeth and Holt Street
- (i) On the northern side of Cooper Street between 6.0 metres and 27.9 metres east of Elizabeth Street
 - (ii) On the southern side of Cooper Street between 19.6 metres and 23.1 metres east of Elizabeth Street
 - (iii) On the western side of Riley Street between 72.9 meters and 81.8 meters, north of Arthur Street
 - (iv) On the eastern side of Riley Street between 0 meters and 10 meters, north of Withers Lane
 - (v) On the eastern side of Riley Street between 30 meters and 37.5 meters, north of Withers Lane

- (vi) On the northern side of Arthur Street between 110.9 metres and 113.9 metres east of Riley Street
- (N) Installation of kerb-side extensions on at the Cooper and Holt Street intersection with kerb ramps.
- (O) Installation of a landscaped raised slow point lane on Cooper Street, between the points 43.2 metres to 51.9 metres east of Holt Street
- (P) Installation of landscaped kerbside extensions in Hercules Street, north of Cooper Street, between the points 0 metres and 8 metres.
- (Q) Installation of landscaped kerbside extensions in Cooper Street, east of Hercules Street, between the points 0 metres and 6.5 metres.
- (R) Installation of a raised pedestrian crossing in Cooper Street, just west of Waterloo Street
- (S) Installation of a No Right Turn, Vehicles Over 5.1m Long on Holt Street at its intersection with Cooper Street.
- (T) Installation of a No Left Turn, Vehicles Over 5.1m Long on Cooper Street at its intersection with Little Riley Street.
- (U) Installation of a raised pedestrian and cycleway crossing with kerb extensions on Riley Street, just north of Arthur Street.
- (V) Installation of a continuous footpath treatment with landscaped kerb extensions on Arthur Street, just east of Riley Street.
- (W) Removal of pedestrian crossing, north of Riley Street near Collins Street.
- (X) Installation of cycleway crossing on the existing raised pedestrian crossing on Crown Street, north of Arthur Street
- (Y) Installation of new continuous footpath treatment with landscaped kerb extension on Arthur Street, east of Bourke Street intersection

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

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030, incorporated into the City's community strategic plan, Sustainable Sydney 2030. This strategy outlines a proposed bike network, with priority being the connection of the network to ensure safe and viable cycling options for the public. The target is to complete 80 per cent of the regional route network by 2024 and 100 per cent by 2030.

Research from Transport for NSW indicates that 70 per cent of Greater Sydney residents would cycle more if safer and more convenient infrastructure were available. Surveys conducted in the City of Sydney and neighbouring council areas consistently show that over 70 per cent of resident support building a connected bike network.

The City proposes to introduce a contra-flow bicycle facility and one-way westbound traffic in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills to enhance safety for people who ride bikes and make cycling a safe and convenient option for short local trips.

Comments

Traffic counts commissioned for seven days from 21/02/2024 to 27/02/2024, at Cooper Street (between Elizabeth Street and Holt Street) recorded seven Day Average Traffic volume of 1979 vehicles and per day and an 85th percentile speed of 31.2 km/h.

Similarly, traffic counts commissioned for seven days from 21/02/2024 to 27/02/2024, at Arthur Street (between Riley Street and Crown Street), recorded seven Day Average Traffic volume of 1757 vehicles and per day and an 85th percentile speed of 30 km/h.

The TfNSW Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets by signage only if the following conditions apply:

- sight distance is free of obstructions;
- traffic volumes and vehicles speeds are low; and
- road geometry does not present an unacceptable risk.

Given that:

- a site visit undertaken by the City still confirmed that the sight distance in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills are clear and free of obstruction in both directions;
- traffic counts confirmed that the seven Day Average volume for Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills is below the limit for local streets (2,000 vpd) stipulated in the TfNSW Road Design Guide;
- speed counts confirmed the 85th percentile speed in Cooper Street (between Elizabeth Street and Holt Street) and Arthur Street (between Riley Street and Crown Street), Surry Hills is below the posted speed limit of 40 km/h; and
- the proposal has been reviewed as part of a Road Safety Audit (RSA) to manage any associated safety risks; the proposal is compliant with the TfNSW Technical Direction.

The proposal is compliant with the Transport for NSW Technical Direction.

Traffic Calming

This proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Cooper Street and Arthur Street between Elizabeth Street and South Dowling Street. This measure is part of the City's commitment to calm traffic and improve residential amenity.

Road Safety

Transport for NSW research has found that 70% of Greater Sydney residents would ride, or ride more, if there were safe cycleways, separated from traffic. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70% support for building a bike network and separated cycleways. New raised pedestrian crossings facilitate safe pedestrian links and reduce vehicle speeds along the road.

Tree Planting and Urban Greening

The Greening Sydney Strategy 2021 aims to create a "cool, calm, and resilient" city by increasing tree canopy and green cover. Tree planting along this Quietway is a priority due to the existing low canopy cover and high levels of heat exposure.

In-road tree planting is integral to traffic calming measures for the Quietway. This approach allows for large canopy trees to be placed away from overhead powerlines while increasing green cover by replacing asphalt with garden beds. The proposal includes 3 new in-road trees. The selected tree species will align with the Street Tree Master Plan. The new garden

beds and trees, improving street amenity, contributing to the City's greening targets, calming traffic, and increasing shade

Consultation

The City consulted residents and businesses in the area from 14 May to 12 June 2024. Consultation activities included:

- Sydney Your Say webpage: This page included an electronic copy of the concept design, a link to the interactive map, a survey, and other key information about the consultation and concept design.
- Online feedback: Feedback was collected through an online virtual map, with 28 survey responses received via Social Pinpoint.
- Door knocks: Staff conducted door knocks at storefronts along Cooper and Arthur Streets across three days.
- Community pop-up feedback sessions: Two sessions were held. One on Thursday 23 May at Arthur Street Community Verge Garden, and another on Saturday 1 June at Cooper Street Reserve. Approximately 32 people attended the first session, and 34 visited the second.
- Signage: Signs were placed along Cooper and Arthur Streets, encouraging people to get online to leave their feedback.
- Consultation letter: A letter was mailed to 2700 properties, inviting feedback on the proposal.
- Stakeholder email: A Sydney Your Say monthly newsletter email was sent to subscribers at the start of the consultation.

Below is a break-down of the engagement outcomes during the consultation period:

- There were 1,452 visits to the 'Sydney Your Say' page during the consultation period.
- 244 people downloaded the concept design plans.
- 172 comments were made through the online virtual map
- 54 people responded to the online survey on Social Pinpoint
- 31 email submissions were received.
- 30 from individuals
- 1 from Bicycle NSW
- Approximately 32 people attended the first pop-up session, and 34 visited the second session.

- We received 15 late submissions through email. These raised issues and feedback about the proposed one-way traffic direction on Arthur Street and proposed parking loss along Riley Street. Some people who made late submissions also provided a late submission including a traffic report in September 2024.
- We also received feedback from 7 people during the consultation that related to separate City of Sydney projects for the Cooper Street and Adelaide Street Reserves. These have been included in the consultation report.

Engagement report is added as an attachment

Financial

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

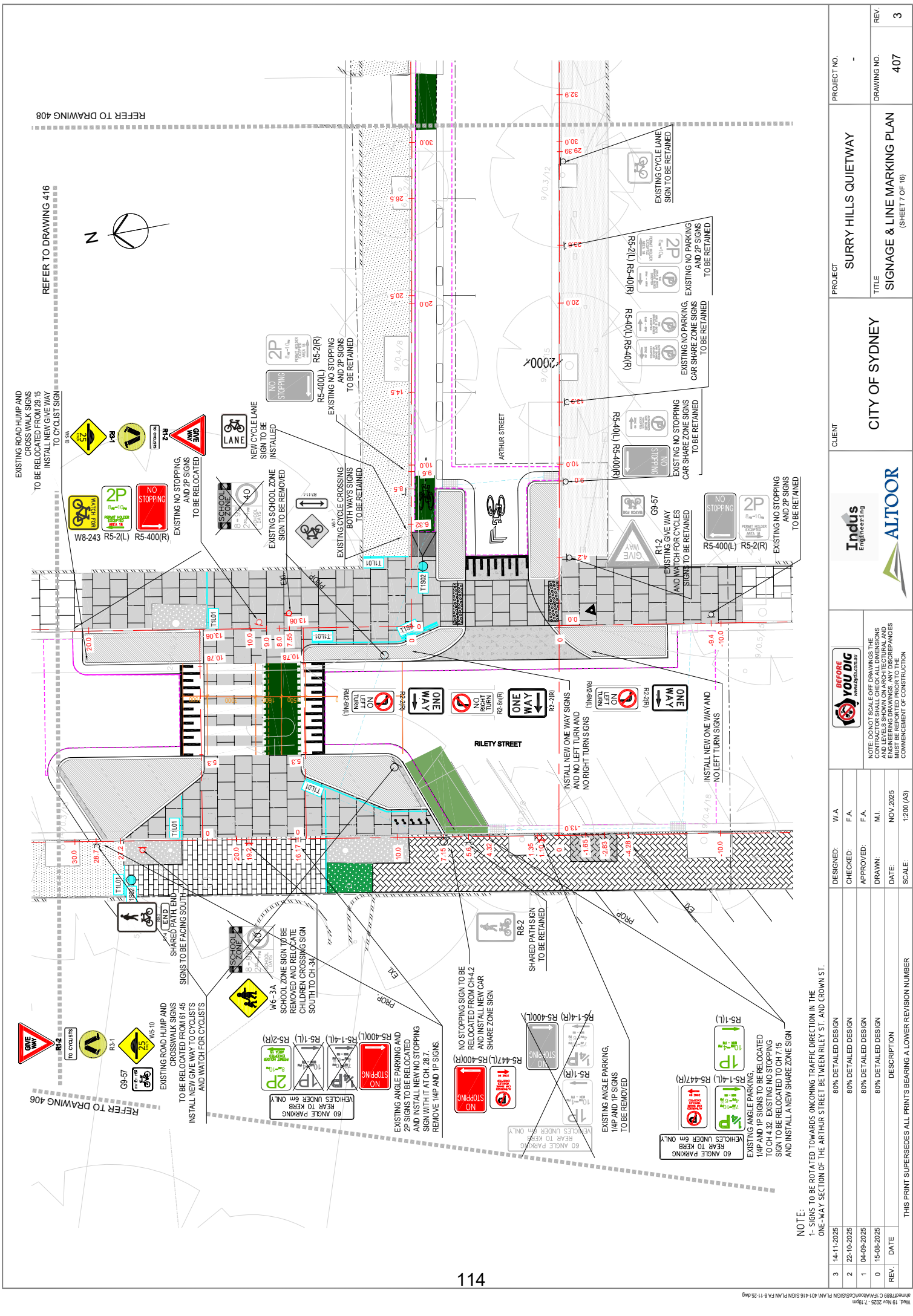
NEENU MATHEW KUNDARA, SPECIALIST PROJECT MANAGER

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2	15-08-2025	80% DETAILED DESIGN	DRAWN:	M.I							
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NOTE:
1. SIGNS TO BE ROTATED TOWARDS ONCOMING TRAFFIC DIRECTION IN THE ONE-WAY SECTION OF THE ARTHUR STREET BETWEEN RILEY ST. AND CROWN ST.

