

18 June 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 2026/04 held on 21 May 2026

Decision

Item 2.**Item for Information - Transport Proposals Approved Through Direct Staff Delegation - June 2026**

TRIM Container No.: 2026/306977

Recommendations

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 2025 Authorisation and Delegation Instrument*.

Item	TRIM reference	Location	Proposal Type	Approval Date
2	2026/226673	Macarthur Street, Ultimo	Parking Change	27 May 2026
3	2026/138508	Park Lane, Glebe	Timed "No Parking" on waste collection days	11 May 2026
4	2026/260353	Fox Avenue, Erskineville	EV Parking	22 May 2026
5	2026/260255	George Street, Waterloo	EV Parking	22 May 2026
6	2026/269945	Whitehorse Street, Newtown	Works Zone	18 May 2026
7	2026/186133	James Lane, Sydney	Works Zone	26 May 2026
8	2026/140988	Crown Street, Darlinghurst	Works Zone	27 May 2026
9	2026/058503-01	Dalley Street, Sydney	Works Zone	25 May 2026
10	2026/123965	McElhone Street, Woolloomooloo	Parking Change	27 May 2026

Item	TRIM reference	Location	Proposal Type	Approval Date
11	2026/259351	Valentine Street, Haymarket	Works Zone	27 May 2026

Forum Members for this Item

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

Consultation & Financial Impacts

Item	Proposal Type	Consultation	Financial Impacts
2	Parking Change	Letters sent: 599 1 object	Funds are available in the current Traffic Operations New Signs and Lines budget.
3	Timed "No Parking" on waste collection days	Letters sent: 132 No responses	
4	EV Parking	Letters sent: 434 1 objection 1 support	
5	EV Parking	Letters sent: 220 1 objection 1 neutral	

Item	Proposal Type	Consultation	Financial Impacts
6	Whitehorse Street, Newtown	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.
7	James Lane, Sydney		
8	Crown Street, Darlinghurst		
9	Dalley Street, Sydney		
10	McElhone Street, Woolloomooloo	Letters sent: 265 3 support 1 objection	Funds are available in the current Traffic Operations New Signs and Lines budget.
11	Valentine Street, Haymarket	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.

CITY OF SYDNEY - TRAFFIC OPERATIONS TEAM

Item 3.**Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Various Locations****TRIM Container No.:** 2026/258618**Recommendations**

It is recommended that the Committee endorse the extension of the temporary reallocation of parking to "No Stopping" for the installation of an outdoor dining area at various City streets until 30 June 2027.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In October 2020, the City and NSW Government entered a partnership to revitalise the city centre, establishing a \$20 million CBD Revitalisation Fund to boost the local economy and invite the public back to the city. The City will continue this work by extending the outdoor dining program across the local government area until 30 June 2027.

Comments

At the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC), now known as the Local Pedestrian, Cycling, Traffic Calming and Transport Forum (LPCTCTF), meeting on 19 November 2020, the City presented to the members an overview of the temporary

Alfresco Dining program involving the reallocation of road space and installation of jersey kerb barriers to enable the space to be used for outdoor dining in front of businesses.

As of 30 April 2026, the City has installed over 200 outdoor dining areas in various City streets since November 2020. Of these over 40 sites have been decommissioned for various reasons, with a total of 161 sites still in place.

The table below outlines the locations where parking was temporary reallocated to "No Stopping" to install an outdoor dining area since November 2020. Given that the continuation of the City's outdoor dining program, the temporary parking changes at the locations outlined in the table below would be extended to 30 June 2027.

Location	Direction	Date of out-of-session endorsement
Foster Street, Surry Hills	Eastern side of Foster Street, south of Hunt Street	27 November 2020
Stanley Street, Darlinghurst	Southern side of Stanley Street, west of Crown Street	21 December 2020
Cumberland Street, The Rocks	Southern side of Cumberland Street, east of Lower Fort Street	21 December 2020
Crown Street, Surry Hills ****	Western side of Crown Street, north of Fitzroy Street	21 December 2020
Victoria Street, Darlinghurst	Eastern side of Victoria Street, north of Surrey Street	21 January 2021
Dangar Street, Chippendale	Southern side of Dangar Street, east of Wiley Street	21 January 2021
Crown Street, Surry Hills	Western side of Crown Street, north of Withers Lane	29 January 2021
Lower Fort Street, Millers Point	Western side of Lower Fort Street, south of Windmill Street	12 February 2021
Windmill Street, Millers Point	Southern side of Windmill Street, west of Lower Fort Street	12 February 2021
Goulburn Street, Surry Hills	Northern side of Goulburn Street east of Wentworth Avenue	17 February 2021
Union Street, Erskineville	Eastern side of Union Street, south of Erskineville Road	22 February 2021

Kent Street, Millers Point	Western side of Kent Street, south of High Lane	18 March 2021
Stanley Street, Darlinghurst	Northern side of Stanley Street, west of Crown Street	18 March 2021
Harley Street, Alexandria	Southern side of Harley Street, east of Mitchell Road	18 March 2021
Chalmers Street, Redfern	Western side of Chalmers Street, north of Wells Street	18 March 2021
Cathedral Street, Woolloomooloo	Northern side of Cathedral Street, west of Bourke Street	25 March 2021
Reservoir Street, Surry Hills	Northern side of Reservoir St, east of Commonwealth Street	25 March 2021
Argyle Place, Millers Point	Northern side of Argyle Place, west of Kent Street	1 April 2021
Holt Street, Surry Hills	Eastern side of Holt Street, north of Gladstone Street	1 April 2021
Victoria Street, Potts Point	Eastern side of Victoria Street, south of Orwell Street	9 April 2021
Victoria Street, Potts Point	Western side of Victoria Street, north of Brougham Lane	9 April 2021
Bourke Street, Surry Hills	Eastern side of Bourke Street, south of Short Street	9 April 2021
Foveaux Street, Surry Hills	Southern side of Foveaux Street, west of Waterloo Street	9 April 2021
Richards Lane, Surry Hills	Eastern side of Richards Lane, north of Collins Street	9 April 2021
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Liverpool Street	9 April 2021
Barrack Street, Sydney	Southern side of Barrack Street, east of Clarence Street	19 April 2021

Cathedral Street, Woolloomooloo	Southern side of Cathedral Street, west of Dowling Street	27 April 2021
Arundel Street, Forest Lodge	Northern side of Arundel Street, west of Forest Street	27 April 2021
Victoria Street, Darlinghurst	Eastern side of Victoria Street, north of Surrey Street	27 April 2021
Commonwealth Street, Surry Hills	Western side of Commonwealth Street, north of Foveaux Street	27 April 2021
Crown Street, Surry Hills	Western side of Crown Street, south of Foveaux Street	27 April 2021
Glebe Point Road, Glebe	Eastern side of Glebe Point Road, north of Ferry Road	4 May 2021
Glebe Street, Glebe	Northern side of Glebe Street, west of Bay Street	4 May 2021
Crown Street, Darlinghurst	Eastern side of Crown Street, south of Barnett Lane	4 May 2021
Crown Street, Surry Hills	Western side of Crown Street, south of Lansdowne Street	4 May 2021
Poplar Street, Surry Hills	Southern side of Poplar Street, west of Pelican Street	14 May 2021
Campbell Street, Haymarket	Southern side of Campbell Street, west of Castlereagh St	7 June 2021
William Street, Darlinghurst	Southern side of William Street, east of Yurong Street	7 June 2021
Liverpool Street, Darlinghurst	Southern side of Liverpool Street, east of Palmer Street	7 June 2021
Ward Avenue, Darlinghurst	Northern side of Ward Avenue, east of Roslyn Street	15 June 2021
Holt Street, Surry Hills	Eastern side of Holt Street, north of Gladstone Street	15 June 2021

Campbell Street, Haymarket	Northern side of Campbell Street, east of Pitt Street	24 June 2021
Victoria Street, Potts Point	Western side of Victoria Street, north of Brougham Lane	24 June 2021
Thurlow Street, Redfern	Southern side of Thurlow Street, east of Bourke Street	13 July 2021
Thomas Street, Haymarket	Eastern side of Thomas Street, south of Ultimo Road	18 November 2021
Darlinghurst Road, Darlinghurst	Eastern side of Darlinghurst Road, north of Liverpool Street	18 November 2021
Crown Street, Woolloomooloo	Eastern side of Crown Street, north of Cathedral Street	18 November 2021
Crown Street, Surry Hills	Western side of Crown Street, south of Miles Street	18 November 2021
Hickson Road, The Rocks	Western side of Hickson Road, north of George Street	25 November 2021
Crown Street, Surry Hills	Western side of Crown Street, south of Miles Street	25 November 2021
Glebe Point Road, Glebe	Eastern side of Glebe Point Road, south of Bridge Road	25 November 2021
Riley Street, Darlinghurst	Eastern side of Riley Street, south of Yurong Lane	2 December 2021
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Hayden Place	6 December 2021
87 - 101 Glebe Point Road, Glebe	Eastern side of Glebe Point Road, south of Mitchell Street	13 December 2021
St Johns Road, Glebe	Southern side of St Johns Road, west of Lodge Street	24 January 2022
Thomas Street, Haymarket	Northern side of Thomas Street, west of Quay Street	24 January 2022

Mary Street, Surry Hills	Eastern side of Mary Street, north of Belmore Lane	24 January 2022
Harris Street, Pyrmont	Eastern side of Harris Street, north of Pyrmont Bridge Road	14 February 2022
Crown Street, Surry Hills ****	Western side of Crown Street, south of Goulburn Street	14 February 2022
Glebe Point Road, Glebe	Eastern side of Glebe Point Road, north of Bridge Road	21 February 2022
Crown Street, Darlinghurst	Eastern side of Crown Street, south of Little Oxford Street	14 March 2022
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Hayden Place	11 April 2022
Crown Street, Surry Hills ****	Western side of Crown Street, north of Cleveland Street	11 April 2022
Riley Street, Darlinghurst	Eastern side of Riley Street, south of Oxford Street	29 July 2022
Crown Street, Surry Hills ****	Western side of Crown Street, north of Cleveland Street	29 July 2022
Boundary Street, Darlinghurst	Northern side of Boundary Street, east of Lindsay Lane	25 August 2022
Foster Street, Surry Hills	Northern side of Foster Street, east of Campbell Street	9 September 2022
Hutchinson Street, Surry Hills	Western side of Hutchinson Street, north of Fitzroy Street	16 September 2022
Cowper Street, Glebe	Eastern side of Cowper Street, south of Queen Street	26 September 2022
Redfern Street, Redfern	Northern side of Redfern Street, west of George Street	26 September 2022
Foveaux Street, Surry Hills	Southern side of Foveaux Street, east of Riley Street	29 October 2022

Harris Street, Pyrmont	Eastern side of Harris Street, north of Scott Street	17 November 2022
Redfern Street, Redfern	Southern side of Redfern Street, west of George Street	18 November 2022
McCauley Street, Alexandria	Western side of McCauley Street, south of McEvoy Street	22 December 2022
Reservoir Street, Surry Hills	Northern side of Reservoir Street, east of Elizabeth Street	6 February 2023
Meagher Street, Chippendale	Southern side of Meagher Street, west of Regent Street	20 February 2023
Belmore Street, Surry Hills	Eastern side of Belmore Street, south of Albion Street	26 April 2023
Nithsdale Lane, Sydney	Southern side of Nithsdale Lane, east of Elizabeth Street	4 May 2023
Crew Place, Rosebery	Northern side of Crew Place, east of Rothschild Avenue	17 May 2023
Victoria Street, Darlinghurst	Western side of Victoria Street, south of Liverpool Street	22 May 2023
Missenden Road, Newtown	Western side of Missenden Road, west of King Street	22 May 2023
Redfern Street, Redfern	Southern side of Redfern Street, west of George Street	20 June 2023
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Liverpool Street	20 June 2023
Glebe Point Road, Glebe	Western side of Glebe Point Road, north of Parramatta Road	17 November 2023
Reservoir Street, Surry Hills	Northern side of Reservoir Street, east of Elizabeth Street	8 December 2023
Campbell Street, Haymarket	Southern side of Campbell Street, west of Castlereagh St	8 December 2023

Mary Street, Surry Hills	Eastern side of Mary Street, south of Albion Street	22 December 2023
Missenden Road, Camperdown	Southern side of Missenden Road, east of Briggs Street	31 January 2024
Cooper Street, Redfern	Northern side of Cooper Street, west of Walker Street	2 February 2024
Reservoir Street, Surry Hills	Southern side of Reservoir Street, east of Smith Street	2 February 2024
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Liverpool Street	15 March 2024
Birmingham Street, Alexandria	Northern side of Birmingham Street, east of Ellis Street	2 April 2024
Riley Street, Darlinghurst	Eastern side of Riley Street, north of Stanley Lane	5 April 2024
Victoria Street, Darlinghurst	Western side of Victoria Street, south of Liverpool Street	19 April 2024
Abercrombie Street, Darlington	Western side of Codrington Street, south of Abercrombie St	21 June 2024
Cathedral Street, Woolloomooloo Extension to the existing site	Southern side of Cathedral Street, west of Dowling Street	23 June 2024
Kent Street, Millers Point	Eastern side of Kent Street, opposite High Street	30 August 2024
Harris Street, Pyrmont	Eastern side of Harris Street, north of Scott Street	4 October 2024
Victoria Street, Darlinghurst	Eastern side of Victoria Street, north of Surrey Street	11 October 2024
Bourke Street, Surry Hills	Eastern side of Bourke Street, north of Short Street	25 October 2024
Victoria Street, Darlinghurst	Eastern side of Victoria Street, south of Surrey Street	25 November 2024

Shepherd Street, Chippendale	Western side of Shepherd Street, north of Cleveland Street	3 February 2025
Crown Street, Darlinghurst	Western side of Crown Street, north of Stanley Street	21 February 2025
Victoria Street, Darlinghurst	Western side of Victoria Street, north of Surrey Street	27 February 2025
Reservoir Street, Surry Hills	Northern side of Reservoir Street, east of Elizabeth Street	14 March 2025
William Street, Darlinghurst	Southern side of William Street, east of Crown Street	23 April 2025
Liverpool Street, Darlinghurst	Northern side of Liverpool Street, west of Hargrave Street	2 May 2025
Liverpool Street, Darlinghurst	Northern side of Liverpool Street, West of Yurong Street	23 May 2025
Boundary Street, Redfern	Northern side of Boundary Street, west of Regent Street	27 May 2025
Chelsea Street, Redfern	Northern side of Chelsea Street, east of Bourke Street	2 June 2025
Vine Street, Redfern	Southern side of Vine Street, east of Abercrombie Street	11 June 2025
Liverpool Street, Darlinghurst Extension to an existing site	Northern side of Liverpool Street, West of Yurong Street	17 July 2025
Dunning Street, Rosebery	Western side of Dunning Street, south of Cressy Street	20 October 2025
Purkis Street, Camperdown	Northern side of Purkis Street, west of Lyons Road	20 October 2025
Commonwealth Street, Surry Hills	Eastern side of Commonwealth Street, north of Belmore Lane	24 October 2025
Wattle Street, Ultimo	Southern side of Macarthur Street, east of Wattle Street	3 November 2025

Hunt Street, Surry Hills	Eastern side of Hunt Street, south of Wentworth Avenue	3 November 2025
Darlinghurst Road, Darlinghurst	Western side of Tewkesbury Ave., north of Darlinghurst Road	7 November 2025
Orwell Street, Potts Point	Northern side of Orwell Street, west of Macleay Street	12 January 2026
Bellevue Street, Surry Hills	Eastern side of Hunt Street, south of Wentworth Avenue	16 January 2026
Goulburn Street, Haymarket	Southern side of Goulburn Street, east of George Street	30 January 2026
Burton Street, Darlinghurst	Northern side of Burton Street, west of Crown Street	30 January 2026
Crown Street, Darlinghurst	Western side of Crown Street, north of Stanley Street	5 February 2026
Swanson Street, Erskineville	Northern side of Swanson Street, west of Park Street	18 February 2026
Victoria Street, Darlinghurst	Eastern side of Victoria Street, north of Surrey Street	9 March 2025

**** Note:

The starred above sites outline the locations where temporary outdoor dining were made permanent as to the Crown Street Improvements.

Consultation

For each of the outdoor dining installations installed since November 2020, the City will notify residents and businesses on the continuation of the outdoor dining program.

Financial

All costs associated with the outdoor dining installations will be borne by The City.

KAMAHL ZARSHENAS, TRAFFIC MANAGER - NIGHT TIME CITY

Item 4.**Street Event - Temporary Road Closures - Real Insurance Harbour 10****TRIM Container No.: 2026/263304****Recommendations**

It is recommended that the Forum review the temporary road closures for the Real Insurance Harbour 10 on Sunday, 26 July 2026 from 4am to 1pm subject to the following conditions:-

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

Advice

Advice will be updated after the meeting.

Background

Who Dares has applied for the temporary road closures of various city streets for the Real Insurance Harbour 10 event on Sunday, 26 July 2026 from 4am to 1pm.

Comments

The Real Insurance Harbour 10 is an annual event that requires the temporary closure of City streets and traffic detours around the event route. Refer to the attached road closure map for details of the affected streets.

Route and Time of Event

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.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Road Closure, Special Event Clearway & Shared Path Closure Overview Map



Item 5.**Street Event - Temporary Road Closures - Christmas in Pyrmont 2026****TRIM Container No.:** 2026/282455**Recommendations**

It is recommended that the Forum review the temporary road closures for the Christmas in Pyrmont 2026 Sunday, 29 November 2026 from 5am to 7pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.
- (F) The Applicant must notify relevant car share operators seven days prior to the event if their representative vehicle will be affected by the temporary road closures and Special Event Clearways.

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

Christmas in Pymont has applied for the temporary road closures of John Street, Pymont between Harris Street and Cadigal Avenue and Mount Street, Pymont from John Street to 22 Mount Street for Christmas in Pymont 2026 on Sunday, 29 November 2026 from 5am to 7pm.

