

16 July 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.

.

ITEM	Table Of Contents	PAGE NO.
1.	Confirmation of Minutes of Meeting 2026/ 05 held on 18 June 2026	1
2.	Item for Information - Transport Proposals Approved Through Direct Staff Delegation - July 2026	2 - 5
3.	Street Event - Sydney Marathon 2026 and Mini Marathon 2026	6 - 11
4.	Street Event - Temporary Road Closures - City2Surf 2026	12 - 14
5.	Street Event - Temporary Road Closures - NRL Grand Final 2026	15 - 19
6.	Street Event - Temporary Road Closures - AFL Grand Final 2026	20 - 24
7.	Street Event - Temporary Road Closures - University of Notre Dame Sydney Open Day 2026	25 - 28
8.	Mobile Crane - Temporary Road Closure - Phillip Street, Sydney	29 - 33
9.	Mobile Crane - Temporary Road Closure - Goulburn Lane, Surry Hills	34 - 36
10.	Road Works - Temporary Road Closure - Darling Drive, Sydney	37 - 42
11.	Works Zone - Ada Place, Ultimo	43 - 46
12.	Parking - Electric Vehicle (EV) Parking - Dowling Street, Woolloomooloo	47 - 50
13.	Parking - Electric Vehicle Parking - St John Street, Newtown	51 - 54
14.	Parking - Electric Vehicle Parking - Birmingham Street, Alexandria	55 - 59
15.	Parking - 1/4P Timed Parking - Cook Road, Centennial Park	60 - 64

Table Of Contents		
ITEM		PAGE NO.
16.	Parking - 2P Ticket Parking - Forsyth Street, Glebe.....	65 - 68
17.	Parking - Loading Zone Ticket - Stanley Street, Darlinghurst.....	69 - 71
18.	Parking - On Street Bike Parking - LGA Wide - July 2026.....	72 - 95
19.	Parking - Various Parking Changes - Streets in Glebe.....	96 - 119
20.	Traffic Treatment - Two Way Conversion and No Stopping - Parker Lane, Haymarket.....	120 - 124
21.	Traffic Treatment - Pedestrian Safety Upgrades - Leichhardt Street and Glebe Point Road, Glebe.....	125 - 127
22.	Traffic Treatment - Little Regent Street, Chippendale.....	128 - 131
23.	Traffic Treatment and Parking Proposal - Potter Street Extension, Waterloo.....	132 - 135
24.	Schedule of Conditions.....	136 - 143

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 2026/05 held on 18 June 2026

Decision

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

TRIM Container No.: 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

Item	TRIM reference	Location	Proposal Type	Approval Date
12	2026/356043	Defries Avenue, Zetland	Works Zone	24 June 2026
13	2026/315894	Dangar Place	Works Zone	5 June 2026

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.

Item	Proposal Type	Consultation	Financial Impacts
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.
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.

Item	Proposal Type	Consultation	Financial Impacts
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**

TRIM Container No.: 2026/331542

Recommendations

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.
- (D) 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.
- (E) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (F) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (G) 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.
- (H) 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.
- (I) 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

Advice will be updated after the meeting.

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.

Comments

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

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

Consultation

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

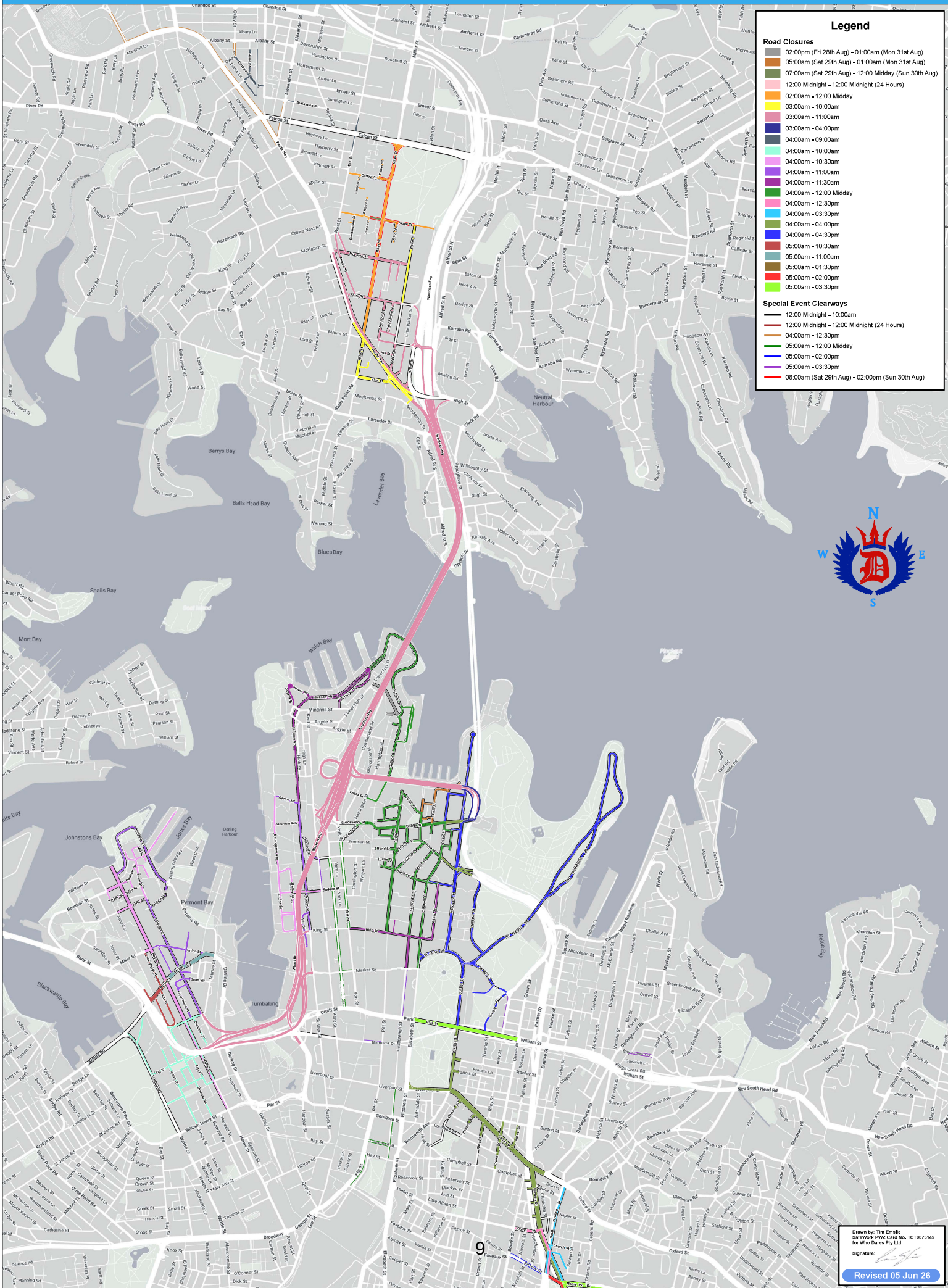
Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Sydney Marathon - Sunday 30 August 2026

Road Closures & Special Event Clearway Overview Map: North Sydney to Paddington



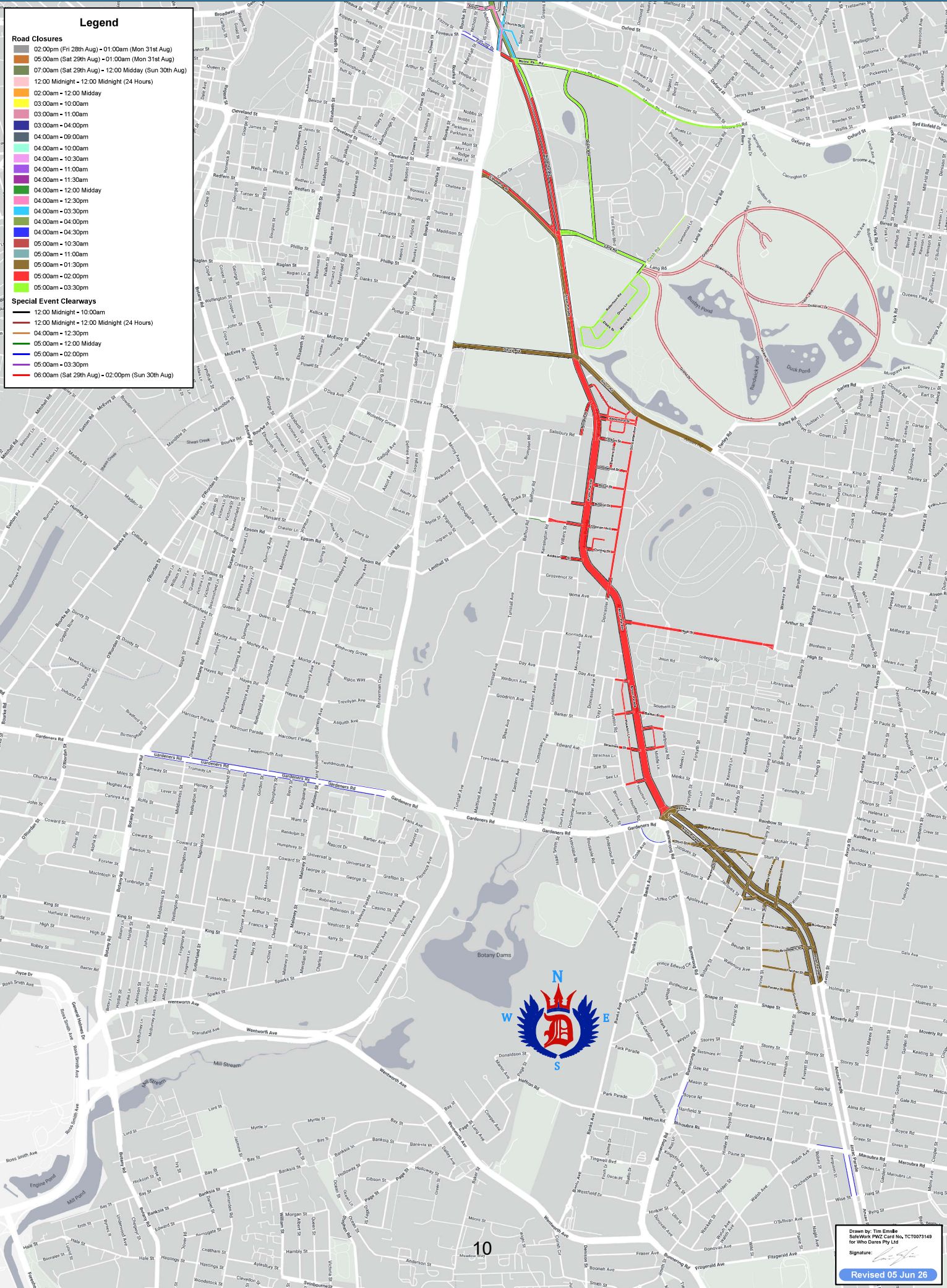
Drawn by: Tim Emble
Sales/Work PWD Card No. YC0073149
for Who Dares Pty Ltd

Signature:

Revised 05 Jun 26

Sydney Marathon - Sunday 30 August 2026

Road Closures & Special Event Clearway Overview Map: Paddington to Kingsford



Road Closures & Special Event Clearways Overview Map



Item 4.**Street Event - Temporary Road Closures - City2Surf 2026****TRIM Container No.: 2026/325766****Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

The City2Surf 2026 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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

Consultation

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

Financial

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

WILL BEVERN, ENGINEERING TRAFFIC OFFICER



Item 5.**Street Event - Temporary Road Closures - NRL Grand Final 2026****TRIM Container No.: 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.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The Clock Hotel has applied for the temporary road 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.

Comments

The NRL Grand Final 2026 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

Sunday, 4 October 2026 from 11am to 11:30pm – Collins Street, Surry Hills between Crown Street and Richards Lane.

Consultation

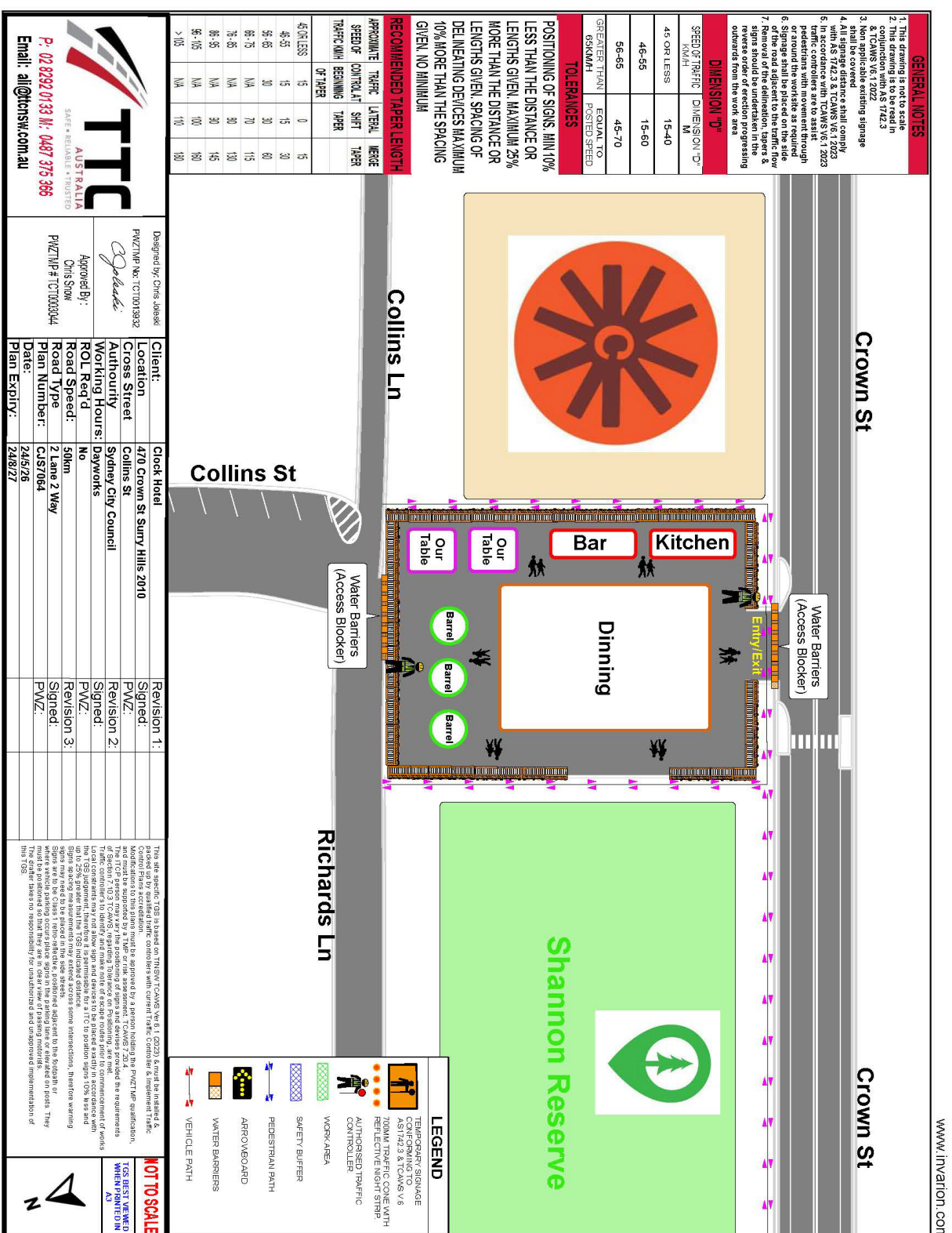
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

Financial

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

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER

TRAFFIC MANAGEMENT PLAN



TRAFFIC MANAGEMENT PLAN

GENERAL NOTES	
1. This drawing is not to scale. 2. This drawing is to be read in conjunction with AS 1742.3 & TCMAWS V6.1 2023 3. Non applicable signage shall be: a. All signage distance shall comply with AS 1742.3 & TCMAWS V6.1 2023 b. Traffic controllers are to assist pedestrians wherever required c. Signage shall be placed on the side of the road as indicated by the arrows d. Removal of the delineation, taper & signs should be undertaken in the reverse direction of travel - spreading outwardly from the work area	
DIMENSION "D"	SPEED OF TRAFFIC IN KM/H
45 OR LESS	15-40
46-55	15-60
56-65	45-70
GREATER THAN 65KM/H	EQUAL TO POSTED SPEED
TOLERANCES	
POSITIONING OF SIGNS, MIN 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN. MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN. SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN. NO MINIMUM	
RECOMMENDED TAPER LENGTH	
APPROXIMATE SPEED OF TRAFFIC BEGINNING OF TAPER	LATERAL SHIFT TAPER
45 OR LESS	15
46-55	15
56-65	30
66-75	70
76-85	80
86-95	100
96-105	160
>105	N/A

Client :	THE CLOCK HOTEL
Location :	470 CROWN ST, SURREY HILLS
Cross Street :	COLLINS ST
Authority :	CITY OF SYDNEY
Working Hours :	11:00AM - 11:30PM
ROL Required :	N/A
Posted Speed Limit :	50
Reduced Speed Limit :	N/A
Road Type :	1 Lane 1 Way
Date Drawn	29/5/2025
2 x TC 1 x VEHICLE	

Name :	TOS Implemented/Amended by:
Cert No :	
Date :	
Reason For Modification :	
Signed :	
Plan Identification Number :	TTCA34.1
North Arrow	

This site specific TOS is based on TMSW TCMAWS V6.1 (2023) & must be installed & picked up by qualified traffic controller with current Traffic Controller & Implementer qualification. Consent to this plan must be approved by a person holding the PWZTWP qualification, and must be supported by a TMR or risk assessment, TCMAWS 7.20.4. The TCRP provided by the points of Section 10.3 TCMAWS regarding tolerance on positioning, are met. Traffic controller's to identify and make note of escape routes prior to commencement of works local constraints may not be identified by the TOS judgement, therefore it is permissible for a TTC to position signs 10%, less and up to 25% greater than the TOS indicated distance. Signs spacing measurements may vary due to the nature of the work area. Signs may need to be placed in the side streets. Signs are to be Class 1 retro-reflective, positioned adjacent to the kerbside where vehicle parking occurs please sign in the so that they are in clear view of passing motorists. The contractor takes no responsibility for unauthorised and unapproved implementation of this TOS.

TRAFFIC MANAGEMENT PLAN

[illegible]

Item 6.**Street Event - Temporary Road Closures - AFL Grand Final 2026****TRIM Container No.:** 2026/327175**Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

The AFL Grand Final 2026 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

Saturday, 26 September 2026 from 11am to 11pm - Collins Street, Surry Hills between Crown Street and Richards Lane.

Consultation

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

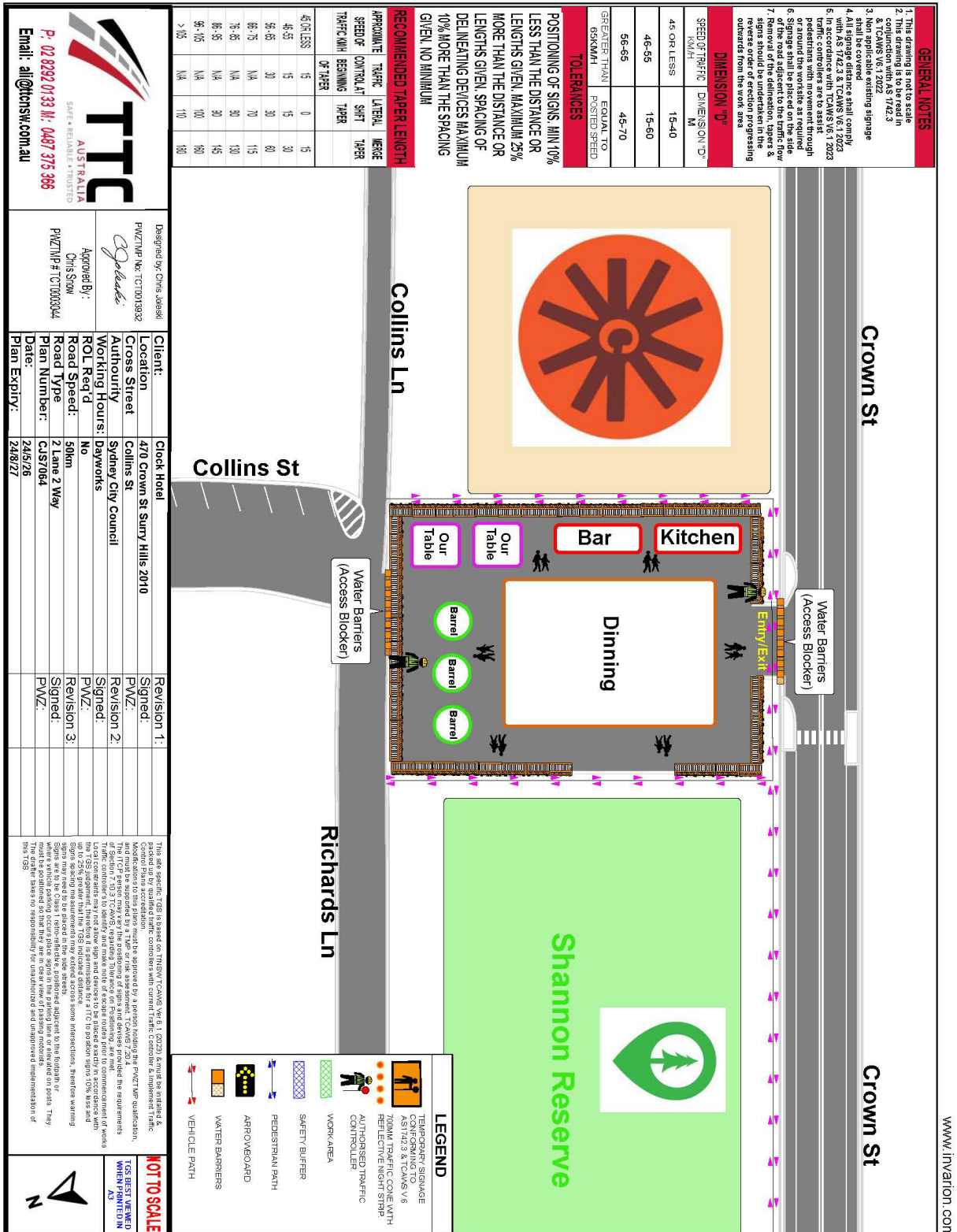
Financial

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

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER

Appendix C – Traffic Guidance Schemes (TGS's) & (VMP)

*Details of the plans approved for use on this site are attached and are listed below.



