

Local Pedestrian, Cycling, Traffic Calming and Transport Forum

Meeting No 2026/06

16 July 2026

minutes

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Present

Councillor Jess Miller	City of Sydney
Michaela Kemp	City of Sydney
Taylor Gouge	City of Sydney
Alex Saunders	City of Sydney
Ganesh Vengadasalam	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Terry Xu	City of Sydney
Benjamin Yang	City of Sydney
Fiona Campbell	City of Sydney
Kimon Karitakis	City of Sydney
Alison Lee	City of Sydney
Maggie Scardifield	City of Sydney
Van Le	Transport for NSW
Olivia Lin	Transport for NSW
Shannon Burns	Sydney City PAC
Alex Birchansky	Kings Cross PAC
Pattason Randunakool	South Sydney PAC
Rebecca Fernandez	Representative for the Member for Balmain
David Haertsch	Pedestrian Representative
Item 12 Parking – Electric Vehicle (EV) Parking – Dowling Street, Woolloomooloo	
Gabrielle Cichero- Written Submission	
Robert Meads – Written Submission	
Item 13 Parking – Electric Vehicle (EV) Parking – St Johns Road, Newtown	
Hana Abbott	
Mark Rath	
Item 18 Parking – On Street Bike Parking – LGA Wide – July 2026 – Walsh Avenue, Glebe	
Evan Bailey – Written Submission	
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Derek Allan	
Jennifer Humphries – Written Submission	
John Faulkner	
Lois Wesney – Written Submission	
Richard Glover – Written Submission	
Maddie Allan – Written Submission	
Graeme Milton – Written Submission	
Item 20 Traffic Treatment – Two-Way Conversion and No Stopping – Parker Lane, Haymarket	
Mark Museth – Written Submission	

Apologies

Alex Greenwich MP	Member for Sydney
Councillor Adam Worling	City of Sydney
Clement Lim	City of Sydney
Brad Groves	Sydney City PAC
Keith Williamson	Surry Hills PAC
Egwin Herbert	Transport for NSW
Laura Van Putten	Transport for NSW
Jay Gillieatt	Representative for the Member for Newtown
Philip Thalís	Representative for the Member for Sydney
Jason Craig	Placemaking NSW
Michael Pruss	Transit Systems
Julius Villanueva	Transit Systems

Item 1 Confirmation of Minutes of Meeting 2026/ 05 held on 18 June 2026

Decision

The Committee unanimously supported the Minutes.

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

2026/366016

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
1	2026/282443	Barwon Park Road, St Peters	EV Parking	15 June 2026
2	2026/281300	20-28 Munni Street, Newtown	Works Zone	5 June 2026
3	2026/279928	34-36 Dalmeny Avenue, Rosebery	Timed Parking	5 June 2026
4	2026/273185	Dangar Place, Chippendale (122-126 Cleveland Street, Chippendale)	Works Zone	5 June 2026
5	2026/317499	Buckland Street, Alexandria	EV Parking	16 June 2026
6	2026/281254	Forbes Street, Darlinghurst	EV Parking	30 June 2026
7	2026/268518	Liverpool Street, Darlinghurst	EV Parking	22 June 2026
8	2026/268259	Kent Street, Millers Point	EV Parking	22 June 2026
9	2026/317320	Ivy Street, Darlington	Mobility parking	5 June 2026
10	2024/345623	William Street, Redfern	No Parking	5 June 2026
11	2026/356690	O'Loughlin Street, Surry Hills	Works Zone	23 June 2026
12	2026/356043	Defries Avenue, Zetland	Works Zone	24 June 2026

13	2026/315894	Dangar Place	Works Zone	5 June 2026
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Forum Members for this Item

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

Consultation & Financial Impacts

Item	Proposal Type	Consultation	Financial Impacts
1	EV Parking	Barwon Park Road forms part of the boundary between the City of Sydney and Inner West Council. The eastern side of the road falls within the City of Sydney, while the western side is within Inner West Council. The parking changes apply only to the eastern side, which is within the City's Local Government Area. Residents in the surrounding area were not notified as there are no residential properties within 50 metres of the affected section. This area is largely adjacent to Sydney Park.	Funds are available in the current Traffic Operations New Signs and Lines budget.
2, 4, 11-13	Works Zone	Applicants must notify adjacent properties at least 14 days prior to the implementation of the Works Zone	All costs associated with implementing the proposal will be borne by the Applicant.
3	Timed Parking	The Development Applicant must notify adjacent properties at least seven days prior to the implementation of the changes.	All costs associated with implementing the proposal will be borne by the Applicant.