Comments

Christmas in Pymont is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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

Road Closures

Sunday, 29 November 2026 from 5am to 7pm – John Street, Pymont between Harris Street and Cadigal Avenue and Mount Street, Pymont from John Street to 22 Mount Street

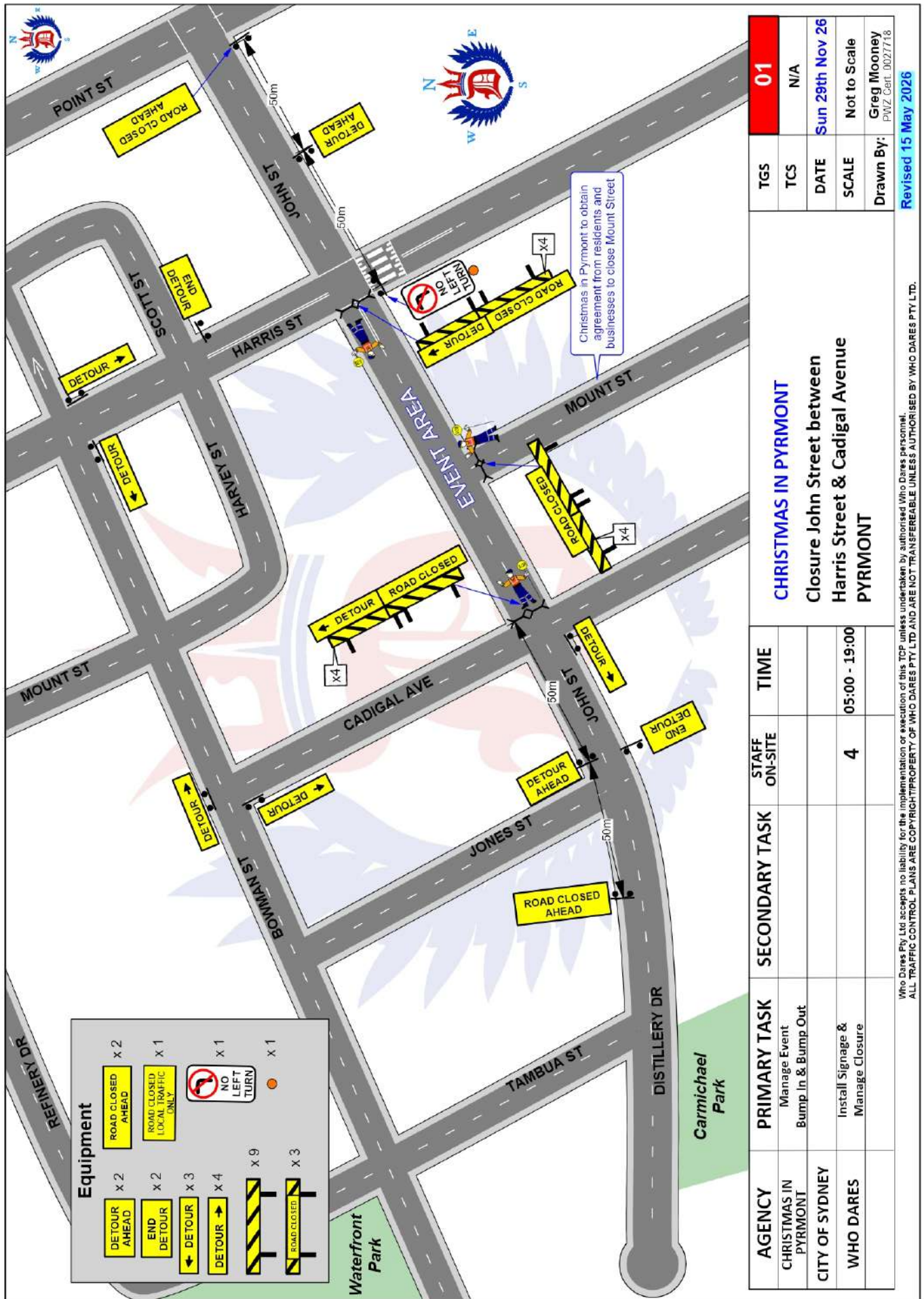
Consultation

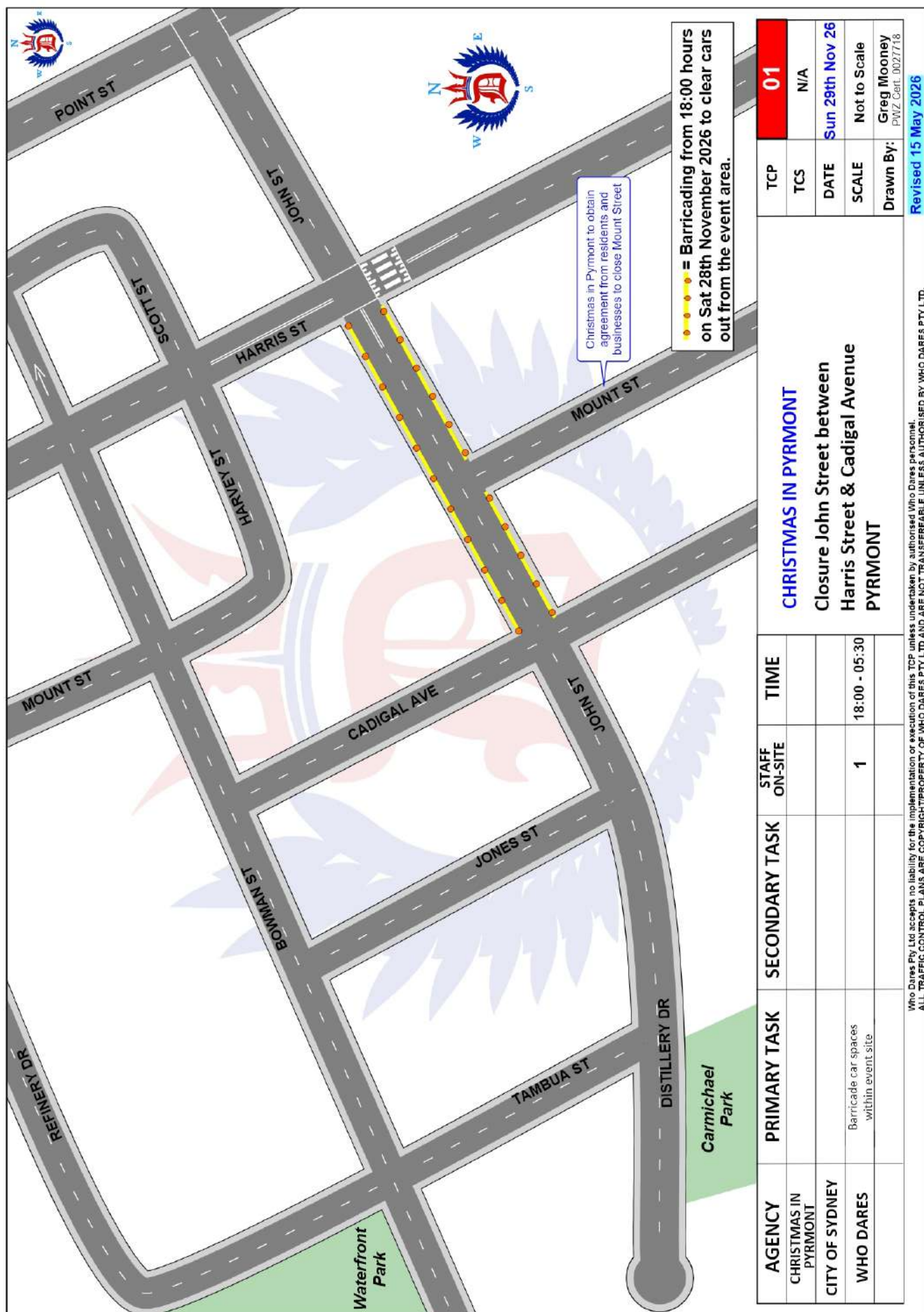
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

Not applicable as Christmas in Pymont is a not-for-profit organisation which is exempt from fees as stipulated in the current Fees and Charges.

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER





Item 6.**Street Event - Temporary Road Closures - Sydney Fringe Festival Opening Night Party****TRIM Container No.: 2026/263305****Recommendations**

It is recommended that the Forum review the temporary road closures for the Sydney Fringe Festival Opening Night Party from 6:30am on Saturday, 29 August 2026 to 3:30am on Sunday 30 August 2026 subject to the following conditions:

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

Advice

Advice will be updated after the meeting.

Background

Monstera Creative has applied for the temporary road closures of various city streets for the Sydney Fringe Festival Opening Night Party from 6:30am on Saturday, 29 August 2026 to 3:30am on Sunday 30 August 2026.

Comments

The Sydney Fringe Festival Opening Night Party is a new event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

From 6:30am on Saturday, 29 August 2026 to 3:30am on Sunday 30 August 2026

- Chapel Street (Westbound) - between Riley Street and Crown Street
- Riley Street between Francis Street and Stanley Lane
- Stanley Lane (Eastbound) between Yurong Street and Riley Street
- Stanley Street between Yurong Street and Crown Street
- Yurong Street between Francis Street and Francis Lane

In addition to the closures above, the following streets will also be closed from 6:30am on Saturday, 29 August 2026 to 3:30am on Sunday 30 August 2026. Residents on these streets will be exempt from the closures:

- Francis Lane - between Yurong Street and Riley Street
- Francis Street - between Yurong Street and Riley Street
- Yurong Street (Southbound) between William Street and Stanley Street

Parking spaces will be barricaded in Stanley Street between Yurong Street and Crown Street, and Riley Street between Stanley Lane and Chapel Street from 7pm on Friday 27 August 2026, until the road closures commence at 6:30am on Saturday 29 August 2026.

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

Consultation

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

Financial

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

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

The Speed
 Limit of subject
 road and
 surrounding
 streets is:

SIGNAGE

x 5

x 9

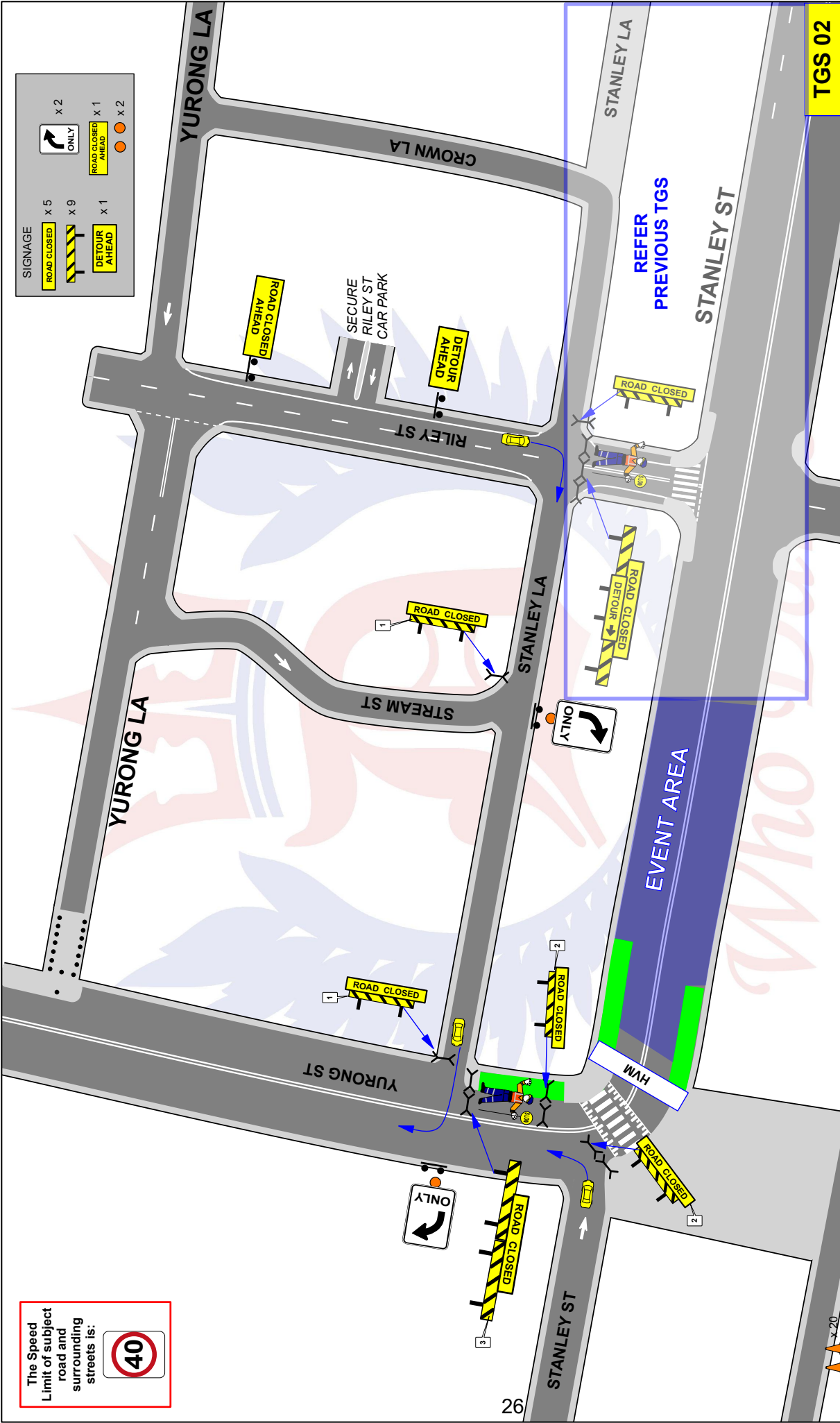
x 1

x 1

x 2

x 1

x 2



LOCATION	Stanley St DARLINGHURST
DATE	Saturday 29th August 2026
TIME OF WORKS	06:30hrs Sat 29th - 03:30hrs Sun 30 Aug
CLIENT	Monstera Creative
PROJECT	Sydney Fringe Festival opening night
PLAN #	WD/StanleySt/GM26-2
MINIMUM STAFF REQ	1 x Team and Leader 4 x TCs

Sydney Fringe Festival Opening Night Party @ Stanley Street

SHORT TERM WORKS

Full closure of Stanley St between Crown St & Yurong St, DARLINGHURST

This plan shows control positions and advances warning signage.

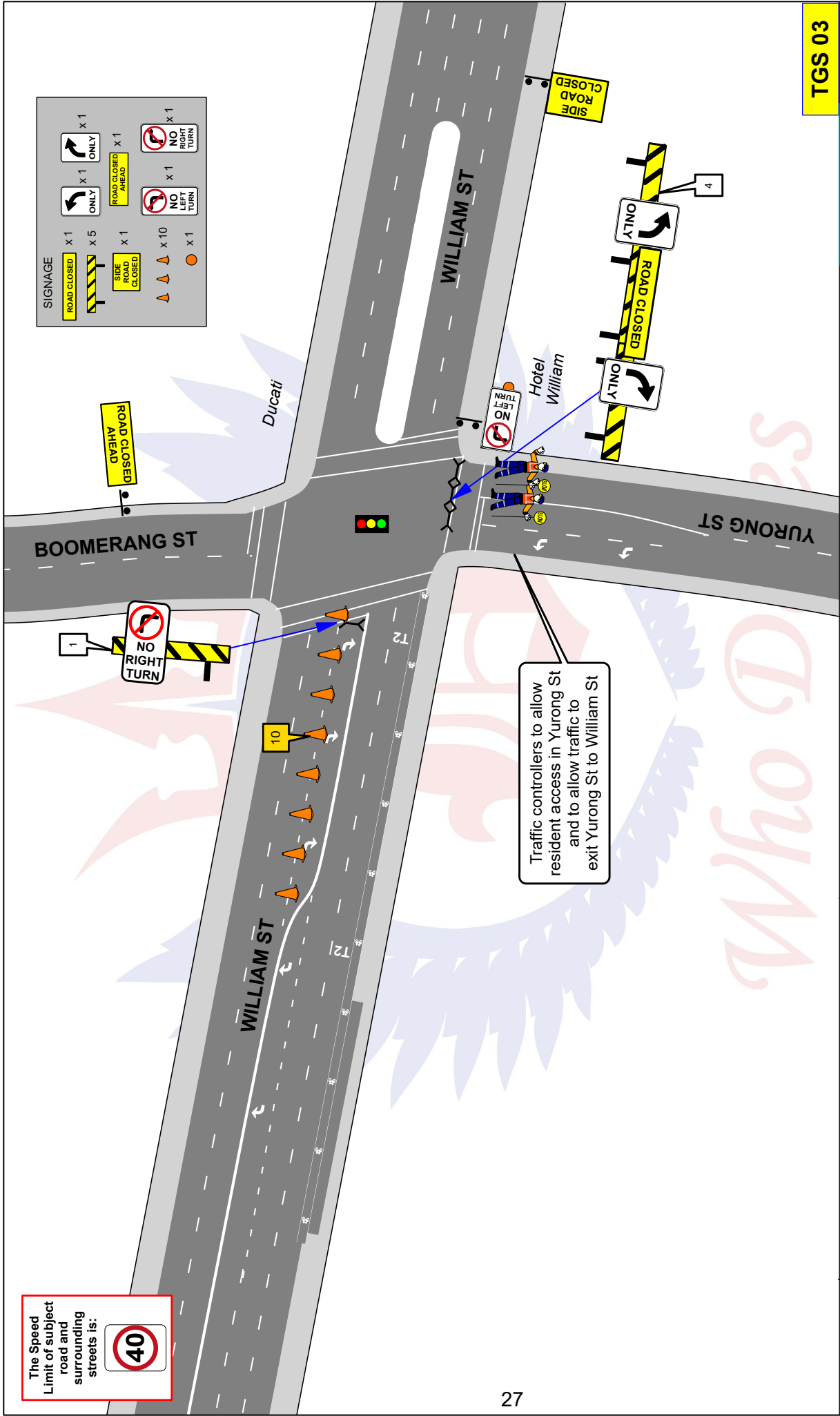
Revised 5 May 2026



Plan prepared by
 Greg Mooney RMS
 TCT 0027718 PWZ
 for Who Dares Pty Ltd

Who Dares Pty Ltd
 TCT 0027718 PWZ
 for Who Dares Pty Ltd

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TGS 03 Revised 5 May 2026		 Plan prepared by Greg Mooney RMS TCT 002718 PMZ for Who Dares Pty Ltd 	
Sydney Fringe Festival Opening Night Party @ Stanley Street SHORT TERM WORKS Full closure of Stanley St between Crown St & Yurong St, DARLINGHURST This plan shows control positions and advances warning signage.		Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.	
LOCATION	Stanley St DARLINGHURST	DATE	Saturday 29th August 2026
TIME OF WORKS	06:30hrs Sat 29th - 03:30hrs Sun 30 Aug	CLIENT	Monstera Creative
PROJECT	Sydney Fringe Festival opening night	PLAN #	WD/StanleySV/GM26-3
MINIMUM STAFF REQ	1 x Team and Leader 4 x TCs		



LOCATION	Stanley St DARLINGHURST
DATE	Saturday 29th August 2026
TIME OF WORKS	06:30hrs Sat 29th - 03:30hrs Sun 30 Aug
CLIENT	Monstera Creative
PROJECT	Sydney Fringe Festival opening night
PLAN #	WD/StanleySt/GM26-4
MINIMUM STAFF REQ	1 x Team and Leader 4 x TCs

Sydney Fringe Festival Opening Night Party @ Stanley Street

SHORT TERM WORKS

**Francis St closed east of Yurong Street DARLINGHURST
Residents Exceeded**

This plan shows control positions and advances warning signage.

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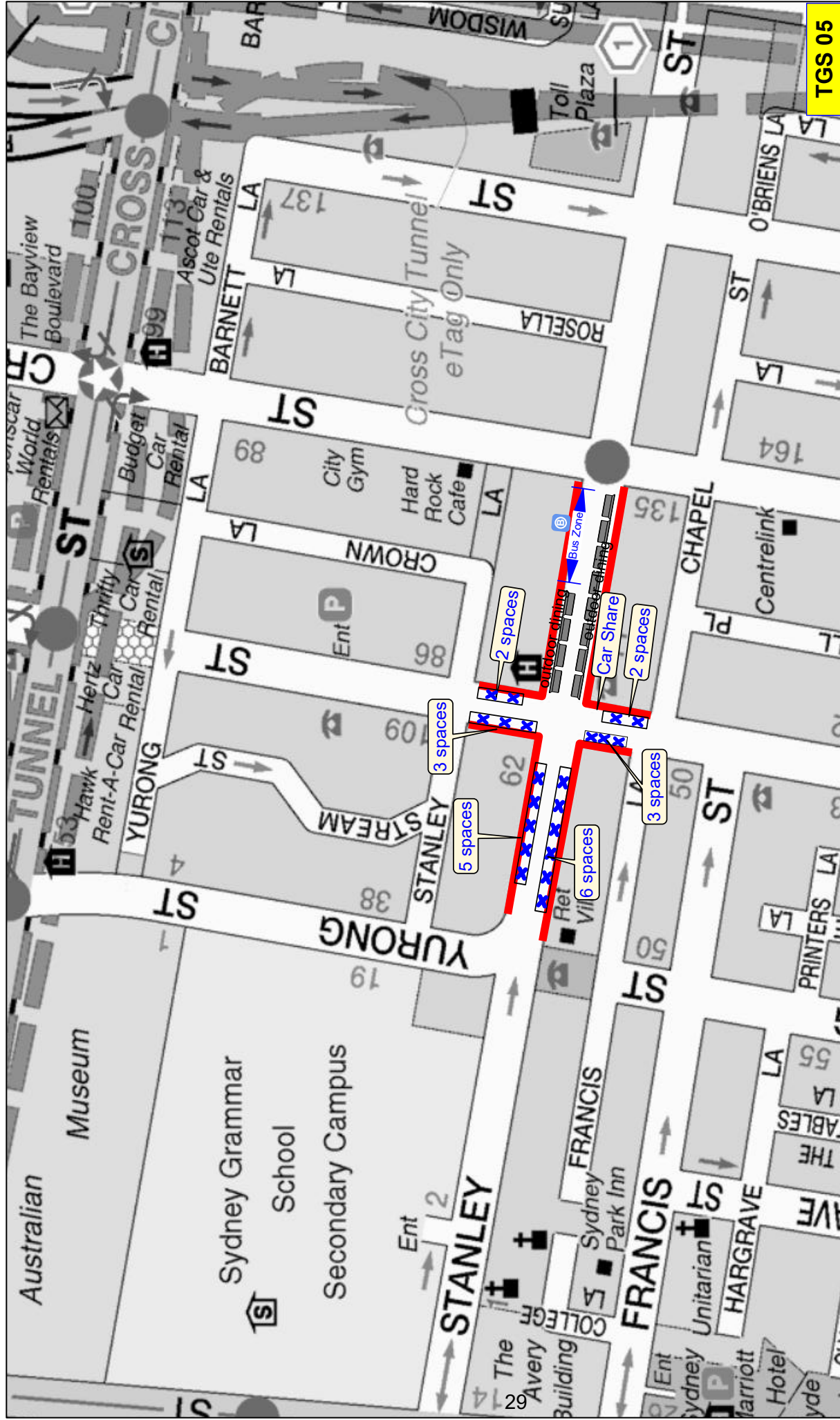
TGS 04

Revised 5 May 2026

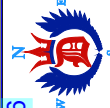


Plan prepared by
Greg Mooney RMS
TCT 0027718 PWZ
for Who Dares Pty Ltd

Greg Mooney



TGS 05



Plan prepared by
Greg Mooney RMS
TCT 0027718 PWZ
for Who Dares Pty Ltd

Greg Mooney

Revised 5 May 2026

Sydney Fringe Festival Opening Night Party @ Stanley Street

SHORT TERM WORKS

BARRICADING PARKING SPACES Stanley St and Riley St as indicated

7pm Friday 28th August till roads close at 6:30am Saturday 29th August 2026

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LOCATION	Stanley St DARLINGHURST
DATE	Fri 28, Sat 29th Sun 30 August 2026
TIME OF WORKS	19:00hrs Fri till 03:30 hrs Sunday
CLIENT	Monstera Creative
PROJECT	Sydney Fringe Festival opening night
PLAN #	WD/StanleySt/GM26-5Br
MINIMUM STAFF REQ	2 x TCs Barricading 19:00 till 06:30

Item 7.**Mobile Crane - Temporary Road Closure - George and Valentine Street, Haymarket**

TRIM Container No.: 2026/300284

Recommendations

It is recommended that the Forum review the temporary closure of the following roads in Haymarket from 6pm Friday 17 July 2026 to 6am on Saturday 18 July 2026:

- Valentine Street, between Quay and George Streets (three lanes); and
- George Street, between Valentine Street and Rawson Place (three lanes).

