

20 August 2026

At 10.00 am

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

# Disclaimer

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

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

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

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

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

**Item 1.**

**Confirmation of Minutes of Meeting 2026/06 held on 16 July 2026**

**Decision**

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

TRIM Container No.: 2026/381176

**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    | 2026/403111    | Crown Street between Liverpool Street and Liverpool Lane, Darlinghurst | Works Zone       | 10 July 2026  |
| 2    | 2026/352409    | Reuss Street, west of Purves Street                                    | No Stopping      | 30 June 2026  |
| 3    | 2026/359767    | Towns Place, north of Hickson Road                                     | No Stopping      | 30 June 2026  |
| 4    | 2026/409443    | Elizabeth Bay Road, east of Onslow Avenue, Elizabeth Bay               | Works Zone       | 3 August 2026 |
| 5    | 2026/424645    | Macleay Street, south of Challis Avenue, Elizabeth bay                 | Works Zone       | 3 August 2026 |
| 6    | 2026/430041    | Brougham Street, south of Hourigan Lane, Potts Point                   | Works Zone       | 3 August 2026 |
| 7    | 2026/348849    | Morley Avenue, east of Dunning Avenue                                  | Mobility Parking | 17 July 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                                                                   |
|-------------|------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 1,4,5 and 6 | Works Zone       | Applicants must notify adjacent properties at least 14 days prior to the implementation of the Works Zone | All costs associated with implementing the proposal will be borne by the Applicant. |
| 2           | No Stopping      | Letters sent: 58<br>2 Support<br>1 Object                                                                 | Funds are available in the current Traffic Operations New Signs and Lines budget.   |
| 3           | No Stopping      | Letters sent: 138<br>12 Support<br>1 Object                                                               |                                                                                     |
| 7           | Mobility Parking | Letters sent: 74<br>0 Support<br>0 Object                                                                 |                                                                                     |

**CITY OF SYDNEY TRAFFIC OPERATIONS TEAM**

**Item 3.****Street Event - Temporary Road Closures - Glebe Christmas Fair 2026****TRIM Container No.:** 2026/309140**Recommendations**

It is recommended that the Forum review the temporary road closures in Glebe for the Sydney Streets - Glebe Christmas Fair 2026 from 5.30am Saturday, 28 November 2026 to 1am Sunday, 29 November 2026. subject to the following conditions:-

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



|                                           |
|-------------------------------------------|
| Representative for the Member for Balmain |
|-------------------------------------------|

## Advice

Advice will be updated after the meeting.

## Background

Vigilant Group on behalf of the City of Sydney has applied for the temporary road closures in Glebe for the Sydney Streets - Glebe Christmas Fair 2026 from 5.30am Saturday, 28 November 2026 to 1am Sunday, 29 November 2026.

## Comments

The Glebe Christmas Fair is an annual event new to Glebe that requires the temporary closure of City streets and traffic detours around the event route.

## Road Closures

- Cowper Street between Glebe Point Road and Campbell Lane
- Derby Place between Glebe Point Road and Derwent Lane
- Francis Street between Glebe Point Road and Grose Street
- Glebe Point Road between St Johns Road and Broadway
- Mitchell Street between Derwent Street and Campbell Lane
- Norton Street between Glebe Point Road and Campbell Lane

Note that contra-flow access to Derwent Lane will be provided via Paramatta Road, managed under traffic control.

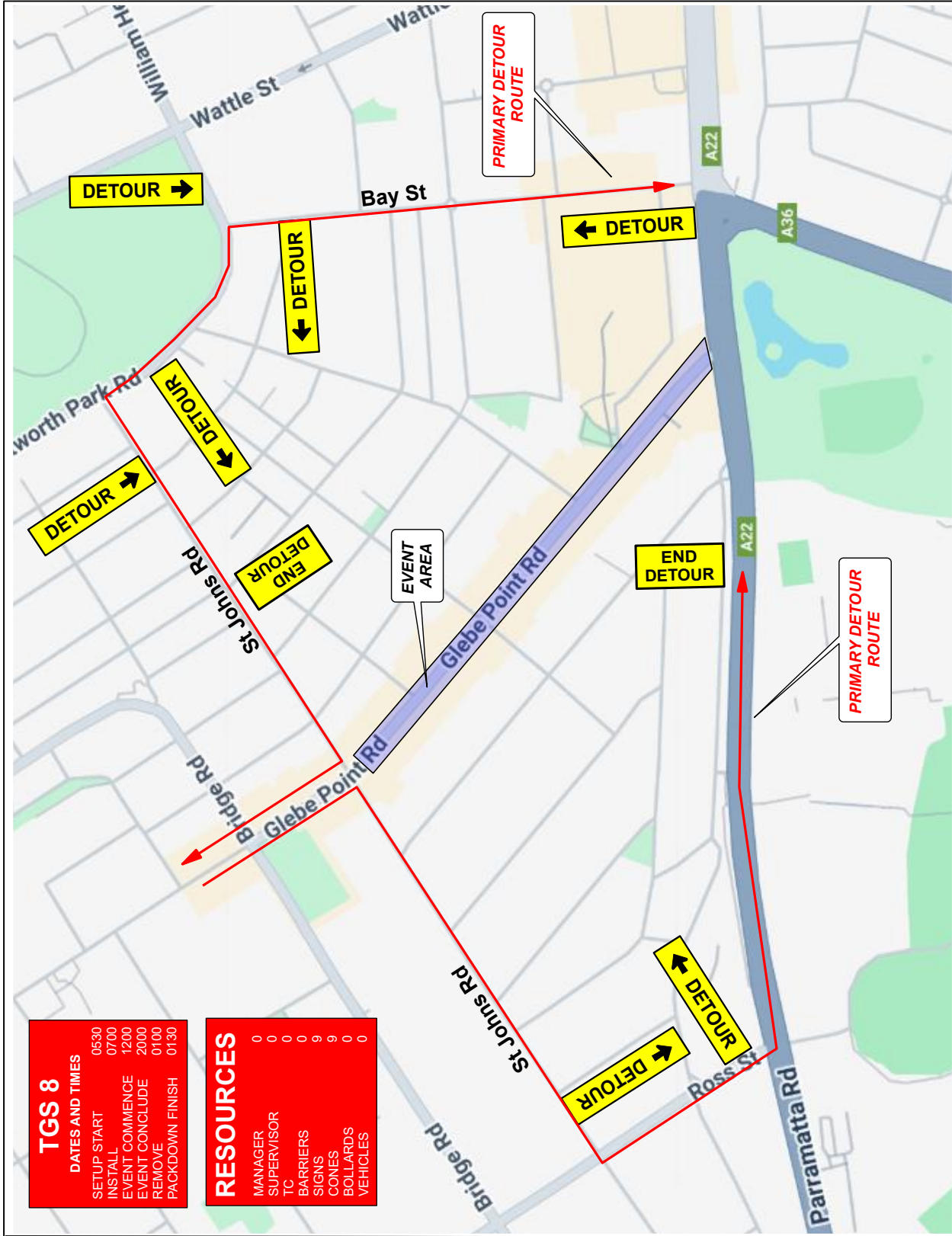
## Consultation

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.

**ALEX SAUNDERS, A/TRAFFIC MANAGER NORTH**



| TGS 8           |      |
|-----------------|------|
| DATES AND TIMES |      |
| SETUP START     | 0530 |
| INSTALL         | 0700 |
| EVENT COMMENCE  | 1200 |
| EVENT CONCLUDE  | 2000 |
| REMOVE          | 0100 |
| PACKDOWN FINISH | 0130 |

| RESOURCES  |   |
|------------|---|
| MANAGER    | 0 |
| SUPERVISOR | 0 |
| TC         | 0 |
| BARRIERS   | 0 |
| SIGNS      | 9 |
| CONES      | 9 |
| BOLLARDS   | 0 |
| VEHICLES   | 0 |

**GENERAL NOTES**

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS 20.346 Version No: 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No: 6.1
- NON-CLUTCH ERS TO SIGNAGE SHALL BE CARRIED SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
- IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

**RECOMMENDED TAPER LENGTHS**

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

**DIMENSION "D"**

| SPEED OF TRAFFIC (KM/H) | DIMENSION D-M   |
|-------------------------|-----------------|
| 45 OR LESS              | AS 1742.3 TC@WS |
| 46 - 55                 | 15m             |
| 56 - 65                 | 15m             |
| 66 - 75                 | 15m             |
| 76 - 85                 | 15m             |
| 86 - 95                 | 15m             |
| 96 - 105                | 15m             |
| > 105                   | 15m             |

**TOLERANCES**

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MAXIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

**LANE WIDTHS**

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

**QUEUE MANAGEMENT PLAN**

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

**VEHICLE MANAGEMENT PLAN**

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

|                      |  |                      |  |            |  |                 |  |                  |  |                |  |
|----------------------|--|----------------------|--|------------|--|-----------------|--|------------------|--|----------------|--|
|                      |  | Michael Parker       |  | 19/05/2026 |  | YES             |  | SHORT            |  | CITY OF SYDNEY |  |
| PWZTMP / TCT 0050831 |  | PWZTMP / TCT 0050831 |  | 30126      |  | NO              |  | MULTI LANE       |  | GLEBE PT RD    |  |
| RAMIE ABOU CHAKRA    |  | Approved By:         |  | 8          |  | COUNCIL / STATE |  | 40/60 KM/H       |  | GLEBE          |  |
| PWZTMP / TCT 0103748 |  | Accreditation:       |  | 1          |  | NA              |  | PAST             |  | X 0            |  |
| N/A - PERPETUAL      |  | Expiry (Both):       |  | A          |  | ST JOHNS RD     |  | CLOSURE / DETOUR |  | X 0            |  |

Client:

Road Name:

Suburb:

TCs Required:

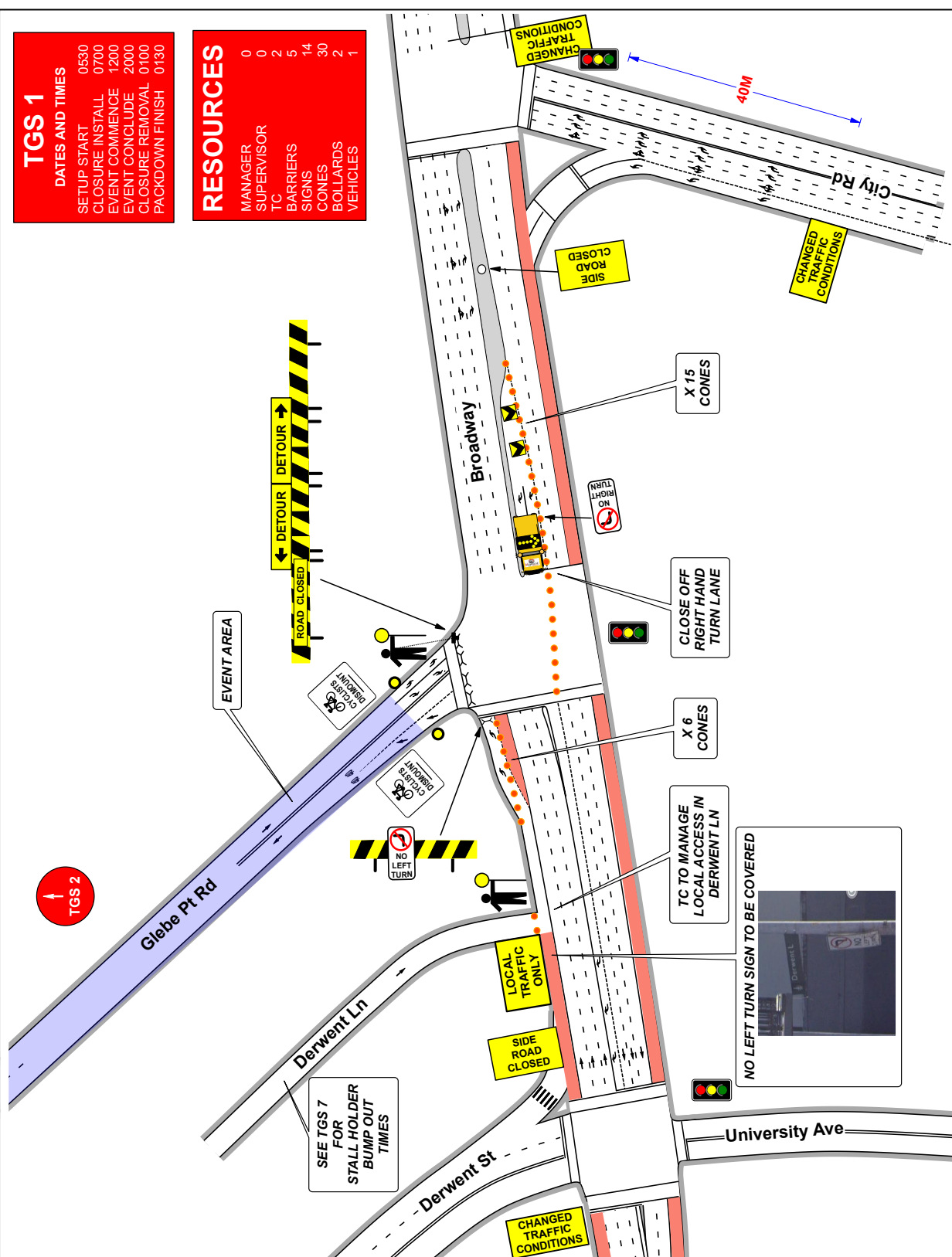
Vehicles Required:

## DATES AND TIMES

|      |                 |
|------|-----------------|
| 0530 | SETUP START     |
| 0700 | CLOSURE INSTALL |
| 1200 | EVENT COMMENCE  |
| 2000 | EVENT CONCLUDE  |
| 0100 | CLOSURE REMOVAL |
| 0130 | PACKDOWN FINISH |

## RESOURCES

|            |    |
|------------|----|
| MANAGER    | 0  |
| SUPERVISOR | 0  |
| TC         | 2  |
| BARRIERS   | 5  |
| SIGNS      | 14 |
| CONES      | 30 |
| BOLLARDS   | 2  |
| VEHICLES   | 1  |



## GENERAL NOTES

1. THIS DRAWING TO BE IN CONJUNCTION WITH AS 1742.3, & TCAMS 20.345 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.345 Version No. 6.1
3. THIS SHALL BE COVERED BY SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNALIZE DIRECTION SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022
6. TRAFFIC CONTROLLERS TO BE PLACED THROUGH & AROUND THE EVENT AREA
7. SIGNAL SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
8. REMOVAL OF TRAFFIC CONTROL SIGNS & DEVICES SHOULD BE UNDERTAKEN IMMEDIATELY AFTER THE EVENT HAS COMPLETED, PROGRESSING FROM THE WORK AREA TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

**DIMENSION "D"**

| SPEED OF TRAFFIC KMH | DIMENSION D=M         |     |
|----------------------|-----------------------|-----|
| 45 OR LESS           | 15m                   | 15m |
| 46 - 55              | 15m                   | 50m |
| 56 - 65              | 15m                   | 60m |
| GREATER THAN 65 KMH  | EQUAL TO POSTED SPEED |     |

## TOLERANCES

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

## LANE WIDTHS

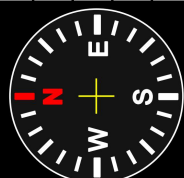
THE MIN LANE WIDTH TO  
BE PROVIDED THROUGH  
OR PAST THE WORKSITE SHALL  
BE 3.0m (3.5m DESIRABLE 2.8 m)

## LIFE MANAGEMENT PLAN

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

## VEHICLE MANAGEMENT PLAN

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



|                                                                                     |                    |                |                 |                  |                        |                    |                |            |                |                      |
|-------------------------------------------------------------------------------------|--------------------|----------------|-----------------|------------------|------------------------|--------------------|----------------|------------|----------------|----------------------|
|  | Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES                | Date Prepared: | 19/05/2026 | Designed By:   | MICHAEL PARKER       |
|                                                                                     | Road Name:         | GLEBE PT RD    | Road Type:      | MULTI LANE       | Other agency approval: | NO                 | Reference No:  | 30126      | Accreditation: | PWZTMP / TCT 0050831 |
|                                                                                     | Suburb:            | GLEBE          | Speed Limit:    | 40/60 KM/H       | Road Classification:   | COUNCIL / STATE    | TGS No:        | 1          | Approved By:   | RAMIE ABOU CHAKRA    |
|                                                                                     | TCS Required:      | X 2            | Travelled Path: | PAST             | Traffic Light No:      | 0411 / 0412 / 0413 | Version No:    | 2          | Accreditation: | PWZTMP / TCT 0103748 |
|                                                                                     | Vehicles Required: | X 1            | Closure Type:   | CLOSURE / DETOUR | Nearest Cross St:      | PARRAMATTA RD      | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |



THIS PLAN IS NOT TO SCALE

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742-3, AND TCAMS 20.34B Version No: 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.34B Version No: 6.1
3. ALL SIGNAGE SHALL BE COVERED BY E.G. SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742-3 & TCAMS V61.2 2022
5. IN ACCORDANCE WITH TCAMS V61.2 2022, TRAFFIC CONTROLLERS TO MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN AS SOON AS POSSIBLE AFTER THE WORK AREA HAS PROCEEDED FROM THE WORK AREA TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

**DIMENSION "D"**

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

## TOLERANCES

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

## LANE WIDTHS

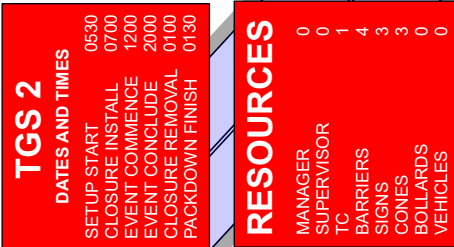
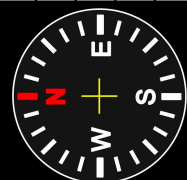
THE MIN LANE WIDTH TO  
BE PROVIDED THROUGH  
OR PAST THE WORKSITE SHALL  
BE 3.0m (3.5m DESIRABLE 2.8 m)

## QUEUE MANAGEMENT PLANS

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

## VEHICLE MANAGEMENT P

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



|                                                                                     |                    |                |                 |                  |                        |             |                |            |                |                      |
|-------------------------------------------------------------------------------------|--------------------|----------------|-----------------|------------------|------------------------|-------------|----------------|------------|----------------|----------------------|
|  | Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES         | Date Prepared: | 19/05/2026 | Designed By:   | MICHAEL PARKER       |
|                                                                                     | Road Name:         | FRANCIS ST     | Road Type:      | MULTI LANE       | Other agency approval: | NO          | Reference No:  | 30126      | Accreditation: | PWZTMP / TCT 050831  |
|                                                                                     | Suburb:            | GLEBE          | Speed Limit:    | 40 KMH           | Road Classification:   | COUNCIL     | TGS No:        | 2          | Approved By:   | RAMIE ABOU CHAKRA    |
|                                                                                     | TGs Required:      | X 1            | Travelled Path: | PAST             | Traffic Light No:      | NA          | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
|                                                                                     | Vehicles Required: | X 0            | Closure Type:   | CLOSURE / DETOUR | Nearest Cross St:      | GLEBE PT RD | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |



THIS PLAN IS NOT TO SCALE



## GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No: 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No: 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

## DIMENSION "D"

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

## TOLERANCES

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

## LANE WIDTHS

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

## QUEUE MANAGEMENT PLAN

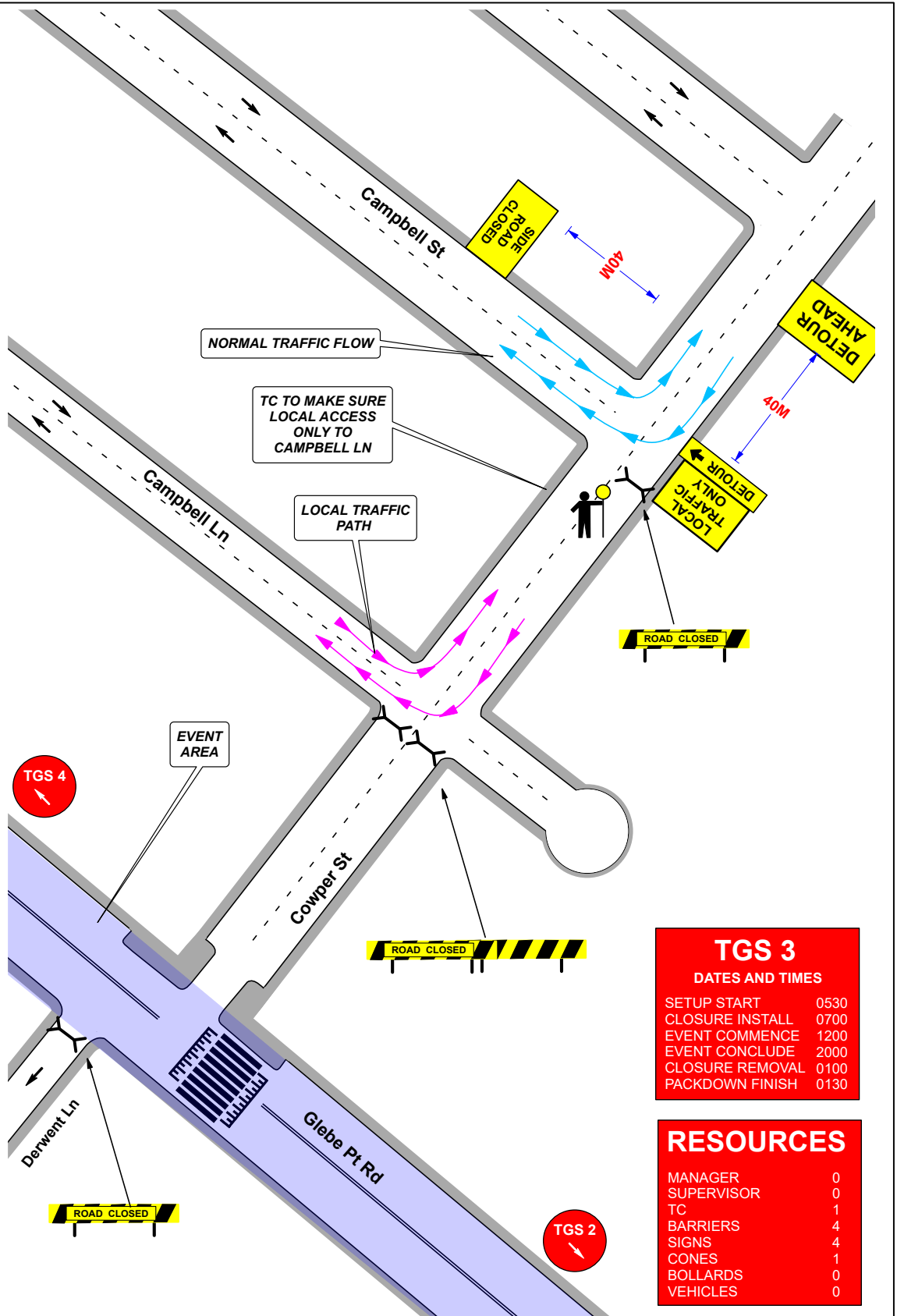
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

## VEHICLE MANAGEMENT PLAN

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



THIS PLAN IS NOT TO SCALE



## TGS 3

## DATES AND TIMES

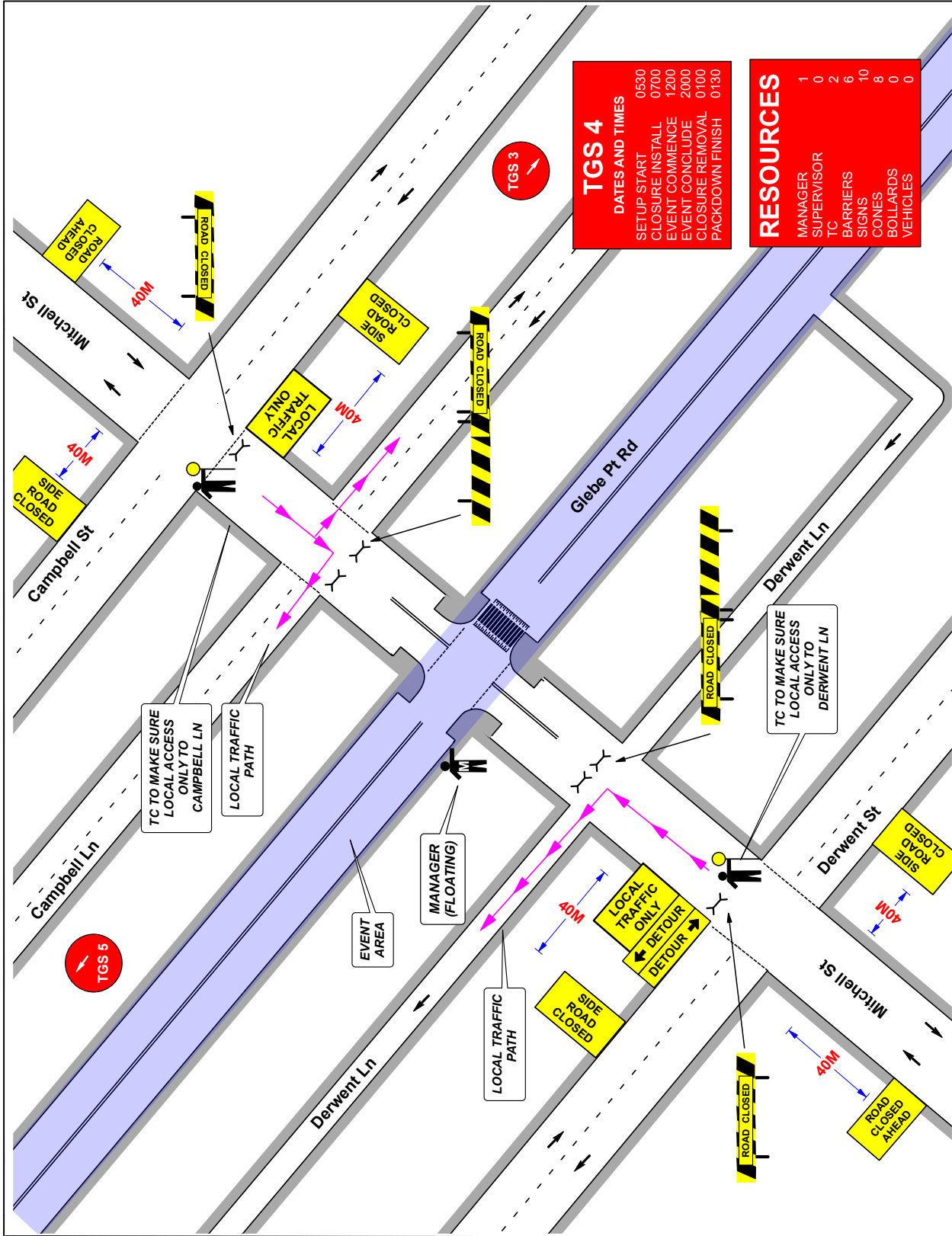
|                 |      |
|-----------------|------|
| SETUP START     | 0530 |
| CLOSURE INSTALL | 0700 |
| EVENT COMMENCE  | 1200 |
| EVENT CONCLUDE  | 2000 |
| CLOSURE REMOVAL | 0100 |
| PACKDOWN FINISH | 0130 |

## RESOURCES

|            |   |
|------------|---|
| MANAGER    | 0 |
| SUPERVISOR | 0 |
| TC         | 1 |
| BARRIERS   | 4 |
| SIGNS      | 4 |
| CONES      | 1 |
| BOLLARDS   | 0 |
| VEHICLES   | 0 |

|                    |                |                 |                  |                        |             |                |            |                |                      |
|--------------------|----------------|-----------------|------------------|------------------------|-------------|----------------|------------|----------------|----------------------|
| Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES         | Date Prepared: | 19/05/2026 | Designed By:   | MICHAEL PARKER       |
| Road Name:         | COWPER ST      | Road Type:      | MULTI LANE       | Other agency approval: | NO          | Reference No:  | 30126      | Accreditation: | PWZTMP / TCT 0050831 |
| Suburb:            | GLEBE          | Speed Limit:    | 40 KM/H          | Road Classification:   | COUNCIL     | TGS No:        | 3          | Approved By:   | RAMIE ABOU CHAKRA    |
| TCs Required:      | X 1            | Travelled Path: | PAST             | Traffic Light No:      | NA          | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
| Vehicles Required: | X 0            | Closure Type:   | CLOSURE / DETOUR | Nearest Cross St:      | CAMPBELL ST | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |





| TGS 4           |      |
|-----------------|------|
| DATES AND TIMES |      |
| SETUP START     | 0530 |
| CLOSURE INSTALL | 0700 |
| EVENT COMMENCE  | 1200 |
| EVENT CONCLUDE  | 2000 |
| CLOSURE REMOVAL | 0100 |
| PACKDOWN FINISH | 0130 |

| RESOURCES  |    |
|------------|----|
| MANAGER    | 1  |
| SUPERVISOR | 0  |
| TC         | 2  |
| BARRIERS   | 6  |
| SIGNS      | 10 |
| CONES      | 8  |
| BOLLARDS   | 0  |
| VEHICLES   | 0  |



**GENERAL NOTES**

- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3 & TCAMS 20.346 Version No: 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No: 6.1
- NON-REVERSIBLE SPEED SIGNS SHALL BE CLOSED SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
- IN ACCORDANCE WITH TCAMS 20.346, TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

**RECOMMENDED TAPER LENGTHS**

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

**DIMENSION "D"**

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

**TOLERANCES**

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MAXIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

**LANE WIDTHS**

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

**QUEUE MANAGEMENT PLAN**

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

**VEHICLE MANAGEMENT PLAN**

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

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

CITY OF SYDNEY

MITCHELL ST

GLEBE

X 2 + X 1 (M)

X 0

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure Type:

SHORT

MULTI LANE

40 KM/H

PAST

CLOSURE / DETOUR

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No:

Nearest Cross St:

YES

NO

COUNCIL

NA

GLEBE PT RD

Date Prepared:

Reference No:

TGS No:

Version No:

Plan Type:

19/05/2026

30126

4

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

MICHAEL PARKER

PWZTMP / TCT 0050831

RAMIE ABOU CHAKRA

PWZTMP / TCT 0103748

N/A - PERPETUAL

10

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS v6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

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

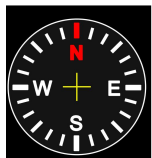
| SPEED OF TRAFFIC<br>KM/H | DIMENSION D=M            |       |
|--------------------------|--------------------------|-------|
|                          | AS 1742.3                | TC@WS |
| 45 OR LESS               | 15m                      | 15m   |
| 46 - 55                  | 15m                      | 50m   |
| 56 - 65                  | 15m                      | 60m   |
| GREATER THAN<br>65 KM/H  | EQUAL TO<br>POSTED SPEED |       |

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

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

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

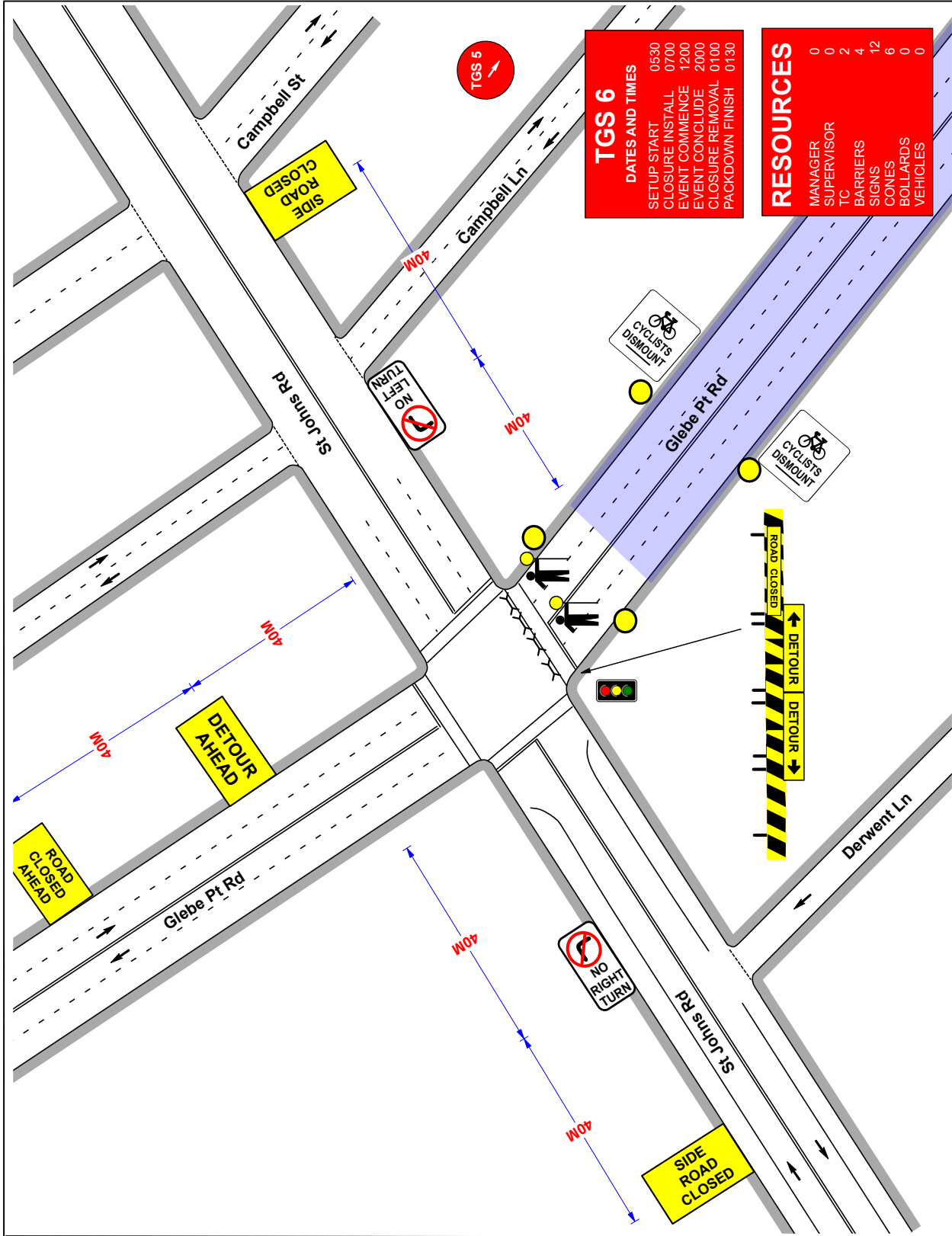
ALL EVENT VEHICLES TO ENTER AND EXIT  
EVENT LOCATION UNDER THE DIRECTION OF  
EVENT MANAGEMENT AND TRAFFIC  
CONTROLLERS. ALL VEHICLES WALKING PACE  
WITH HAZARD LIGHTS ON.

[illegible]

|                 |      |
|-----------------|------|
| SETUP START     | 0530 |
| CLOSURE INSTALL | 0700 |
| EVENT COMMENCE  | 1200 |
| EVENT CONCLUDE  | 2000 |
| CLOSURE REMOVAL | 0100 |
| PACKDOWN FINISH | 0130 |

|            |   |
|------------|---|
| MANAGER    | 0 |
| SUPERVISOR | 0 |
| TC         | 1 |
| BARRIERS   | 3 |
| SIGNS      | 4 |
| CONES      | 4 |
| BOLLARDS   | 0 |
| VEHICLES   | 0 |

|                    |                |                 |                  |                        |             |                |            |                |                      |
|--------------------|----------------|-----------------|------------------|------------------------|-------------|----------------|------------|----------------|----------------------|
| Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES         | Date Prepared: | 19/05/2026 | Designed By:   | MICHAEL PARKER       |
| Road Name:         | NORTON ST      | Road Type:      | MULTI LANE       | Other agency approval: | NO          | Reference No:  | 30126      | Accreditation: | PWZTMP / TCT 0050831 |
| Suburb:            | GLEBE          | Speed Limit:    | 40 KM/H          | Road Classification:   | COUNCIL     | TGS No:        | 5          | Approved By:   | RAMIE ABOU CHAKRA    |
| TCs Required:      | X 1            | Travelled Path: | PAST             | Traffic Light No:      | NA          | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
| Vehicles Required: | X 0            | Closure Type    | CLOSURE / DETOUR | Nearest Cross St:      | CAMPBELL ST | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |



| TGS 6           |      |
|-----------------|------|
| DATES AND TIMES |      |
| SETUP START     | 0530 |
| CLOSURE INSTALL | 0700 |
| EVENT COMMENCE  | 1200 |
| EVENT CONCLUDE  | 2000 |
| CLOSURE REMOVAL | 0100 |
| PACKDOWN FINISH | 0130 |

| RESOURCES  |    |
|------------|----|
| MANAGER    | 0  |
| SUPERVISOR | 0  |
| TC         | 2  |
| BARRIERS   | 4  |
| SIGNS      | 12 |
| CONES      | 6  |
| BOLLARDS   | 0  |
| VEHICLES   | 0  |



THIS PLAN IS NOT TO SCALE

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

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

| DIMENSION "D"         |       |
|-----------------------|-------|
| SPEED OF TRAFFIC KM/H | TC@WS |
| 45 OR LESS            | 15m   |
| 46 - 55               | 15m   |
| 56 - 65               | 15m   |
| 66 - 75               | 15m   |
| 76 - 85               | 15m   |
| 86 - 95               | 15m   |
| 96 - 105              | 15m   |
| > 105                 | 15m   |

**TOLERANCES**

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MAXIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

**LANE WIDTHS**

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

**QUEUE MANAGEMENT PLAN**

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

**VEHICLE MANAGEMENT PLAN**

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



|                    |                |                 |                  |                        |                 |                |            |                |                      |
|--------------------|----------------|-----------------|------------------|------------------------|-----------------|----------------|------------|----------------|----------------------|
| Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES             | Date Prepared: | 19/05/2026 | Designed By:   | MICHAEL PARKER       |
| Road Name:         | GLEBE PT RD    | Road Type:      | MULTI LANE       | Other agency approval: | NO              | Reference No:  | 30126      | Accreditation: | PWZTMP / TCT 0050831 |
| Suburb:            | GLEBE          | Speed Limit:    | 40/60 KM/H       | Road Classification:   | COUNCIL / STATE | TGS No:        | 6          | Approved By:   | RAMIE ABOU CHAKRA    |
| TCs Required:      | X 2            | Travelled Path: | PAST             | Traffic Light No:      | 0761            | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
| Vehicles Required: | X 0            | Closure Type:   | CLOSURE / DETOUR | Nearest Cross St:      | ST JOHNS RD     | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |



1. THIS DRAWING TO BE IN CONJUNCTION WITH AS 1742.3, & TCAMS 20.345 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.345 Version No. 6.1
3. THIS SHALL BE COVERED BY SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNALIZE SHALL COMPLETELY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022
6. TRAFFIC CONTROLLERS TO BE PLACED THROUGH & AROUND THE EVENT AREA
7. SIGNAL SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
8. REMOVAL OF TRAFFIC CONTROL SIGNS & DEVICES SHOULD BE UNDERTAKEN IMMEDIATELY AFTER THE EVENT HAS COMPLETED, PROGRESSING FROM THE WORK AREA TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

**DIMENSION "D"**

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

## TOLERANCES

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

## LANE WIDTHS

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

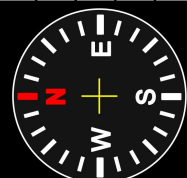
## DESIGNABLE 2.0 (MM)

**QUEUE MANAGEMENT PLAN**

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

## THE MANAGEMENT PLAN

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



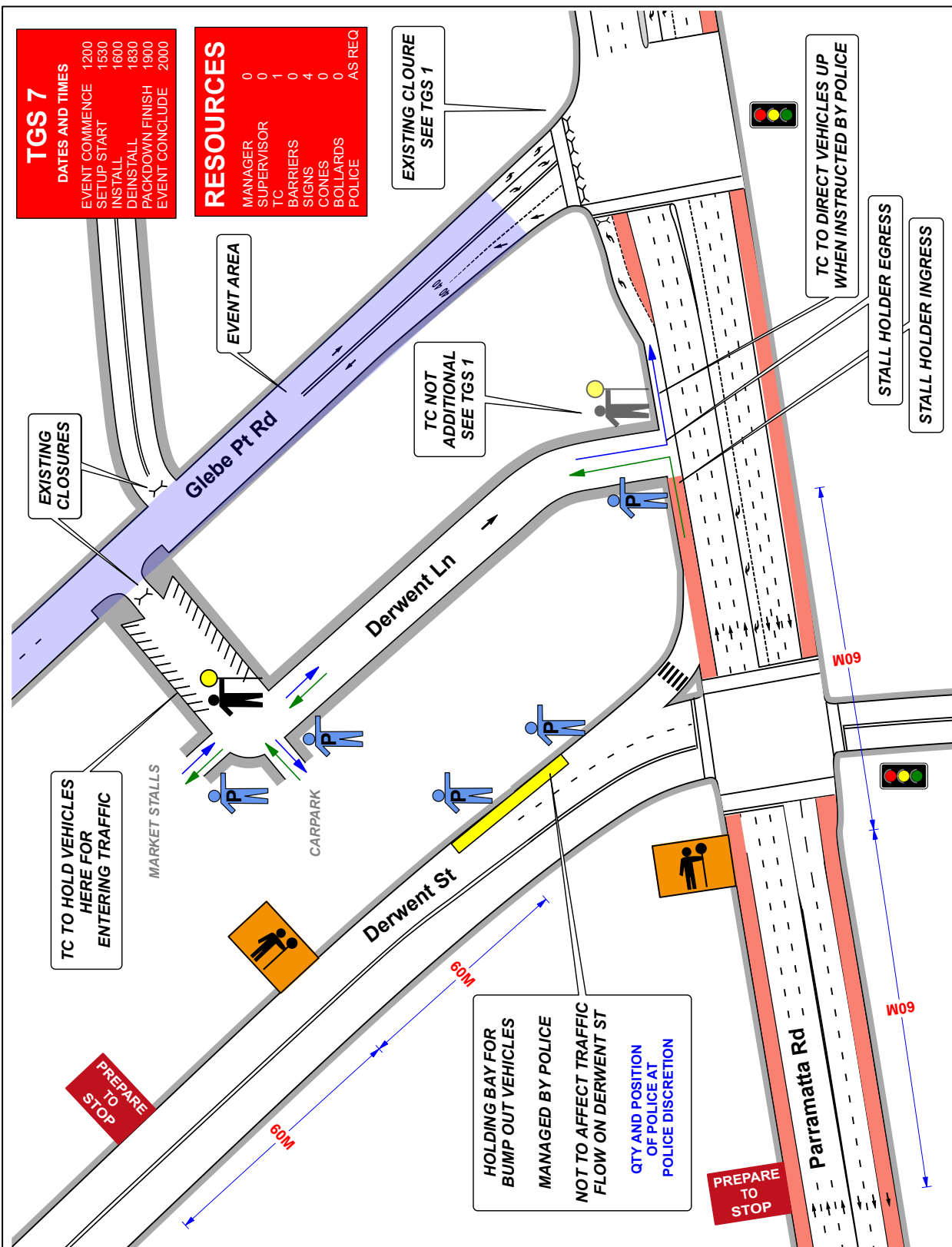
|                    |  |
|--------------------|--|
| Client:            |  |
| Road Name:         |  |
| Suburb:            |  |
| TCs Required:      |  |
| Vehicles Required: |  |

|                |                    |            |                           |              |
|----------------|--------------------|------------|---------------------------|--------------|
| CITY OF SYDNEY | Term:              | SHORT      | ROL<br>Required:          | YES          |
| DERWENT LN     | Road Type:         | MULTI LANE | Other agency<br>approval: | NO           |
| GLEBE          | Speed Limit:       | 40/60 KM/H | Road<br>Classification:   | COUNCIL / \$ |
| X X 1          | Travelled<br>Path: | PAST       | Traffic Light<br>No:      | 0411 / 0412  |
| X 0            | Closure<br>Type    | STOP SLOW  | Nearest Cross<br>St       | PARRAMATT    |

|       |                |            |                       |                      |
|-------|----------------|------------|-----------------------|----------------------|
|       | Date Prepared: | 19/05/2026 | <i>Designed By:</i>   | MICHAEL PARKER       |
|       | Reference No:  | 30126      | <i>Accreditation:</i> | PWZTMP / TCT 050831  |
| STATE | TGS No:        | 7          | <i>Approved By:</i>   | RAMIE ABOU CHAKRA    |
| ARD   | Version No:    | 1          | <i>Accreditation:</i> | PWZTMP / TCT 0103748 |
|       | Plan Type:     | A          | <i>Expiry (Both):</i> | N/A - PERPETUAL      |



THIS PLAN IS NOT TO SCALE



**Item 4.****Street Event - Temporary Road Closures - Potts Point Sydney Streets  
Christmas Fair 2026****TRIM Container No.: 2026/326380****Recommendations**

It is recommended that the Forum review the temporary road closures for the Potts Point Sydney Streets Christmas Fair 2026 from 7:00am on Saturday, 5 December 2026 to 1:00am on Sunday, 6 December 2026 subject to the following conditions:-

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

|                                          |
|------------------------------------------|
| Representative for the Member for Sydney |
|------------------------------------------|

## Advice

Advice will be updated after the meeting.