Item	Proposal Type	Consultation	Financial Impacts
5	EV Parking	No submissions received	Funds are available in the current Traffic Operations New Signs and Lines budget.
6	EV Parking	2 submissions received supporting and 3 submissions received opposing the proposal due to loss of on-street parking. The loss of one on-street permit parking space as a result of the proposal was relocated to Liverpool Street along a redundant No Parking space. As such, there's no net loss of on-street parking.	Funds are available in the current Traffic Operations New Signs and Lines budget.
7	EV Parking	3 submissions received supporting and 1 submission received opposing the proposal.	Funds are available in the current Traffic Operations New Signs and Lines budget.
8	EV Parking	4 submissions received supporting and 1 submission received opposing the proposal.	Funds are available in the current Traffic Operations New Signs and Lines budget.
9	Mobility parking	No submissions received either supporting or opposing the proposal. One submission received that provided feedback on the proposal.	Funds are available in the current Traffic Operations New Signs and Lines budget.
10	No Parking	No submissions received either supporting or opposing the proposal	Funds are available in the current Traffic Operations New Signs and Lines budget.

CITY OF SYDNEY TRAFFIC OPERATIONS TEAM

Item 3 Street Event - Sydney Marathon 2026 and Mini Marathon 2026

2026/331542

Recommendation

It is recommended that the Forum review the temporary road closures:

- (A) For the Sydney Mini Marathon 2026 on Saturday, 29 August 2026 from 4am to 10am; and
- (B) For the Sydney Marathon 2026 on Sunday, 30 August 2026 from 5am Saturday, 29 August 2026 to 1am Monday, 31 August 2026

subject to the following conditions:-

- (C) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda. The Applicant must contact the Sydney City PAC, Surrey Hills PAC, and Kings Cross PAC to discuss deployment of user pay police for the event.
- (D) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (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 event 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
NSW Police – Surry Hills PAC
NSW Police – Kings Cross PAC
Representative for the Member for Sydney

Place Management NSW

Advice

The Forum raised no issues with this Item.

Background

Pont3 Pty Ltd has applied for the temporary road closures of various city streets for the Mini Marathon 2026 on Saturday, 29 August 2026 from 4am to 10am and for the Sydney Marathon 2026 on Sunday 30 August 2026 from 5am Saturday, 29 August 2026 to 1am Monday, 31 August 2026.

Item 4 Street Event - Temporary Road Closures - City2Surf 2026

2026/325766

Recommendation

It is recommended that the Forum review the temporary closures for roads within the City of Sydney LGA for the City2Surf 2026 on Sunday, 9 August 2026 from 3.30am to 12 Midday 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 and Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

IRONMAN Group has applied for the temporary road closures of various streets controlled by the City of Sydney for the City2Surf on Sunday, 9 August 2026 from 3.30am to 12pm.

Item 5 Street Event - Temporary Road Closures - NRL Grand Final 2026

2026/327195

Recommendations

It is recommended that the Forum review the temporary road closure of Collins Street, Surry Hills between Crown Street and Richard Lane for the NRL Grand Final 2026 on Sunday, 4 October 2026 from 11am to 11:30pm subject to the following conditions:-

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

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

Advice

The Forum raised no issues with this Item.

Background

The Clock Hotel has applied for the temporary road closure of Collins Street, Surry Hills between Crown Street and Richards Lane for the NRL Grand Final 2026 on Sunday, 4 October 2026 from 11am to 11:30pm.

Item 6 Street Event - Temporary Road Closures - AFL Grand Final 2026

2026/327175

Recommendation

It is recommended that the Forum review the temporary road closure of Collins Street, Surry Hills between Crown Street and Richards Lane for the AFL Grand Final 2026 on Saturday, 26 September 2026 from 10am to 11pm subject to the following conditions:-

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

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The Clock Hotel has applied for the temporary road closure of Collins Street, Surry Hills between Crown Street and Richards Lane for the AFL Grand Final 2026 on Saturday, 26 September 2026 from 10am to 11pm.

**Item 7 Street Event - Temporary Road Closures - University of Notre Dame Sydney
Open Day 2026**

2026/364910

Recommendation

It is recommended that the Forum review the temporary road closures for the University of Notre Dame Sydney Open Day 2026 on Saturday, 29 August 2026 from 5am to 6pm subject to the following conditions:

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

Advice

The Forum raised no issues with this Item.

Background

The University of Notre Dame has applied for the temporary road closures of city streets for the University of Notre Dame Sydney Open Day 2026 on Saturday, 29 August 2026 from 5am to 6pm.

Item 8 Mobile Crane - Temporary Road Closure - Phillip Street, Sydney

2026/333646

Recommendation

It is recommended that the Forum review the temporary road closure of Phillip Street, Sydney, between Bridge and Bent Streets (4 lanes), from:

- Midnight on Saturday 15 August 2026 to 3am on Monday the 17 August 2026
- Midnight on Saturday 22 August 2026 to 3am on Monday the 24 August 2026

with contingency dates: 5-7 and 12-14 September 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 5-7 and 12-14 September 2026 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW

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

Advice

The Forum raised no issues with this Item.