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 24 - 25 July 2026 and 31 July 2026 to 1 August 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closures.
- (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 closures, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

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

SSTC Group of Companies has applied for the temporary road closures of Valentine and George Streets in Haymarket for construction activities.

Comments

The proposed temporary road closures are required to allow a mobile crane to be used for the installation of a tower crane at 806-812 George St Haymarket.

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

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

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

Transport for NSW (TFNSW) raised no objections to the Traffic Management Plan (TMP).

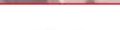
Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

	DATE	25/05/2028
	GS PLAN #	SSTC-5881
REVISION	REV A	
ROAD NAME	GEORGE ST	
SUBURB	HAYMARKET	
NEAREST CROSS STREET	VALENTINE ST	
WORK SCOPE	ROAD CLOSURE TOWER CRANE INSTALL	
SHORT LONG OR INTERMITTANT	SHORT	
WOL REQUIRED	YES	
POSTED SPEED LIMIT	40	
PEED REDUCTION	N	
DESIGNED BY	AMY DOWSETT	
WZTWP NUMBER	TCT0008868	
WZTWP BY	KATE BYRNE	
WZTWP IN VALIFICATION	TCT 1007624	
TRAFFIC CONTROLLERS	14 x TC	
VEHICLES	8 x UTE	
ADDITIONAL EQUIPMENT	3 X PORTA BOOMS	
RECOMMENDED TAPER LENGTHS		
Traffic Speed (km/h)	Traffic Control at Beginning of Taper	Legal Minimum Taper Length
40 or less	15	0 15
40 - 45	15	15 30
45 - 55	30	30 60
55 - 65	N/A	60 120
65 - 75	N/A	75 115
75 - 85	N/A	90 130
85 - 95	N/A	90 115
95 - 105	N/A	100 100
105 - 115	N/A	110 100
115 - 125	N/A	110 100
125 - 135	N/A	110 100
135 - 145	N/A	110 100
145 - 155	N/A	110 100
155 - 165	N/A	110 100
165 - 175	N/A	110 100
175 - 185	N/A	110 100
185 - 195	N/A	110 100
195 - 205	N/A	110 100
205 - 215	N/A	110 100
215 - 225	N/A	110 100
225 - 235	N/A	110 100
235 - 245	N/A	110 100
245 - 255	N/A	110 100
255 - 265	N/A	110 100
265 - 275	N/A	110 100
275 - 285	N/A	110 100
285 - 295	N/A	110 100
295 - 305	N/A	110 100
305 - 315	N/A	110 100
315 - 325	N/A	110 100
325 - 335	N/A	110 100
335 - 345	N/A	110 100
345 - 355	N/A	110 100
355 - 365	N/A	110 100
365 - 375	N/A	110 100
375 - 385	N/A	110 100
385 - 395	N/A	110 100
395 - 405	N/A	110 100
405 - 415	N/A	110 100
415 - 425	N/A	110 100
425 - 435	N/A	110 100
435 - 445	N/A	110 100
445 - 455	N/A	110 100
455 - 465	N/A	110 100
465 - 475	N/A	110 100
475 - 485	N/A	110 100
485 - 495	N/A	110 100
495 - 505	N/A	110 100
505 - 515	N/A	110 100
515 - 525	N/A	110 100
525 - 535	N/A	110 100
535 - 545	N/A	110 100
545 - 555	N/A	110 100
555 - 565	N/A	110 100
565 - 575	N/A	110 100
575 - 585	N/A	110 100
585 - 595	N/A	110 100
595 - 605	N/A	110 100
605 - 615	N/A	110 100
615 - 625	N/A	110 100
625 - 635	N/A	110 100
635 - 645	N/A	110 100
645 - 655	N/A	110 100
655 - 665	N/A	110 100
665 - 675	N/A	110 100
675 - 685	N/A	110 100
685 - 695	N/A	110 100
695 - 705	N/A	110 100
705 - 715	N/A	110 100
715 - 725	N/A	110 100
725 - 735	N/A	110 100
735 - 745	N/A	110 100
745 - 755	N/A	110 100
755 - 765	N/A	110 100
765 - 775	N/A	110 100
775 - 785	N/A	110 100
785 - 795	N/A	110 100
795 - 805	N/A	110 100
805 - 815	N/A	110 100
815 - 825	N/A	110 100
825 - 835	N/A	110 100
835 - 845	N/A	110 100

Item 8.**Mobile Crane - Temporary Road Closure - Brougham Street, Potts Point****TRIM Container No.: 2026/323477****Recommendations**

It is recommended that the Forum review the temporary road closure of Brougham Street, Woolloomooloo, between Harnett Street and Brougham Lane (two lanes), from 7.30 am to 5.30pm on Wednesday 15 July 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 16,17 and 18 July 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 is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.
- (H) The Applicant must contact the City's Program Delivery team at least 14 days prior to the proposed road closure to confirm that there are no ongoing works within the site vicinity.

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

Dilcara Construction Pty Ltd has applied for the temporary road closure of Brougham Street, Woolloomooloo, between Harnett Street and Brougham Lane (two lanes), from 7.30 am to 5.30pm on Wednesday 15 July 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used dismantle a tower crane at 30-34A Brougham 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 closures will not affect any other properties, as local access will be provided at all times.

Transport for NSW (TFNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

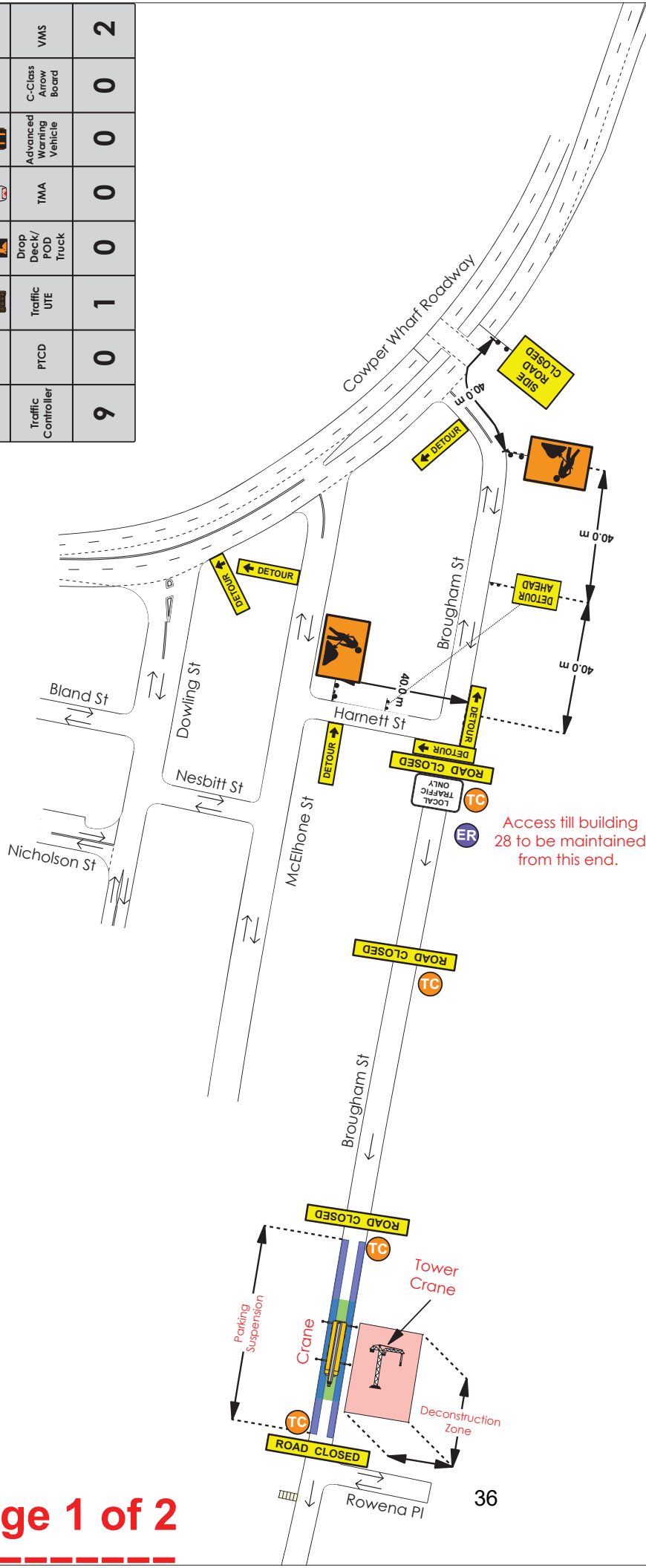
Financial

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

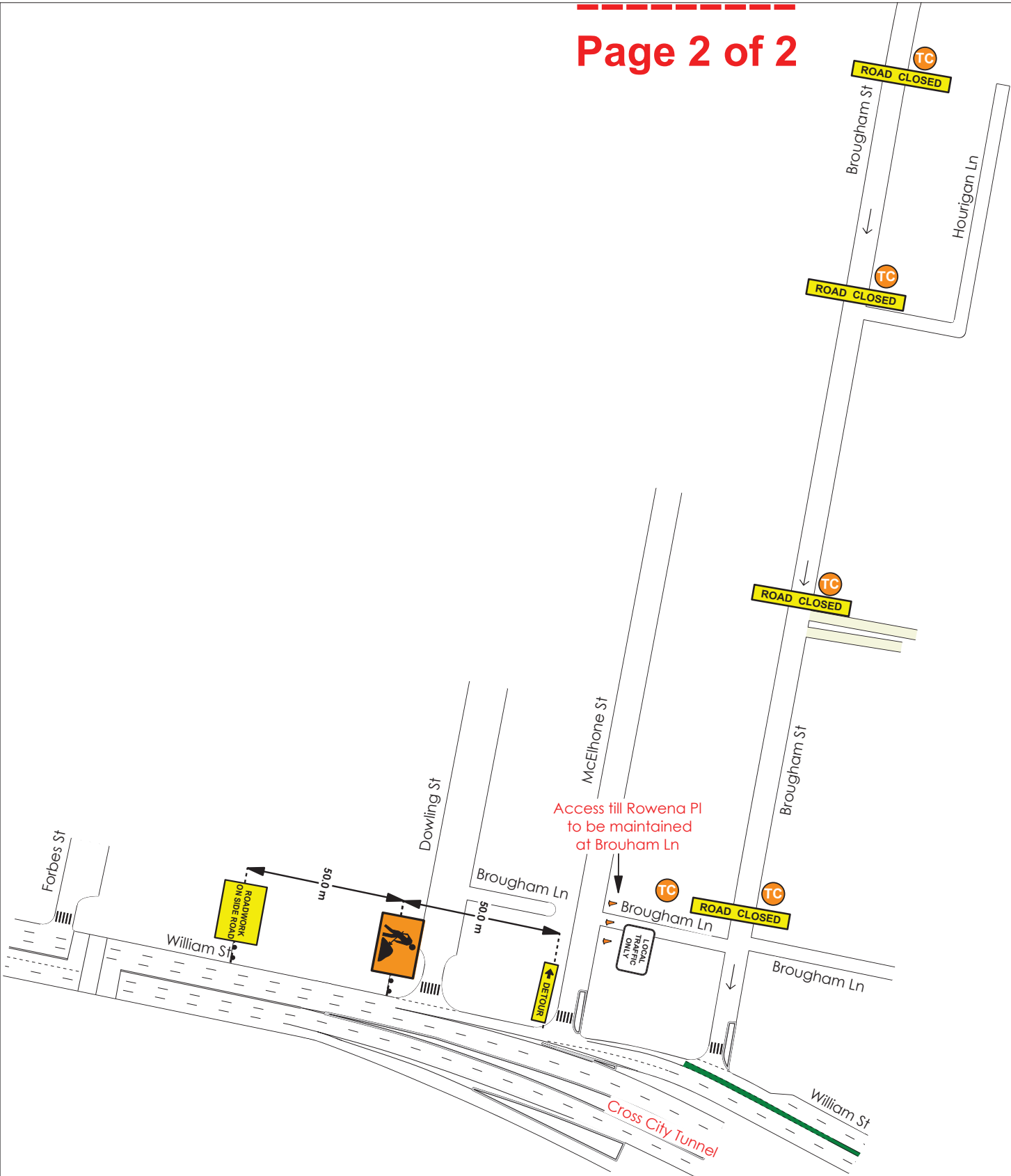
CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Resource Requirement

Traffic Controller	Traffic UTE	Drop Deck/POD Truck	TMA	Advanced Warning Vehicle	VMS
9	0	1	0	0	2



Designed by: Harpreet Singh		Reviewed by: Ronak Gandhi	Client: DILCARA	
Qualification No: TCT0028419	Qualification No: TCT0003633	Qualification No: TCT0003633	Type of TIM: Static Works	Duration: Single Shift
Role: Senior Project Planner	Role: Planning & Design Manager	Role: Planning & Design Manager	TIM Set-up: Road Closure	Shift TIM Inspections: before, during & pre-closedown
Signature: Harpreet Singh	Signature: [Signature]	Signature: [Signature]	Existing Speed Limit: 40 km/h	Project Description: Construction Crane Installation
Implementer Name: [Name]	Implementer Qualification No: TCT.....	Implementer Qualification No: TCT.....	Map Reference: NSW Imagery	Work Location: Brougham St, Potts Point
			North Code: [Code]	TGS No: ARG 24-1663 TGS
			Sign Type: Swing Stand	Page No.: 03 of 05
Compliance Notes:		1. All TGSs are in accordance with THNSW - ICASWS V6.1 & Austroads Guide to Temporary Traffic Management 2019 2. Recommended taper lengths THNSW - ICASWS V6.1, Table 7-3 3. Sign spacing Austroads TIM, Part 3, Table 2.2 4. Recommended sight distances to devices Austroads TIM, Part 3, Table 2.3 5. Traffic controller min. sight distance THNSW - ICASWS V6.1, Table 5-13 6. End-of queue management THNSW - ICASWS V6.1, Sec 4.6 7. Spacing of cones and bollards THNSW - ICASWS V6.1, Table 6-2		
Legend:		▲ Cone ○ Delineator ■ Parking Suspension ■ Safety Buffer Zone ■ Work Area		



ICOMBINED IMPROVING BUSINESS	Designed by:	Harpreet Singh	Reviewed by:	Ronak Gandhi	Legend: ▲ Cone ● Delineator ■ Parking Suspension ■ Safety Buffer Zone ■ Work Area	Compliance Notes: 1. All TGSs are in accordance with TNSW - TCAWS V6.1 & Austroads Guide to Temporary Traffic Management 2019 2. Recommended taper lengths TNSW - TCAWS V6.1, Table 7-3 3. Sign spacing Austroads TTM, Part 3, Table 2.2 4. Recommended sight distances to devices Austroads TTM, Part 3, Table 2.3 5. Traffic controller min. sight distance TNSW - TCAWS V6.1, Table 5-13 6. End-of-queue management TNSW - TCAWS V6.1, Sec 4.6 7. Spacing of cones and bollards TNSW - TCAWS V6.1, Table 6-2			REVISION	REV	Description	Type of TTM:	Static Works	Duration:	Single Shift	Client: DILCARA
	Qualification No:	TC10028419	Qualification No:	TC10063633		00	sent to client	TTM Set-up:		Road Closure		Project Description: Construction Crane Installation				
	Role:	Senior Project Planner	Role:	Planning & Design Manager		01		Shift TTM Inspections:		before, during & pre-closedown						
	Signature:	<i>Harpreet Singh</i>	Signature:	<i>Ronak Gandhi</i>		Review Date:	03/06/2026		Existing Speed Limit:	40 km/h		Work Location:	Brouham St, Potts Point			
	Implementer Name:		Implementer Qualification No:	TCT.....		North Code:		Map Reference:	NSW Imagery	Scale:	1:500					
						Sign Type:	Swing Stand		Issue Date:	03/06/2026	Page No.:	04 of 05	TGS No:	ARG 24-1663 TGS		
													TMP No:			

Detour Plan

The map displays a detour plan for a route through Sydney, Australia. The main route is highlighted in red, starting from the bottom left and heading towards the top right. Several yellow boxes labeled "DETOUR" indicate alternative paths where the main route is blocked or closed. A yellow box labeled "ROAD CLOSED" is also present. The map includes various landmarks and streets, such as the Sydney Opera House, the Sydney Harbour Bridge, and the Sydney City Centre. The detour plan is designed to provide alternative routes for travelers when the main route is unavailable.

Item 9.**Parking - No Parking, Timed Parking - Bridge and Malcolm Streets, Erskineville**

TRIM Container No.: 2026/235682

Recommendations

It is recommended that the Forum review the reallocation of parking in Erskineville as follows:

- (A) On the eastern side of Bridge Street, between the points 13 metres and 49.5 metres (6 car spaces) south of Swanson Street as "P5 minute 8-9.30am, 2.30-6pm (School days)";
- (B) On the eastern side of Bridge Street, between the points 58.2 metres and 69.2 metres (2 car spaces) south of Swanson Street as "No Parking Authorised Car Share Vehicles Excepted Bay 523 and 850"; and
- (C) On the western side of Malcolm Street, between the points 63.5 metres and 99.5 metres (6 car spaces) south of Swanson Street as "No Parking 7.30-9.30am, 2.30-4.30pm (School Days).

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

Parents and carers of students attending Erskineville Public School have requested consideration of improvements to parking arrangements on Malcolm Street to better support safe and convenient drop-off and pick-up during school hours.

The existing P5 minute parking spaces located in front of Gowrie (Outside School Hours Care) currently operate until 4pm on school days. As the outside school hours care program operates until 6pm, the current restriction does not align with pick-up times for parents and carers.

Parents and carers have requested consideration to extend the P5 minute parking restriction in the afternoons until 6pm on weekdays to better support safe and convenient short-term parking when picking up their children from the facility. They have also requested consideration for two additional P5 minute parking spaces in Bridge Street.

In response to the request, the City is proposing to introduce a “No Parking” zone on Malcolm Street to support parents during school pick-up and drop-off times. The City is also proposing to extend the operating hours of the existing P5 minute parking restrictions to 6pm on weekdays and to provide two additional P5 minute parking spaces to better facilitate pick-up and drop-off activities near the after school care facility.

Comments

The kerb space on the eastern side of Malcolm Street, Erskineville south of Swanson Street, where the changes are proposed, is currently unrestricted for parking. It is proposed to change parking along this kerb space to provide six “No Parking” bays to support parents during school pick-up and drop-off times.

The kerb space on the western side of Bridge Street, Erskineville south of Swanson Street, where the changes are proposed, is currently a combination of “P5 Minute 8-9.30am 2.30-4pm (School days)”, “No Parking Authorised Car Share Vehicles Expected Bay 523 and 850” and “2P 8am-6pm Mon-Fri Permit Holders Excepted Area 36”.

It is proposed to extend the current afternoon P5 minute parking restrictions to 6pm to align with the operating hours of the after-school care facility. The updated restriction would be “P5 Minute 8-9.30 am 2.30-6pm (School Days)”.

In addition, two new “P5 Minute 8-9.30am 2.30-4pm (School Days)” spaces are proposed by relocating the existing car share spaces further south within the permit parking area. This would result in a total of six P5 minute parking spaces, providing increased short-term parking opportunities for parents during pick-up and drop-off times.