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APPROVED:	F.A.
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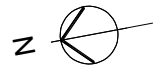
Indus Engineering



ALTOOR

CITY OF SYDNEY

PROJECT	SURRY HILLS QUIETWAY	PROJECT NO.	-
TITLE	SIGNAGE & LINE MARKING PLAN (SHEET 7 OF 16)	DRAWING NO.	407
REV.		REV.	3

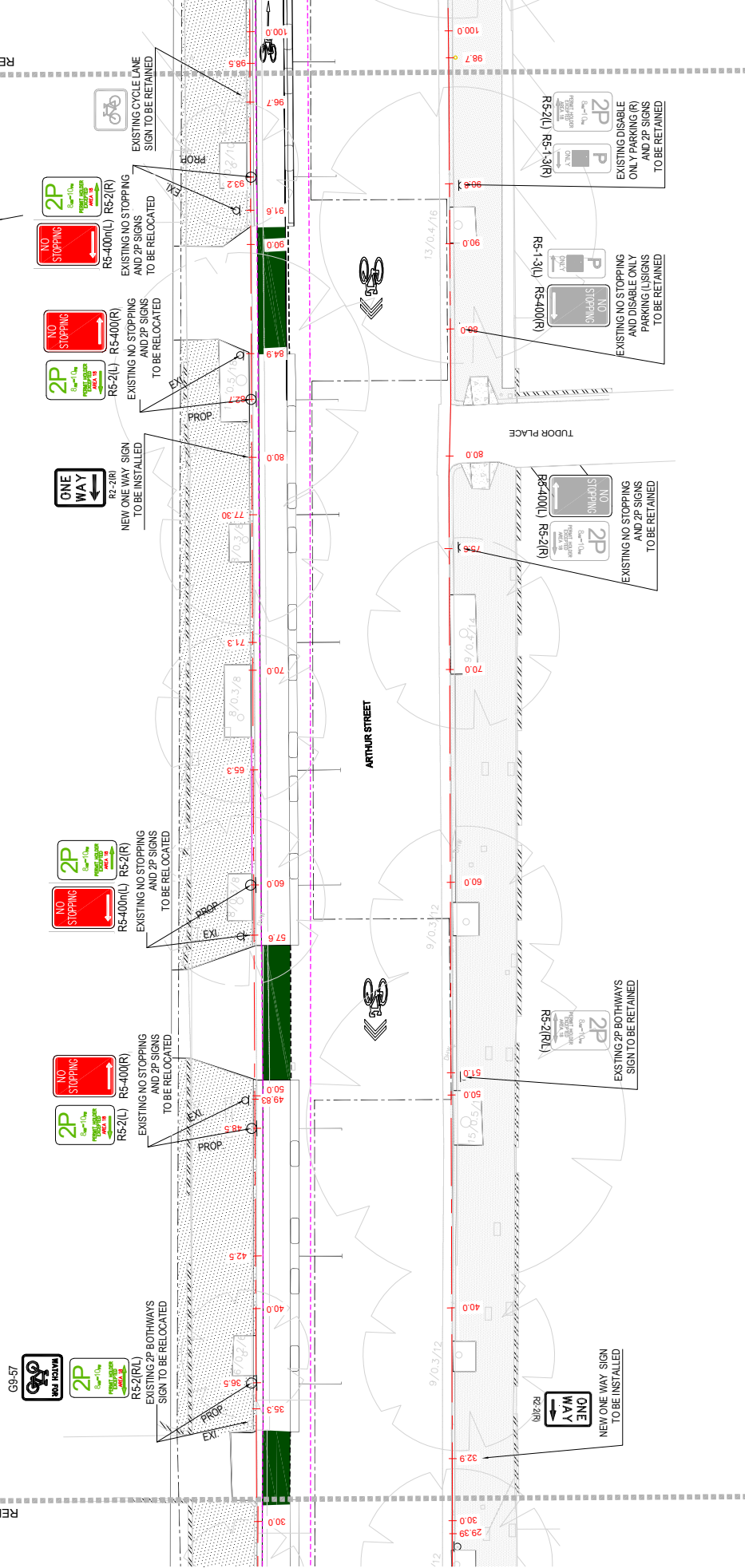


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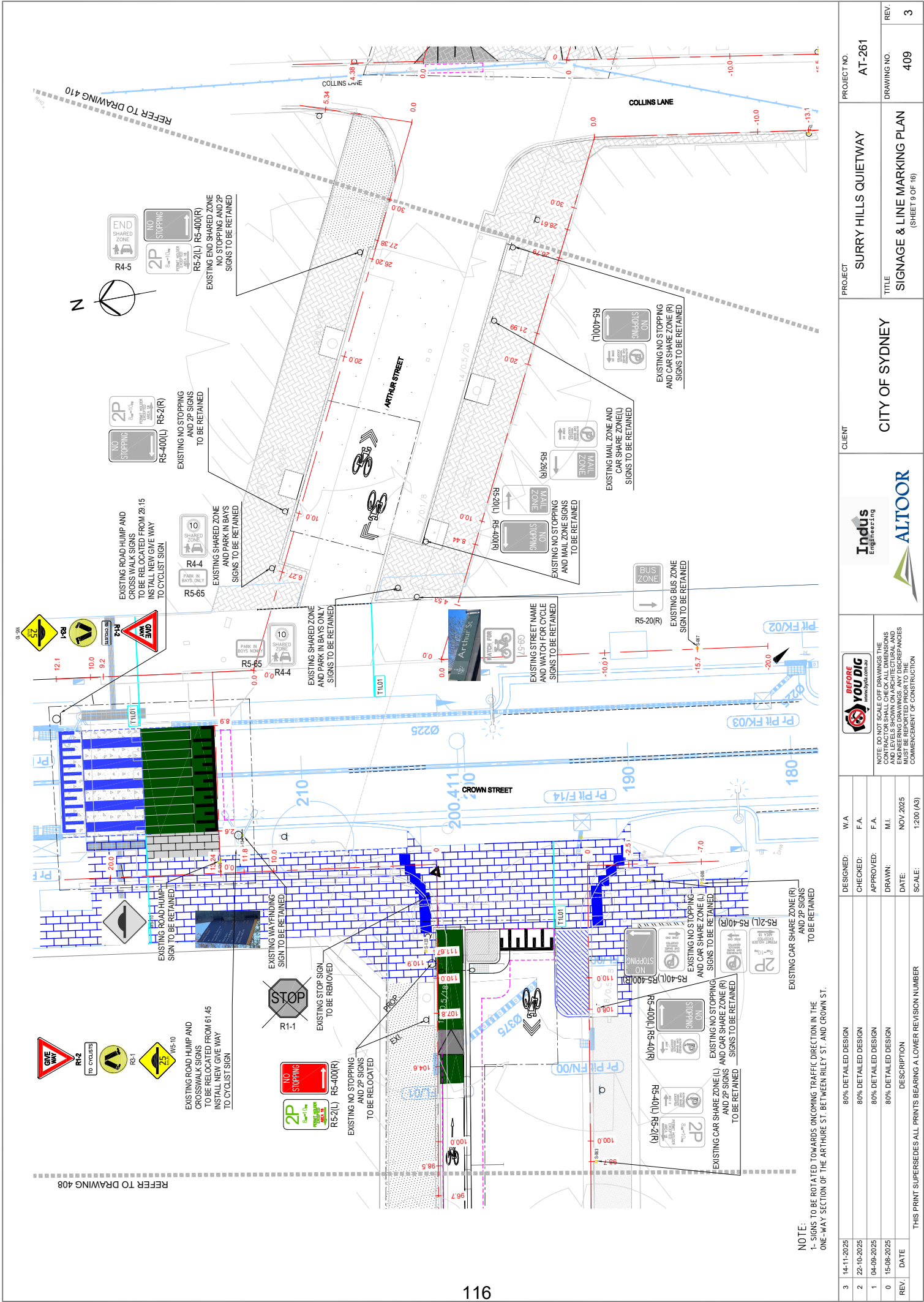
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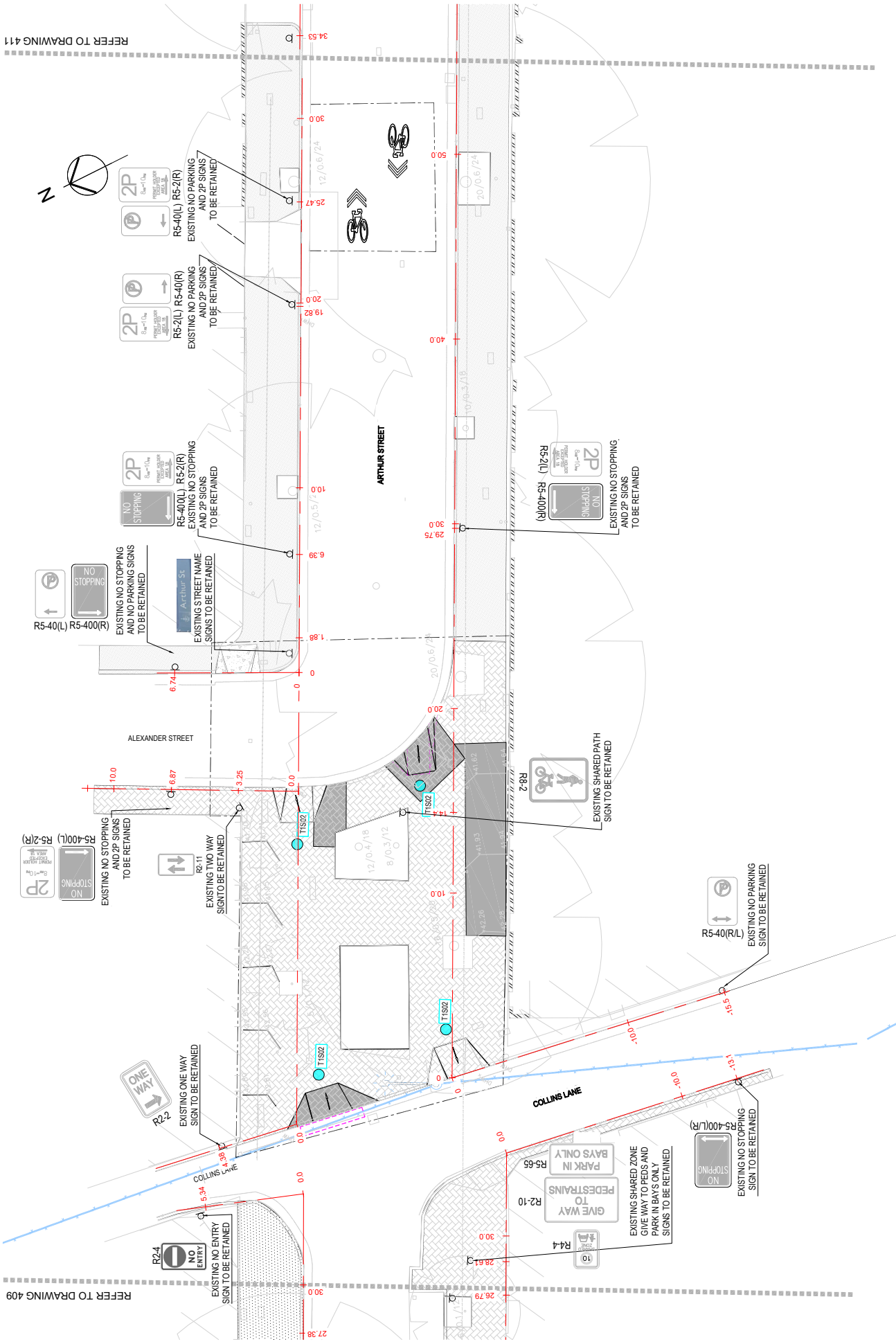
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					TITLE					
					SIGNAGE & LINE MARKING PLAN					
					(SHEET 8 OF 16)					
					DRAWING NO.					
					408					
					AT-261					



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NOTE:
1- SIGNS TO BE ROTATED TOWARDS TRAFFIC DIRECTION IN THE ONE-WAY SECTION OF THE ARTHUR ST. BETWEEN RILEY ST. AND CROWN ST.