## Background

Vigilant Group Australia has applied on behalf of City of Sydney for temporary road closures in Potts Point for the Potts Point Sydney Streets Christmas Fair 2026 from 7:00am on Saturday, 5 December 2026 to 1:00am on Sunday, 6 December 2026.

## Comments

The Potts Point Sydney Streets Christmas Fair 2026 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

## Road Closures

The following streets will be closed from 7:00am on Saturday, 5 December 2026 to 1:00am on Sunday, 6 December 2026:-

- Darlinghurst Road between Roslyn Street and Macleay Street;
- Hughes Street between Orwell Lane and Macleay Street;
- Macleay Street between Darlinghurst Road and Greenknowe Avenue;
- Orwell Street between Orwell Lane and Macleay Street.

## 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.

**ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER**

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3, 1742.3.1 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS ARE TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1.
3. ALL SIGNS SHALL BE COVERED BY SIGNED ZONES DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNS SHALL COMPLY WITH AS 1742.3.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022
6. TRAFFIC CONTROLLERS TO MOVEMENT THROUGH AND AROUND THE EVENT AREA.
7. SIGNS SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
8. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IMMEDIATELY ON THE WORK AREA PROGRESSING FROM THE WORK AREA TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

**DIMENSION "D"**

| SPEED OF TRAFFIC<br>KM/H | DIMENSION D=M         |       |
|--------------------------|-----------------------|-------|
|                          | AS 1742.3             | TC@WS |
| 45 OR LESS               | 15m                   | 15m   |
| 46 - 55                  | 15m                   | 50m   |
| 56 - 65                  | 15m                   | 60m   |
| GREATER THAN 65 KM/H     | EQUAL TO POSTED SPEED |       |

## TOLERANCES

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

## LANE WIDTHS

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

## QUEUE MANAGEMENT PLAN

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

## VEHICLE MANAGEMENT PLAN

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

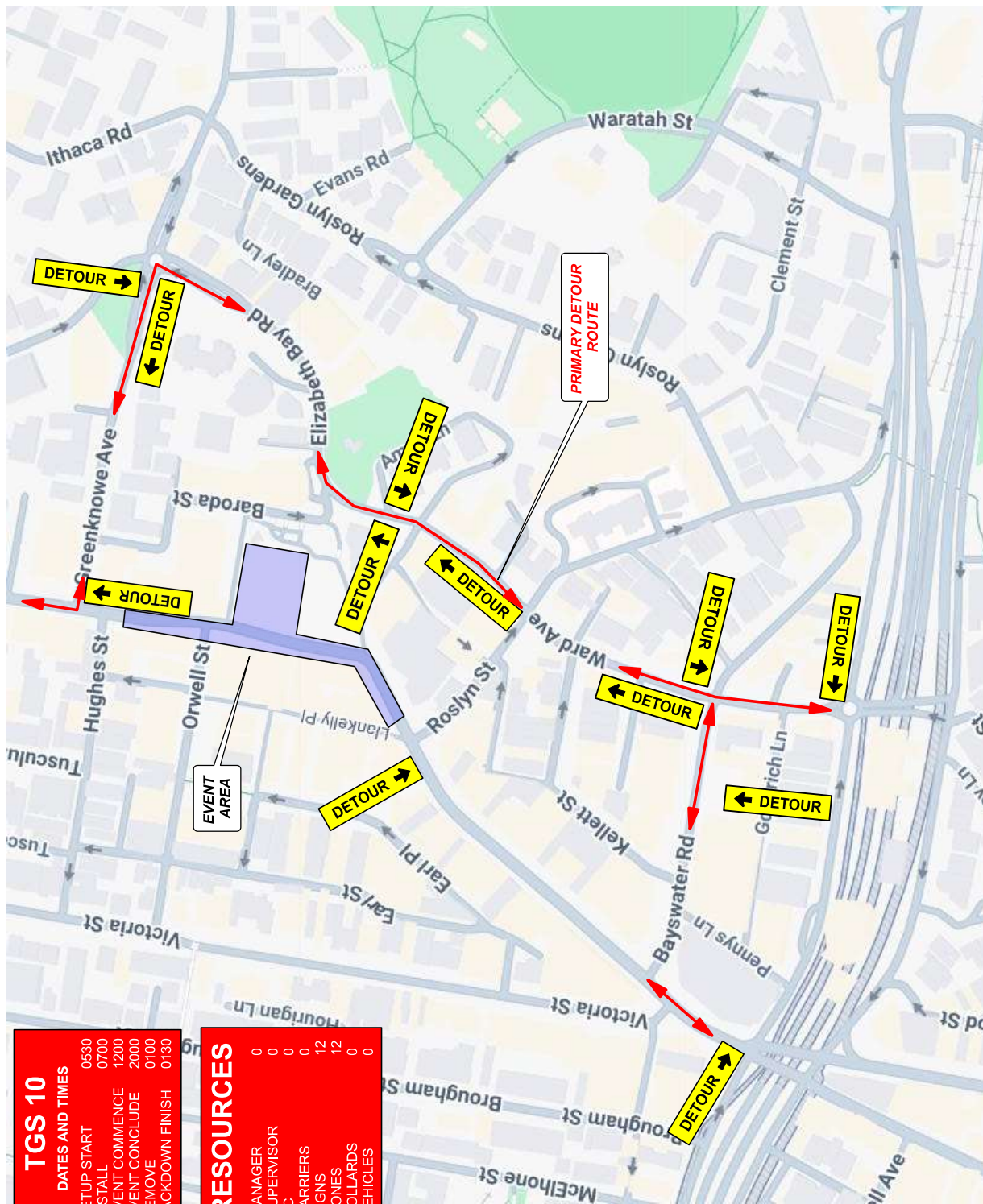
# TGS 10

## DATES AND TIMES

|      |                 |
|------|-----------------|
| 0530 | SETUP START     |
| 0700 | INSTALL         |
| 1200 | EVENT COMMENCE  |
| 2000 | EVENT CONCLUDE  |
| 0100 | REMOVE          |
| 0130 | PACKDOWN FINISH |

## RESOURCES

|            |    |
|------------|----|
| MANAGER    | 0  |
| SUPERVISOR | 0  |
| TC         | 0  |
| BARRIERS   | 0  |
| SIGNS      | 12 |
| CONES      | 12 |
| BOLLARDS   | 0  |
| VEHICLES   | 0  |



|            |  |
|------------|--|
| Client:    |  |
| Road Name: |  |
| Suburb:    |  |
| TCS        |  |
| Required:  |  |
| Vehicles   |  |
| Required:  |  |



|                 |                 |            |                        |                 |                |            |                |                      |
|-----------------|-----------------|------------|------------------------|-----------------|----------------|------------|----------------|----------------------|
| CITY OF SYDNEY  | Term:           | SHORT      | ROL Required:          | YES             | Date Prepared: | 01/06/2026 | Designed By:   | MICHAEL PARKER       |
| DARLINGHURST RD | Road Type:      | MULTI LANE | Other agency approval: | NO              | Reference No:  | 30128      | Accreditation: | PWZTMP / TCT 0050831 |
| POTTS POINT     | Speed Limit:    | 40/60 KMH  | Road Classification:   | COUNCIL / STATE | TGS No:        | 10         | Approved By:   | RAMIE ABOU CHAKRA    |
| X 0             | Travelled Path: | PAST       | Traffic Light No:      | NA              | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
| X 0             | Closure Type    | DETOUR     | Nearest Cross St:      | MACLEAY ST      | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |



THIS PLAN IS NOT TO SCALE

**Item 5.****Street Event - Temporary Road Closures - Nike After Dark Tour Sydney 2026****TRIM Container No.:** 2026/366068**Recommendations**

It is recommended that the Forum review the temporary road closures for the Nike After Dark Tour Sydney 2026 on Sunday, 27 September 2026 from 3pm to 10pm 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 Leichhardt PAC and Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

**Forum Members for this Item**

|                              |
|------------------------------|
| City of Sydney               |
| Transport for NSW            |
| NSW Police – Leichhardt PAC  |
| NSW Police – Sydney City PAC |

|                                           |
|-------------------------------------------|
| Representative for the Member for Balmain |
| 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 streets in Annandale and Pyrmont for the Nike After Dark Tour Sydney 2026 on Sunday, 27 September 2026 from 3pm to 10pm.

## Comments

The Nike After Dark Tour Sydney 2025 is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

From 4:30pm to 8:30pm:

- Dalgal Way, Annandale between Nelson Street and the Tramsheds carpark,
- Ross Street, Annandale entrance to the Tramsheds carpark,
- Chapman Road and Nelson Street, Annandale north of The Crescent (contingency only).

From 3:00pm to 10:00pm:

- Bank Street, Pyrmont between Quarry Master Drive and Bowman Street (westbound only).

From 4:30pm to 9:45pm:

- Harris Street, Pyrmont between Bowman Street and Johnstons Bay Harbour Walkway,
- Pirrama Road, Pyrmont between Harris Street and 23 Pirrama Road,
- Pirrama Road, Pyrmont between 23 Pirrama Road and Darling Island Road (managed access).

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.

**ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER**



**NIKE AFTER DARK TOUR - SYDNEY**  
**SUNDAY 27 SEPTEMBER 2026**  
**ROAD CLOSURES & SHARED PATH CLOSURES**

**Legend**

| Road Closures                      | Shared Path Closures | No Stopping Zone  |
|------------------------------------|----------------------|-------------------|
| 03:00pm - 10:00pm                  | 03:00pm - 07:00pm    | 06:00am - 10:00pm |
| 04:00pm - 08:00pm                  | 04:00pm - 08:00pm    |                   |
| 04:30pm - 09:45pm                  | 05:00pm - 08:45pm    |                   |
| 04:30pm - 09:45pm (Managed Access) | 04:30pm - 08:30pm    |                   |
| 04:30pm - 08:30pm                  |                      |                   |



Drawn by: Tim Emslie  
SafeWork PWZ Card No. TCT0073149  
for Who Dares Pty Ltd

Revised 19 Jun 26



**Item 6.****Street Event - Santa's Sydney Sleigh Ride 2026 - Martin Place, Sydney****TRIM Container No.:** 2026/244344**Recommendations**

It is recommended that the Forum review the temporary road closure of Pitt Street between King and Hunter Streets for the Santa's Sydney Sleigh Ride on Thursday, 26 November 2026 from 5pm to 9pm subject to the following conditions:-

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

**Forum Members for this Item**

|                              |
|------------------------------|
| City of Sydney               |
| Transport for NSW            |
| NSW Police – Sydney City PAC |

|                                          |
|------------------------------------------|
| Representative for the Member for Sydney |
|------------------------------------------|

## **Advice**

Advice will be updated after the meeting.

## **Background**

Vigilant Group Australia has applied for the temporary road closure of Pitt Street between Hunter Street and King Street for the Santa's Sydney Sleigh Ride on Thursday, 26 November 2026 from 5pm to 9pm.

## **Comments**

The Santa's Sydney Sleigh Ride is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

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

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

## **Road Closures**

Thursday, 26 November 2026 – from 5pm to 9pm - Pitt Street, Sydney between Hunter Street and King Street.

## **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.

**VESTA VESTA, ENGINEERING TRAFFIC OFFICER**



## GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No: 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No: 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

## DIMENSION "D"

| SPEED OF TRAFFIC KM/H | DIMENSION D=M         |       |
|-----------------------|-----------------------|-------|
|                       | AS 1742.3             | TCAWS |
| 45 OR LESS            | 15m                   | 15m   |
| 46 - 55               | 15m                   | 50m   |
| 56 - 65               | 15m                   | 60m   |
| GREATER THAN 65 KM/H  | EQUAL TO POSTED SPEED |       |

## TOLERANCES

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

## LANE WIDTHS

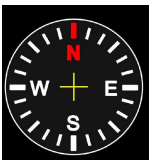
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

## QUEUE MANAGEMENT PLAN

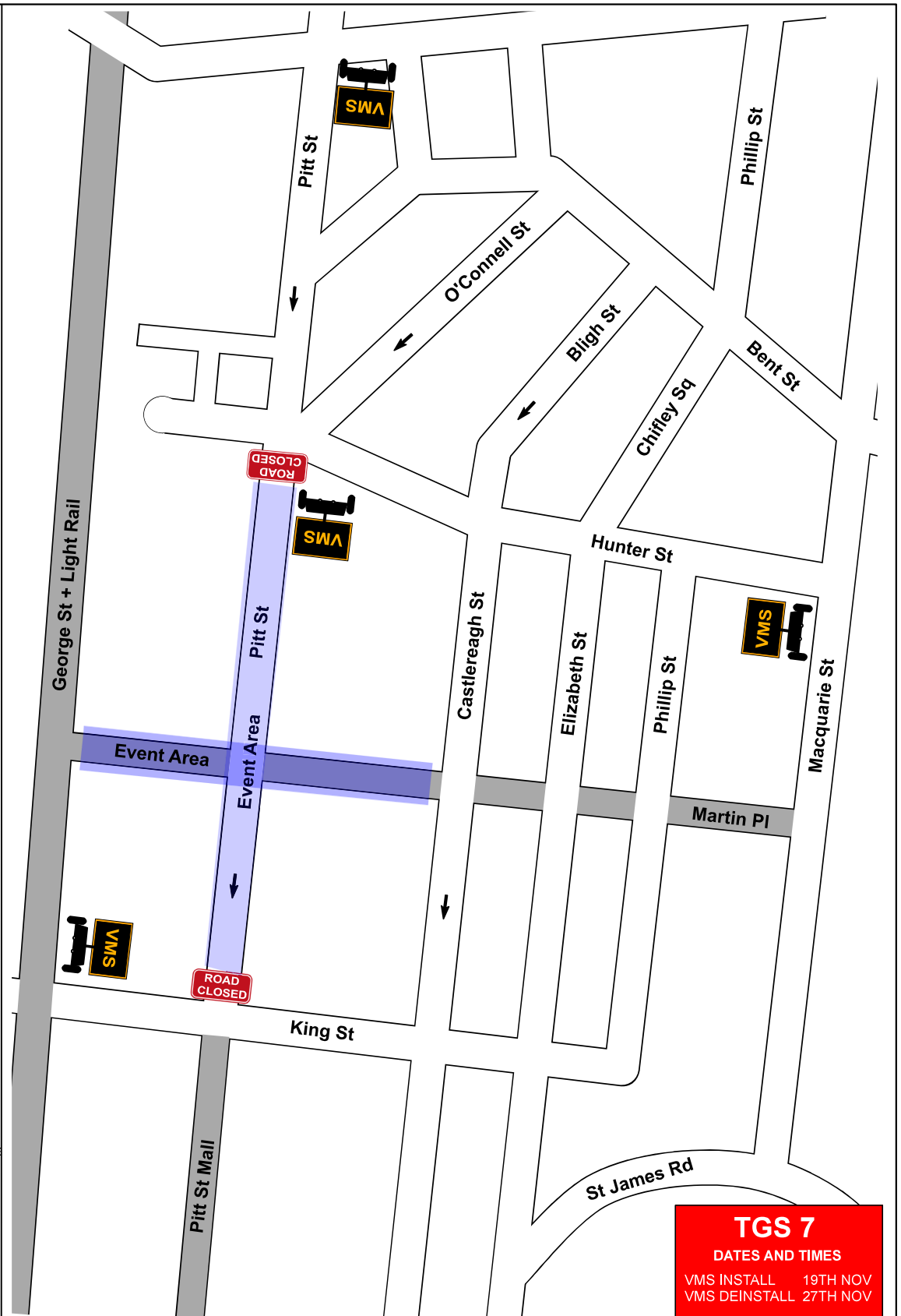
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

## VEHICLE MANAGEMENT PLAN

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



THIS PLAN IS NOT TO SCALE

**TGS 7**

DATES AND TIMES

VMS INSTALL 19TH NOV  
VMS DEINSTALL 27TH NOV

|                    |                |                 |            |                        |                 |                |            |                |                      |
|--------------------|----------------|-----------------|------------|------------------------|-----------------|----------------|------------|----------------|----------------------|
| Client:            | CITY OF SYDNEY | Term:           | SHORT      | ROL Required:          | YES             | Date Prepared: | 13/04/2026 | Designed By:   | MICHAEL PARKER       |
| Road Name:         | PITT ST        | Road Type:      | MULTI LANE | Other agency approval: | NO              | Reference No:  | 30122      | Accreditation: | PWZTMP / TCT 0050831 |
| Suburb:            | SYDNEY         | Speed Limit:    | 40 KM/H    | Road Classification:   | COUNCIL / STATE | TGS No:        | 7          | Approved By:   | RAMIE ABOU CHAKRA    |
| TCs Required:      | X 0            | Travelled Path: | PAST       | Traffic Light No:      | NA              | Version No:    | 1          | Accreditation: | PWZTMP / TCT 0103748 |
| Vehicles Required: | X 0            | Closure Type:   | VMS MAP    | Nearest Cross St:      | HUNTER ST       | Plan Type:     | A          | Expiry (Both): | N/A - PERPETUAL      |

**Item 7.****Street Event - Temporary Road Closures - SURPLUS Street Fair****TRIM Container No.: 2026/122624****Recommendations**

It is recommended that the Forum review the temporary road closures for the SURPLUS Street Fair from 4:00pm on Friday, 16 October 2026 to 9:30pm on Saturday, 17 October 2026 subject to the following conditions:-

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

## Advice

Advice will be updated after the meeting.

## Background

Flipside Distribution PTY LTD has applied for the temporary road closures of various city streets for the SURPLUS Street Fair from 4:00pm on Friday, 16 October 2026 to 9:30pm on Saturday, 17 October 2026.

## Comments

The SURPLUS Street Fair is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

## Road Closures

4:00pm on Friday, 16 October 2026 to 6:00am on Saturday, 17 October 2026:

- Burton Street between Riley Street and Crown Street westbound
- Burton Street between Riley Street and Little Burton Street eastbound
- Foley Street between Crown Street and Burton Street
- Foley Street between Crown Street and Palmer Street
- Riley Street between Burton Street and Norman Street
- Norman Street between Riley Street and Winns Lane

6:00am on Saturday, 17 October 2026 to 9:30pm on Saturday, 17 October 2026:

- Burton Street between Riley Street and Crown Street
- Foley Street between Crown Street and Burton Street
- Foley Street between Crown Street and Palmer Street
- Riley Street between Burton Street and Norman Street
- Little Burton Street between Burton Street and Kings Lane will be managed access for resident's contra flowed in and out of Kings Lane

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

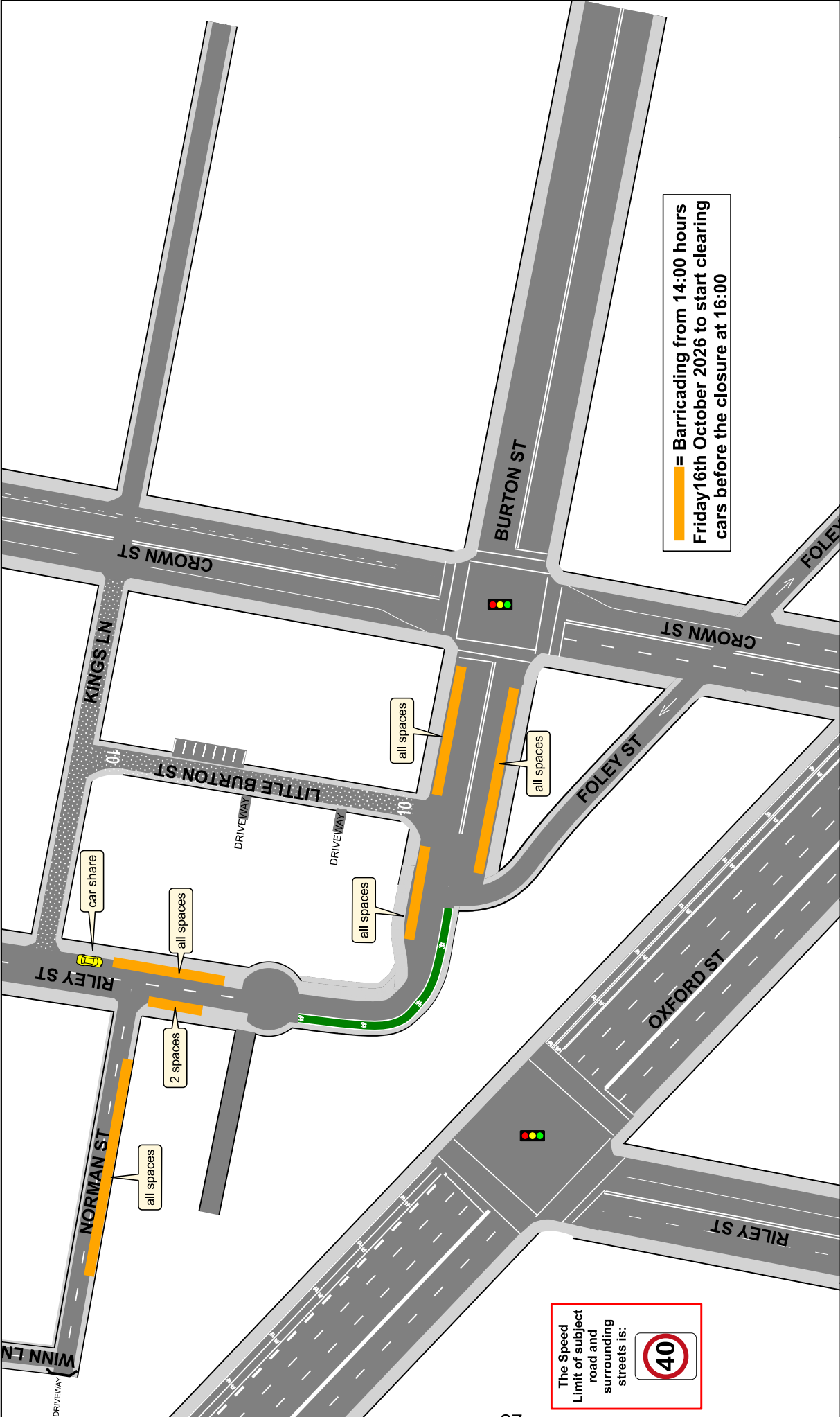
**Consultation**

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

**Financial**

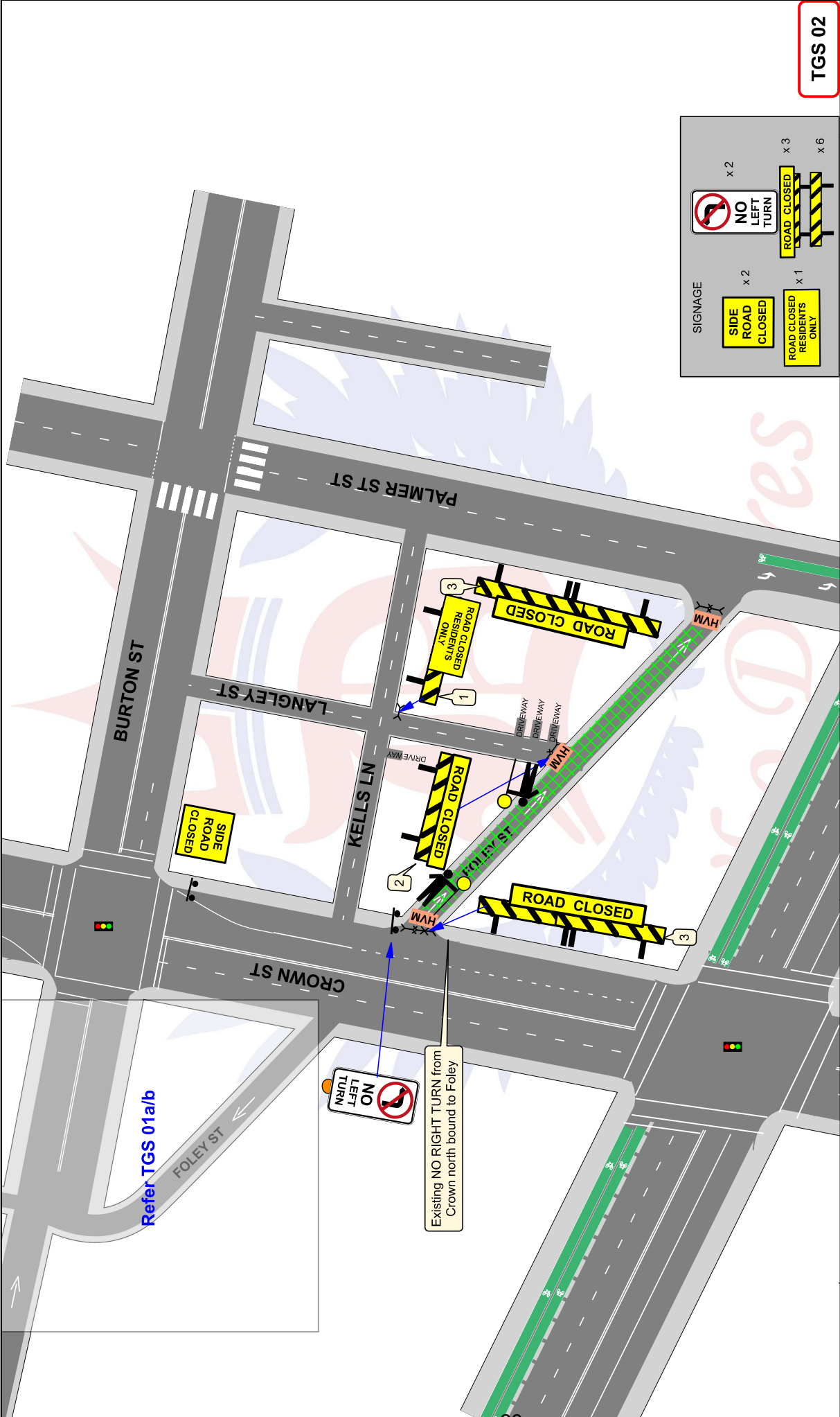
All costs associated with the proposed closures will be borne by the Applicant.

**ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER**

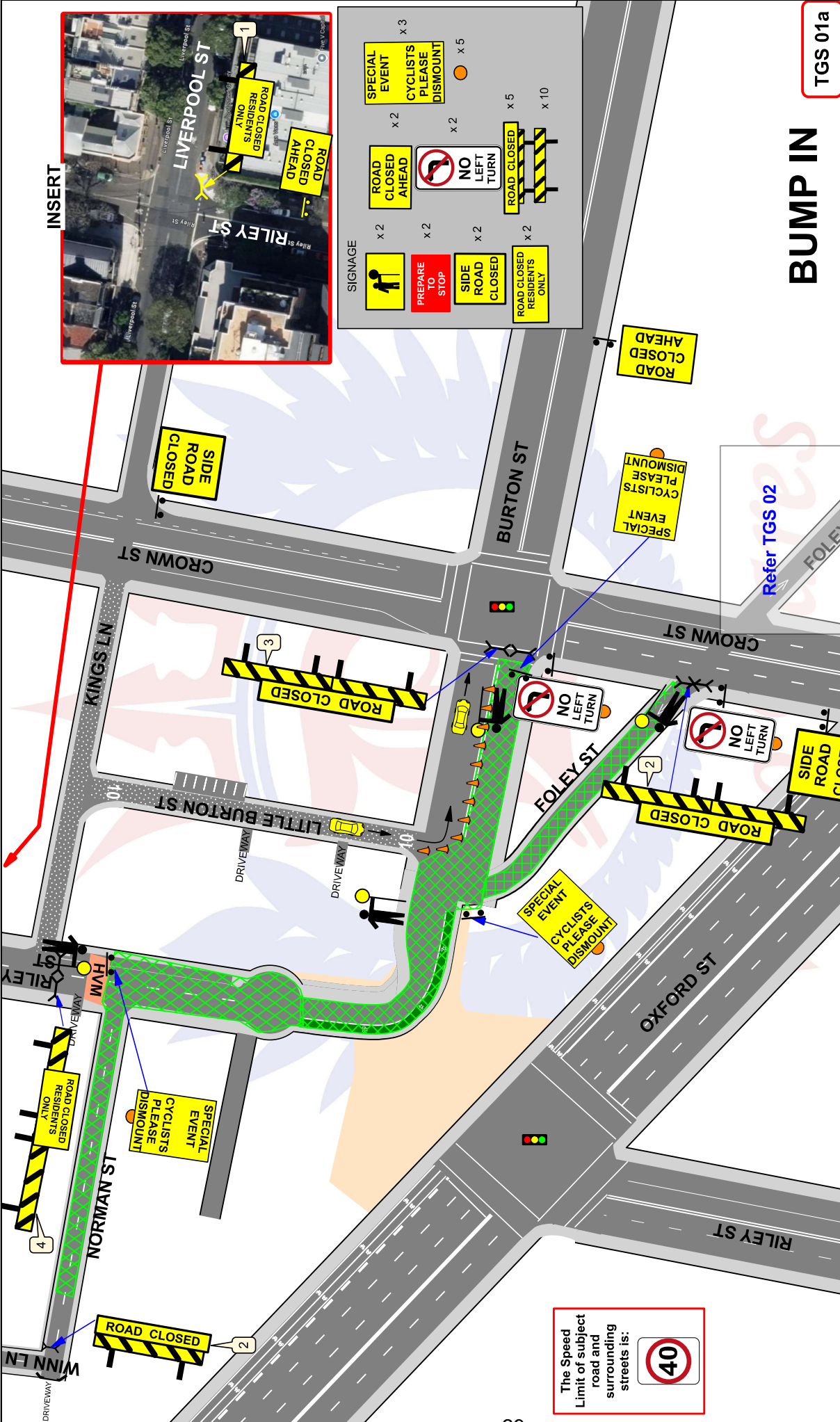


|                                                                                                                                                                                                              |                                         |                                                                                                                                                                                                                                                                                       |                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Burton St SURRY HILLS                                                                                                                                                                                        |                                         | <div><p>Plan prepared by<br/>Greg Mooney RMS<br/>TCT 0027718 PWZ<br/>for Who Dares Pty Ltd</p><p><i>Greg Mooney</i></p></div>                                                                      | Revised 20 July 2026 |
| LOCATION                                                                                                                                                                                                     | DATE                                    |                                                                                                                                                                                                                                                                                       |                      |
| TIME OF WORKS                                                                                                                                                                                                | 14:00 till 16:00                        |                                                                                                                                                                                                                                                                                       |                      |
| CLIENT                                                                                                                                                                                                       | Friday 16th October 2026                |                                                                                                                                                                                                                                                                                       |                      |
| PROJECT                                                                                                                                                                                                      | FLIPSIDE                                |                                                                                                                                                                                                                                                                                       |                      |
| PLAN #                                                                                                                                                                                                       | Surplus - Darlinghurst Street Fair      | Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD. |                      |
| MINIMUM STAFF REQ                                                                                                                                                                                            | WD/Flipside/BurtonSt/GM2606/barricading |                                                                                                                                                                                                                                                                                       |                      |
| 3 Traffic Controllers                                                                                                                                                                                        |                                         |                                                                                                                                                                                                                                                                                       |                      |
| Details:                                                                                                                                                                                                     |                                         |                                                                                                                                                                                                                                                                                       |                      |
| SHORT TERM WORKS<br>It is proposed to close barricade both sides of Burton Street between Crown St and Riley Street and both sides of Riley Street between Burton Street and Norman Street for a Street Fair |                                         |                                                                                                                                                                                                                                                                                       |                      |

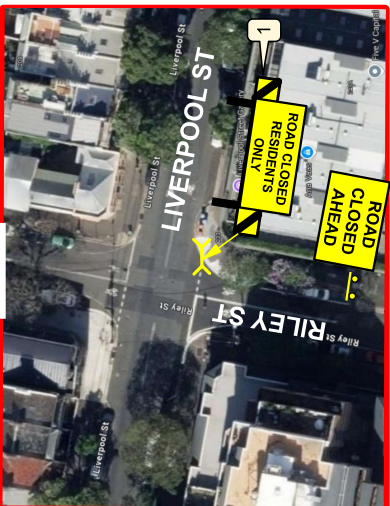




|                   |  |                                                     |  |                                                                       |  |                                                                                                                                             |  |
|-------------------|--|-----------------------------------------------------|--|-----------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------|--|
| LOCATION          |  | Foley St SURRY HILLS                                |  | Details:                                                              |  | Revised 20 July 2026                                                                                                                        |  |
| DATE              |  | 16:00 Fri till 21:30 Sat                            |  | SHORT TERM WORKS                                                      |  | TGS 02                                                                                                                                      |  |
| TIME OF WORKS     |  | Fri 16 till Sat 17th October 2026                   |  | It is proposed to close Foley Street between Crown St and Palmer St   |  | Plan prepared by<br>Greg Mooney RMS<br>TCT 0027718 PWZ<br>for Who Dares Pty Ltd                                                             |  |
| CLIENT            |  | FLIPSIDE                                            |  | and Langley St at Foley St for a Street Fair                          |  | Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. |  |
| PROJECT           |  | Surplus - Darlinghurst Street Fair                  |  | To allow parked cars to move out and bump in to commence at 16:00     |  | ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.   |  |
| PLAN #            |  | WD/Flipside/BurtonSt/GM2606/2                       |  | The plan shows traffic control positions and advance warning signage. |  | Crown Mooney                                                                                                                                |  |
| MINIMUM STAFF REQ |  | TGSD 01a & 02 x Team Leader & 6 Traffic Controllers |  |                                                                       |  |                                                                                                                                             |  |
|                   |  | TGSD 01b & 02 x Team Leader & 7 Traffic Controllers |  |                                                                       |  |                                                                                                                                             |  |



INSERT



**SIGNAGE**

|  |     |  |     |  |     |  |      |
|--|-----|--|-----|--|-----|--|------|
|  | x 2 |  | x 2 |  | x 2 |  | x 2  |
|  | x 3 |  | x 2 |  | x 5 |  | x 10 |
|  | x 5 |  | x 2 |  | x 5 |  | x 10 |

The Speed Limit of subject road and surrounding streets is:

# BUMP IN

TGS 01a

Revised 20 July 2026

Details:

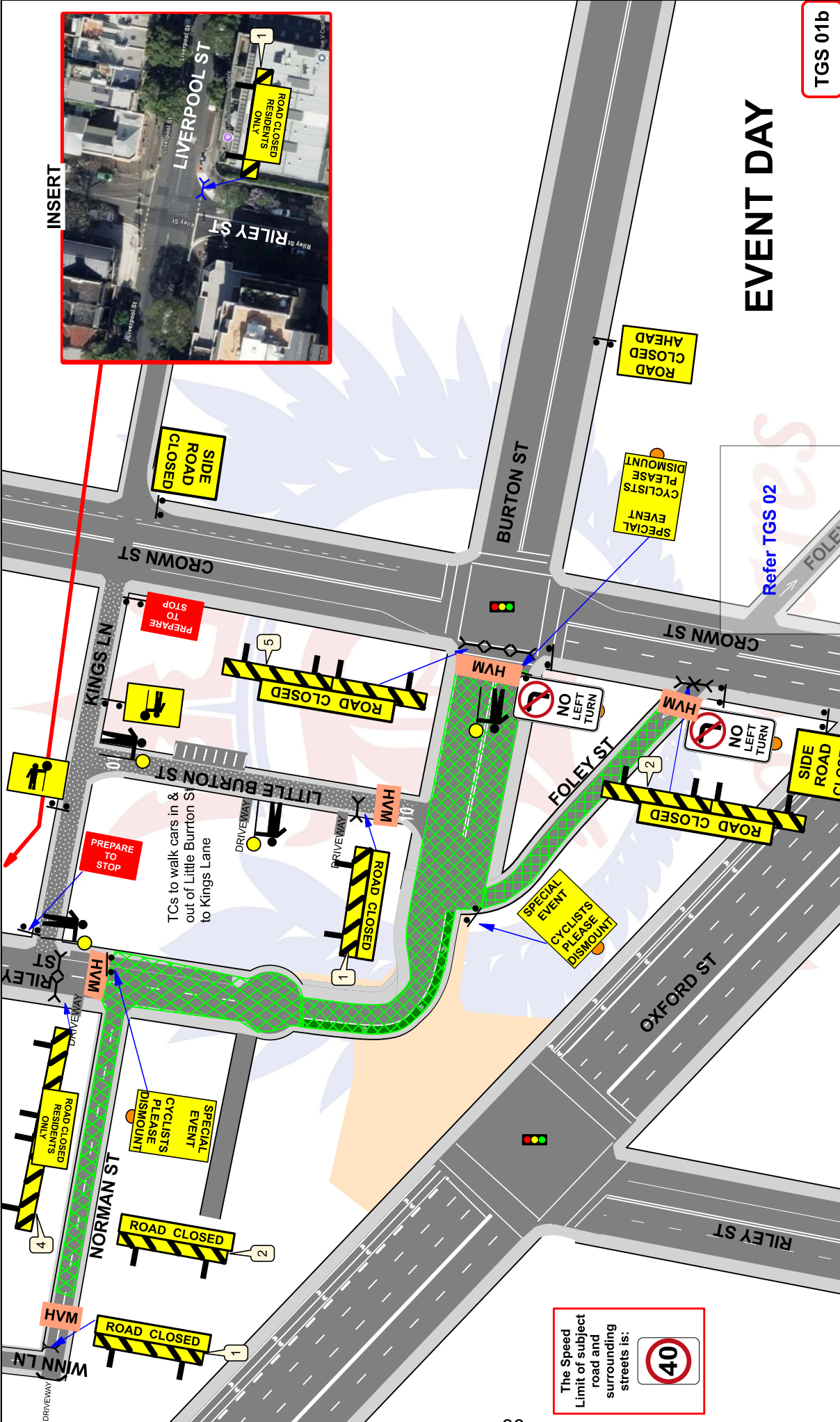
**SHORT TERM WORKS**  
It is proposed to close Burton Street between Crown St and Riley St west bound  
Burton St between Riley St and Little Burton St east bound  
and Foley St between Crown St and Burton St for a Street Fair  
To allow parked cars to move out and bump in to commence at 16:00

The plan shows traffic control positions and advance warning signage.