The proposal would result in the loss of two permit parking spaces. However, as these spaces are located along the school frontage rather than in front of residential properties, the impact on residents is expected to be minimal, noting that there is ample permit parking spaces available in Bridge Street along the residential frontages.

Consultation

The City consulted/notified local residents and businesses in the area. There were 329 letters sent out with 11 responses supporting the proposal and nine responses opposing the proposal.

A summary of the submissions is outlined in the following table:

No.	Support / Objection	Summary of Objection	COS Response
1	Objection	- The submission objects to the proposed extension of the operating hours and length of the P5 MIN zone in Bridge Street, as it may encourage car-based travel to school and discourage walking. - The submission also objects to the proposed pick-up and drop-off zone in Malcolm Street, noting that it may increase traffic in the area and result in the loss of on-street parking.	- The City notes the objection regarding increased traffic, car-based travel and loss of on-street parking. - The proposed changes aim to provide safer and more orderly pick-up and drop-off arrangements for parents and carers. - The proposed short-term parking would help reduce unsafe behaviours such as double parking, queuing and stopping in unsuitable locations. - The City continues to encourage walking, cycling and public transport for school travel where possible. - The proposal seeks to balance school access, road safety and local parking needs.
2	Objection	- The submission objects to the proposed changes due to the loss of resident parking in Bridge Street, noting the street has already been impacted by previous parking changes. - The submission supports extending the P5 MIN parking for school pick-up and drop-off but does not	- The City notes the concerns about the loss of resident parking in Bridge Street. - The proposed P5 MIN zone is recommended to be retained, with the operating time extended to 6.00pm to better support pick-up and drop-off activity associated with Erskineville Public School and Gowrie Outside School Hours Care. This will help parents and carers

No.	Support / Objection	Summary of Objection	COS Response
		support extending the operating time to 6pm. The submission suggests parents collecting children later could use other nearby parking space	safely access the area during afternoon pick-up periods, improve parking turnover and reduce the likelihood of vehicles double parking, which currently creates safety concerns.
3	Objection	- The submission objects to the proposed No Parking restriction in Malcolm Street, noting it would remove six parking spaces for four hours on school days. - The submission suggests installing P5 MIN parking instead, so the spaces can also be used by residents, including elderly residents, for short-term parking	- The City notes the concerns regarding the proposed No Parking restriction and its impact on resident parking. - The restriction is intended to support safer pick-up and drop-off activity, reduce double parking and allow drivers to stop briefly, provided the vehicle is not left unattended
4,5,6, 7,8	Objection	- The submission supports relocating school pick-up and drop-off activity to Malcolm Street. - The submission objects to retaining and expanding the P5 MIN zone in Bridge Street, noting concerns about U-turns, three-point turns and safety. - The submission recommends removing general school pick-up/drop-off activity from Bridge Street, retaining accessible parking, installing bicycle parking, providing traffic calming in Malcolm Street, and considering a School Street trial on Bridge Street	- The City notes the submission in support of relocating some school pick-up and drop-off activity to Malcolm Street. - The proposed P5 MIN zone is recommended to be retained, with the operating time extended to 6.30pm to better support pick-up and drop-off activity associated with Erskineville Public School and Gowrie Outside School Hours Care. This will help parents and carers safely access the area during afternoon pick-up periods, improve parking turnover and reduce the likelihood of vehicles double parking, which currently creates safety concerns. - The City notes the concerns regarding U-turns and three-point turns in Bridge Street.

No.	Support / Objection	Summary of Objection	COS Response
			The proposal seeks to provide more orderly kerbside arrangements and improve safety for school access. The City supports walking and cycling to school where possible. Requests for additional bicycle parking and traffic calming can be considered separately. However, the City will not be considering a School Street trial.
9,10,11	Support	- The submission supports the proposed parking changes in Bridge Street and Malcolm Street, including the No Parking restriction in Malcolm Street and extended P5 MIN restriction in Bridge Street. - The submission notes that existing parking arrangements are inadequate during school pick-up and drop-off times and supports creating safer and more orderly kerbside access. - The submission also recommends reopening Bridge Street to Swanson Street/Henderson Road, converting Bridge Street to one-way southbound with a 10km/h shared zone, introducing resident parking protections, and installing dedicated e-bike/micro-mobility parking.	- The City notes the submission in support of the proposed parking changes in Bridge Street and Malcolm Street. - The proposed changes aim to improve safety and support more orderly pick-up and drop-off activity for the school and Gowrie After School Care. - The City has no plans to reopen Bridge Street. Bridge Street is a residential street primarily accessed by residents and school-related traffic.

No.	Support / Objection	Summary of Objection	COS Response
12	Support	- The submission supports the proposed parking restrictions in Bridge Street and Malcolm Street. - The submission raises safety concerns about vehicles reversing into Swanson Lane and performing three-point turns during school pick-up and drop-off times. - The submission requests restrictions to prevent unsafe vehicle movements in Swanson Lane, including limiting access to authorised residents during school drop-off and pick-up period	- The City notes the submission in support of the proposed parking changes. - The City acknowledges the concerns regarding vehicle movements in Swanson Lane during school pick-up and drop-off periods. - The proposed No Parking restriction in Malcolm Street aims to provide safer pick-up and drop-off arrangements and reduce the need for drivers to reverse or turn around in nearby laneway
13,14	Support	- The submission strongly supports the proposed parking changes in Bridge Street and Malcolm Street. - The submission notes that existing arrangements are inadequate during school pick-up and drop-off times and supports the proposed No Parking restriction in Malcolm Street and extended P5 MIN restrictions in Bridge Street.	- The City notes the submission in support of the proposed parking changes. - The proposed changes aim to provide safer and more orderly pick-up and drop-off arrangements for Erskineville Public School and Gowrie After School Care.
15	Objection	- Objects to the proposed parking changes in Malcolm Street and the removal of unrestricted parking. - Raises concern that the proposal will increase parking pressure for residents, visitors, carers,	- The City acknowledges the concerns raised regarding residential parking availability and local amenity in Malcolm Street. - The proposed pick-up and drop-off zone is intended to provide a safer and more organised location for short-term school activity during peak periods and reduce

No.	Support / Objection	Summary of Objection	COS Response
		tradespeople and support workers. - Considers that unsafe driver behaviour during school pick-up and drop-off times is the main issue, therefore, suggests increased enforcement of existing parking and traffic rules instead of changing the restrictions. - Raises concern that congestion and parking impacts may shift to nearby streets	unsafe behaviours such as double parking, stopping in the travel lane and blocking driveways. The restriction will only operate during school pick-up and drop-off times on school days. Outside these times, the kerb space will remain available for general parking. City Rangers can continue to monitor compliance in the area.
16	Objection	- Objects to the proposed parking changes in Bridge Street and Malcolm Street due to the further loss of on-street parking. - Raises concern that parking availability has reduced over time despite increasing demand from residents, workers and visitors. - Suggests that the school should better utilise its own internal space for pick-up and drop-off activity rather than relying on surrounding street.	The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. However, there is currently no pick-up and drop-off zone in Malcolm Street. The proposal is intended to provide safer short-term pick-up and drop-off opportunities and reduce the likelihood of parents double parking, which can create safety concerns.
17	Support	- Supports the proposed changes in Malcolm Street, noting that parents frequently double park near the school entrances and create safety issues for pedestrians and other road users. - Supports the additional P5 MIN spaces and extended operating hours in Bridge	- The City notes the support for the proposed changes in Malcolm Street and Bridge Street to improve safety during school pick-up and drop-off times. - The P5 MIN spaces in Bridge Street are proposed to operate until 6pm to support Gowrie pick-up. The Malcolm Street restrictions

No.	Support / Objection	Summary of Objection	COS Response
		Street to support Gowrie after school care pick-up, but suggests considering extending the Malcolm Street pick-up and drop-off hours until 6pm. • Raises broader safety concerns at the Bridge Street Rest Area, including conflicts between pedestrians, cyclists and vehicles, poor sightlines, parked share bikes, narrow footpaths and unsafe vehicle turning movements. •	are proposed to operate during school peak periods to balance school access and residential parking. • The City acknowledges the safety concerns raised near the Bridge Street Rest Area. These comments will be noted for future consideration
18	Support	• Supports the proposed Malcolm Street changes to improve safety and manage school pick-up and drop-off activity, but requests the restrictions be extended until 6pm in Malcolm Street to align with Gowrie Outside School Hours Care operations. • Supports extending the P5 MIN operating time in Bridge Street until 6pm but suggests replacing the car share spaces in Bridge Street with bike parking, including cargo bike parking. • Raises broader safety concerns in Bridge Street, including unsafe U-turns/three-point turns, pedestrian and cyclist conflicts, narrow footpaths, and requests future consideration of a School Street.	• The proposed six P5 MIN spaces in Bridge Street are recommended to operate until 6.30pm to align with Gowrie Outside School Hours Care operating times, and parents/carers accessing Gowrie can use these P5 MIN spaces. The Malcolm Street pick-up and drop-off zone is recommended to remain until 4.30pm to support school pick-up and drop-off activity, while balancing the demand for on-street parking for residents. • The City previously investigated the location of the car share spaces in Bridge Street. The spaces are located close to Erskineville Train Station, making them accessible for people who rely on car share services. The removal or relocation of these car share spaces does not form part of this proposal.

No.	Support / Objection	Summary of Objection	COS Response
			The City supports walking and cycling to school where possible. Requests for additional bicycle parking and traffic calming can be considered separately. However, the City will not be considering a School Street trial.
19	Support	- Supports changes to improve safety around Erskineville Public School, but raises concern that additional P5 MIN spaces in Bridge Street may increase traffic. - Raises safety concerns about U-turns and three-point turns at the closed end of Bridge Street, particularly near the bike path and school entrance. - Requests consideration of a raised pedestrian crossing at Bridge Street and Ashmore Street, and supports future implementation of a School Street on Bridge Street.	- The City notes the support for improving safety around the school and acknowledges the concerns raised regarding vehicle movements at the closed end of Bridge Street. The proposed P5 MIN spaces in Bridge Street are intended to support short-term pick-up for Gowrie Outside School Hours Care and reduce unsafe parking behaviour during peak periods. - The City notes the request to upgrade the existing at-grade pedestrian crossing at Ashmore Street and Bridge Street to a raised pedestrian crossing. This would require a separate investigation and assessment of traffic conditions, drainage, accessibility and funding before it could be considered further. - The City will not be considering a School Street in Bridge Street.
20	Support	The submission supports the proposed No Parking restrictions in Malcolm Street to support school pick-up and drop-off activity.	The City notes the support for the proposed Malcolm Street restrictions and the extension of the P5 MIN operating hours in Bridge Street.

No.	Support / Objection	Summary of Objection	COS Response
		- Supports extending the operating hours of the P5 MIN spaces in Bridge Street, but requests that the restriction be changed to P10 or P15 to allow more time for Gowrie pick-up. - suggests removing the car share spaces from in front of the Bridge Street school gate and requests they be relocated to a more appropriate location, such as Swanson Street.	- The proposed P5 MIN restriction is intended to encourage short-term parking turnover during school peak periods and support safe pick-up and drop-off activity. - The City previously investigated the location of the car share spaces in Bridge Street. The spaces are located close to Erskineville Train Station, making them accessible for people who rely on car share services. The removal or relocation of these car share spaces does not form part of this proposal.
21	Support	- The submission does not object to the proposed changes in Malcolm Street, although notes a preference for no changes to parking restrictions - Raises concern that the proposal may increase parking pressure for residents in Malcolm Street. - Requests increased monitoring and enforcement of the existing 2P Permit Holders Excepted parking restrictions.	- The City notes the submission and acknowledges the concerns raised regarding parking pressure in Malcolm Street. - The proposed restrictions are intended to support safer school pick-up and drop-off activity while balancing residential parking needs. - City Rangers can continue to monitor compliance with parking restrictions in the area, including 2P Permit Holders Excepted spaces.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

An aerial photograph of Bridge Street, showing a distance scale from 0m/KL to 69.2m. The scale is marked with yellow labels and colored dashed lines. The street runs vertically, with a railway track and a road intersection visible. The scale starts at 0m/KL at the top and ends at 69.2m at the bottom. The distance markers are: 0m/KL, 13m, 38.6m, 49.5m, 58.2m, and 69.2m. The street is labeled 'Bridge Street' in a black box.

- “No Stopping”
- “P5 8-9.30am, 2.30-4pm
School Days”
- “No Parking Authorised Car
Share Vehicles Expected
Bay 523 and 850”

- ■ ■ "2P 8am-6pm Mon-Fri
Permit Holders Excepted
Area 36"
- ■ ■ "4P Mobility Only 8am-
10pm"

“P5 8-9.30am, 2.30-6pm School Days”

“No Parking Authorised Car Share Vehicles Expected Bay 523 and 850”

Malcolm Street, Erskineville
Proposed parking changes



Existing

■ ■ ■ Unrestricted Parking

Proposed

■ "No Parking 7.30-9.30am, 2.30-4.30pm (School Days)"

Item 10.**Parking - On Street Bike Parking - LGA Wide - June 2026**

TRIM Container No.: X022545.009

Recommendations

It is recommended that the Committee review the installation of "Bicycle Parking Only" and "No Stopping Bicycles Only" signs at 12 sites across the City of Sydney Local Government Area, as shown in the attached table and plans.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City, Surry Hills, Kings Cross and South Sydney PACs
Representative for the Members for Sydney and Newtown

Advice

Advice will be updated after the meeting.

Background

The City of Sydney supports share bikes as a sustainable, low-cost transport option for everyday travel and deliveries. Use has grown rapidly, with 3.7 million trips in 2025 (a 91% increase from 2024). However, the rise in share bike and food delivery use has led to more bikes parked on footpaths in busy pedestrian areas. The community is requesting that these bikes be parked on the road to protect footpath amenity.

Comments

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

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

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

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

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

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

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

Consultation

The City will notify local residents and businesses by installing a notice on the No Stopping signs at each proposed location. The number of responses received, including any objections, shall be summarised in Attachment 1 which will be updated prior to the Forum meeting.

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

"We want share bike riders to park in designated spaces."

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

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

Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

TEGAN MITCHELL, MANAGER MAJOR TRANSPORT PROJECTS

SAM DICKINSON, PROJECT OFFICER

Site Ref	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Engagement Start and End Dates	Responses
481	Chippendale	Chippen Lane (E) – Meagher St	-33.887789, 151.201165	9	No Stopping	Notify	April May	1 support 2 object
483	Sydney	York Lane (E), Erskine Rd	-33.895193, 151.182434	6	No Stopping	Notify	3rd June	
514	Millers Point	Lower Fort St (W) - Windmill Street	-33.86219173811661, 151.20919499937548		No Stopping	Notify	3rd June	
516	Potts Point	Macleay Street (E) - Greenknowe Ave	-33.871481, 151.225158	6	No Stopping	Notify	3rd June	
519	Surry Hills	Crown St (E) - Foveaux St	-33.886561, 151.213755	6	No Stopping	Notify	3rd June	
538	Sydney	Clarence St (W) - Market St	-33.870749, 151.205480	6	No Stopping	Notify	3rd June	
541	Surry Hills	Foveaux St (S) - Norton St	-33.885042, 151.213545	6	No Stopping	Notify	3rd June	
542	Surry Hills	Riley St (E) - Foveaux St	-33.885006, 151.212709	6	No Stopping	Notify	3rd June	
545	Surry Hills	Riley St (W) - Fitzroy St north	-33.884039, 151.212883	6	No Stopping	Notify	3rd June	

Site Ref	Suburb	Street Name (N/S/E/W side) – nearest cross street	Coordinates	Storage capacity	Existing kerb restriction	Engagement Approach	Engagement Start and End Dates	Responses
546	Surry Hills	Riley Street (E) - Fitzroy St south	-33.883818, 151.212963	6	No Stopping	Notify	3rd June	
547	Surry Hills	Riley Street (W) - Sophia St	-33.885427, 151.212170	9	No Stopping	Notify	3rd June	
574	Sydney	Clarence St (E) - Market St	-33.870945, 151.205552	6	No Stopping	Notify	3rd June	

Location: Chippen Lane, Chippendale



Existing

■ ■ ■ "No Stopping"

■ ■ ■ "No Parking"