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REFER TO DRAWING 411

EXISTING NO STOPPING
AND 2P SIGNS
TO BE RETAINED



EXISTING STOP SIGN TO BE
REMOVED AND
NO THROUGH ROAD SIGN TO
BE RETAINED



EXISTING NO STOPPING
AND CAR SHARE ZONE (R)
SIGNS TO BE RETAINED



EXISTING CAR SHARE ZONE (L)
AND 2P SIGNS
TO BE RETAINED



EXISTING CYCLE LANE
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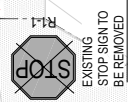


EXISTING 2P SIGN
TO BE RETAINED



BOURNE STREET

ARTHUR STREET



EXISTING
STOP SIGN TO
BE REMOVED



EXISTING NO STOPPING
AND NO PARKING SIGNS
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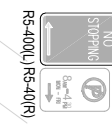
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EXISTING NO STOPPING
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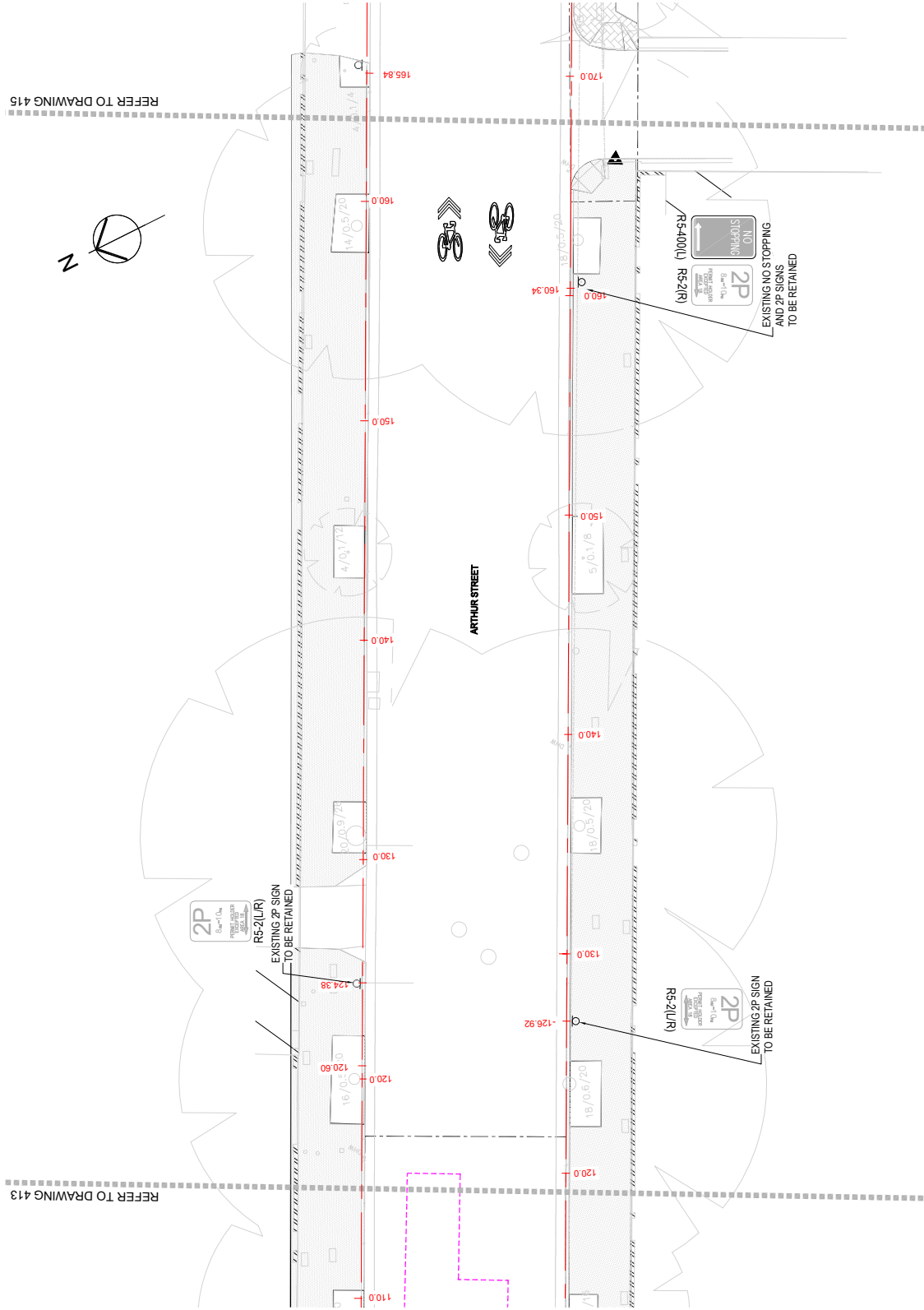
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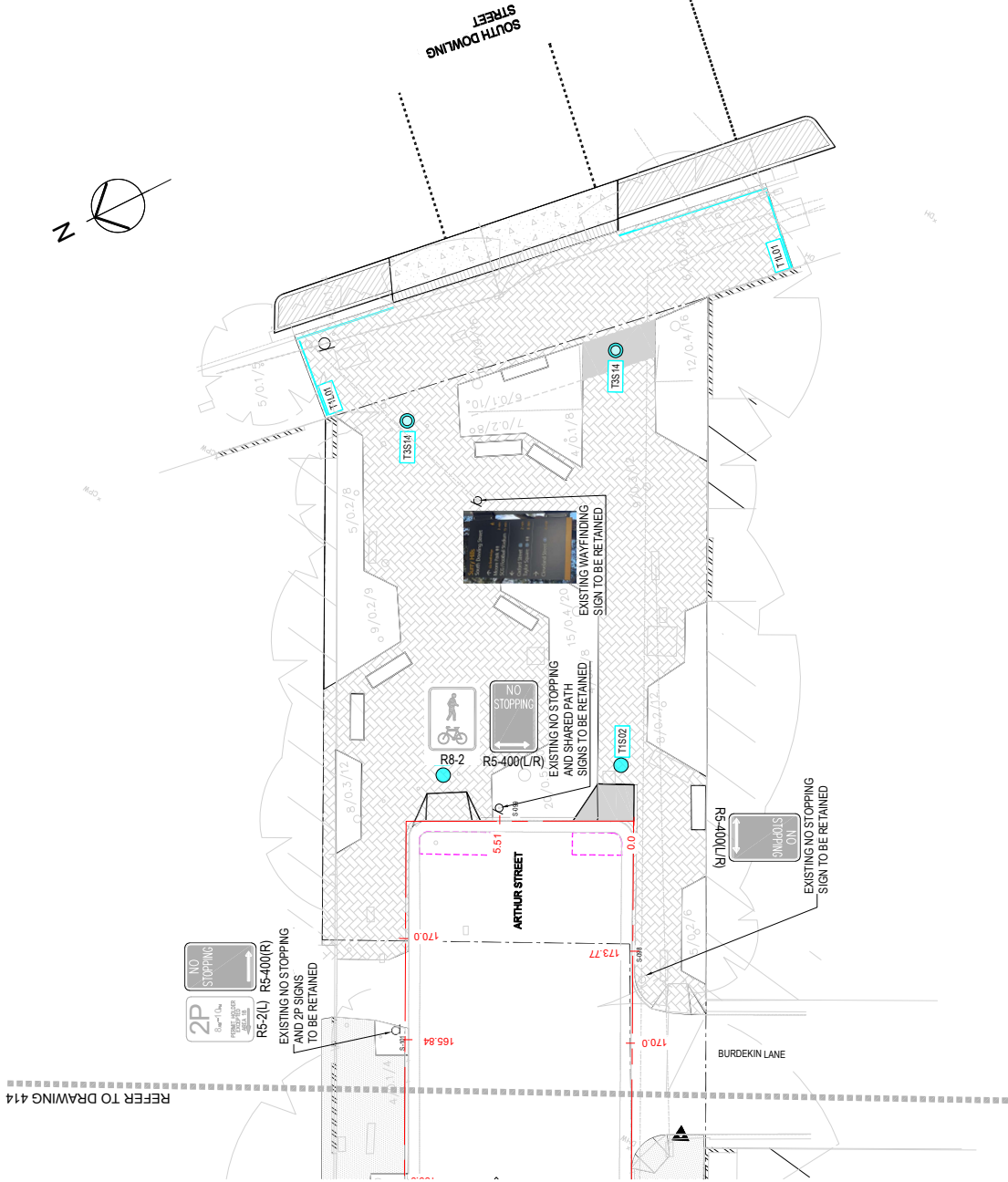
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3	14-11-2025	80% DETAILED DESIGN	DESIGNED:	W/A	 CITY OF SYDNEY 	PROJECT SURRY HILLS QUIETWAY	PROJECT NO. AT-261	
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Engagement Report – Surry Hills to Central Quietway



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1. Introduction

This engagement report summarises feedback from community consultation for the proposed concept design for the Surry Hills to Central Quietway along Cooper and Arthur Streets, between Elizabeth and South Dowling Streets.

Transport for NSW defines a "Quietway" in its Cycleway Design Toolbox (December 2020) as:

"a high-quality 'mixed traffic' treatment, where bicycle riders travel on-road. The design philosophy of a Quietway is that people cycling are equal road users to motor vehicle traffic. Supported by very low traffic speeds (e.g. 30kmh or lower) adequate design elements and visual cues, drivers are encouraged to reduce speed and discouraged to overtake bike riders or other vehicles. Quietway's are preferred on local streets with low volumes and few heavy vehicles".