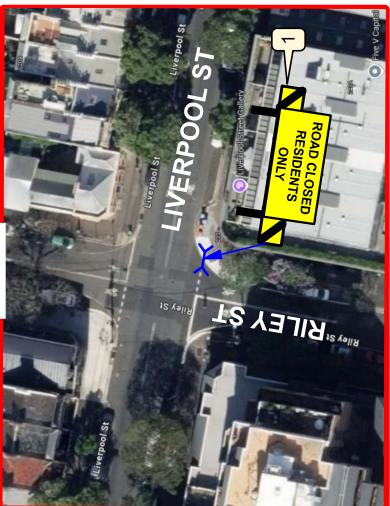
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.  
ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

|                   |                                                                                                            |
|-------------------|------------------------------------------------------------------------------------------------------------|
| LOCATION          | Burton St SURRY HILLS                                                                                      |
| DATE              | 16:00 Fri till 06:00 Sat                                                                                   |
| TIME OF WORKS     | Fri 16 till Sat 17th October 2026                                                                          |
| CLIENT            | FLIPSIDE                                                                                                   |
| PROJECT           | Surplus - Darlinghurst Street Fair                                                                         |
| PLAN #            | WD/Flipside/BurtonSt/GM2606a                                                                               |
| MINIMUM STAFF REQ | TGSd 01a & 02 x Team Leader & 6 Traffic Controllers<br>TGSd 01b & 02 x Team Leader & 7 Traffic Controllers |

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



INSERT



# EVENT DAY

TGS 01b

Revised 20 July 2026



Plan prepared by  
Greg Mooney RMS  
TCT 002718 PWZ  
for Who Dares Pty Ltd  
Grafton

## Details:

**SHORT TERM WORKS**  
It is proposed to close Burton Street between Crown St and Riley St and Foley St between Crown St and Burton St for a Street Fair

Traffic controllers will contra flow traffic from Little Burton St to Kings Lane

The plan shows traffic control positions and advance warning signage.

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.  
ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

|                   |                                                                                                            |
|-------------------|------------------------------------------------------------------------------------------------------------|
| LOCATION          | Burton St SURRY HILLS                                                                                      |
| DATE              | 06:00 till 21:30                                                                                           |
| TIME OF WORKS     | Saturday 17th October 2026                                                                                 |
| CLIENT            | FLIPSIDE                                                                                                   |
| PROJECT           | Surplus - Darlinghurst Street Fair                                                                         |
| PLAN #            | WD/Flipside/BurtonSt/GM2662b                                                                               |
| MINIMUM STAFF REQ | TGSD 01a & 02 x Team Leader & 6 Traffic Controllers<br>TGSD 01b & 02 x Team Leader & 7 Traffic Controllers |

The Speed Limit of subject road and surrounding streets is:

**Item 8.****Street Event - Temporary Road Closures - Surry Hills Christmas Fair 2026****TRIM Container No.:** 2026/326365**Recommendations**

It is recommended that the Forum review the temporary road closures for the Surry Hills Christmas Fair 2026 from 7am on Saturday, 12 December 2026 to 1am Sunday, 13 December 2026 subject to the following conditions:-

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

## Advice

Advice will be updated after the meeting.

## Background

The City of Sydney has applied for the temporary road closures in Surry Hills for the Surry Hills Christmas Fair 2026 from 7am Saturday, 12 December 2026 to 1am Sunday, 13 December 2026.

## Comments

The Surry Hills Christmas Fair is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

## Road Closures

- Crown Street between Foveaux and Cleveland Streets
- Collins Street between Crown Street and Richards Avenue
- Collins Lane between Collins and Arthur Streets
- Arthur Street between Crown Street and Collins Lane
- Rainford Street between Crown Street and Collins Lane
- Arthur Street between Crown Street and Tudor Place
- Withers Lane between Crown Street and Withers Place
- Jesson Street from Crown Street
- Jesson Lane from Jesson Lane
- Devonshire Street between Crown and Wiltshire Streets

## 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**



## GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 20.346 Version No: 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAWS 20.346 Version No: 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V6.1 2022
5. IN ACCORDANCE WITH TCAWS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE EVENT AREA.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

## RECOMMENDED TAPER LENGTHS

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

## DIMENSION "D"

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

## TOLERANCES

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

## LANE WIDTHS

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

## QUEUE MANAGEMENT PLAN

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

## VEHICLE MANAGEMENT PLAN

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



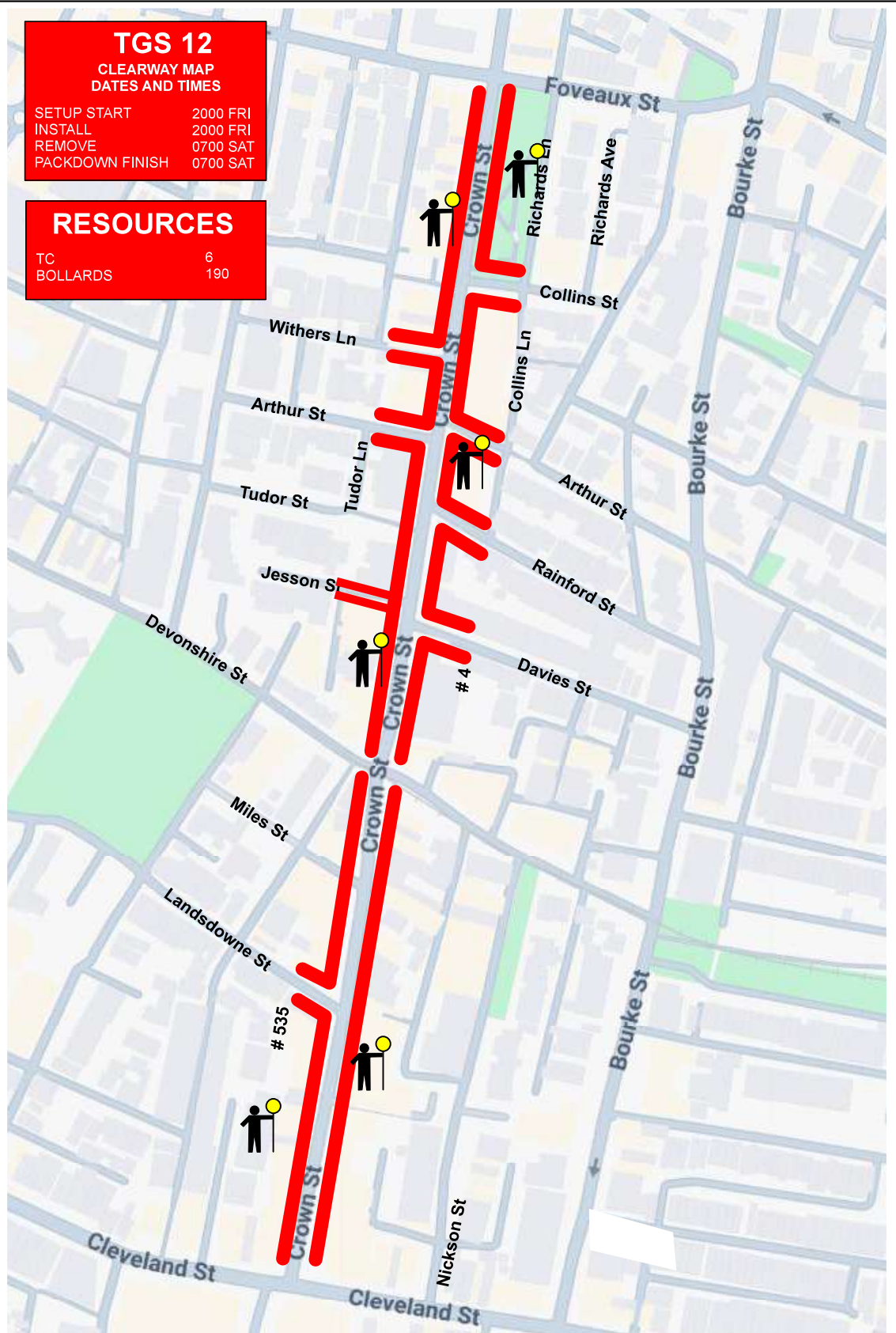
THIS PLAN IS NOT TO SCALE

**TGS 12**  
CLEARWAY MAP  
DATES AND TIMES

SETUP START 2000 FRI  
INSTALL 2000 FRI  
REMOVE 0700 SAT  
PACKDOWN FINISH 0700 SAT

**RESOURCES**

TC 6  
BOLLARDS 190



|                    |                |                 |                  |                        |                 |                |            |                       |                      |
|--------------------|----------------|-----------------|------------------|------------------------|-----------------|----------------|------------|-----------------------|----------------------|
| Client:            | CITY OF SYDNEY | Term:           | SHORT            | ROL Required:          | YES             | Date Prepared: | 02/06/2026 | <i>Designed By:</i>   | MICHAEL PARKER       |
| Road Name:         | CROWN ST       | Road Type:      | MULTI LANE       | Other agency approval: | NO              | Reference No:  | 30130      | <i>Accreditation:</i> | PWZTMP / TCT 0050831 |
| Suburb:            | SURRY HILLS    | Speed Limit:    | 40 KM/H          | Road Classification:   | COUNCIL / STATE | TGS No:        | 12         | <i>Approved By:</i>   | RAMIE ABOU CHAKRA    |
| TCs Required:      | X 6            | Travelled Path: | PAST             | Traffic Light No:      | NA              | Version No:    | 1          | <i>Accreditation:</i> | PWZTMP / TCT 0103748 |
| Vehicles Required: | X 0            | Closure Type:   | CLOSURE / DETOUR | Nearest Cross St:      | FOVEAUX ST      | Plan Type:     | A          | <i>Expiry (Both):</i> | N/A - PERPETUAL      |

**Item 9.****Street Event – Temporary Road Closure – Coco Mademoiselle Fragrance Launch 2026****TRIM Container No.: 2026/432571****Recommendations**

It is recommended that the Forum review the temporary road closure of Bridge Lane, Sydney for the Coco Mademoiselle Fragrance Launch on Tuesday, 25 August 2026 from 6pm to Thursday, 27 August 2026 12pm subject to the following conditions:

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

**Forum Members for this Item**

|                              |
|------------------------------|
| City of Sydney               |
| Transport for NSW            |
| NSW Police – Sydney City PAC |



|                                          |
|------------------------------------------|
| Representative for the Member for Sydney |
|------------------------------------------|

## **Advice**

Advice will be updated after the meeting.

## **Background**

The Coco Mademoiselle Fragrance Launch has applied for the temporary road closure of Bridge Lane for the Coco Mademoiselle Fragrance Launch on Tuesday, 25 August 2026 from 6pm to Thursday, 27 August 2026 12pm.

## **Comments**

The Coco Mademoiselle Fragrance Launch is an one-off event that requires the temporary closure of Bridge Lane and traffic detours around the event route.

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

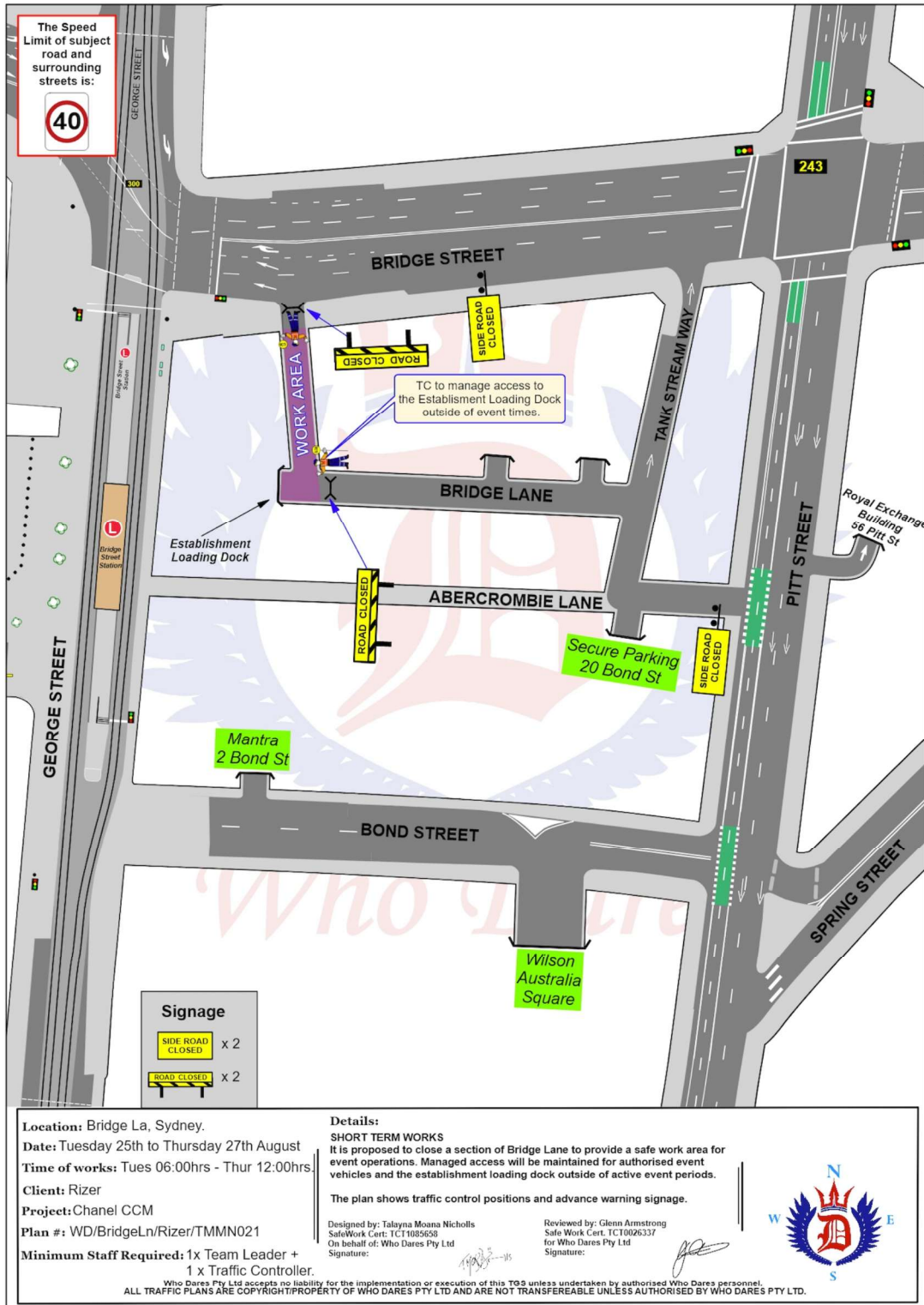
## **Consultation**

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

## **Financial**

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

**VESTA VESTA, ENGINEERING TRAFFIC OFFICER**



**Item 10.****Street Event - Temporary Road Closures - Spring Cycle 2026****TRIM Container No.: 2026/351782****Recommendations**

It is recommended that the Forum review the temporary road closures for the Spring Cycle 2026 on Sunday, 11 October 2026 from 4am to 11.30am subject to the following conditions:

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

**Forum Members for this Item**

|                              |
|------------------------------|
| City of Sydney               |
| Transport for NSW            |
| NSW Police – Sydney City PAC |

|                                          |
|------------------------------------------|
| Representative for the Member for Sydney |
| Place Management NSW                     |

## Advice

Advice will be updated after the meeting.

## Background

Bicycle NSW has applied for the temporary road closures of streets in the City of Sydney for the Spring Cycle 2026 on Sunday, 11 October 2026 from 4am to 11.30am.

## Comments

The Spring Cycle 2026 is a recurring event that requires the temporary closure of the following City streets and traffic detours around the event route on Sunday 11 October 2026.

## Road Closures

### 0400 to 1100 - Sydney CBD / The Rocks / Millers Point

- *Cahill Expressway between Bradfield Highway and Conservatorium Road (State Road)*
- Conservatorium Road between Macquarie Street and Cahill Expressway on/off ramps
- Grosvenor Street between Lang Street and York Street (westbound)
- Argyle Place between Kent Street and Bettington Street (westbound) \*1
- Argyle Street between Lower Fort Street and Kent Street (westbound)
- Dalgety Road between Bettington Street and Towns Place (westbound)
- Hickson Road between Towns Place and Napoleon Street (southbound) \*2
- Napoleon Street between Kent Street and Sussex Street (westbound) \*3
- Merriman Street from Bettington Street \*1
- Rodens Lane from Bettington Street \*1
- Sussex Street between Napoleon Street and King Street (southbound) \*4

- Towns Place between Dalgety Road and Hickson Road (eastbound)
- Upper Fort Street between Watson Road and Sydney Observatory \*5
- Watson Road between Upper Fort Street and Argyle Street \*5

#### Notes

1. Managed access to Bettington Street, Merriman Street and Rodens Lane via Dalgety Road southbound. No access to Argyle Place from High Street.
2. Local access to Hickson Road south of Towns Place managed by NSW Police.
3. Managed local access to Napoleon Street.
4. Cross Sussex Street via Erskine Street. Managed access to Slip Street via Erskine Street.
5. Managed local access to Observatory Hill under traffic control at Argyle Street and Watson Road.

#### **0400 to 1130 - Sydney CBD / Haymarket / Pyrmont**

- *Darling Drive between Ultimo Road and Pier Street offramp (northbound) (PMNSW Road)*
- *Western Distributor between Pyrmont Street and Sussex Street (State Road)*
- Pyrmont Street between Pyrmont Bridge Road & Western Distributor
- Pyrmont Bridge Road between Harris Street & Murray Street

#### **0700 to 1130 - Sydney CBD / Haymarket / Pyrmont**

- *Darling Drive between Harbourside and Murray Street (northbound) \*1 (PMNSW Road)*
- Harris Street north of Bowman Street \*2

#### Notes

1. Managed access to Bettington Street, Merriman Street and Rodens Lane via Dalgety Road southbound. No access to Argyle Place from High Street.
2. Local access to Hickson Road south of Towns Place managed by NSW Police.

#### **0630 to 1100 - Ultimo**

- Kelly Street between Mountain Street and Bay Street Eastbound
- Mountain Lane between West End Lane and Kelly Street

There are currently no other approved temporary road closures in the area 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.

**ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER**

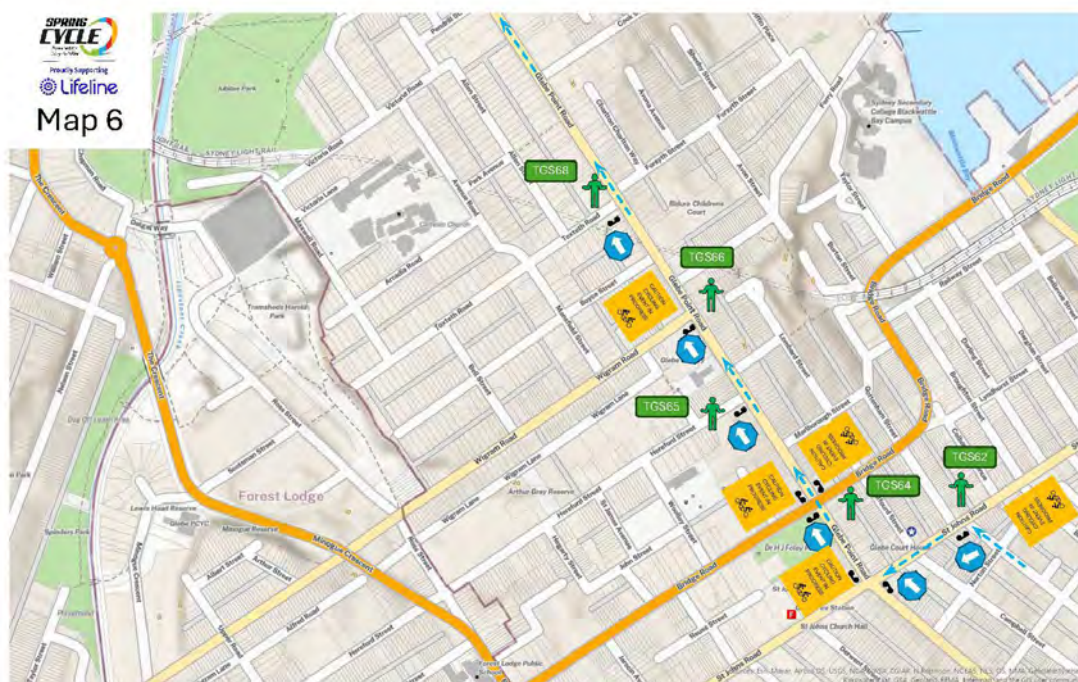
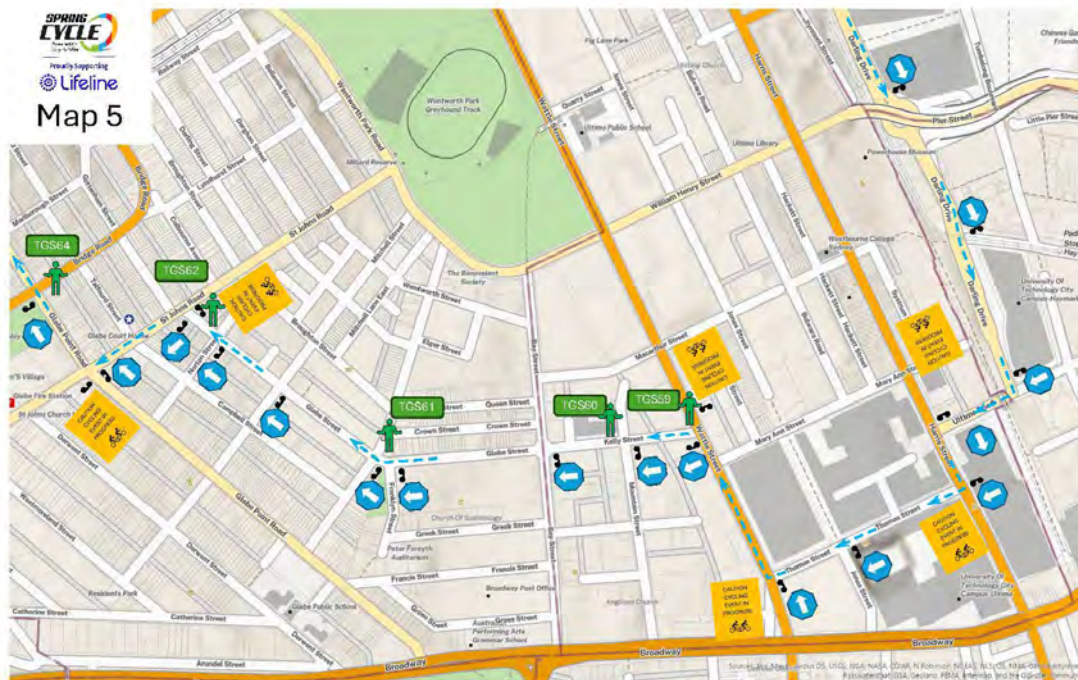




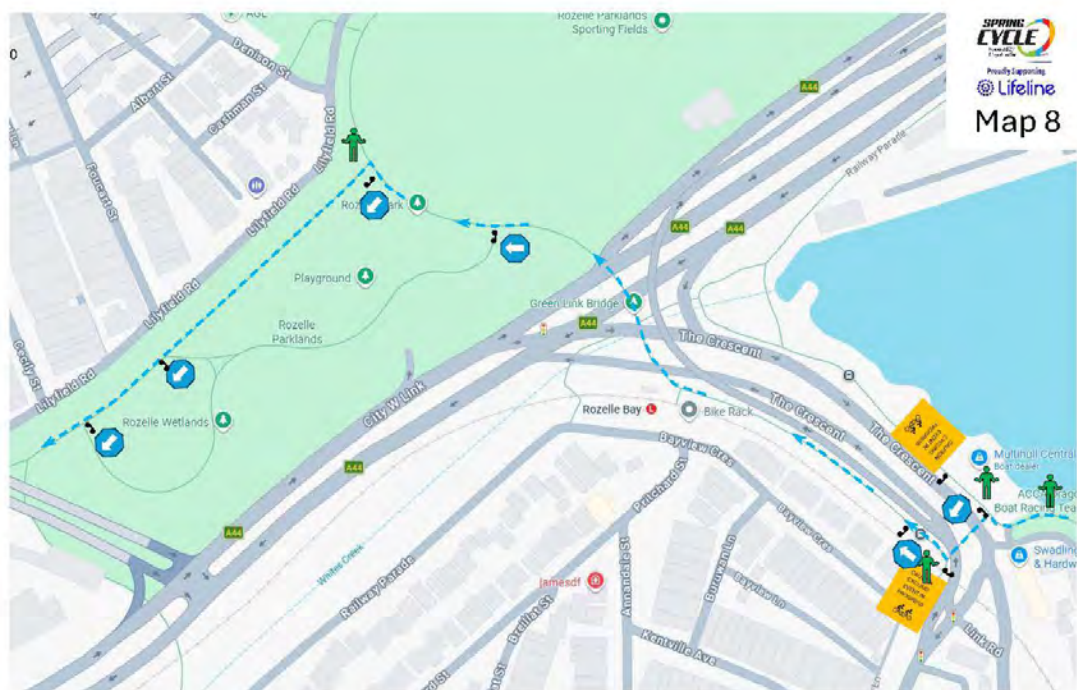
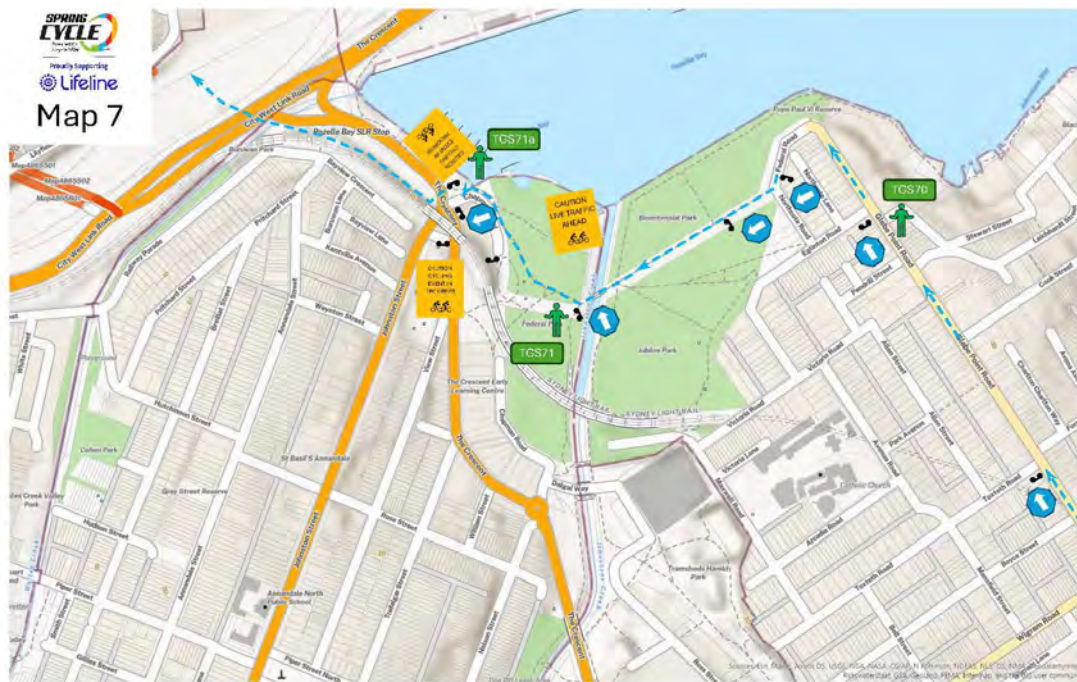












**Item 11.****Street Event - Temporary Road Closures - Walk with Christ 2026****TRIM Container No.: 2026/410889****Recommendations**

It is recommended that the Forum review the temporary road closures for the Walk with Christ 2026 on Sunday, 22 November 2026 from 2.30pm to 5pm subject to the following conditions:-

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

**Forum Members for this Item**

|                   |
|-------------------|
| City of Sydney    |
| Transport for NSW |

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

## Advice

Advice will be updated after the meeting.

## Background

Catholic Archdiocese has applied for the temporary road closures of various city streets for the Walk with Christ 2026 on Sunday, 22 November 2026 from 2.30pm to 5pm.

## Comments

The Walk with Christ is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

### Road Closures

#### From 2:30pm to 4:30pm

- Bligh Street between Bent Street and Hunter Street
- Castlereagh Street between Hunter Street and King Street
- Elizabeth Street between Hunter Street and King Street
- Elizabeth Street between Market Street and King Street (northbound)
- Hunter Street between Pitt Street and Macquarie Street
- King Street between Elizabeth Street and Phillip Street
- O'Connell St between Bent Street and Hunter Street
- Phillip Street Hunter Street and King Street
- Phillip Street between Bent Street and Hunter Street
- Pitt Street between Bridge Street and Martin Place
- Spring Street between Gresham Street and Pitt Street

#### From 2:50pm to 4:30pm

- Macquarie Street between Bent Street and James Road

- Prince Albert Road between Macquarie Street and St Mary's Road
- St James Road between Elizabeth Street and Macquarie Street

**From 2:50pm to 5:00pm**

- College Street between Prince Albert Road and William Street

**Cycleway Closures**

From 2:30pm to 4:30pm

- Pitt Street between Bridge Street and Martin Place

From 2:30pm to 5:00pm

- College Street between Park Street and Prince Albert Road

**Consultation**

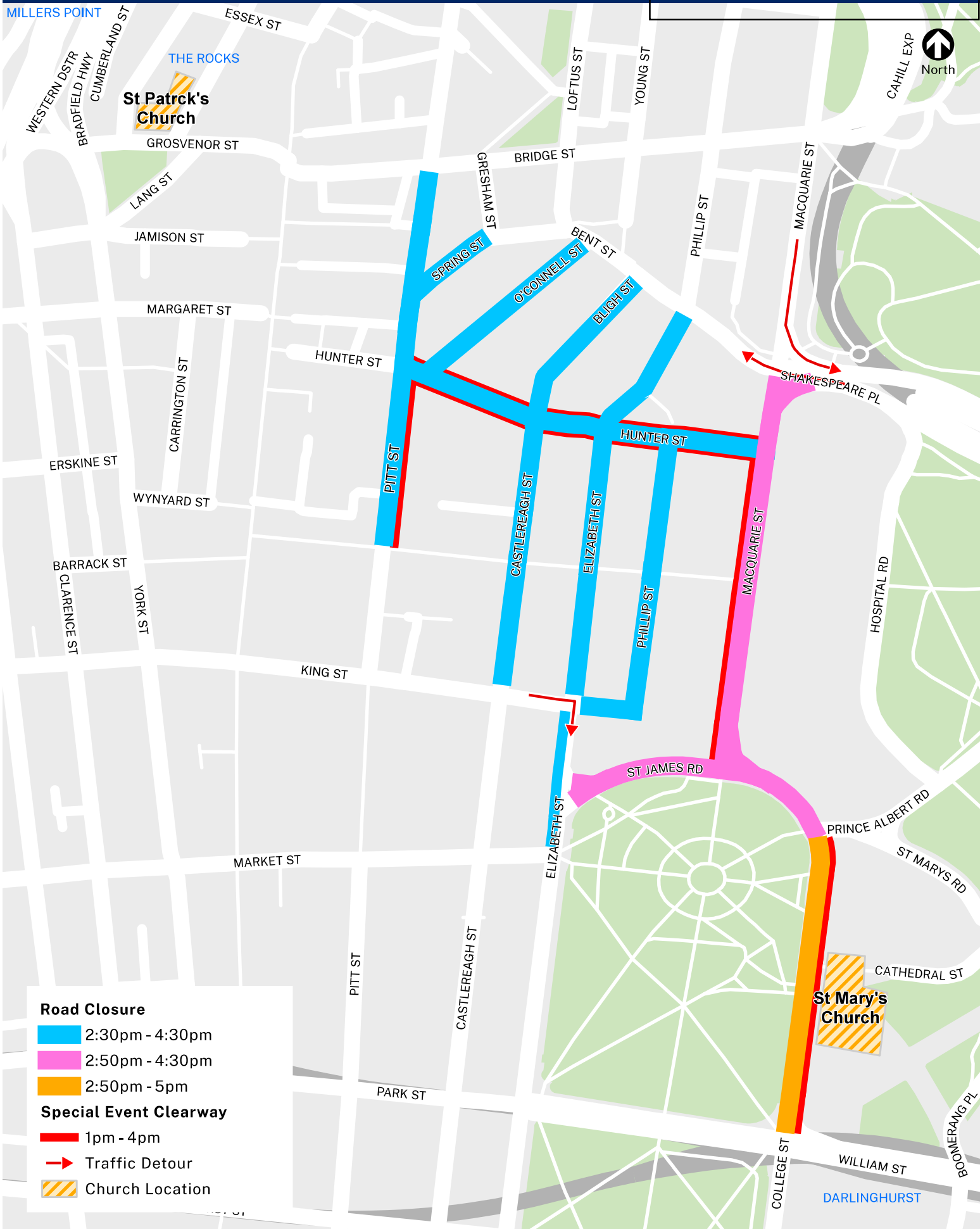
The Applicant will be required to notify affected stakeholders as stipulated in Schedule A.

**Financial**

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

**VESTA VESTA, ENGINEERING TRAFFIC OFFICER**

MILLERS POINT





**Item 12.****Mobile Crane - Temporary Road Closures - Day and Sands Street, Sydney**

TRIM Container No.: 2026/453706

**Recommendations**

It is recommended that the Forum review the following temporary road closures from 5am to 9pm on Sunday 27 September 2026:

- Sands Street, Sydney between Sussex and Bathurst Street (one lane)
- Day Street, Sydney between Bathurst Street and cul-de-sac (two lanes)

subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 25 October 1 and 8 November 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

**Forum Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

Comcell has applied for the temporary road closures of Sands and Day Streets from 5am to 9pm on Sunday 27 September 2026 for construction activities.

**Comments**

The proposed temporary road closures are required to allow a mobile crane to be used to lift equipment off 150 Bathurst Street, Sydney (Park Royal Darling Harbour).

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

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

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

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

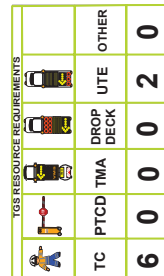
**Consultation**

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

**Financial**

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

**CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR**

[illegible]

**Item 13.****Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo****TRIM Container No.: 2026/465934****Recommendations**

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

- 9pm Friday 9 October 2026 to 6am Saturday 10 October 2026,
- 9pm Friday 23 October 2026 to 6am Saturday 24 October 2026

with contingency dates 16-17 October, 30-31 October and 6-7 November 2026,

subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 16-17 October, 30-31 October and 6-7 November 2026, as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact 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

Applicant has applied for the temporary road closure of Pyrmont Street, Ultimo, between Allen Street and Quarry Street, (three lanes), at the following times in 2026:

- 9pm Friday 9 October 2026 to 6am Saturday 10 October 2026,
- 9pm Friday 23 October 2026 to 6am Saturday 24 October 2026

with contingency dates 16-17 October, 30-31 October and 6-7 November 2026

## Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the delivery of equipment to 379 Pyrmont Street, Ultimo.