Proposed

 Bike Parking Area

Location: York Lane, Sydney



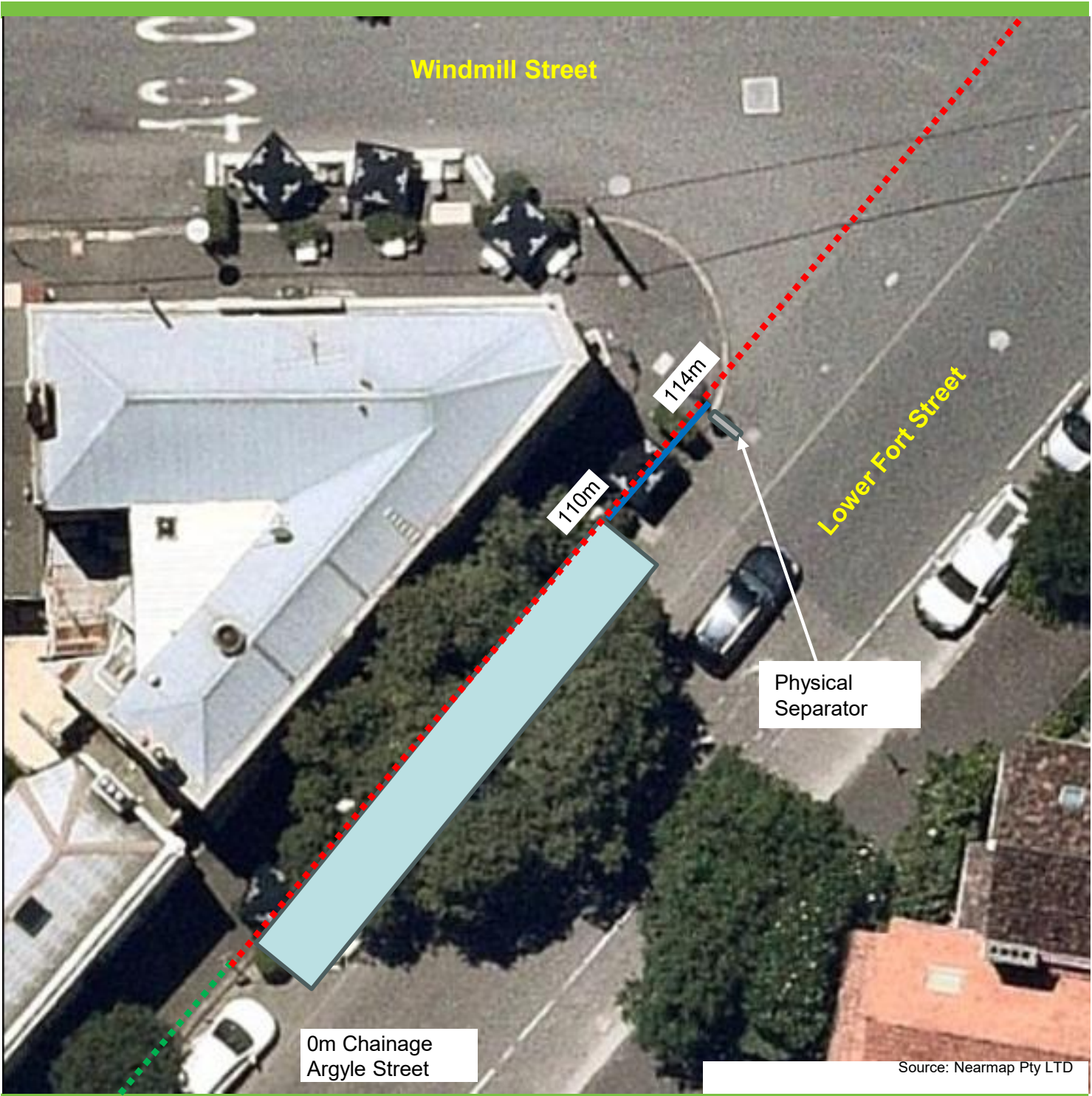
Existing

- ■ ■ "No Stopping"
- ■ ■ Loading Zone
- Property access door

Proposed

- Bike Parking Area

Location: 81-83 Lower Fort Street, Millers Point



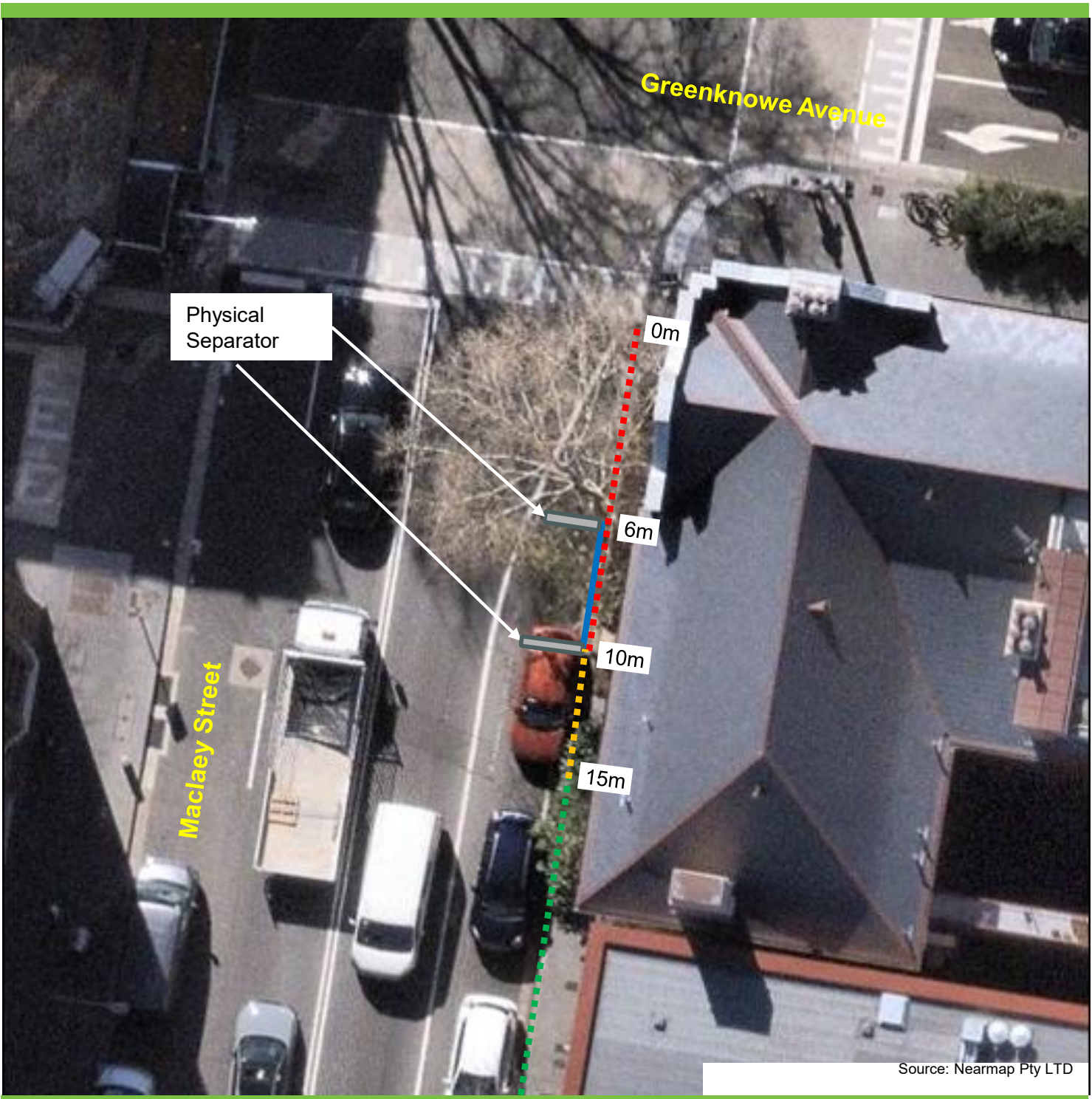
Existing

- ■ ■ "No Stopping"
- Outdoor Dining
- ■ ■ Parking

Proposed

- Bike Parking Area

Location: Macleay street, 1 Greenknowe Avenue, Potts Point



Existing

- ■ ■ "No Stopping"
- ■ ■ Car Share Parking
- ■ ■ Unrestricted parking

Proposed

- Bike Parking Area

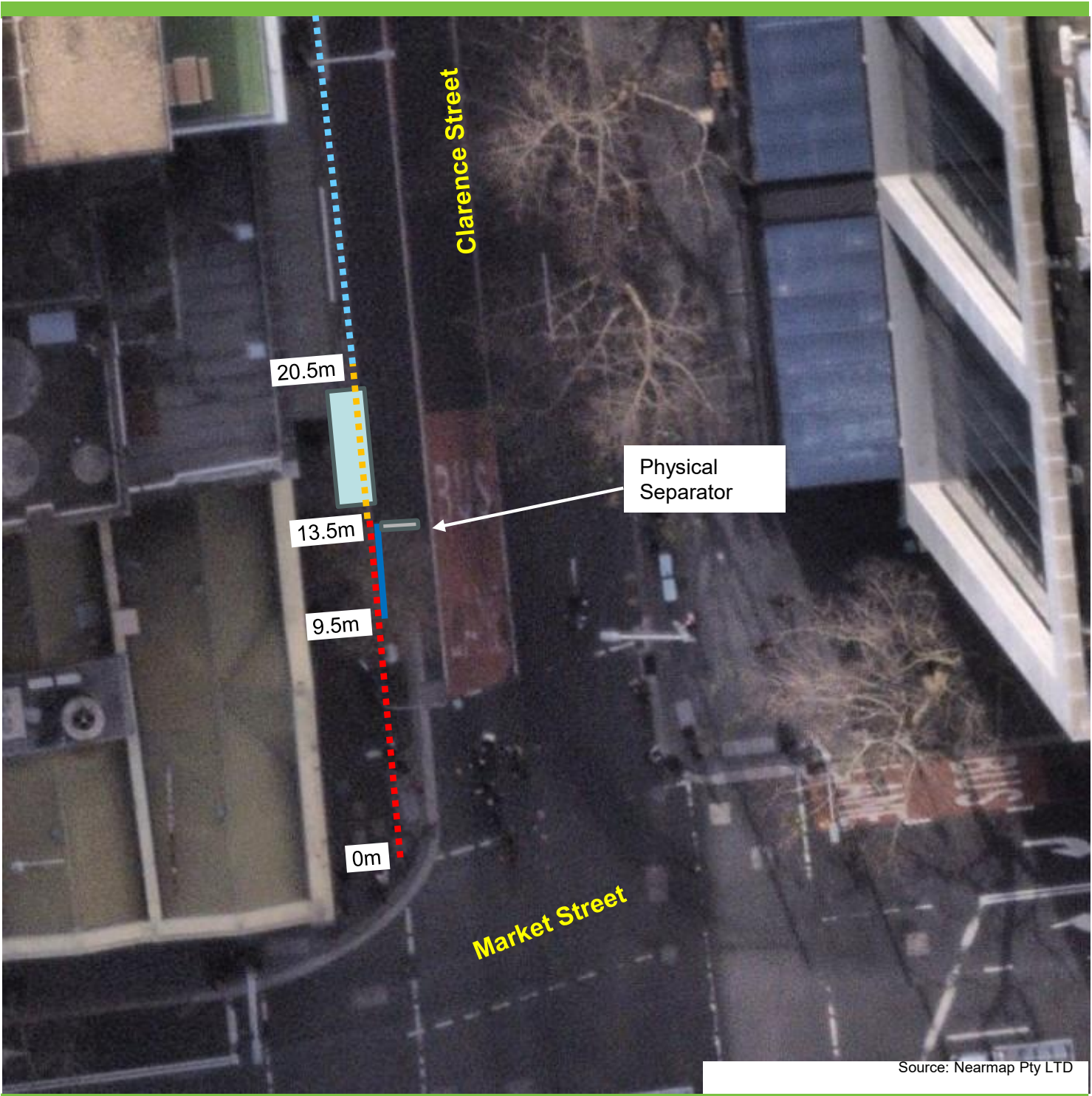
Location: 423 Crown Street, Surry Hills



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

- Proposed**
- Bike Parking Area

Location: 30-32 Market Street, Clarence St, City



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ No Parking
 - ■ ■ Bus Zone
 - Driveway

- Proposed**
- Bike Parking Area

Location: 147 Foveaux Street, Surry Hills



Existing

■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location:342 Riley Street, Surry Hills



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

- Proposed**
- Bike Parking Area

Location: 343-349 Riley Street, Surry Hills



Existing

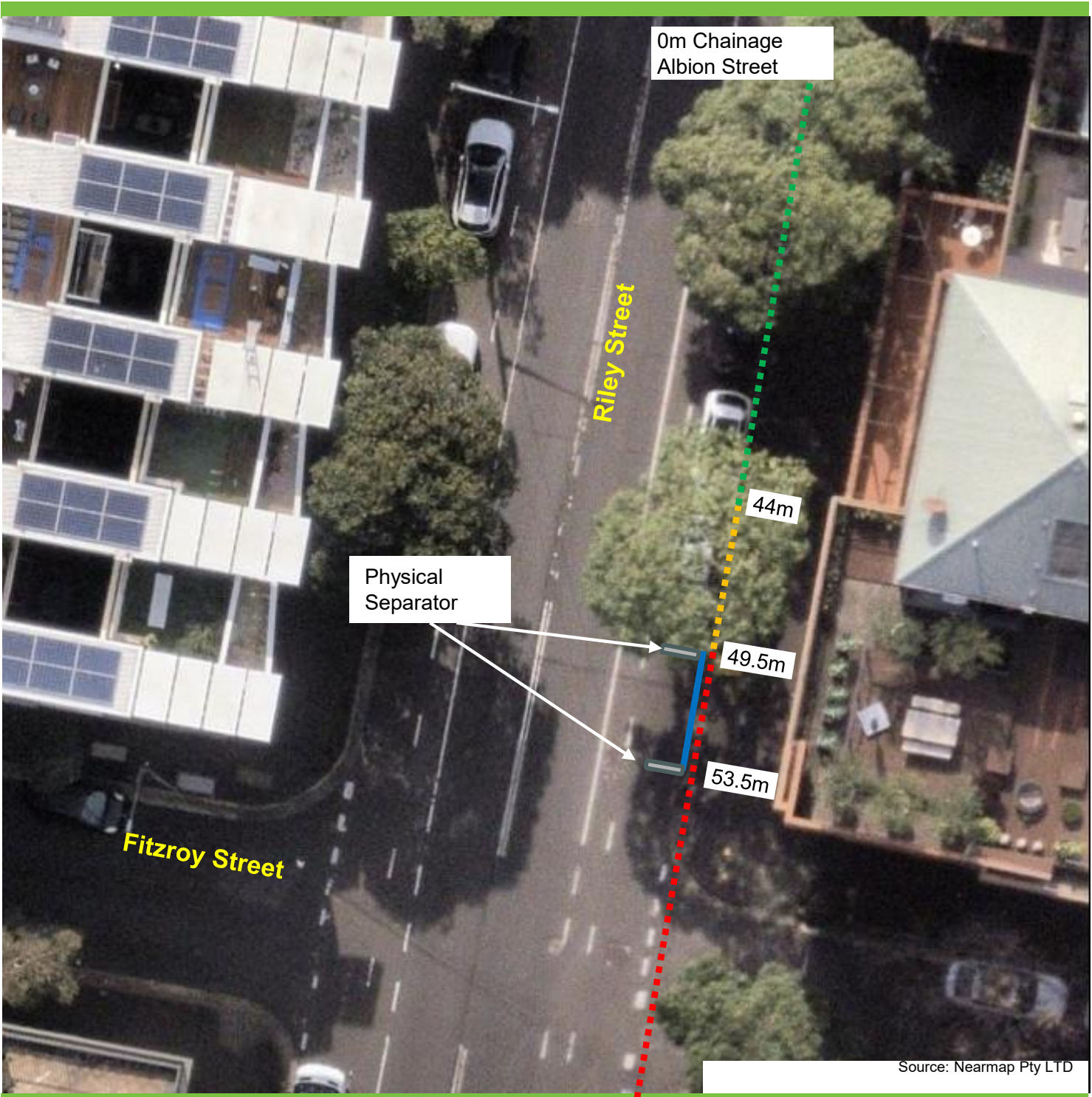
■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location: 14/300 Riley Street, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - Driveway
 - ■ ■ Unrestricted parking

- Proposed**
- Bike Parking Area

Location: 397 Riley Street, Surry Hills



Existing

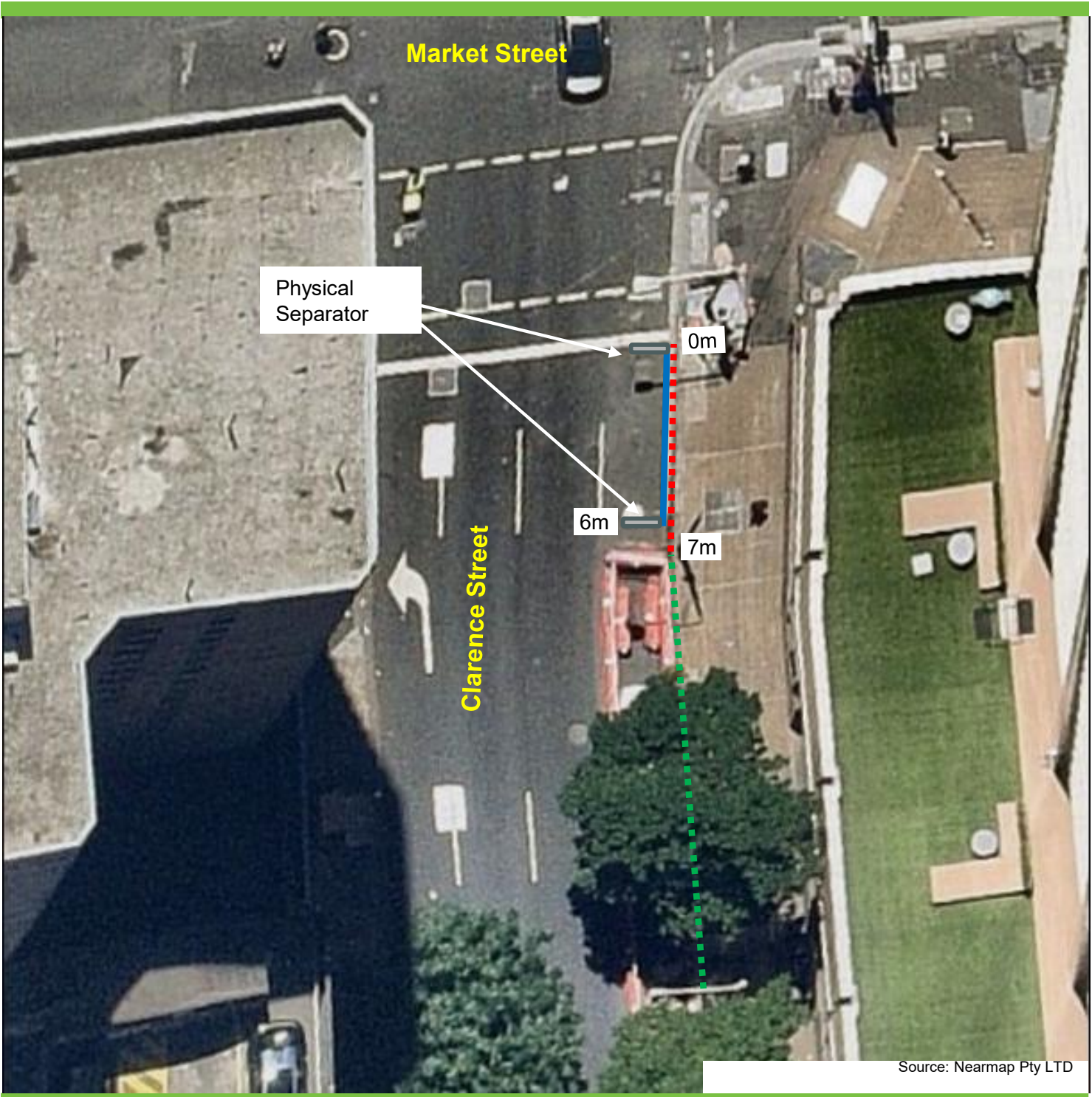
■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location: 31 Market Street, Clarence Street, City



Existing

- ■ ■ "No Stopping"
- ■ ■ Parking

Proposed

- Bike Parking Area

Item 11.**Traffic Treatment - Cycleway - Ultimo Road and Campbell Street, Haymarket****TRIM Container No.: X034641****Recommendations**

It is recommended that the Forum review the following traffic and parking changes as part of the installation of cycleways on Ultimo Road and Campbell Street in Haymarket:

Ultimo Road Cycleway

- (A) Install a bidirectional protected cycle path on the north side of Ultimo Road between Omnibus Lane and Quay Street;
- (B) Install a one-way eastbound protected cycle lane on the north side of Ultimo Road between Quay Street and Thomas Street;
- (C) Install a shared priority path crossing on Thomas Street at Ultimo Road;
- (D) Install a shared path on the north side of Ultimo Road near Thomas Street;
- (E) Install 'No Stopping' on Ultimo Road (north) from 165m to 188m east of Harris Street;
- (F) Install 'No Stopping' on Ultimo Road (south) from 223m to 243m east of Harris Street;
- (G) Install '2P Ticket 8am-6pm Mon-Fri' and '4P Ticket 6-10pm Mon-Fri, 8am-10am Sat-Sun and Public Holidays' on Ultimo Road (north) from 290m to 303m east of Harris Street;
- (H) Install 'Bicycle Parking Only' on Ultimo Road (north) from 303m to 316m east of Harris Street;
- (I) Install 'No Stopping' on Ultimo Road (north) from 316m to 319m east of Harris Street;
- (J) Install '2P Ticket 8am-6pm Mon-Fri' and '4P Ticket 6-10pm Mon-Fri 8am-10am Sat-Sun and Public Holidays' on Ultimo Road (south) from 242m to 263m and 300m to 307m east of Harris Street;

Campbell Street Cycleway

- (K) Install 'No Stopping' on Campbell Street (north) from 8m to 18m west of Pitt Street;
- (L) Install one-way protected cycle lanes on the north and south side of Campbell Street between Pitt Street and Castlereagh Street;
- (M) Install 'No Stopping' on Campbell Street (north) from 17.5m to 21.2m east of Pitt Street;

- (N) Install 'Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat' and '4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays' on Campbell Street (north) from 21.2m to 32.1m east of Pitt Street
- (O) Install 'Bicycle Parking Only' on Campbell Street (north) from 50.7m to 61.5m east of Pitt Street;
- (P) Install 'No Stopping' on Campbell Street (south) from 46.7m to 113.7m east of Pitt Street;
- (Q) Install 'Bus Zone 6-10am and 3-8pm Mon-Fri' and '4P Mobility Parking Only Ticket All Other Times' on Hay Street (north) from 10.6m to 18.4m east of the driveway shown on plans between Pitt Street and Castlereagh Street;

Forum members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]
Place Management New South Wales	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030. The Strategy includes an overall proposed bike network.

The proposed bike route is part of the Ultimo to Surry Hills Cycleway, which will connect Omnibus Lane in Ultimo to Campbell Street (east) in Surry Hills.

This report describes the proposed new permanent connection for bike riders along Ultimo Road, Campbell Street and George Street only.

The Ultimo to Surry Hills Cycleway is part of the City's Cycling Strategy and Action Plan and the NSW Government's Principal Bicycle Network. This is the second half of the Glebe to Surry Hills regional route, complementing the Glebe to Ultimo cycleway along Kelly and MaryAnn Streets which Council unanimously approved in February 2023.

The proposed design and traffic signal changes at Campbell Street and George Street have agreement in principle from Transport for NSW.

The City undertook community consultation between 1 May and 29 May 2023.

Comments

The proposal will result in the following impacts:

- The project will not remove any trees and all existing vehicle traffic movement and property accesses will be retained.
- The proposal will deliver a safe connection for bike riders on Ultimo Rd (east) and Campbell Street (west),
- Between Pitt and Castlereagh Streets, the proposal comprises a one way cycleway on each side of Campbell Street.
- The proposal reduces the parking spaces by eight spaces. One of these is an accessible space that will be relocated to Hay Street, one block south.
- The section of Campbell Street between George Street and Pitt Street was closed to through traffic as part of the Light Rail. Cycleway works in this section will be limited to signage and line-marking pending the City's proposed Public Domain Upgrade project.

Consultation

The City consulted with the community over four weeks between 1-29 May 2023.

The majority of the submissions were supportive of the proposed cycleway, with several suggestions made to improve the design.

The key issues raised by the community and the City's responses are summarised in the attached consultation summary engagement report (refer Attachment C).