Feedback supported the focus on active transport, with requests to ensure connecting routes, extend cycleways and improve safety for both people riding and walking. In particular, there were requests for more continuous footpath treatments, which will be considered. Concerns about parking loss and traffic redirection were raised, and we will work to address these during the design phase. We also heard from businesses about specific needs, which will be considered in the detailed design. There was also strong support for adding greenery, better pedestrian crossings, and traffic calming measures.

2. Context

Direction 5 in the City's Community Strategic Plan, Sustainable Sydney 2030 - 2050 is to make Sydney a city for walking, cycling and public transport. Its targets include a minimum of 10 per cent of City trips will be made by bicycle and 50 per cent of people walking by 2030.

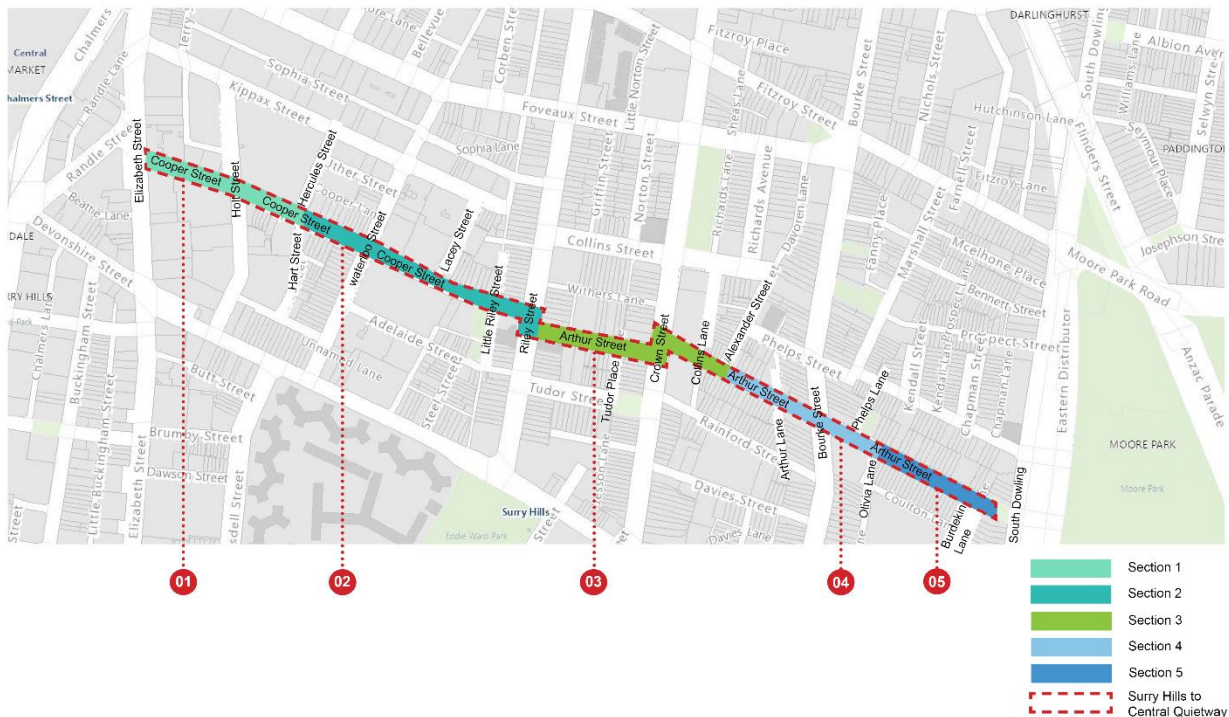
Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if it were safe and convenient¹. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network.

Devonshire Street is the most direct route between Surry Hills and Central Station and cycleways from there to the city centre to the north and Green Square/inner west and south. Restrictions by NSW Government along the Devonshire Street light rail route (westbound cycling not permitted) require a suitable alternative to serve existing riders and encourage more people to ride for transport within, to and through Surry Hills.

¹ Transport for NSW – Customer Research (2013)

3. Background

We developed a concept design for a bike network connection through Surry Hills, for a route along Cooper Street (between Elizabeth and Riley Streets) and Arthur Street (between Riley and South Dowling Streets). Please see map below.



To the east the route connects to the both the Bourke Street cycleway and the Tibby Cotter bridge to Moore Park. West of Cooper Street we are investigating and negotiating with Transport for New South Wales (TfNSW) the feasibility of the north-south route using Randle and Elizabeth Streets to connect Prince Alfred Park and the Campbell and Castlereagh Street cycleways.

The concept design for the Quietway through Surry Hills includes the following changes to the streets:

- one-way separated cycleway on the northside of Cooper Street between Elizabeth Street and Holt Street with one westbound traffic lane (to maintain parking on both sides)
- kerb extensions at either end of Cooper Street at Elizabeth Street or Holt Street
- slow point on Cooper Street near Hercules Street with tree planting (potential for loss of two kerbside parking spaces for safe sight lines)
- raised pedestrian crossing across Cooper Street west of Waterloo Street (potential for loss of five kerbside parking spaces for safe sight lines)
- one-way separated cycleway on north side of Arthur Street between Riley Street and Crown Street with one westbound traffic lane (to maintain parking on both sides)
- kerb extensions on either side of Riley Street at Arthur Street with tree planting (loss of four kerbside angle parking spaces on the westside of Riley Street)
- continuous footpath treatment across Arthur Street east of Bourke Street

Please see **Appendix A** for a copy of the community consultation plans available online and at our community pop-up sessions.

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The design provides a safer cycling route, brings significant improvements to the street environment and limits loss of on-street parking to about 11 spaces along the five blocks. We have work underway to identify opportunities to free up kerb space to create new parking spaces along or near to this route.

Community benefits include safer traffic speeds, shorter crossing distances, improved tram ramps and new street trees. Changes affecting driving include converting two blocks from two-way to one-way travel to fit the cycleway and still maintain parking on both sides. The proposed changes will also improve safety by reducing the overall number of vehicle movements in these blocks and reduce the number of potential conflict points between people riding and driving.

A Quietway is a combination of different, proven approaches that creates a slower, quieter street which is more comfortable for people living on it and using it for walking and for riding. A quieter street adds a safe cycling connection while also improving the amenity of the street, prioritising people walking and supporting the greening targets.

4. Engagement summary

4.1. Consultation activities

We asked the community for feedback on our concept design from 14 May to 12 June 2024. Consultation activities included:

- **Sydney Your Say webpage:** This page included an electronic copy of the concept design, a link to the interactive map, a survey, and other key information about the consultation and concept design.
 - **Online feedback:** Feedback was collected through an online virtual map, with 28 survey responses received via Social Pinpoint.
 - **Door knocks:** Staff conducted door knocks at storefronts along Cooper and Arthur Streets across three days.
 - **Community pop-up feedback sessions:** Two sessions were held. One on Thursday 23 May at Arthur Street Community Verge Garden, and another on Saturday 1 June at Cooper Street Reserve. Approximately 32 people attended the first session, and 34 visited the second.
 - **Signage:** Signs were placed along Cooper and Arthur Streets, encouraging people to get online to leave their feedback.
 - **Consultation letter:** A letter was mailed to 2700 properties, inviting feedback on the proposal.
 - **Stakeholder email:** A Sydney Your Say monthly newsletter email was sent to subscribers at the start of the consultation.
-

4.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the concept design for the Quietway.
 - Determine the level of satisfaction with the concept design
 - Inform the development of the detailed design (including potential changes and improvements).
-

4.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

- There were 1,452 visits to the 'Sydney Your Say' page during the consultation period.
- 244 people downloaded the concept design plans.
- 172 comments were made through the online virtual map
- 54 people responded to the online survey on Social Pinpoint
- 31 email submissions were received.
 - 30 from individuals

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- 1 from Bicycle NSW
- Approximately 32 people attended the first pop-up session, and 34 visited the second session.

We received 15 late submissions through email. These raised issues and feedback about the proposed one-way traffic direction on Arthur Street and proposed parking loss along Riley Street. Some people who made late submissions also provided a late submission including a traffic report in September 2024.

We also received feedback from 7 people during the consultation that related to separate City of Sydney projects for the Cooper Street and Adelaide Street Reserves. These have been included in the consultation report.

4.4. How we use the outputs from the engagement process

The feedback received during the engagement process and the City's response is summarised in Section 5.

The City of Sydney project team, will undertake the necessary investigations, assessments and (in some cases) modifications to the design as they proceed through the detailed design process.

5. Ideas and issues

We collected feedback in several ways including using an online virtual map with Social Pinpoint. We asked the community to have their say by dropping pins on a virtual map of the concept design, where 54 people also filled out a voluntary survey to help us understand their relationship to the City.

Feedback from the social pinpoint map and community pop-up sessions is summarised in the table below under broad topics. The third column shows the number of times this or a very similar comment was made. Other people who viewed the online map could support (thumbs up) or not support (thumbs down) dropped pin comments. The final column is the City staff response to the feedback.

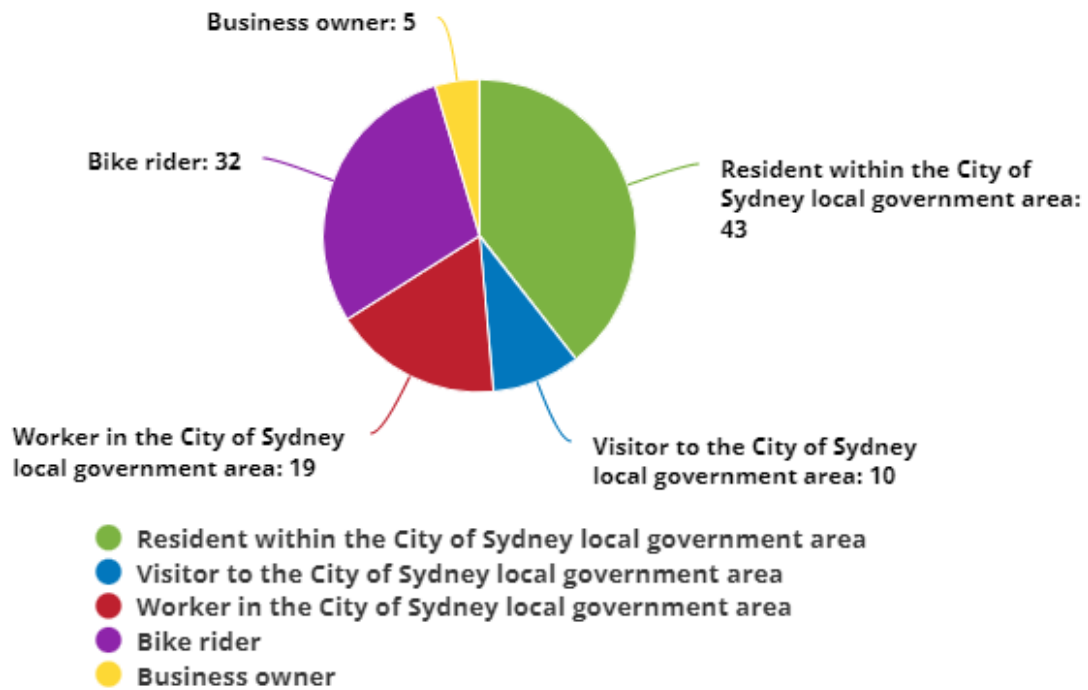
Email feedback and organisation feedback has been included in separate tables.