Background

Freyssinet Australia has applied for the temporary road closure of Phillip Street, Sydney, between Bridge and Bent Streets (4 lanes), from:

- Midnight on Saturday 15 August 2026 to 3am on Monday the 17 August 2026
- Midnight on Saturday 22 August 2026 to 3am on Monday the 24 August 2026

with contingency dates: 5-7 and 12-14 September 2026.

Item 9 Mobile Crane - Temporary Road Closure - Goulburn Lane, Surry Hills

2026/398720

Recommendation

It is recommended that the Forum review the temporary road closure of Goulburn Lane, Surry Hills, between Brisbane Street and Commonwealth Street, (one lane), from 7am to 5pm on from Friday 24 July 2026 to Friday 31 July 2026 (no works to be undertaken on Saturday and Sunday), subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 3-14 August 2026 as contingency dates.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

AAA Traffic Control Pty Ltd has applied for the temporary road closure of Goulburn Lane, Surry Hills, between Brisbane Street and Commonwealth Street, (one lane), from 7am to 5pm on from Friday 24 July 2026 to Friday 31 July 2026 (no works to be undertaken on Saturday and Sunday).

Item 10 Road Works - Temporary Road Closure - Darling Drive, Sydney

2026/395372

Recommendation

It is recommended that the Committee endorse the temporary road closure of Darling Drive, Sydney between Murray Street, Pyrmont and the roundabout leading to the Harbourside development on the southern end of Darling Drive from 8pm on 14th August 2026 to 5am 17th August 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 Place Management NSW.
- (C) There is currently no contingency date proposed as the proposed road closure dates are governed by the Sydney Light Rail shutdown. In the event, the works are postponed, the proposed road closure will be rescheduled to align with the next Sydney Light Rail shutdown.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

Mirvac has applied for the temporary road closure of Darling Drive, Sydney between Murray Street and Pyrmont Bridge Road, Pyrmont and the roundabout leading to the Harbourside development on the southern end of Darling Drive from 8pm on 14th August 2026 to 5am 17th August 2026.

Item 11 Works Zone - Ada Place, Ultimo

2026/295610

Recommendations

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

On the eastern side of Ada Place, south of Fig Street

- (A) Between the points 33 metres and 54 metres, the points 58 metres and 68 metres and the points 75 metres and 89 metres as "1P Ticket 10am-9pm Permit Holders Excepted Area 20".
- (B) Between the points 91 metres and 111 metres south of Fig Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P Ticket 5.30pm-9pm Mon-Fri 3.30pm-9pm Sat 10am-9pm Sun Permit Holders Excepted Area 20"

On the western side of Ada Place, south of Fig Street

- (C) Between the points 32 metres and 67 metres and the points 74 metres and 110 metres as "No Parking".

Subject to the following conditions:

- (D) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (E) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (F) The Applicant must notify adjacent properties of the Works Zone at least four weeks prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (G) The Applicant must temporarily remove the existing parking bay line marking and provide replacement parking bay line marking on the opposite side of the Shared Zone for the duration of the Works Zone. Upon removal of the Works Zone, the original parking bay line marking within the Shared Zone must be reinstated and the replacement markings removed. As parking within a Shared Zone is only permitted in marked parking bays, parking provision must be maintained at all times.
- (H) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (I) The Applicant must provide appropriate traffic control measures and use SafeWork NSW Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (J) The Works Zone is limited to rigid trucks up to 8.8 metres in length.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

Locagroup Building and Maintenance Pty. Ltd. has requested a 20-metre-long Works Zone in Ada Place, Ultimo.

The Works Zone is to facilitate construction works at 445-447 Harris Street, Ultimo.

Item 12 Parking - Electric Vehicle (EV) Parking - Dowling Street, Woolloomooloo

2026/235602

Recommendation

It is recommended that the Forum review the reallocation of parking on the eastern side of Dowling Street, Woolloomooloo between the points 72.8 metres and 84.8 metres (2 car spaces) north of William Street as: "2P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Forum Members for this Item

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

Advice

The Forum raised no issues to the proposal for this Item and note the following comments

A Resident objecting to the proposal, stated:

- Concerns that the proposal conflicts with the City's broader EV charging strategy.
- Concerns that kerbside charging technology may become outdated.
- Resident opposition and impacts on local amenity.
- Safety concerns relating to increased vehicle activity, charging cables, and parking behaviour.
- Loss of resident parking in a small local street.