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

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

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

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

## Consultation

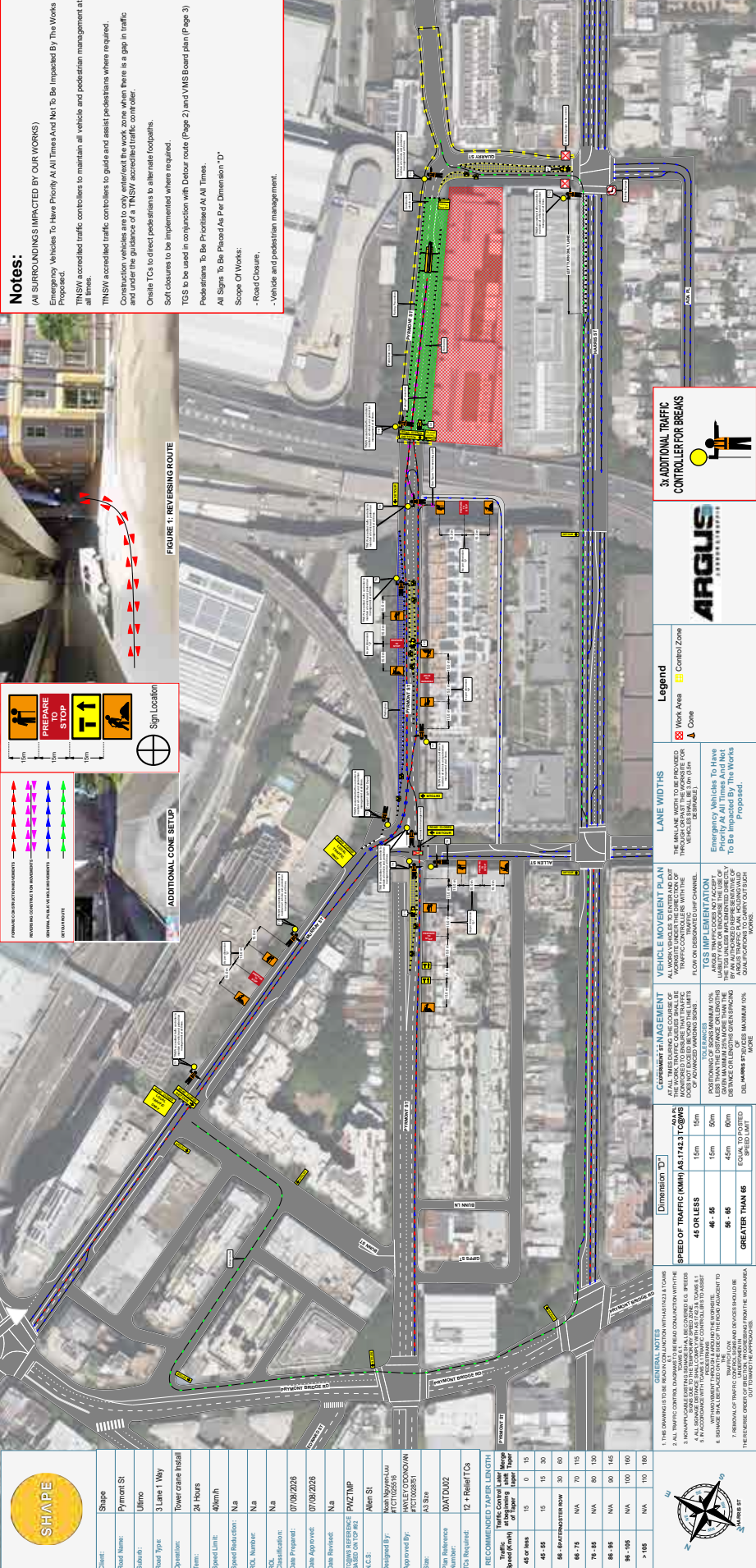
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

## Financial

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



**CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR**

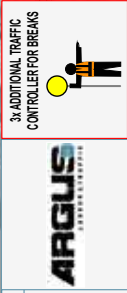


**Notes:**  
 (All Surroundings Impacted by our works)  
 Emergency vehicles to have Priority At All Times And Not To Be Impacted By The Works Proposed.  
 TNSV accredited traffic controllers to maintain all vehicle and pedestrian management at all times.  
 TNSV accredited traffic controllers to guide and assist pedestrians where required.  
 Construction vehicles are to only enter/exit the work zone when there is a gap in traffic and under the guidance of a TNSV accredited traffic controller.  
 Onsite TCS to direct pedestrians to alternate footpaths.  
 Soft closures to be implemented where required.  
 TCS to be used in conjunction with Detour route (Page 2) and VMS Board plan (Page 3)  
 Pedestrians To Be Prioritised At All Times.  
 All Signs To Be Placed As Per Dimension "D".  
 Scope Of Works:  
 - Road Closure,  
 - Vehicle and pedestrian management.

FIGURE 1: REVERSING ROUTE



|                           |                     |
|---------------------------|---------------------|
| Client:                   | Shape               |
| Road Name:                | Pymont St           |
| Suburb:                   | Ultimo              |
| Road Type:                | 3 Lane 1 Way        |
| Operation:                | Tower crane install |
| Item:                     | 24 Hours            |
| Speed Limit:              | 40km/h              |
| Speed Reduction:          | N/A                 |
| REG. Number:              | N/A                 |
| NOL:                      | N/A                 |
| Classification:           | N/A                 |
| Date Prepared:            | 07/09/2025          |
| Date Approved:            | 07/09/2025          |
| Date Revised:             | N/A                 |
| COGNATE REFERENCE:        | PNZ/TMP             |
| N.C.S.:                   | Allen St            |
| Designed By:              | Nash Nguyen-Luu     |
| Approved By:              | PTCT 1025518        |
| Scale:                    | A3 Size             |
| TCS Required:             | 12 + Reliant TCS    |
| RECOMMENDED TAPER LENGTH: |                     |
| Traffic Speed (km/h)      | 40 or less          |
| Speed of Taper            | 15                  |
| 40 or less                | 15                  |
| 45 - 55                   | 15                  |
| 55 - 65                   | 15                  |
| 65 - 75                   | 15                  |
| 75 - 85                   | 15                  |
| 85 - 95                   | 15                  |
| 95 - 105                  | 15                  |
| 105 - 115                 | 15                  |
| 115 - 125                 | 15                  |
| 125 - 135                 | 15                  |
| 135 - 145                 | 15                  |
| 145 - 155                 | 15                  |
| 155 - 165                 | 15                  |
| 165 - 175                 | 15                  |
| 175 - 185                 | 15                  |
| > 185                     | 15                  |



3x ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS

Legend

Work Area  
 Cone

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed

THE MILLAGE WIDTH TO BE PROVIDED THROUGHOUT THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND DEPART THE WORK AREA THROUGH THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND DEPART THE WORK AREA THROUGH THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND DEPART THE WORK AREA THROUGH THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND DEPART THE WORK AREA THROUGH THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND DEPART THE WORK AREA THROUGH THE WORK AREA (SEE PLAN FOR DETAILS)

VEHICLE MOVEMENT PLAN







**Item 14.****Road Works - Temporary Road Closure - Bunn Lane, Pyrmont**

TRIM Container No.: 2026/325529

**Recommendations**

It is recommended that the Forum review the temporary installation of a 'One Way' westbound restriction on Bunn Lane from Pyrmont Street to Experiment Street, including 'No Entry' and 'No Left/Right Turn' on Experiment Street at Bunn Lane, from 21 August 2026 to 21 January 2027, 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.

**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**

Department of Planning, Housing and Infrastructure has applied for the temporary One-Way restriction from 21 August 2026 to 21 January 2027.

**Comments**

The proposed temporary One-Way restriction required to enable works at Pymont Fire Station and access to hoarding stairs on Bunn Street.

Bunn Lane will be returned to two-way operation upon removal of the hoarding.

**Consultation**

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

**Financial**

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

**ALEXANDER SAUNDERS, A/TRAFFIC MANAGER NORTH**



# One-Way Proposal - Bunn Ln, Pyrmont

■ ■ ■ ■ "No Stopping"

■ ■ ■ ■ "No Parking"

■ ■ ■ ■ "Works Zone - 7am-3:30pm Mon-Sat"  
1P Ticket - Permit Holders Excepted Area 20 All Other Times"

■ ■ ■ ■ "1P Ticket - Permit Holders Excepted - Area 20"



On-road stair tower with concrete barriers

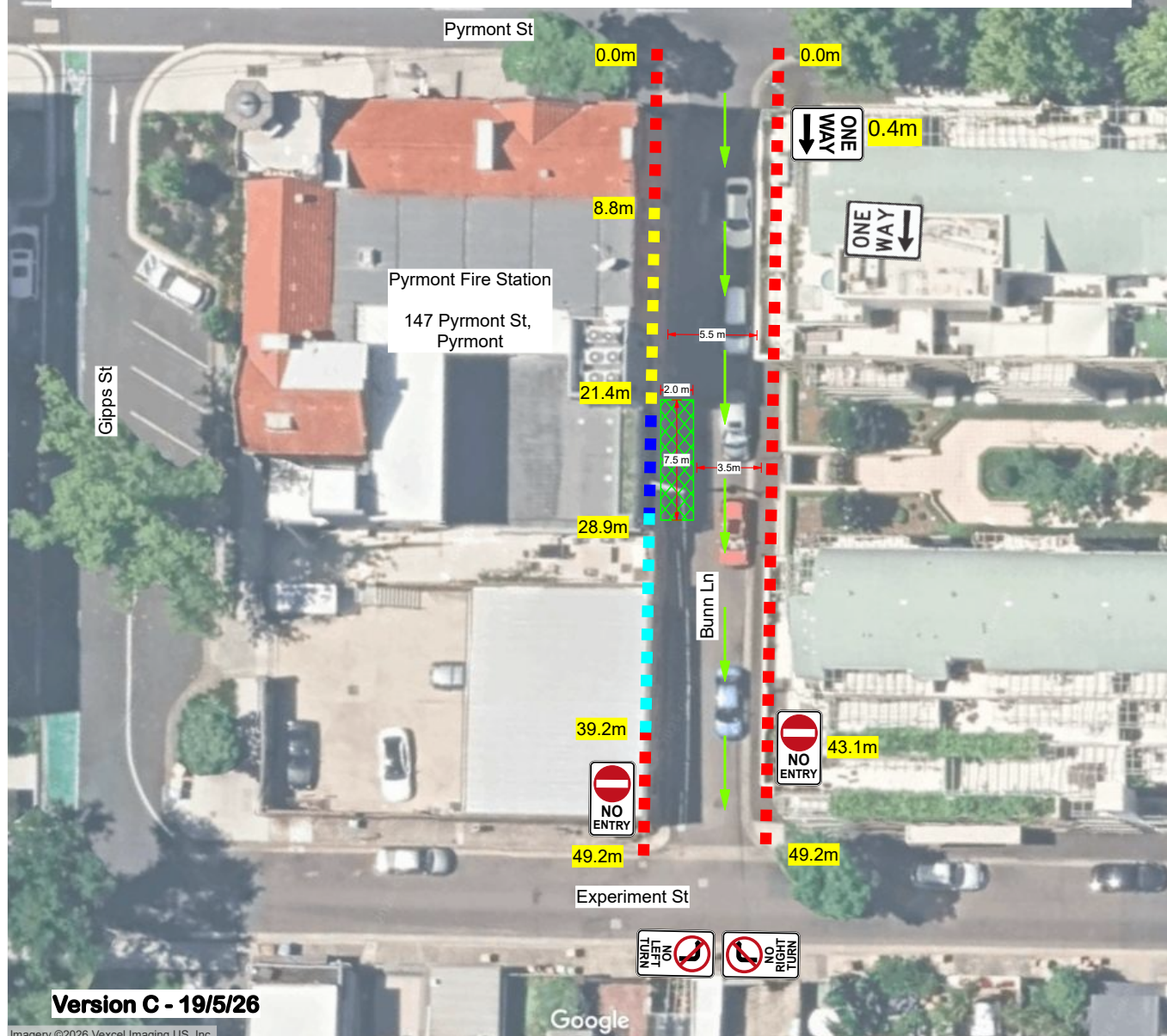


One way direction of travel West on Bunn Ln between Pyrmont St and Experiment St

Proposed installed signage



Estimated duration of works from 1st June 2026 - December 2026



**Item 15.****Road Works - Temporary Road Closure - Temporary Pedestrian Bridge,  
Sydney Marathon 2026 - Macquarie Street, Sydney****TRIM Container No.: 2026/456747****Recommendations**

It is recommended that the Forum review the temporary road closure of Macquarie Street, between Bent Street and Bridge Street, from the following times:

- Friday 21 August 2026 - 11pm-7am;
- Saturday 22 August 2026 - 11pm-7am;
- Sunday 30 August 2026 - 6pm-4am;

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 Sunday 23 August 2026, 11pm-5am, and Monday 31 August 2026, 10pm-5am as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

**Forum Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

Pont3 Pty Ltd has applied for the temporary road closure of Macquarie Street, between Bridge Street and Bent Street, Sydney, on Friday 21 August 2026, 11pm-7am; Saturday 22 August 2026, 11pm-7am; and Sunday 30 August 2026, 6pm-4am.

**Comments**

The proposed temporary road closure is required to enable the installation of a pedestrian bridge over Macquarie Street for the Sydney Marathon 2026.

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).

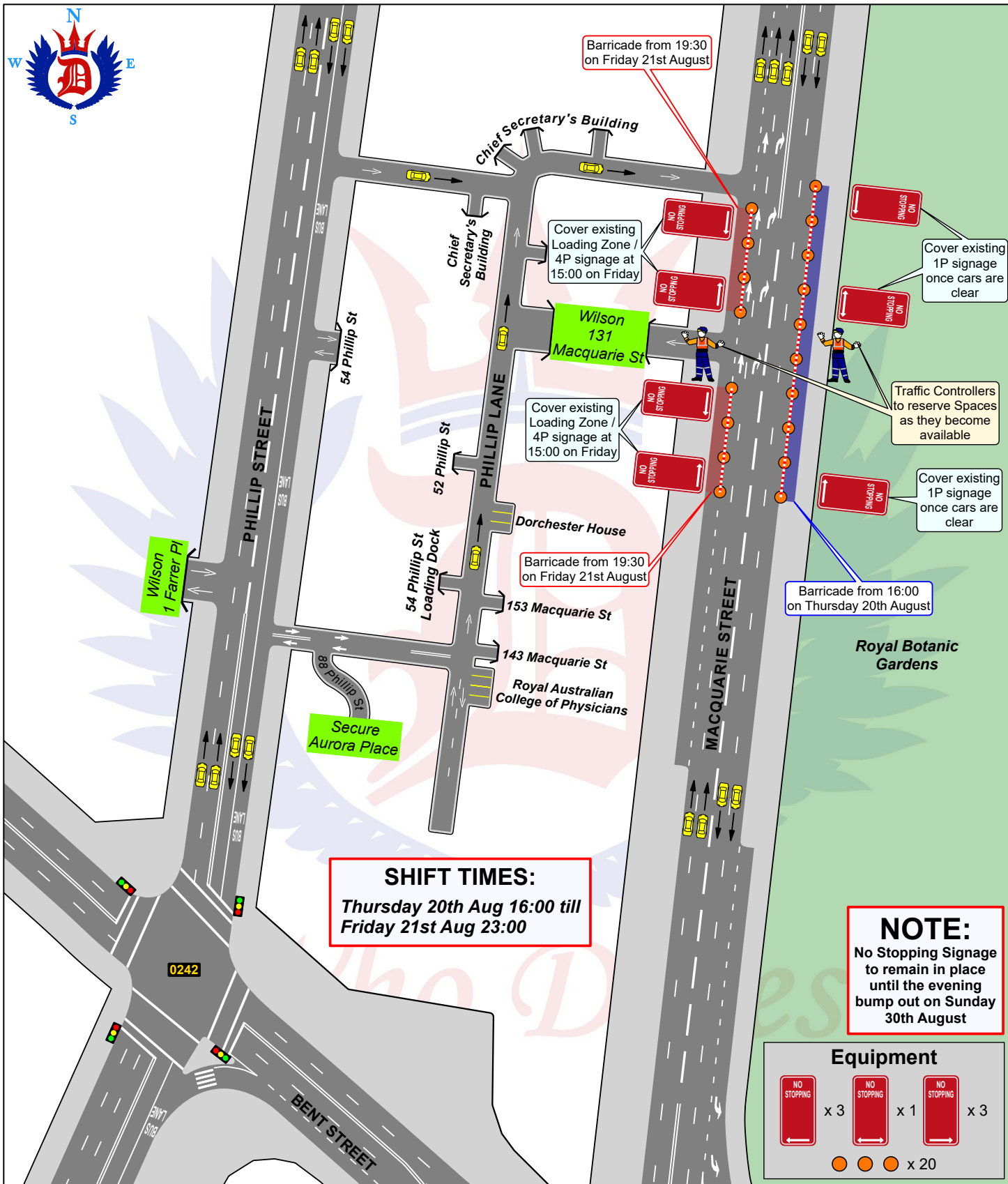
**Consultation**

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.

**WILL BEVERN, ENGINEERING TRAFFIC OFFICER**



| TCS SYDNEY MARATHON 2026                                                                                                                                                                                                                                                                 |                          |                           |               |           | TGS 514A           |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------|---------------|-----------|--------------------|-----------|
| Phillip Ln, Phillip St & Macquarie St SYDNEY                                                                                                                                                                                                                                             |                          |                           |               |           | BUMP IN / BUMP OUT |           |
| AGENCY                                                                                                                                                                                                                                                                                   | PRIMARY TASK             | SECONDARY TASK            | STAFF ON-SITE | TIME      | DATE               | Refer Box |
| TfNSW                                                                                                                                                                                                                                                                                    |                          |                           |               |           |                    |           |
| POLICE                                                                                                                                                                                                                                                                                   |                          |                           |               |           |                    |           |
| TRAFFIC                                                                                                                                                                                                                                                                                  | Barricade Parking Spaces | Deliver & Install Signage | 2             | Refer Box |                    |           |
| PONT3                                                                                                                                                                                                                                                                                    |                          |                           |               |           |                    |           |
| Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.<br>ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD. |                          |                           |               |           |                    |           |

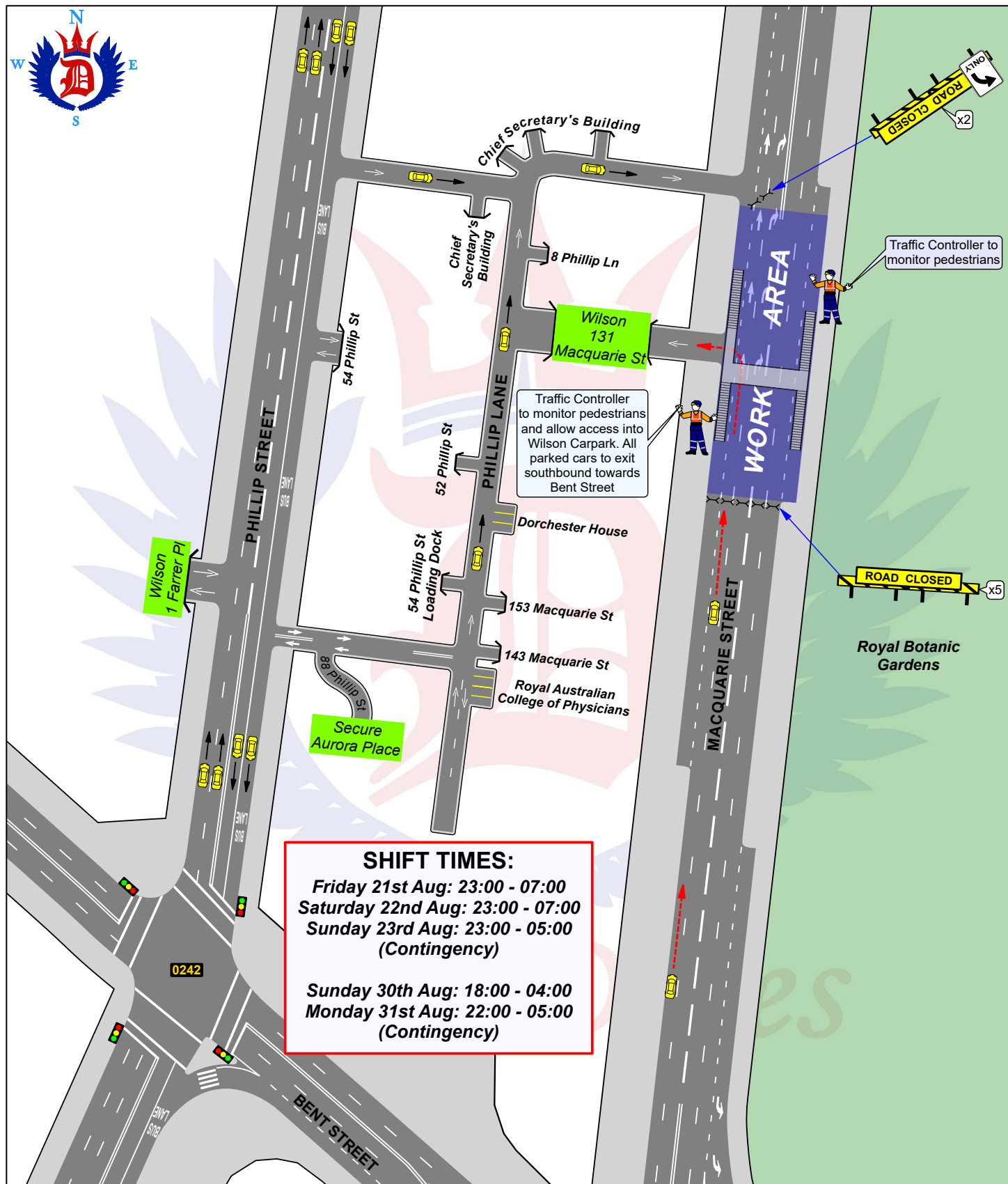
Drawn by: Tim Emslie  
SafeWork PWZ Card No. TCT0073149  
for Who Dares Pty Ltd

Signature:

Revised 05 Jun 26

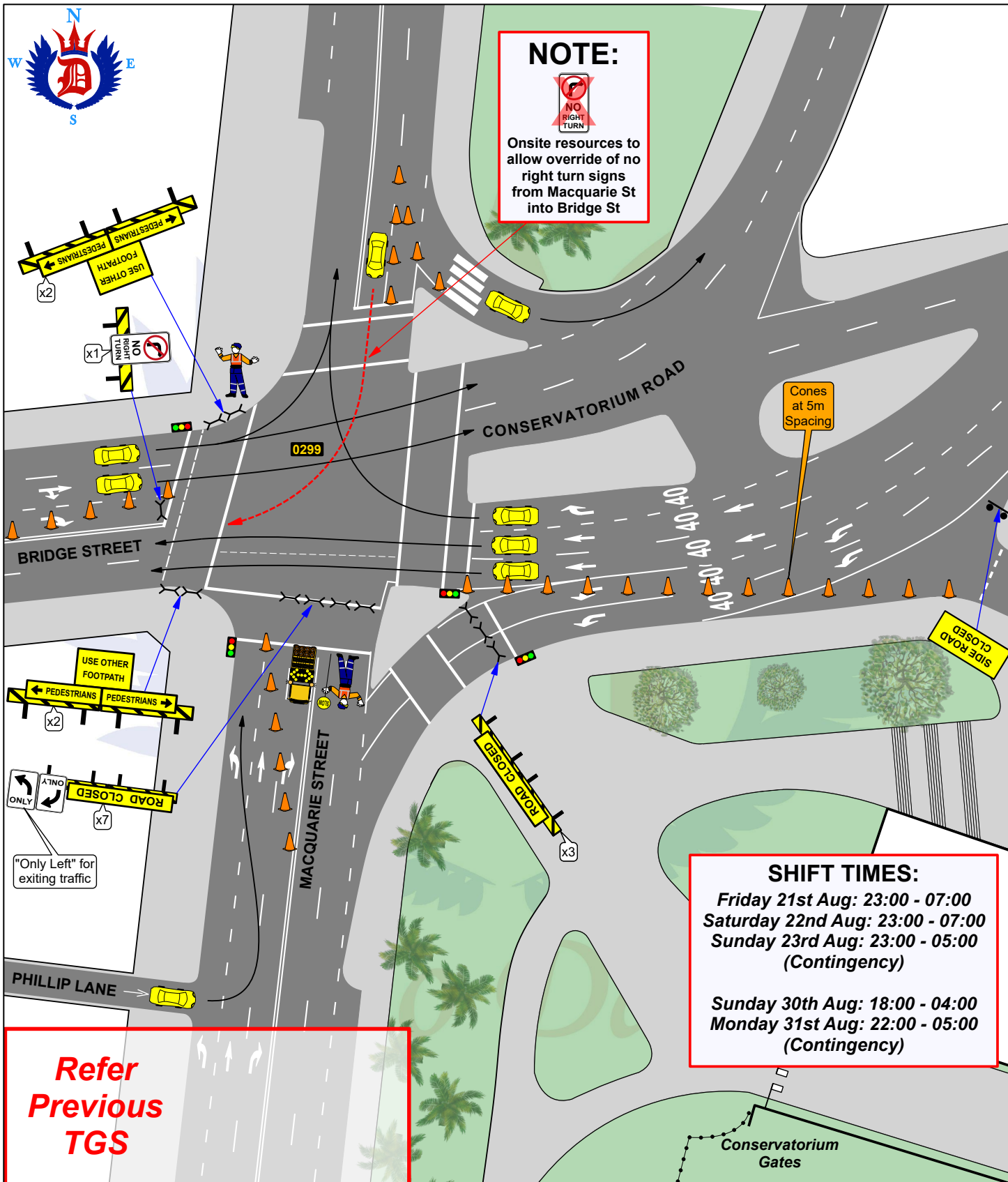




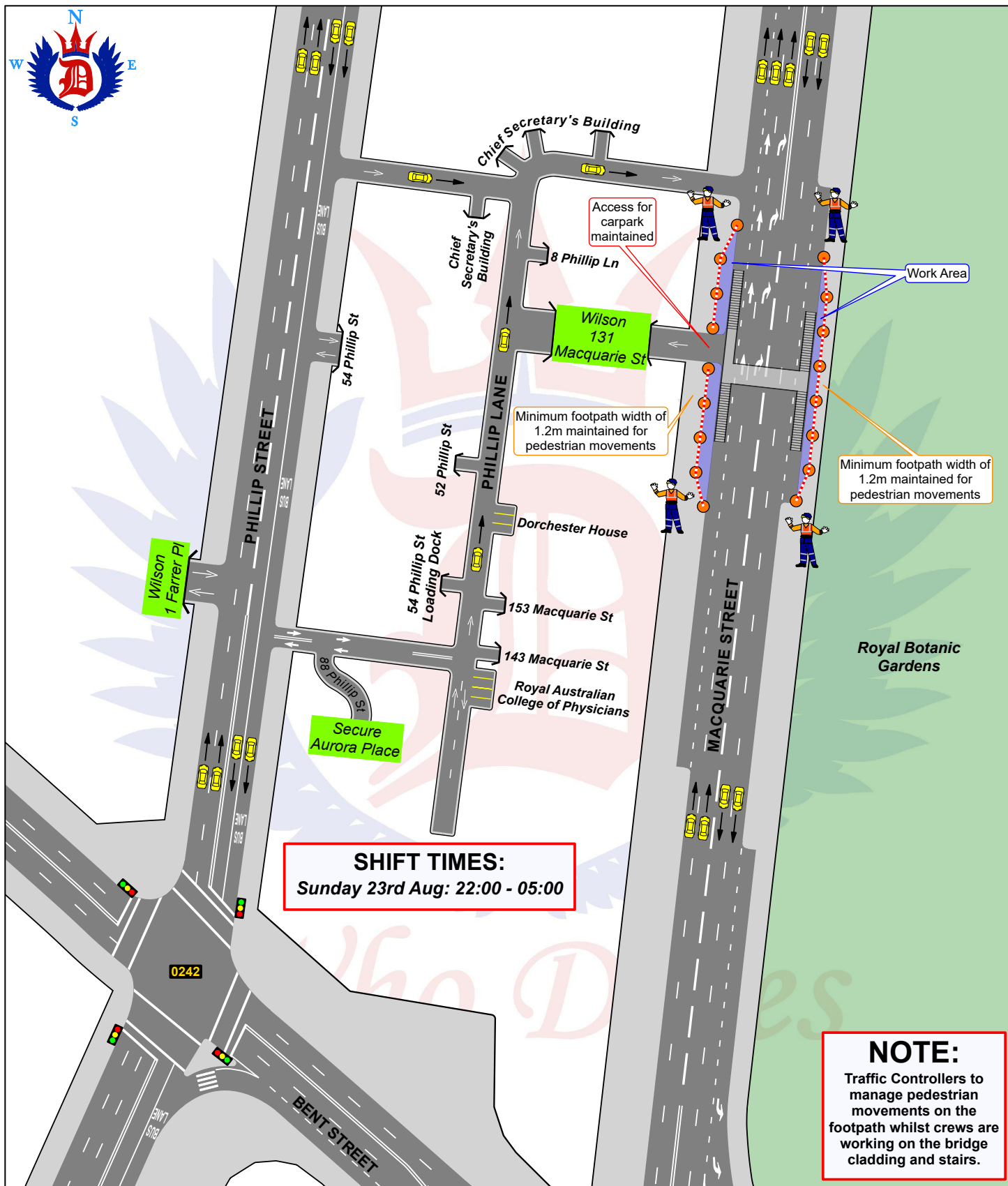


Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.

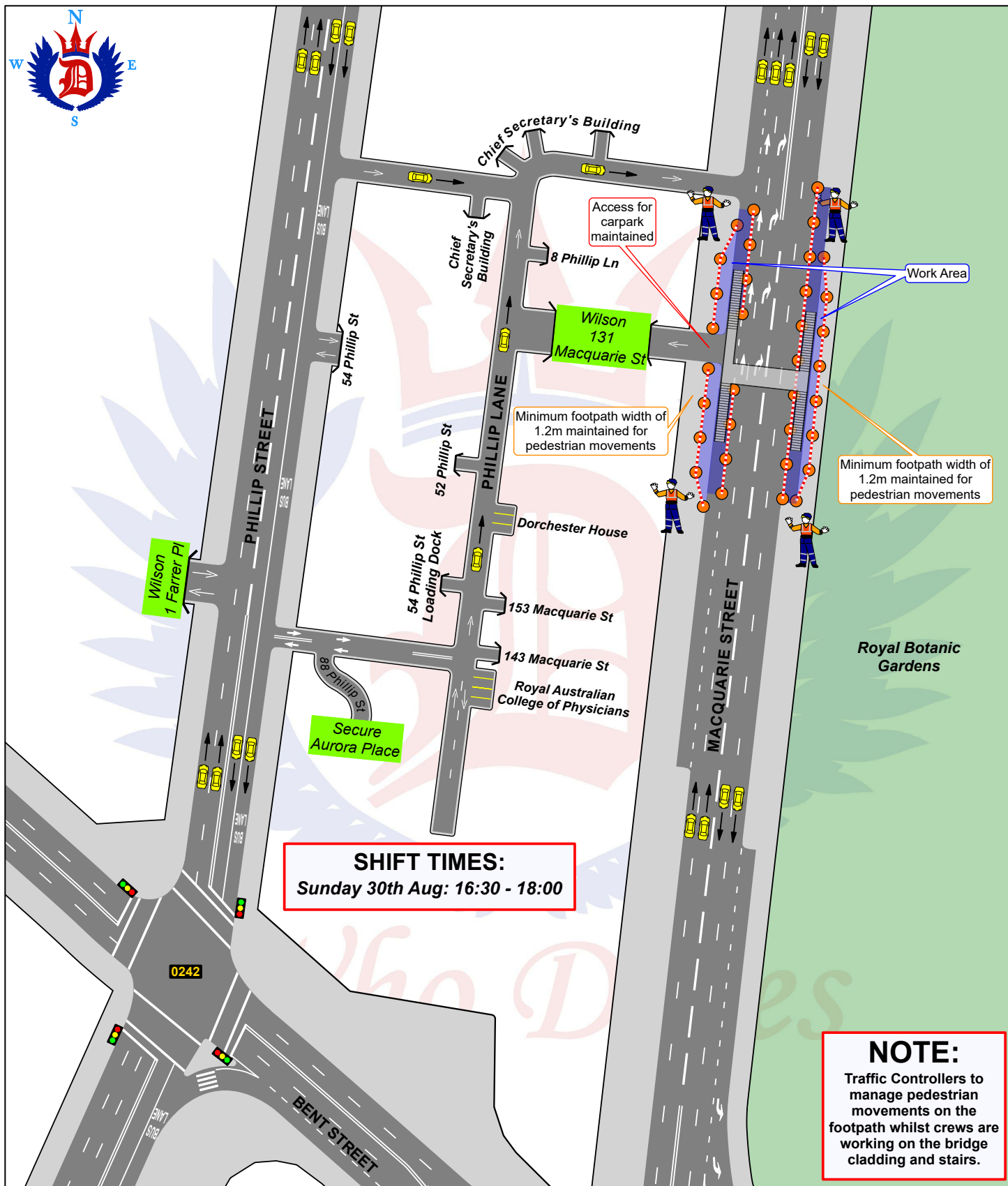
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| TCS SYDNEY MARATHON 2026 Bridge St & Macquarie St SYDNEY |                             |                           |               |           | TGS 515B                                                                                                                                                                                                   |           |
|----------------------------------------------------------|-----------------------------|---------------------------|---------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| AGENCY                                                   | PRIMARY TASK                | SECONDARY TASK            | STAFF ON-SITE | TIME      | BUMP IN / BUMP OUT                                                                                                                                                                                         |           |
| TfNSW                                                    |                             |                           |               |           | DATE                                                                                                                                                                                                       | Refer Box |
| POLICE                                                   |                             |                           |               |           | Drawn by: Tim Emslie<br>SafeWork PWZ Card No. TCT0073149<br>for Who Dares Pty Ltd<br>Signature: <br>Revised 05 Jun 26 |           |
| TRAFFIC                                                  | Implement & Monitor Closure | Deliver & Install Signage | 2             | Refer Box |                                                                                                                                                                                                            |           |
| PONT3                                                    |                             |                           |               |           |                                                                                                                                                                                                            |           |



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**Item 16.****Parking - No Parking, Loading Zone and 4P Ticket Parking - Castlereagh Street, Sydney****TRIM Container No.:** 2026/417575**Recommendations**

It is recommended that the Forum review the following reallocation of parking on the eastern side of Castlereagh Street, Sydney:

- (A) Between the points 30 metres and 38.6 metres (one car space) north of Park Street, Sydney as "No Stopping 6am–10am 3pm–8pm Mon–Fri" and "No Parking All Other Times".
- (B) Between the points 38.6m and 48.6m (one car space) north of Park Street, Sydney as "No Stopping 6am–10am 3pm–8pm Mon–Fri", "Loading Zone Ticket 10am-3pm Mon-Fri 6am-6pm Sat" and "4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat 8am-Midnight Sun & Public Holidays".

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 Castlereagh Boutique Hotel has requested consideration of dedicated pick-up and drop-off facilities in the vicinity of the hotel to better accommodate guests travelling to and from the premises. The hotel is located on the western side of Castlereagh Street, approximately 60 metres north of Park Street.

In response to the request, it is proposed to reallocate parking to "No Parking" on the eastern side of Castlereagh Street opposite the hotel. The proposed restriction will facilitate short-term pick-up and drop-off activities for hotel guests.

To offset the loss of kerbside capacity and improve access for surrounding businesses and visitors, a section of the existing "No Stopping" restriction located north of the proposed pick-up and drop-off zone will be reallocated to Loading Zone and Ticket Parking. This change will support local business servicing requirements and provide parking opportunities for visitors to the area.

The current "No Stopping 6-10am 3-8pm Mon-Fri" restrictions along the kerbs space will be retained to ensure there are no impacts on bus operations.

## Comments

The kerb space on the eastern side of Castlereagh Street, Sydney between Park Street and Market Street where the changes are proposed, is currently signposted as "No Stopping" and "No Stopping 6am–10am 3pm–8pm Mon–Fri", Loading Zone Ticket 10am-3pm Mon-Fri 6am-6pm Sat" and "1/4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat 8am-Midnight Sun & Public Holidays".

Castlereagh Boutique Hotel is located on the western side of Castlereagh Street, north of Park Street. The kerb space directly outside the hotel is a cycleway, which prevents drivers from stopping immediately adjacent to the premises for guests' pick-up and drop-off activities. As part of the cycleway project, the City introduced a section of "No Parking" restrictions adjacent to the cycleway within the nearside southbound traffic lane to provide a suitable location for short-term passenger set-down and pick-up activities.

While this arrangement has provided some benefit to hotel guests, the hotel has advised that many drivers are unaware that they are permitted to stop in the "No Parking" zone. As a result, the existing arrangement is not being fully utilised, and a more convenient and identifiable pick-up and drop-off location is needed to better accommodate guests travelling to and from the hotel.

An on-site inspection identified a need for a dedicated pick-up and drop-off facility near the Castlereagh Boutique Hotel. It is therefore proposed to reallocate an existing section of parking on the eastern side of Castlereagh Street opposite the hotel to "No Stopping 6am-10am and 3pm-8pm Monday-Friday" and "No Parking All Other Times". This location, approximately 80 metres from the hotel entrance, is considered the most suitable and feasible site for a pick-up and drop-off zone. Hotel guests would be able to safely access the hotel via the existing signalised pedestrian crossing on Castlereagh Street.



Under the proposed "No Parking" restrictions, drivers may stop for up to two minutes for the purpose of setting down or picking up passengers, or loading and unloading goods, provided they remain within three metres of their vehicle. The proposed zone would not be reserved exclusively for hotel guests and would be available for use by all drivers for short-term pick-up, drop-off and loading activities.

As the proposed pick-up and drop-off zone would require the reallocation of an existing Loading Zone and 1/4P Ticket Parking space, it is also proposed to convert an adjacent section of "No Stopping" restrictions to "No Stopping 6am-10am and 3pm-8pm Monday-Friday", "Loading Zone Ticket 10am-3pm Monday-Friday and 6am-6pm Saturday", and "4P Ticket 8pm-Midnight Monday-Friday, 6pm-Midnight Saturday, and 8am-Midnight Sunday and Public Holidays".

An on-site assessment determined that the reallocation of this section of "No Stopping" restrictions to Loading Zone and Ticket Parking would not adversely affect network operations. This change will support local business servicing requirements, while the extension of the existing 1/4P Ticket Parking to 4P Ticket Parking during evenings and weekends will provide visitors with greater flexibility and allow longer-duration parking when visiting the area.

The existing "No Stopping 6am-10am and 3pm-8pm Monday-Friday" restrictions would be retained during peak periods to there are no impacts on bus operations along Castlereagh Street.

### **Consultation**

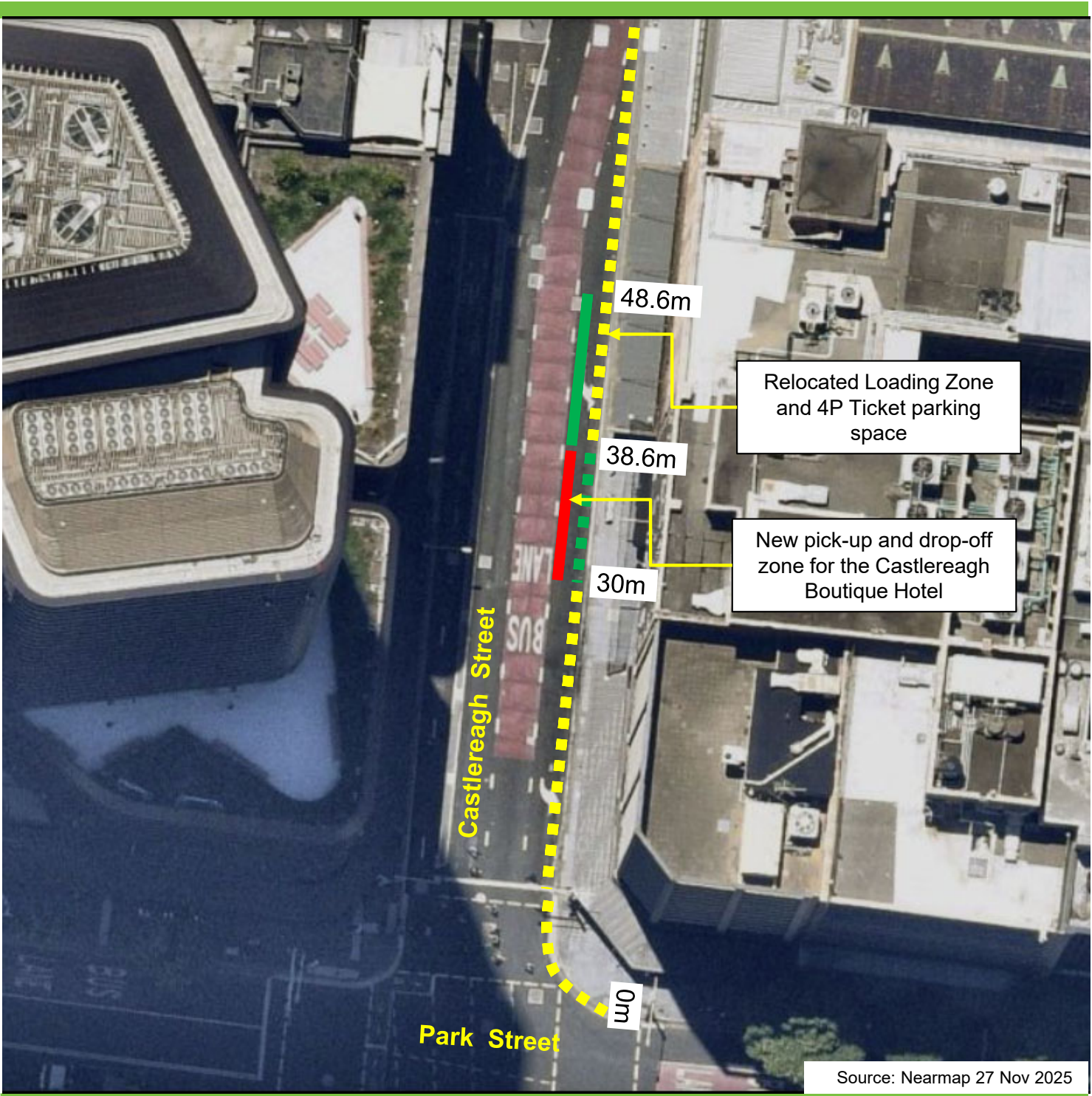
The City consulted 246 local residents and businesses in the area. There were 246 letters sent out with one response supporting and no responses opposing the proposal.