TRAFFIC MANAGEMENT PLAN

GENERAL NOTES			
1. This drawing is not to scale 2. This drawing is to be read in Vols 1 & 2 3. Non applicable signage shall be as per AS 1742.3 & TCMAS 4. All signage distance shall comply with AS 1742.3 & TCMAS Vol 1, 2003 5. Traffic controllers are to assist pedestrians at all times 6. Signage shall be placed on the side of the road where it is most visible 7. Removal of the delineation, taper & edge shall be undertaken in the reverse direction from the work area - "stepping backwards" 8. Signage shall be placed on the side of the road where it is most visible			
DIMENSION "D"		SPEED OF TRAFFIC (km/h)	
45 OR LESS	15-40		
46-55	15-40		
56-65	45-70		
GREATHER THAN 65KM/H	EQUAL TO POSTED SPEED		
TOLERANCES			
POSITIONING OF SIGNS, MIN 10% LESS THAN THE DISTANCE OR LENGTH GIVEN. MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTH GIVEN. SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN. NO MINIMUM			
RECOMMENDED TAPER LENGTH			
APPROXIMATE SPEED OF TRAFFIC (km/h) BEGINNING OF TAPER	TAPER TYPE	LATERAL MERGE	
45 OR LESS	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
>105	N/A	110	180

Client: THE CLOCK HOTEL

Location: 470 CROWN ST, SURRY HILLS

Cross Street: COLLINS ST

Authority: CITY OF SYDNEY

Working Hours: 11:00AM - 11:30PM

ROL Required: N/A

Posted Speed Limit: 50

Reduced Speed Limit: N/A

Road Type: 1 Lane 1 Way

Date Drawn: 29/5/2025

2 x TC | 1 x VEHICLE

TOS Implemented/Amended by:	
Name:	
Cert No:	
Date:	
Reason For Modification:	
Signed:	
Plan Identification Number:	TTCA34.1

This site specific TOS is based on TMSW TCMAS Vol 4.1 (2023) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implementer qualifications. Modifications to this plan must be approved by a person holding the PWZ/TMP qualification, and must be supported by a TMF or risk assessment, TCMAS 7.20.4. The TCMAS provided by the City of Sydney (V10.3 TCMAS) regarding tolerance on positioning, are met. Traffic controller's to identify and make note of escape routes prior to commencement of works local constraints may not be identified by the contractor. It is the responsibility of the contractor to ensure they are aware of the TOS to position signs 10%, less and up to 25% greater than the TOS indicated distance. Signs spacing measurements may vary due to the width of the sign. Signs must be placed so that they are clearly visible to approaching vehicles. Signs may need to be placed in the side streets. Signs are to be Class 1 retro-reflective, positioned adjacent to the kerbside. Signs must be placed in the side streets so that they are in clear view of passing motorists. The contractor takes no responsibility for unauthorised and unapproved implementation of this TOS.

TRAFFIC MANAGEMENT PLAN

[illegible]

Item 7.**Street Event - Temporary Road Closures - University of Notre Dame Sydney Open Day 2026****TRIM Container No.: 2026/364910****Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

The University of Notre Dame Sydney Open Day 2026 is an annual event that requires the temporary closure of city streets and traffic detours around the event route.

Road Closures

The following road will be closed on Saturday 29 August 2026 from 5am to 6pm:

- Buckland Street between Broadway and Blackfriars Street.
- Grafton Street between Buckland Street and Moorgate Street.
- Grafton Lane between Buckland Street and Grafton Street.

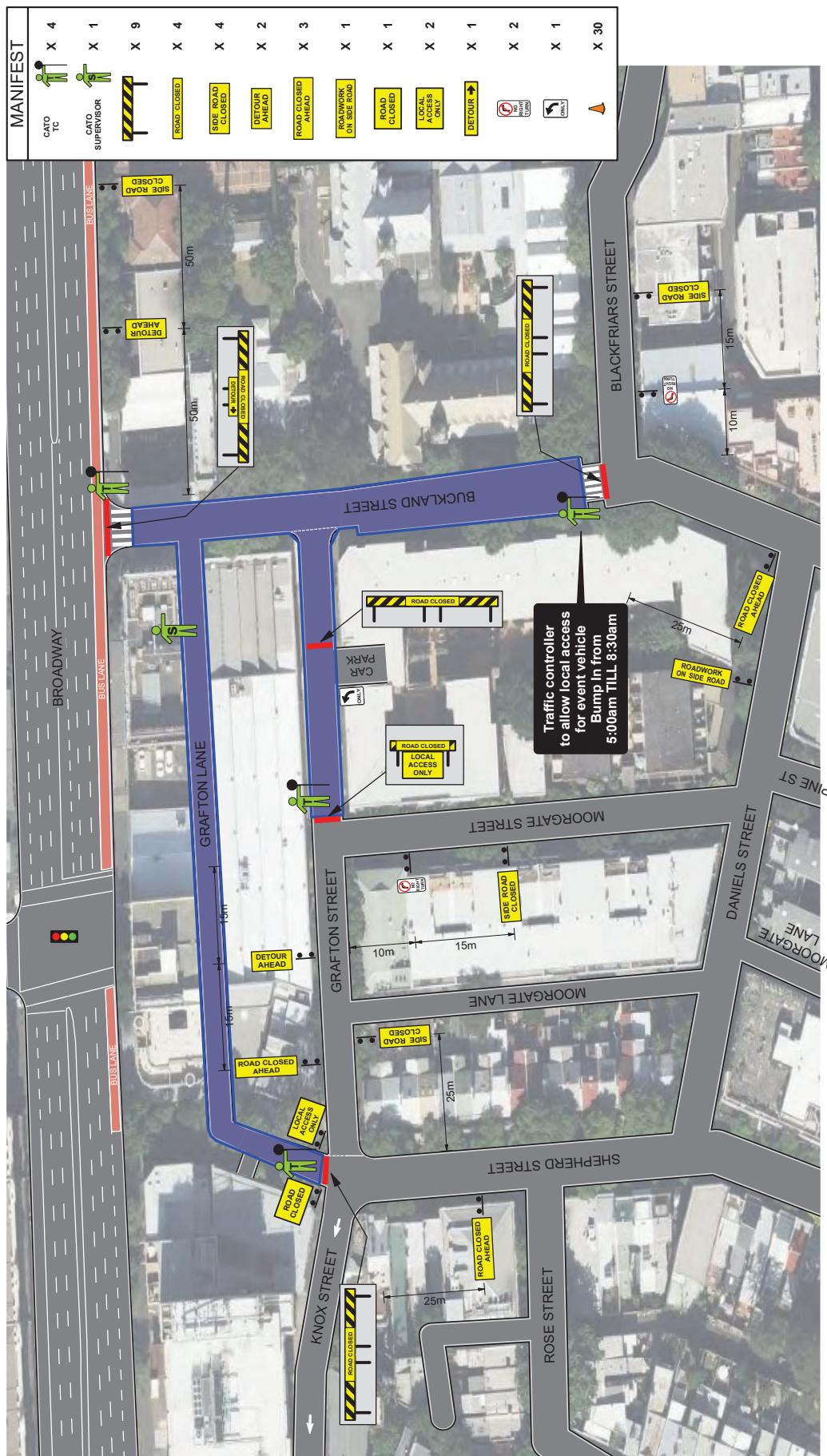
Consultation

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

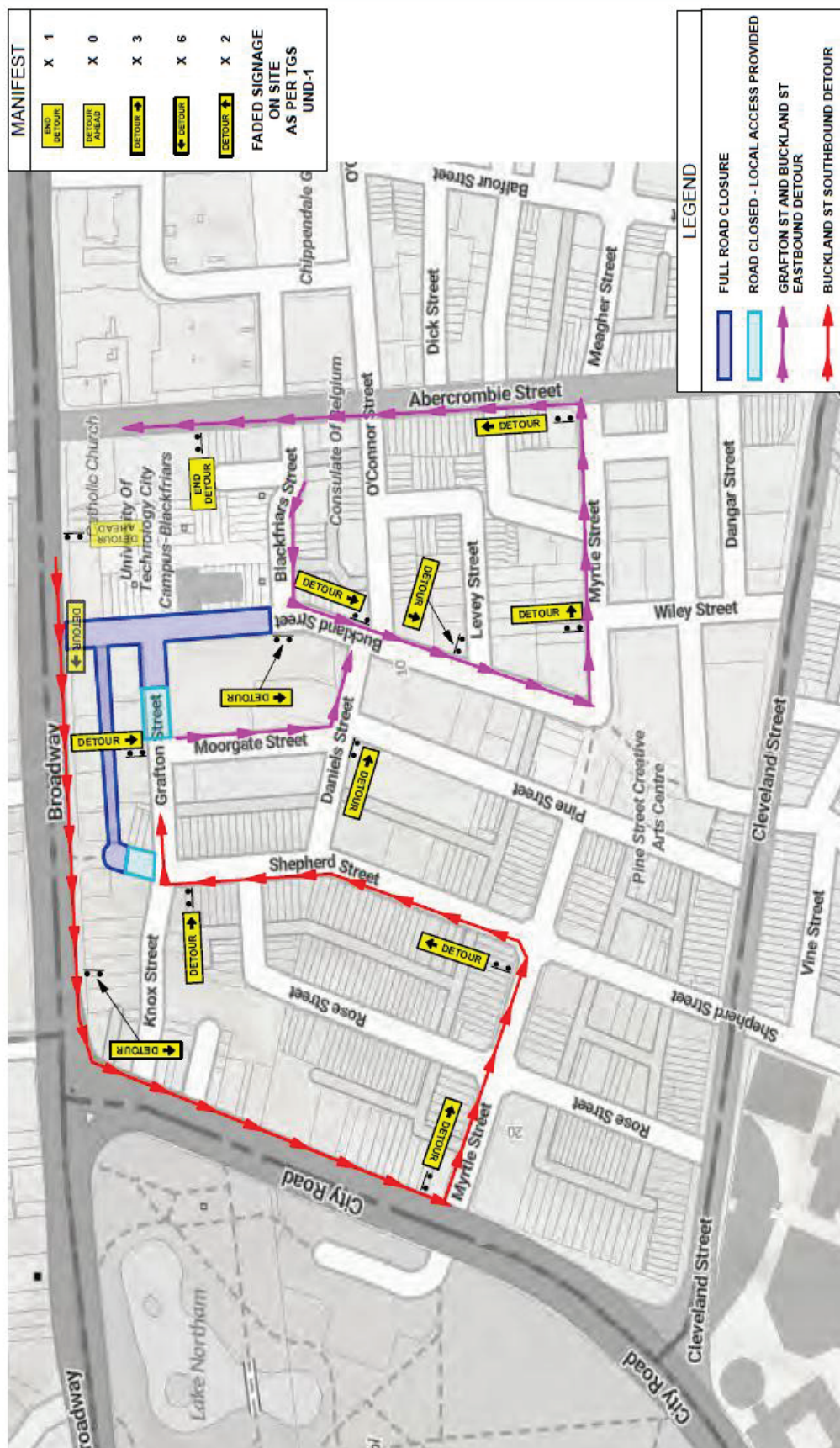
Financial

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

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH



	DRAWN BY: CRAIG HUNTER	TCT 0015830 TCT 0040880	☒ VEHICLE ☐ SMS ☐ ROLLING BLOCK ☐ JAVE MERGE ☐ CLOSURE ☐ PERMIT TRAIN ☐ BARRICAADING ☐ BUS PLAN ☐ AMP ☐ CONTRA FLOW ☐ PORTABLE SIGNS ☐ SIGNAGE PLAN ☐ N/A ☐ ☐ ☐
POLICY: CatCo Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by CatCo Location Services P/L.			
[Signature]			
[Signature]			
PROJECT: University of Notre Dame - Open day 2026 CLIENT: University of Notre Dame LOCATION: Buckland Street & Grafton Street, Chippendale CONTACT: Thomas Pak PHONE: 0427 950 473 ORIGINAL SIZE: A4 LANDSCAPE COUNCIL: City of Sydney			
☒ LOCAL ☒ STATE ☐ INSW ☐ OTHER APPROVAL REQUIRED: ☒ SET UP: 2 X TC 1 hr ☒ CLOSURE IN: 0500 ☐ CLOSURE OUT: 1800 ☐ PACK DOWN: 2 x TC 1 hr EVENT TIMES: 0900 - 1500 PLAN No.: UND-1 VARIANT: (A) TYPE: TGS REV: 2.0 DATE: Sat 29th August 2026 DATE: Tue 16th June 2026			



DRAWN BY: CRAIG HUNTER APPROVED BY: KIERAN CATO TCT 0015830 TCT 0040880			PLAN No: UND-2 VARIANT: (A) TYPE: TGS EVENT DATE: Sat 29th August 2026 REV: 1.0	
	PROJECT: University of Notre Dame - Open day 2026 CLIENT: University of Notre Dame LOCATION: Buckland Street & Grafton Street, Chippendale		EVENT TIMES: 0900 - 1500 SET UP: 2 X TC 1hr CLOSURE IN: 0500 CLOSURE OUT: 1800	
APPROVAL REQUIRED: ☒ LOCAL ☒ STATE ☐ INSW ☐ OTHER		APPROVAL REQUIRED: ☒ SET UP: 2 X TC 1hr ☒ CLOSURE IN: 0500 ☐ CLOSURE OUT: 1800		
CONTACT: Thomas Pak PHONE: 0427 950 473 COUNCIL: City of Sydney		DATE: Tue 16th June 2026		

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

TRIM Container No.: 2026/333646

Recommendations

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

Advice will be updated after the meeting.

Background

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

- 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.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for recladding works at 1 Farrer Place, Sydney.

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

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

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

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

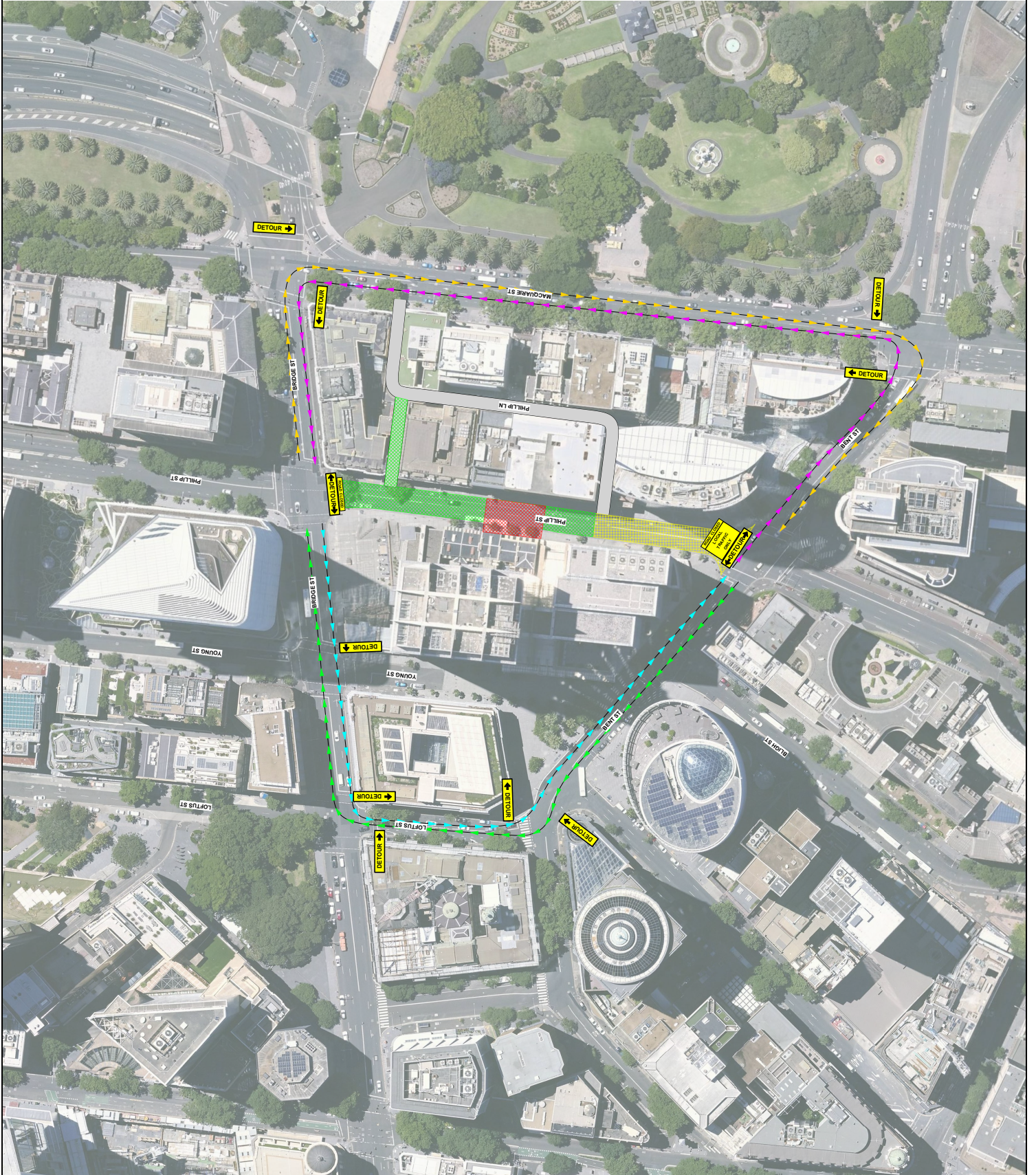
Consultation

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



Item 9.**Mobile Crane - Temporary Road Closure - Goulburn Lane, Surry Hills****TRIM Container No.:** 2026/398720**Recommendations**

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

Advice will be updated after the meeting.

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).

Comments

The proposed temporary road closure is required to allow a mobile crane to be used of a boom lift to lift materials to 43 Brisbane Street, Surry Hills.

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

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

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

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

- BOOM LIFT LOCATION
PEDESTRIAN ACCESS
TRAFFIC CONES
TRAFFIC CONTROLLER

**SEE CB812(A1) FOR
DETOUR ROUTE**

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIANS

COMMONWEALTH ST

GOULBURN LN

ROAD CLOSED

DETOUR

**SIDE ROAD
CLOSED**



DETOUR AHEAD

**SIDE ROAD
CLOSED**

TRAFFIC CONTROLLERS TO MANAGE
RESIDENTS THAT NEED TO ENTER
GOULBURN LANE. RESIDENTS WILL BE
ASKED TO FOLLOW THE DETOUR ROUTE
ON TGS CB812(A1) TO ENTER
GOULBURN LANE FROM
COMMONWEALTH ST UNDER TRAFFIC
CONTROLLER GUIDANCE



SIGN LOCATIONS MAY DIFFER TO WHAT IS REPRESENTED ON THE TRAFFIC GUIDANCE SCHEME. THIS MAY BE DUE TO BUS STOPS, DRIVEWAYS AND OTHER VARIOUS PERMANENT FIXTURES.



EST. 2003

Email: info@aatc.com.au
Website: www.aatccontrol.com.au
A.B.N: 53 648 829 994
Address: 10 Coventry Pl, Mount Druitt
Phone: 02 9675 7731



Transport
for NSW

CLIENT:	HBS GROUP PTY LTD
CONTACT:	RICHARD
PROJECT:	BOOMLIFT WORKS

PO:	-
LOCATION:	BRISBANE ST & GOULBURN LN, SURRY HILLS

PH: 0409 628 750

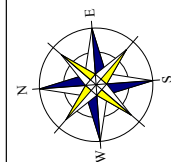
- STOP / SLOW
- LANE MERGE
- CONTRA FLOW
- DETOUR
- ROAD CLOSURE
- SHOULDER WORK

- PEDESTRIAN MGMT.
- INTERMITTENT

ROAD CLASSIFICATION:

- STATE (RTA/RMS)
- REGIONAL (COUNCIL RTA/RMS)
- LOCAL (COUNCIL)

JOB NO.: 12933 PLAN NO.: CB812(A) 27/11/2024
 DATE: CHECKED BY: Tyrone Pritchard
 TCT1011792 TCT1028313 Tyrone Pritchard



Item 10.**Road Works - Temporary Road Closure - Darling Drive, Pyrmont****TRIM Container No.: 2026/395372****Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

Mirvac is undertaking the Harbourside Redevelopment project. The proposed temporary road closure is required to enable the stage 2 installation of the Bunn Street pedestrian bridge that spans across Darling Drive and Sydney Light Rail.

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

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

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

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

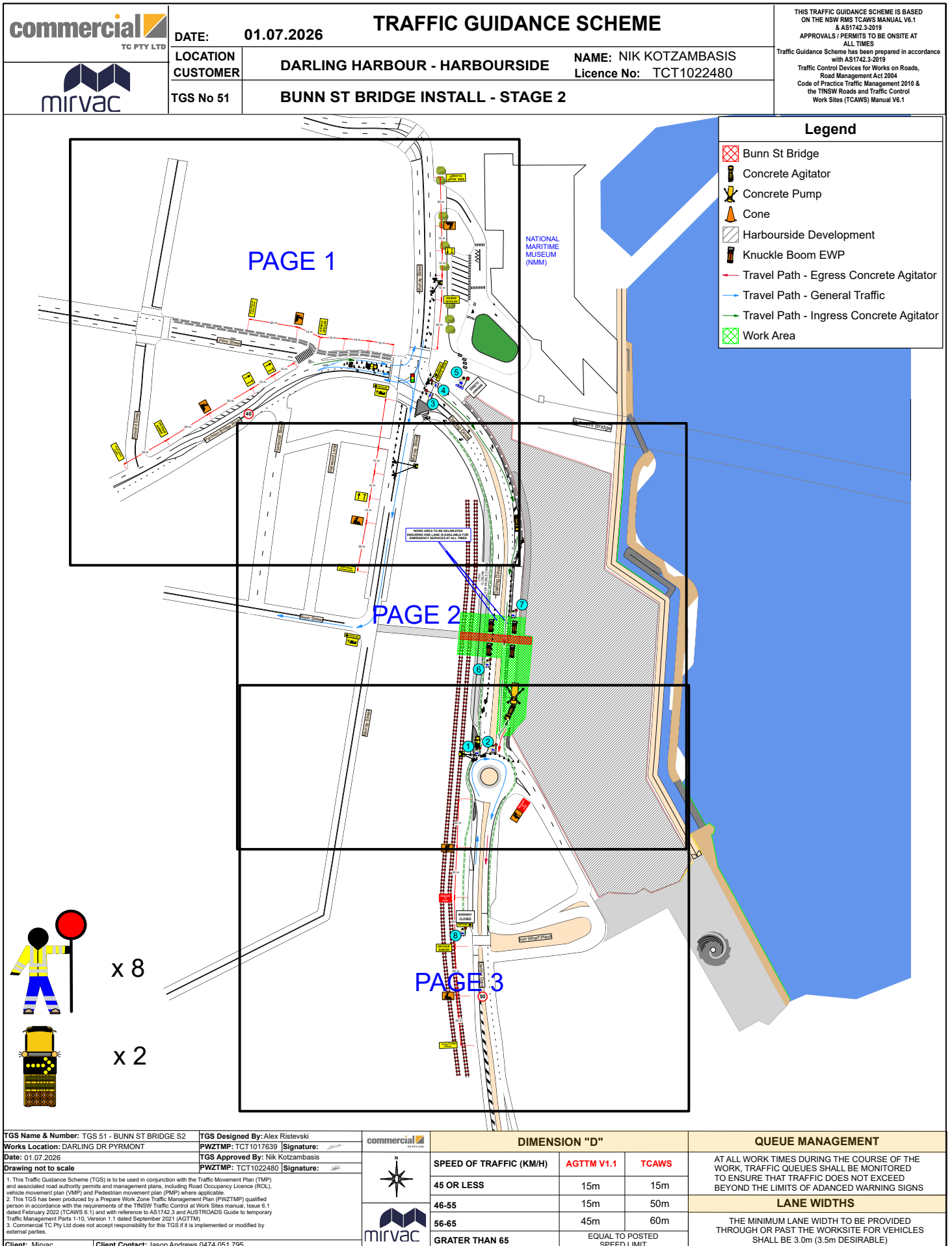
Consultation

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.