Council officers advised that:

- The proposal forms part of the City's EV charging trial program.
- The strategy includes working with private charging providers to expand on-street charging opportunities for residents with no access to off-street charging at their homes.
- The pole-mounted charging technology uses existing Ausgrid electrical infrastructure.
- Suitable installation sites are limited by existing Ausgrid infrastructure.

- Monthly utilisation data is being monitored and underutilised chargers may be relocated or removed.
- The initiative is intended primarily to support residents without access to off-street charging.
- Continue monitoring utilisation of EV charging trial sites and review underperforming locations.

Background

The City of Sydney's Electrification of Transport in the City Strategy and Action Plan supports our commitment to achieving net zero emissions transport.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Dowling Street, Woolloomooloo.

Item 13 Parking - Electric Vehicle Parking - St John Street, Newtown

2026/127392

Recommendation

It is recommended that the Forum review the reallocation of parking on the northern side of St John Street, Newtown between the points 22.5 metres and 34.5 metres (two car spaces) west of Angel Street as "2P 8am-8pm, Electric Vehicles Only While Charging and "No Parking, Electric Vehicles Excepted While Charging All Other Times".

Forum Members for this Item

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

Advice

The Forum raised no issues to the proposal for this Item and note the following comments:

Residents objecting to the proposal, stated:

- Loss of on-street parking.
- Impacts on residents who rely on street parking.
- Potential disproportionate impacts on younger and lower-income residents.
- Availability of existing nearby public charging infrastructure.
- Concerns that EV-only spaces may remain underutilised.

A resident supported the proposal, stated:

- EV charging infrastructure is necessary to support EV adoption.
- Many residents do not have access to off-street charging.
- Inner-city areas have high EV ownership rates and a growing need for local charging options.
- Existing electrical infrastructure near the proposed location supports implementation.

Council Officers advised that:

- Site selection was based on infrastructure suitability and demand from residents without off-street charging.
- Alternative locations require suitable electrical poles and network capacity.
- Suggestions regarding time-based EV parking restrictions and unrestricted parking after the EV charging hours could be considered in future reviews.
- Continue monitoring utilisation of EV charging trial sites and review underperforming locations.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity. In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in St John Street, Newtown

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

Item 14 Parking - Electric Vehicle Parking - Birmingham Street, Alexandria

2026/235597

Recommendations

It is recommended that the Forum review the allocation of parking on the southern side of Birmingham Street, Alexandria between the points 240.5 metres and 252.5 metres (two car spaces) east of Ellis Avenue as: "2P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The City's Electrification of Transport in the City Strategy and Action Plan outlines key actions to support the transition towards achieving net zero emissions in transport, including advocacy and actions within the City's control.

Action 20 of the Strategy and Action Plan outlines that the City will work with private sector providers to operate paid on-street electric vehicle charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain and residential amenity.

In collaboration with Ausgrid and EVX who are the charging point operator, the City is undertaking a limited trial of dedicated on-street parking for electric vehicle charging using Ausgrid infrastructure in Birmingham Street, Alexandria.

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

Item 15 Parking - 1/4P Timed Parking - Cook Road, Centennial Park

2026/229170

Recommendation

It is recommended that the Forum review the following reallocation of parking on the eastern side of Cook Road, Centennial Park north of Centennial Lane:

- (A) Between the points 17 metres and 26 metres (one car space) as "1/4P 8-10am 4-6pm Mon-Fri" and "No Parking 10am-4pm Mon-Fri".
- (B) Between the points 26 metres and 32 metres (one car space) as "1/4P 8-10am 4-6pm Mon-Fri" and "1P 10am-4pm 6pm-10pm Permit Holders Excepted Area 13".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item and noted the support submission received by a resident.

Background

A childcare facility located at Cook Road, Centennial Park has requested consideration of two 15 minute parking spaces in Cook Road to support safe and convenient pick-up and drop-off for parents and carers using the facility.

Item 16 Parking - 2P Ticket Parking - Forsyth Street, Glebe

2026/238967

Recommendation

It is recommended that the Forum review the reallocation of parking on the southern side of Forsyth Street, Glebe between the points 2.8 metres and 17.2 metres (5 car spaces) east of Taylor Street as "2P Ticket 8am-6pm" and "90 Degree Angle Parking Rear To Kerb".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The City has reviewed parking operations in Forsyth Street, Glebe and identified that there is low turn-over of occupancy in the parking spaces adjacent the Glebe Foreshore Walk. The City has also received complaints about abandoned vehicles in the area and lack of access for deliveries and trades to nearby apartment buildings.