### **Financial**

Funds are available in the current budget.

**GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH**

Castlereagh Street, Sydney  
Proposed parking changes



| Existing                                                                  | Proposed                                                 |
|---------------------------------------------------------------------------|----------------------------------------------------------|
| <div><div></div><div></div><div></div></div> No Stopping                  | <div><div></div><div></div><div></div></div> No Stopping |
| No Stopping 6am–10am 3pm–8pm Mon–Fri                                      | 6am–10am 3pm–8pm Mon–Fri                                 |
| Loading Zone Ticket                                                       | No Parking All Other Times                               |
| <div><div></div><div></div><div></div></div> 10am–3pm Mon–Fri 6am–6pm Sat | No Stopping 6am–10am 3pm–8pm Mon–Fri                     |
| 1/4P Ticket                                                               | Loading Zone Ticket                                      |
| 8pm–Midnight Mon–Fri 6pm–Midnight Sat                                     | 10am–3pm Mon–Fri 6am–6pm Sat                             |
| 8am–Midnight Sun & Public Holidays                                        | 4P Ticket                                                |
|                                                                           | 8pm–Midnight Mon–Fri 6pm–Midnight Sat                    |
|                                                                           | 8am–Midnight Sun & Public Holidays                       |

75

  
not to scale

**Item 17.****Parking - Ticket Parking - George Julius Avenue, Zetland****TRIM Container No.: X087781****Recommendations**

It is recommended that the Forum review the reallocation of parking on the western side of George Julius Avenue, Zetland north of Peters Street, between the point 177.1 metres and 248.2 metres (12 car spaces) as "2P Ticket 8am-10pm".

**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 has recently completed and opened a section of George Julius Avenue, Zetland, north of Peters Street as part of the Gunyama Park Stage 2 project. The area includes community and recreational facilities, including the Gunyama Park playing fields, Gunyama Park Aquatic and Recreation Centre, and the newly opened Gunyama Park playground. These facilities attract a high number of visitors who access the area by walking, cycling, public transport and private vehicle.

The kerbside parking along the western side of George Julius Avenue directly fronts the newly opened playground. While this section of George Julius Avenue is now open to traffic, the northern end of the road currently terminates in a temporary no-through-road arrangement. The road is planned to be extended and connected to the future northern Zetland precinct as subsequent stages of development are completed.

Following the opening of George Julius Avenue adjacent to the playground, parking restrictions are required to support the efficient use of available kerbside parking and to encourage turnover for visitors to the recreational facilities. As parking along Zetland Avenue adjacent to the Gunyama Park Aquatic and Recreation Centre is currently regulated as ticket parking, it is proposed to introduce "2P Ticket 8am-10pm" parking restrictions on George Julius Avenue along the playground frontage. The proposed restrictions will provide a consistent parking management approach within the precinct, promote compliance, and ensure parking spaces remain available for visitors accessing the park and surrounding community facilities.

### **Comments**

The kerbside parking on the western side of George Julius Avenue, Zetland, north of Peters Street, was recently opened as part of the completed road works and is currently unrestricted.

To encourage compliance and turnover of parking spaces, it is proposed to introduce "2P Ticket 8am-10pm" restrictions along this section of George Julius Avenue. The proposed restrictions would allow vehicles to park for a maximum of two hours between 8am and 10pm, where the signs are installed. Drivers are required to purchase and display a ticket when parked at this location.

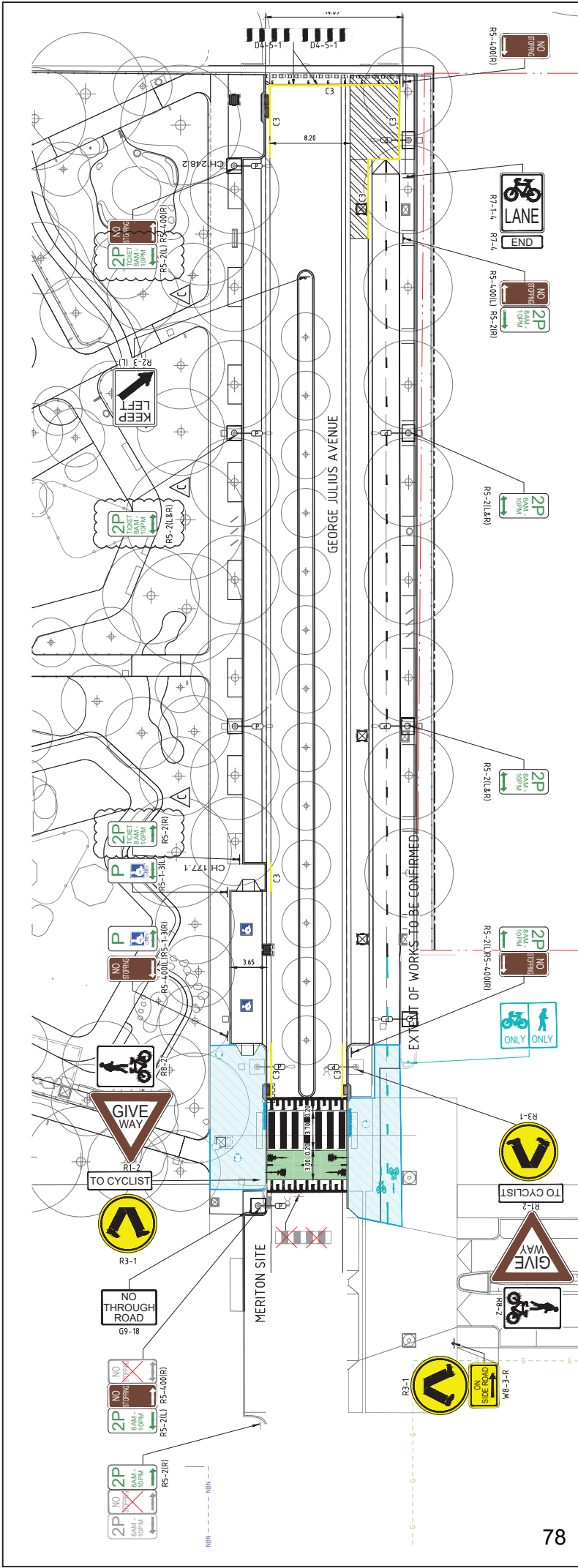
### **Consultation**

The City consulted local residents and businesses in the area during the planning of the new park and road, although ticketed parking was not specifically identified.

### **Financial**

Funds are available in the current budget.

**SAM WHEATLEY, DELIVERY MANAGER**



**LEGEND**

|                                              |                                             |
|----------------------------------------------|---------------------------------------------|
| EXISTING BOUNDARY LINE                       | PROPOSED STREET SIGNS                       |
| PROPOSED SIGNAGE                             | EXISTING SIGNAGE                            |
| EXISTING SIGNAGE TO BE REMOVED               | PROPOSED SIGNAGE BY OTHERS                  |
| PROPOSED LINEMARKING BY OTHERS TO BE REMOVED | CITY OF SYDNEY SHARED PATH PAVEMENT MARKING |
| SHARED PATH ZONE                             | CYCLEWAY SURFACE TREATMENT                  |

**NORTHROP**  
Sydney  
Level 11 345 George Street, Sydney NSW 2000  
Ph: (02) 9241 4188 Fax: (02) 9241 4320  
Email: sydney@northrop.com.au

**place design group.**

ARCHITECT

**CITY OF SYDNEY**

CLIENT

**FOR CONSTRUCTION**

DRAWING TITLE  
CIVIL ENGINEERING PACKAGE  
SIGNAGE AND LINEMARKING PLAN

JOB NUMBER  
223309

DRAWING NUMBER  
C109.01

REVISION  
C

DRAWING SHEET SIZE = A1

**Item 18.****Parking - 1P and Loading Zones - Belvoir Street and Buckingham Street, Surry Hills**

TRIM Container No.: 2026/282235

**Recommendations**

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

On the southern side of Belvoir Street, west of Elizabeth Street

- (A) Between the points 11 metres and 18 metres (1 car space) and the points 45 metres and 64 metres (3 car spaces) as "1P 9am-10pm Mon-Sat Permit Holders Excepted Area 18";
- (B) Between the points 128 metres and 142 metres (2 car spaces) as "Loading Zone 6am-6pm Mon-Sat" and "1P 6-10pm Mon-Sat Permit Holders Excepted Area 18".

On the northern side of Belvoir Street, west of Elizabeth Street

- (C) Between the points 11 metres and 27 metres (3 car spaces), the points 44 metres and 63 metres (3 car spaces), the points 89 metres and 104 metres (2 car spaces) and the points 122 metres and 136 metres (2 car spaces) as "1P 9am-10pm Mon-Sat Permit Holders Excepted Area 18".

On the eastern side of Buckingham Street, north of Cleveland Street

- (D) Between the points 10 metres and 18 metres (1 car space) and the points 148 metres and 158 metres (1 car space) as "Loading Zone 6am-6pm Mon-Sat" and "1P 6-10pm Mon-Sat Permit Holders Excepted Area 18";
- (E) Between the points 29 metres and 35 metres (1 car space), the points 71 metres and 93 metres (4 car spaces) and the points 127 metres and 148 metres (3 car spaces) as "1P 9am-10pm Mon-Sat Permit Holders Excepted Area 18".

**Forum Members for this Item**

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



## Advice

Advice will be updated after the meeting.

## Background

Residents have requested that Council consider increasing the number of permit parking spaces in Belvoir and Buckingham Streets to better accommodate holders of Area 18 resident parking permits. The aim is to improve parking availability for residents while also supporting greater turnover of spaces for visitors

## Comments

The kerb space on Belvoir Street and Buckingham Street, where the changes are proposed, is currently a combination of "No Parking 8:30am-5:15pm Mon-Fri", "Loading Zone 8:30am-5pm Mon-Fri", "Loading Zone 8:30am-6pm Mon-Fri", "1P 8:30am-5:15pm Mon-Fri", and unrestricted parking.

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

The proposed changes would limit any vehicle which does not have a permit to one (1) hour of parking from 9am to 10pm, Monday to Saturday where the signs are installed. This is consistent with the existing parking restrictions in the surrounding area.

Residents with an Area 18 parking permit will be exempt from the one-hour time limit.

## Consultation

The City consulted local residents and businesses in the area. There were 704 letters sent out with 3 responses supporting the proposal, 1 partially supporting the proposal and 9 responses opposing the proposal.

Two submissions stated that the changes would improve parking management and reduce parking pressure. One submission supported only the proposed loading zone changes, while one submission did not provide a reason for their support.

Six submissions raised concerns that residents ineligible for parking permits would be disproportionately affected by the proposed changes, and two submissions requested permit eligibility exemptions. The City advises that exemptions are not supported as parking permit eligibility is determined in accordance with the Neighbourhood On-Street Parking Policy, which excludes newer developments to manage parking demand.

Four submissions stated that there is no demonstrated parking shortage and that there is already a large supply of permit parking in the area. Three submissions also requested parking utilisation data, traffic studies and evidence of community support. The City notes that the proposal was created in response to concerns raised by residents regarding parking availability and site investigations that observed low parking turnover. Community consultation was undertaken to gauge local support and address any concerns.

Four submissions suggested alternative parking restrictions, including longer time limits and restrictions only during weekday business hours. The City advises that the proposed restrictions are locally consistent and minimises unintentional non-compliance.

One submission raised that the proposal would disadvantage residents with limited mobility. The City notes that holders of a mobility parking permit are exempt from the proposed one-hour time limit and may apply for a mobility parking space near their residence where eligible.

One submission requested increased enforcement of existing parking restrictions instead. The City undertakes routine parking enforcement and encourages residents to report illegally parked or abandoned vehicles via the City's website. The proposal would also improve the consistency of parking restrictions which will improve compliance and enforcement.

### **Financial**

Funds are available in the current budget.

**ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER**



## Belvoir Street and Buckingham Street, Surry Hills Proposed Parking Changes



### Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking 8:30am-5:15pm Mon-Fri"
- ■ ■ "Loading Zone 8:30am-5pm Mon-Fri"
- ■ ■ "Loading Zone 8:30am-6pm Mon-Fri"
- ■ ■ "1P 8:30am-5:15pm Mon-Fri"
- ■ ■ "1P 9am-10pm Mon-Sat Permit Holders Excepted Area 18"
- ■ ■ "Unrestricted Parking"
- ■ ■ "No Parking"
- ▭ "Driveway"

### Proposed

- ■ ■ "1P 9am-10pm Mon-Sat Permit Holders Excepted Area 18"
- ■ ■ "Loading Zone 6am-6pm Mon-Sat" and "1P 6-10pm Mon-Sat Permit Holders Excepted Area 18"



**Item 19.****Parking - No Parking - Jesson Lane, Surry Hills**

TRIM Container No.: 2025/746586

**Recommendations**

It is recommended that the Forum review the reallocation of parking on the eastern side of Jesson Lane, Surry Hills between the points 10.7 metres and 52.2 metres (seven car spaces) south of Jesson Street as: "No Parking" restriction.

Forum Members for this Item

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

**Advice**

Advice will be updated after the meeting.

**Background**

A resident of Crown Street, Surry Hills has requested consideration of "No Parking" restriction in Jesson Lane to improve access to rear-lane garages.

**Comments**

The kerb space on the eastern side of Jesson Lane, Surry Hills south of Jesson Street, where the changes are proposed, is currently signposted as "2P 8am-10pm, Permit Holders Excepted Area 18".

Jesson Lane is approximately 4.2 metres wide and provides rear-lane property access to houses fronting Crown Street.

The NSW Road Rules 2014 prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Jesson Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the Roads Act 1993 gives adjoining land owners a right of vehicles access to the public road.

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

### **Consultation**

The City consulted/notified local residents and businesses in the area. There were 69 letters sent out with one response supporting the proposal and three responses opposing the proposal.

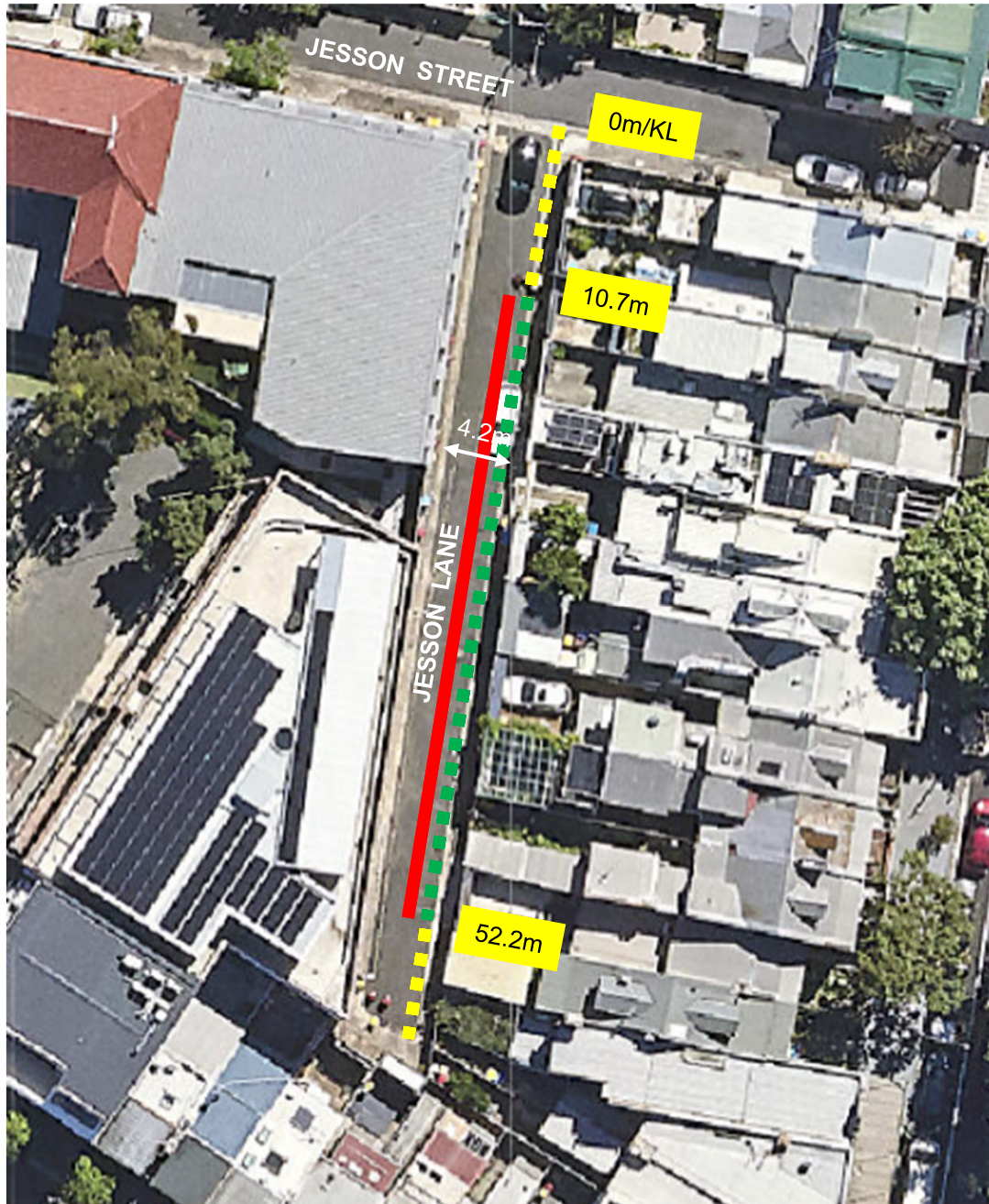
The supporting response is that rear-lane property access will be maintained the two opposing claims that parking will be lost. As rear lane access for properties needs to be maintained at all times, "No Parking" restrictions are required in this location.

### **Financial**

Funds are available in the current budget.

**MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER**

## Jesson Lane, Surry Hills Proposed parking changes



### Existing

■ ■ ■ "2P 8am-10pm, Permit Holders  
Excepted Area 18"

■ ■ ■ "No Stopping"

### Proposed

■ "No Parking"



**Item 20.****Parking - Loading Zone - Myrtle Street, Chippendale**

TRIM Container No.: 2026/282693

**Recommendations**

It is recommended that the Forum review the reallocation of parking on the southern side of Myrtle Street, Chippendale between the points 28 metres and 46 metres (three car spaces) west of Abercrombie Street as: "Loading Zone 6am-6pm Mon-Fri".

**Forum Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

A local business of Myrtle Street, Chippendale has requested consideration of "Loading Zone 6am-6pm Mon-Fri" on the southern side of Myrtle Street, east of Abercrombie Street to better support delivery activities.

**Comments**

The kerb space on the southern side of Myrtle Street, Chippendale between Abercrombie Street and Smithers Street, where the changes are proposed, is currently unrestricted for parking.

On-site inspection shows there is a need to provide a loading zone to cater for local businesses as there are no other loading zones within easy walking distance.

A driver may park in a loading zone up to a maximum of 30 minutes if:

- They are driving a vehicle that has been built to carry goods, and they are engaged in picking up or dropping off goods; or
- They are driving a public bus, and they are picking up or setting down passengers.\
- 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 88 letters sent out with 0 responses supporting the proposal and 3 responses opposing the proposal.

All three submissions raised concerns regarding the loss of on-street parking and increased parking demand in surrounding streets. The City notes that the proposed changes retain unrestricted parking outside weekday business hours and increases turnover by providing dedicated 30-minute parking for delivery vehicles.

Two submissions raised concerns about limited mobility and the need to park close to home. The City advises that residents who hold a mobility parking permit may apply for a mobility parking space near their residence. However, this does not guarantee that the parking space will always be available.

One submission requested that the City focus on abandoned vehicles and enforcement of existing parking restrictions. The City undertakes routine parking enforcement and encourages residents to report illegally parked or abandoned vehicles via the City's website.

One submission stated that loading zones already exist on Abercrombie Street. The City notes that there are currently no loading zones within a reasonable distance of the proposed location.

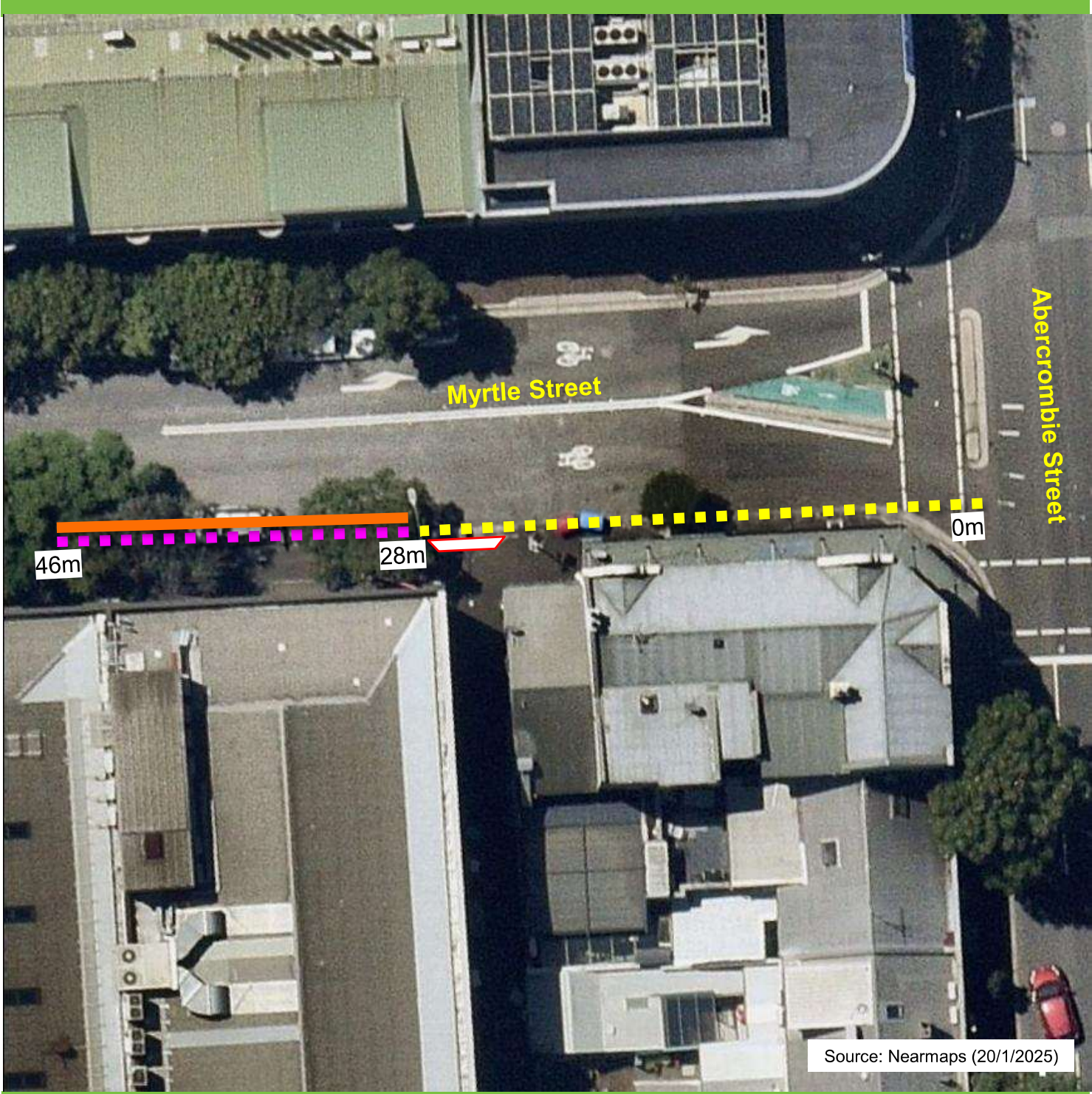
One submission raised concerns that the reduction in parking spaces could create hostility between residents. The City advises that any road rage or threatening behaviour should be reported to the South Sydney Police Area Command.

## **Financial**

Funds are available in the current budget.

**ALEX MOZAFFAR, ENGINEERING TRAFFIC OFFICER**

Myrtle Street, Chippendale  
Proposed Parking Changes



Existing

"No Stopping"

"Unrestricted Parking"

"Driveway"

Proposed

"Loading Zone 6am-6pm Mon-Fri"

**Item 21.****Parking - Ticket Parking - Codrington and Shepherd Streets, Darlington**

TRIM Container No.: 2026/329435

**Recommendations**

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

- (A) On the western side of Codrington Street, south of Darlington Lane, between the points 9.8 metres and 23 metres (two car spaces) as "No Parking 8am-10.30pm Mon-Fri Buses Excepted 15 Minute Limit" and "4P Ticket 8am-10pm Sat-Sun & Public Holidays".
- (B) On the western side of Codrington Street, south of Darlington Lane, between the points 23 metres and 95.8 metres (12 car spaces) as " 2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays";
- (C) On the eastern side of Codrington Street, north of Abercrombie Street, between the points 19.5 metres and 82 metres (10 car spaces) as "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays";
- (D) On the eastern side of Codrington Street, north of the car park, between the points 27.8 metres and 40.8 metres (two car spaces) as "No Parking 8am-10.30pm Mon-Fri, Buses Excepted 15 Minute Limit" and "4P Ticket 8am-10pm Sat-Sun & Public Holidays".

Forum Members for this Item

|                                                  |
|--------------------------------------------------|
| City of Sydney                                   |
| Transport for NSW                                |
| NSW Police – South Sydney PAC and Inner West PAC |
| Representative for the Member for Newtown        |

**Advice**

Advice will be updated after the meeting.

## Background

The City of Sydney is proposing to introduce ticket parking in Codrington Street, Darlington.

The eastern and western sides in Codrington Street where the parking changes are proposed are currently a mix of "No Parking" and unrestricted parking. The street is located adjacent to Sydney University buildings and there are no residential properties in the street.

The City of Sydney's Neighbourhood On-Street Parking Policy states that in non-residential streets, appropriate parking controls should be implemented to encourage turnover of parking spaces and discourage commuter and long-term parking. Given that the streets surrounding Codrington Street are predominantly educational and recreational in nature, with parking demand generated largely by students, staff and visitors to Sydney University and nearby recreational facilities, unrestricted parking is considered the least appropriate form of parking control. Unrestricted parking facilitates commuter and long-term parking, provides little opportunity for parking turnover, and can encourage private vehicle use over more sustainable transport modes such as walking, cycling and public transport.

To better align parking management with the objectives of the Policy, and to improve parking availability for short-term users, it is proposed to introduce the following parking restrictions in Codrington Street: "2P Ticket, 8am-6pm, Monday to Friday" and "4P Ticket, 6pm-10pm, Monday to Friday, and 8am-10pm, Saturday, Sunday and Public Holidays".

These controls are intended to increase parking turnover, improve access for visitors to the University and nearby recreational facilities, and reduce the incidence of all-day commuter parking.

## Comments

The kerb space in Codrington Street, Darlington consist of a mix of "No Parking 8am-10.30pm Mon-Fri Buses Excepted 15 Minute Limit" and unrestricted parking.

The City is proposing to install "2P Ticket 8am-6pm Mon-Fri" and "4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays" to improve parking turnover and improve parking opportunities for visitors.

There are no changes proposed along the "No Parking" restrictions for buses on weekdays and the ticket parking restrictions would be operational along this kerb space only on weekends.

The proposed parking changes would require any vehicle to pay for parking up to a maximum of two hours from 8am to 6pm Monday to Friday and four hours from 6pm to 10pm Monday to Friday and 8am to 10pm Sunday and Public holidays where the signs are installed.

The kerb spaces where the parking changes are proposed are not located adjacent to residential property frontages.

The City initially proposed implementing ticket parking on both Codrington Street and Shepherd Street. Following community consultation and a review of submissions received,

including objections from residents to the proposed ticket parking on Shepherd Street, the City has resolved to proceed with the proposal on Codrington Street only.

The ticket parking proposal for Shepherd Street will not be implemented, and the current parking arrangements will be retained.

## Consultation

The City consulted local residents and businesses in the area. There were 225 letters sent out with one response supporting the proposal and seven responses opposing the proposal and one providing a feedback.

Following consideration of the submissions received, the City amended the proposal and is proceeding with the proposed parking changes in Codrington Street only. The proposed changes in Shepherd Street will not proceed, and the existing parking arrangements will be retained.

| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed ticket parking on Shepherd Street, noting that it would disadvantage residents and make parking more difficult due to existing demand from university students, staff, Seymour Centre and Carriageworks visitors.</li> <li>The submission states that residents should not have to pay additional meter charges, particularly as they already pay rates and parking permit fees, and some residents rely on vehicles due to age or mobility needs.</li> <li>The submission notes that Council-reserved parking spaces near the Activity Centre and Ivy Street appear to be underused while residents experience ongoing parking pressure.</li> </ul> | <ul style="list-style-type: none"> <li>The City notes the objection regarding the potential impact of ticket parking on local residents and existing parking demand in Shepherd Street.</li> <li>The City is no longer proceeding with the ticket parking proposal on Shepherd Street and the current parking arrangements in the street will be retained.</li> <li>The existing unrestricted parking allows vehicles to remain parked for long periods, which reduces parking turnover and limits access to kerbside parking. The proposed ticket parking only applies to existing unrestricted parking areas and is intended to improve parking turnover and access for residents, visitors, businesses and other users in this high-demand area</li> <li>The parking spaces reserved for Council vehicles near the Darlington Activity</li> </ul> |



| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Centre are used by City staff to facilitate and support activities at the centre. The comments regarding these spaces and the spaces in Ivy Street have been noted                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2   | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed ticket parking in Codrington and Shepherd Streets, noting it would not be in the best interests of local residents and businesses in Darlington.</li> <li>The submission raises concern that ticket parking would push students to park in nearby unrestricted streets, particularly Wilson Street, increasing parking pressure and congestion in narrow surrounding streets and lanes.</li> <li>The submission supports changing unrestricted parking near the University of Sydney to 3P or 4P unticketed parking to improve turnover, but does not support ticket parking</li> </ul> | <ul style="list-style-type: none"> <li>The City notes the objection regarding the potential impact of ticket parking on local residents, businesses and nearby streets.</li> <li>The suggestion to introduce 4P parking without ticketing could encourage commuters into the area and reduce the availability of parking spaces for short –term visitors and will increase the level of non-compliance with time limits.</li> <li>Ticket parking is intended to discourage long-stay parking and improve access to kerbside parking for residents, visitors, businesses and other users</li> </ul> |
| 3,4 | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed parking changes in Codrington and Shepherd Streets, noting that the loss of all-day parking would impact residents who do</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>The City notes the objection regarding the potential impact of ticket parking on residents who do not qualify for parking permits, including safety, accessibility and equity concerns.</li> </ul>                                                                                                                                                                                                                                                                                                                                                          |

| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                     | <p>not qualify for parking permits.</p> <ul style="list-style-type: none"> <li>The submission raises safety and equity concerns, particularly for women, carers, older residents and people with mobility limitations or disabilities who rely on nearby parking.</li> <li>The submission requests that Council consider an exemption or permit pathway for affected residents before any changes are implemented</li> </ul>                                                                                                                             | <ul style="list-style-type: none"> <li>Parking is at premium in this area, so the City encourages walking, cycling, car sharing and public transport where possible.</li> <li>Ticket parking is intended to discourage long-stay parking, improve parking turnover and provide short-stay parking opportunities for residents, visitors, businesses and other users.</li> </ul>                                                                                                                                                                                                                                                                                                                                            |
| 5   | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed ticket parking in Shepherd Street.</li> <li>The submission raises concern that the proposal changes long-standing unrestricted parking to paid parking 7 days a week, including weekends and public holidays, when university-related parking demand is generally lower.</li> <li>The submission requests a compromise, including limiting ticket parking to Monday to Friday, retaining some unrestricted parking, and providing dedicated motorcycle parking.</li> </ul> | <ul style="list-style-type: none"> <li>The City notes the objection regarding ticket parking on Shepherd Street, including concerns about weekend parking, retaining unrestricted spaces and providing dedicated motorcycle parking.</li> <li>Existing unrestricted parking allows vehicles to remain parked for long periods. Ticket parking is intended to discourage long-stay parking and improve access for residents, visitors, businesses and other users.</li> <li>The City does not allocate motorcycle parking spaces for individual or exclusive all-day use. Motorcyclists may park in time-limited or ticket parking spaces free of charge, provided they comply with the posted time restrictions</li> </ul> |

| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6   | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed ticket parking in Codrington and Shepherd Streets, noting that it may encourage more people to drive to the area rather than use public transport.</li> <li>The submission raises concern about installing parking meters on narrow footpaths, potential litter from paper tickets, and the loss of limited unrestricted parking currently available in the area.</li> <li>The submission suggests Council resources would be better spent on footpath improvements, rubbish bins and bike parking rather than ticket parking infrastructure</li> </ul> | <ul style="list-style-type: none"> <li>The City notes the objection regarding the potential impact of ticket parking on travel behaviour, footpaths and existing unrestricted parking.</li> <li>Demand for parking exceeds available kerbside space, and the City encourages walking, cycling, car sharing and public transport where possible.</li> <li>Ticket parking is intended to discourage long-stay parking, improve turnover and provide short-stay parking opportunities for residents, visitors, businesses and other users.</li> </ul> |
| 7   | Objection           | <ul style="list-style-type: none"> <li>The submission objects to the proposed ticket parking, noting that parking demand is already critical across Wilson, Codrington and Shepherd Streets, including for residents with parking permits.</li> <li>The submission raises concern that converting unrestricted parking to ticket parking may displace vehicles into nearby streets and</li> </ul>                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>The City notes the objection regarding existing parking demand and the potential displacement of vehicles into nearby streets.</li> <li>Ticket parking is intended to discourage long-stay parking, improve turnover and provide short-stay parking opportunities for residents, visitors, businesses and other users.</li> <li>The City will monitor the area following installation of</li> </ul>                                                                                                         |

| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                     | <p>increase competition for remaining unrestricted spaces.</p> <ul style="list-style-type: none"> <li>The submission requests that the broader parking impacts on residents, students, staff, businesses, visitors and nearby facilities to be fully considered before the proposal proceeds</li> </ul>                                                                                                                                                                                                | <p>the proposed restrictions and evaluate any impacts on parking demand and surrounding streets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 8   | Support             | <ul style="list-style-type: none"> <li>The submission supports the proposed parking changes on Shepherd Street, noting that existing unrestricted parking is used for long-term parking and vehicle storage.</li> <li>The submission considers that increased parking turnover would benefit students, tradespeople and the general amenity of the area.</li> <li>The submission requests that dedicated motorcycle parking be considered near the corner of Shepherd Street and Ivy Street</li> </ul> | <ul style="list-style-type: none"> <li>The City notes the support for the proposed ticket parking and the comments regarding long-term parking on Shepherd Street.</li> <li>Ticket parking is intended to discourage long-stay parking, improve turnover and provide better access to kerbside parking for residents, visitors, businesses and other users.</li> <li>The City does not allocate motorcycle parking spaces for individual or exclusive all-day use. Motorcyclists may park in time-limited or ticket parking spaces free of charge, provided they comply with the posted time restrictions.</li> </ul> |
| 9   | Feedback            | <ul style="list-style-type: none"> <li>The submission raises concern that the unrestricted parking space on Ivy Street is not suitable for practical car parking but allows multiple motorcycles to park, resulting in noise</li> </ul>                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>The City notes the concerns regarding long-term parking in Codrington and Shepherd Streets. This would be addressed as part of the proposal, as ticket parking is intended to increase parking turnover and improve access</li> </ul>                                                                                                                                                                                                                                                                                                                                          |

| No. | Support / Objection | Summary of Objection                                                                                                                                                                                                                                                                                                                                                                                             | COS Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                     | <p>and disturbance to nearby residents.</p> <ul style="list-style-type: none"> <li>The submission also raises concern that larger vehicles occupy the unrestricted spaces for long periods, reducing parking turnover for local residents and visitors.</li> <li>The submission requests that the unrestricted section be shortened to discourage motorcycle parking and improve residential amenity.</li> </ul> | <p>to kerbside parking for residents, visitors, businesses and other users.</p> <ul style="list-style-type: none"> <li>Regarding motorcycle parking, all road users are entitled to use kerbside parking spaces, whether driving a car or riding a motorcycle. Motorcyclists are currently catered for through the existing street parking arrangements and may park in any time-limited parking space, provided they comply with the signposted parking restrictions.</li> </ul> |

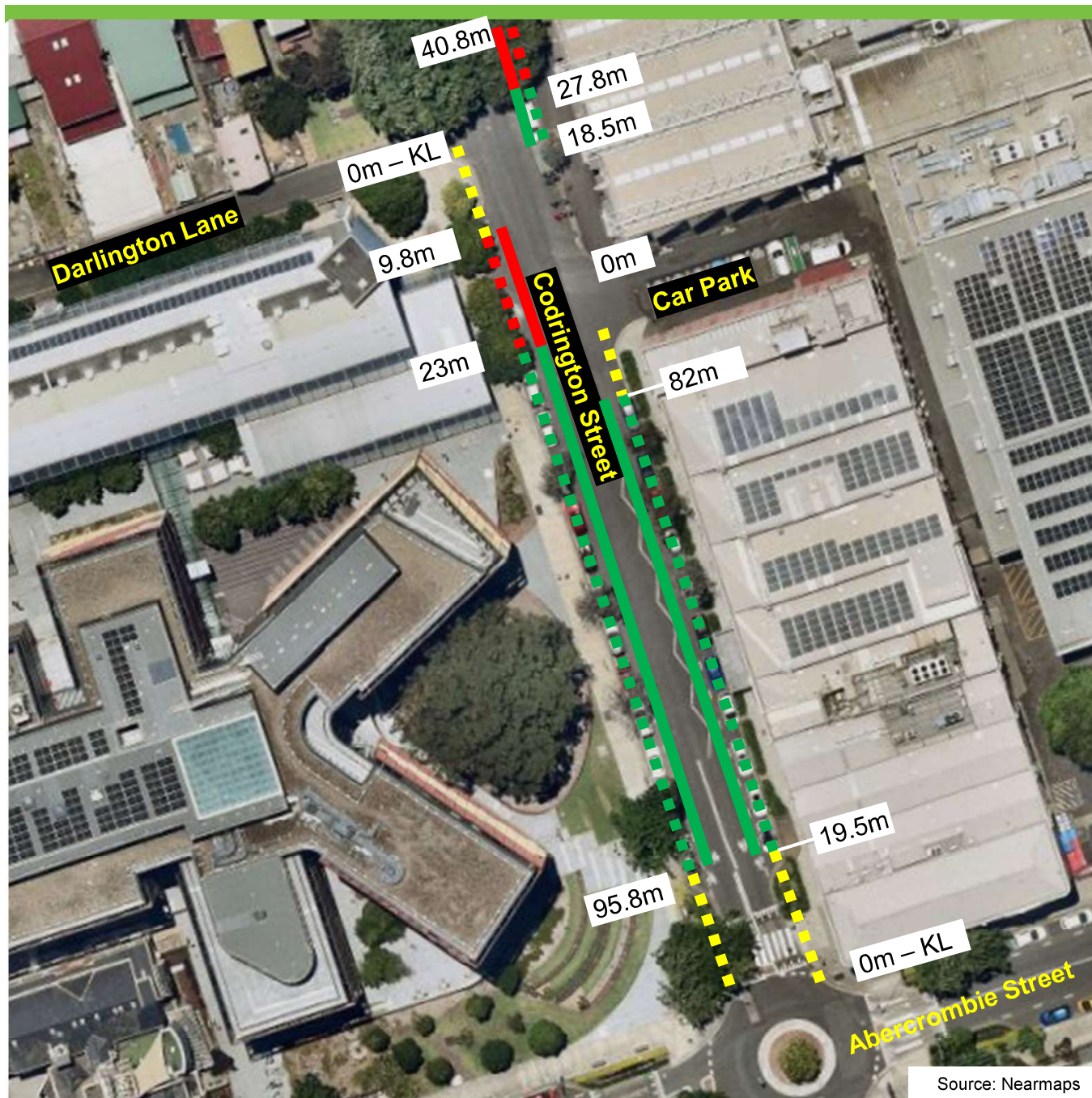
## Financial

Funds are available in the current budget.

**HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER**

# Proposal

## Condington Street, Darlington Proposed parking changes



### Existing

- ■ ■ "No Stopping"
- ■ ■ "No Parking 8am-10.30pm Mon-Fri, Buses Excepted 15 Minute Limit"
- ■ ■ Unrestricted for Parking

### Proposed

- ■ ■ "2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri and 4P Ticket 8am-10pm Sat-Sun & Public Holidays"
- ■ ■ "No Parking 8am-10.30pm Mon-Fri, Buses Excepted 15 Minute Limit" and "4P Ticket 8am-10pm Sat-Sun & Public Holidays"



**Item 22.****Parking - Mobility Parking - Walsh Avenue, Glebe**

TRIM Container No.: 2026/387935

**Recommendations**

It is recommended that the Forum review the reallocation of parking on the eastern side of Walsh Avenue between the points 13 metres and 20.8 metres south of Wigram Road as 'Mobility Parking Only'.

**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**

A resident of Walsh Avenue has requested a mobility parking space in Walsh Avenue, Glebe. The resident has advised they do not use a wheelchair but cannot physically walk far.

Although the resident requesting this space is not a wheelchair user, and kerb ramps are not necessary for them to use this space, the City will investigate installing ramps at this site should the proposal be endorsed.

## Comments

Walsh Avenue, Glebe south of Wigram Road is designated for two-way traffic flow with an approximate width of 5.3 metres.

The kerb space, where the changes are proposed, is currently '2P 8am-10pm Permit Holders Excepted Area G', on the eastern side of the street.

Under existing conditions, vehicles park on the eastern side of the street which reduces the trafficable lane for two-way traffic flow to an approximate width of 3.4 metres. The remaining width is allocated for on-street parking.

The Australian Standard for on-street mobility parking (AS 2890.5 – 2020) requires spaces to be 7.8 metres long and 3.2 metres wide.

A 7.8 metre long bay is proposed however with consideration for the constrained width of Walsh Avenue, the 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However as Walsh Avenue has very low traffic volumes, low vehicle speed and only provides local access then the requested mobility space can be provided with reduced dimensions.

The City's Inclusive and Accessible Public Domain Guidelines notes that not every designated on street mobility parking space provided for residential use needs to comply with the requirements of the Australian Standard.

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

## Consultation

The City consulted local residents and businesses in the area. There were 84 letters sent out with no responses received supporting the proposal and 2 responses received opposing the proposal.

The responses received opposed the proposal for the following reasons:

- Parking in proposed location impedes flow of two-way traffic near intersection of Walsh Avenue and Wigram Road.
- Mobility parking in alternative locations would provide greater benefit to broader community.

No changes are proposed to the physical configuration of parking in the street. The length of the no stopping restriction and the layout of the roadway is considered satisfactory for the two-way street given the low traffic speed and volume.

The City's Neighbourhood On-Street Parking Policy supports, where requested, the allocation of mobility parking near the residences of eligible mobility parking scheme permit-holders.

**Financial**

Funds are available in the current budget.

**WILL BEVERN, ENGINEERING TRAFFIC OFFICER**

Walsh Avenue, Glebe  
Proposed Mobility Parking Space



Existing

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

Proposed

- Mobility Parking Space

**Item 23.****Parking - On-Street Bicycle Parking - LGA Wide - August 2026**

TRIM Container No.: X022545.009

**Recommendations**

It is recommended that the Forum review the installation of "Bicycle Parking 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 – Surry Hills, Sydney City, Kings Cross, South Sydney, Inner West PACs |
| Representatives for the Members for Sydney and Newtown                            |

**Advice**

Advice will be updated after the meeting.

**Background**

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

## Comments

### Bus Impacts

Specific feedback is requested from bus operators regarding proposed site 665 Missenden Road, Camperdown. The proposed site is located on the route for bus service 412. Swept path analysis shows that under existing conditions bus needs to overhang the centre lane to turn left from Carillon Avenue into Missenden Road. With addition of the bike parking, the bus will need to utilise more of the centre lane to successfully complete this turn. Feedback is sought from bus operators on the existing and proposed operation of this movement.

### General 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 Forum meeting.

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

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

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

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

## Additional Consultation

The International Grammar School Sydney will be consulted regarding proposed sites 667 and 668 on Mountain Street, Ultimo.

Feedback is sought from bus operators regarding site 665 Missenden Road, Camperdown.

## Financial

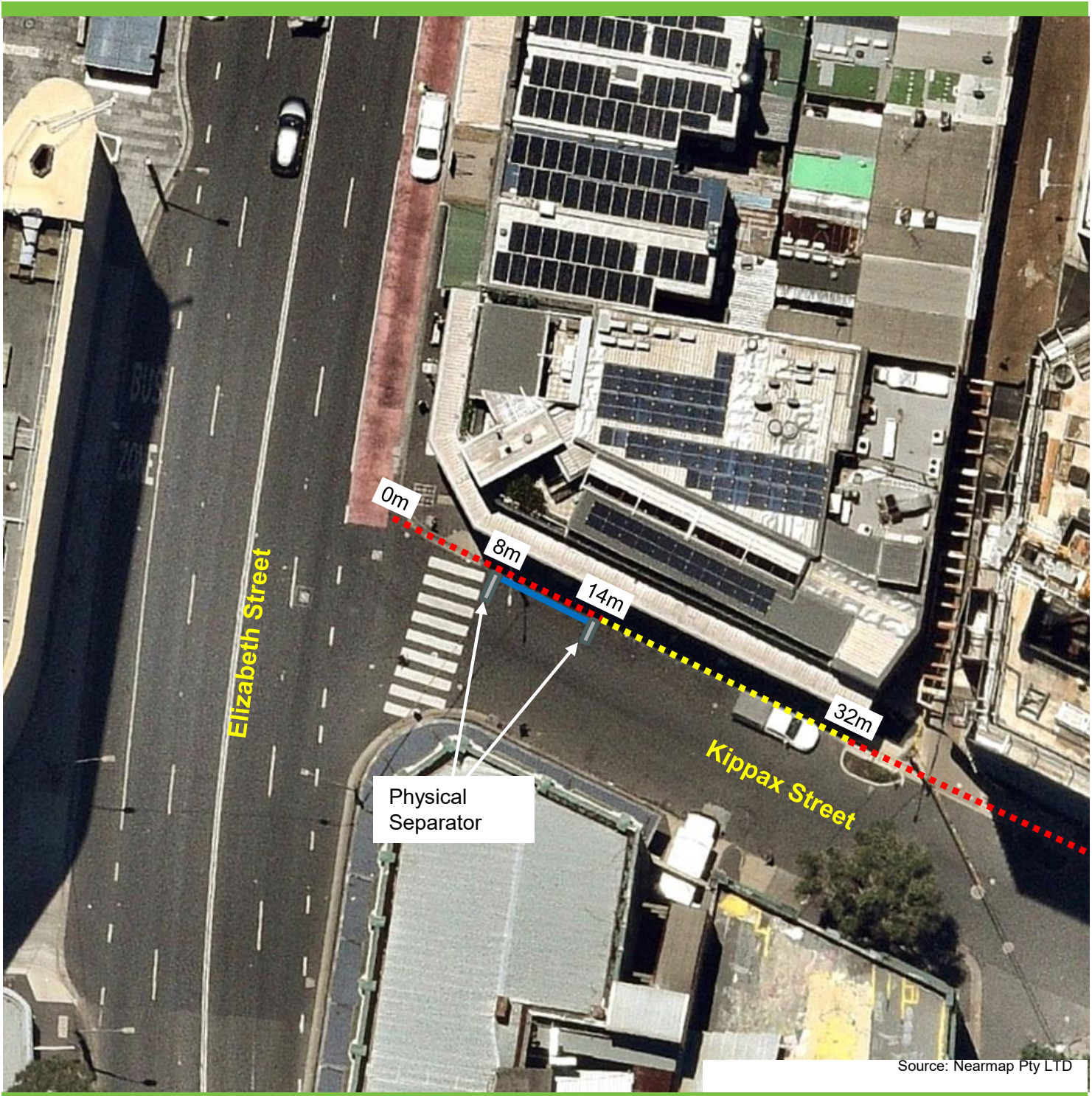
Funds are available in the current budget.

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**  
**SAM DICKINSON, PROJECT OFFICER**

| Site Ref | Suburb        | Street Name (N/S/E/W side) – nearest cross street | Coord-inates                           | Storage capacity | Existing kerb restriction | Engagement Approach | Engagement Start and End Dates | Responses |
|----------|---------------|---------------------------------------------------|----------------------------------------|------------------|---------------------------|---------------------|--------------------------------|-----------|
| 589      | Surry Hills   | Kippax St (N) – 324 Elizabeth St                  | <a href="#">-33.884243, 151.208440</a> | 6                | No Stopping               | Notify              | 08-Apr                         |           |
| 593      | Surry Hills   | 11-17 Buckingham St (W) – Rutland St              | <a href="#">-33.886568, 151.207553</a> | 9                | No Stopping               | Notify              | 08-Apr                         |           |
| 594      | Surry Hills   | 7 Rutland St (S) – Buckingham St                  | <a href="#">-33.886666, 151.207475</a> | 9                | No Stopping               | Notify              | 08-Apr                         |           |
| 605      | Millers Point | 64 Argyle Pl (S) – Lower Fort St                  | <a href="#">-33.858297, 151.205283</a> | 2x10             | No Parking                | Notify              | 08-Mar                         |           |
| 606      | Dawes Point   | 43 Lower Fort St (W) – Cumberland St              | <a href="#">-33.856488, 151.207235</a> | 2x8              | No Stopping               | Notify              | 08-Mar                         |           |
| 607      | Dawes Point   | 45b Lower Fort St (W) – Argyle St                 | <a href="#">-33.856542, 151.207183</a> | 2x10             | No Stopping               | Notify              | 08-Mar                         |           |
| 608      | Dawes Point   | 23a Cumberland St (N) – Lower Fort St             | <a href="#">-33.856537, 151.207458</a> | 2x4              | No Stopping               | Notify              | 08-Mar                         |           |
| 621      | Darlinghurst  | Stanley St (N) – 10-12 College St                 | <a href="#">-33.875270, 151.212567</a> | 6                | Car Share                 | Notify              | 08-Apr                         |           |
| 648      | Surry Hills   | Commonwealth St (W) – 45 Albion St                | <a href="#">-33.882757, 151.210392</a> | 9                | No Stopping               | Notify              | 08-Apr                         |           |
| 665      | Camperdown    | 145 Missenden Rd (W) – Carillon Ave               | <a href="#">-33.891334, 151.182643</a> | 6                | No Stopping               | Notify              | 08-Apr                         |           |
| 666      | Camperdown    | 119 Missenden Rd – Carillon Ave                   | <a href="#">-33.891334, 151.182643</a> | 6                | No Stopping               | Notify              | 08-Apr                         |           |

| Site Ref | Suburb  | Street Name (N/S/E/W side) – nearest cross street | Coord-inates                           | Storage capacity | Existing kerb restriction | Engagement Approach | Engagement Start and End Dates | Responses |
|----------|---------|---------------------------------------------------|----------------------------------------|------------------|---------------------------|---------------------|--------------------------------|-----------|
| 667      | Ultimo  | 2 Mountain St (E) – Kelly St                      | <a href="#">-33.881623, 151.196022</a> | 6                | No Stopping               | Notify              | 08-Mar                         |           |
| 668      | Ultimo  | 4 Mountain St (W) – Kelly St                      | <a href="#">-33.881623, 151.196022</a> | 6                | No Stopping               | Notify              | 08-Mar                         |           |
| 684      | Redfern | 91 Young St (W) – Redfern St                      | <a href="#">-33.893789, 151.210128</a> | 9                | Car Share                 | Notify              | 08-Mar                         |           |
| 685      | Redfern | 654 Bourke St (E) – Cleveland St                  | <a href="#">-33.891947, 151.214433</a> | 9                | Car Share                 | Notify              | 08-Mar                         |           |
| 686      | Redfern | Redfern St (N) – 105 Great Buckingham St          | <a href="#">-33.893013, 151.206557</a> | 9                | Car Share                 | Notify              | 08-Mar                         |           |
| 687      | Redfern | 684 Bourke St (W) – Chelsea St                    | <a href="#">-33.892613, 151.214216</a> | 9                | Car Share                 | Notify              | 08-Mar                         |           |
| 688      | Pymont  | 54 Harris St (E) – Scott St                       | <a href="#">-33.867053, 151.192445</a> | 9                | Car Share                 | Notify              | 08-Mar                         |           |
| 689      | Pymont  | 5-11 Harris St (W) – Pirrama Rd                   | <a href="#">-33.865737, 151.191626</a> | 6                | Car Share                 | Notify              | 08-Mar                         |           |

Location: 324 Elizabeth Street, Surry Hills



Existing

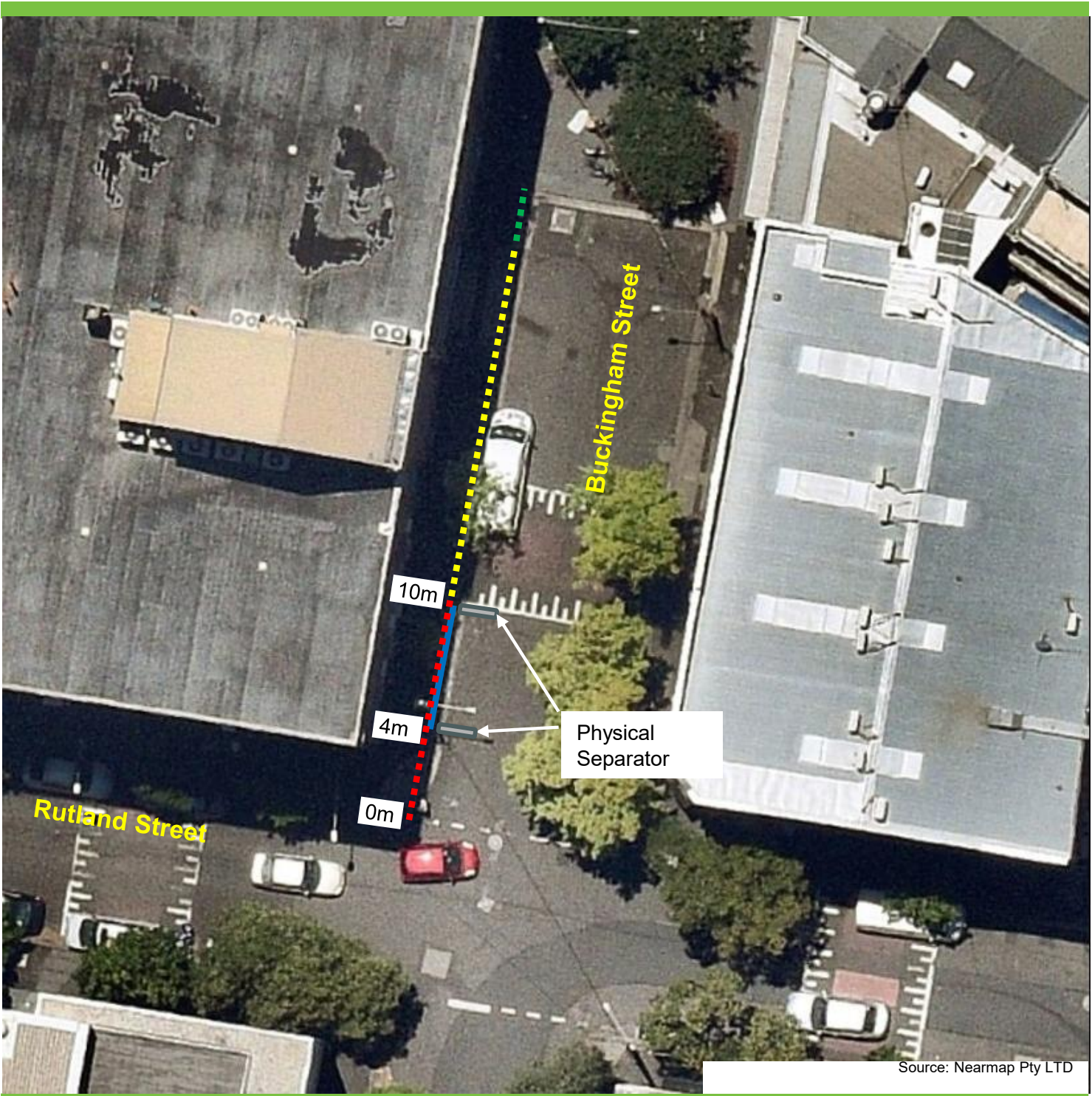
- ■ ■ "No Stopping"
- ■ ■ Mixed use Loading & Parking

Proposed

- Bike Parking Area



Location: 11-17 Buckingham Street, Surry Hills

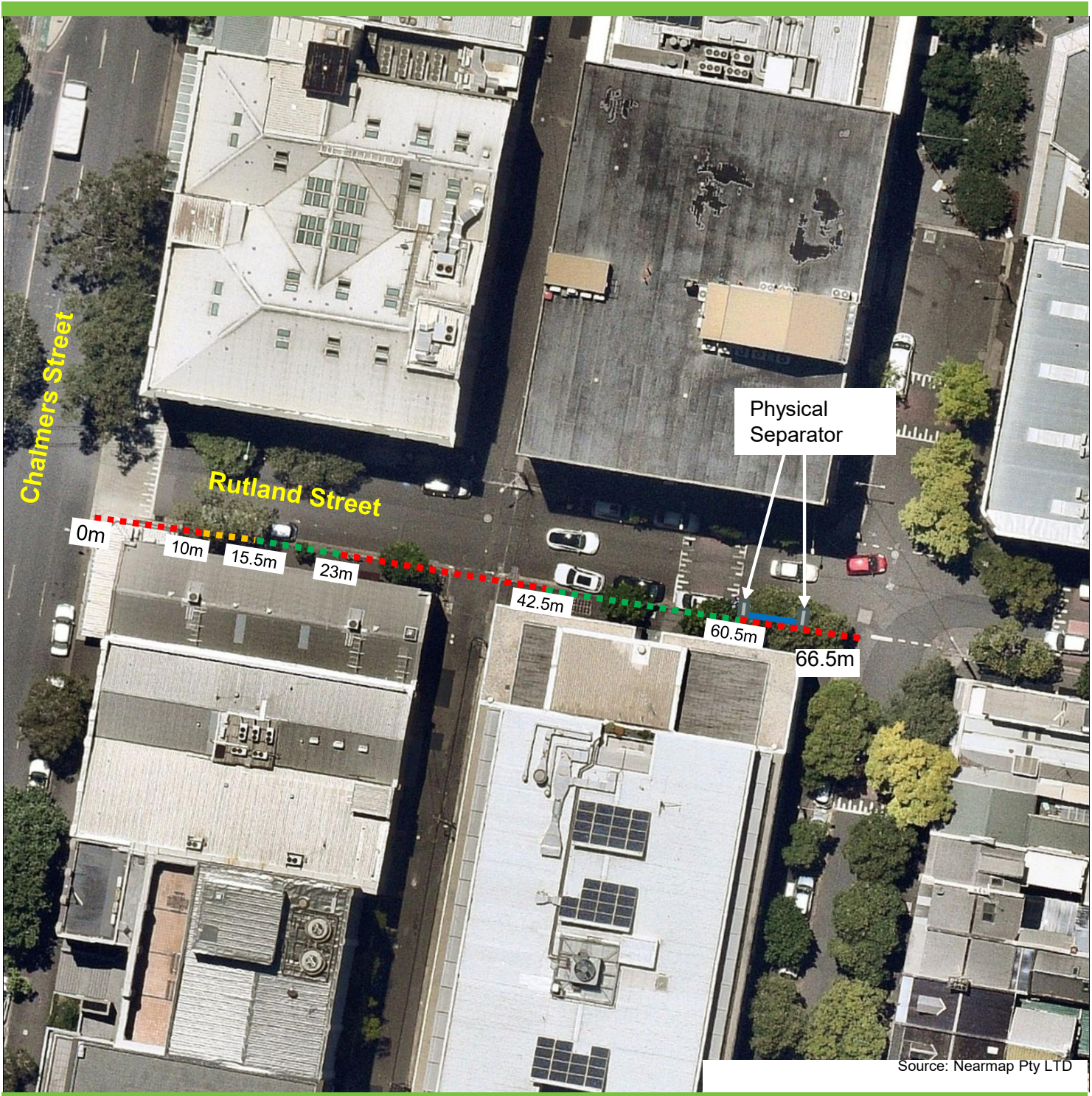


**Existing**  
■ ■ ■ "No Stopping"  
■ ■ ■ parking

**Proposed**  
■ Bike Parking Area



Location: 7 Rutland Street, Surry Hills



Existing

- ■ ■ "No Stopping"
- ■ ■ Parking
- ■ ■ Car share parking

Proposed

- Bike Parking Area



Location: Argyle Place Park, Millers Point



Existing

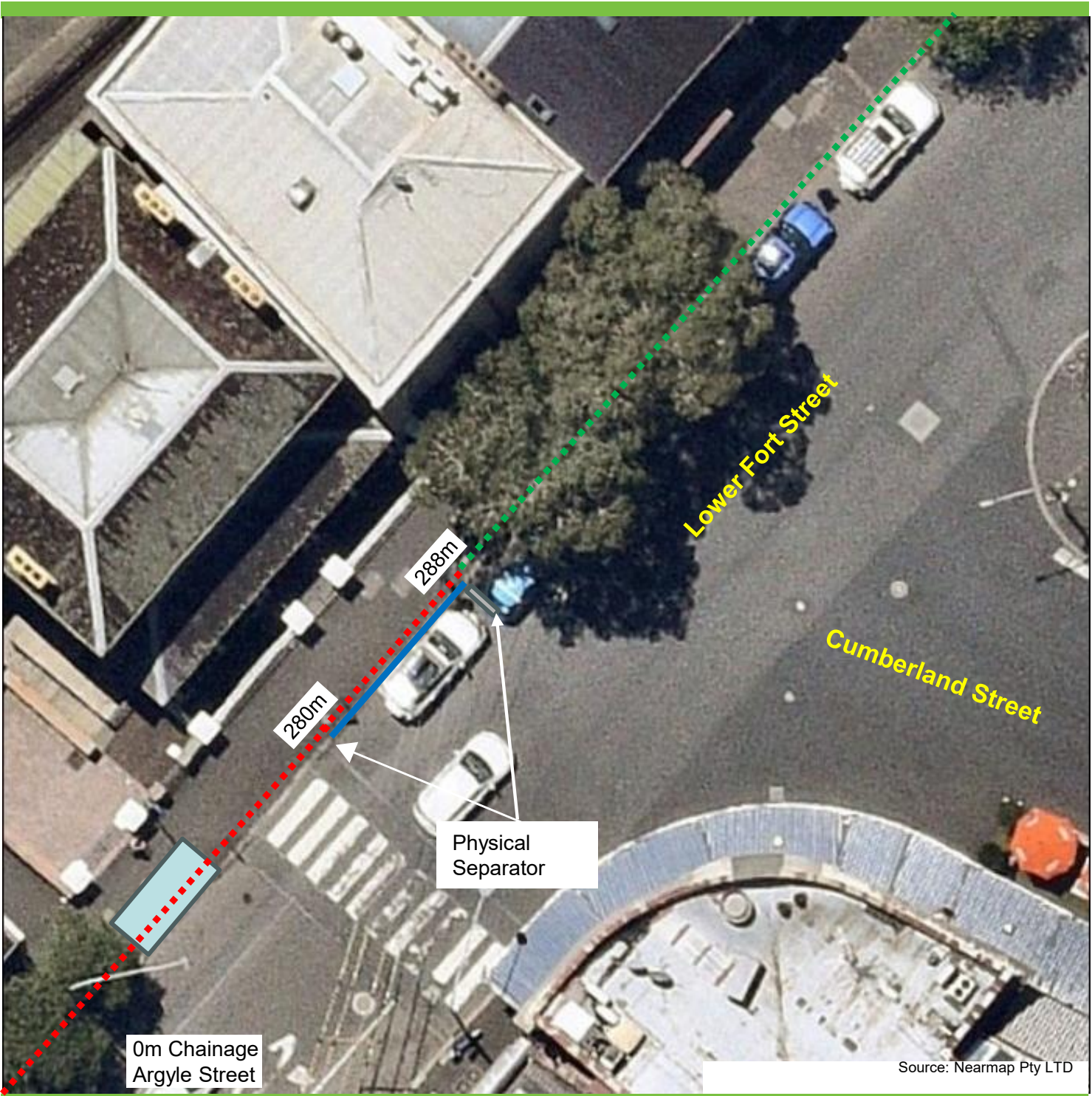
-  No Parking
-  Parking

Proposed

-  Bike Parking Area



Location: 43 Lower Fort Street, Dawes Point



Existing

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

Proposed

- Bike Parking Area



Location: 45b Lower Fort Street, Dawes Point

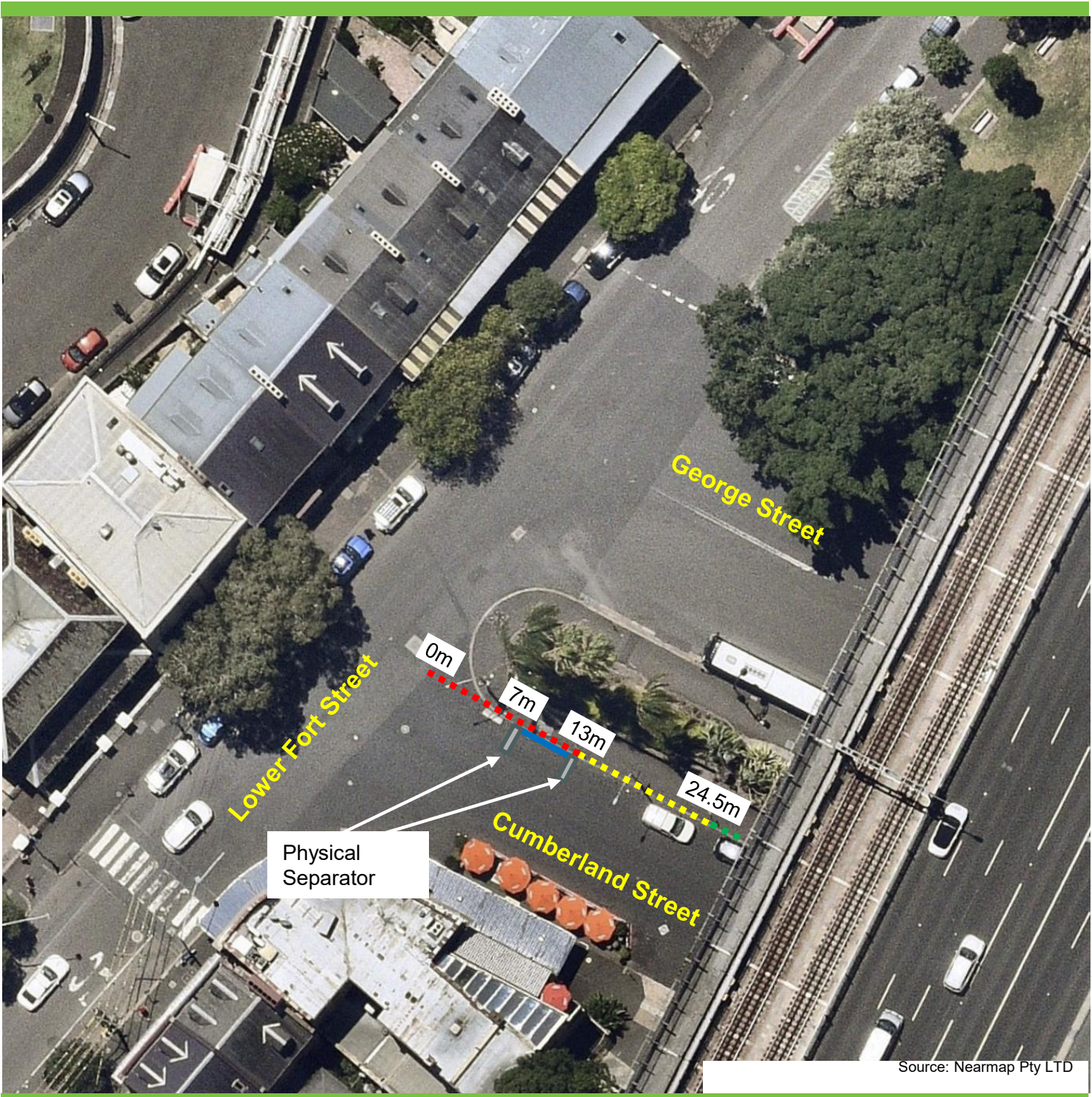


**Existing**  
■ ■ ■ "No Stopping"  
■ ■ ■ parking

**Proposed**  
■ Bike Parking Area



Location: 23a Cumberland Street, Dawes Point



Existing

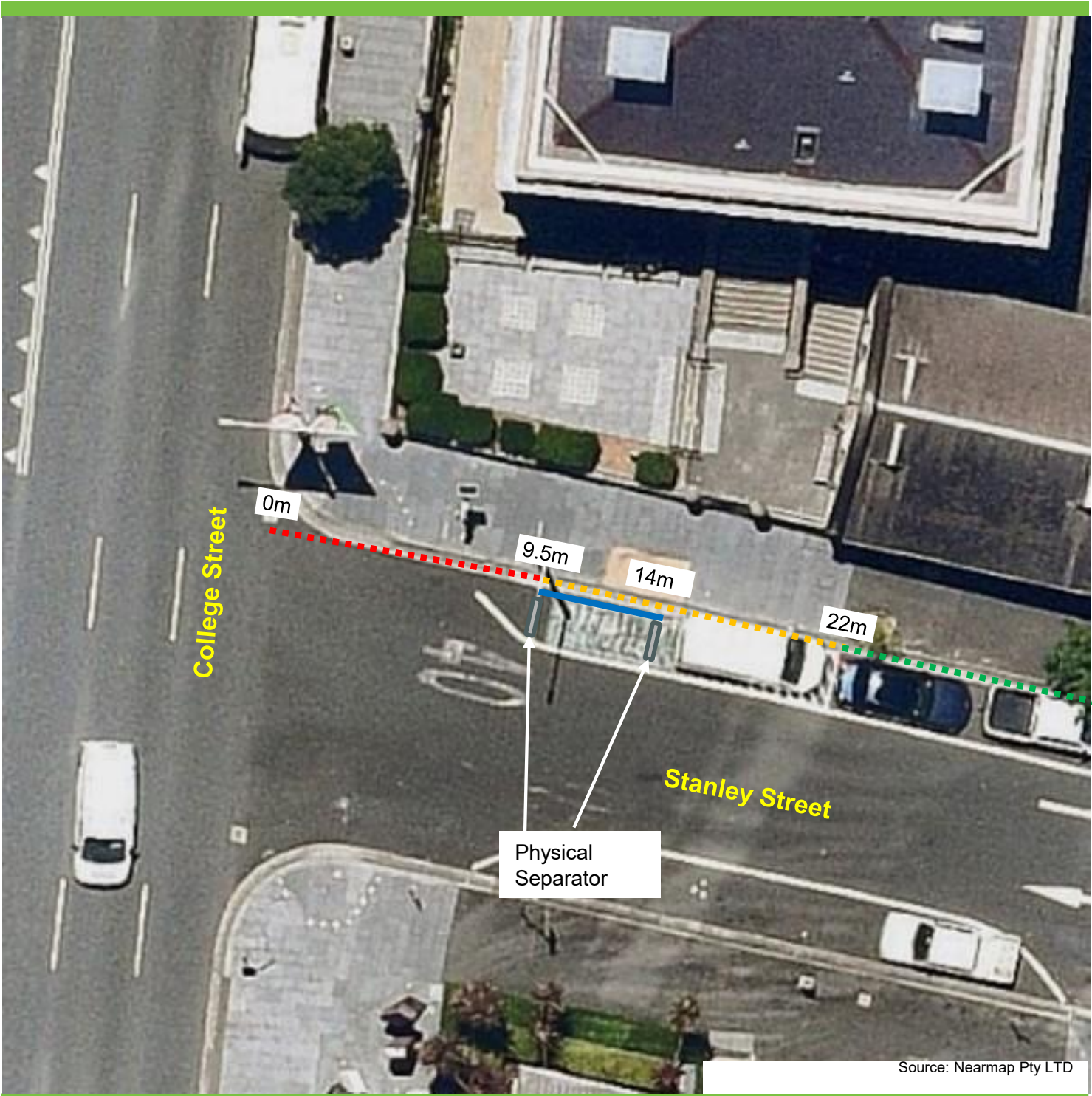
- ■ ■ "No Stopping"
- ■ ■ Parking
- ■ ■ Loading/parking

Proposed

- Bike Parking Area



Location: 10-12 College Street, Darlinghurst

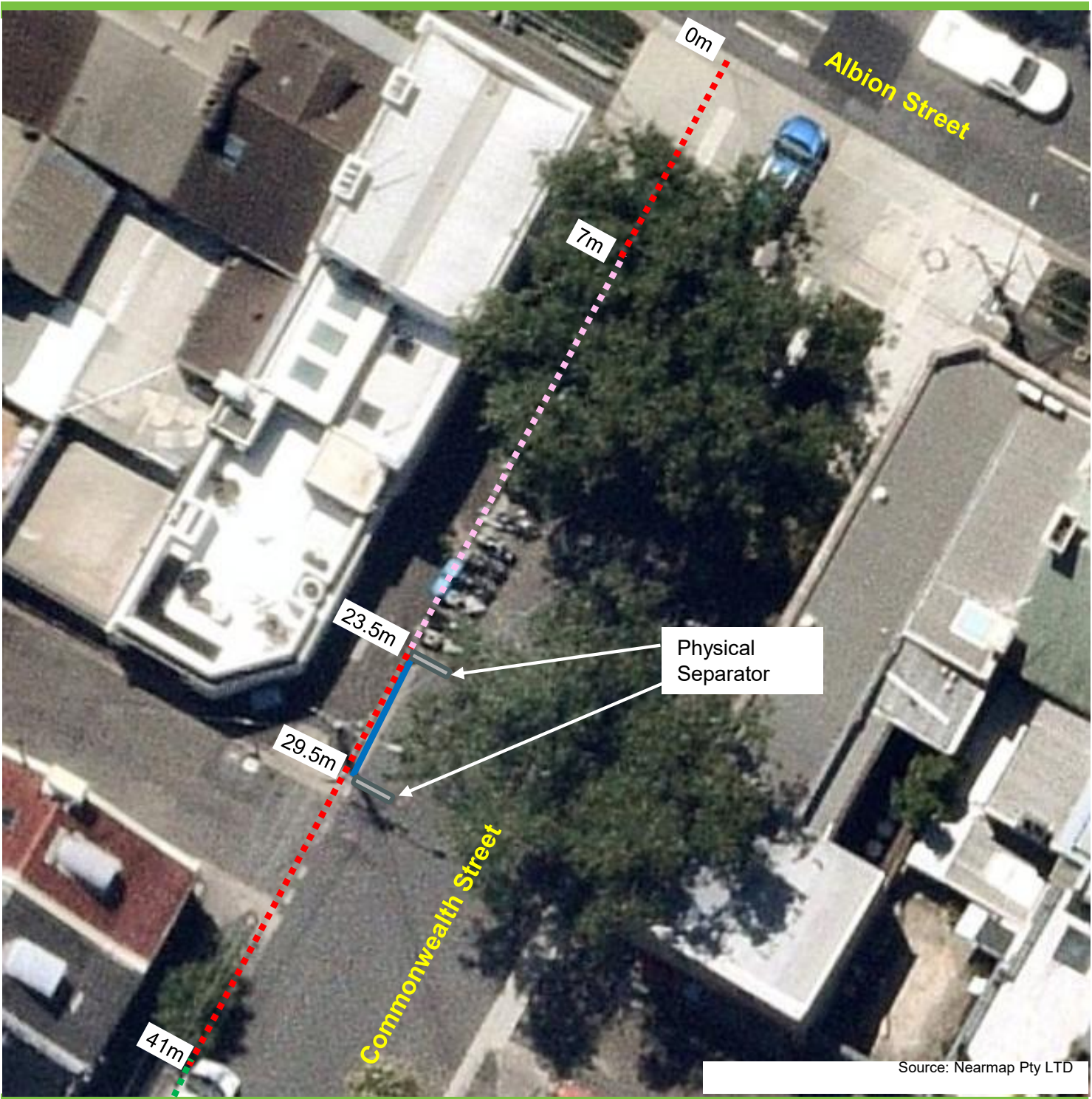


- Existing**
- ■ ■ "No Stopping"
  - ■ ■ parking
  - ■ ■ Car Share

- Proposed**
- Bike Parking Area



Location: 45 Albion Street (Commonwealth Street), Surry Hills



**Existing**

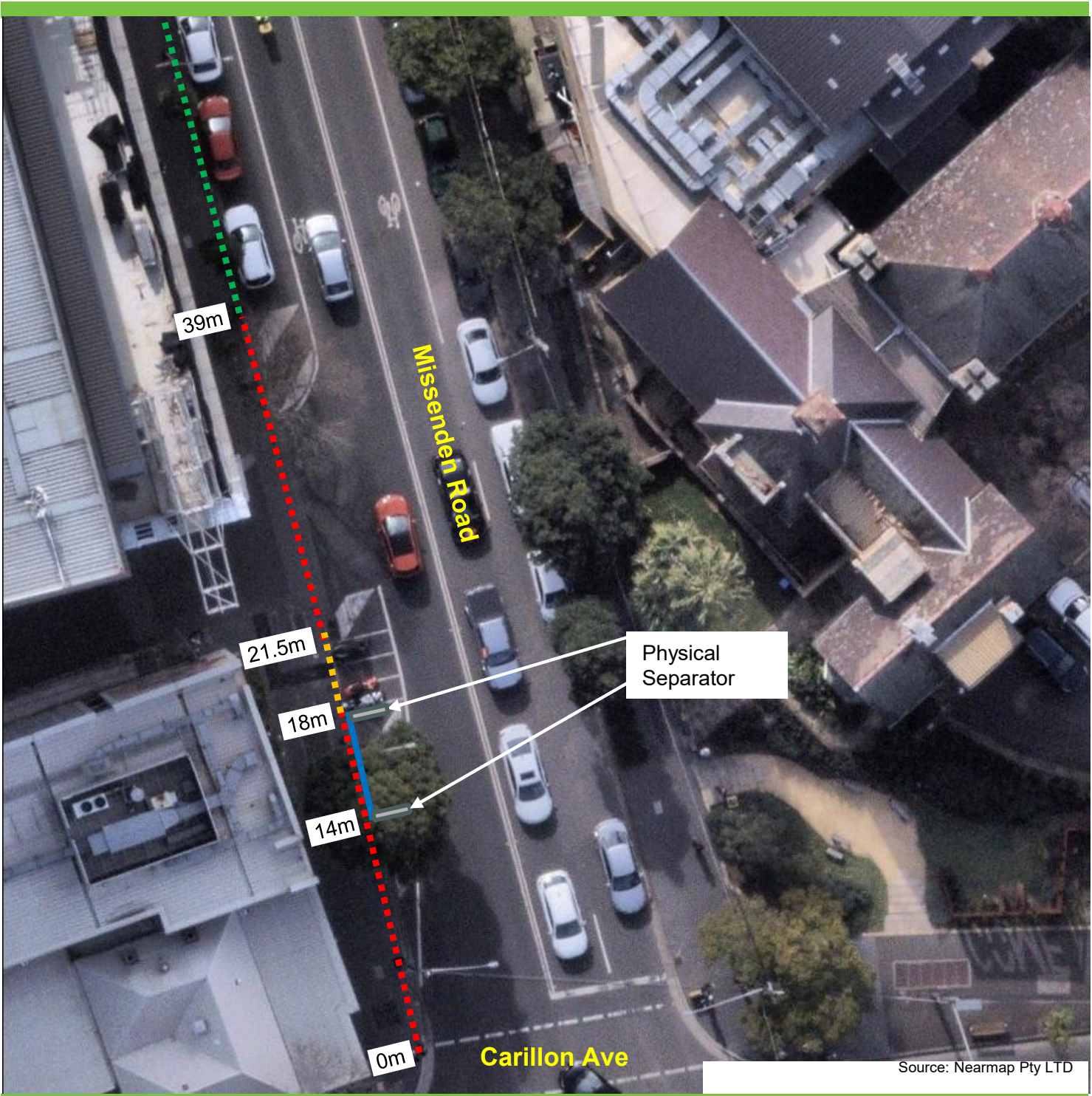
-  "No Stopping"
-  Parking
-  Motorbike Parking