JASON ANDREWS, PROJECT MANAGER, MIRVAC





DATE: 01.07.2026

TRAFFIC GUIDANCE SCHEME

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

LOCATION
CUSTOMER

DARLING HARBOUR - HARBOURSIDE

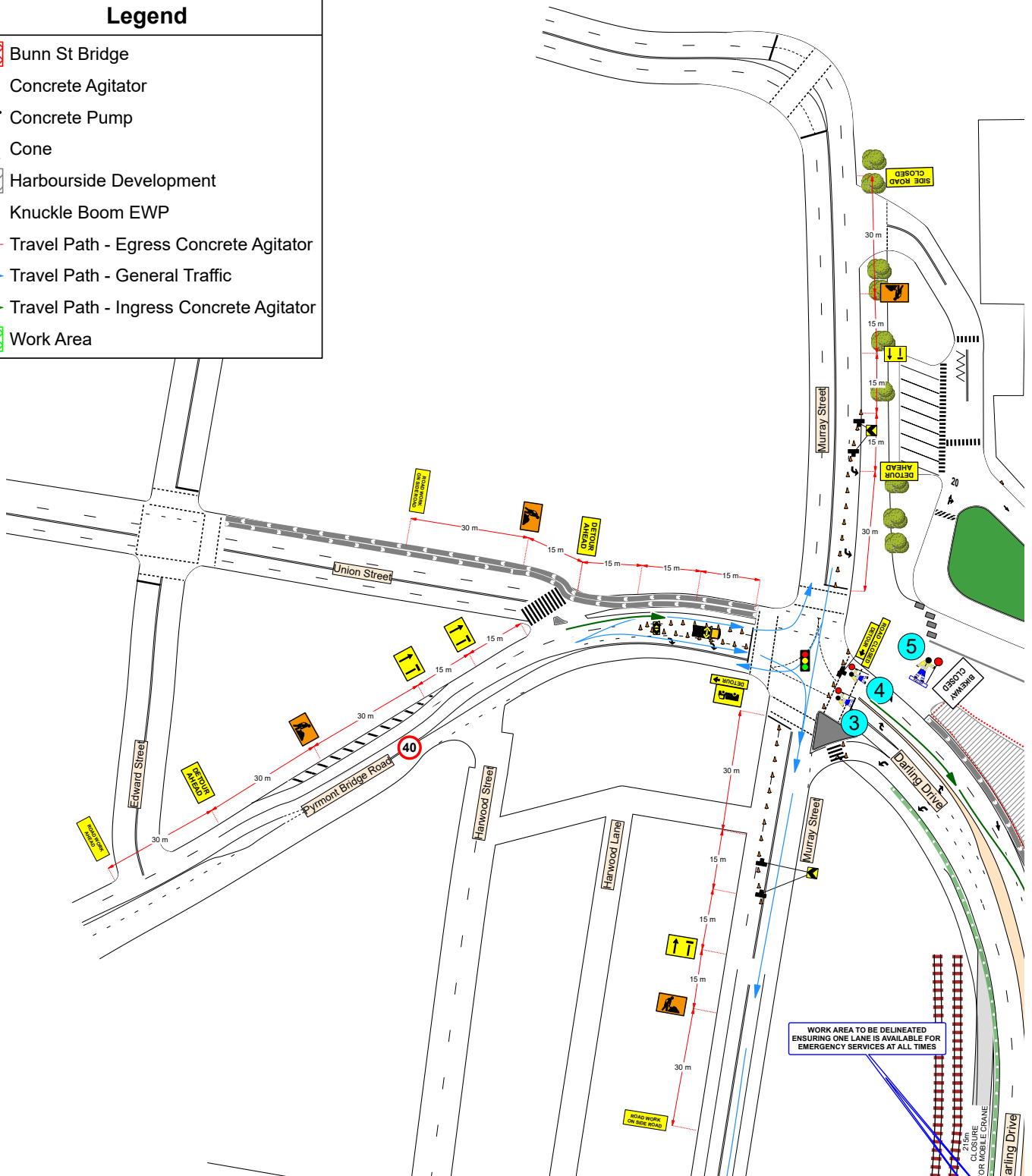
NAME: NIK KOTZAMBASIS
Licence No: TCT1022480

TGS No 51

BUNN ST BRIDGE INSTALL - STAGE 2 - (Page 1)

Legend

- Bunn St Bridge
- Concrete Agitator
- Concrete Pump
- Cone
- Harbourside Development
- Knuckle Boom EWP
- Travel Path - Egress Concrete Agitator
- Travel Path - General Traffic
- Travel Path - Ingress Concrete Agitator
- Work Area



TGS Name & Number: TGS 51 - BUNN ST BRIDGE S2
 Works Location: DARLING DR PYRMONT
 Date: 01.07.2026
 Drawing not to scale

TGS Designed By: Alex Risteovski
 PWZTMP: TCT1017639 Signature: [Signature]
 TGS Approved By: Nik Kotzambasis
 PWZTMP: TCT1022480 Signature: [Signature]



commercial



mirvac

DIMENSION "D"

SPEED OF TRAFFIC (KM/H)	AGTTM V1.1	TCAWS
45 OR LESS	15m	15m
46-55	15m	50m
56-65	45m	60m
GRATER THAN 65	EQUAL TO POSTED SPEED LIMIT	

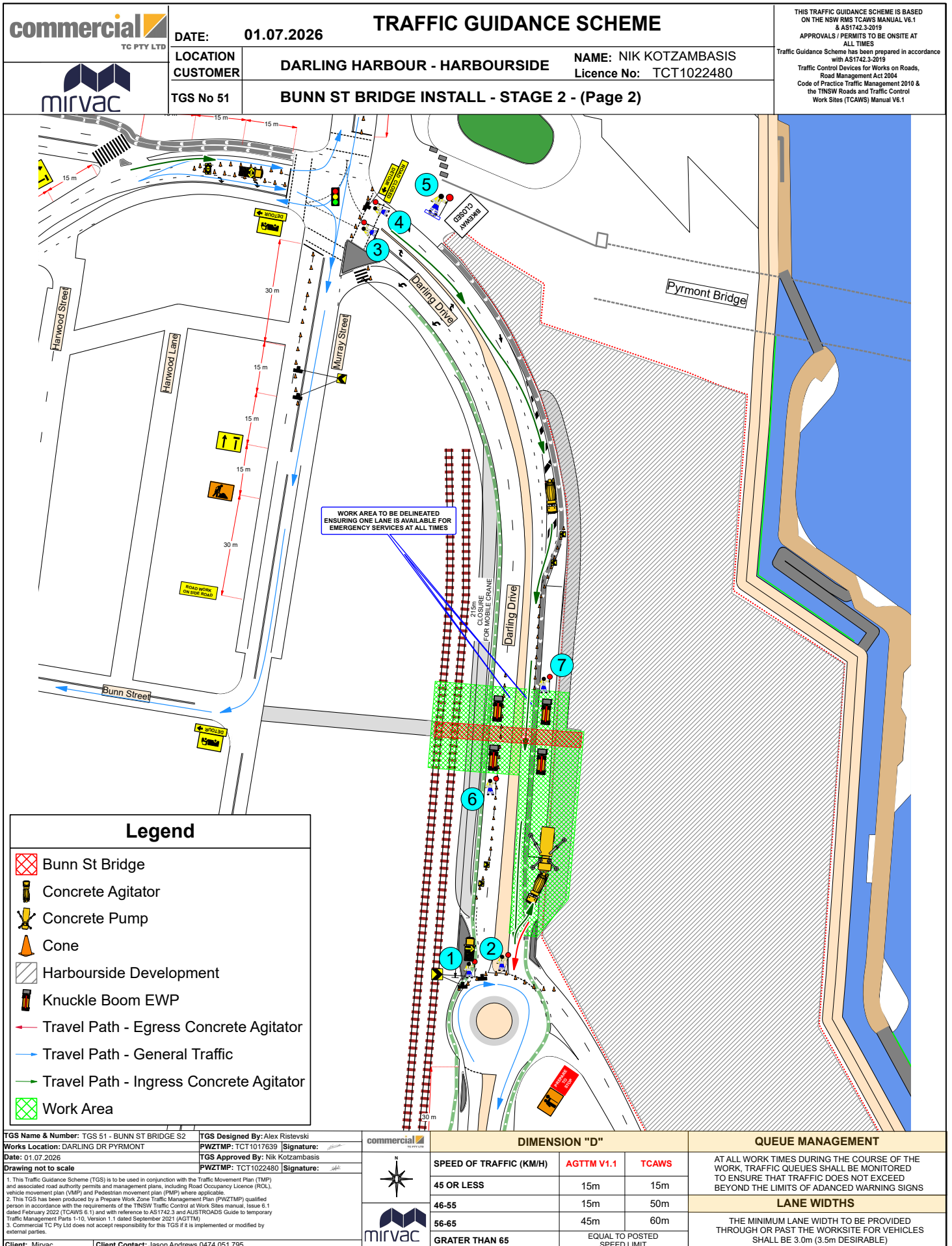
QUEUE MANAGEMENT

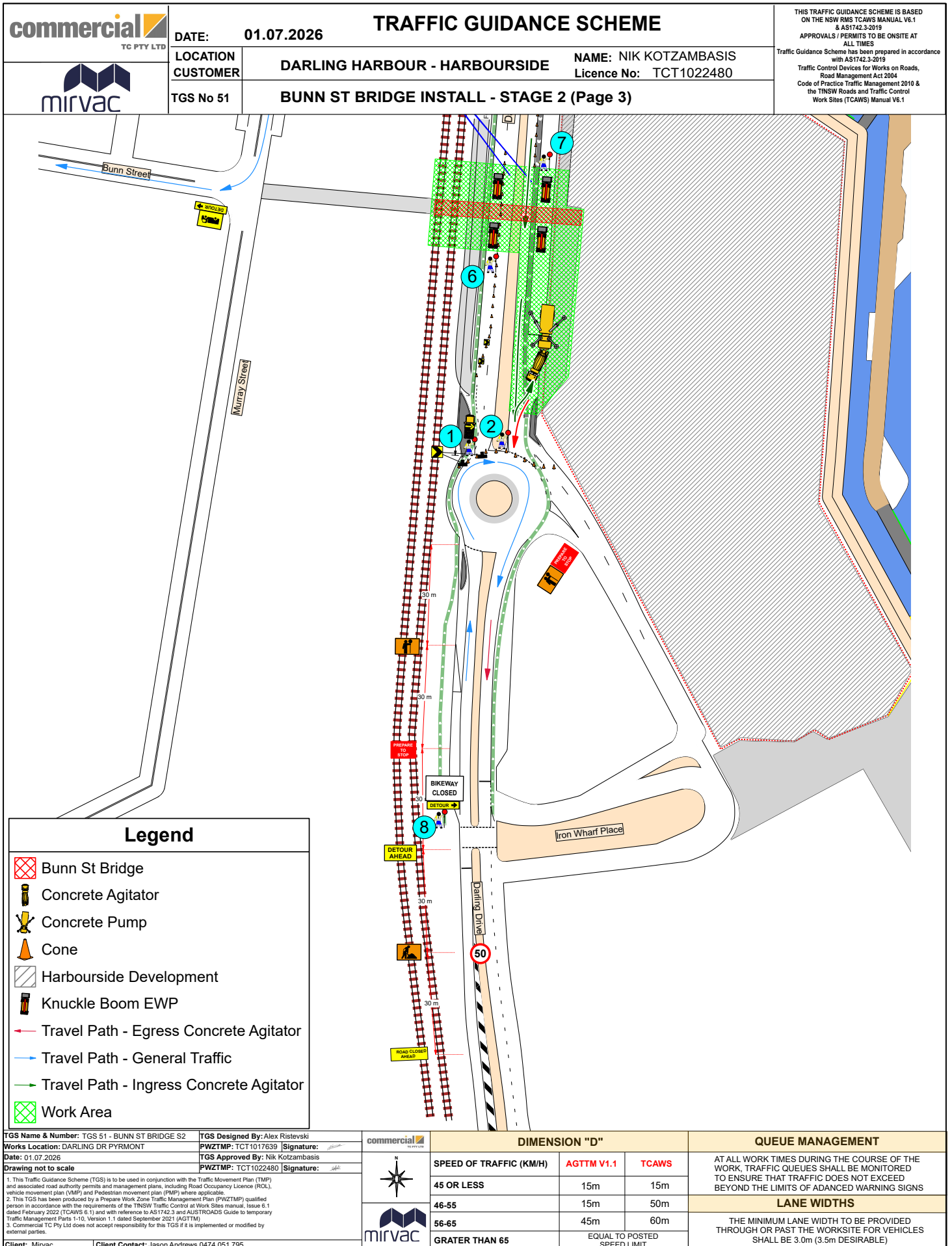
AT ALL WORK TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

LANE WIDTHS

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

Client: Mirvac | Client Contact: Jason Andrews 0474 051 795





Item 11.

Works Zone - Ada Place, Ultimo

TRIM Container No.: 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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the eastern side of Ada Place, Ultimo between Fig Street and Quarry Lane where the Works Zone is proposed is currently signposted as "No Parking".

The Works Zone is intended to operate from 7.30am to 5.30pm, Monday to Friday and 7.30am to 3.30pm on Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space restrictions will be "1P Ticket 5.30pm-9pm Mon-Fri 3.30pm-9pm Sat 10am-9pm Sun Permit Holders Excepted Area 20".

The shared zone in Ada Place is not wide enough to allow the Works Zone to be installed on the eastern side without affecting traffic flow or property access. It is therefore proposed to shift the travel lane on Ada Place between Fig Street and Quarry Lane to the western side and relocate the ticket permit parking and Works Zone to the eastern side.

Upon completion of the works, the existing parking arrangement will be reinstated.

The proposed parking changes will include line marking of the parking bays, as parking is only permitted within marked bays in a Shared Zone.

Consultation

The applicant must notify adjacent properties at least **four weeks** prior to the implementation of the Works Zone.

Financial

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

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER

Ada Place, Ultimo Proposed Works Zone



Existing	Proposed
 "No Stopping"	 "No Parking"
 "No Parking"	 "1P Ticket 10am-9pm Permit Holders Excepted Area 20"
 "1P Ticket 10am-9pm Permit Holders Excepted Area 20"	 "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"
 "Driveway"	

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

TRIM Container No.: 2026/235602

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

Parking along the kerb space on the eastern side of Dowling Street, Woolloomooloo north of William Street, where the parking changes are proposed is currently signposted as "1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28".

It is proposed to change parking restrictions along two spaces at this location to "2P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

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

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

Consultation

The City consulted local residents and businesses in the area. There were 124 letters sent out with no responses supporting the proposal and 4 responses opposing the proposal.

The proposal was opposed by residents over concerns relating to visual impact and noise generation, and increased traffic. Concerns were also raised about the parking loss.

The installation of these EV charging aligns with Action 20 of the Electrification of Transport in the City Strategy and Action Plan, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

Dowling Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and

community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

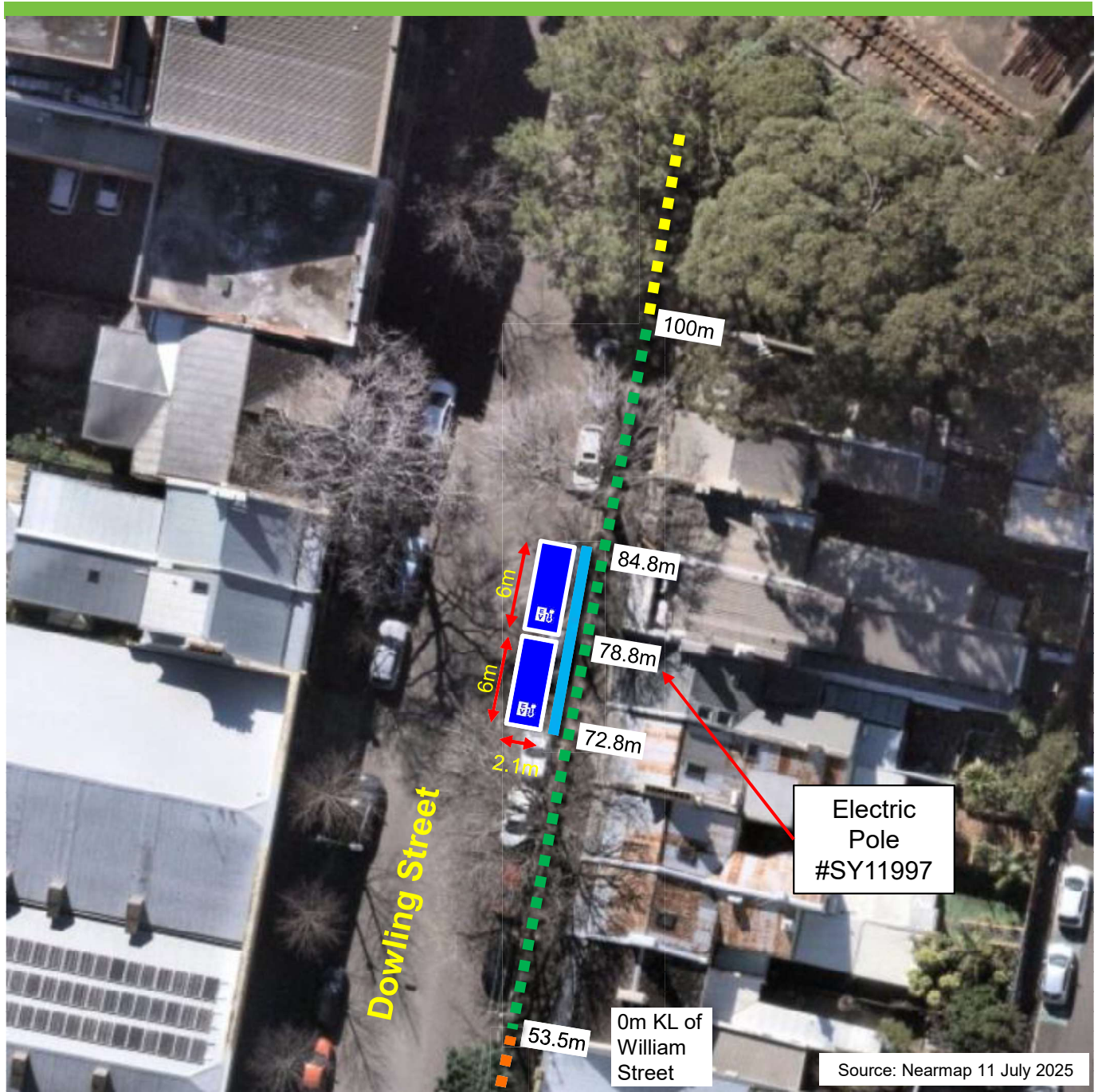
Financial

Funds are available in the current budget.

WILL BEVERN, ENGINEERING TRAFFIC OFFICER

Proposal

Dowling Street, Woolloomooloo Proposed parking changes



Existing

-  No Stopping
-  1P 8am-6pm Mon-Fri Permit Holders Excepted Area 28
-  Loading Zone 7.30am-5.15pm Mon-Fri

Proposed

- 2P 8am-8pm
- Electric Vehicles Only While Charging
- No Parking
- Electric Vehicles Excepted While Charging
- All Other Times

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

TRIM Container No.: 2026/127392

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the northern side of St John Street, Newtown between King and Angel Streets, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 36".

It is proposed to change parking at this location to "2P 8am-8pm Electric Vehicles Only While Charging" and "No Parking Electric Vehicles Excepted While Charging All Other Times".

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

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

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

Consultation

The City consulted local residents and businesses in the area. There were 56 letters sent out with two responses supporting the proposal and four responses opposing the proposal. In addition, one neutral response was received providing feedback to the proposal.

The four submissions objecting to the proposal had concerns of loss of parking to general vehicles and that parking in this area is already very difficult for residents.

The installation of these EV charging aligns with Action 20 of the Electrification of Transport in the City Strategy and Action Plan, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities.

St John Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

St Johns Street, Newtown
Proposed parking changes



Existing	Proposed
Orange dashed line Unrestricted parking	Blue solid line 2P 8am-8pm Electric Vehicles Only While Charging No Parking Electric Vehicles Excepted While Charging All Other Times
Green dashed line "2P 8am-10pm, Permit Holders Excepted Area 36"	

Item 14.**Parking - Electric Vehicle Parking - Birmingham Street, Alexandria****TRIM Container No.:** 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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the southern side of Birmingham Street, Alexandria east of Ellis Avenue, where the changes are proposed, is currently unrestricted for parking.

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

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

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

Consultation

The City consulted local residents and businesses in the area. There were 166 letters sent out with one response supporting, four responses opposing and two responses provided feedback on the proposal.