Item 17 Parking - Loading Zone Ticket - Stanley Street, Darlinghurst

2026/274962

Recommendation

It is recommended that the Forum review the reallocation of parking on the northern side of Stanley Street, Darlinghurst between the points 74.5 metres and 87 metres (two car spaces) east of College Street as "Loading Zone Ticket 8am to 12pm Mon-Fri" and "1P Ticket 12pm-10pm Mon-Fri 8am-10pm Sat Sun & Public Holidays Permit Holders Excepted Area 21".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The City has received a request from Sydney Grammar School to improve loading access in Stanley Street for waste collection and deliveries from a larger truck. Existing site constraints, such as the elevation changes, limited turning opportunities at the historic Stanley Street entrance, and a maximum height clearance of 2.1 metres within the current loading facilities, restrict access for larger trucks. As a result, there are no practical alternative loading arrangements available to support the school's operational requirements.

Item 18 Parking - On Street Bike Parking - LGA Wide - July 2026

X022545.009

Recommendation

It is recommended that the Committee review the installation of "Bicycle Parking Only" and "No Stopping Bicycles Only" signs at 19 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 - Leichhardt, Inner West and South Sydney PACs
Representatives for the Members for Sydney and Balmain

Advice

The Forum raised no issues to the proposal for this item and noted the following comments:

A resident objected to the proposed shared bike parking location on Walsh Avenue Glebe due to:

- Loss of an existing no-stopping area currently used by vehicles to pass each other safely.
- Concerns that physical barriers would remove operational road space.
- Belief that demand does not justify the location.
- Preference for an alternative location at nearby parkland.

Council officers advised that:

- The location was selected following repeated complaints about improperly parked shared bikes.
- Parking areas need to be close to where trips begin and end to achieve compliance.
- Geofencing can be used to direct shared bike parking behaviour.
- Existing road geometry and retained no-stopping space are considered sufficient for vehicle movements.
- Additional shared bike parking locations may be investigated if demand continues to increase.

The Forum also noted the updated submissions to the following Site References:

- Site Reference 521 – two objections
- Site Reference 551 – one objection
- Site Reference 573 – one concern with site distance

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.

Item 19 Parking - Various Parking Changes - Streets in Glebe

2026/232065

Recommendation

It is recommended that the Forum review the following reallocation of parking restrictions for various streets in Glebe:

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
1, 3	Mitchell Street between Wentworth Park Road and Broughton Street	2P 8am-6pm Mon-Fri Permit Holders Excepted Area G	2P 8am-6pm Permit Holders Excepted Area G (applies on all days)
1, 3	Wentworth Street: eastern side between Mitchell Street and Denman Lane, western side between Mitchell Street and St Johns Road		
1, 2	Phillip Street between Mitchell Street and St Johns Road		
1, 2	Broughton Street between Mitchell Street and St Johns Road		
2, 3	St Johns Road between Wentworth Park Road and Broughton Street		
5, 8	Broughton Street: eastern side between Lyndhurst Street and Railway Street		
4, 5, 7, 8, 11	Darling Street between St Johns Road and Railway Street		
4, 7	Darghan Street between St Johns Road and Cardigan Street		
3, 6, 7, 9, 10	Bellevue Street between St Johns Road and Cardigan Street		
4, 5, 6,	Lyndhurst Street from Bellevue		

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
7	Street to Broughton Street		
10	Darghan Lane: west side between Cardigan Street and Railway Street		
3, 6	Bellevue Lane: west side between St Johns Road and Lyndhurst Street		
3	Wentworth Street: eastern side between Denman Lane and St Johns Road	2P 8am-10pm Mon-Fri Permit Holders Excepted Area G	
8, 9, 10, 11	Railway Street between Bellevue Street and Darling Street	2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area G	
7, 10	Darghan Lane: east side between Lyndhurst Street and Cardigan Street	Unrestricted	
10	Bridge Lane: north side between 49m and 58m west of Wentworth Park Road	2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat	2P 8am-6pm (applies on all days)
10	Bridge Lane: north side between 67.5m and 105.5m west of Wentworth Park Road	Unrestricted	
7, 9, 10	Cardigan Street between Bellevue Street and Darghan Street	2P 8am-6pm Mon-Fri Permit Holders Excepted Area G	2P Ticket 8am-6pm Permit Holders Excepted Area G (applies on all days)
7,10	Darghan Street between Cardigan Street and Railway Street		
9, 10	Bellevue Street between Cardigan Street and Railway		
9	Cardigan Street: North side between Wentworth Park Road and Bellevue Lane	2P 8am-10pm Mon-Fri Permit Holders Excepted Area G	