Financial

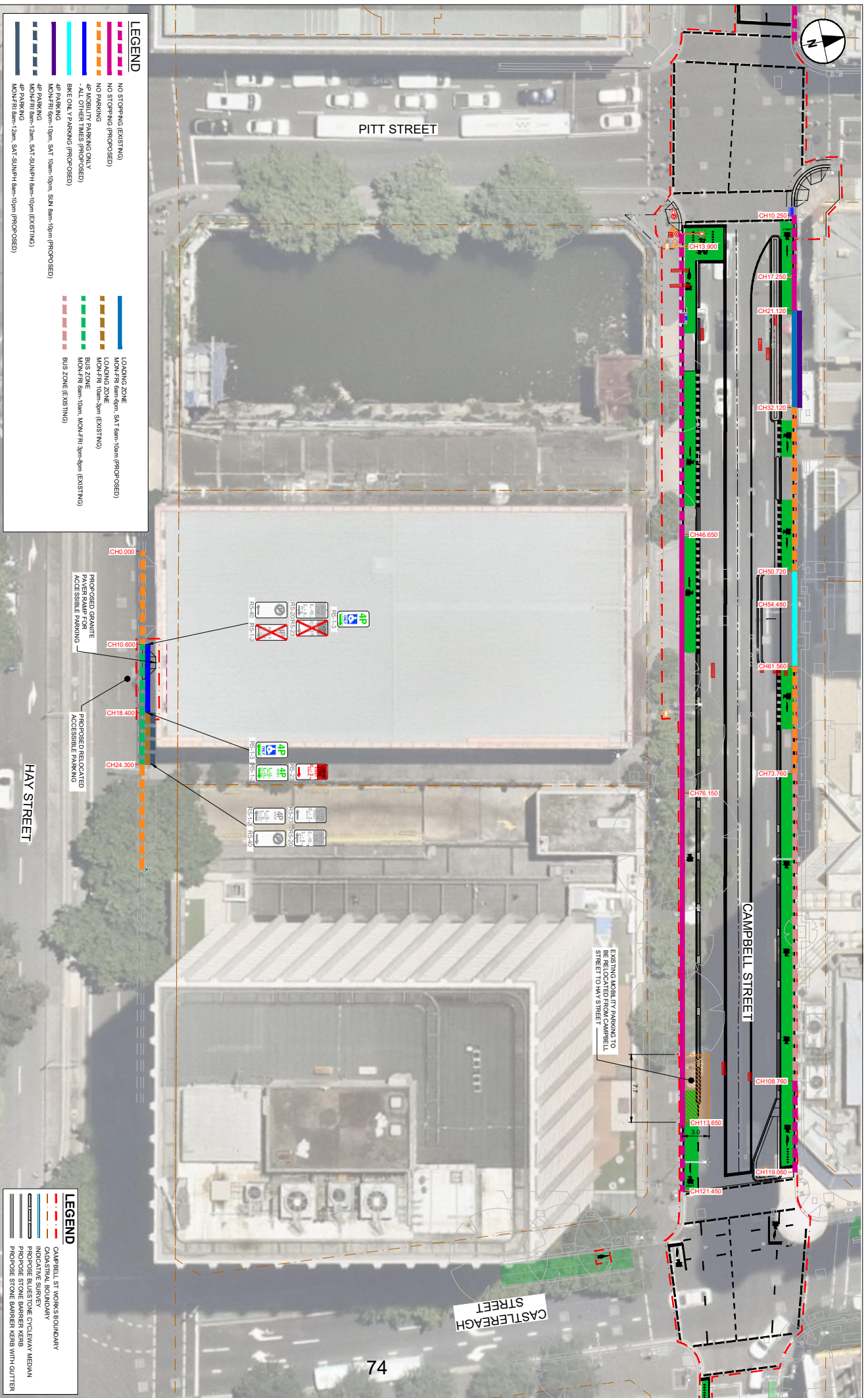
Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

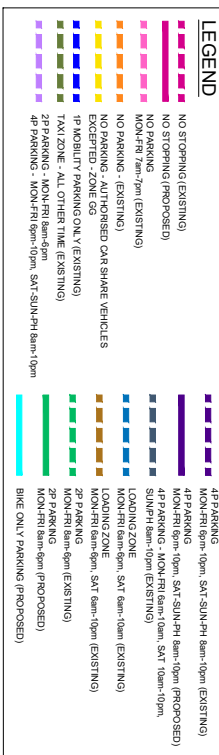
**MIR HOSSAIN, PROJECT MANAGER
JOEL MUNNS, SENIOR DESIGN MANAGER
ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER**



ISSUE/REVISION	
03	29.05.2026
02	28.05.2026
01	16.07.2025
ISSUE FOR REVIEW	ISSUE FOR REVIEW
ISSUE FOR REVIEW	ISSUE FOR REVIEW

This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001-2000



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	EXTENT OF WORKS
	CONSTRUCTION BOUNDARY
	INDICATIVE PAINT
	BIKE LANE PAINT MARKING
	PROPOSED LIGHT POLE
	EXISTING LIGHT POLE / TRAFFIC SIGNAL (TO BE RETAINED)
	EXISTING LIGHT POLE / TRAFFIC SIGNAL (TO BE REMOVED)
	EXISTING SIGN POST (TO BE RETAINED)
	EXISTING SIGN POST (TO BE REMOVED)
	PROPOSED SIGNAGE
	EXISTING SIGNAGE (TO BE RETAINED)
	EXISTING SIGNAGE (TO BE RELOCATED)
	EXISTING SIGNAGE (TO BE REMOVED)

1. FOR GENERAL NOTES REFER TO DRAWING SERIES 100-0-C-H0005.

Cos Cycleways

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STREET
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MC	TV	RM
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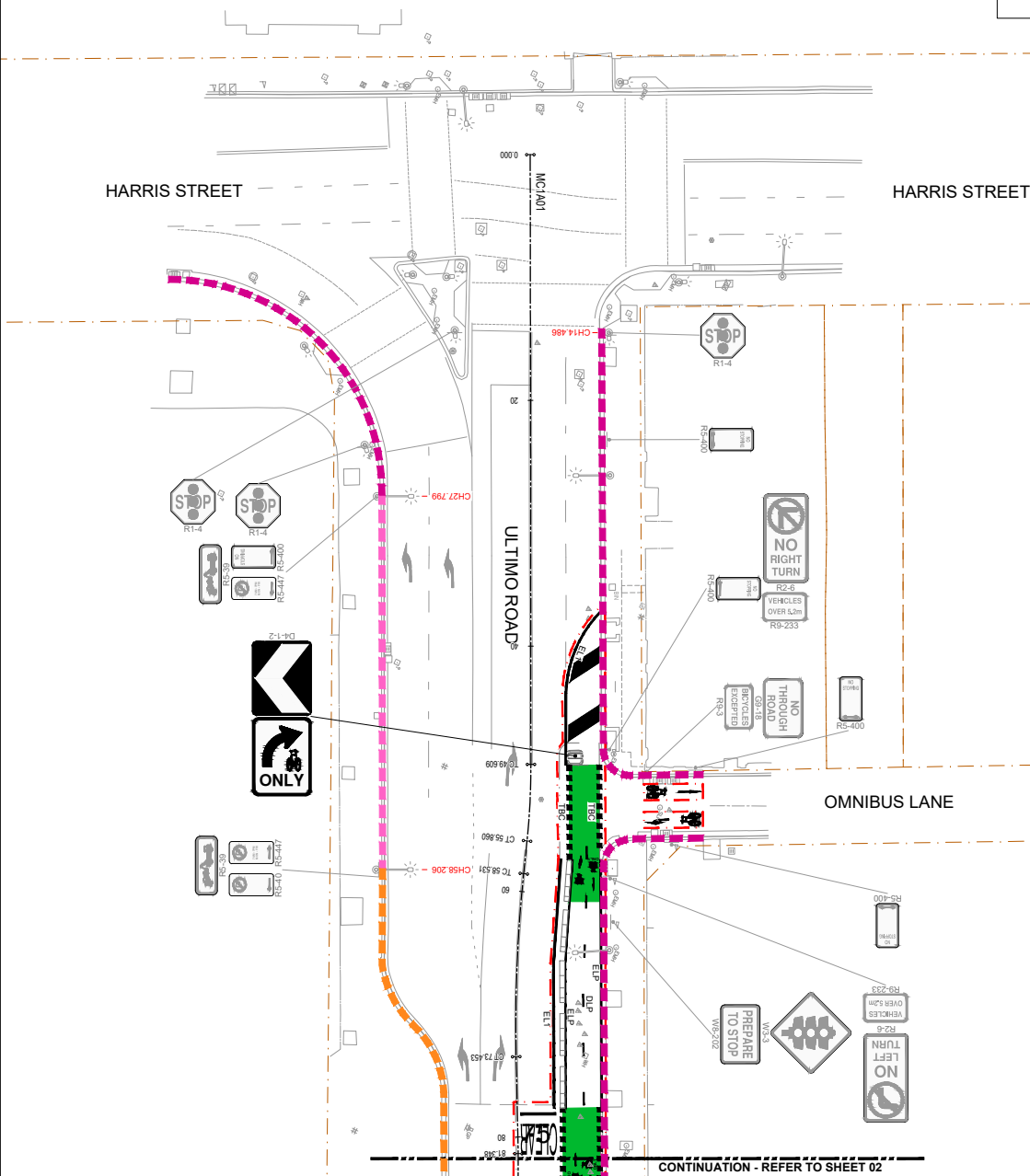
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SHEET TITLE	

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SHEET TITLE

DATUM	AHD	SURVEY	MG456 GDA2002
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02	05.06.2026	100% DD ISSUE
SHEET 01		

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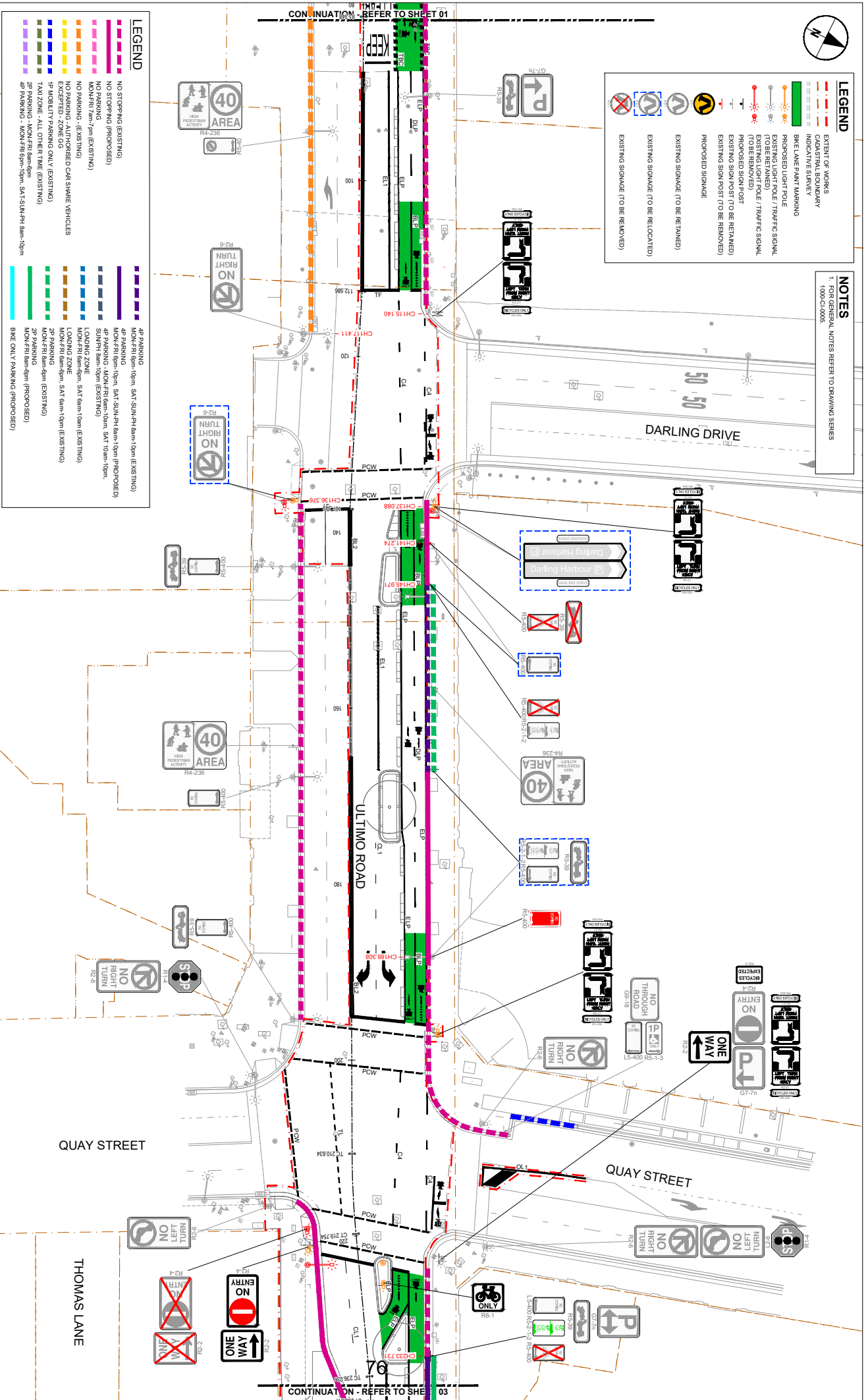
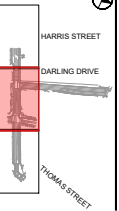
AECOM
CONSULTANT
AECOM Australia Pty Ltd
A B N 20 093 846 925
www.aecom.com

PROJECT
CoS Cycleways

CLIENT
CITY OF SYDNEY

SCALE BAR
0 5 10 m
1:200

KEY PLAN



LEGEND

- EXTENT OF WORKS
- INDICATIVE SURVEY
- BIKE LANE PAINT MARKING
- PROPOSED LIGHT POLE
- EXISTING LIGHT POLE / TRAFFIC SIGNAL (TO BE RETAINED)
- PROPOSED SIGN POST
- EXISTING SIGN POST (TO BE RETAINED)
- EXISTING SIGN POST (TO BE REMOVED)
- PROPOSED SIGNAGE
- EXISTING SIGNAGE (TO BE RETAINED)
- EXISTING SIGNAGE (TO BE RELOCATED)
- EXISTING SIGNAGE (TO BE REMOVED)

NOTES

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

LEGEND

- NO STOPPING (EXISTING)
- NO STOPPING (PROPOSED)
- NO PARKING
- MON-FRI 7am-7pm (EXISTING)
- NO PARKING - AUTHORIZED CAR SHARE VEHICLES
- EXCEPTED - ZONE GG
- IF MOBILITY PARKING ONLY (EXISTING)
- TAXI ZONE - ALL OTHER TIME (EXISTING)
- 2P PARKING - MON-FRI 8pm-10pm (EXISTING)
- 4P PARKING - MON-FRI 8pm-10pm (PROPOSED)
- MON-FRI 8pm-10pm, SAT-SUN-PH 8am-10pm (EXISTING)
- 4P PARKING - MON-FRI 8pm-10pm (PROPOSED)
- LOADING ZONE
- MON-FRI 8am-8pm, SAT 8am-10am (EXISTING)
- LOADING ZONE
- MON-FRI 8am-8pm, SAT 8am-10am (EXISTING)
- 2P PARKING - MON-FRI 8pm-10pm (EXISTING)
- 4P PARKING - MON-FRI 8pm-10pm (PROPOSED)
- BIKE ONLY PARKING (PROPOSED)

PROJECT MANAGEMENT INITIALS

MC	TV	RA
DESIGNER	CHECKED	APPROVED
PROJECT DATA		
DATUM	AHD	SURVEY
16.05.2006	100% DD ISSUE	
01	16.05.2006	100% DD ISSUE
DATE	DESCRIPTION	

ISSUE/REVISION

MC	TV	RA
DESIGNER	CHECKED	APPROVED
PROJECT DATA		
DATUM	AHD	SURVEY
16.05.2006	100% DD ISSUE	
01	16.05.2006	100% DD ISSUE
DATE	DESCRIPTION	

PROJECT NUMBER

60711081
SHEET TITLE
ULTIMO ROAD
TRAFFIC COMMITTEE PLAN
SHEET 02
SHEET NUMBER

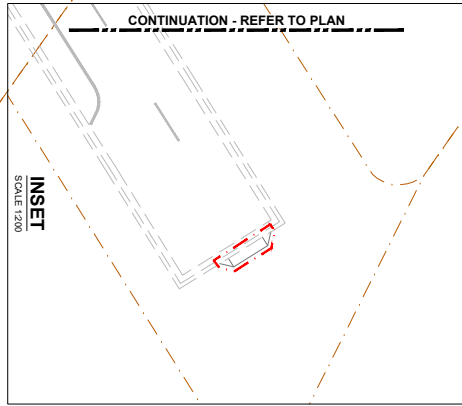
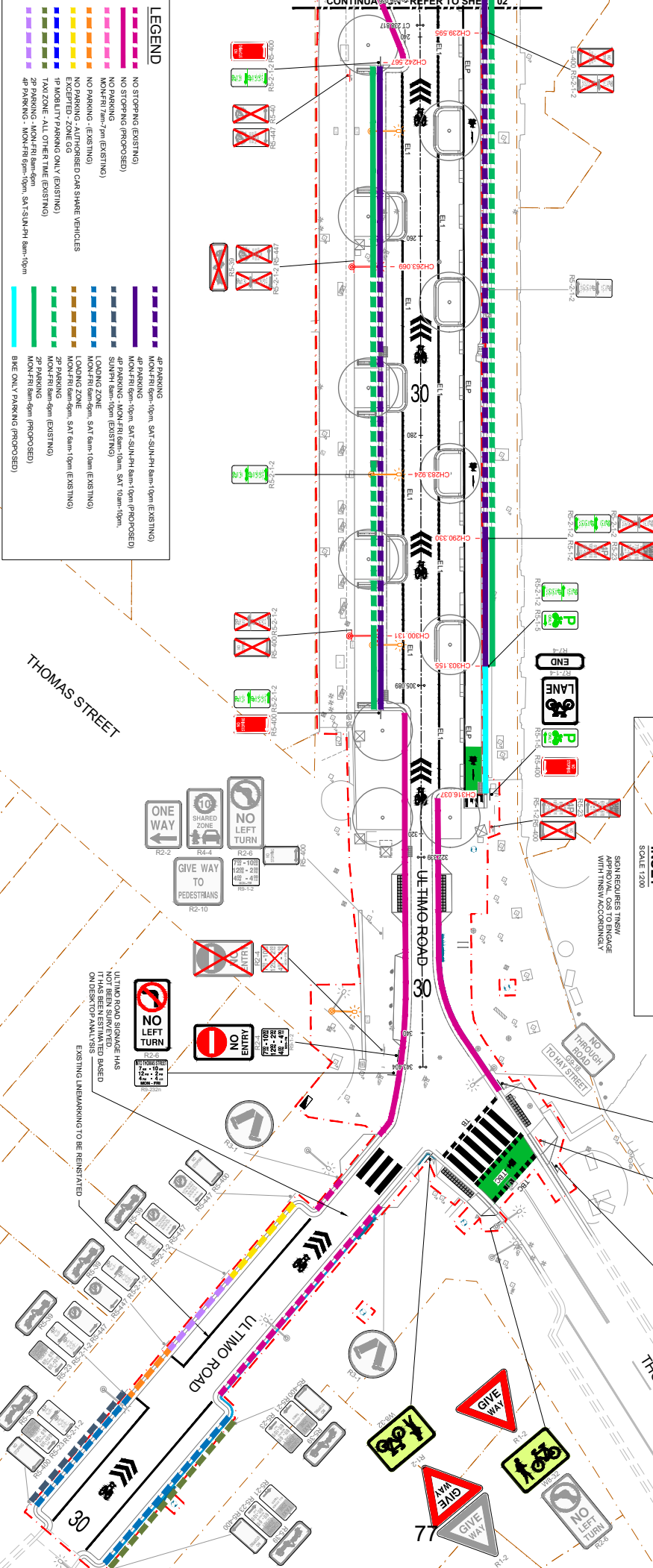
FOR INFORMATION ONLY

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LEGEND	
	EXTENT OF WORKS
	CADASTRAL BOUNDARY
	INDICATIVE SURVEY
	BIKE LANE PAINT MARKING
	PROPOSED LIGHT POLE
	EXISTING LIGHT POLE (TO BE RETAINED)
	EXISTING LIGHT POLE (TO BE REMOVED)
	PROPOSED SIGN POST
	EXISTING SIGN POST (TO BE RETAINED)
	EXISTING SIGN POST (TO BE REMOVED)
	PROPOSED SIGNAGE
	EXISTING SIGNAGE (TO BE RETAINED)
	EXISTING SIGNAGE (TO BE RELOCATED)
	EXISTING SIGNAGE (TO BE REMOVED)

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



This drawing is confidential and shall only be used for the purposes of this project. The signing of this block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM Quality Assurance system to ISO 9001:2000.