No.	Support / Object / Feedback	Summary of submission	COS Response
1	• Support	• Supports the installation of on-street EV charging facilities to assist residents in units	• Noted

No.	Support / Object / Feedback	Summary of submission	COS Response
		nearby who do not have access to off-street EV charging facilities.	
2	Feedback	Enquired if the EV chargers would be noisy and impact on residential amenity and how the parking restrictions would be enforced.	- The EV chargers are silent and do not emit any noise whilst charging. - City Rangers would patrol the area and infringe EVs that overstay the time limits.
3	Feedback	- Raised concerns about flooding and its impact on the EV chargers. - Loss of on-street parking spaces for residents. - Raised other traffic issues such as noise generated by heavy vehicles in the area.	- Given that the EV chargers are mounted on an electric pole approximately 1.5 metres above the road surface, any flooding in the area is unlikely to affect their operation or cause a safety issues to the community. - Birmingham Street, where the EV charger is located, is within an industrial area predominantly occupied by commercial properties. As a result, the street already accommodates a relatively high volume of heavy vehicle traffic.
4-7	Object	- The four submissions received objecting to the proposal raised concerns about the loss of on-street parking for residents in the area. - One of the submissions requested that the City provide permits for residents.	- The installation of these EV charging aligns with Action 20 of the Electrification of Transport in the City Strategy and Action Plan, which commits to trialling on-street EV charging infrastructure in areas where residents lack access to off-street parking or nearby public charging facilities. - Birmingham Street has been identified as one such location where on-street charging can help meet local demand and support equitable access to EV

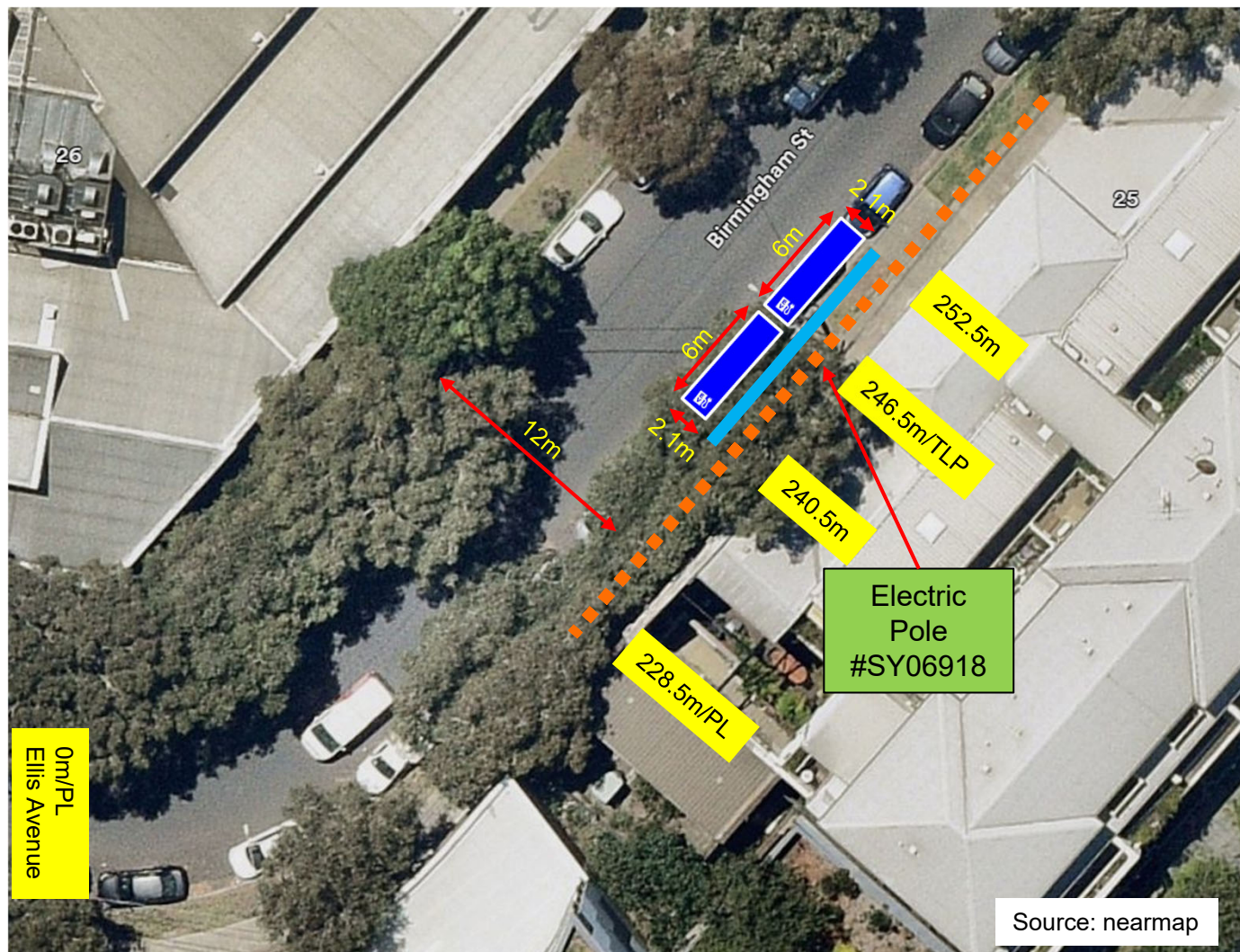
No.	Support / Object / Feedback	Summary of submission	COS Response
			charging infrastructure. The trial is targeted to minimise impacts on general parking availability. The City will monitor usage and community feedback throughout the trial to ensure the infrastructure is appropriately balanced with local parking needs. • Parking restrictions in Birmingham Street currently consists predominantly of unrestricted spaces and 2-hour timed (2P) parking. Given that the adjacent properties are residential units whose residents are not eligible for parking permits, reallocating existing parking to permit parking spaces is not warranted.

Financial

Funds are available in the current budget.

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

Birmingham Street, Alexandria Proposed parking changes



Existing

■ ■ ■ "Unrestricted Parking"

Legend:

TLP - Timber Light Pole

PL - Property Line

Proposed

■ "2P 8am-8pm
Electric Vehicles Only While Charging
No Parking
Electric Vehicles Excepted While Charging
All Other Times"

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

TRIM Container No.: 2026/229170

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the southern side of Cook Road, Centennial Park along the frontage of the childcare facility is currently signposted as "No Parking 8.30am-6pm Mon-Fri" (one space) and "1P 8am-10pm Permit Holders Excepted Area 13" (three spaces).

The "No Parking" restrictions in front of the childcare facility has been in place for several years to support parents and carers at pick-up and drop-off times to the facility. The childcare facility has requested consideration to reallocate the "No Parking" restrictions to 15 minutes (1/4P) parking to better support safe and convenient short-term parking during the AM and PM pick-up and drop-off times at the facility. The childcare facility has also requested consideration for additional 15-minute parking spaces in Cook Road to support parents and carers.

In response to the request, the City in April 2026 consulted on a parking change proposal that included the following parking changes (refer to plan for chainages):

- Ch 17m to Ch 25m
 - Reallocate "No Parking 8.30am-6pm Mon-Fri" to *"No Parking 10am-4pm Mon-Fri" and "1P 4-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 13"* (one parking space).
- Ch 25m to 40.5m
 - Reallocate "1P 8am-10pm Permit Holders Excepted Area 13" to *"1/4P 8-10am 4-6pm Mon-Fri" and 1P 10am-4pm 6-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 13"* (three parking spaces).

The initial proposal sought to improve short-term parking availability for a nearby childcare facility by reallocating four on-street parking spaces to 1/4P during peak drop-off and pick-up periods in the morning and afternoon. This proposal would have resulted in the loss of three permit parking spaces and one unrestricted parking space.

Following community consultation, the majority of feedback received raised objections to the extent of permit parking loss. In response, the City developed a revised proposal aimed at better balancing the needs of residents and childcare users.

Under the revised proposal, the existing "No Parking 8:30am–6:00pm Mon–Fri" restriction would be reallocated to:

- (a) *"1/4P 8-10am 4-6pm Mon-Fri" and "No Parking 10am-4pm Mon-Fri"* to support peak childcare drop-off and pick-up activity. The kerb space would revert to unrestricted parking after 6pm on weekdays and all day on weekends as per current parking conditions.
- (b) *"1/4P 8-10am 4-6pm Mon-Fri" and "1P 10am-4pm 6pm-10pm Permit Holders Excepted Area 13"*. The kerb space would revert to permit parking outside the 1/4P times.

The revised proposal reduces the overall impact on residents by limiting the loss of permit parking to just one space, and only during the 1/4P times.

Given that the 1/4P restriction along the affected permit parking space operates for a total of only four hours per day (two hours in the morning and two hours in the afternoon), the

impact on residents is expected to be minimal. This is further supported by the availability of adequate permit parking within the street, ensuring that residents retain reasonable access to parking.

Consultation

The City consulted local residents and businesses in the area on the original proposal developed in April 2026. There were 126 letters sent out with no responses received supporting the proposal and eight responses received opposing the proposal.

All eight submissions received highlighted the issues described in the following table:

Issue Raised	Summary of Objection
Parking allocation	1/4P parking is proposed outside residential properties rather than near the childcare centre, where demand is highest.
Extended time restrictions	1-hour parking extending to 10pm is considered excessive, as childcare demand is limited to weekday peak periods only.
Loss of parking flexibility	Proposed changes remove existing unrestricted evening and weekend parking when the childcare centre is not operating.
Disproportionate impact	The extent of the proposed restrictions is seen as excessive relative to the limited scale and operating hours of the childcare centre.
Cumulative parking loss	Previous nearby changes (e.g. EV charging spaces and other restrictions) have already reduced available parking, compounding impacts.
Permit access limitations	Residents are not eligible for Area 13 permits and rely on existing unrestricted parking, increasing the impact of further reductions.

The City carefully reviewed the feedback received and developed a revised proposal that responds to the concerns raised and seeks to better balance the needs of residents and the adjacent childcare facility.

The revised proposal reduces the impact on residents by limiting the change to the loss of one permit parking space, and only during peak childcare drop-off and pick-up periods in the morning and afternoon. Importantly, the existing unrestricted parking provision in the evening is retained. As a result, the overall impact results in the temporary loss of one permit parking space for a total of four hours per day (two hours in the morning and two hours in the afternoon).

The revised proposal was distributed to all eight submitters who had previously provided feedback. No further responses were received. A submission in support of the revised proposal was received from the childcare facility.

Overall, the revised proposal is considered to achieve a reasonable balance between supporting childcare access needs while minimising impacts on local residents.

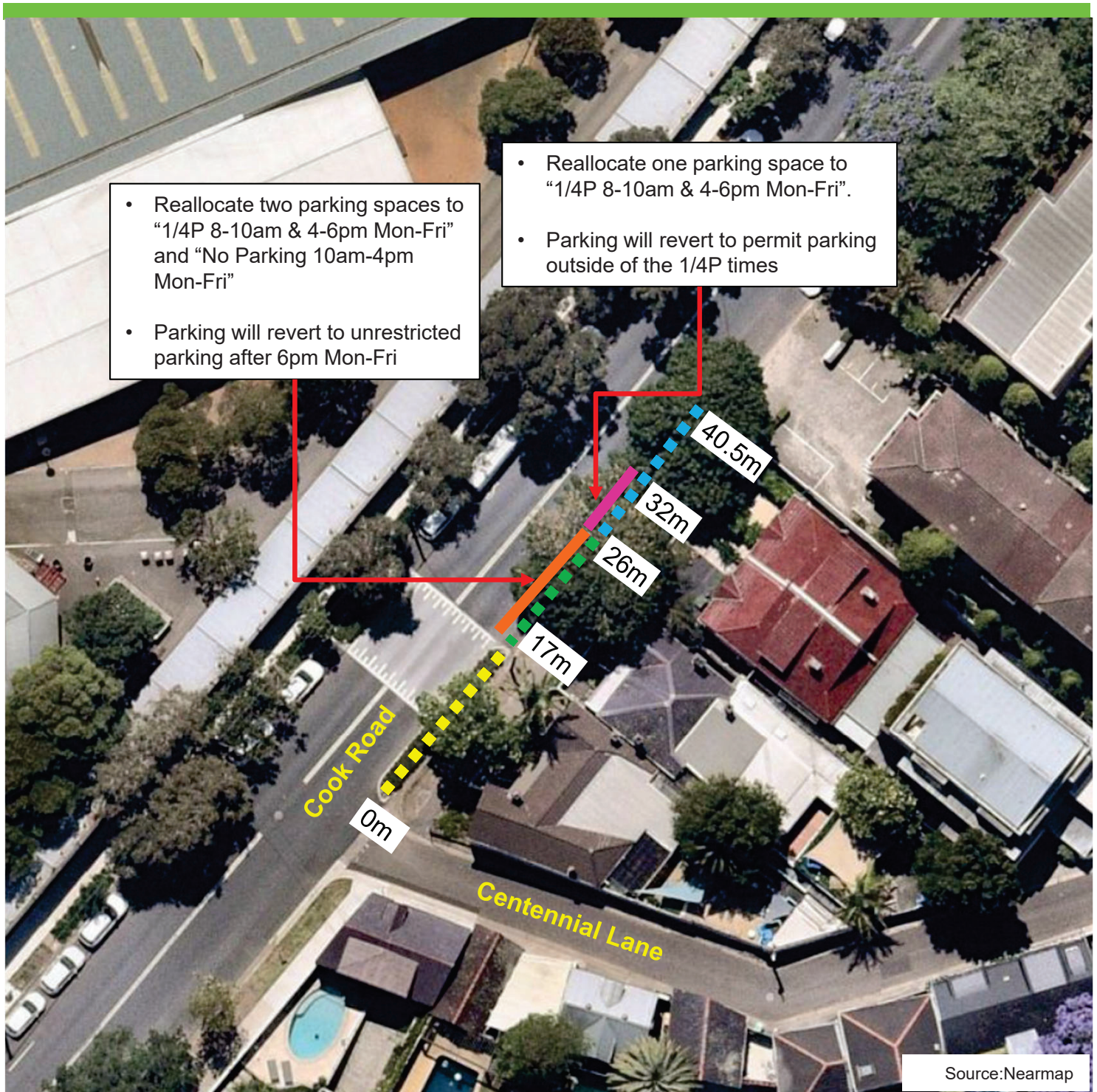
Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Cook Road, Centennial Park

Proposed parking changes – Revised proposal – June 2026



Existing

- ■ ■ No Stopping
- ■ ■ No Parking 8.30am-6pm Mon-Fri
- ■ ■ 1P 8am-10pm
- ■ ■ Permit Holders Excepted Area 13

Proposed

- 1/4P 8-10am 4-6pm Mon-Fri
No Parking 10am-4pm Mon-Fri
- 1/4P 8-10am 4-6pm Mon-Fri
1P 10am-4pm 6pm-10pm
Permit Holders Excepted Area 13

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

TRIM Container No.: 2026/238967

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the southern side of Forsyth Street, Glebe east of Taylor Street is currently unrestricted for parking except for one mobility parking space.

Occupancy in this area and surrounding streets is high and drivers were observed circling the area looking for parking, contributing to increased traffic.

The adjacent apartment building has off-street parking which is limited to 2.1m height clearance, which prevents access for many trades / delivery vehicles.

It is proposed to introduce “2P Ticket 8am–6pm” parking restrictions to improve parking turnover while allowing residents to use the spaces overnight.

The 2P parking restriction without permit holder exemptions is proposed to align with the City's Neighbourhood Parking Policy.

Ticket parking is proposed to improve ease of enforcement and to discourage overstaying the time limit.

Consultation

The City consulted local residents and businesses in the area. There were 79 letters sent out with 2 responses supporting the proposal and 10 responses opposing the proposal. Responses raised the following issues/comments about the proposal.

Issue/Comment	Number of submissions
Parking spaces are required for long term residents and should not have higher turn-over	8
Visitors, trades and deliveries need access, and large vehicles can't fit in the basement	2
Deliveries can park in nearby 2P Permit holder excepted parking	5
Trades and removalists visiting the apartment building can use off-street parking	3
The proposed parking is out of character for the area and will encourage greater traffic levels	4
A single loading zone should be provided instead	4
There is concern that this could create a precedent for the future removal of other unrestricted parking spaces.	1

The demand for on-street parking in inner Sydney is far greater than the number of parking spaces available, including in Glebe. To balance competing demands for parking space, it is proposed to introduce timed ticket parking. The proposed restrictions will help to ensure

parking turnover, provide on-street loading access, limit commuter parking in residential neighbourhoods and encourage public transport use.

Financial

Funds are available in the current budget.

ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER

Forsyth Street, Glebe Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking"
- ■ ■ "Mobility Parking Only"
- ■ ■ Unrestricted

Proposed

- "2P Ticket 8am-6pm"
- & "90 degree angle parking rear to kerb"

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

TRIM Container No.: 2026/274962

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

The kerb space on the northern side of Stanley Street, Darlinghurst between College Street and Yurong Street is currently signposted as "1P Ticket 8am-10pm Permit Holders Excepted Area 21".

The proposed Loading Zone will operate between 8am and 12pm, Monday to Friday, and would allow for goods vehicles actively picking up or dropping off goods to be parked for up to 30 minutes, subject to obtaining a free ticket.

Drivers of other vehicles may also use loading zones to drop off or pick up passengers but may only stop for the period during which a person is getting into or out of the vehicle.

Consultation

The City consulted local residents and businesses in the area. There were 247 letters sent out with no responses supporting the proposal and 7 responses opposing the proposal.

The original proposal consulted on involved reallocating the existing parking spaces to "Loading Zone Ticket 8am-12pm Mon-Fri" and "1P Ticket 12pm-10pm Mon-Fri 8am-10pm Sat, Sun and Public Holidays", with no exemption provided for Area 21 Permit Holders.

Objections to the proposal centered around loss of on-street parking for residents. Residents were seeking clarification on why the school is unable to use its own off-street loading facilities instead of an on-street Loading Zone. Following discussion with the school, it has been determined that there are no other reasonable alternatives to an on-street loading zone, given the site constraints of the school and their need for deliveries, often from larger vehicles which cannot be accommodated by the schools existing off-street loading facilities.

Most submissions objected to the removal of the Area 21 Permit Holder exemption from the proposed 1P Ticket parking restriction.

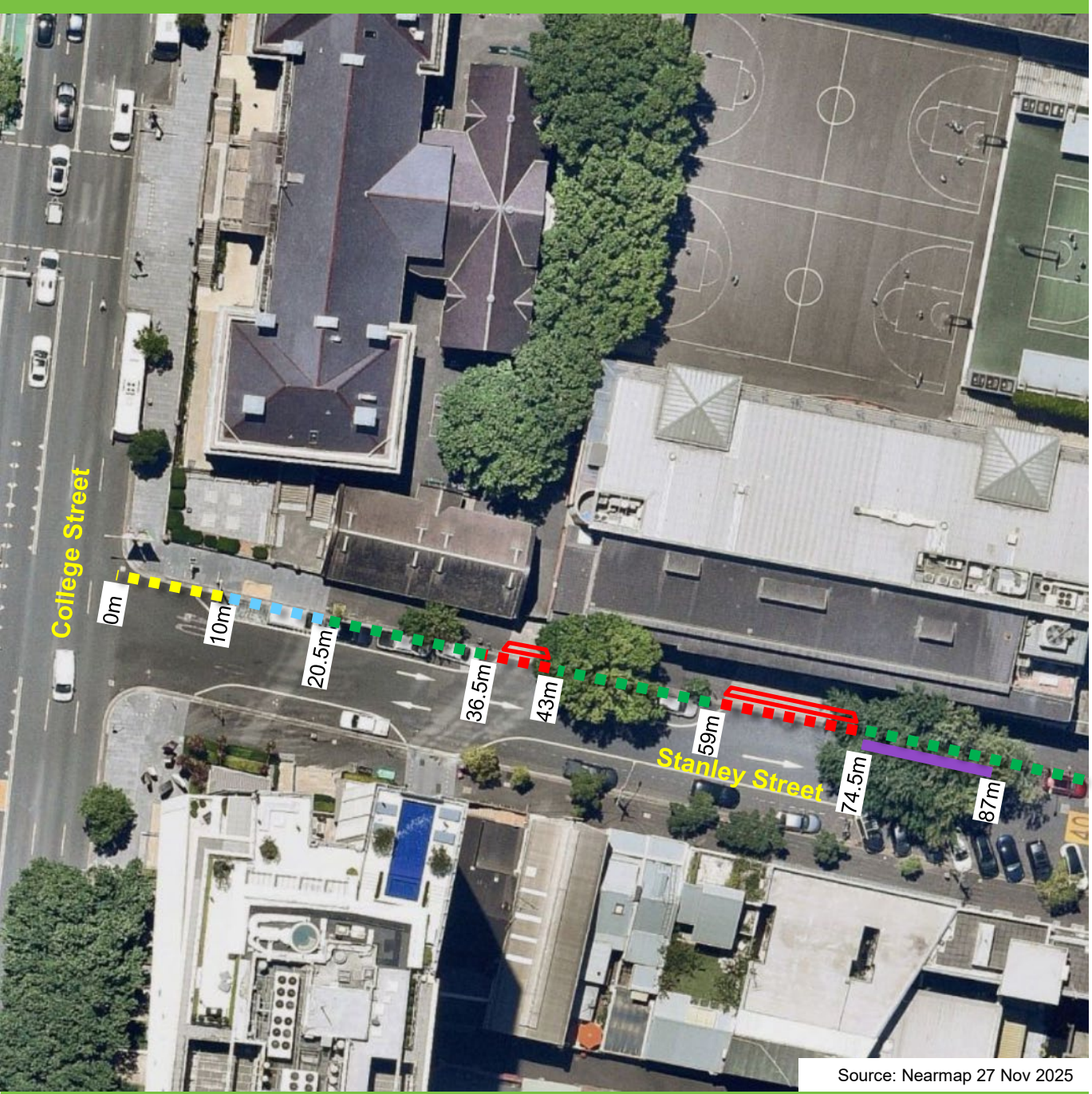
In response to the feedback received during consultation, it is proposed to reinstate the Area 21 Permit Holder exemption. This would allow permit holders to park without time restrictions between 12pm and 8am Monday to Friday, and at all times on Saturdays, Sundays and Public Holidays.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Stanley Street, Darlinghurst
Proposed parking changes



Existing

- No Stopping
- No Parking
- 1P Ticket 8am-10pm Permit Holders Excepted Area 21
- No Parking Authorised Car Share Vehicles Excepted

Proposed

- Loading Zone Ticket 8am to 12pm Mon-Fri, 1P Ticket 12pm -10pm Mon-Fri, 8am-10pm Sat Sun Public Holidays Permit Holders Excepted Area 21

Item 18.**Parking - On Street Bike Parking - LGA Wide - July 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 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

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 and No Parking and Parking signs at each proposed location. The number of responses received, including any objections, shall be summarised in Attachment A which will be updated prior to the committee meeting.

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

We want share bike riders to park in designated spaces.