**Proposed**

-  Bike Parking Area



Location: 145 Missenden Rd, Camperdown



Existing

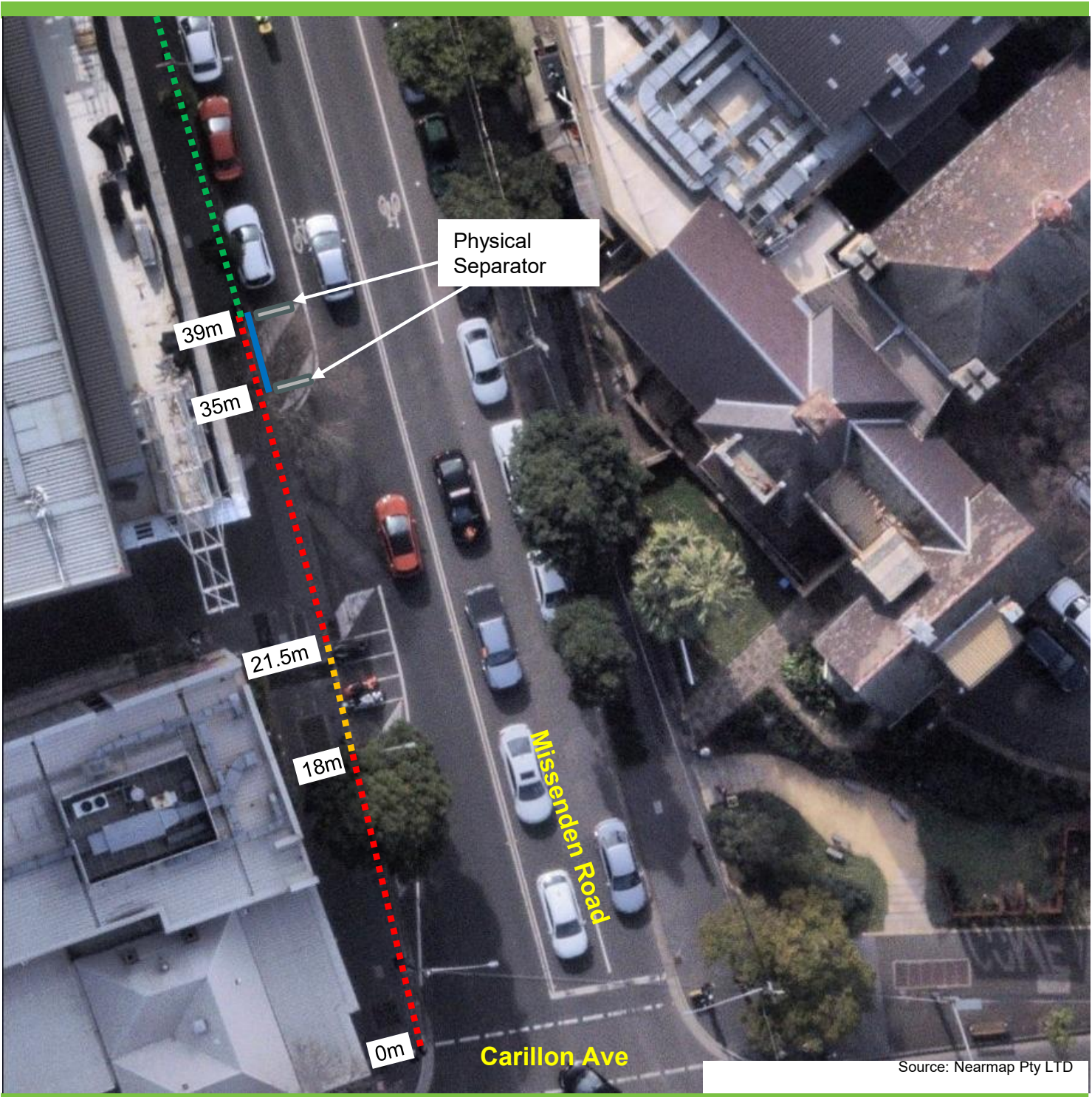
- ■ ■ "No Stopping"
- ■ ■ Motorbike parking
- ■ ■ Parking

Proposed

- Bike Parking Area



Location: 119 Missenden Rd, Camperdown



Existing

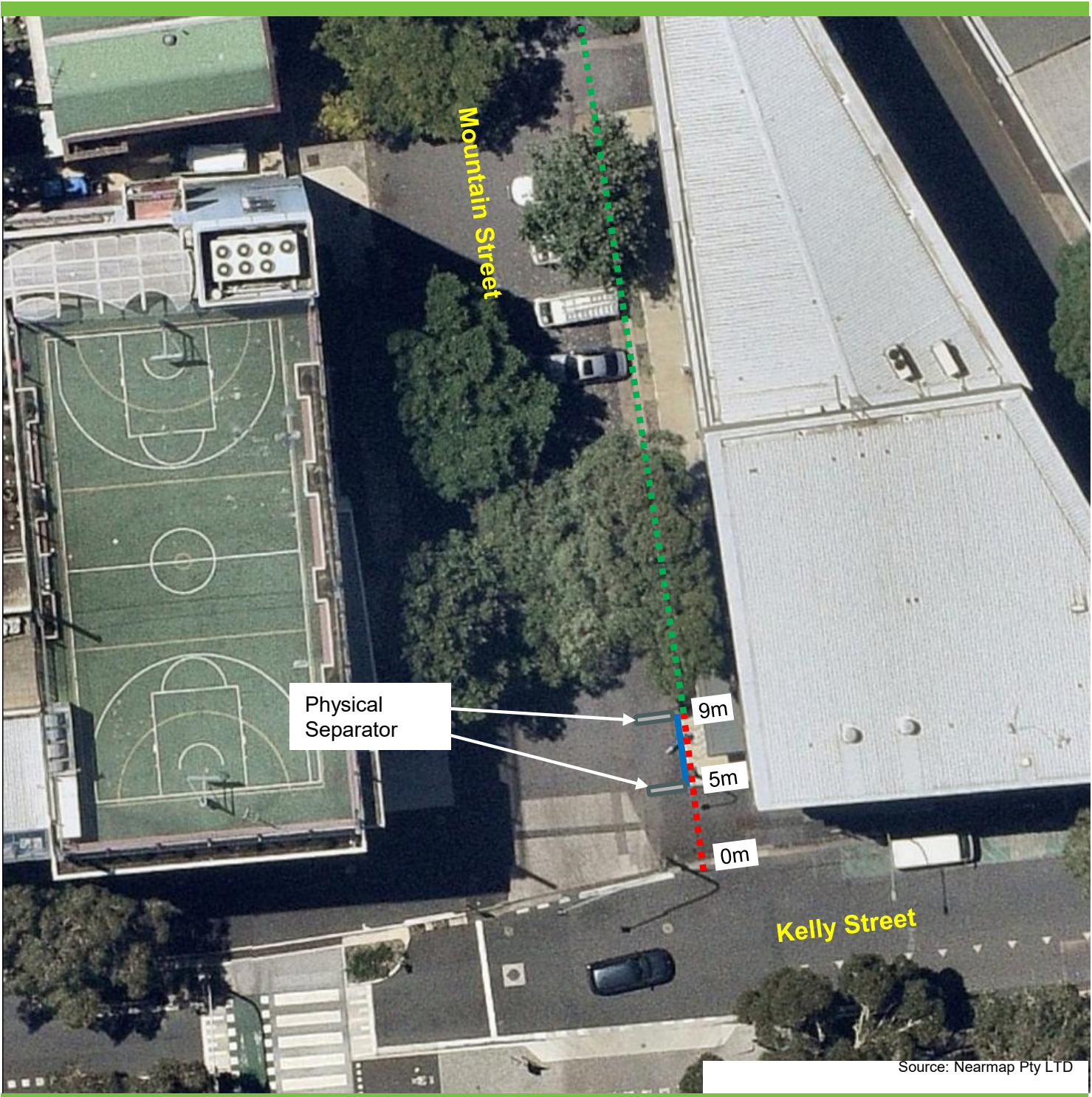
- ■ ■ "No Stopping"
- ■ ■ Motorbike Parking
- ■ ■ Parking

Proposed

- Bike Parking Area



Location: 2 Mountain Street, Ultimo



Existing

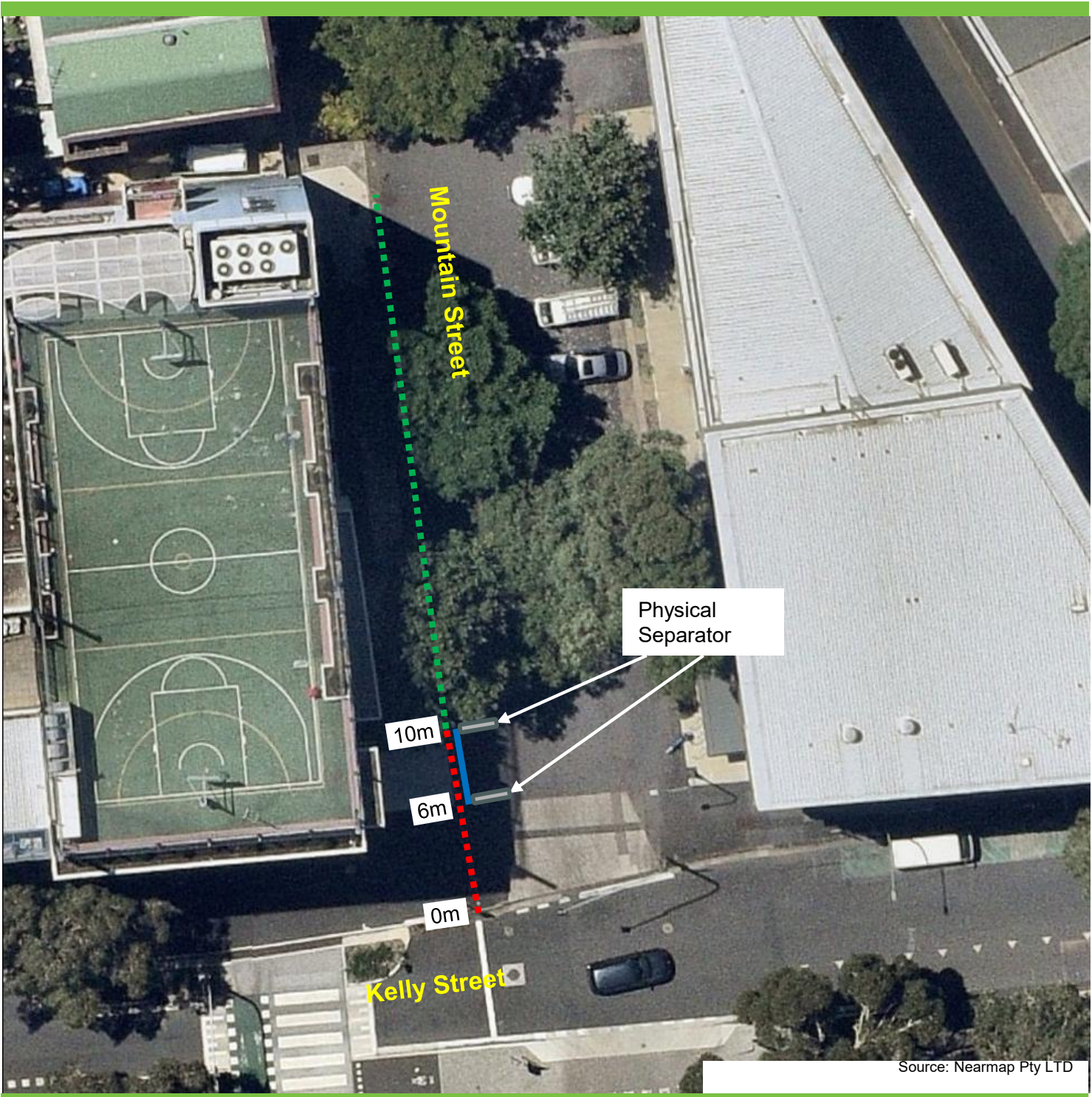
- ■ ■ "No Stopping"
- ■ ■ parking

Proposed

- Bike Parking Area



Location: 4 Mountain Street, Ultimo



**Existing**  
 "No Stopping"  
 parking

**Proposed**  
 Bike Parking Area



Location: ID 123, 91 Young Street, Redfern



Existing

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

Proposed

- Bike Parking Area



Location: ID 439, 654 Bourke St, Redfern



Existing

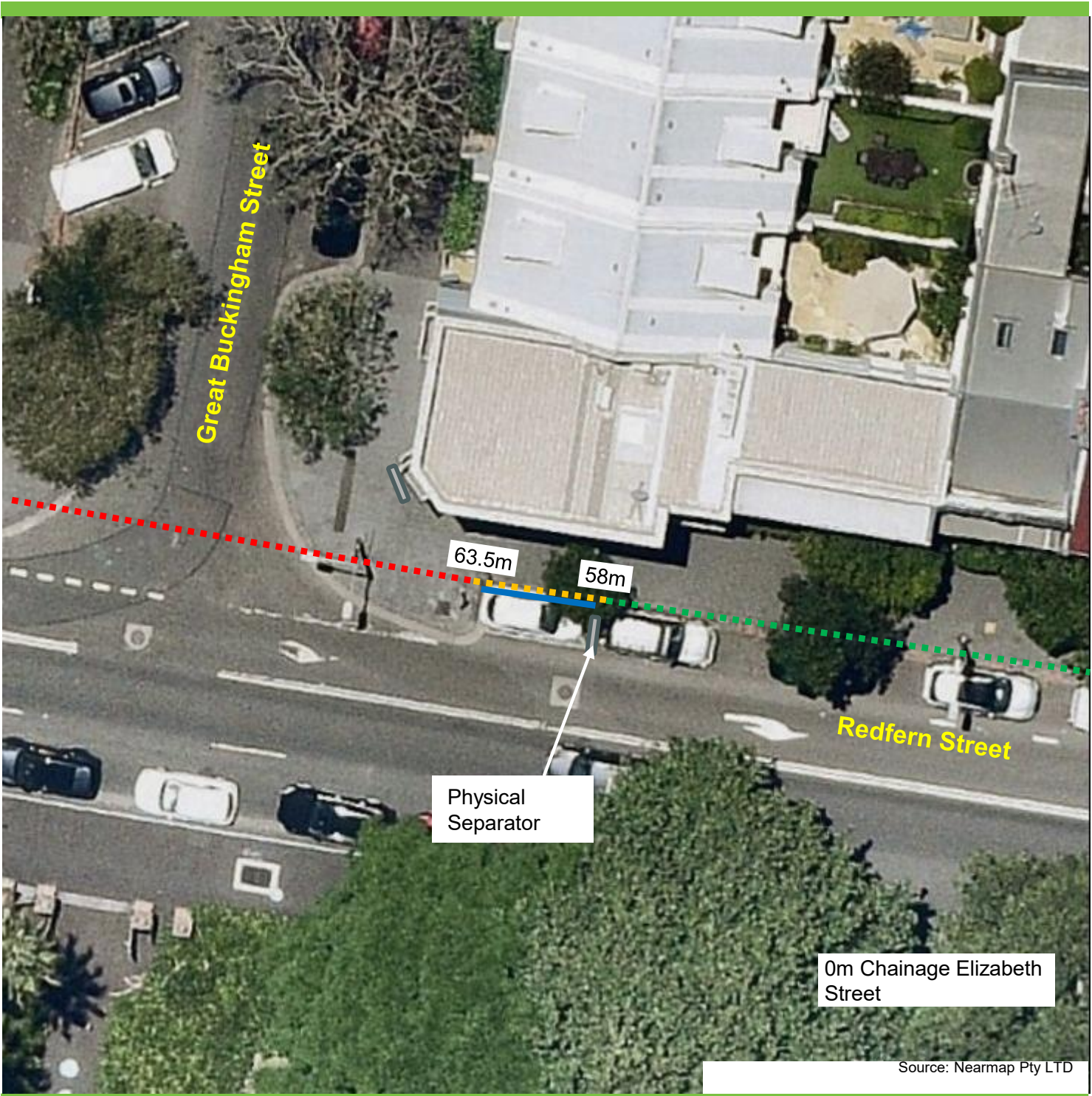
- ■ ■ "No Stopping"
- ■ ■ Parking
- ■ ■ Car Share

Proposed

- Bike Parking Area



Location: ID 795 105 Great Buckingham Street, Redfern

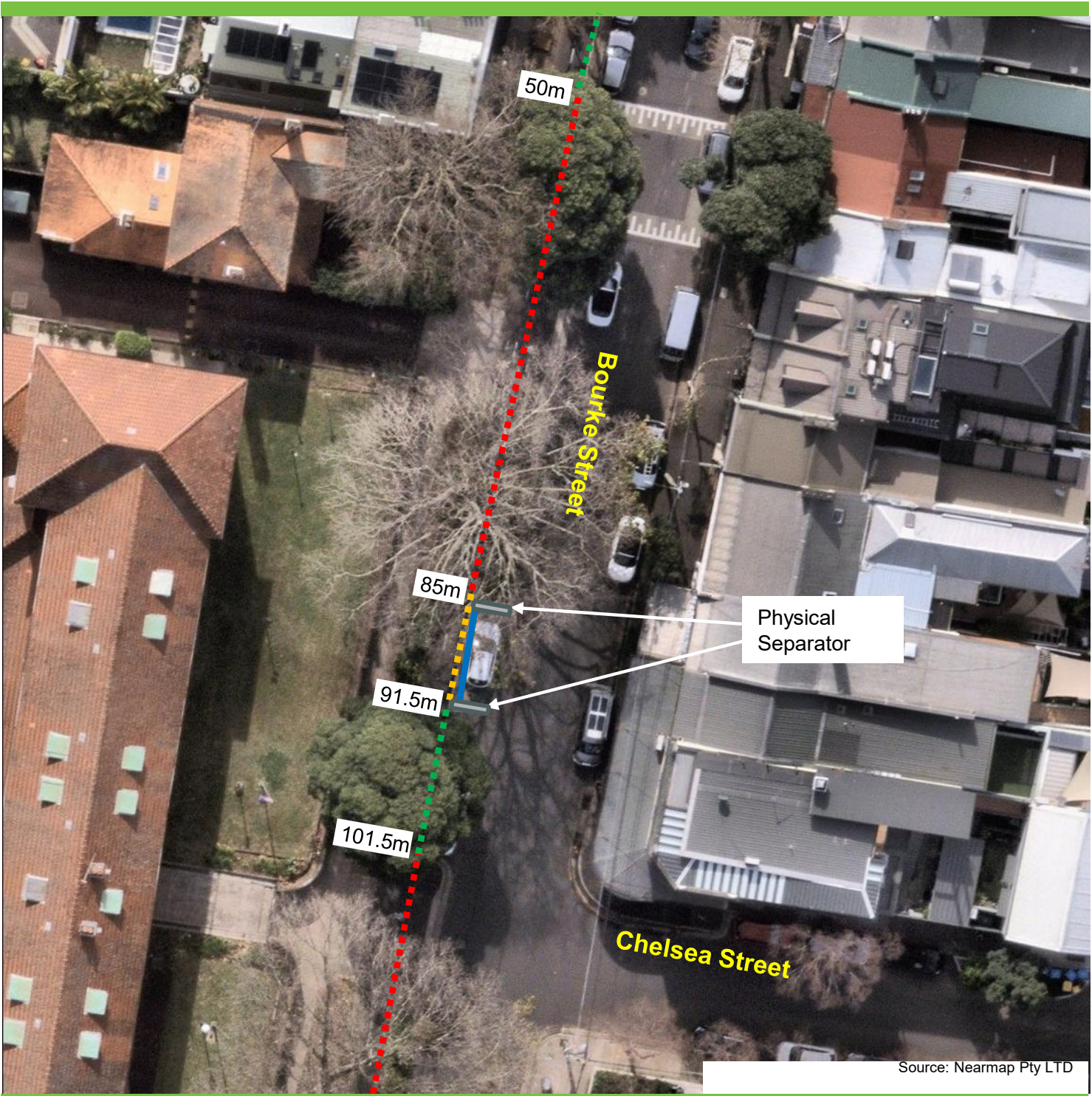


- Existing**
- ■ ■ "No Stopping"
  - ■ ■ Parking
  - ■ ■ Car Share

- Proposed**
- Bike Parking Area



Location: ID 858, 684 Bourke Street, Redfern



Existing

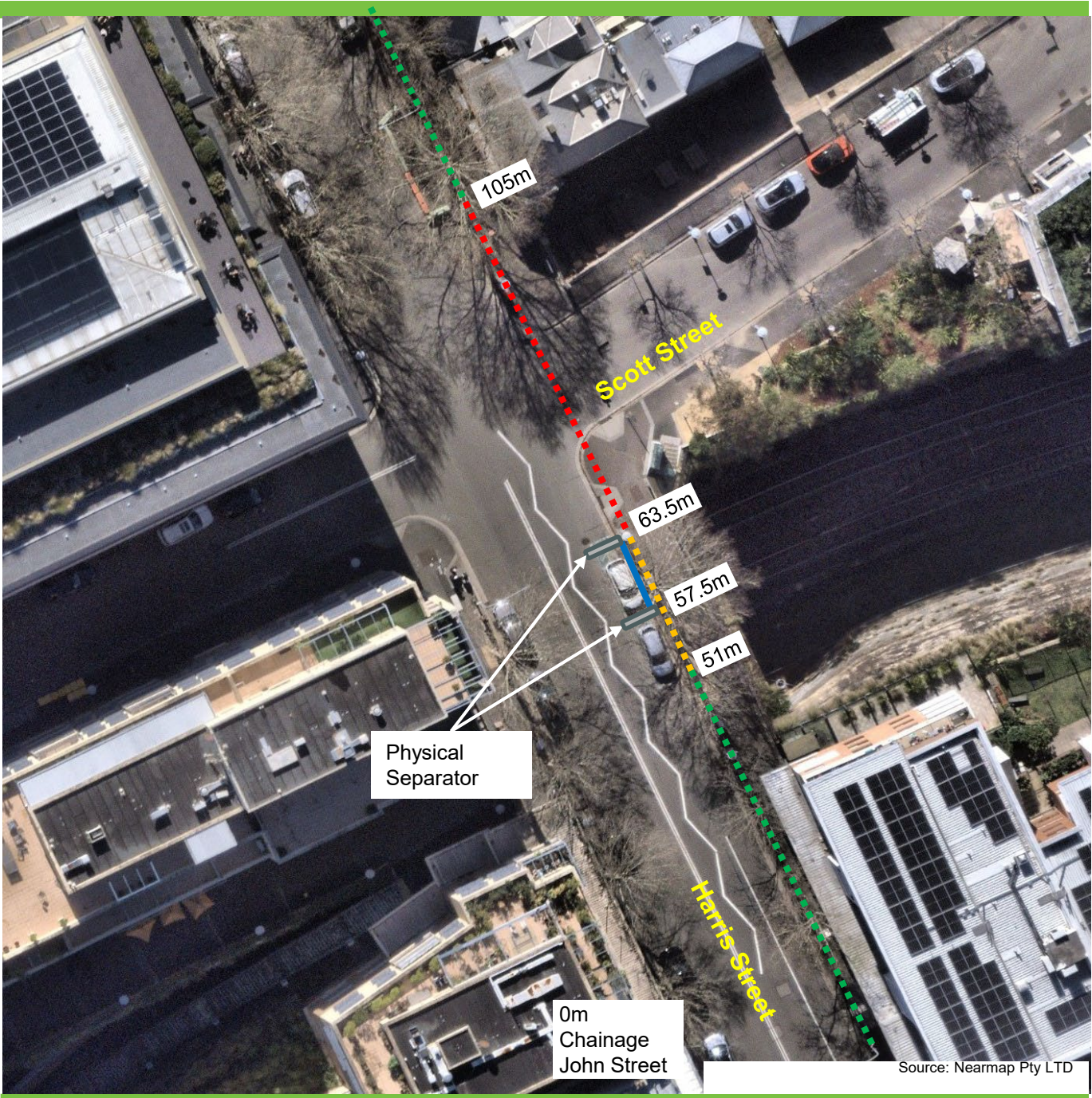
- ■ ■ "No Stopping"
- ■ ■ Parking
- ■ ■ Car Share

Proposed

- Bike Parking Area



Location: Bay ID 4, 54 Harris Street, Pyrmont



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

- Proposed**
- Bike Parking Area



Location: ID 639, 5-11 Harris Street, Pyrmont



Existing

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

Proposed

- Bike Parking Area
- Parking



# Swept Paths - Ref 665 – 145 Missenden Road, Camperdown

Swept paths under existing conditions show 12.5m bus turning left in kerbside lane from Carillon Avenue to Missenden Road has tail swing into centre lane.



Swept paths under proposed conditions show 12.5m bus needs to turn left from centre lane of Carillon Avenue to Missenden Road. Feedback is requested from bus operators on this proposal and regarding how bus drivers typically approach this turn under existing conditions.



**Item 24.****Traffic - Treatment and Parking - Improvements to Victoria Street, Darlinghurst****TRIM Container No.: 2026/251971****Recommendations**

It is recommended that the Forum review the installation of the following traffic treatments and parking changes in Victoria Street, Darlinghurst, between Craigend Street and Burton Street:

- (A) reduce Victoria Streets' existing 2 traffic lanes to one lane mid-block;
- (B) removal of the left turn slip lane from Craigend Street into Victoria Street, note the dedicated left turn lane on Craigend Street is being retained;
- (C) a new two-way separated cycleway on the eastern side of Victoria Street;
- (D) shared paths on the east side of Victoria Street at the intersections with Craigend Street and with Burton Street;
- (E) footpath widening, kerb upgrades and pedestrian ramp upgrades to improve accessibility;
- (F) raise the intersection of Surrey Street and Victoria Street, upgrading the raised pedestrian crossing and providing a new wombat crossing over Surrey Street;
- (G) relocate the bus stop on Victoria Street near Liverpool Street south and convert it to an 'in-lane' bus stop;
- (H) install a continuous footpath treatment on Victoria Street at Hayden Place; and
- (I) parking changes as shown in the attached plan and summarised below.

**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 proposes to convert the two existing traffic lanes on Victoria Street to one lane, which will create safe spaces for people walking and riding, help local businesses, and make the area greener. The community was initially consulted in September 2025 and the project was approved by Council resolution on 23 February 2026. As the design has progressed, additional community consultation was undertaken for feedback on the specific traffic treatments and parking changes included in the project. Note that changes to signalised intersections are subject to approval by Transport for New South Wales.

## Comments

### Mid-block Lane Reductions

This proposal would help to improve general safety in the area by reducing the speed of traffic travelling along Victoria Street (due to narrowing the road) and by providing protected space for people to walk and ride. This measure is part of the City's commitment to calm traffic and improve residential amenity. Intersection capacity along the corridor has been modelled in SIDRA Intersection software, which found acceptable levels of service for vehicles on Victoria Street.

### Emergency Services Access

Victoria Street is frequently used by emergency vehicles travelling to and from Fire and Rescue NSW Darlinghurst Fire Station and St Vincents Hospital. These organisations have been consulted on the proposed changes. The changes were also discussed at the City's Local Emergency Management Committee (LEMC) in November 2025.

Traffic modelling indicates that overall Level of Service throughout the corridor remains acceptable. The cycleway has also been designed to accommodate emergency vehicles including fire and rescue appliances under emergency conditions.

### Wombat Crossings

This proposal will improve safety at the existing wombat crossing north of Surrey Street by reducing the approaching traffic lanes from 2 to 1. This brings the crossing into compliance with NSW technical directions and Australian Standards. The additional wombat crossing on Surrey Street will reinforce pedestrian priority at the intersection.

### Parking Changes

This proposal will result in the net loss of one kerbside car parking space. The project team is currently considering closure of Hayen Place north of Liverpool Street which would allow for an increase in the overall number of kerbside parking spaces. This is subject to further community consultation and review by the Forum. Some parking has been reallocated away from ticket parking to improve access for mobility parking permit holders, provide additional pick up and drop off space, and to service an additional car share vehicle. Ticketed parking

and loading zone times have been updated to be consistent with the City's Neighbourhood Parking Policy. A summary of parking changes is included in the table below and a map of proposed parking restrictions is included in the attachments.

| <b>PROJECT PARKING ASSESSMENT</b>           | <b>Existing</b> | <b>Proposed</b> | <b>Difference</b> |
|---------------------------------------------|-----------------|-----------------|-------------------|
| Total Motor Vehicle Spaces                  | 373m            | 367m            | -6m               |
| <b>Type</b>                                 | <b>Existing</b> | <b>Proposed</b> | <b>Difference</b> |
| Standard Parking                            | 248m            | 232m            | -16m              |
| Loading Bays                                | 81m             | 81m             | 0m                |
| Accessible Parking                          | 6m              | 16m             | +10m              |
| No Parking Australia Post Vehicles Excepted | 9m              | 5m              | -4m               |
| Motorbike Parking Only                      | 7m              | 7m              | 0m                |
| No Parking Ambulance Vehicles Excepted      | 11m             | 8m              | -2m               |
| No Parking Car Share Vehicles Excepted      | 11m             | 17m             | +6m               |

| <b>PROJECT BICYCLE PARKING ASSESSMENT</b> | <b>Existing</b> | <b>Proposed</b> | <b>Difference</b> |
|-------------------------------------------|-----------------|-----------------|-------------------|
| On-Street Bike Share Parking              | 0m              | 12m             | +12m              |

## Consultation

The City consulted local residents and businesses in the area. There were 605 letters were sent to residents on Victoria Street, Nimrod Street, Caldwell Street, Surry Street, Liverpool Street and Hardie Street. The City received 25 responses of which 3 supported the proposed transport facilities, 18 objected and 4 wished to provide specific feedback only. Feedback received and the City's responses are summarised below.

| <b>Comment</b>                                                                              | <b>No. of submissions</b> | <b>City of Sydney Response</b>                                                                                                            |
|---------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Emergency service access will be negatively impacted due to congestion and suggested use of | 14                        | Emergency services have been consulted on the project and are supportive of the proposal to reduce trafficable lanes from 2 to 1. In case |

| Comment                                                                                                                                                            | No. of submissions | City of Sydney Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| cycleway for emergency access is insufficient                                                                                                                      |                    | of an emergency, and the road is blocked, an alternate access has been provided via the cycleway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| In-lane bus stop and lack of service bays will cause congestion                                                                                                    | 3                  | The provision of dedicated parking bays on waste collection days is under investigation by the project team. Bus services on this route operate on a 15-minute frequency. One bus stopping at the in-lane bus stop every 15 minutes is not expected to have a significant impact on average traffic performance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Removal of left turn slip lane will cause worsening of already bad congestion on Craigend St. Queues on Craigend St from William St spill back across Victoria St. | 14                 | <p>The design does not propose any changes to the downstream departure arrangement on William Street. As such the queuing associated with William Street will remain similar to the existing conditions.</p> <p>The proposed design also maintains access to the existing Craigend Street designated left-turn lane consistent with the existing arrangement. i.e people are entering the left turn slip lane at the same location.</p> <p>The result of William Street backing up into Craigend Street is that drivers cannot enter the left turn slip lane until the Craigend Street through movement is progressed.</p> <p>This condition will be consistent between both existing and proposed conditions and will remain unchanged.</p> <p>While the project removes the existing free-flow slip lane, the introduction of signal control is expected to result in minor additional delay to the left-turn movement, as vehicles are expected to be held to provide pedestrian protection.</p> |

| Comment                                                                                                   | No. of submissions | City of Sydney Response                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                           |                    | <p>Vehicles are therefore expected to have similar opportunities to enter the left turn lane as the existing arrangement.</p> <p>In addition this change results in an improvement to pedestrian safety at this location.</p>                   |
| Cycleway is not useful, especially to 'real' cyclists (vs delivery riders) and is duplicated on Bourke St | 11                 | The inclusion of the cycleway aligns with the City's Cycling Strategy and Action Plan.                                                                                                                                                          |
| Cycleway will be useful                                                                                   | 2                  |                                                                                                                                                                                                                                                 |
| Share bike parking isn't needed and/or won't be used                                                      | 3                  | The City supports safe, sustainable and accessible transport options, including share bikes. To address concerns around footpath clutter and improve public spaces, we've designated share bike parking areas in key locations across our area. |
| New outdoor dining isn't required / furniture is often left blocking footpaths                            | 2                  | The proposed upgrade formalises the existing temporary outdoor dining within the roadway by widening the footways. The City's outdoor dining policy requires a clear path of travel for pedestrians.                                            |
| The proposal will generally increase traffic congestion in the area                                       | 13                 | Traffic modelling has been undertaken and has demonstrated that the intersection level of service for traffic has not been significantly reduced.                                                                                               |
| There will be less parking available                                                                      | 1                  | The project is targeting no net loss of parking. The current design broadly meets this goal and future changes at Hayden Place will allow for additional parking spaces to be provided.                                                         |
| The shared paths at either end of the cycleway will be unsafe                                             | 1                  | Shared paths are required at either end of the cycleway to allow user to safely rejoin the footpath. The footpaths in these locations are 5.5                                                                                                   |



| Comment                                                                                                                          | No. of submissions | City of Sydney Response                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                  |                    | <p>and 6m wide and can accommodate pedestrians and cyclists.</p> <p>Victoria St is identified as part of the local bike network in the City's Cycling Strategy &amp; Action Plan. Future works will connect this section to the north and south.</p> |
| Extra car share parking is not needed                                                                                            | 2                  | Demand for existing car share spaces in the area is high and the additional parking space will reduce local resident's dependence on private vehicle ownership.                                                                                      |
| The proposed loading zone north of Surrey Street will cause noise impacts and loss of amenity for adjacent residential dwellings | 4                  | Alternative loading zone locations will be reviewed; however the current location is considered the most appropriate to service nearby properties.                                                                                                   |
| The raised intersection is unsafe and people will walk across it thinking it's footpath                                          | 1                  | The raised intersection has clear pedestrian crossing line markings. Additional kerbside planting will discourage pedestrians cutting across the roadway.                                                                                            |
| The traffic modelling does not accurately represent Craigend Street / Victoria Street operations                                 | 6                  | The modelling has been set up based on industry standards to estimate the conditions at this intersection. Traffic modelling has been undertaken and has demonstrated that the level of service for traffic has not been significantly reduced.      |
| The traffic modelling does not accurately represent the future operation of Burton St and Liverpool St intersections             | 6                  | The modelling has been set up based on industry standards to estimate the conditions at these intersections. Traffic modelling has been undertaken and has demonstrated that the level of service for traffic has not been significantly reduced.    |
| New trees should be evergreen to ensure the street looks nice in winter                                                          | 1                  | The proposed trees for Victoria St are as per the City's Street Tree Master Plan. These are the Simon Poplar, Callery Pear and Tulip Tree.                                                                                                           |

| Comment                                                           | No. of submissions | City of Sydney Response                                                      |
|-------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------|
| Pavement colour should be more like Womerah Ave and not grey/dull | 1                  | The concrete unit pavers will be as per the City's Technical Specifications. |

**Financial**

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

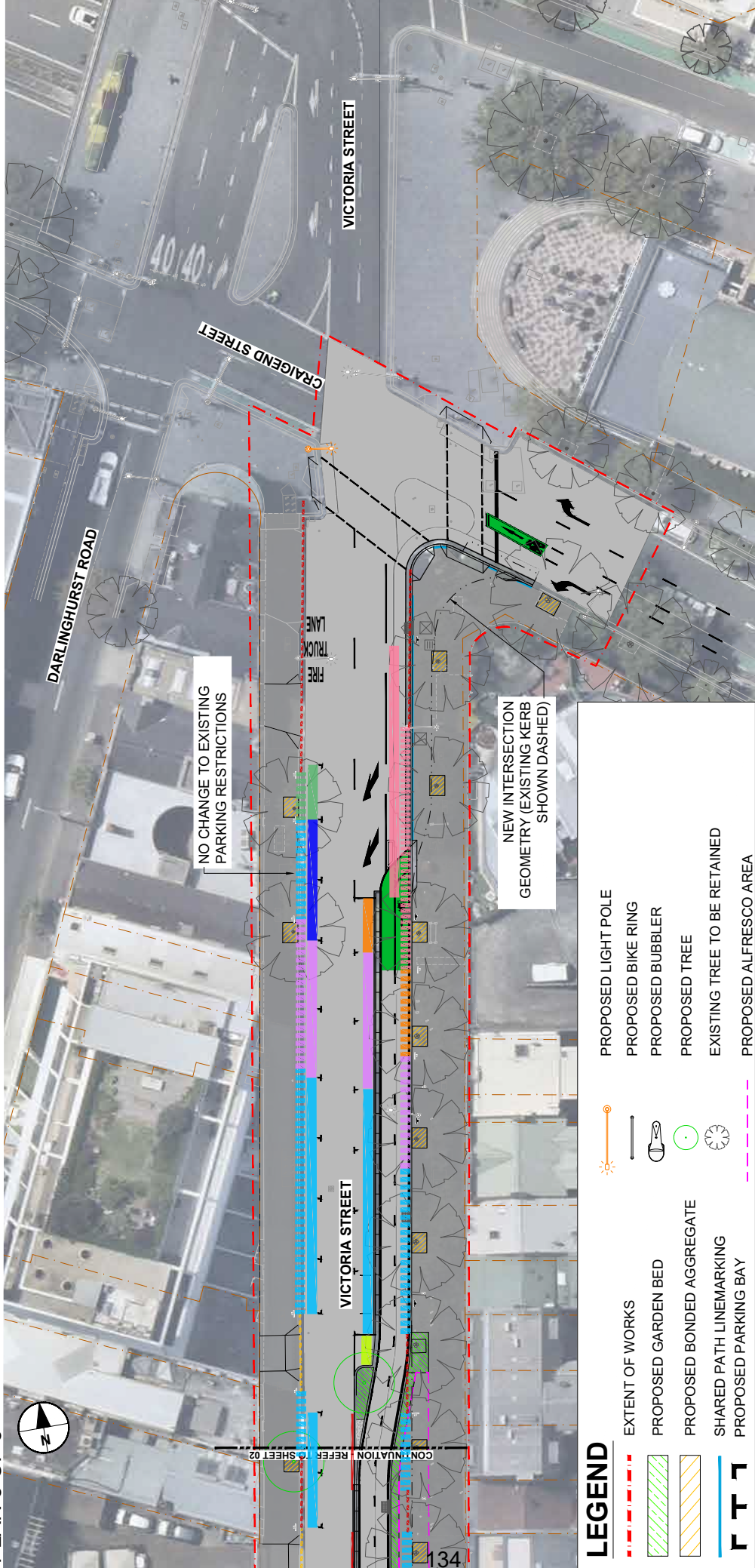
**ALEX SAUNDERS, SENIOR TRAFFIC ENGINEER**

# VICTORIA STREET CYCLEWAY AND STREET IMPROVEMENTS PROPOSED PARKING CHANGES



PLAN 3 OF 3

DRAWING NOT AT PRINTABLE SCALE



## LEGEND

- EXTENT OF WORKS
- PROPOSED GARDEN BED
- PROPOSED BONDED AGGREGATE
- SHARED PATH LINEMARKING
- PROPOSED PARKING BAY
- PROPOSED LIGHT POLE
- PROPOSED BIKE RING
- PROPOSED BUBBLER
- PROPOSED TREE
- EXISTING TREE TO BE RETAINED
- PROPOSED ALFRESCO AREA

## EXISTING PARKING

- EXISTING CAR SHARE
- EXISTING LOADING ZONE
- EXISTING GENERAL PARKING
- EXISTING BUS ZONE
- EXISTING AUS POST VEHICLE ONLY