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The relationship of respondents to the City – survey

54 people filled out a voluntary survey to help us understand their relationship to the City.

The following graph shows the number of respondents that identified with each category (some respondents would identify with several).



5.1. Summary of feedback from online Social Pinpoint map and pop-up sessions

Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
Overall concept design	Support proposed design that encourages active transport and walking over driving cars.	7	77	2	Noted.
	Support for a Quietway through Cooper and Arthur streets as an important and convenient connection. Including support for the proposed design to redirect traffic and provide safe connections for kids riding to school.	10	55	6	Noted.
One way traffic on Cooper St, between Elizabeth Street and Holt Street.	Support for one way traffic on Cooper Street between Holt and Elizabeth Streets, heading west.	1	32	6	Noted.
	Support for improved safety and comfort of people riding and people walking with the proposed design.	1	25	0	Noted.
	Concern that the impacts to local traffic from the implementation of light rail on Devonshire Street will be compounded by the proposed one-	2	4	20	Noted. We will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways

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Topic	Comment	# of comments		City of Sydney response	
		 (agree)	 (disagree)		
	way sections on Cooper and Arthur Streets. Traffic being redirected to small laneways (Adelaide Place, Steele Street and Withers Lane). Request for traffic studies to be done.				during the detailed design. Drivers can use Kippax Street as an alternative route to access Cooper Street.
	Concern that large vehicles won't be able to access driveways if Cooper Street becomes one-way heading westwards.	2	6	17	Noted. We will maintain access to driveways for large vehicle access to properties along Cooper and Arthur Streets and resolve this in the detailed design.
	Concern for serviceability impact on businesses where the road is reduced in width.	1	5	15	Noted. We will design the new road width to ensure access for service vehicles is maintained.
	Concern that redirected traffic flow to Elizabeth St and Kippax St intersection will be dangerous for cars, trucks, buses and pedestrians.	3	2	4	Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways.. We anticipate an increase in traffic on Kippax Street, but the overall volume will remain low and within the capacity of a local road.
	Concern that Kippax St will have increased traffic volumes as the only access to residents and businesses in Cooper, Holt and Hercules St with the proposed one-way.	2	3	2	Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways.. We anticipate an increase in traffic on Kippax Street, but the overall volume will

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Topic	Comment	  # of comments		City of Sydney response
		(agree)	(disagree)	
		1	2	3
	Opposition one-way on Cooper Street and reducing it to one lane.			Noted. The proposed westbound one-way on Cooper Street between Elizabeth and Holt Streets and the eastbound contraflow cycleway will have minimal impact to vehicle access in the local area. The proposed traffic changes will meet drivers' needs and provide safe connections for people walking and riding. They will: • provide a safe east-west cycling connection • raise driver awareness of the Quietway as they enter this section of the road • reduce the number of potential conflict points between bicycles and vehicles • minimise the loss of parking spaces.
	Suggestion to open up Holt St at Devonshire Street to reduce the impacts of traffic flow.	1	1	0
				Noted, no change to design. Transport for NSW closed Holt Street as part of the changes Light Rail at Devonshire Street. The introduction of the one-way section on Cooper Street will not result in additional traffic on Devonshire Street. Only vehicles approaching from the north can currently

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of
comments

Topic Comment

(agree)

(disagree)

City of Sydney response

access Cooper Street from Elizabeth Street. These drivers can use Kippax Street as an alternative route.

Suggestion to assess the impact of the proposed one way on Cooper Street on traffic volumes and pedestrian safety at the Kippax and Holt St intersection.

1

0

0

Noted. We will assess the impacts of the proposed one-way changes on other streets and laneways.

We anticipate an increase in traffic on Kippax Street, but the overall volume will remain low and within the capacity of a local road.

Suggestion to open Waterloo St to manage existing traffic flow impacts from the light rail on Devonshire Street and concerns about increased volumes from the one-way traffic.

1

0

0

Noted, no change to design. The proposed one-way section on Cooper Street is unlikely to increase traffic from Devonshire Street. Most drivers from the north currently use Elizabeth Street to access Cooper Street and will continue to do so through Kippax Street under the proposed changes

One way traffic on Arthur St between Riley and Crown Streets

Support for one-way on Arthur Street east to west.

2

30

1

Noted.

Suggestion to change the proposed direction of one-way traffic on Arthur Street between Riley and Crown Streets to travel west to east.

1

10

1

Action. We will review the direction of one-way traffic proposed on Arthur Street between Riley and Crown Streets.

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Topic	Comment	# of comments			City of Sydney response	
			 (agree)	 (disagree)		
	Concern that one-way on Arthur Street will impact traffic flow and access into Crown Street. Comment that it is the only two- way street between Cleveland and Campbell Streets linking Riley and Crown Streets.	1	10	1	Action. We will review the direction of one-way traffic proposed on Arthur Street between Riley and Crown Streets. The current design aims to reduce traffic volume and speed on Arthur Street. Vehicles traveling from Riley Street to Crown Street can use Albion Street or Devonshire Street as alternative routes. Travel times and distances for these routes are similar to the existing conditions. Action. We will monitor traffic volumes in Withers Lane before and after implementation of the Quietway and make further changes if needed.	
	Concern for increased traffic volumes through Withers Lane and Tudor Place.	2	6	0		
	Suggestion to make Arthur Street between Riley and Crown Streets a no-through road with a pocket park in the corner of Crown and Arthur Street.	1	3	1		
	Suggestion to add new road sign on Tudor St. That it doesn't go through to Crown Street.	1	0	0	Action. We will consider installing “No access to Crown St” signage for Tudor Street during the detailed design Action. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space	
	Concern about proposed parking loss on Cooper and Riley Streets as street parking is already extremely limited for residents.	5	23	87		
	Parking					

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Topic	Comment	# of comments		City of Sydney response	
		(agree)	(disagree)		
	Two comments oppose removing 11 parking spaces across the proposed Quietway	4	16	to create new parking spaces along or near to this route.	
	Support to reduce parking. One comment notes it will improve the balance for active transport. Another comment says it will make crossing for the childcare safer. Another says it will improve the safety of people riding.	48	16	Noted.	
	Suggestion to install parking meters on Riley Street to encourage use of the public transport options and car shares in Surry Hill.	1	16	Noted. No change to design. Ticketed residential parking already exists in the Surry Hills area. We can extend it to more streets if residents and businesses support the change. To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au . Eligibility for parking permits can be checked at https://www.cityofsydney.nsw.gov.au/transport-parking/apply-residential-parking-permit#parking-zones	
	Concern about loss of parking for parents dropping children at childcare, the brigade and residents.	1	8	25	
				Action. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space	

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Topic	Comment	# of comments		City of Sydney response	
		 (agree)	 (disagree)		
	Suggestion for 24/7 parking along Cooper St for permit holders.	1	3	19	to create new parking spaces along or near to this route Noted. No change to design. 24/7 parking is not included in our Neighbourhood Parking Policy. For 24/7 parking Transport for NSW requires enforcement at all hours. This extensive enforcement cannot be guaranteed by City staff. You can read our Neighbourhood Parking Policy online here: https://www.cityofsydney.nsw.gov.au/policies/neighbourhood-parking-policy
	Concern about parking loss as a DA has been approved for a new school next to Cooper Street Reserve.	1	4	12	Noted, no change. The project does not result in loss of parking spaces near the proposed school. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space to create new parking spaces along or near to this route
	Suggestion to consider angled parking along the separated cycleway on Cooper Street between Elizabeth and Holt Streets to reduce risk of vehicle doors being damaged by people riding past.	1	0	0	Noted, No change to design. The proposed design provides a separated cycleway with a buffer zone between people riding and parked vehicles. We do not have enough space for angled parking on Cooper Street between Elizabeth and Holt Streets with proposed design and the current road space.

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Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
Cycleway	Suggestion to connect cycleway with Chalmers St. One comment suggests the cycleway should connect to the light rail stop.	4	107	0	Noted. The City is working with Transport for NSW and is in the process of developing plans for this connection.
	Suggestion to continue separated cycleway along Cooper Street.	5	73	7	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a safe and comfortable riding experience.
	Support for a separated cycleway along Cooper and Arthur Street	10	53	2	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a comfortable riding experience.
	Concern for a missing link of cycleway connection and safe rider connectivity along Elizabeth Street.	2	47	0	Noted. The City is in the process of developing plans for this connection.
	Suggestion to add bike parking fixtures along the proposed cycleway on Cooper St.	2	37	1	Noted. We will consider this during the detailed design
	Concern that merging people riding and walking on the corner of Cooper and Holt Street will cause conflict.	2	32	0	Noted: We will use clear signage and supplement it with education as needed.

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Topic	Comment	  # of comments		City of Sydney response
		(agree)	(disagree)	
		24	0	We will also conduct a Road Safety Audit and adjust the design to address any risks.
	Suggestion to continue the cycleway through to Prince Alfred Park. Route suggestions include Randle St.	2	0	Noted. The City is in the process of developing plans for this connection
	Suggestion to have a cycleway further east on Cooper Street where it is uphill and people riding are slower.	1	0	Noted, no change to design. The proposed Quietway will further reduce traffic on the eastern end of Cooper Street and will provide enough space for drivers to safely pass people riding uphill or wait behind them when necessary.
	Suggestion for a two-way separated cycleway instead of a contraflow cycleway on Cooper St.	2	1	Noted, no change to design. There is insufficient space for a two-way cycleway on this section of Cooper Street if parking remains on both sides. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to ensure a safe and comfortable riding experience.
	Suggestion to add separated cycle paths along Arthur Street	2	0	Noted, no change to design. The proposed treatments will create the necessary conditions for a Quietway, balancing impacts on local area vehicle access and parking with the need to

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Topic	Comment	# of comments		City of Sydney response	
		 (agree)	 (disagree)		
					ensure a safe and comfortable riding experience.
	Suggestion to add speed cushions before and after the Cooper Street pedestrian crossing near Waterloo Street so that bikes can go around them.	1	1	0	Noted. The proposed pedestrian crossing will be raised to footpath level. Additional speed cushions are not considered necessary.
	Suggestion that Foveaux St or Devonshire St for a better Quietway route.	1	0	0	Noted, no change to design. These routes were considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding, and Foveaux Street cannot qualify as a Quietway due to traffic volumes, signalised intersections and bus lanes.
	Suggestion to add bike lane down Randle Street that connects to Prince Alfred Park	1	0	0	Noted. The City is in the process of developing plans for this connection
Slow point on Cooper Street	Suggestion to improve the safety of people riding through the slow point. Examples include extending the separated cycleway, widening the footpath or adding slip lanes to help with slower uphill cyclists and the volume of motor traffic.	3	43	1	Action. We will refine details of the slow point during the detailed design stage of the project. The current design aims to reduce the speed and volume of traffic at the intersection. It will create a more attractive environment for cyclists on the road.