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

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

Financial

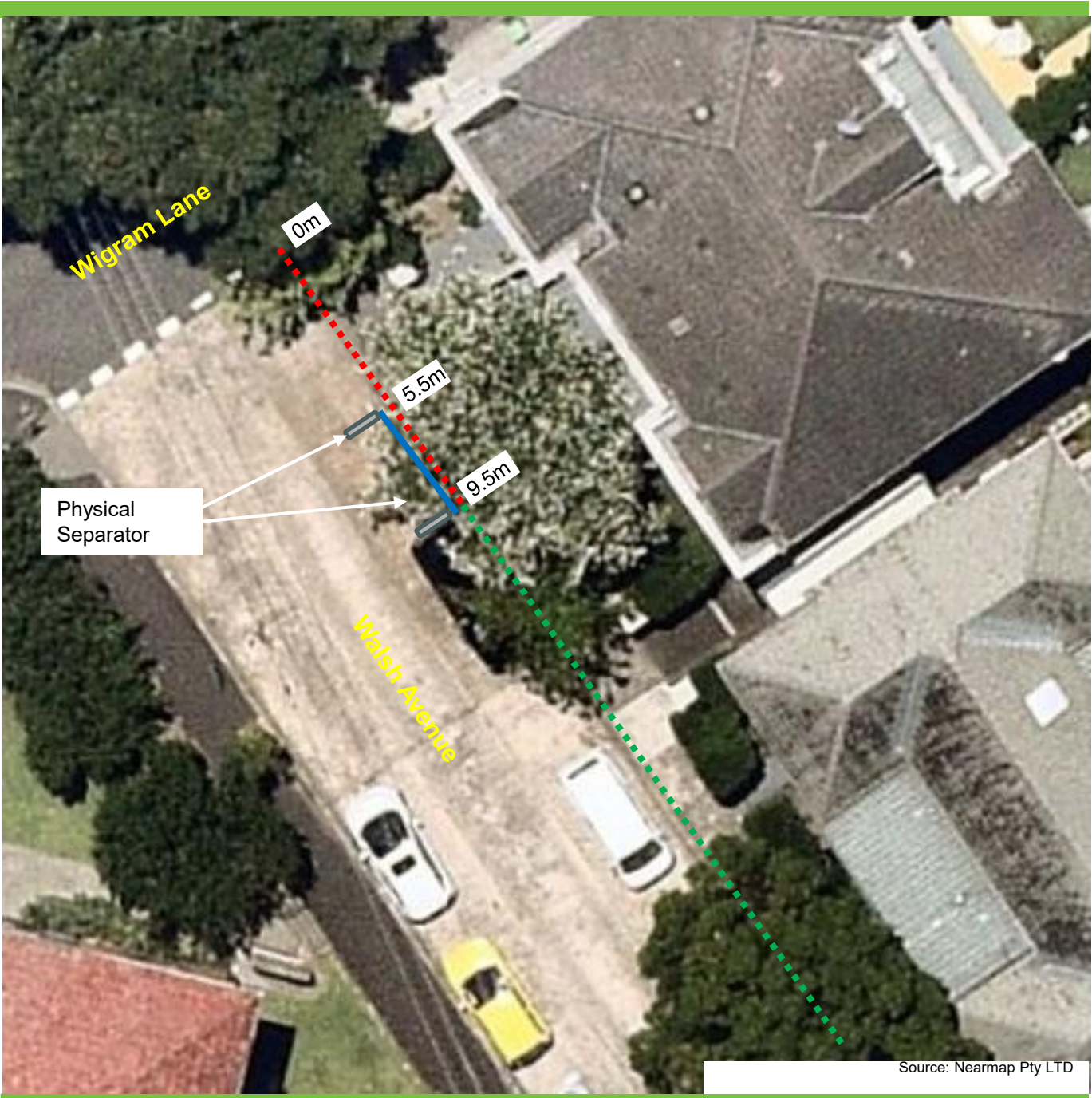
Funds are available in the current budget.

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER - NORTH
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
521	Glebe	2-10 Walsh Ave (E) – Wigram Ln	-33.879191, 151.182997	6	No Stopping	Notify		
575	Glebe	262 Glebe Point Rd (W) – Cotter Ln	-33.874014, 151.182395	6	No Parking	Notify		
539	Surry Hills	151 Foveaux St (S) – Bourke St	-33.885262, 151.215533	9	Car Share	Notify		
549	Surry Hills	434 Riley St (E) - Devonshire St	-33.887712, 151.212113	9	No Stopping	Notify		
551	Surry Hills	58-60 Marlborough St (E) – Christie Ln	-33.889759, 151.211518	6	No Stopping	Notify		
552	Surry Hills	127 Goodlet St (S) – Marlborough St	-33.890382, 151.211139	6	No Stopping	Notify		
553	Redfern	1 Young St (E) – James St	-33.891488, 151.210604	6	No Stopping	Notify		
554	Redfern	2 Marriott St (E) – Cleveland St	-33.891504, 151.211622	9	No Stopping	Notify		
555	Surry Hills	Wilton St (W) – 320 Cleveland St	-33.890289, 151.209142	6	No Stopping	Notify		
557	Surry Hills	Goodlet St (N) - 492-500 Elizabeth St	-33.889428, 151.208242	6	No Stopping	Notify		
561	Surry Hills	50 Holt St (E) – Gladstone St	-33.886391, 151.209213	6	No Stopping	Notify		

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
562	Surry Hills	50 Holt St 2 (E) – Gladstone St	-33.886533, 151.209100	6	No Stopping	Notify		
563	Surry Hills	6 Clisdell St (E) – Devonshire St	-33.887289, 151.209507	9	No Stopping	Notify		
564	Surry Hills	52a Waterloo St (W) – Gladstone St	-33.886996, 151.210065	9	No Stopping	Notify		
566	Surry Hills	445 Crown St (W) – Arthur St	-33.887087, 151.213643	9	Car Share	Notify		
571	Surry Hills	359 Crown St (W) – Albion St	-33.883768, 151.214267	6	Car Share	Notify		
573	Surry Hills	349 Crown St (W) – Albion St	-33.883356, 151.214333					
576	Newtown	124 Missenden Rd (E) - Aylesbury St	-33.891903, 151.182943	6	No Stopping	Notify		
597	Newtown	155-179 Missenden Rd (W) – Aylesbury St	-33.891941, 151.182887	6	No Stopping	Notify		

Location: 2-10 Walsh Avenue, Glebe



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

Proposed
■ Bike Parking Area

Location: 151 Foveaux Street, Surry Hills



Existing

- ■ ■ "No Stopping"
- ■ ■ Vacant car share space
- ■ ■ Parking

Proposed

- Bike Parking Area

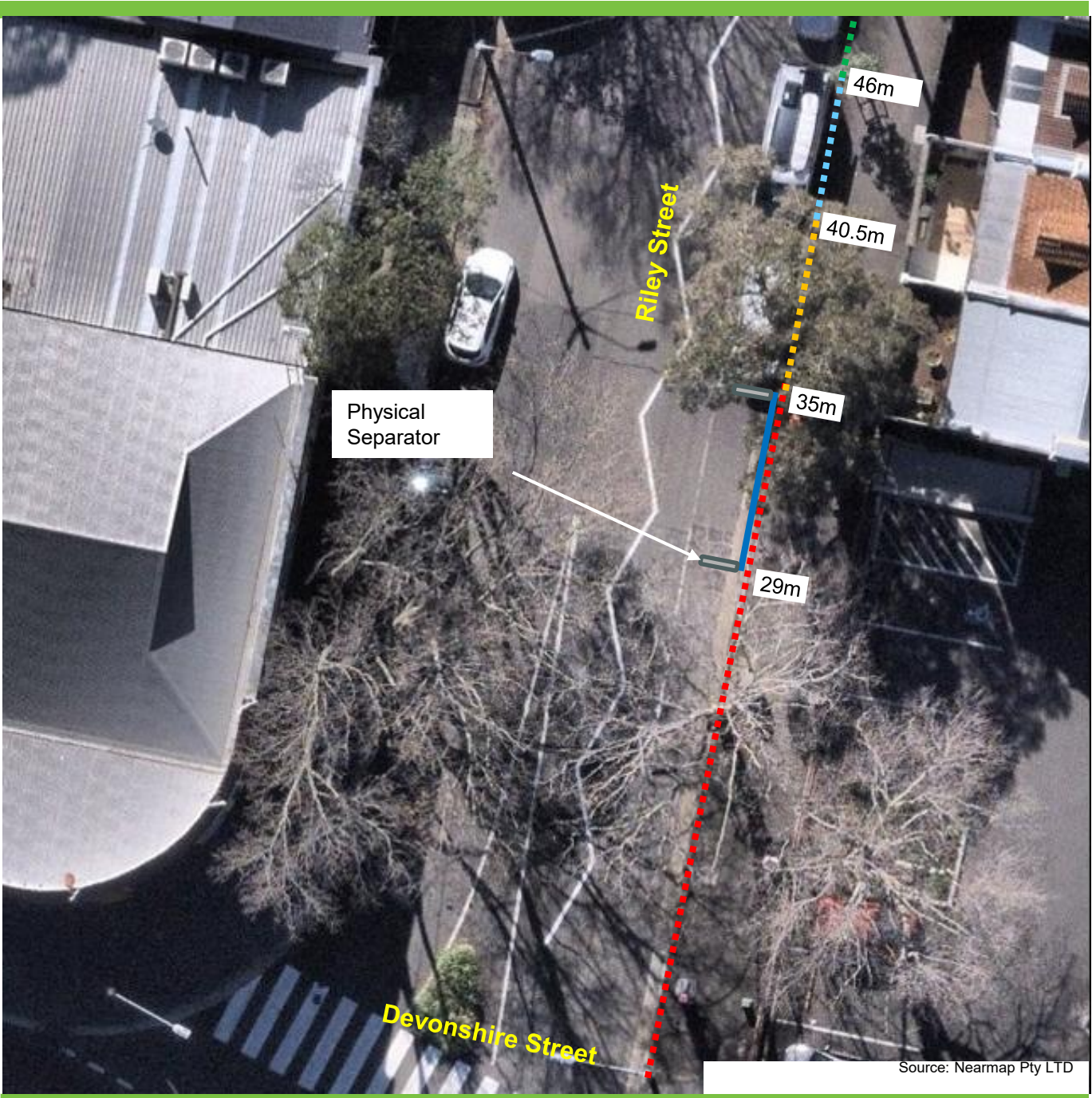
Location:262 Glebe Point Rd, Glebe



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

- Proposed**
- Bike Parking Area

Location: 434 Riley Street, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Car Share
 - ■ ■ Parking
 - ■ ■ Mobility Parking

- Proposed**
- Bike Parking Area

Location: 58-60 Marlborough Street, Surry Hills



Location: 84 Marlborough Street (Goodlet Street), Surry Hills



Existing

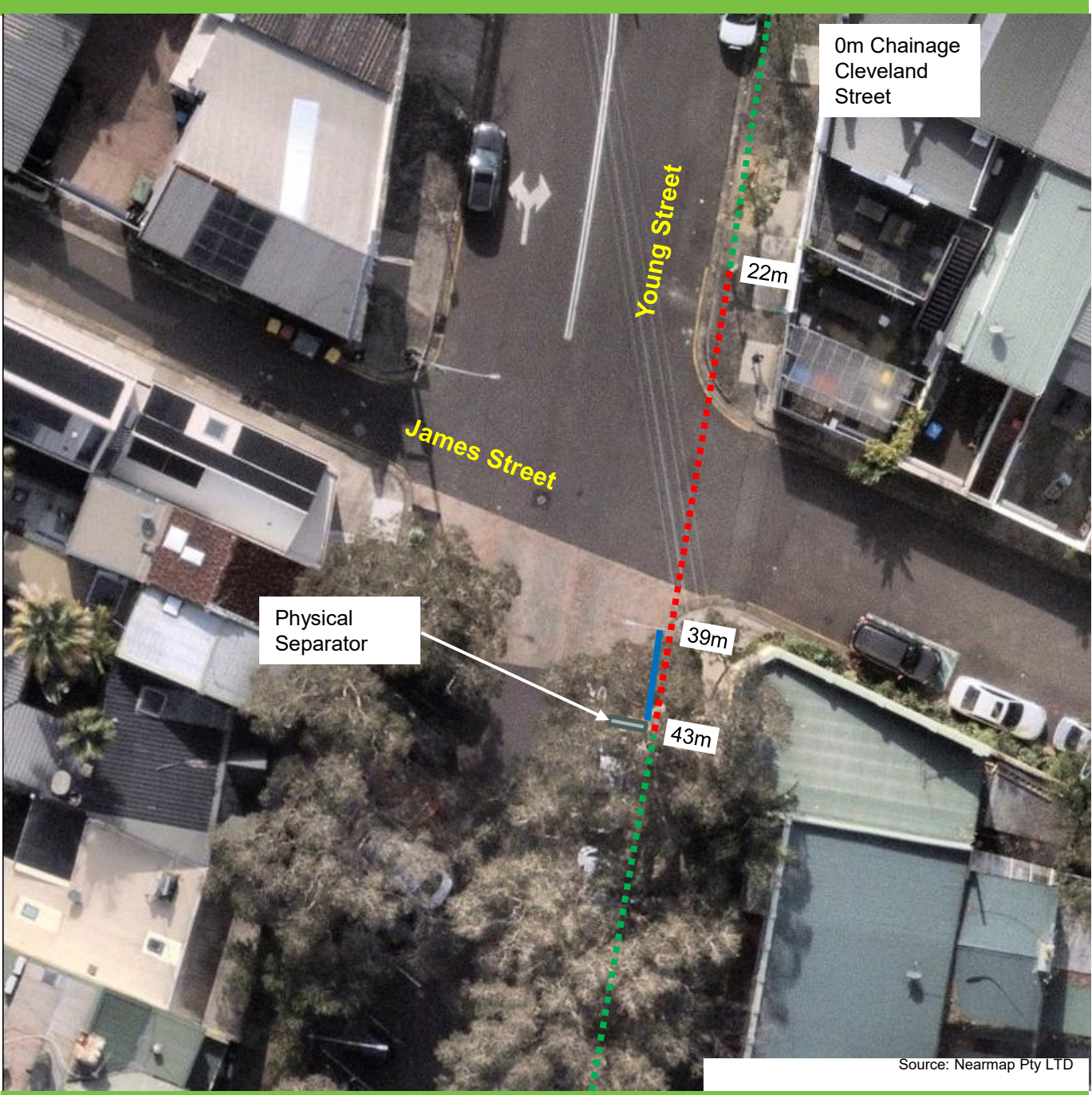
■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location: 1 Young Street, Redfern



Existing

■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

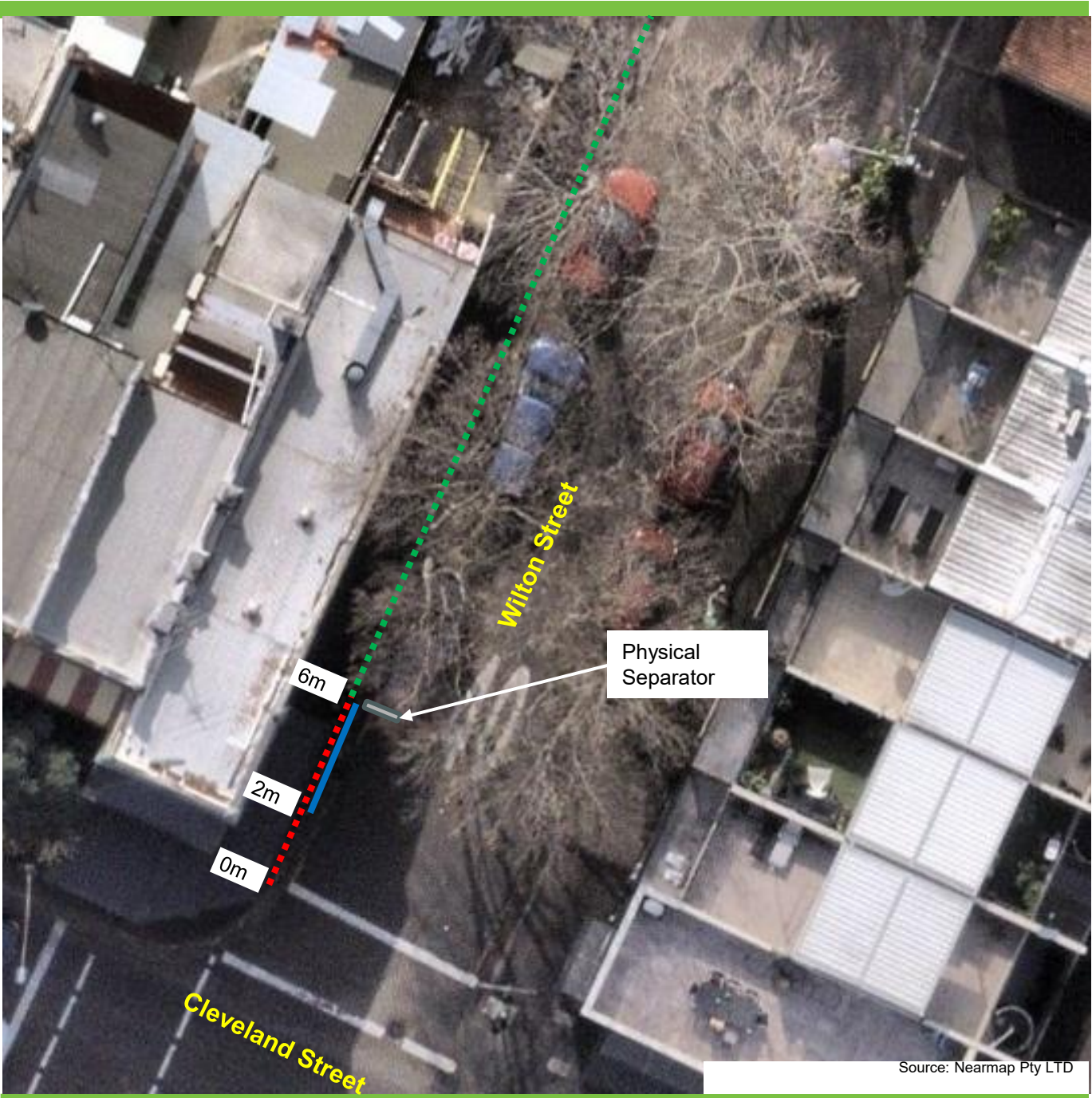
Location: Marriot Street, Redfern



- Existing
- ■ ■ "No Stopping"
 - ■ ■ Car Share

- Proposed
- Bike Parking Area

Location: 126 Wilton Street, Surry Hills



Existing

■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

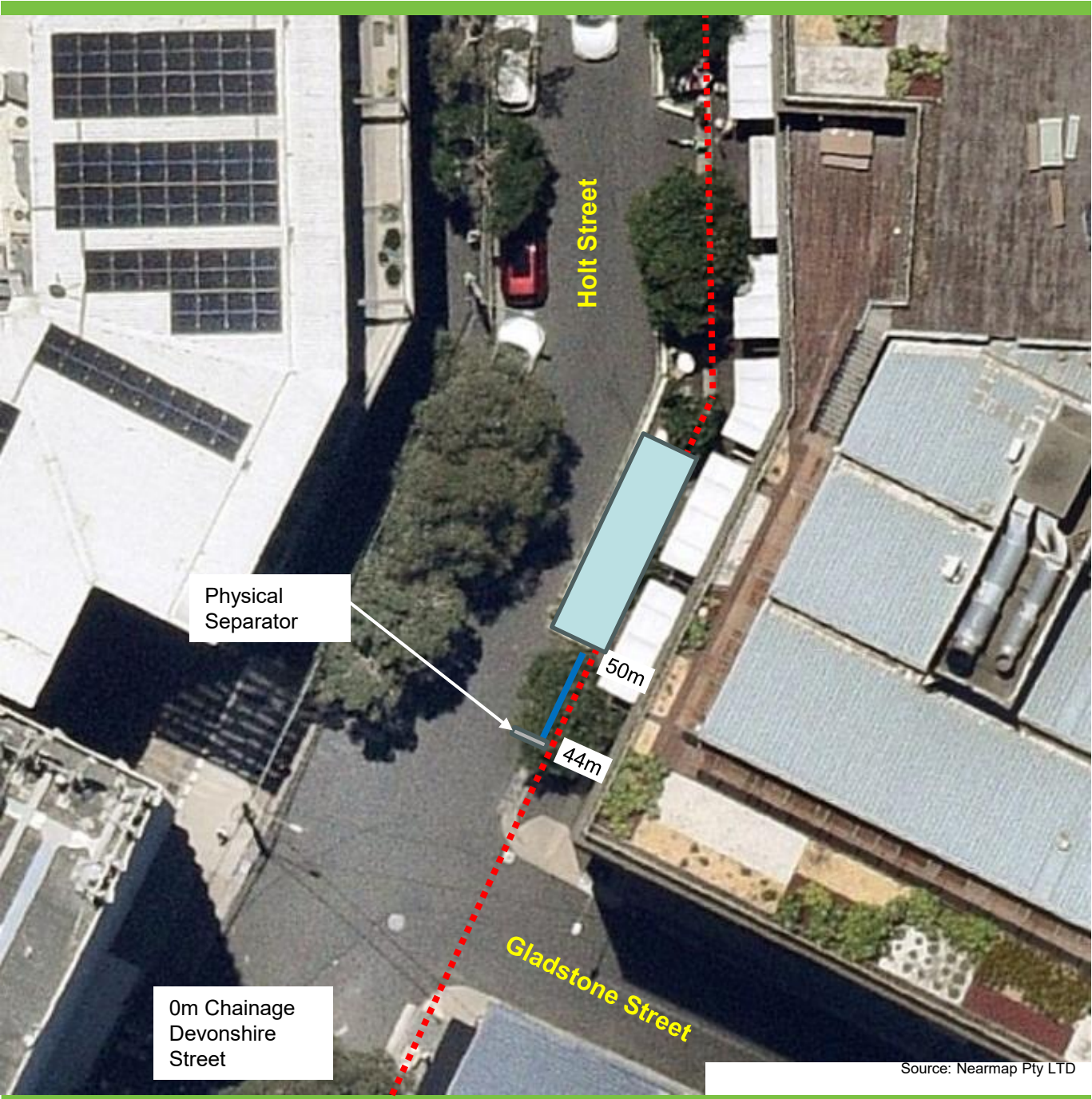
Location: 492-500 Elizabeth Street, Surry Hills



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

- Proposed**
- Bike Parking Area

Location: 50 Holt Street 1, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - Outdoor dining

- Proposed**
- Bike Parking Area

Location: 50 Holt Street 2, Surry Hills



Existing
■ ■ ■ "No Stopping"
■ Outdoor Dining

Proposed
■ Bike Parking Area

Location: Clisdell Street, Surry Hills



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

Proposed
■ Bike Parking Area

Location: 52a Waterloo St, Surry Hills



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

Proposed
■ Bike Parking Area

Location: 445 Crown St, Surry Hills



- Existing**
- Car Share
 - Parking

- Proposed**
- Bike Parking Area

Location: 351 Crown Street, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Car Share Space
 - Outdoor dining area