LEGEND

LEGEND	
	NO STOPPING (EXISTING)
	NO STOPPING (PROPOSED)
	NO PARKING (EXISTING)
	NO PARKING (PROPOSED)
	NO PARKING - ZONE 1G
	NO PARKING - ZONE 2G
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PROJECT

CLIENT

SCALE BAR

KEY PLAN

PROJECT MANAGEMENT INITIALS

ISSUE/REVISION

PROJECT NUMBER

SHEET TITLE

ULTIMO ROAD TRAFFIC COMMITTEE PLAN

SHEET 03

SHEET NUMBER

FOR INFORMATION ONLY

60711081-SKE-00-1000-CI-0163

Engagement report – Ultimo to Surry Hills cycling connection



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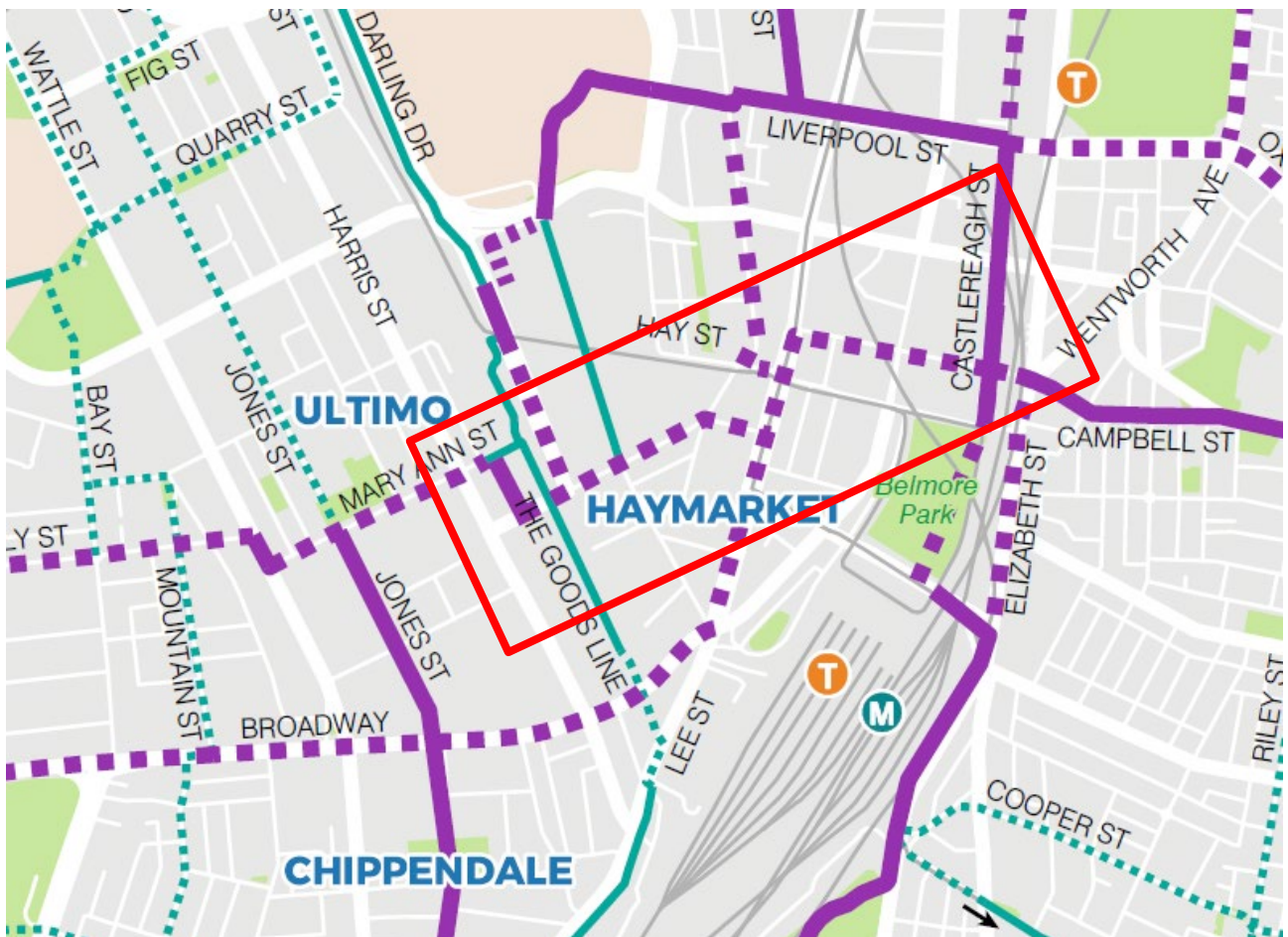
Background

The City proposes a cycling connection between Ultimo and Surry Hills

The project includes:

- 2-way cycleways
- quiet ways where people riding and people driving can share the space in a lower speed environment
- shared paths
- new tree plantings and garden beds.

This project will not remove any trees. The proposal removes 2 parking spaces from Ultimo Road and 13 spaces from the southern side of Campbell Street between Pitt and Castlereagh streets. No other traffic changes are planned.



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 the road closure at the intersection of Quay and Hay streets, 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. **5600 letters** were distributed.

Information sessions

Two information sessions were held at the road closure at the intersection of Quay and Hay streets where project team were available to discuss the project on-site.

- Tuesday 23 May 4pm to 5:30pm
- Thursday 25 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 704 times during the consultation period.
- 35 people left a total of 60 comments on our interactive map
- 6 email submissions were received
- 60 people (approx.) attended the information sessions
- We received a late submission from Place Management NSW who control Darling Harbour area, including Darling Drive and the Ultimo Road intersection with Darling Drive.

Subjects/issues raised in submissions

Issues and suggestions raised in email submissions

Comment	Count	CoS Response
Support	5	Noted
Provided detailed technical suggestions and questions about selection of configuration in different sections.	1	There are many detailed and useful comments in the submission which the design team will consider during the detailed design. Some of the configuration decisions have been made to maximise future tree planting and public domain upgrade options.
Support, with comments	1	Place Management NSW are supportive of the proposal, asking for further consideration of wayfinding and signage during detailed design and supporting use of Omnibus Lane to connect with the MaryAnn Street cycleway.

Issues and suggestions raised on the interactive map

Comment	CoS Response	Count	Up	Down
Support	Noted	12	80	0
Connect the cycleway to Campbell Street	The scope of this project is to connect to Castlereagh Street cycleway. The section between Castlereagh St and Elizabeth St is part of a future project.	2	25	0
Make Omnibus Lane a quietway or treatment that prioritises people walking and riding	Omnibus Lane is already closed to cars in the middle, and only accessible on foot or by bike.	3	64	1
The westbound shared roadway would be unsafe for people riding, it would be better as a bidirectional cycleway	There will only be a trickle of traffic from George Street which is closed nearby, so the shared quietway will be sufficient. The one-way cycleway allows the greatest flexibility to maximise future tree planting and public domain upgrade options.	9	146	0
Add separators to the existing bike lanes under the bridge between Castlereagh and Elizabeth streets	This section of Campbell St between Castlereagh St and Elizabeth St is part of a future project.	1	36	0

Engagement report –
Ultimo to Surry Hills cycling connection

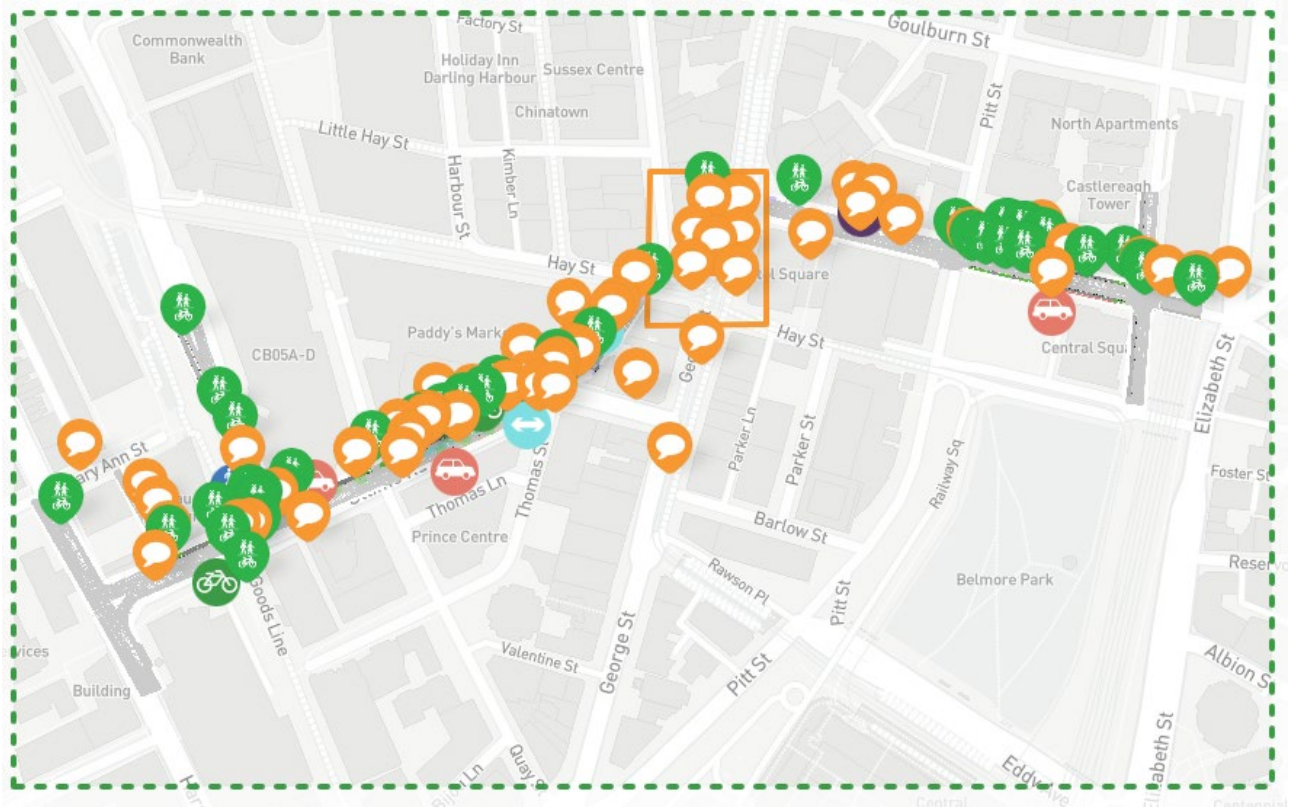
Comment	CoS Response	Count	Up	Down
Reduce traffic lanes on Ultimo Road to create more space for people walking and riding	This project reallocates a proportion of street space to people walking and riding. There are some constraints to further reduction, including the need for trucks to access the ICC and Paddy's Markets.	1	30	0
Reduce traffic lanes on Campbell Street by removing the bus layover to create more space for people walking and riding	The bus layover is still required by NSW Government for bus operations.	1	16	0
Ensure there is sufficient signage and line marking to navigate this route	Navigation signage and line marking will be addressed in detailed design.	2	28	0
Create a wider footpath and separated cycleway on Darling Drive	Darling Drive is owned by Place Management NSW. They agreed to reallocate one lane to a shared path to provide access for both walking and riding. We understand Place Management NSW may have further public domain improvements planned in future.	3	50	0
Add the missing pedestrian crossing at the intersection of Darling Drive and Ultimo Road	Noted. We will re-investigate with Place Management NSW / TfNSW during detailed design.	1	11	0
Continue the connection up Wentworth Avenue to connect to College Street	Noted. Castlereagh Street cycleway and the planned extension of Liverpool Street cycleway will also connect to College Street and is less steep.	1	44	0
A bidirectional cycleway on the north side of Campbell Street would be better to manage taxis and visitors to the theatre	Traffic on the western block of Campbell Street is extremely low and slow because it is closed at George Street.	1	17	0
Create a connection to continue onto Thomas Street, heading south	We will consider this in detailed design.	1	14	0
Create a connection to continue onto Harris Street, heading south	We will consider this in detailed design.	1	11	0
Improve signage and ramps on The Goods Line	The Goods Line and ramps are under the control of Place Management NSW and not part of the project scope. We will pass this comment to them.	2	20	0
Install signage to inform of slippery conditions over the light rail lines	We will include this in detailed design.	1	9	1
Supports making the George Street pedestrian areas shared for people walking and riding	Noted	2	32	1

Engagement report –
Ultimo to Surry Hills cycling connection

Comment	CoS Response	Count	Up	Down
Support for a future cycling connection on Campbell Street between George and Pitt streets	Noted.	3	22	0
Create a connection to continue onto Harris Street, heading north to Miller Street	Noted. Darling Harbour or Darling Drive to Union Street also connect to Miller Street.	1	15	1
Create a connection to connect Ultimo Road to Lawson Place	Noted for future investigation.	1	2	0
Create a smoother transition from the quiet way to the west bound cycleway on Ultimo Road	We will consider this in detailed design.	3	7	0
Request for more bike parking on Ultimo Road outside Paddy's Markets	We will consider this in detailed design.	1	3	0
Use pavement levelling devices to prevent bike wheels being stuck	We understand Transport for NSW have been testing options.	1	6	0
Make sure bikes are separated from people walking and that lanes are wide enough to pass wider bikes	We will separate people cycling and walking wherever possible. On George Street people walking have priority.	1	1	0
Create a protect intersection at Castlereagh and Campbell streets	We will consider this in detailed design.	3	2	0
Improve traffic light priority for people walking and riding	We will consider this in detailed design.	1	0	0
Ensure the connection at north of Thomas Street has a ramp	We will consider this in detailed design final bike route alignment. .	1	0	0

Appendix

Appendix A: feedback left on interactive map



Engagement report –
Ultimo to Surry Hills cycling connection

Appendix B: letter to community



City of Sydney
Gadigal Country
456 Kent Street
Sydney NSW 2000

+61 2 9265 9333
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

1 May 2023

Cycling connection between Ultimo and Surry Hills

I write to invite your feedback on a new cycling connection between Ultimo and Surry Hills.

We consulted the community about a cycleway between Glebe and Ultimo last November, and Council approved the plan in February. We are now seeking your feedback on a plan to continue the cycling connection on between Omnibus Lane and Castlereagh Street.

The project includes:

- Two-way cycleways
- Quiet ways where people riding and people driving can share the space in a lower speed environment
- Shared paths
- New tree plantings and garden beds.

No trees are affected by the proposal. However, the project requires removal of two parking spaces from Ultimo Road and 13 spaces from the southern side of Campbell Street between Pitt and Castlereagh Streets. No other traffic changes are planned.

How to give feedback

You are also invited to attend an information session at Quay Street, near Hay Street to learn more about the proposal and speak to the project team.

- Tuesday 23 May, 4pm to 5:30pm
- Thursday 25 May, 8am to 9:30am

These events are subject to weather conditions.

You can view the documents and comment by **5pm on 29 May** at sydneyyoursay.com.au.

If you would like to speak with a Council officer about the cycleway you can 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 12.**Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Various Locations**

TRIM Container No.: 2026/258618

Recommendations

It is recommended that the Forum review the following reallocation of parking restrictions and installation of outdoor dining treatments at the following locations:

- (A) Eastern side of Stokes Avenue, Alexandria between the points 10.0 metres and 18.1 metres south of Balaclava Street (in front of Bead House) as "No Stopping".
- (B) Southern side of Abercrombie Street, Darlington between the points 15.4 metres and 20.6 metres west of Shepherd Lane (in front of VM Food, Taguan Cafe) as "No Stopping".
- (C) Southern side of Redfern Street, Redfern between the points 22.0 metres and 29.2 metres west of Pitt Street (in front of MEZEPOTAMIA) as "No Stopping".

Forum Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
South Sydney PAC and Newtown PAC	[Insert]	[Insert]
Representative for the Members for Newtown and Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

In October 2020, the City and NSW Government entered a partnership to revitalise the city centre, establishing a \$20 million CBD Revitalisation Fund to boost the local economy and

invite the public safely back to the city. One of the initiatives in this partnership is the rapid roll-out of temporary outdoor dining areas by reallocating kerb spaces to increase dining capacities for businesses.

Comments

Business	Location	Existing Parking Restrictions	Proposed Parking Restrictions
Bead House	Eastern side of Stokes Avenue, Alexandria	Unrestricted Parking (8.1 metres)	No Stopping
VM Food & Tagun Cafe	Southern side of Abercrombie Street, Darlington	No Parking (5.2 metres)	No Stopping
Mezepotamia	Southern side of Redfern Street, Redfern	Loading Zone and 1P/4P (7.2 metres)	No Stopping

Appropriate barriers in accordance with TfNSW's guidelines will be installed for the temporary outdoor dining areas.

Consultation

The City consulted with residents and businesses for each location and below is a summary of the feedback received.

Location	Consultation	Feedback
Eastern side of Stokes Avenue, Alexandria	Number of letters sent: 30 0 support / 0 object	0 support / 0 object
Southern side of Abercrombie Street, Darlington	Number of letters sent: 50 1 support / 0 object	1 support / 0 object

Southern side of Redfern Street, Redfern	Number of letters sent: 97 0 support / 0 object	0 support / 0 object
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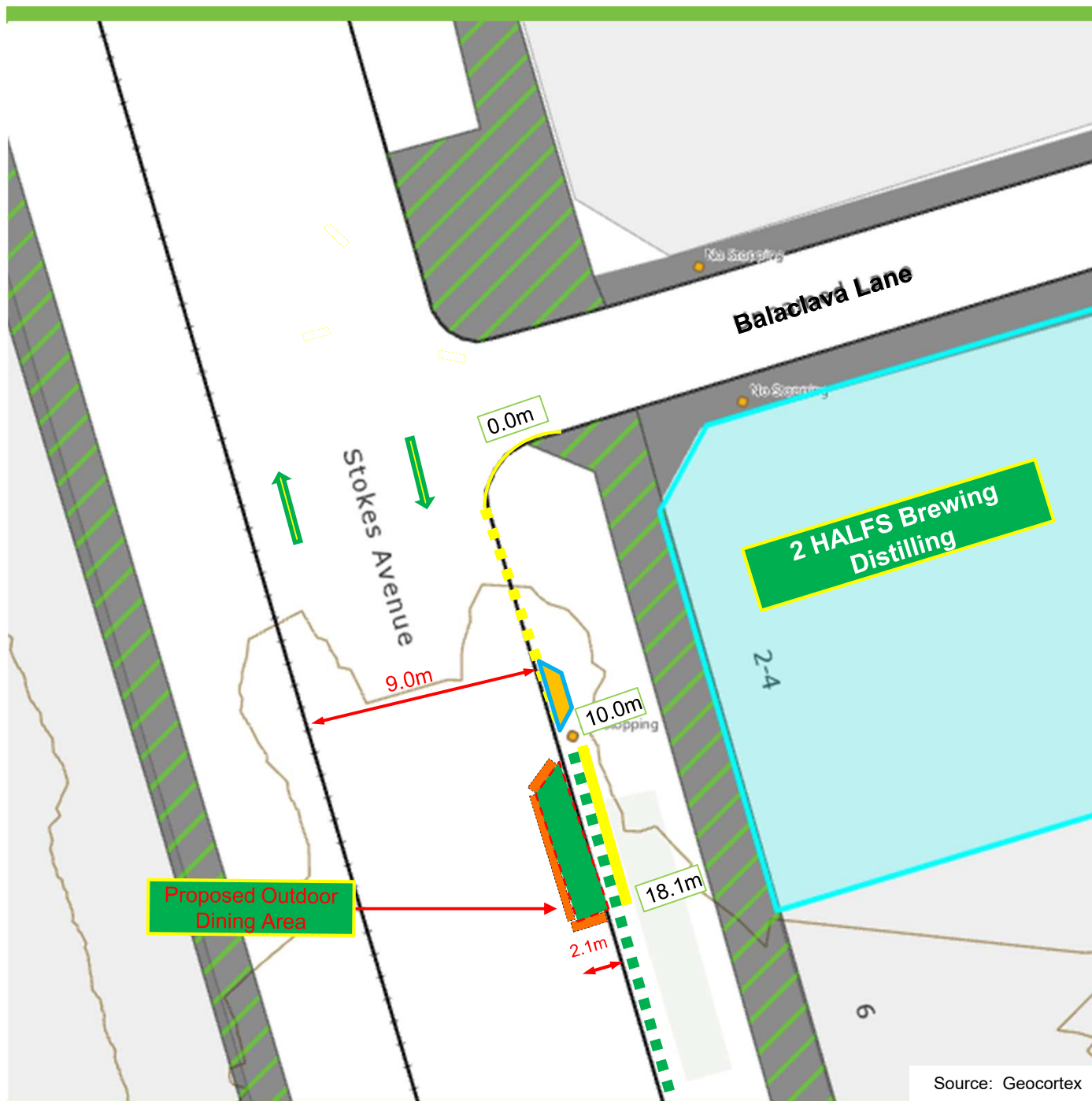
Financial