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
8, 11	Railway Street between Darling Street and Bridge Road	2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area G 2P 8:30am-6pm Mon-Fri	
10	Darghan Street: west side between Bridge Lane and Bridge Road	2P 8am-6pm Mon-Fri Permit Holders Excepted Area G	2P Ticket 8am-6pm (applies on all days)
8, 11	Darling Street: east side between Railway Street and Bridge Lane	2P 8am-6pm Mon-Fri	
11	Darling Street: west side between Railway Street and Bridge Road	2P 8.30am-6pm Mon-Fri	
10	Bellevue Street between Bridge Lane and Bridge Road	2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat	
10	Darghan Street: east side between Bridge Lane and Bridge Road	Unrestricted	
3, 6	Wentworth Park Road, east side between Mitchell Street and Lyndhurst Street	2P Ticket 8am-6pm Mon-Fri 4P Ticket 6pm-10pm Mon-Fri	2P Ticket 8am-6pm 4P Ticket 6pm-10pm (applies on all days)
6, 9	Wentworth Park Road, east side between Lyndhurst Street and Bridge Road	2P Ticket 8am-6pm Mon-Fri 4P Ticket 6pm-10pm Mon-Fri Permit Holders Excepted Area G	
3, 6	Wentworth Park Road, west side between Mitchell Street and Lyndhurst Street	2P Ticket 8am-6pm Mon-Fri 4P Ticket 6pm-10pm Mon-Fri	2P Ticket 8am-6pm Permit Holders Excepted Area G
6, 9	Wentworth Park Road, west side between Lyndhurst Street and Bridge Road	2P Ticket 8am-6pm Mon-Fri 4P Ticket 6pm-10pm Mon-Fri Permit Holders Excepted Area G	4P Ticket 6pm-10pm Permit Holders Excepted Area G (applies on all days)

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
2, 4, 5	Broughton Street: western side between St Johns Road and Lyndhurst Street	1P 8am-10pm Permit Holders Excepted Area G	No Change
6	Lyndhurst Street: North side between Wentworth Park Road and Bellevue Lane	2P 8am-10pm Permit Holders Excepted Area G	
8	Western side of Darling Street between St Johns Road and Railway Street	1/4P 8am-9.30am, 3pm-4.30pm Mon-Fri	1/4P 8am-9.30am, 3pm-4.30pm Mon-Fri 2P All Other Times Permit Holders Excepted Area G
11	Eastern side of Darling Street between Bridge Road and Bridge Lane	Loading Zone 8am-6pm Mon-Fri 8am-12.30pm Sat	Loading Zone Ticket 6am-6pm Mon-Fri 6am-12pm Sat 2P Ticket 12pm-6pm Sat, Sun and Public Holidays

Forum Members for this Item

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

Advice

The Forum raised no issues to the proposal for this item and note the following comments:

Residents objected to proposed parking restriction changes, stating that:

- Current evidence does not demonstrate a significant parking problem.
- Visitor demand has reduced since the initial opening period of the new Fish Market.

- The consultation generated 79 submissions, comprising 16 support responses, 23 undecided or conditional responses and 40 objection responses.
- Additional restrictions would negatively affect residents, families, and households with multiple vehicles.
- Existing parking availability remains adequate on weekends.

Council Officers advised that:

- The proposal originated following community submissions requesting additional restrictions.
- Future Fish Market visitation, particularly during busier periods, may increase parking demand.
- The proposal was modified following consultation feedback.
- Restrictions are intended to balance resident needs with visitor parking demand.
- Parking arrangements can be reviewed in the future as travel patterns and public transport options evolve.
- Parking restrictions north of Bridge Road could be investigated if there is strong support by the community.

It was also advised by a member of the Fish Market Community Consultative Committee that:

- Parking conditions had improved following completion of construction works.
- Enhanced parking enforcement had assisted significantly.
- Ongoing monitoring of parking conditions may be preferable to see if current parking restrictions are adequate.

Background

Residents in the area have raised concerns that increased parking demand on weekends caused by the operation of the new Sydney Fish Market has reduced parking opportunities for residents. The City received fourteen separate enquiries to this effect since the opening of the new Sydney Fish Market in January 2026, including one survey conducted by residents, and one petition containing signatures from 38 properties.

Item 20 Traffic Treatment - Two Way Conversion and No Stopping - Parker Lane, Haymarket

2026/346109

Recommendations

It is recommended that the Forum review the following proposed traffic treatment and reallocation of parking in Parker Lane, Haymarket"

- (A) Convert Parker Lane between Barlow Street and the Caption Hotel driveway to a two-way road; and
- (B) Reallocation of parking on the western side of Parker Lane, between the points 9.5 metre to 99.8 metre, north of Barlow Street as "No Stopping".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

Parker Lane currently operates as a one-way southbound road, accessible only from Hay Street light rail tracks via Parker Street. This arrangement creates a conflict point between pedestrians, light rail and other vehicles.