- Proposed**
- Bike Parking Area

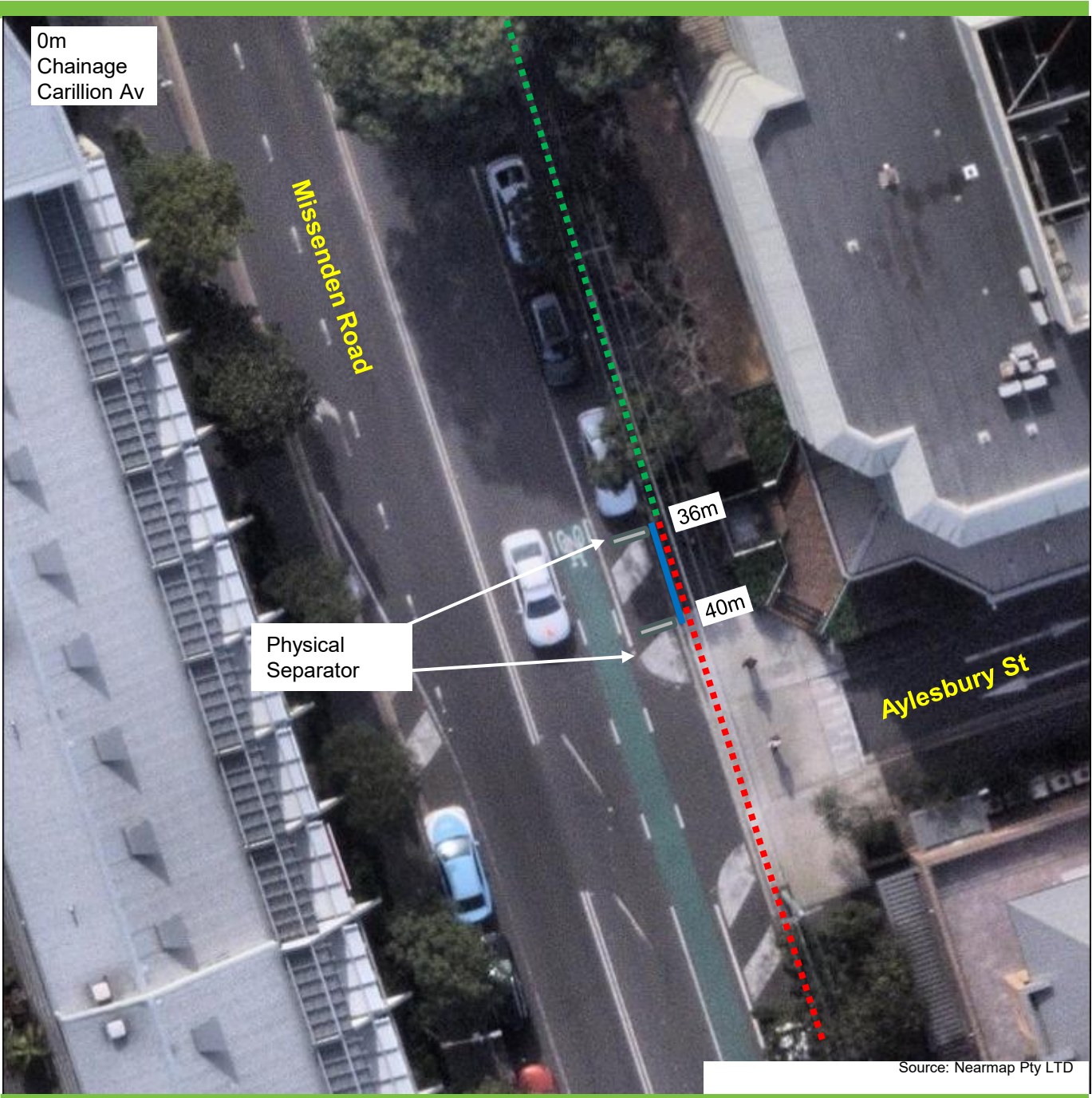
Location: 349 Crown Street, Surry Hills



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

Proposed
■ Bike Parking Area

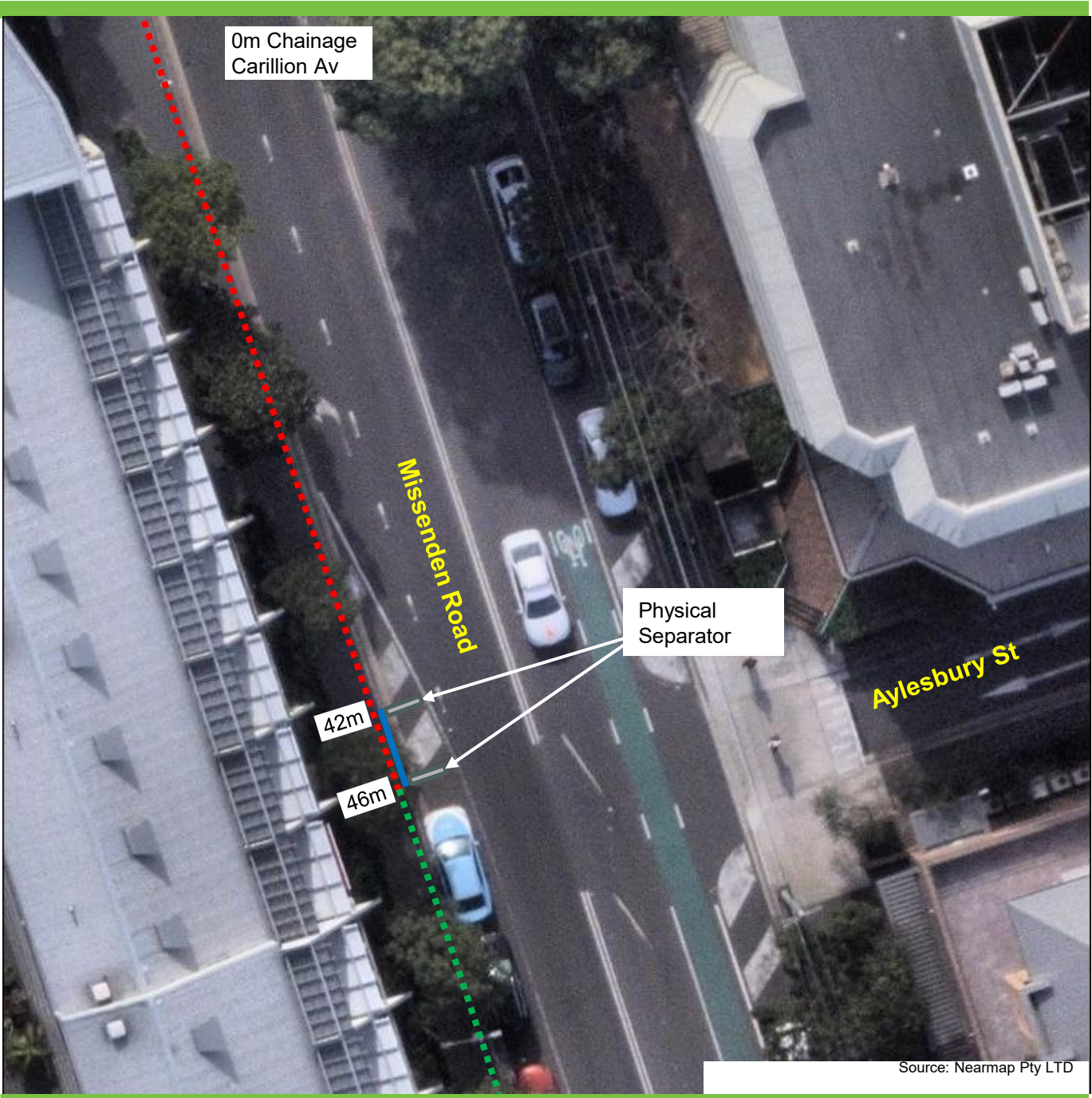
Location: Missenden Rd/Alyesbury Street, Newtown



Existing
■ ■ ■ "No Stopping"
■ ■ ■ parking

Proposed
■ Bike Parking Area

Location: 155-179 Missenden Road, Newtown



Existing
■ ■ ■ "No Stopping"
■ ■ ■ parking

Proposed
■ Bike Parking Area

Item 19.**Parking - Various Parking Changes - Streets in Glebe**

TRIM Container No.: 2026/232065

Recommendations

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		

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

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
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	
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	

Plan No.	Location (applies to both sides of the street unless otherwise stated)	Existing restriction	Proposed restriction
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)
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

Advice will be updated after the meeting.

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.

Comments

The City has reviewed parking operations in various streets in Glebe where residents have raised concerns and identified high non-compliance by motorists with the existing parking restrictions. Increased patrols by City Rangers found a high level of occupancy and non-compliance with existing restrictions which have reduced available space for local residents since the opening of the new Sydney Fish Market

In response to the parking concerns, it was originally proposed to extend the parking restrictions in the streets across the consultation area to apply between 8am and 10pm 7 days a week. In streets closest to the Sydney Fish Market, where higher short-term visitor demand is anticipated, ticketed 2P parking will be introduced or expanded to improve compliance and enforcement and to further increase parking turnover, particularly during weekends and public holidays. No changes are proposed to existing mobility parking arrangements.

The original proposal was consulted with local residents, businesses and sporting groups in the affected area. Following consideration of community feedback, the revised proposal will instead extend the current 2-hour parking restrictions to weekends only, while maintaining the existing operating hours of 8am to 6pm for majority of the roads in the consulted area. Wentworth Park Road will continue to operate until 10pm, consistent with the current restrictions. Further information on the consultation process and feedback received is available in the "Consultation" section below.

Consultation

Community consultation on the proposed Glebe parking changes was undertaken from 4 May to 1 June 2026. A total of 956 notification letters were distributed to residents, businesses and local sporting groups within the affected area. Information on the proposal was also published on the City's Sydney Your Say website - <https://www.cityofsydney.nsw.gov.au/policy-planning-changes/your-say-parking-changes-glebe>

The consultation generated 79 submissions, comprising 16 support responses, 23 undecided or conditional responses and 40 objection responses.

A summary of the submissions received, and the City's response are provided in the following table:

Submissions Supporting the Proposal: 16

No. of Submissions	Summary of Submission	City of Sydney Response
2	Requesting for permit holder exemption such as on Railway Street and Darling Street to allow for permit holders to park without the '2P' restriction	The City has modified its proposal to include 'Permit Holders Excepted Area G' on Railway Street and Darling Street.
2	Requesting for ticket parking with permit holder exemption to be implemented across a greater area, or implemented across a greater area but only on weekends	Further parking restrictions are not currently being considered. However, residents are encouraged to first discuss parking options with their neighbours to see if there is support for the changes, prior to further consideration by the City.
1	Requesting for changes to be implemented north of Bridge Road	
1	Requesting to change the 2P restrictions on Bellevue Street to 1P, or 1P only on weekends	
2	Requesting for 2P restrictions to apply 8 am to 8 pm rather than to 10pm, due to the negative impact it has on residents and their visitors	The City has revise the proposed parking restrictions to 8am-6pm 7 days a week, to better accommodate for resident vehicles without permits to park overnight.
8	Support with no further comments	Noted

Submissions undecided or conditionally supporting the Proposal: 23

No. of Submissions	Summary of Submission	City of Sydney Response
2	Parking issues only exist during the day on weekends and public holidays. No need to apply changes to evening parking.	The City has revise the proposed parking restrictions to 8am-6pm 7 days a week, to better accommodate for resident and visitor vehicles without permits to park overnight.
8	Requesting to be eligible for parking permits, or have more permits available for more vehicles	
1	Requesting for 2P restrictions on weekdays to remain as 8am-6pm, and have weekend 2P restrictions to apply between 8am-3pm	
1	Requesting for parking changes to be implemented north of Bridge Road	Further changes to parking restrictions are not currently being considered. However, residents are encouraged to first discuss parking options with their neighbours to see if there is support for the changes, prior to further consideration by the City.
1	Requesting ticket parking restrictions on Wentworth Park Road to commence later and finish earlier each day	
1	Requesting permit holder exemption for all ticket parking restrictions on Wentworth Park Road	
1	Requesting expansion of ticket parking up to Glebe Point Road	

No. of Submissions	Summary of Submission	City of Sydney Response
2	Suggesting improvement to bus and light rail services to reduce parking demand	Residents are advised to contact Transport for NSW to enquire about improvements to bus and light rail services.
1	Requesting for the ticket parking on Darling Street, Darghan Street and Bellevue Street to apply from 8am to 6pm, instead of to 10pm	The City has revise the proposed parking restrictions to 8am-6pm 7 days a week, to better accommodate for resident and visitor vehicles without permits to park overnight..
1	Ticket parking reduces availability of free parking and don't solve any parking problems	Ticket Parking can improve parking availability for residents by increasing the efficiency and effectiveness of enforcement and improve parking turnover.
1	Requesting more traffic calming devices, such as speed bumps and garden planting	Traffic calming devices may be considered for future implementation, subject to further community feedback.
1	Requesting for permit holder exemption such as on Railway Street and Darling Street to allow for permit holders to park without the '2P' restriction	The City has modified its proposal to include "Permit Holders Excepted Area G" on Railway Street and Darling Street.
1	Requesting that parking restrictions only allow permit holders to park on weekends	The City is unable to implement 'permit holders only' parking restrictions on the street.
1	More visitor parking permits needed, at least 50 permits.	Each eligible household is already assigned 50 visitor permits each calendar year.

Submissions objecting to the Proposal: 40

No. of Submissions	Summary of Submission	City of Sydney Response
6	Extending parking restrictions from 8am to 10pm, 7 days a week and introducing more paid parking will not help, and ticket parking will push vehicles further into neighbouring streets. Improved public transport connections needed.	We have revised the parking restrictions to apply 8am to 6pm 7 days a week majority of the roads in the consulted area. Wentworth Park Road will continue to operate until 10pm, consistent with the current restrictions. Ticket Parking can improve parking availability for residents by increasing the efficiency and effectiveness of enforcement. Residents are advised to contact Transport for NSW to enquire about improvements to bus and light rail services.
1	Requesting that paid parking be limited to 8am-6pm	We have revised the parking restrictions to apply 8am to 6pm 7 days a week majority of the roads in the consulted area. Wentworth Park Road will continue to operate until 10pm, consistent with the current restrictions.
1	Requesting ticket parking restrictions on Wentworth Park Road to commence later and finish earlier each day	Further changes to parking restrictions are not currently being considered. However, residents are encouraged to first discuss parking options with their neighbours to see if there is support for the changes, prior to further consideration by the City.
3	2P restrictions are too short for sporting teams, and ticket parking impact community groups or sports teams	
1	Ticket parking until 10pm on residential streets is unnecessary	We have revised the parking restrictions to apply 8am to 6pm 7 days a week majority of the roads in the consulted area. Wentworth Park Road will continue to operate until 10pm, consistent with the current restrictions.
3	Requesting to be eligible for parking permits, or have more permits available for more vehicles	The provision of parking permits are subject to eligibility criteria. The City has modified the proposed parking restrictions to 8am-6pm 7 days a week, to better accommodate for

No. of Submissions	Summary of Submission	City of Sydney Response
		resident and visitor vehicles without permits to park overnight.
1	Requesting for permit holder exemption be incorporated in all proposed parking changes	Permit holder exemption to parking restrictions have been implemented, except in areas where surrounding properties are not eligible for parking permits.
6	Against ticket parking	Ticket Parking can improve parking availability for residents by increasing the efficiency and effectiveness of enforcement and improve parking turnover. In residential streets where residents are generally eligible, a permit holder exemption to ticket parking restrictions applies.
3	Against ticket parking, parking restrictions until 10pm and paying for permits	Ticket Parking can improve parking availability for residents by increasing the efficiency and effectiveness of enforcement and improve parking turnover. We have changed the parking restrictions to apply 8am to 6pm 7 days a week, excluding on Wentworth Park Road.
4	Parking changes will make it more difficult for residents without parking permits	The City has revised the proposed parking restrictions to 8am-6pm 7 days a week, to better accommodate for resident and visitor vehicles without permits to park overnight.
9	Parking restriction changes not needed, will impact resident and visitor parking, and put pressure on other areas	
2	Objection with no further comments	Noted

The majority (33) of the respondents are concerned that 2P parking restrictions from 8am to 10pm 7 days a week will be too restrictive for residents who do not have a residential parking permit for their vehicle, and impact parking opportunities for their visitors.

To address concerns from residents regarding parking availability for residents and their visitors, the restrictions have been amended to operate between 8am and 6pm 7 days a week, ensuring that vehicles without a residential parking permit are limited to 2 hours of parking between 8am and 6pm, while allowing Area G permit holders to continue parking where parking is signposted with a permit holder exemption without time limits.

Financial

Funds are available in the current budget.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

Timed Parking Changes- Various Streets in Glebe - Existing



Existing

- | | |
|--|---|
|    Unrestricted for Parking |    "1/4P 8am-9:30am, 3pm-4:30pm Mon-Fri |
|    2P 8am-6pm Mon-Fri Permit Holders Excepted |    2P 8am-10pm Mon-Fri Permit Holders Excepted |
|    Loading Zone 8am-6pm Mon-Fri, 8am-12:30pm Sat |    2P Ticket 8am-6pm, 4P Ticket 6pm-10pm Mon-Fri |
|    2P 8:30am-6pm Mon-Fri |    2P 8:30am-6pm Mon-Fri Permit Holders Excepted |
|    2P Ticket 8am-6pm, 4P Ticket 6pm-10pm Mon-Fri 107 Permit Holders Excepted | |

Timed Parking Changes- Various Streets in Glebe - Proposed



Proposed

- 2P 8am-6pm
- 2P 8am-6pm Permit Holders Excepted
- Loading Zone Ticket 6am-6pm Mon-Fri, 6am-12:00pm Sat, 2P Ticket 12:00pm-6:00pm Sat, Sun and Public Holidays
- 2P Ticket 8am-6pm

1/4P 8am-9:30am, 3pm-4:30pm, Mon-Fri, 2P All Other Times Permit Holders Excepted Area G2P Ticket 8am-6pm Permit Holders Excepted2P Ticket 8am-6pm, 4P Ticket 6pm-10pm2P Ticket 8am-6pm Permit Holders Excepted Area G, 4P Ticket 6pm-10pm Permit Holders Excepted Area G

Plan 1. Glebe
Proposed Parking Changes



Existing

No Parking

No Stopping

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

Mobility Parking

No Parking 6am-6pm
Tuesday

Proposed

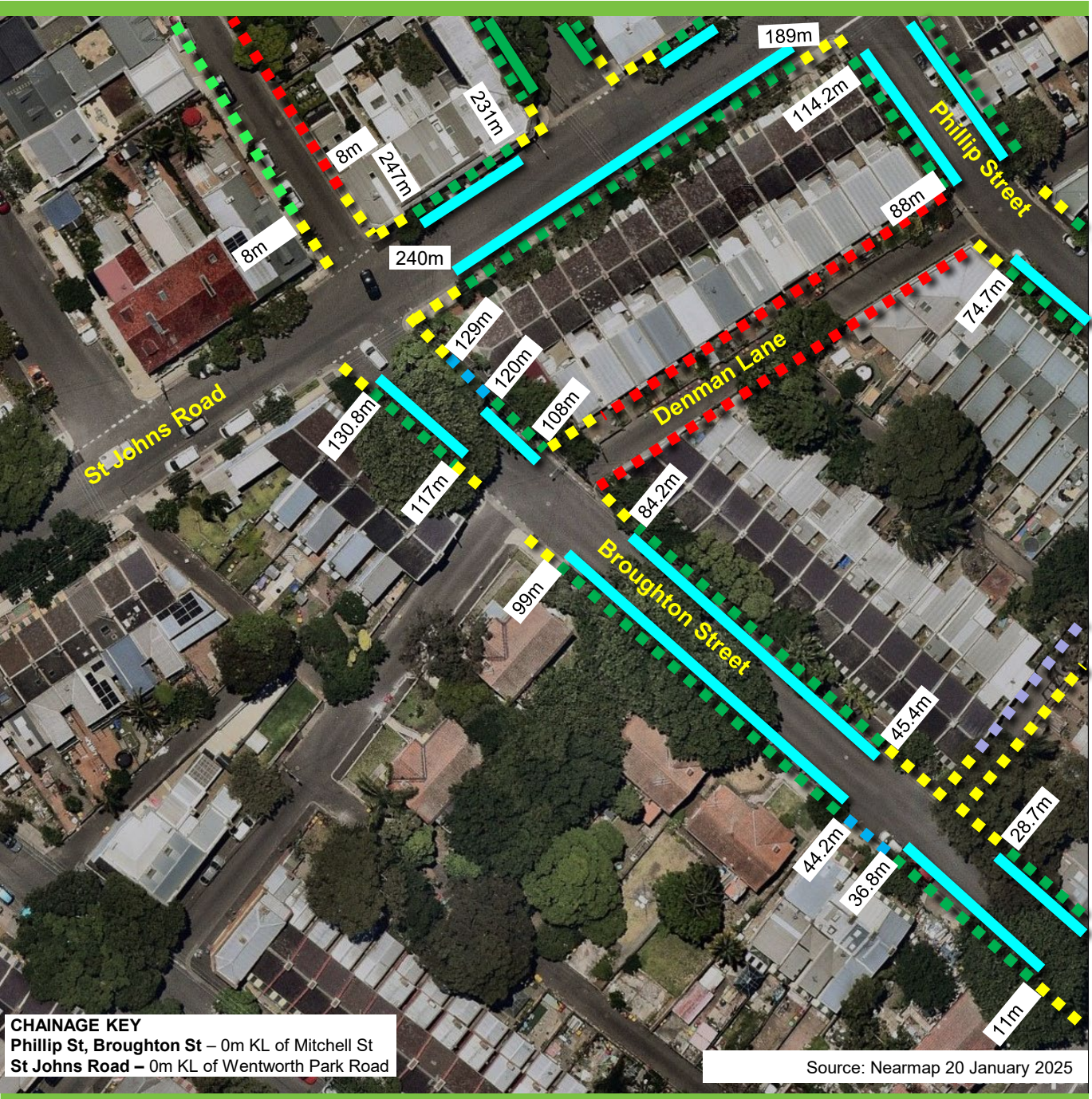
2P 8am-6pm Permit
Holders Excepted
Area G