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Topic	Comment	 			City of Sydney response
		# of comments	(agree)	(disagree)	
	Suggestion to widen cycleway for three wheeled cargo bikes to pass through	1	11	0	Noted, no change to design as current design accommodates this.
	Suggestion to add a single lane slow point at the Cooper and Waterloo Street intersection with planting.	1	8	0	Noted, no change to design. The proposed design at Cooper and Waterloo Streets includes a new raised zebra crossing that will slow traffic and provide a safe crossing option for people walking.
	Suggestion to create a pocket park with trees for people walking and riding to pass through instead of a slow point.	1	0	0	Noted, no change to design. At this stage, we do not consider a pocket park closure suitable at this location. We require Hart Street to support two-way traffic flow into the street.
Footpath / kerb extensions	Suggestion to make all footpaths along Cooper and Arthur Str intersections continuous footpaths.	16	182	4	Noted, no change to design. The proposed design already considers locations along Cooper and Arthur Streets for continuous footpaths in alignment with Transport for NSW guidelines, which require a low traffic volume.
	Suggestion to widen the footpaths and have passing bays for cars on Arthur Street and Cooper Street.	3	67	7	Noted, no change to design. The project seeks to improve safety and amenity for people walking and riding while minimising the loss of kerbside parking.
	Suggestion to add continuous footpath on Holt Street along Cooper Street. Many people walk along this	4	63	0	Noted, no change to design. At the Cooper and Holt Street intersection, the design provides additional kerb extensions & pram

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Topic	Comment	# of comments		 (agree)		 (disagree)		City of Sydney response
	intersection to get to and from work, visit local businesses, stop by for lunch at cafés.							ramps. This reduces the crossing distance to improve the safety of people walking. Transport for NSW guidelines require a low traffic volume for a continuous footpath. Traffic counts show Holt Street is used a moderate volume of traffic, not meeting the required guidelines.
	Support for new shared paths and widened footpaths at Riley Street and Arthur Street. One comment suggests installing a raised pedestrian and bike crossing.	2		32		4		Noted, no change to design. The project includes footpath widening on both sides of Riley Street near Arthur Street. This will improve sightlines for people crossing the Riley Street and reduce the crossing distance.
	Support for kerb ramp at Arthur St community verge garden.	2		22		0		Noted,
	Suggestion to widen the footpaths along Arthur Streets.	1		20		3		Not in scope for this project.
	Suggestion to narrow the road space for vehicles along Cooper Street between Hercules and Waterloo streets.	1		16		0		Cooper Street at this location has approximately 2.8 meters of travel width for people driving in each direction. A further narrowing of the street would need to remove one side of street parking or a traffic lane.

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Topic	Comment	# of comments	(agree)	(disagree)	City of Sydney response
	Suggestion for continuous footpath across Lacey St along Cooper Street.	1	15	0	Noted, no change to design as current design for the Quietway adds kerb extensions & pram ramps at this location to improve the safety of people walking.
	Suggestion to add raised footpath on Hart Street	1	14	0	Noted, no change to design as current design for the Quietway adds kerb extensions & pram ramps at this location to improve the safety of people walking.
	Suggestion for proposed new shared path on Cooper Street to connect to Elizabeth and Randle Streets and shorter wait times at the existing crossing.	1	13	0	Noted. No change to design, The City is in the process of developing plans for the connection between Cooper Street and Randle Street and will consider this suggestion as part of that process.
	Support for continuous footpath on Arthur St along Crown Street intersection.	1	10	1	Noted.
	Support for the kerb ramp along Crown Street near Arthur Street	1	11	0	Noted.
	Support for kerb ramps. Makes crossing shorter for people with sight and mobility limitations	1	11	0	Noted.
	Suggestion to widen footpaths to slow the traffic and add more trees and plant along Cooper Street.	1	8	1	Noted. The proposed traffic calming and landscaping treatments along Cooper and Arthur streets will make the area a better,

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Topic	Comment	# of comments		City of Sydney response	
		 (agree)	 (disagree)		
					safer place to walk and ride while reducing the amount and speed of traffic. We will look at opportunities for increased greening during detailed design.
	Suggestion to add a raised shared crossing and stop sign along Riley Street near Arthur Street. Concern for children walking through this intersection and request for improved safety.	1	6	0	Noted, no change to design. The Quietway design already includes improvements to Arthur and Riley Streets to reduce crossing distances and enhance safety for people walking and riding at this location.
	Suggestion to consider maintaining heritage streetscape with traditional kerbs and paths.	1	3	3	Noted, no change to design. We will keep materials in our design in line with the City's Streets Design Code.
	Suggestion to improve streetlights along Cooper St. one comment asked for improved lighting along the entire Quietway	3	0	0	Noted. We are looking at opportunities to improve lighting where Quietway elements are proposed to improve the safety of people walking and riding during detailed design.
	Support for kerb extension, shared zones and narrow street profile to improve comfort and safety of people riding and walking on Cooper Street between Holt and Elizabeth St.	1	0	0	Noted.

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Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
	Support for kerb ramp at Arthur St closure.	1	11	0	Noted.
Proposed pedestrian crossing – Cooper St	Concern there is no need for a pedestrian crossing if there is proposed traffic calming measures.	1	3	20	Noted, no change to design. Pedestrian crossings, by defining priority for people walking, are particularly helpful for those who are vulnerable, such as older, young or people with vision impairment, to cross.
	Suggestion for proposed pedestrian crossing on Cooper St to be raised.	1	18	0	Noted, no change to design as the current design includes a raised pedestrian crossing at this location.
	Support proposed pedestrian crossing.	1	18	0	Noted.
	Suggestion that the proposed pedestrian crossing be replaced with a continuous footpath.	1	13	2	Noted. No change to design. The proposed design already includes a pedestrian crossing at this location and locations along Cooper and Arthur Streets for continuous footpaths in alignment with Transport for NSW guidelines, which require a low traffic volume
Parallel bike and pedestrian crossing – Crown Street	Suggestion to create pedestrian crossing on Crown St that connects both sides of Arthur St. instead of a parallel bike and pedestrian crossing further down Crown Street or raised pedestrian further along Crown.	4	41	1	Noted, no change to design Our design proposes a raised pedestrian crossing. A pedestrian crossing can only be placed on either side of an intersection, as crossings within intersections are unsafe for people walking.

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Topic	Comment	 		City of Sydney response
		# of comments	(agree) (disagree)	
New tree & planting	Suggestion to add garden beds to the concept design on the corner of Waterloo and Cooper Streets.	2	11	1
	Suggestion to plant more trees/garden beds on the Randle St and Elizabeth St intersection. It will help to reduce noise of traffic.	1	11	0
	Suggestion to extend the garden bed plantings further along on Arthur Street, and Phelps Lane near the Reserve.	1	9	2
	Suggestion to create a pocket park with trees at the Hart St and Cooper	1	4	0

We have considered the alignment of Arthur Street on either side of Crown Street. Confident riders may take the shortest path across Crown Street, while less confident riders will likely use the shared path and bi-directional cycleway where safety is prioritized.

Noted. We will investigate opportunities for additional greening during detailed design. Additional verge plantings are already underway in Cooper Street.

Noted.

Noted. New garden bed locations need to balance the need to increase greening, provide adequate footpath space and maintain access for loading and unloading of vehicles on the street.

We will look at opportunities for new plantings where possible during detailed design.

Noted, no change to design. The proposed “slow point” in this location includes

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Topic	Comment	# of comments			City of Sydney response	
				(disagree)	(agree)	
	Street intersection to filter people walking and riding from traffic.					additional street trees. There is insufficient road space to introduce a pocket park.
	Suggestion to plant more trees on Arthur Street between Bourke and South Dowling.	1	2	0		Noted, no change to design. This section already has high canopy cover. We have passed your feedback to the relevant team to investigate further greening options separately.
	Suggestion to plant new garden beds if some need to be removed for the proposed pedestrian crossing.	1	0	0		Noted, no change to design. New garden bed locations need to balance the need to increase greening, provide adequate footpath space and maintain access for loading and unloading of vehicles on the street.
	Support for proposed new tree on Arthur Street.	1	0	0		This location likely has limited opportunity.
	Support for proposed new tree on Arthur Street.	1	0	0		Noted. Opportunities for new tree planting have been considered as part of this project in locations where there is limited existing trees or where new garden beds and trees are integral parts of traffic calming treatments for the Quietway. The Greening Sydney Strategy guides this approach with its aims for a 'Cool, Calm and Resilient City'
Traffic calming measures	Suggestion to add traffic calming measures at the Cooper St and Waterloo St intersection. Examples provided include curb bump outs,	1	22	0		Action. We will consider opportunities for additional traffic calming measures along the Quietway during detailed design.

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Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
	refuge islands between lanes, or raised intersection.				
	Suggestion to make a shared zone at Arthur St corner of Alexander St a shared zone. It is a blind spot and can be dangerous if motorists drive too fast along Arthur St to turn into Alexander Street.	1	10	1	Action. We will investigate ways to slow down traffic turning between Arthur Street and Alexander Street. To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au
	Suggestion to add a separation measure between the steps outside the community verge garden and people's homes on Arthur Street. Food delivery bikes cannot see the steps and often have crashes here.	4	0	0	Noted. We will include this in our detailed design.
	Suggestion to change the speed limit to 30km/h	3	6	3	Noted. The design aims to reduce the speed and volume of traffic volume. After the project we will be able to measure traffic speeds and put the case to TfNSW for a 30km/h speed limit.
	Suggestion to ensure clear line marking on road for mixed traffic not just bike symbols along Cooper Street heading east from Holt St.	1	0	0	Noted, no change to design. Road rules say you cannot park within 3 metres of a painted centre line. Parking would be impacted if we painted new lines.

Action. We will investigate ways to slow down traffic turning between Arthur Street and Alexander Street.

To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au

Noted. We will include this in our detailed design.

Noted. The design aims to reduce the speed and volume of traffic volume. After the project we will be able to measure traffic speeds and put the case to TfNSW for a 30km/h speed limit.

Noted, no change to design. Road rules say you cannot park within 3 metres of a painted centre line. Parking would be impacted if we painted new lines.