Item 21 Traffic Treatment - Pedestrian Safety Upgrades - Leichhardt Street and Glebe Point Road, Glebe

2026/345558

Recommendation

It is recommended that the Forum review the following proposed traffic treatments and parking changes in Glebe:

Proposed traffic treatments:

- (A) Install raised pedestrian marked crossing on Glebe Point Road, east of Leichardt Street;
- (B) Install continuous footpath treatment (CFT) on Leichardt Street at Glebe Point Road;
- (C) Reallocation of parking on the western side of Glebe Point Road between the points 10.6 metres and 18.7 metres south of Leichardt Street as "No Stopping";

Reallocation of parking on the eastern side of Glebe Point Road, south of Leichardt Street:

- (D) Between the points 9 metre and 18.7 metre as "No Stopping";
- (E) Between the points 42 metre and 48.5 metre as "Bus Zone"; and
- (F) Between the points 48.5 metre and 54.5 metre as "No Parking 8.30am-6pm Mon-Fri".

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The Glebe Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council includes a proposal to install a pedestrian marked crossing in Glebe Point Road, at Leichardt Street.

Item 22 Traffic Treatment - Little Regent Street, Chippendale

2026/339454

Recommendation

It is recommended that the Forum review the following traffic treatments in Little Regent Street Chippendale south of George Street:

- (A) Installation of new larger "No Entry" signs.
- (B) Installation of new "Through" arrow line marking.
- (C) Installation of new Chevron line markings.
- (D) Installation of a new "Give Way" intersection reinforced with signs and line markings on Little Regent Street and the Porte Cochere to the Mercure Sydney Hotel.
- (E) Refresh the "Right Turn" arrow and double BB line markings at the right turn from Little Regent Street to the Porte Cochere to the Mercure Hotel Sydney.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

Little Regent Street operates as a two-way road between Lee Street and the Porte Cochere at the Mercure Sydney Hotel, while the section between George Street and the Porte Cochere operates as a one-way road southbound. Site observations have identified multiple instances of non-compliance with the one-way restriction, with drivers travelling towards George Street against the one-way direction. This non-compliance presents a safety risk by increasing the likelihood of conflicts with oncoming vehicles.

Therefore, the City is proposing larger signs and installing new and repainting existing line markings to improve road safety in Little Regent Street near its intersection with George Street.

Item 23 Traffic Treatment and Parking Proposal - Potter Street Extension, Waterloo

2024/124792

Recommendation

It is recommended that the Committee review the installation of the following treatments:

- (A) Construction of a new road, "Potter Street Extension" west of Bourke Street.
- (B) Installation of a central raised median opposite the driveway in Potter Street Extension between the points 178 metres and 190 metres, west of Bourke Street.
- (C) Installation of a "No Right Turn" restriction on the southern side of Potter Street Extension at a point 175 metres (left of the driveway).
- (D) The allocation of kerbside parking restrictions as "2P Ticket 8am–6pm Mon–Fri, 4P Ticket 6pm–10pm Mon–Fri, 8am–10pm Sat–Sun & Public Holidays" at the following locations:
 - On the northern side of Potter Street Extension, between the following points, east of Young Street:
 - 42 metres and 62 metres;
 - 67 metres and 87 metres;
 - 93 metres and 107 metres; and
 - 140 metres and 160 metres.
 - On the southern side of Potter Street Extension, between the following points, east of Young Street:
 - 15 metres and 36 metres;
 - 41 metres and 60 metres;
 - 80 metres and 93 metres; and
 - 140 metres and 161 metres.

Forum Members for this Item

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

Advice

The Forum raised no issues with this Item.

Background

The Development Consent for 207-229 Young Street, Waterloo (D/2020/45) requires the Applicant to deliver part of the new road (Potter Street Extension Stage 2) between Young and Bourke Streets and for it to be referred to the Local Pedestrian, Cycling and Traffic Calming and Transport Forum for consideration.

The delivery of the new road section will address Condition 48 for 207-229 Young Street, Waterloo. The new section will be an east-west aligned road connecting Young Street to Bourke Street.

The detailed stage 1 and stage 2 plans were previously endorsed at the Local Pedestrian, Cycling and Traffic Calming Committee at its meeting on 11 April 2024.

Item 24 Schedule of Conditions

Decision

Attachments

Schedule of Conditions:-

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

Item 25 Matters Raised

Representative for the Member for Balmain

Glebe Public School Safety Concerns

The representative for the Member for Balmain raised the following safety concerns regarding Glebe Public School:

- Vehicles not giving way to pedestrians using the raised pedestrian crossing near the school. The crossing currently has a school crossing supervisor.
- A possible connection was identified between turning movements from Cowper Street and unsafe driver behaviour. Left turning drivers from Cowper Street are not giving way to pedestrians at the crossing due to limited gaps in traffic on Glebe Point Road.
- Police representatives noted that enforcement would generally need to be coordinated through the local command.
- Request to change Cowper Street to one-way northbound to improve safety at the crossing.