109


not to scale

Plan 2. Glebe

Proposed Parking Changes



Existing

■ ■ ■

No Parking

■ ■ ■

No Stopping

■ ■ ■

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

■ ■ ■

1P 8am-10pm Permit
Holders Excepted Area G

■ ■ ■

Mobility Parking

Proposed

■ ■ ■

No Parking 6am-6pm
Tuesday

■ ■ ■

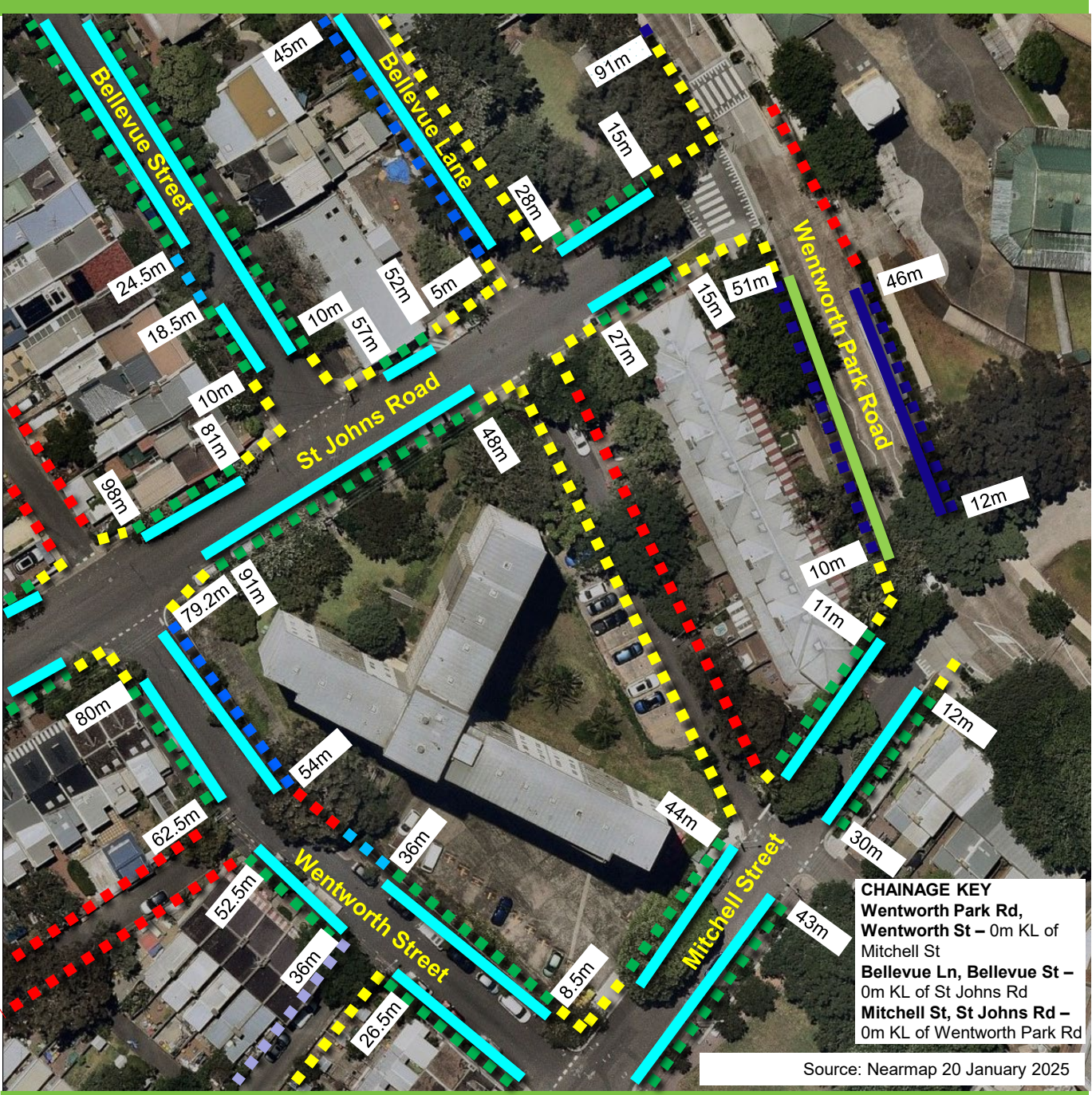
2P 8am-6pm Permit
Holders Excepted
Area G

110



Plan 3. Glebe

Proposed Parking Changes



Existing

■ ■ ■

No Parking

■ ■ ■

No Stopping

■ ■ ■

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

■ ■ ■

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

■ ■ ■

Mobility Parking

Proposed

■ ■ ■

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

■ ■ ■

2P Ticket 8am-6pm Permit Holders Excepted Area G 4P Ticket 6pm-10pm Permit Holders Excepted Area G

■ ■ ■

2P Ticket 8am-6pm 4P Ticket 6pm-10pm

111



Plan 4. Glebe
Proposed Parking Changes



Existing

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

Proposed

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

Plan 5. Glebe
Proposed Parking Changes



Existing

■ ■ ■

No Parking

■ ■ ■

No Stopping

■ ■ ■

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

■ ■ ■

Mobility Parking

1P 8am-10pm Permit
Holders Excepted Area G

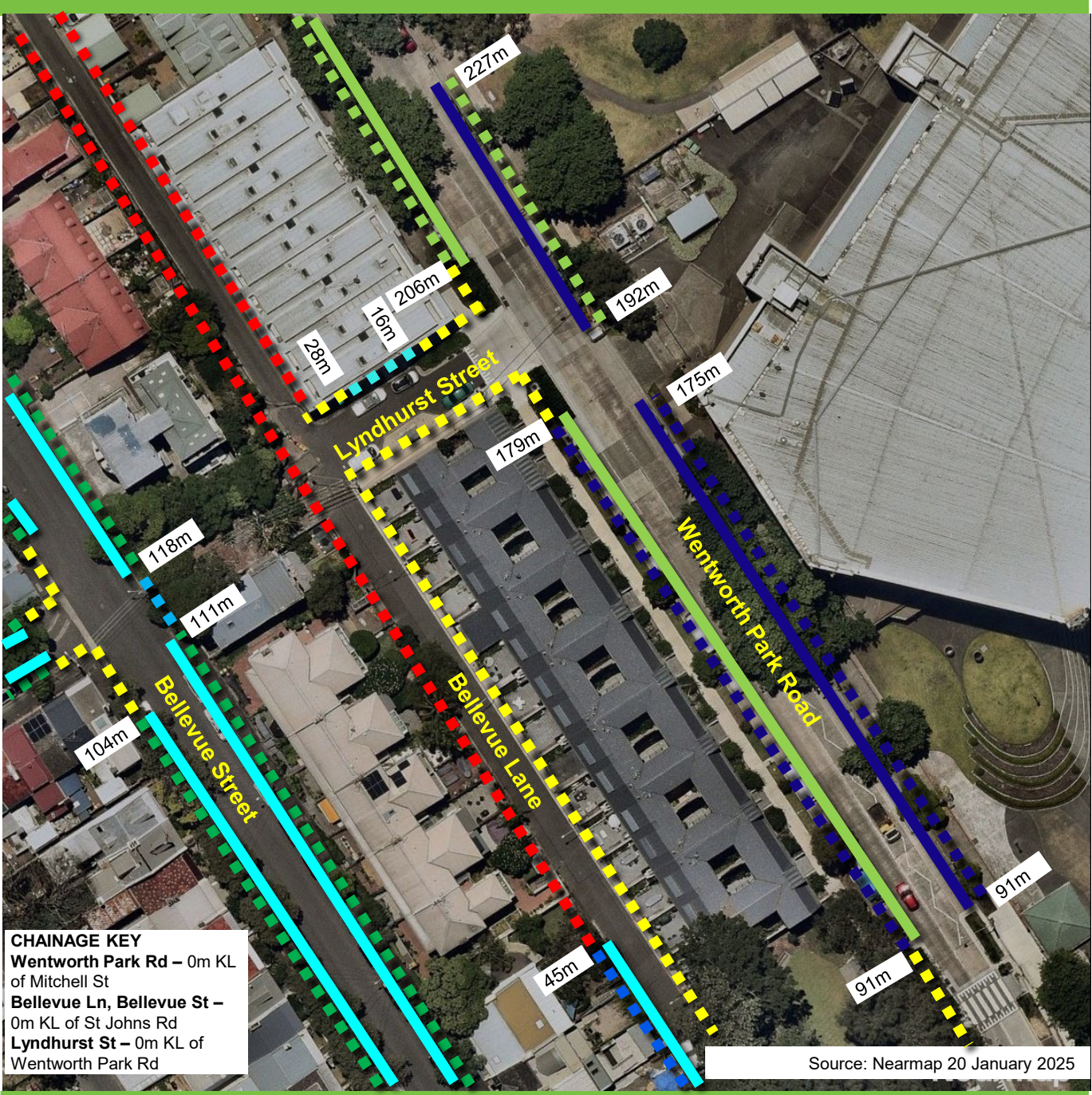
Proposed

■ ■ ■

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

Plan 6. Glebe

Proposed Parking Changes



Existing

No Parking

No Stopping

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

Mobility Parking

2P 8am-10pm Permit Holders Excepted Area G

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

2P Ticket 8am-6pm Mon-Fri Permit Holders Excepted Area G 4P Ticket 6pm-10pm Mon-Fri Permit Holders Excepted Area G

Proposed

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

2P Ticket 8am-6pm Permit Holders Excepted Area G 4P Ticket 6pm-10pm Permit Holders Excepted Area G

2P Ticket 8am-6pm 4P Ticket 6pm-10pm

not to scale

Plan 7. Glebe

Proposed Parking Changes



Existing

■ ■ ■

No Parking

■ ■ ■

No Stopping

■ ■ ■

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

■ ■ ■

Mobility Parking

■ ■ ■

No Restrictions

Proposed

■ ■ ■

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

■ ■ ■

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

115

not to scale

Plan 8. Glebe

Proposed Parking Changes



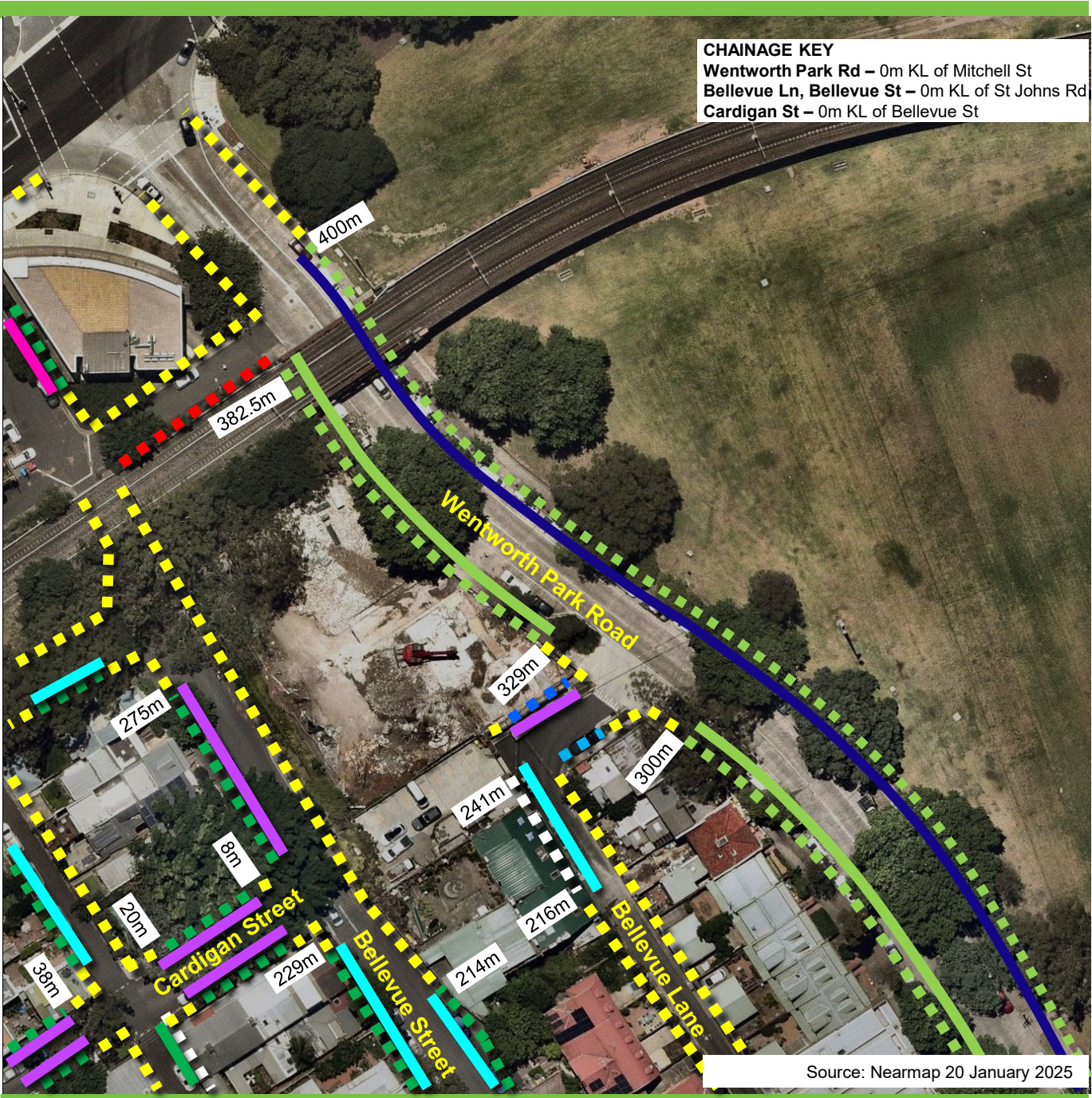
Existing		Proposed	
	No Parking		2P 8am-6pm Permit Holders Excepted Area G
	No Stopping		2P Ticket 8am-6pm
	2P 8am-6pm Mon-Fri Permit Holders Excepted Area G		1/4P 8am-9:30am, 3pm-4:30pm, Mon-Fri, 2P All Other Times Permit Holders Excepted Area G
	Mobility Parking		
	2P 8am-6pm Mon-Fri		
	2P 8.30am-6pm Mon-Fri		
	2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area G		
	1/4P 8am-9:30am, 3pm-4:30pm, Mon-Fri		

116


not to scale

Plan 9. Glebe

Proposed Parking Changes



Existing

No Parking

No Stopping

No Restrictions

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

Mobility Parking

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

Proposed

2P Ticket 8am-6pm

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

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

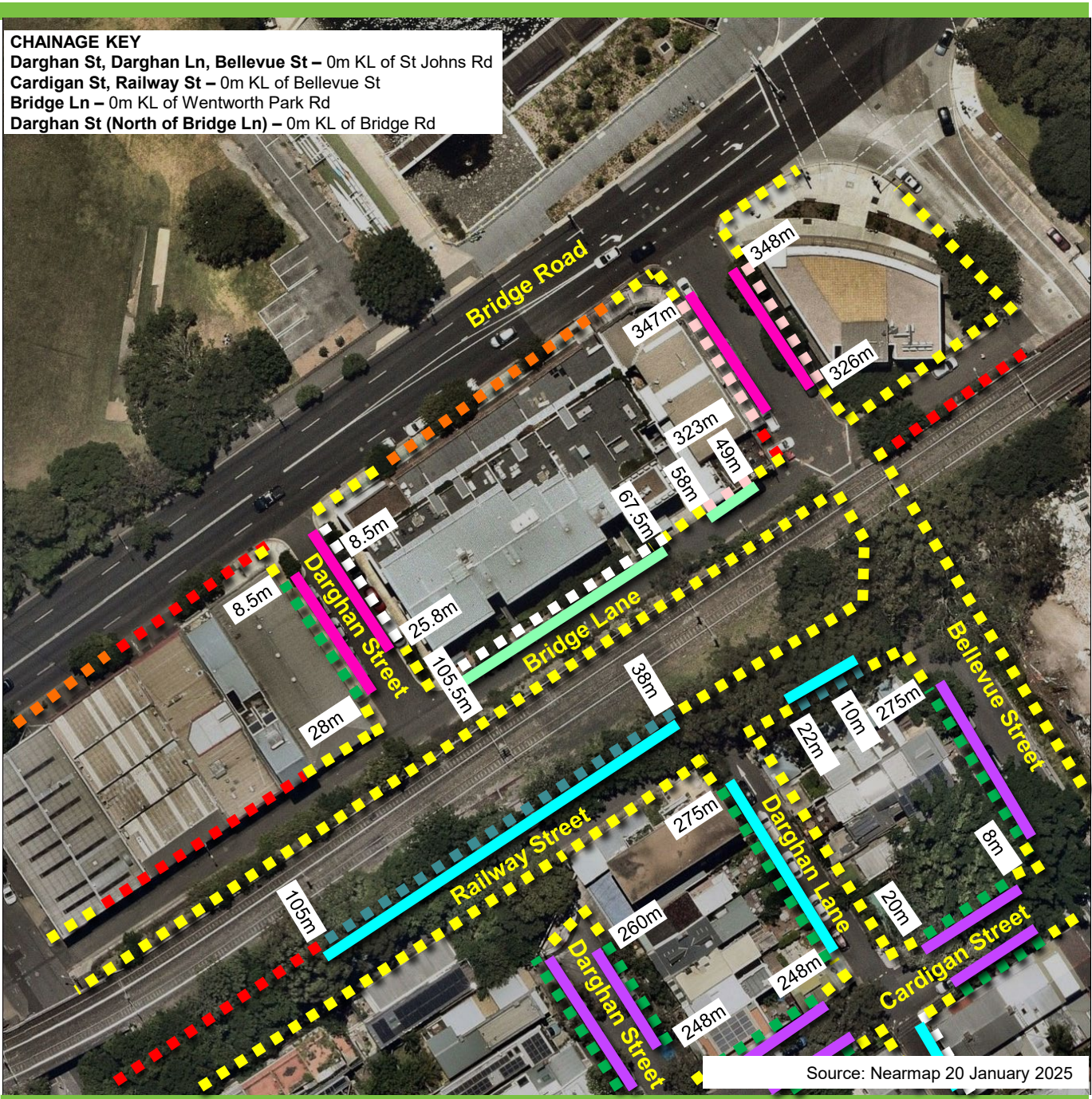
2P Ticket 8am-6pm Permit Holders Excepted Area G
4P Ticket 6pm-10pm Permit Holders Excepted Area G

2P Ticket 8am-6pm 4P Ticket 6pm-10pm

not to scale

Plan 10. Glebe

Proposed Parking Changes



Existing

No Parking

No Stopping

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

Mobility Parking

2P 8.30am-6pm Mon-Fri
8.30am-12.30pm Sat

2P 8.30am-6pm Mon-Fri Permit Holders Excepted Area G

No Restrictions

Bus Zone / Loading Zone

118

Proposed

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

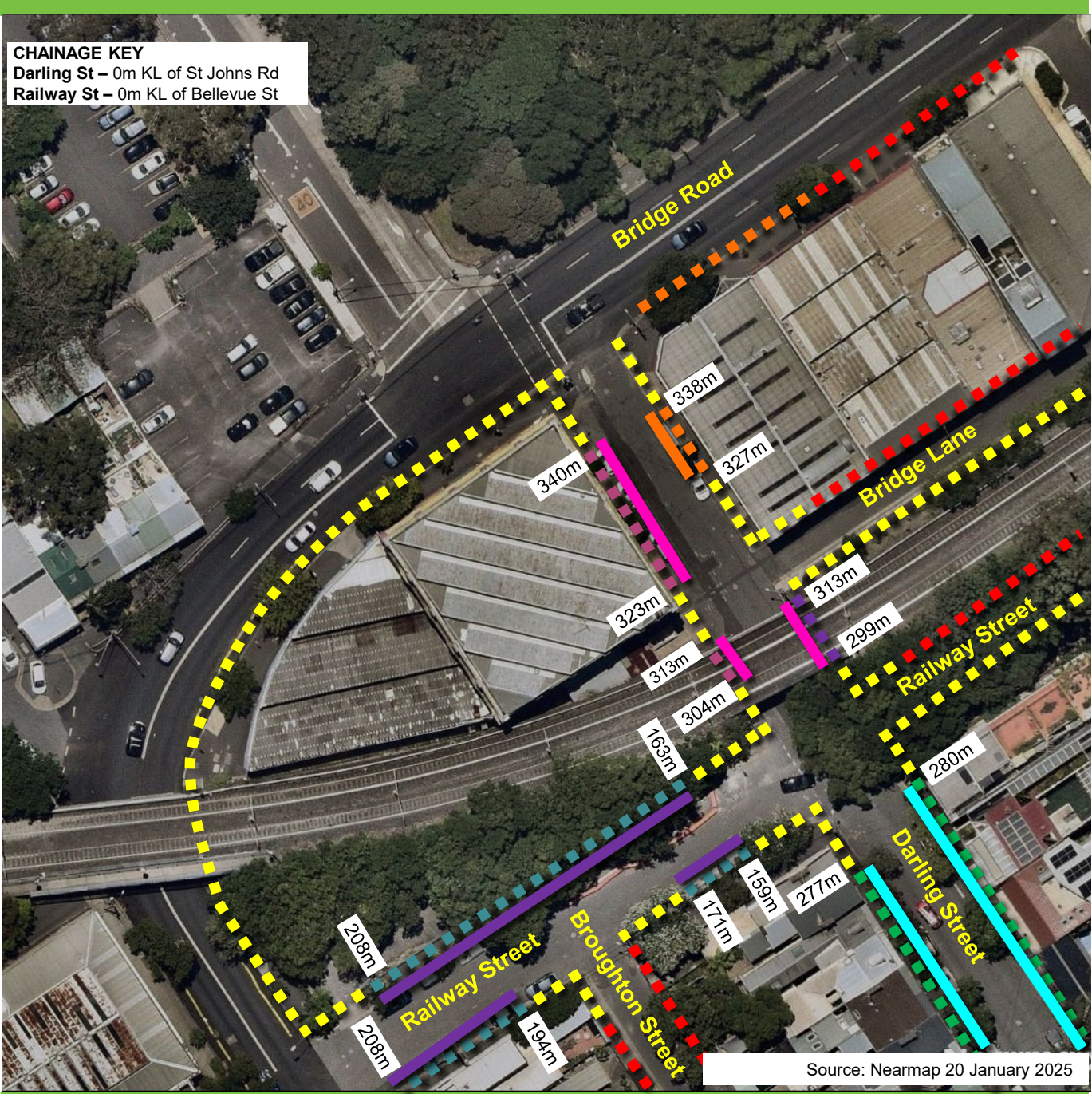
2P Ticket 8am-6pm

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

2P 8am-6pm

Plan 11. Glebe

Proposed Parking Changes



Existing

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

Proposed

- 2P Ticket 8am-6pm
- 2P Ticket 8am-6pm Permit Holders Excepted Area G
- 2P 8am-6pm Permit Holders Excepted Area G
- Loading Zone 8am-6pm Mon-Fri, 8am-12:30pm Sat
- Loading Zone Ticket 6am-6pm Mon-Fri, 6am-12:00pm Sat, 2P Ticket 12:00pm-6:00pm Sat, Sun and Public Holidays

119

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

TRIM Container No.: 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

Advice will be updated after the meeting.

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.

Comments

In response to these concerns, it is proposed to introduce two-way traffic flow south of the Caption Hotel driveway and "No Stopping" parking restrictions. This will allow Parker Lane to

be accessed via Barlow Street and therefore reduce vehicle movements through the Hay Street light rail tracks.