Engagement Report – Surry Hills to Central Quietway

		# of thumbs up thumbs down			
Topic	Comment	comments	(agree)	(disagree)	City of Sydney response
Cooper Street Reserve	Suggestion to widen the shared path connection through Cooper Street Reserve.	1	27	1	Noted, no change to design as the proposed design for the Cooper Street reserve already includes a widened shared path. It has been increased from 1.6m to 3.5m at its narrowest. Consultation was done on a proposed concept design for Cooper and Adelaide Street Reserve in May 2024.
	Concern about the proposed parking loss along Cooper St as new school will open next to Cooper St Reserve and reduce parking space on the street for residents.	1	4	12	Noted. We will work to minimise parking loss during the detailed design and will identify opportunities to free up kerb space to create new parking spaces along or near to this route.
	Suggestion to make Little Collins St and Little Riley St a shared zone and bi-directional for cyclists.	1	15	0	Noted, no change to design. Little Collins Street is already two-way, and Little Riley Street is scheduled for a change to allow two-way bicycle traffic.
	Suggestion to add new street bins near Cooper Street Reserve	1	8	0	Noted, no change to design as the proposed design for Cooper Street Reserve already includes an additional bin with dog bag dispenser. Consultation was done on a proposed concept design for Cooper Street Reserve in May 2024.
	Suggestion to improve lighting, planting and turf renewal and install CCTV at Cooper St reserve	1	6	2	Noted, no change to design as the proposed design for Cooper Street Reserve already includes improvements to lighting, planting and turf. CCTV is not in

Engagement Report – Surry Hills to Central Quietway

Topic	Comment	# of comments		 (agree)		 (disagree)		City of Sydney response
								the proposed scope. Consultation was done on a proposed concept design for Cooper Street Reserve in May 2024.
	Suggestion to add one way signage to Little Collins St.	3	0	0	0			Noted, no change to design. Little Collins Street is a two-way street and part of it is a dead end with property accesses.
	Suggestion to ensure that the shared path through the park is designed for people riding to slow down.	1	0	0	0			Noted, no change to design as the proposed layout of Cooper Street Reserve already includes a wide and barrier free shared path with improved sightlines for greater legibility and safety and encourages bike riders to slow down and reduce the chance of collisions. We did consultation on a proposed concept design for Cooper Street Reserve in May 2024.
Arthur St and Bourke St intersection	Suggestion to make the Arthur and Bourke St intersection into a raised shared intersection to slow traffic and improve safety.	2	35	1				Noted, no change to design. The Quietway design aims to lower the speed and volume of motorized traffic to create a safer environment for people walking along Bourke Street.
	Concern that a continuous footpath will be more dangerous for people crossing Arthur St along Bourke St	1	24	1				Noted, no change to design. The continuous footpath across Arthur Street will improve safety for people walking by slowing down motor vehicles turning into

Engagement Report – Surry Hills to Central Quietway

Topic	Comment	# of comments			City of Sydney response	
				(disagree)	(agree)	
	intersection with existing speed of bikes, blind spots for cars and trees.					the eastern end of Arthur Street through kerb realignment. People riding will need to pause and give way to traffic on Bourke Street, which will likely slow them down at this point.
	Concern that trucks park immediately adjacent to the Bourke Street cycleway at Arthur St. This makes it impossible to see if a bike is headed east. Also, many cars cross bike path without considering bikers	1	16	0		Noted. The Arthur Street and Bourke Street cycleway intersection is a four-way give way. All users must slow down and be ready to give way to people walking and any vehicles (whether bikes or cars) already in the intersection. During the detail design we will review parking sign locations to ensure clear sight lines.
	Support for proposed continuous footpath on Arthur St along Bourke St.	2	10	1		Noted.
	Suggestion that the continuous footpath should be along Bourke Street where there is far more pedestrian traffic than vehicles turning into/out of side streets instead of Arthur Street.	1	11	0		Noted, design suggestions for improving safety and usability will be considered during detailed design. The Quietway adds to the network of cycleways that separates people riding from traffic and people walking. We do and will continue to monitor the intersections on this section of Bourke Street.

Engagement Report – Surry Hills to Central Quietway

Topic	Comment	# of comments		 (agree)		 (disagree)		City of Sydney response
		1	5				0	
	Suggestion for improved signage and road markings that people riding need to give way to people walking.	1	5				0	Noted, no change to design. The pedestrian crossing is a very clear and well-known indication to give way to people walking.
	Suggestion to add bicycle calming devices to slow the speed of people riding along Bourke St cycleway.	1	0				4	Outside scope of this project. We have refreshed the SLOW marking on the approach to the crossing. It is not safe to put obstacles or devices that may destabilise people riding in their path, but we encourage gracious riding through our cycling courses and with our Share the Path and other education sessions, including at this location.
	Concern about speed of bikes down Arthur Street past the Community verge garden and Bourke St cycleway.	3	0				0	Noted. People riding on Arthur Street must slow down to be ready to give way to others at the Bourke Street intersection. We will monitor for any issues at this location.
Business needs	Concern that construction will be noisy and impact businesses.	2	0				0	Noted.
	Concern the brigade bus parking is on Arthur Street and will need to remain as part of the concept design.	2	0				0	Noted. No changes to parking as part of the proposed design for this section of Arthur Street.

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Topic	Comment	# of comments			 (agree)		 (disagree)		City of Sydney response
	Concern that garbage trucks will not have access to the bin room on the corner of Arthur Street with proposed plantings.	1	0	0					Noted. We will maintain existing authorised access for garbage trucks to all properties.
Other	Suggestion to reduce signal times for people walking at the traffic lights at South Dowling Street. One comment request the city to lobby Transport for NSW.	3	82	0					We have passed sent this request to Transport for NSW.
	Request to add more bike racks along Crown Street for patrons.	1	16	1					The City's Bike Rack Request <u>form</u> is the best way to request bicycle parking in the locations where it is needed.
	Request to activate the public domain between O'Loughlin Street and Cooper Street as part of the Quietway with lighting or public art.	1	13	0					Out of scope. We have passed your feedback to the relevant team.
	Request Arthur St car share space to be retained	1	13	1					Noted. The proposed design will retain the carshare space.
	Request to improve the Cooper Street footpath opposite Lacey St. The tree roots have made the pavement uneven; tarmac was recently added to the section, but it is a poor job. It is also difficult for prams.	1	12	0					Noted. While this is out of scope for our project, we have passed this request on to the relevant team.

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Topic	Comment	# of comments			City of Sydney response	
			 (agree)	 (disagree)		
	Support signposting Arthur Street between Bourke and South Dowling Streets as a lower speed shared space	1	0	10		Noted. While there is no signage for reduced speeds, the concept design includes traffic calming measures to slow down traffic and reduce volume.
	Support 30 km/h speed zoning along Arthur Street.	1	0	10		Noted.
	Suggestion to add a larger kerb ramp that is clearly marked into Phelps Lane. There is a small one that motorists always blocks.	1	9	0		We have passed this request on to the relevant team for action.
	Suggestion for one lane to be allocated from cars so that pedestrians and bikes have enough room at the Foveaux, Chalmers, Elizabeth Street intersection.	1	9	0		Noted. The City is in the process of developing plans for this connection.
	Suggestion to remove pedestrian crossing outside the distance education school on Riley St.	3	6	0		Noted, no change to design. The pedestrian crossing at this location on Riley Street will remain. Our Walking Strategy and actions prioritise connectivity and safety for people walking by ensuring there are frequent street crossings that give people priority and align with people's walking routes. You can read more about our strategy here: https://www.cityofsydney.nsw.gov.au/strate

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Topic	Comment	# of comments		 (agree)		 (disagree)		City of Sydney response
	Suggestion to make Kippax Street one way to reduce traffic volume turning in from Elizabeth St.	1	5	2				gies-action-plans/city-walking-strategy-action-plan-continuing-vision .
	Suggestion to make Waterloo St one-way for improved traffic flow.	1	2	0				Noted, no change to design. Vehicles that turn left from Elizabeth Street into Cooper Street will need to use Kippax Street and Holt Street. While traffic on Kippax Street may increase, the volume will stay low and within the capacity of a local road.
	Concern about existing cars parked on Arthur Street between Riley and Crown St. Request for them to be removed.	2	0	0				Out of scope, but the City can consider this request, separately, if it has the support of your neighbours. If you see an illegally parked vehicle in the local area managed by the City of Sydney, report it to us here: https://www.cityofsydney.nsw.gov.au/transport-parking/report-illegally-parked-vehicle We'll also investigate reports of abandoned and unattended vehicles.
	Suggestion to make Cooper St one-way between Cooper St Reserve and Lacey St.	2	0	0				Noted, no change to design. We believe the existing measures will be sufficient for safe riding.
	Suggestion to replace fence on South Dowling St, near Arthur St closure with a wide kerb ramp and a	1	0	0				Out of scope. Transport for NSW are responsible for design of signalised intersections.

Engagement Report – Surry Hills to Central Quietway

Topic	Comment	# of comments	 (agree)	 (disagree)	City of Sydney response
	lights button on either side of the wide ramp.				
	Suggestion to install CCTV at Waterloo St near Devonshire St as there is always illegal dumping.	1	0	0	Dumping unwanted material on the footpath is an offence. You can report illegal dumping incidents in the City of Sydney by using our online form. Please visit: https://www.cityofsydney.nsw.gov.au/report-issue/report-illegal-dumping
	Concern that City of Sydney approved a designated Uber drop off spot at Adelaide and Waterloo St. One comment asks what criteria is required to grant permission for Uber drop offs in residential areas	1	0	0	We do not designate drop-off spaces for any rideshare operators, including Uber. We implement dedicated car-sharing spaces for all eligible car-sharing operators in accordance with the City's Car Sharing Policy. Car Next Door, an eligible operator, has rebranded itself as part of the Uber platform and uses the dedicated car-sharing spaces.
	Request for long term vision to be made public of the Cooper and Waterloo St intersection.	1	0	0	Noted.

5.2 Email submissions

Some email submissions were duplicated with comments submitted on the virtual map and received at the community pop-up sessions

Topic	Comments	# of comments	City of Sydney response
Sentiment around concept design	General support of the Quietway and improved cycleway connections.	5	Noted.
	Opposition to the proposed Quietway.	2	Noted.
Redirected traffic flow through laneways	Install raised footpath crossings at Withers Lane and Riley Street, and Arthur Street and Riley Street, with additional traffic control measures such as stop signs and convex mirrors, raised footpath to improve safety.	7	Out of scope. We will pass on the request to relevant department for further review and action. Convex mirrors cannot be installed on streets for safety reasons.
	Impacts to local traffic flow from the light rail on Devonshire Street will be compounded by the proposed one-way sections. Key concerns were about traffic being redirected to small laneways (Adelaide Place, Steele Street and Withers Lane). Concerns they will become rat runs.	5	Noted. The project team will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways during the detailed design For Cooper Street, there is a simple alternative route via Kippax Street.
	Collins and Arthur Street residents with parking garages on Withers Lane will be forced to compete with an increased traffic volume.	3	Noted. We will investigate and monitor traffic flow changes after the project to see if further action is needed.
	Increased traffic on Kippax Street near Elizabeth Street from the proposed one-way on Cooper Street will make it unsafe for pedestrians.	1	Noted. We anticipate an increase in traffic on Kippax Street, but the overall volume will stay low and within the capacity of a local road.