City staff agreed to consider the issue further, noting that there are significant access and local network trade-offs associated with introducing new one-way streets.

Police advised that the local member raise the issue with Inner West PAC Commander.

Pedestrian Representative

Unauthorised Pedestrian Signals on Footpaths

The Pedestrian Representative requested an update on the Unauthorised Pedestrian Signals on Footpaths.

City staff advised that an initial investigation found no approval records were issued for these devices and that the matter has been referred to the compliance team for further investigation and action.

Wentworth Park Road / Bridge Road Signal Phasing

The Pedestrian Representative requested an update regarding the Signal phasing at Wentworth Park Road/Bridge Road due to the following concerns previously raised.

- Long pedestrian wait times.
- Lack of automatic pedestrian signal operation.
- Signal timing at the intersection.

Transport for NSW advised that:

- The signal operations are being monitored.
- The intersection is complex due to competing traffic and pedestrian demands.

- Changes will continue to be assessed as travel patterns stabilise.
- It is not possible to automate the pedestrian phase until 85% threshold is met. Timed based automation is not supported due to impact to pedestrian safety.

Chairperson – Councillor Miller

Heavy Vehicle Idling – Alexandria Road, Glebe

Concerns were raised regarding prolonged idling of heavy vehicles, including B-doubles, in the vicinity of Alexandria Road, Federal Road and Northcote Road, Glebe.

Police representatives advised that reports should also be directed through the relevant local police command for enforcement consideration.

Police advised that the local member raise the issue with Inner West PAC Commander.

Bus Stop Relocation Request – Glebe Public School Area

Residents requested consideration of relocating a bus stop on Glebe Point Road near the business “The Charlie” towards the old post office.

City staff advised the issue had previously been investigated and that relocation would have impacts on parking and access arrangements.

Further on-site discussions are planned with the business and City staff

Joynton Avenue and Zetland Avenue Pedestrian Signal Phasing Timing

Parents of children who attend Green Square Public School have requested review of pedestrian crossing timings at the Joynton Ave/Zetland Ave signalised intersection. Parents have reported that the pedestrian signal phasing timing at the intersection is inadequate and requests for longer green time for pedestrians.

Transport for NSW advised they would investigate the phasing at this location.

Community Safety Concerns – Macarthur Street

Residents raised concerns regarding the antisocial behaviour and potentially illegal behaviour in Macarthur Street, Ultimo

Police representatives advised that recent discussions had already occurred with residents and guidance had been provided regarding reporting processes.

Police Vehicle Parking – Goulburn Street Police Station

Residents raised concerns that police buses and vans were occupying footpath space and affecting pedestrian access near the Surry Hills PAC on Goulburn Street.

Police advised they will investigate the matter.

Kings Cross Road / Ward Avenue Crossing

A resident raised ongoing safety concerns regarding the pedestrian crossing at Kings Cross Road and Ward Avenue, noting they had been struck by vehicles twice this year while crossing. While neither incident resulted in serious injury, the resident advised that drivers often focus on navigating

multiple traffic movements rather than checking for pedestrians and frequently fail to slow down or stop when pedestrians are present.

The resident understands from City of Sydney Traffic Engineer Benjamin Yang that installation of a stop sign at the roundabout is not feasible. However, the City has indicated that a raised pedestrian crossing may be investigated. The resident strongly supports this treatment as a means of improving pedestrian safety.

City staff to investigate the feasibility of a raised pedestrian crossing at this location.

Craigend Street Crossing and 40 km/h Zone Signage

A resident reported ongoing concerns regarding the lack of adequate 40 km/h zone signage along Craigend Street between Ward Avenue and Victoria Street. The resident advised that many motorists, particularly motorcyclists, travel at excessive speeds along this section of road, creating safety risks for pedestrians and residents. Concerns were also raised regarding multiple crashes occurring near the Craigend Street and Ward Avenue intersection.

The resident has corresponded with the City of Sydney, Kings Cross Police and Transport for NSW (TfNSW), and has made representations on behalf of the local Darlinghurst community and Darlinghurst Public School. The resident noted that this crossing serves as a key pedestrian link between Darlinghurst and Potts Point and remains heavily used.

The matter has been under consideration by TfNSW for more than a year, including proposals for a raised pedestrian crossing and painted speed limit markings near Surrey Street. The resident advised they were informed in January that TfNSW had made a determination but had not received further updates. They also noted that local MP Alex Greenwich is familiar with the issue, including the impacts of traffic noise from speeding vehicles.

TfNSW advised that the approved signage installation works are currently being undertaken.