Parking restrictions on the western side of Parker Lane, where the changes are proposed, is currently a mix of “No Parking” and “Loading Zone 7am-6pm, No Parking All Other Times”. To facilitate the proposed two-way traffic arrangements, it is proposed to reallocate parking as “No Stopping”.

Tube counts were installed at the northern and southern ends of Parker Lane between 16-22 June 2026. A summary of the traffic data collected is presented in Table 1 below.

Table 1: Traffic Data for Parker Lane, Haymarket

Count Location	5-day Average Annual Daily Traffic	
	Southbound (veh/day)	Northbound (veh/day)
Parker Lane, south of Hay Street	8	8
Parker Lane, north of Barlow Street	44	39

Traffic surveys undertaken on Parker Lane indicate very low traffic volumes within the laneway. The highest recorded two-way traffic volume was 83 vehicles per day, comprising 44 northbound and 39 southbound vehicles north of Barlow Street. South of Hay Street, only 16 vehicles per day were recorded.

Although Parker Lane is currently signposted as a one-way road, the traffic count data indicates that the laneway is already functioning in practice as a two-way facility, with vehicles travelling in both directions. Importantly, there have been no reported safety concerns, traffic operational issues, or complaints associated with these existing two-way movements.

Given the very low traffic volumes and the established pattern of two-way vehicle activity, the proposed conversion of Parker Lane to formal two-way operation is expected to have minimal impact on the surrounding road network and road users. The proposal would formalise the existing operating conditions, reduce the need for vehicles to use Hay Street for local access movements, and minimise potential vehicle interactions and conflicts with the light rail corridor on Hay Street. Overall, the proposal is considered a low-impact traffic management measure that would improve network legibility and operational efficiency while maintaining road safety.

Consultation

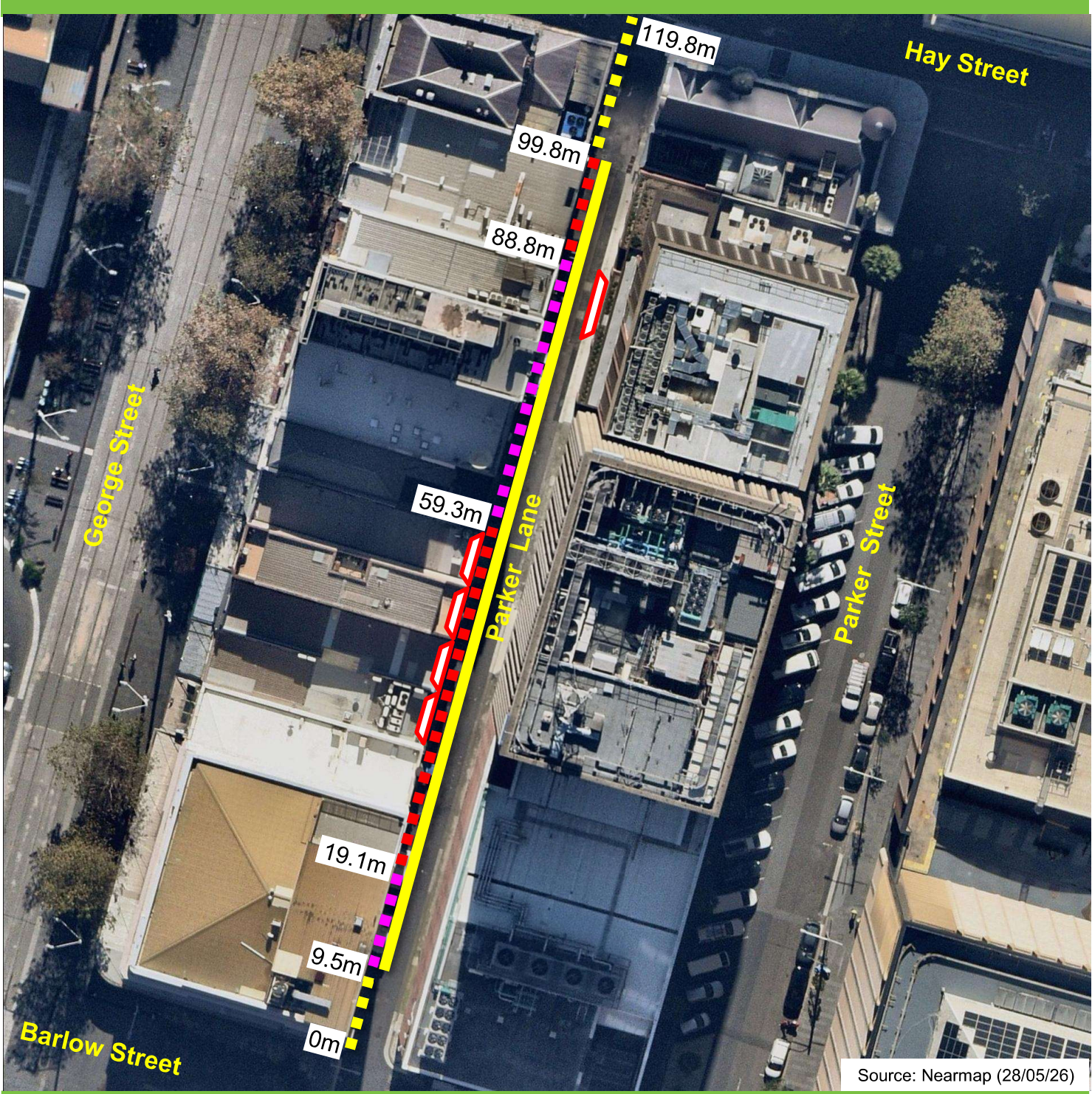
The City consulted local residents and businesses in the area. There were 27 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current Traffic Operations New Signs and Lines budget.

ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER

Parker Lane
Parking Changes

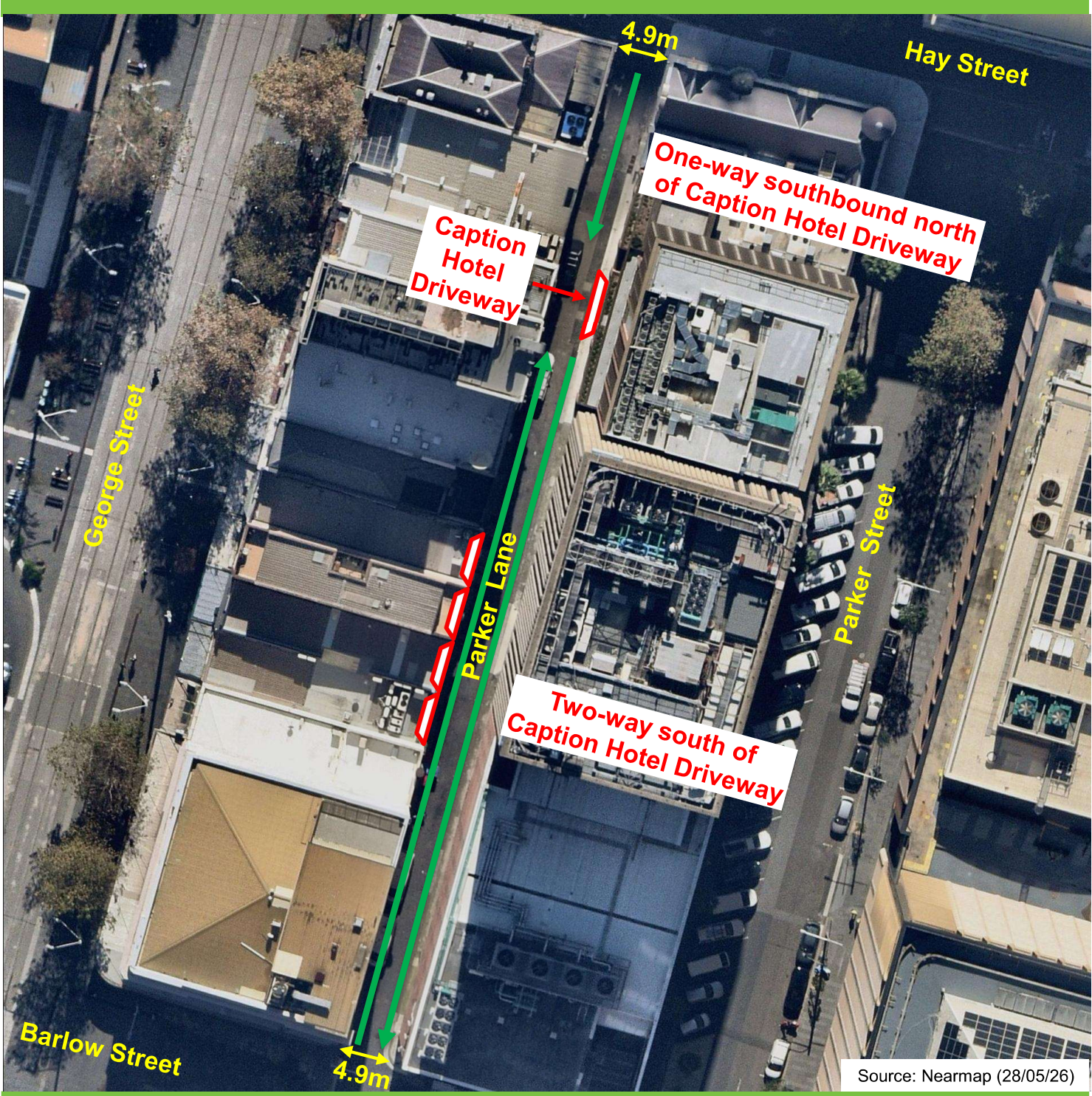


- Existing

 -  "No Stopping"
 -  "No Parking"
 -  "Loading Zone 7am-6pm" and "No Parking All Other Times"
 -  "Driveway"
- Proposed

 -  "No Stopping"

Parker Lane
Traffic Direction Changes



Key

 "Driveway"

 "Traffic Direction"

Item 21.**Traffic Treatment - Pedestrian Safety Upgrades - Leichhardt Street and Glebe Point Road, Glebe****TRIM Container No.: 2026/345558****Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

The proposal will help improve general safety in the area as part of the City's commitment to improve access for people walking, calm traffic and improve residential amenity.

Bus zones and stops are required to be modified on both sides of the street. Bus Zone length as well as draw-in and draw-out distances are all provided in accordance with Transport for New South Wales guidelines.

Ramp grades on the departure side of the crossing are shallower to improve comfort for bus passengers and reduce noise and vibration effects to nearby residents per the TfNSW technical specification TS 00143:1.0 Raised Safety Platforms - use at intersections. A narrow median strip separates the approach and departure sides. Planting has been used strategically to discourage short-cutting by people using the crossing, reducing the risk of trips and falls.

A bin bay has been provided adjacent to the bus stop on the west side of Glebe Point Road to facilitate waste collection from 268 Glebe Point Road.

Consultation

The City notified local residents and businesses in the area. There were 134 letters sent out with no responses supporting the proposal and 2 responses opposing the proposal.

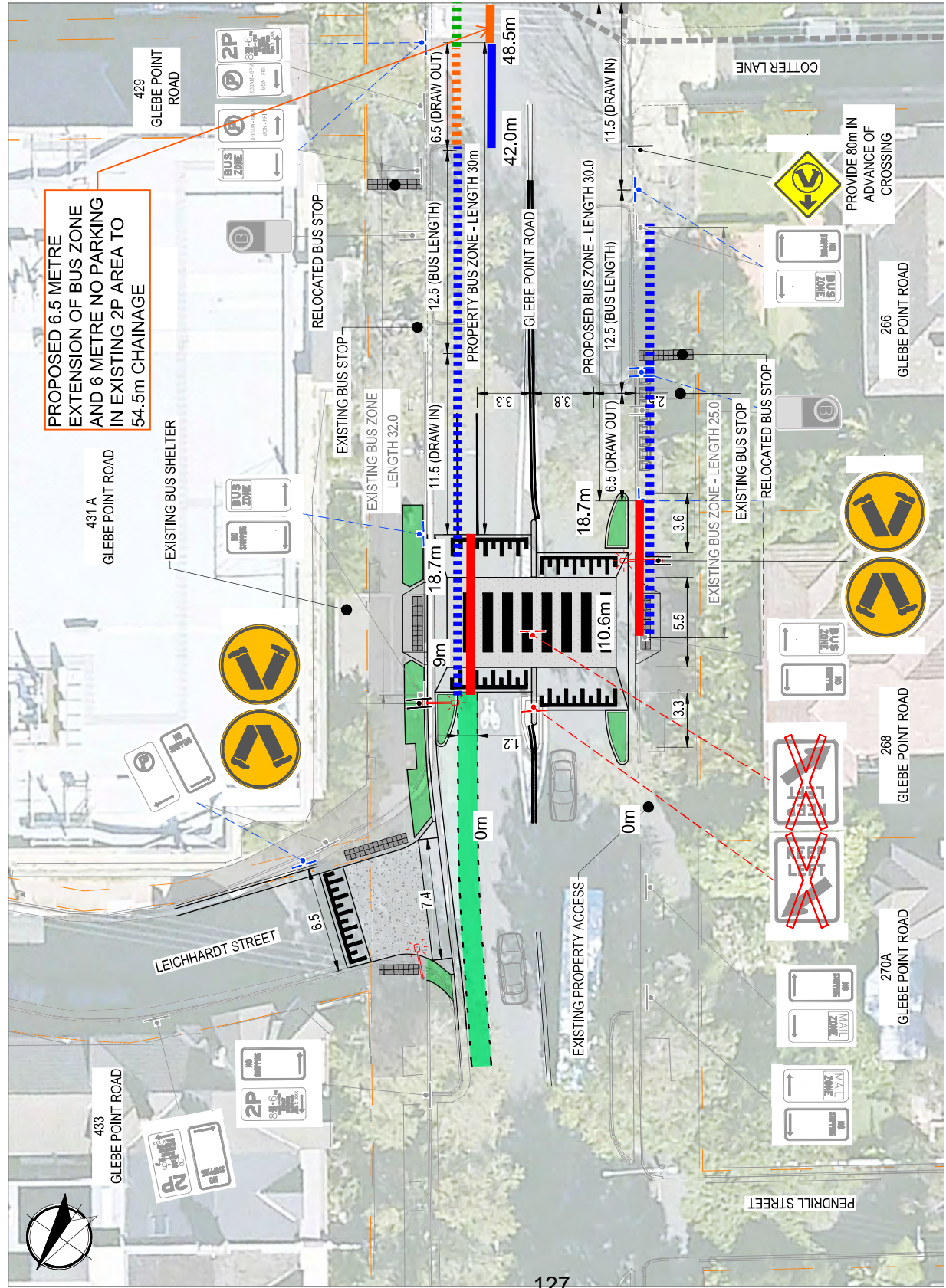
Objections raised issue with perceived loss of access to driveways on Glebe Point Road, lack of perceived need for the crossing, loss of space for bins, loss of a bench as well as cumulative construction impacts with new development on the corner of Leichardt Street and Glebe Point Road.

No loss of access to driveways will result from the project. The bin bay has been developed in consultation with the City's Cleansing and Waste Team. Benches will be relocated with the bus stops.

Financial

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

ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER



LEGEND

- CADASTRAL BOUNDARY
- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- PROPOSED GARDEN BED
- PROPOSED CYCLEWAY
- TSGI - TACTILE GROUND SURFACE INDICATORS
- PROPOSED STREET LIGHTING
- SIGN POST - EXISTING
- SIGN POST - NEW
- SIGN POST - TO BE REMOVED
- SIGN MOUNTING LOCATION - OTHER
- SIGN POST - RELOCATED
- EXISTING SIGN



PROPOSED SIGN



EXISTING SIGN TO BE REMOVED



LEGEND - PARKING
EXISTING

BUS ZONE

NO PARKING 8.30AM-6PM
MON-FRI

2P 8.30AM-6PM MON-FRI
PERMIT HOLDERS
EXCEPTED AREA G

PROPOSED

BUS ZONE

NO PARKING 8.30AM-6PM
MON-FRI

NO STOPPING

TRAFFIC FORUM PLAN
SCALE 1:250



FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

CLIENT: **SYDNEY CIVIL**
PREPARED FOR: **CITY OF SYDNEY**

DESIGNER: **ERM**
PROJECT: **RAISED CROSSINGS AND FOOTPATH TREATMENTS**
SHEET 1
DATE: 05.02.2025
REV: 03

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

Item 22.**Traffic Treatment - Little Regent Street, Chippendale**

TRIM Container No.: 2026/339454

Recommendations

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

Advice will be updated after the meeting.

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.

Comments

A site inspection identified multiple instances of non-compliance with the one-way southbound restriction on Little Regent Street, between George Street and the Porte Cochere at the Mercure Sydney Hotel. Drivers travelling northbound were observed disregarding the restriction and proceeding against the designated traffic flow towards George Street.

This behaviour presents a significant road safety risk. Vehicles turning left from George Street into Little Regent Street are not anticipating oncoming traffic from the opposite direction, increasing the likelihood of head-on collisions. Additionally, the unexpected vehicle movements create hazards for pedestrians and cyclists in the area, further elevating overall safety concerns.

To improve road safety at the intersection of Little Regent Street and George Street and the Porte Cochere, the following traffic treatments are proposed;

To further support the existing one-way traffic arrangement and improve road safety, the following additional traffic treatment measures are proposed:

- Installation of new larger "No Entry" signs.
- Installation of new "Through" arrow line marking.
- Installation of new Chevron line markings.
- 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.

The proposed traffic treatment measures are intended to reinforce the existing one-way traffic arrangement in Little Regent Street, improve driver awareness and compliance, and enhance overall road safety.

Consultation

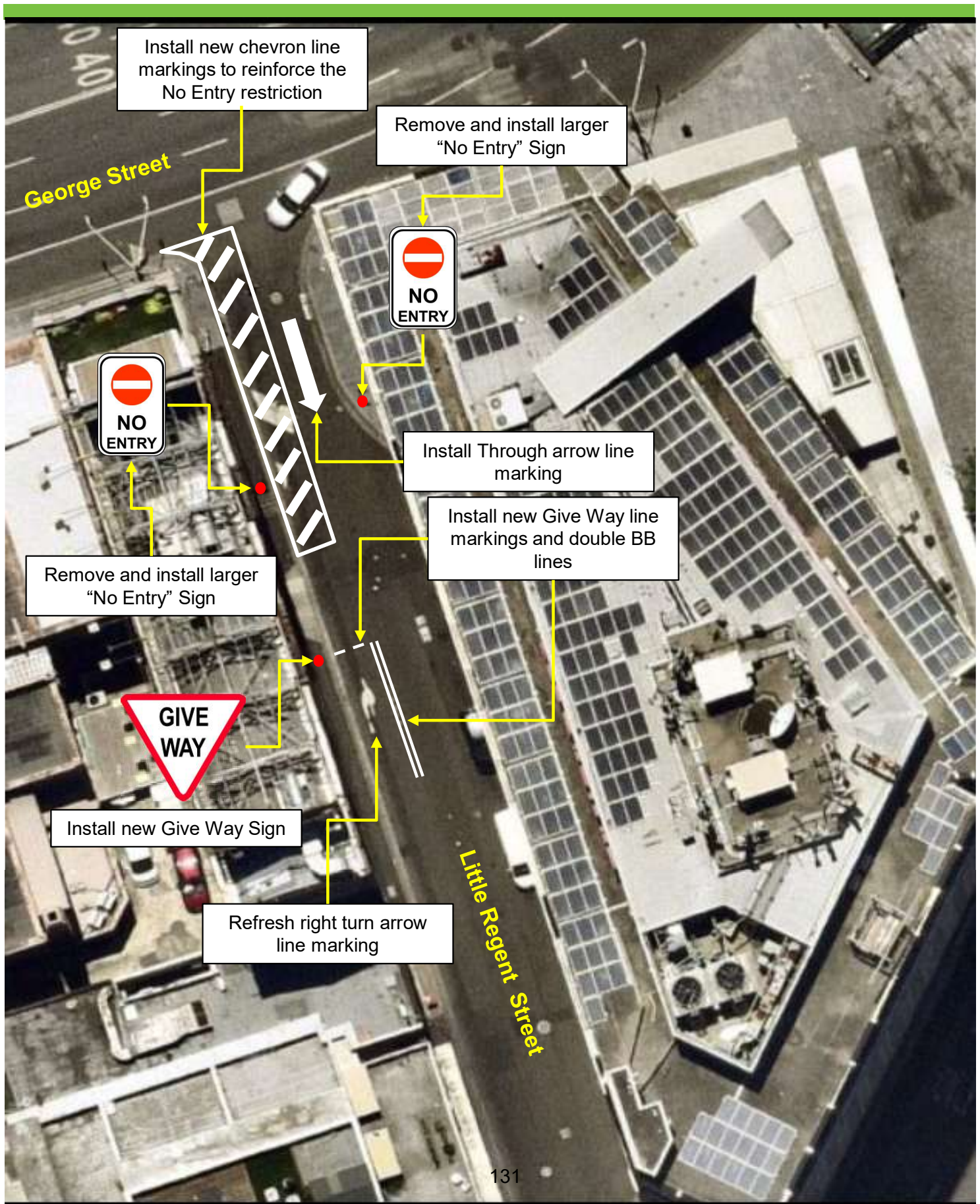
The City notified local residents and businesses in the area. There were 109 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Little Regent Street, Chippendale Proposed traffic treatment



Item 23.**Traffic Treatment and Parking Proposal - Potter Street Extension, Waterloo****TRIM Container No.: 2024/124792****Recommendations**

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

Advice will be updated after the meeting.

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.

Comments

The City approved the redevelopment of 207–229 Young Street, Waterloo, which includes the construction of Potter Street Extension Stage 2, east of Young Street, as a new public road.

Potter Street Extension will be a new two-way street separated by a 3.3 metre swale/central median island. A Continuous Footpath Treatment (CFT) will be provided at the intersection with Young Street and will be constructed in accordance with Transport for NSW (TfNSW) Technical Directions. On-street ticket parking will be provided within indented parking bays along both sides of Potter Street Extension.

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

Since the previous endorsement, some changes are proposed. These include relocating the driveway on the southern side of Potter Street Extension further east and installing a new central raised median to prevent right-turn movements.

It is also proposed to update the previously endorsed timed parking restriction from “2P 8am–8pm Mon–Fri” to ticketed parking restrictions “2P Ticket 8am–6pm Mon–Fri, 4P Ticket 6pm–10pm Mon–Fri, 8am–10pm Sat–Sun & Public Holidays”.

The proposed parking restrictions will improve parking turnover and provide more parking opportunities for visitors. The changes would require vehicles to pay for parking for a maximum stay of two hours between 8am and 6pm Monday to Friday, and four hours between 6pm and 10pm Monday to Friday, and between 8am and 10pm on Saturdays, Sundays and Public Holidays, where the signs are installed.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 207-229 Young Street, Waterloo.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Item 24.

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.