All costs associated with the proposal will be under Alfresco Outdoor Dining, Night Time City

KAMAH L ZARSHENAS, TRAFFIC MANAGER - NIGHT TIME CITY

Stokes Avenue, Alexandria

Proposed parking changes to accommodate outdoor dining area –
2 HALFS Brewing Distilling



Existing

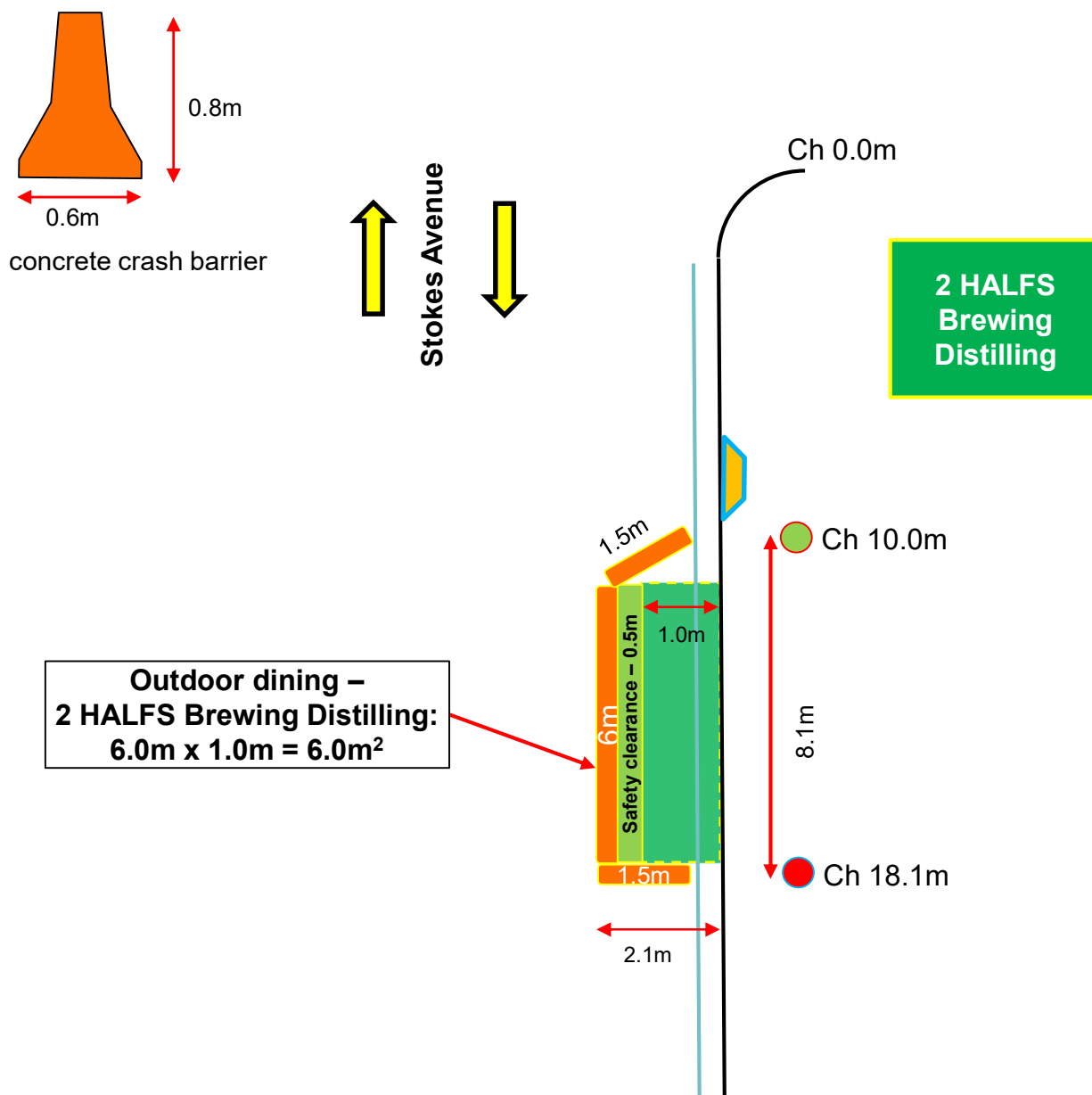
- ■ ■ No Stopping
- ■ ■ Unrestricted Parking

Proposed

- No Stopping
- Concrete Crash Barriers
- Outdoor dining

Stokes Avenue, Alexandria

Works Instructions - Proposed parking changes to accommodate outdoor dining area – 2 HALFS Brewing Distilling

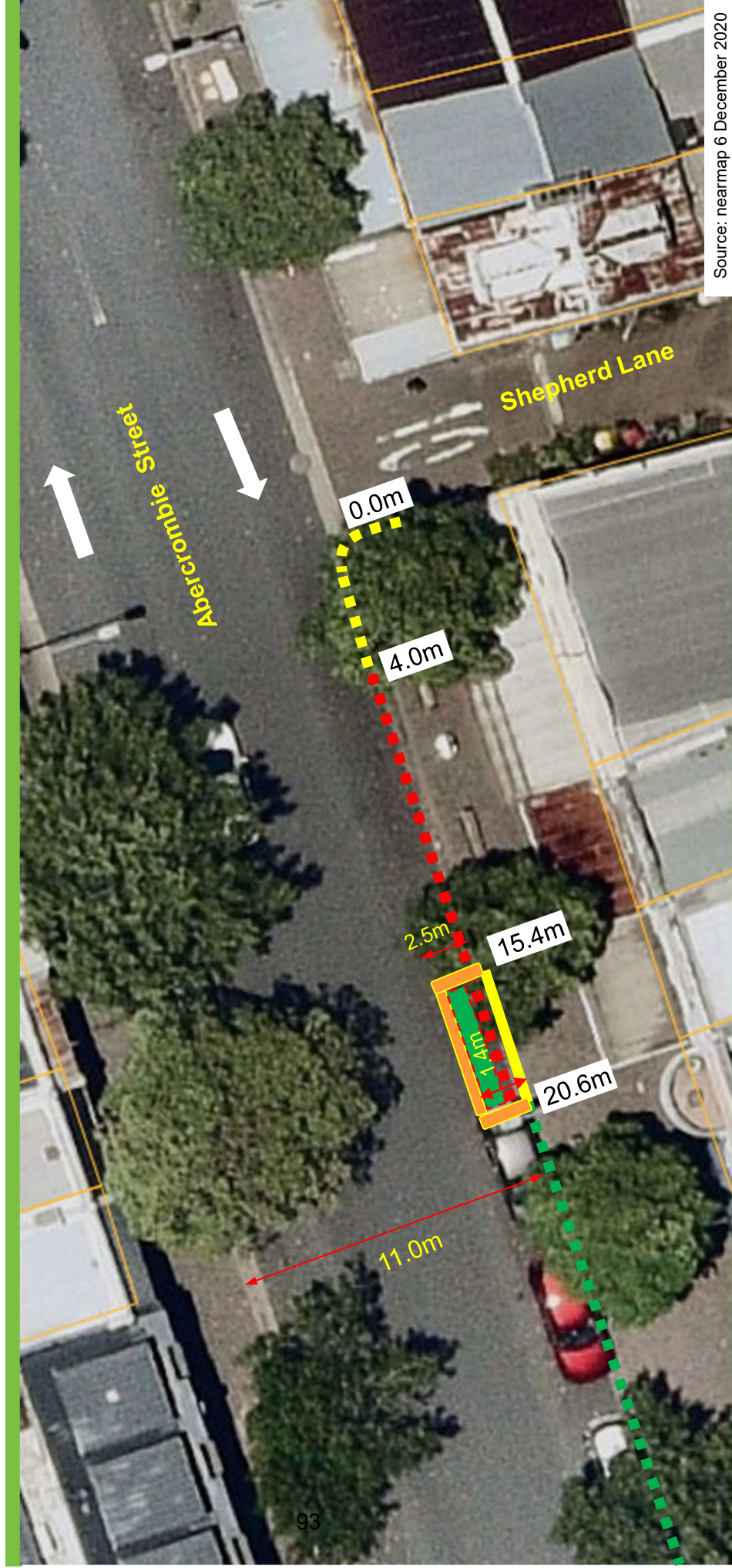


NOT TO SCALE

Proposal

Abercrombie Street, Darlington

Proposed parking accommodate outdoor dining area – VM Food Group



Existing



Sign 1 - No Stopping



Sign 2 - No Parking



Sign 3 - 2P, 8am -10pm Mon-Fri
Permit Holders Excepted Area 32

Proposed



Sign 1 - No Stopping

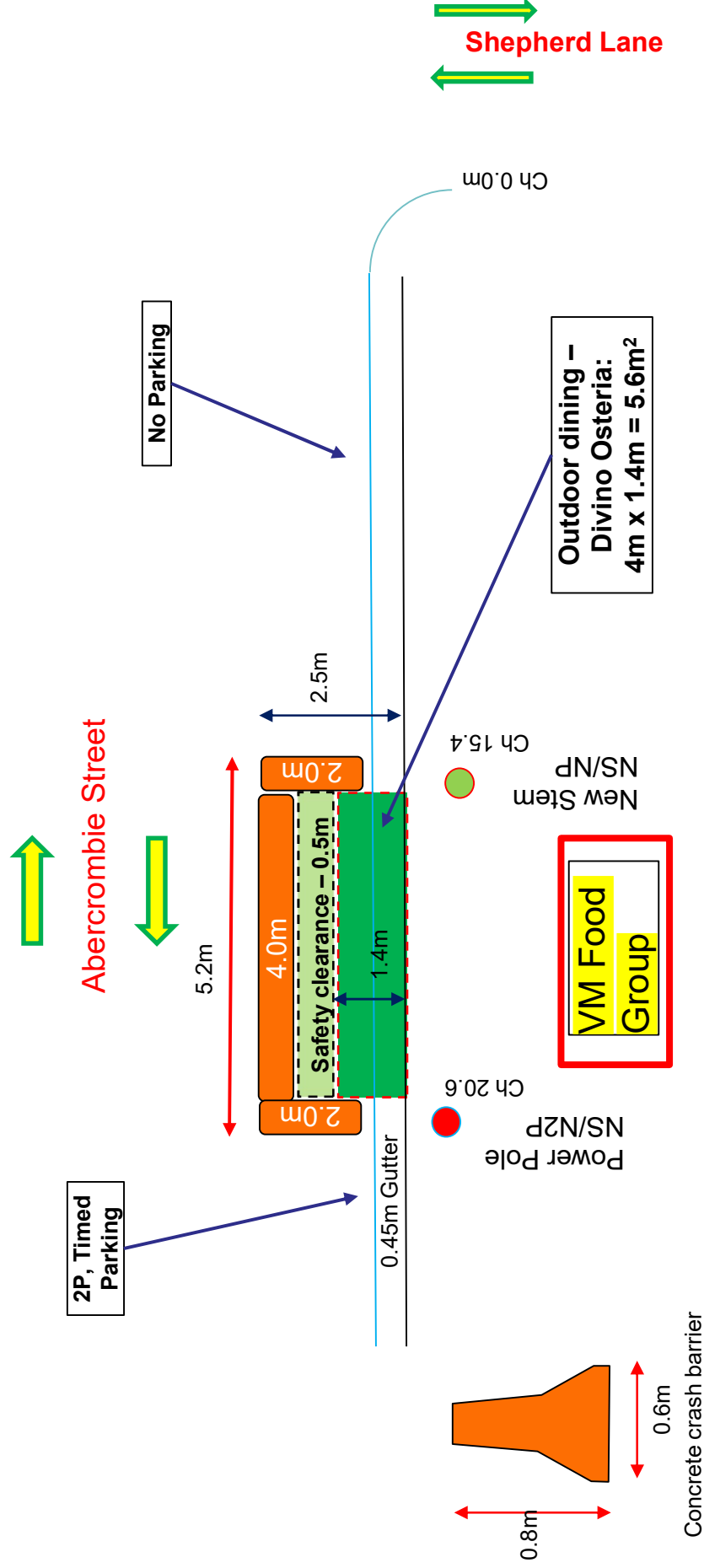


Concrete crash barriers



Abercrombie Street, Darlington

Works Instructions - Proposed parking accommodate outdoor dining area – VM Food Group

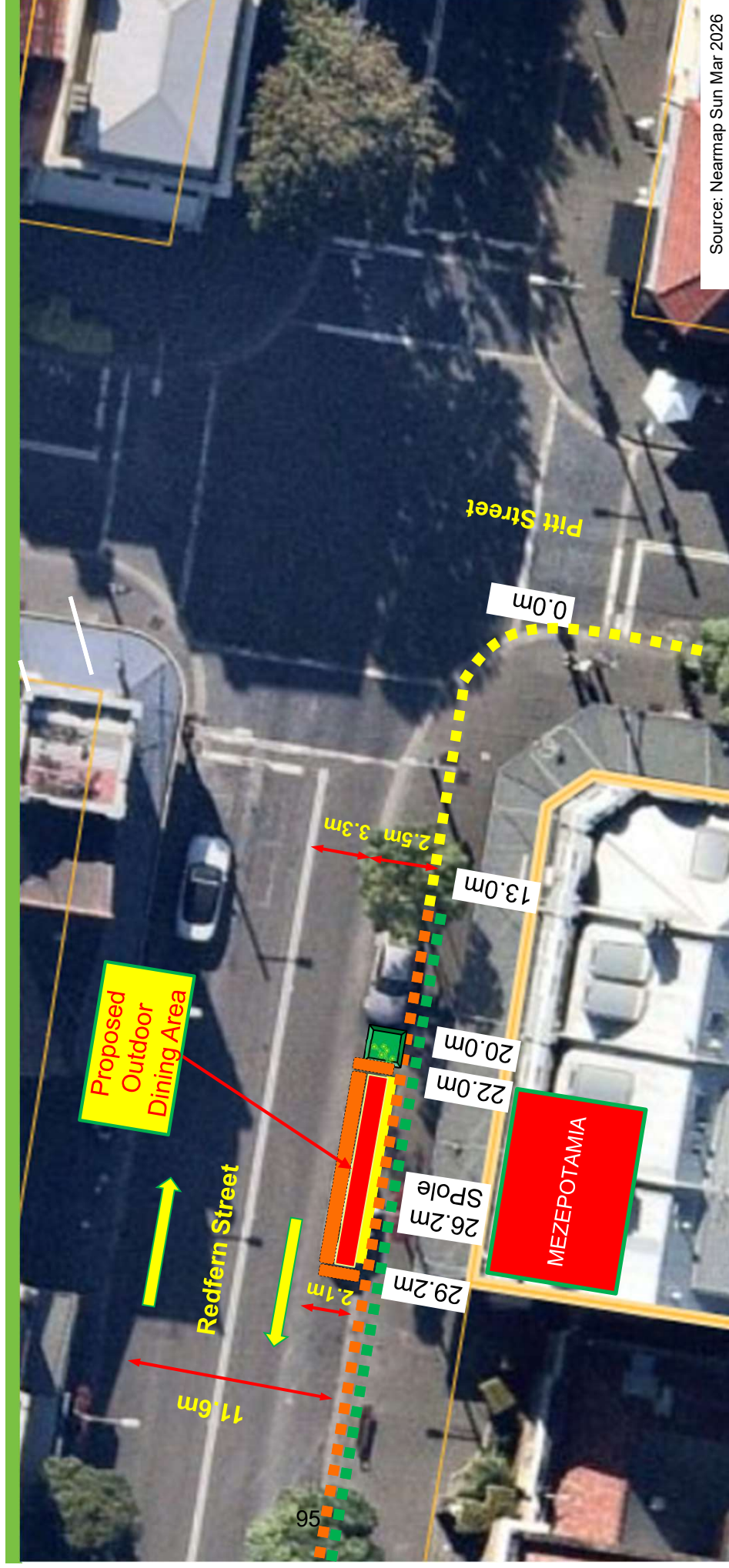


Proposal



Redfern Street, Redfern

Proposed parking changes to accommodate an outdoor dining area – MEZEPOTAMIA.



Source: Nearmap Sun Mar 2026

Existing

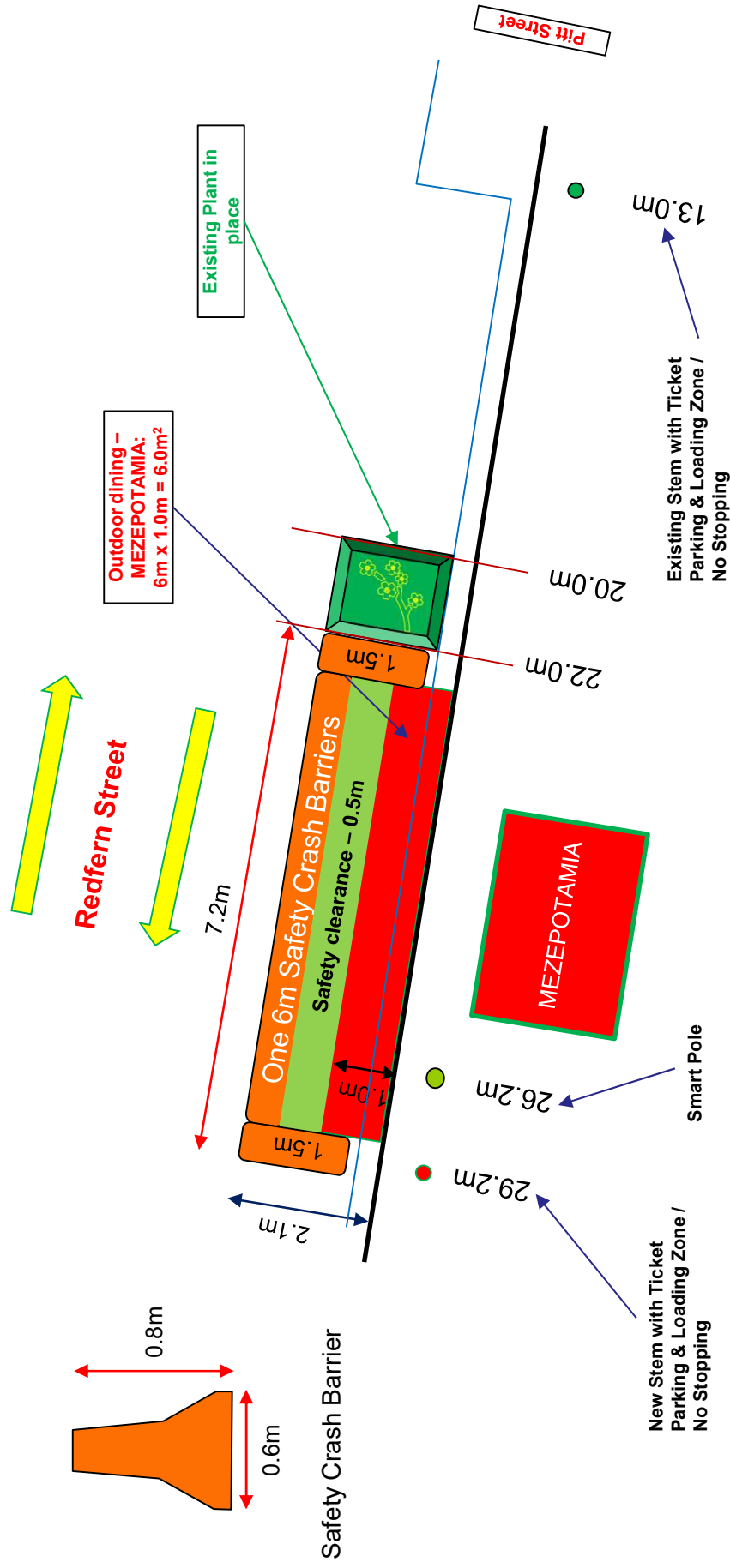
- No Stopping
- Loading Zone, 8am-10am, Mon-Sat

Proposed

- 1/4P Free, 1P Ticket 10am-6pm, Mon-Fri
- 1/4P Free, 4P Ticket 10am-6pm, Sat
- 8am-6pm, Sun & Public Holiday
- No Stopping
- Outdoor dining area
- Concrete crash barrier



Works Instructions - Proposed parking changes to accommodate an outdoor dining area – MEZEPOTAMIA.



Item 13.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

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

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Schedule C

Works Zone Conditions

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

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

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