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Topic	Comments	# of comments	City of Sydney response
	Close off Steel Street and Adelaide Street to avoid traffic congestion.	1	Out of scope
One-way traffic Arthur Street between Riley and Crown Streets	Opposition to the proposed one-way direction on Arthur Street, suggesting a change from west to east.	7	Noted. The project team will assess the one-way changes to determine if any further measures are required to minimise traffic impacts on other streets and laneways during the detailed design For Cooper Street, there is a simple alternative route via Kippax Street.
	Concerns about increased travel distance and time due to changes on Riley and Arthur Streets.	2	Noted. For local vehicle access, the design requires vehicles to use alternative routes; however, travel times and distances are comparable to existing conditions
	The proposed east-to-west one-way street raises concerns for emergency services, as it would prevent turning into Arthur Street from Riley Street, affecting police travel between Surry Hills Police Station and Public Housing near Ward Park.	2	Noted. For local vehicle access, the design requires vehicles to use alternative routes; however, travel times and distances are comparable to existing conditions In an emergency situation, emergency vehicles can travel in the opposite direction of one-way streets.
One-way traffic Cooper Street between Elizabeth and Holt Streets	One traffic lane will limit building services including deliveries, garbage collection, and emergency access. Trucks will not be able to turn or access the driveway due to narrow layout. Servicing the building's energy substation will be difficult if access for large equipment like cranes is restricted.	4	Noted. All access to existing driveways in Cooper St will be retained. Swept path analysis will be done as a part of the detailed design to make sure large vehicles will be able to turn and access current driveways.

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Surry Hills to Central Quietway**

Topic	Comments	# of comments	City of Sydney response
	GoGet cars blocking driveways would make exits harder, and taxis and car shares would need to detour to Cleveland Street.		
	Opposition to one-way on Cooper Street between Elizabeth and Holt Streets.	2	Noted. The design proposes to convert Cooper St to one way traffic: • To accommodate separated cycleway; • To improve pedestrian safety*; and • to reduce the traffic volumes and to retain existing parking spaces. (* Crash near driveway of 372-394 Elizabeth Street, on Cooper Street 30m east of Elizabeth occurred at 12:45 on 7 May 2019 when an eastbound 4WD that had turned from Elizabeth Street hit and injured a 37-year-old woman crossing the road and the driver fled the scene. The proposed design prevents any repeat of such a crash.)
	Request to conduct traffic modelling to show the impact of changes on surrounding streets.	1	Noted. Traffic modelling would provide limited insight into likely changes to how vehicles would circulate in the area due to relatively low vehicle numbers and traffic modelling's inability to reflect real world behaviour in dense, complex, inner city locations such as Surry Hills.
	One side of parked cars so that two lanes of traffic remain.	1	Noted. No change to design. Removing car parking space will create more negative impact on the current residents and businesses located on the street. The diverted traffic from Cooper St can be easily accommodated by Kippax thus creating minimal impact on the community

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Topic	Comments	# of comments	City of Sydney response
	Cooper Street is too narrow to be considered for a bike path or Quietway.	1	Noted. No change to design. The road widths are sufficient to accommodate the proposed designs and are in accordance with guidelines.
Parking	Requests for reinstatement of parking spaces lost to the Quietway proposal, with suggestions for alternative parking arrangements. Suggestions for locations include: • Bus parking space on Arthur Street between Riley and Crown Streets for the Girls and Boys Brigade. • Remove the pedestrian crossing adjacent to the Sydney Distance Education School near the intersection of Collins Street and Riley Street. Install new car spaces from where the Collins and Riley St crossing has been removed.	6	Action. We will work during the detailed design to minimise parking loss and will identify opportunities to free up kerb space to create new parking spaces along or near to this route. During consultation we spoke with both the childcare and the Brigade.
	Relocate the community car space located near the corner of Arthur and Riley Street replaced by a garden and tree.	3	No change to design. The design proposed a kerb extension and new garden bed with a new tree next to the existing car share space.
	The proposed parking loss of 11 spaces will make it harder for local residents, those with families and people with a disability, as well as parents dropping children to the Brigade and childcare. Feedback highlighted the challenges faced by residents competing for limited parking with visitors and workers, exacerbated by nightlife activities.	2	Action. We will work during the detailed design to minimise parking loss and will identify opportunities to free up kerb space to create new parking spaces along or near to this route. The number of parking spaces lost is an estimate.

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Topic	Comments	# of comments	City of Sydney response
	Install new car spaces from where the Collins and Riley St crossing has been removed.	1	Out of scope for this project.
	Concern about loading for Evening Star Hotel across cycleway – risk for delivery staff and for cyclists due to restricted visibility.	1	Noted. Loading, for hotels and other businesses, across cycleways is common on the City's cycleway network and not problematic.
Walking improvements	Move the pedestrian crossing outside the distance education school to in front of the childcare. Nobody uses it, it was installed before 1991.	5	Out of scope. As a part of the project, a new pedestrian crossing is being planned at Riley St in front of Cooper St reserve which will facilitate safe crossing.
	Do not remove the pedestrian crossing near Sydney Distance Education Primary School. It has been very useful, for our childcare emergency evacuation and visits to Surry Hills library and local shops.	1	Noted, no change to design. This existing pedestrian crossing will not be removed as part of this project. They can be considered separately if there is strong community support.
	Opposition to proposed pedestrian crossing at Cooper and Waterloo section. Low volumes of people walk there.	1	Noted, no change to design The proposed pedestrian crossing aims to slow down the vehicles entering the intersection in turn facilitating the Quietway concept
	Reduce the number of shared paths.	1	Noted, no change to design, New shared path has been proposed only for a very short distance in places where it is necessary.
	Ensure a safe transition directly to the road when a cycleway ends with high visibility for all road users.	1	Noted. The Proposed Design will cater to this feedback

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Topic	Comments	# of comments	City of Sydney response
	There is a large number of people walking up Cooper St during lunch hours that will conflict with the cycleway. Future developments will increase the number of people walking.	1	Noted. With Proposed separated cycleway, the number of conflicts would be very minimal and in other parts of the proposed routes in Cooper St, riders ride on the road.
	Modify the Devonshire Street footpath to include a cycle lane alongside the existing single-vehicle lane would preserve the current traffic flow arrangements within Surry Hills.	1	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding.
	Install a raised walkway across Arthur St on the Riley St eastern side.	1	Noted. We will investigate the requirement for this during detailed design phase
	Building a cycleway that connects with other cycleways. Suggestions to have a Quietway on Devonshire St between Elizabeth St and Bourke Street, or Albion Street.	3	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Devonshire Street lacks space for westbound riding.
Separated cycleway	The separated cycleway section on Cooper Street is not necessary and should be mixed traffic (referring to superseded NSW guidelines).	1	The section of one-way separated cycleway contributes to reducing traffic and traffic speed on Cooper Street and will improve pedestrian safety.
	Concern about high risk to cyclists from doors opening onto cycleway	1	Noted. All the City's cycleways have sufficient median width to provide enough buffer for opening vehicle doors. Direction of bicycle traffic and parked cars is factored into this decision.
	Very few people ride along Cooper and Arthur Street. It is very steep approaching Riley St, up to a 13% gradient and is not the place to have a cycleway.	2	Noted, no change to design. Surry Hills does have many hills. The route along Cooper and Arthur Streets serves to replace the previous link between Surry Hills and Central along Devonshire Street (also steep) which is no longer available (westbound) due to the light rail. Our route options assessment found Cooper and Arthur Streets to be the most

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Topic	Comments	# of comments	City of Sydney response
			suitable alternative to Devonshire, even considering gradient. Actual gradient is around half that stated in comment.
	Extend cycleway along Cooper Street and on the westbound, uphill sections of Arthur Street because it is uphill and people riding need more safety there.	2	Noted, no change to design. The proposed Quietway will further reduce traffic on the eastern end of Cooper Street and will provide enough space for drivers to safely pass people riding uphill or wait behind them when necessary.
	Without a way to manage people riding through Riley St, they will cross the road and cause accidents with cars.	1	Noted. A pedestrian crossing is proposed across Riley St near Arthur St and also a separated Cycleway is proposed in Arthur between Riley and Crown St
	Trees create irregular lumps in paths and drop slippery leaves on Arthur Street.	1	Noted. We have passed this feedback on to the relevant team.
	Improve line marking at the corner of Carrington hotel corner are weather-worn, and confusingly hard to read.	1	We have passed this feedback on to the relevant team.
	Extend bike path from Bourke Street intersection along the length of Foveaux Street down to Elizabeth Street.	1	Noted, no change to design. This option was considered early in the process of investigating cycling connections for Surry Hills and were discounted. Foveaux Street is too steep and cannot qualify as a Quietway.
	Prune seasonal foliage more often. Foliage makes it difficult to see when turning left or right.	1	Out of scope. We will pass on the message to Tree Management team
	Include the provision of community electric car charging stations or public assets of direct benefit to residents of the affected areas.	1	Out of scope. We will pass on the feedback to the relevant department

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Topic	Comments	# of comments	City of Sydney response
	A shared pedestrian and bike crossing increases the risk of accidents, particularly involving e-bikes travelling at speed. Many workers on their lunch break and other times during the day walk across Riley Street to and from the Cooper Street Reserve. Groups of 5 to 10 workers are not uncommon	1	Noted, no change to design as the proposed design for the Cooper Street reserve already includes a widened shared path. It has been increased from 1.6m to 3.5m at its narrowest. Consultation was done on a proposed concept design for Cooper and Adelaide Street Reserve in May 2024.
	Request for the consultation period to be extended.	1	Noted. While the consultation ended on 12 June 2024, we continued to receive late submissions for an additional three weeks. These have all been considered along with all other feedback raised.

5.3. Organisation feedback

Organisation	Comments	City of Sydney response
Bicycle NSW	- General support of the Quietway - Support reallocated parking space for kerb extensions and landscaping. - Apply a 30km/h speed limit to Cooper St, Arthur St, and adjacent minor residential roads.	Noted.
	Missing cycleway link on Elizabeth Street. Progress plans to continue the cycleway to Chalmers St and Campbell St	

Organisation	Comments	City of Sydney response
	• Crossing the complex intersection of Randle and Elizabeth requires dismounting and navigating slip roads. There are no marked shared paths, and on-road riding is not possible in all directions due to the one-way systems. The situation is particularly for less experienced or less able riders. • Reorganise the intersection to remove the slip lanes and provide a cycle crossing, • a bi-directional separated bicycle path on Randle Street, occupying a reallocated vehicle lane a bi-directional separated bicycle path on Elizabeth Street between Devonshire and Campbell. • Suggestion to reallocate a vehicle lane. This will provide a direct and comfortable alternative to the current route past the light rail stop and through Belmore Park, which involves sharing constrained spaces with pedestrians. Numbers of bike riders continue to grow, and conflict will increase once the metro opens.	Noted. The City is in the process of developing plans for this connection and will address these points as part of that process. .

Item 19.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

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

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Works Zone Conditions

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

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

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