## PROPOSED PARKING

- EXISTING NO STOPPING ZONE
- EXISTING NO PARKING

- PROPOSED CAR SHARE
- PROPOSED BIKE SHARE (LIME ETC)
- PROPOSED BUS ZONE
- PROPOSED AUS POST VEHICLE ONLY
- NO STOPPING ZONE
- 2P TICKET 8am-6pm (1/4P FREE)
- 4P TICKET 6pm-10pm (1/4P FREE)
- UNRESTRICTED PARKING
- LOADING ZONE TICKET 15MIN LIMIT
- 8am-6pm MON-FRI
- 8am-12NOON SAT
- 4P TICKET ALL OTHER TIMES (1/4P FREE)

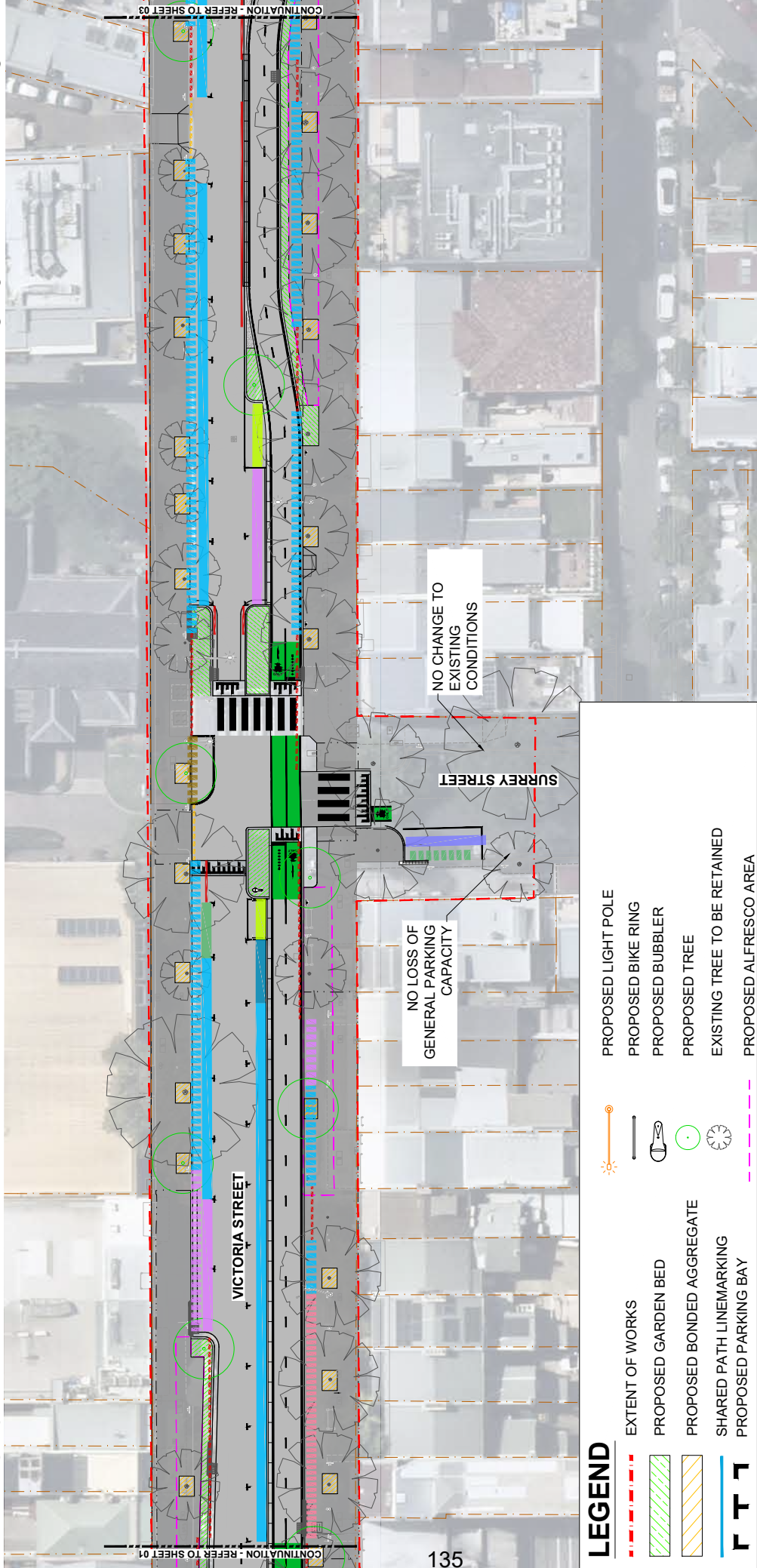


# VICTORIA STREET CYCLEWAY AND STREET IMPROVEMENTS PROPOSED PARKING CHANGES



PLAN 2 OF 3

DRAWING NOT AT PRINTABLE SCALE



## EXISTING PARKING

- EXISTING CAR SHARE
- EXISTING LOADING ZONE
- EXISTING DDA PARKING
- EXISTING GENERAL PARKING
- EXISTING BUS ZONE
- EXISTING MOTORBIKE & SCOOTER PARKING
- EXISTING NO STOPPING ZONE
- EXISTING NO PARKING

## PROPOSED PARKING

- PROPOSED CAR SHARE
- PROPOSED BIKE SHARE (LIME ETC)
- NO STOPPING ZONE
- 2P TICKET 8am-6pm (1/4P FREE)
- 4P TICKET 6pm-10pm (1/4P FREE)
- 1x P5min 8am - 6pm
- 4P TICKET 6pm - 10pm (1/4P FREE)

- 4P MOBILITY PARKING ONLY 8am - 6pm
- MOBILITY PARKING ONLY ALL OTHER TIMES
- LOADING ZONE TICKET 15MIN LIMIT
- 8am-6pm MON-FRI
- 8am-12NOON SAT
- 4P TICKET ALL OTHER TIMES (1/4P FREE)

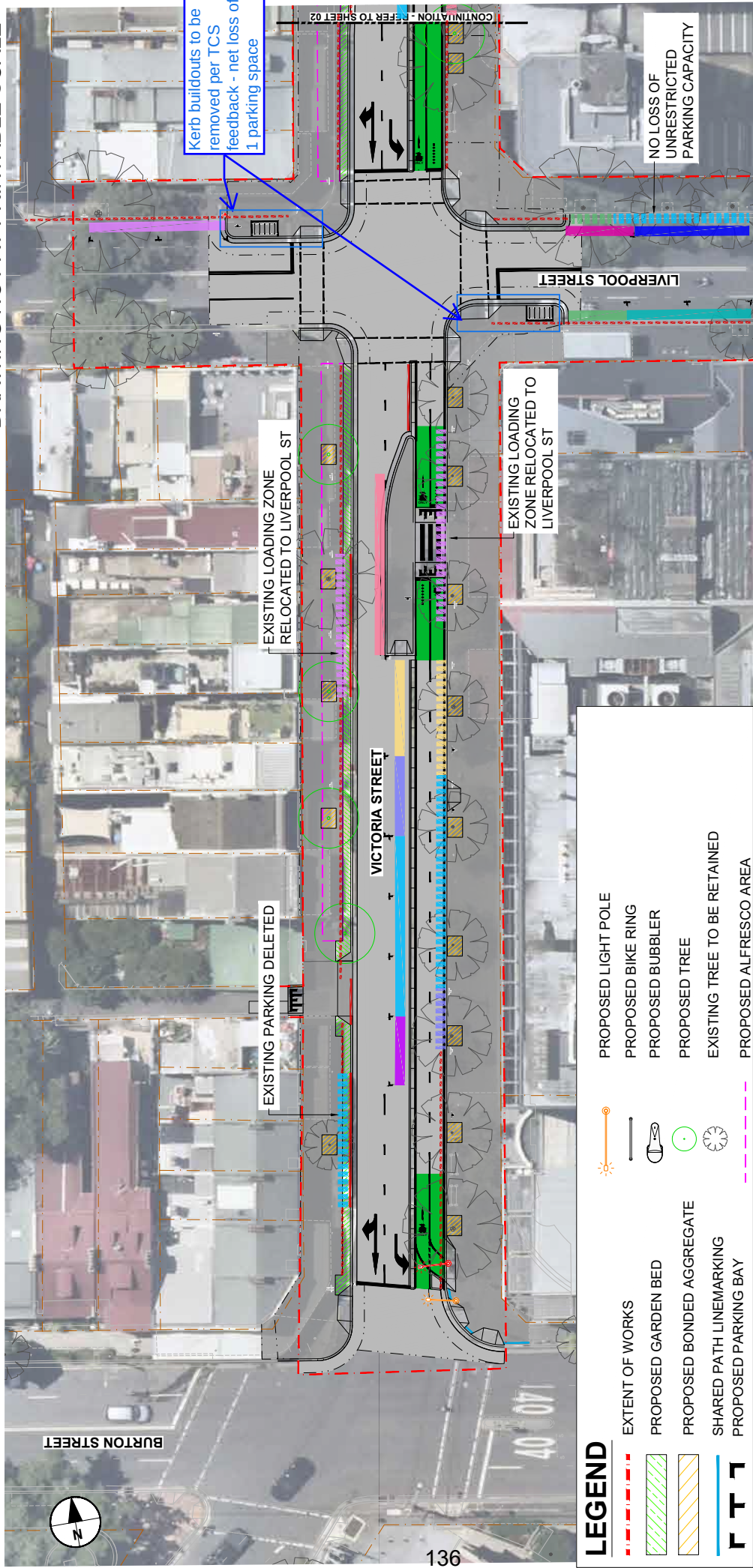


# VICTORIA STREET CYCLEWAY AND STREET IMPROVEMENTS PROPOSED PARKING CHANGES



PLAN 1 OF 3

DRAWING NOT AT PRINTABLE SCALE



## EXISTING PARKING

- EXISTING CAR SHARE
- EXISTING LOADING ZONE
- EXISTING MOBILITY PARKING
- EXISTING GENERAL PARKING
- EXISTING AMBULANCE ONLY
- EXISTING NO STOPPING ZONE

## PROPOSED PARKING

- PROPOSED CAR SHARE
- PROPOSED BIKE SHARE (LIME ETC)
- PROPOSED BUS ZONE (IN LANE)
- PROPOSED AMBULANCE ONLY
- PROPOSED NO STOPPING ZONE
- 4P MOBILITY PARKING ONLY 8am - 6pm
- MOBILITY PARKING ONLY ALL OTHER TIMES

- 2P TICKET 8am-6pm (1/4P FREE)
- 4P TICKET 6pm-10pm (1/4P FREE)
- 1P TICKET 8am - 12MIDNIGHT
- PERMIT HOLDERS EXCEPTED AREA 17
- UNRESTRICTED PARKING
- LOADING ZONE 8am-6pm MON-FRI
- 8am-12NOON SAT

- LOADING ZONE TICKET 15MIN LIMIT
- 8am-6pm MON-FRI
- 8am-12NOON SAT
- 4P TICKET ALL OTHER TIMES (1/4P FREE)
- LOADING ZONE TICKET 15MIN LIMIT
- 8am - 6pm
- 4P TICKET ALL OTHER TIMES (1/4P FREE)

## LEGEND

- EXTENT OF WORKS
- PROPOSED GARDEN BED
- PROPOSED BONDED AGGREGATE
- SHARED PATH LINEMARKING
- PROPOSED PARKING BAY
- PROPOSED LIGHT POLE
- PROPOSED BIKE RING
- PROPOSED BUBBLER
- PROPOSED TREE
- EXISTING TREE TO BE RETAINED
- PROPOSED ALFRESCO AREA

**Item 25.****Traffic Treatment - Raised Pedestrian Crossings - Mitchell Road, Alexandria**

TRIM Container No.: 2026/403398

**Recommendations**

It is recommended that the Forum review the installation of two raised pedestrian crossings at the following locations in Alexandria:

- (a) Mitchell Road, south of Ashmore Street; and
- (b) Ashmore Street, west of Mitchell Road.

**Forum Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

**Background**

As part of the Erskineville and Alexandria Traffic and Transport Study 2023, the City identified the potential upgrade of the intersection of Mitchell Road, Harley Street and Ashmore Street to a signalised intersection. While traffic signals were initially considered, further assessment identified that pedestrian accessibility and connectivity outcomes could

be better achieved through the installation of raised pedestrian crossings on Mitchell Road and Ashmore Street.

The proposed raised pedestrian crossings would provide pedestrians with more direct and convenient crossing opportunities, improve connectivity between surrounding land uses, and reinforce pedestrian priority within the precinct. The raised crossings would also deliver traffic calming benefits by reducing vehicle speeds through the intersection. On balance, the provision of two raised pedestrian crossings is considered a more appropriate treatment than a signalised intersection, as it better supports pedestrian movement and accessibility while maintaining efficient local traffic operations.

## Comments

The raised pedestrian crossings will provide safe pedestrian crossing points for people walking and the raised treatment will include kerb build-outs which would help reduce vehicle speeds and increase visibility adjacent to the proposed crossings. The proposal will help improve general safety in the area as part of City's commitment to improve access for people walking, calm traffic and improve residential amenity.

Given that Mitchell Road is on a bus route, the raised crossing will comply with STA guidelines. Additionally, the footpath widening will maintain the existing travel lane width along Mitchell Road so that it does not affect traffic flow along the street.

Due to the need to ensure sufficient sight distances, there will be a net loss of six parking spaces on Mitchell Road and Ashmore Street.

## Consultation

The City consulted local residents and businesses in the area. There were 405 letters sent out with 5 responses supporting, 2 responses partially supporting, and 19 responses opposing the proposal.

Of the 19 submissions opposing the proposal, 10 raised concerns regarding the potential impact of the proposed pedestrian crossing on customer parking and the operation of a business's approved footpath dining area. Submitters noted that the proposed crossing on the southern approach to the Mitchell Road roundabout would require the loss of existing 1/4P parking spaces, which provide convenient short-term parking turnover for customers accessing the nearby business. Concerns were also raised that the pedestrian crossing, and kerb extensions may encroach upon the existing footpath dining area, thereby affecting the business's ability to utilise its approved outdoor seating capacity.

The City acknowledges these concerns and notes that the concept design will be refined during the detailed design phase. Detailed design investigations will consider the operational requirements of the affected business. Consultation will be undertaken with the business owner to minimise adverse impacts and ensure that the approved outdoor dining area can be maintained while achieving the desired pedestrian safety outcomes. The 1/4P parking spaces can be relocated further south on Mitchell Road to allow short term parking for customers accessing the business.

The remaining nine submissions objected to the proposal on the grounds that it may increase delays and congestion at an already busy intersection and that an additional pedestrian crossing is unnecessary given the presence of an existing crossing facility in the vicinity. Concerns were also raised that pedestrian priority associated with a zebra crossing

may increase vehicle queuing during peak periods. The concerns regarding traffic delays are noted.

The City notes these comments but considers that the proposed crossing forms part of a broader pedestrian network intended to improve accessibility, connectivity and safety for pedestrians travelling to and between various destinations within the local residential area. The proposal has been developed in response to observed pedestrian demand and seeks to provide a formal crossing point at a location where pedestrian movements currently occur in proximity to the roundabout.

The proposal is consistent with the City's strategic active transport objectives, priority is given to initiatives that improve pedestrian safety, accessibility and connectivity, with any potential increase in vehicle delay considered acceptable in achieving these outcomes.

Several submitters suggested relocating the crossing further south on Mitchell Road adjacent to Stovemakers Lane, noting that pedestrians frequently cross at this location and that a formal crossing could provide a safer crossing opportunity. The City has assessed this alternative location and determined that it would result in several constraints, including potential impacts on the amenity of adjacent residential properties and loss of on-street parking.

Based on the assessment undertaken to date, the City considers that the proposed location adjacent to the roundabout better balances pedestrian accessibility and connectivity, parking impacts and surrounding land use considerations. Accordingly, relocation of the crossing to Stovemakers Lane is not currently supported.

## **Financial**

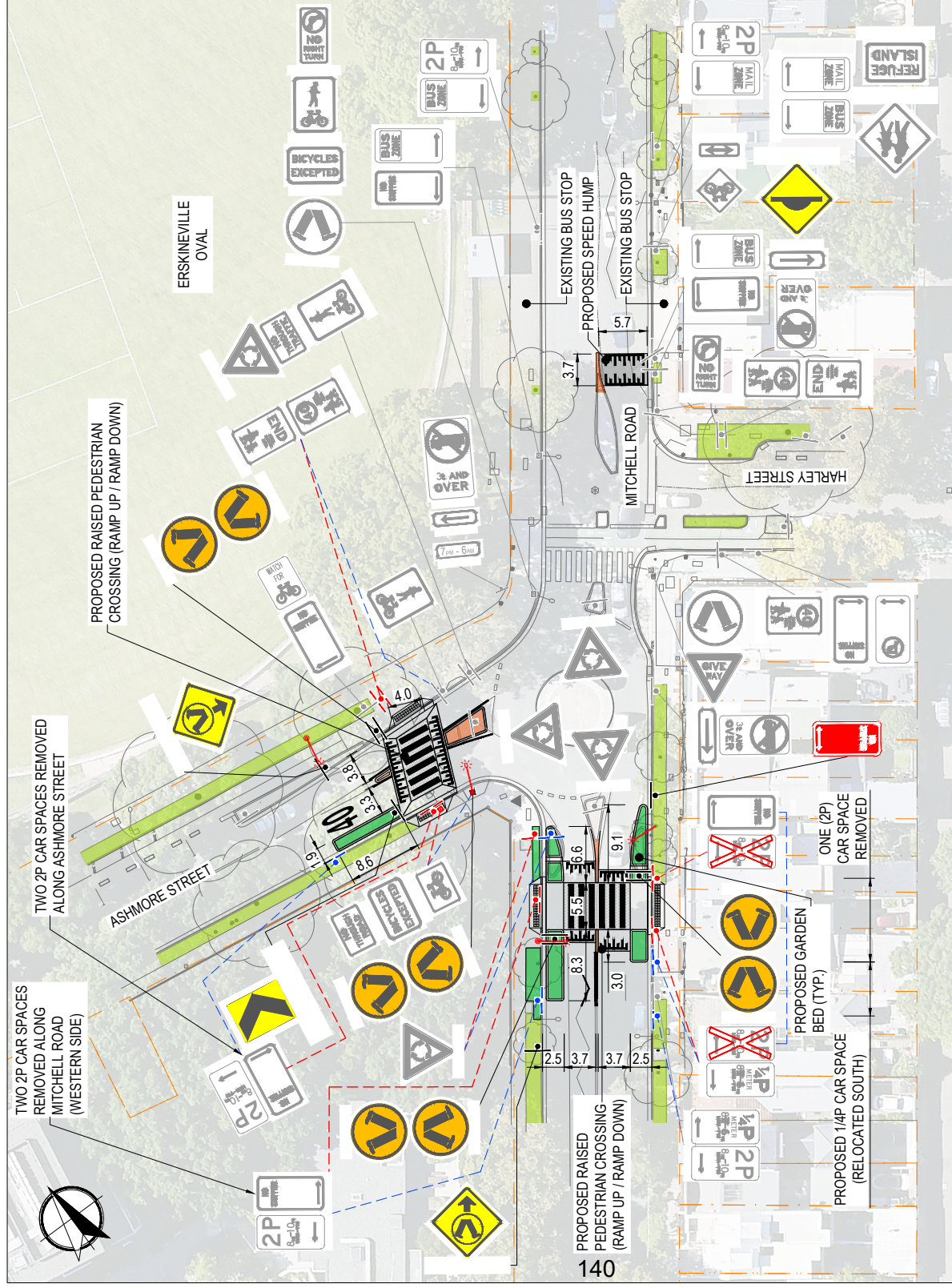
Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

**TERRY XU, SENIOR TRAFFIC ENGINEER**

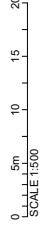


# LEGEND

- CADASTRAL BOUNDARY
- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- PROPOSED GARDEN BED
- EXISTING GARDEN BEDS
- PROPOSED CONCRETE FOOTPATH RESTORATION
- CONCRETE MEDIAN INFILL
- 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



PLAN 1  
SCALE 1:500



DESIGNER: **ERM**  
ENGINEERING & MANAGEMENT

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

PROJECT: **MITCHELL ROAD, ALEXANDRIA**  
PEDESTRIAN CROSSINGS  
TRAFFIC FORUM PLAN

FOR INFORMATION ONLY  
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No. 9203-1072794-MR-SKT-1002  
SHEET 1 OF 1  
DATE: 07/03/2023  
REV: 03

**Item 26.****Traffic - Treatment and Parking - Separated Cycleway, Continuous Footpath Treatment, Raised Crossing and Parking Changes -Belmont Street and Fountain Street, Alexandria**

TRIM Container No.: X104120.008

**Recommendations**

It is recommended that the Forum review the installation of the following treatments in Alexandria:

- (A) A bi-directional separated cycleway along the eastern side of Belmont Street, between Fountain Street and the shared path connection to Buckland Street;
- (B) A Continuous footpath treatment (CFT) across Belmont Street, just north of Fountain Street; and
- (C) A raised pedestrian and cycle crossing across Fountain Street, just east of Belmont Street.

**Forum Members for this Item**

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

**Advice**

Advice will be updated after the meeting.

## Background

The City of Sydney (The City) Sustainable Sydney 2030 vision calls for "a safe and attractive walking and cycling network".

The City has adopted the Cycle Strategy and Action Plan 2018-2030 which identifies a planned network of local and regional cycling routes that underpin the City's transport and environmental goals.

Belmont Street has long been identified as a key regional cycling route, forming part of the bike network linking Sydney Park with Moore Park and Centennial Park since the South Sydney Bike Plan was adopted in 1997. Whilst the majority of Belmont Street currently operates as a quiet way, there is a missing gap in the route between Fountain Street (a state road) and the shared path connection to Buckland Street at the north end of Belmont Street.

## Comments

Currently, there is no point on Fountain Street between Mitchell Road and McEvoy Street for pedestrians or cyclists to safely cross the road without negotiating vehicle traffic and on-road parking. A considerable proportion of pedestrians and cyclists crossing Fountain Street are parents and children travelling to and from Alexandria Park Community School, which is also located at the north end of Belmont Street.

This proposal will:

- a) Improve safety and accessibility for pedestrians and cyclists crossing Fountain Street by providing a raised, marked pedestrian and bike crossing.
- b) Reduce vehicle speeds entering and exiting Belmont Street by providing a continuous footpath treatment (CFT)
- c) Offer cyclists (in particularly school children and their families) a comfortable, separated travel path along Belmont Street by providing a bi-directional separated cycleway.

The proposal is included in the 2024-2026 Road Safety Program. This program offers state and federal grant funding for local government projects that seek to improve road safety by minimising the occurrence of severe injuries and fatalities, with a focus on vulnerable road users like pedestrians and cyclists.

## Parking

The proposal will see the following on-road parking removal:

- 9 (net) spaces on Belmont Street. These spaces were lost due to the proposed cycleway. Note, this is 3 more than was presented during consultation and accommodates heavy vehicle access requirements requested by 60-72 Belmont Street (McCulla D S & Son PTY LTD).
- 2 spaces on Fountain Street. These spaces were lost due to the proposed pedestrian and crossing.

Overall, the proposal will result in a net loss of 11 spaces.

## Consultation

From the 14 July to 18 August 2025, the City consulted residents and businesses in the area using a variety of engagement activities, including an online survey, interactive map, on site information sessions, and key stakeholder meetings. A total of 219 responses were received:

- 73 survey submissions
- 124 comments from 35 stakeholders using the interactive map
- 2 phone calls
- 20 email submissions

Of the 219 responses received:

- 89% supported the proposal (with 40% providing design feedback)
- 11% opposed the proposal

Supporters of the proposal were most in favour of the raised crossing and separated cycleway (particularly when near a school).

The submissions opposing the proposal cited loss of on-street parking but also had concerns over unsafe driving behaviour during school pickup and drop off hours (including double parking and illegal u-turns).

Refer to Attachment 2 for a full report on the City's consultation and key findings.

## Financial

The City has accepted funding from the NSW and federal governments to construct the project as part of the 2024-2026 Road Safety Program.

**NATHAN WATTS, SENIOR DESIGNER - CYCLING**

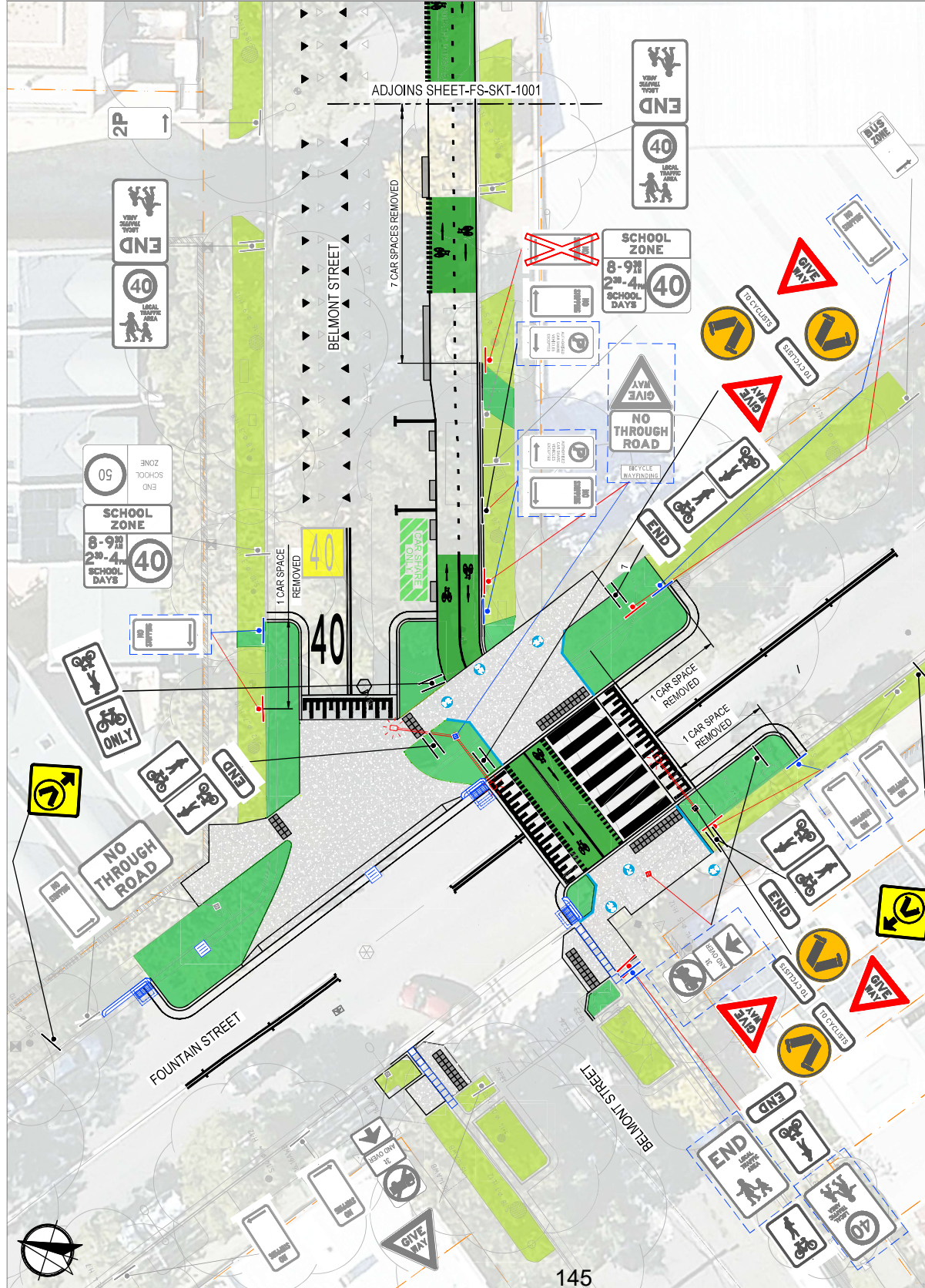






# LEGEND

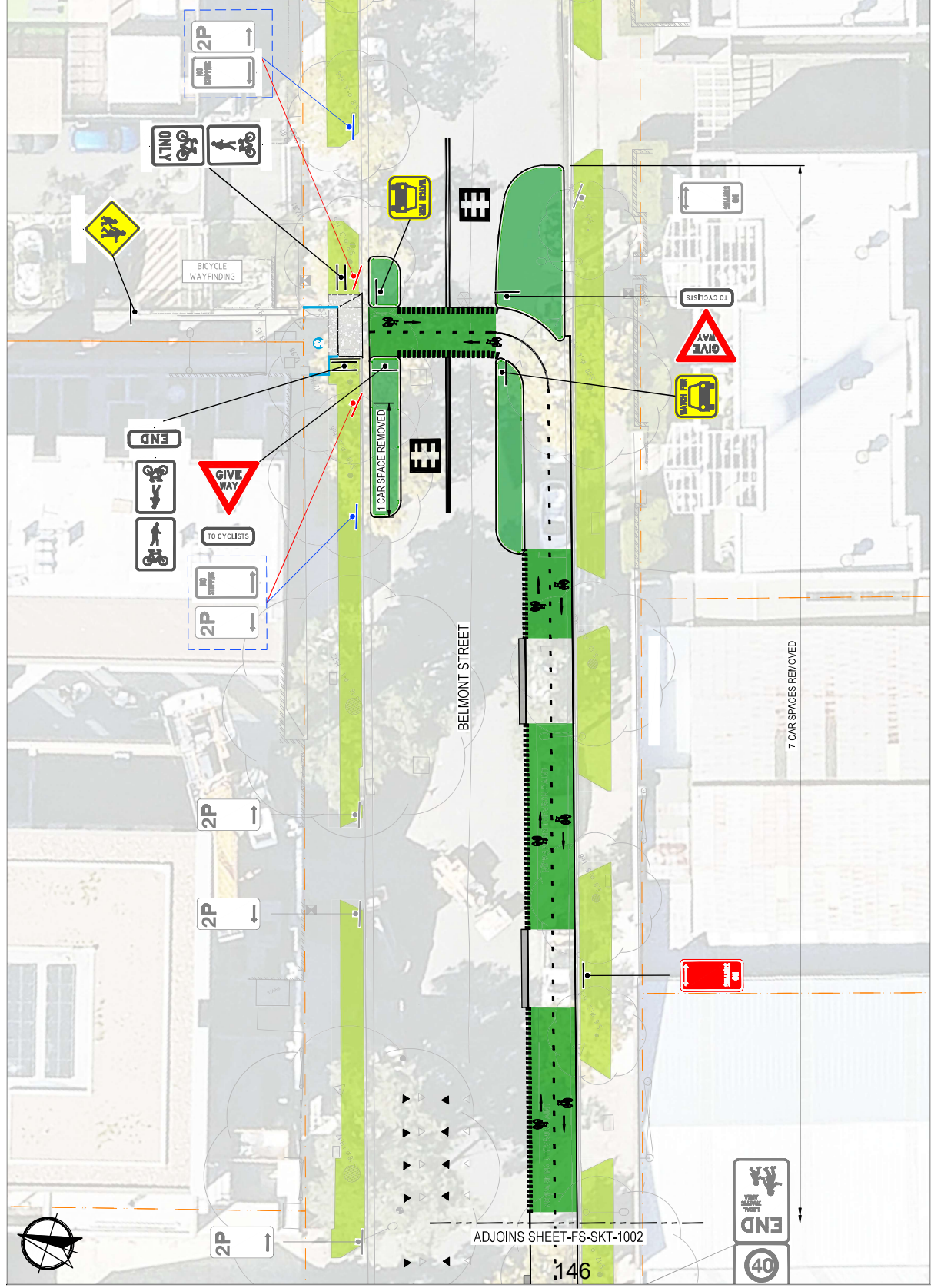
- CADASTRAL BOUNDARY (INDICATIVE)
- PROPOSED DESIGN
- EXISTING SURVEY
- NEW GARDEN BED
- EXISTING GARDEN BEDS
- PROPOSED CONCRETE FOOTPATH / GFT
- PROPOSED BICYCLE PATH
- PROPOSED BICYCLE CROSSING
- PROPOSED DRAINAGE FITS
- SIGN POST - EXISTING
- SIGN POST - NEW
- SIGN POST - TO BE REMOVED
- SIGN MOUNTING LOCATION - OTHER
- SIGN POST - RELOCATED
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING SIGN TO BE REMOVED



PLAN  
SCALE 1:250

|                                                                  |              |                          |  |
|------------------------------------------------------------------|--------------|--------------------------|--|
| FOR INFORMATION ONLY<br>NOT TO BE USED FOR CONSTRUCTION PURPOSES |              | INFORMATION DOC No.      |  |
| 9270-0721686-FS-SKT-1002                                         |              | 9270-0721686-FS-SKT-1002 |  |
| FOUNTAIN STREET, ALEXANDRIA                                      |              | SHEET 2 OF 3             |  |
| PEDESTRIAN CROSSINGS                                             |              | DATE 20/7/2005           |  |
| TRAFFIC FORUM PLANS                                              |              | REV 01                   |  |
| DESIGNER:                                                        | CLIENT:      | PREPARED FOR:            |  |
| ERM                                                              | SYDNEY CIVIL | CITY OF SYDNEY           |  |

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- CADASTRAL BOUNDARY (INDICATIVE)
- PROPOSED DESIGN
- EXISTING SURVEY
- NEW GARDEN BED
- EXISTING GARDEN BEDS
- PROPOSED CONCRETE FOOTPATH / CFT
- PROPOSED BICYCLE PATH
- PROPOSED BICYCLE CROSSING
- PROPOSED DRAINAGE PITS
- 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

PLAN  
SCALE 1:250

FOR INFORMATION ONLY  
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9270-0721686-FS-SKT-1003

SHEET 3 OF 3

DATE 20/12/2025 REV 01

FOUNTAIN STREET, ALEXANDRIA  
PEDESTRIAN CROSSINGS  
TRAFFIC FORUM PLANS

CLIENT:

SYDNEY CIVIL

PREPARED FOR:

CITY OF SYDNEY

DESIGNER:

ERM  
Infrastructure & Urban Management

0 2.5m 5.0 7.5 10.0  
SCALE 1:250

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# Improving Belmont and Fountain Streets, Alexandria

2025



Proposed shared crossing of Fountain Street



## Engagement report

From 14 July to 18 August 2025, we asked the community for feedback on our proposal will help people walking and riding, calm traffic and provide a safe way for students to access Alexandria Park Community School.

The project includes features to calm traffic and improve walking and riding, including:

- a raised shared crossing on Fountain Street at Belmont Street
- a separated cycleway on Belmont Street between Fountain Street and the shared path connection to Buckland Street
- new garden beds
- continuous footpath across Belmont Street west of Fountain Street.

9 (net) on-street parking spaces along Belmont and Fountain Streets were identified for removal.

Note: Following feedback from 62-70 Belmont Street (McCulla D S & Son Pty Ltd) an additional 2 spaces were flagged for removal to maintain property access, including heavy vehicle access.

---

## Purpose of the engagement

The purpose of the engagement was to:

- notify stakeholders of the proposal.
- gather feedback from stakeholders and the community.

---

## Submissions received during consultation.

We received a total of 219 responses via an online survey, interactive map, phone calls, and emailed submissions.

- 73 survey submissions
- 124 comments from 35 stakeholders using the interactive map
- 2 phone calls
- 20 email submissions

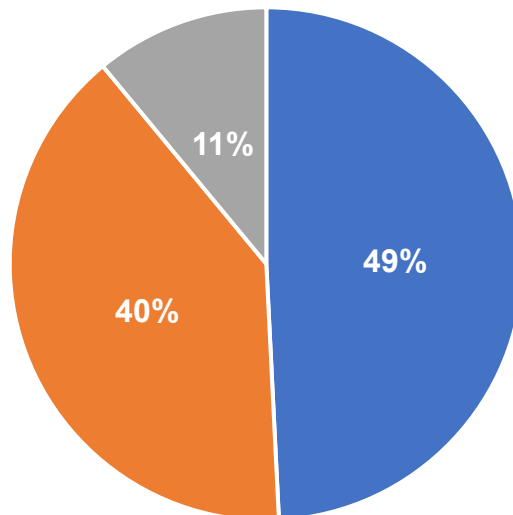
The Sydney Your Say page was visited 1,288 times during the consultation period.

---

## Feedback sentiment

The submissions fall into three categories – Support, Support with design feedback and Oppose due to parking loss.

### Feedback sentiment



■ Support   ■ Support with design feedback   ■ Oppose due to parking loss



Proposed raised crossing of Belmont Street

# Key findings

---

## Support for cycleways

- Strong support for separated cycleways, especially near schools.
- Requests for wider paths to accommodate cargo bikes and bike trailers.
- Emphasis on connections that avoid dismounting or confusing transitions.

Issues raised:

- Tight turns
- Visibility
- Lack of clear signage

Suggestions:

- Straighten paths
- Add mirrors
- Reconsider alignment for better flow and safety

*City response:*

The design will incorporate this feedback wherever possible while maintaining a safe crossing, garden beds, and trees.

The City does not support the installation of mirrors however other measures will be considered in detail design to improve sight lines for vehicles exiting Belmont Street.

---

## Pedestrian Safety & Accessibility

- Strong support for the raised pedestrian crossing and shared path.
- Recommendations include:
  - Zebra markings on both crossings
  - Improved lighting
  - Additional Traffic calming measures (e.g., speed cushions, signage)
- Feedback highlights the need to align crossings with desire lines and improve intersection visibility.

*City response:*

This project aims to slow traffic by building the raised crossing. This is a state road that is under the control of TfNSW, we will continue to advocate for the state government to use further traffic calming to reduce speed limits on their roads.

The crossing of Belmont Street is not proposed to be zebra crossings however reducing the width of the crossing and bringing it to footpath level will clearly show priority for people walking.

---

## **Parking Loss**

- Opposition to the removal of parking:
  - Impact on residents, visitors, and school staff
  - Accessibility issues for elderly and people with disability
  - Concerns about new developments increasing demand
- Some suggest lower speed limits as a better alternative to bike lanes.
- Some residents suggested timed parking on to encourage more parking turn over

### *City response:*

Cycleways are important infrastructure to support those who can ride to get to their location safely. We know that people are more likely to choose to ride now that the bike network is being connected. The City acknowledges that not everyone can ride a bike but those who can take pressure off already strained traffic and parking.

The City's goal is not to increase parking but instead better balance the use of on street public space.

---

## **School access**

- Concerns about unsafe driving behaviours during drop-off/pick-up:
  - Illegal U-turns
  - Double parking
- Suggested solutions:
  - Physical barriers or double lines
  - Increased enforcement
  - Redirecting traffic to designated entrance on Park Road
- Concerns about increased bike traffic near school entrances.

### *City response:*

The City will continue working with the school on ways to reduce student drop off on Belmont Street.

The City cannot issue fines for illegal driving. We support the police in enforcing the law and encourage community to contact their local police to report these issues.

---

## **Urban Design & Greening**

- Positive feedback on narrowing roads and prioritising active transport.
- Requests for:
  - More trees
  - Larger garden beds
  - Native plants to soften the streetscape

### *City response:*

The City will investigate further opportunities for more trees and planter beds.

---



## Safety & Accessibility Concerns

- Raised tactile paving seen as a trip hazard, especially for elderly and disabled.
- Concerns about narrowing streets affecting emergency/service vehicle access.
- Zebra crossings may disrupt traffic flow and worsen congestion.

### *City response:*

Raised tactile ground surface indicators are vital to helping people who are blind or have low vision to detect potential hazards and safely navigate their environment.

All emergency vehicle access is maintained

A zebra crossing is important to give priority to people walking. If there is significant impact on traffic flow, the City can work with TfNSW on options including light phasing at Mitchell Road and McEvoy Street.

---

## Suggestions & Alternatives

- Relocate cycleway to busier streets with higher cyclist volumes.
- Use painted bike symbols instead of physical barriers.

### *Council response:*

Belmont Street has been present on the City's Cycling network map since 2007. Currently, Belmont Street (south of Fountain Street) is a quiet way. The proposed bike path for Belmont Street (north of Fountain Street) is to ensure a safe, separated route for cyclist navigating this high vehicle section of the road which borders the Alexandria Park Community School.

Painted symbols do not provide a physical separation of vehicles and people riding.



Proposed cycleway on Belmont Street accessing the shared path next to Alexandria Park Community School

## Stakeholder submissions

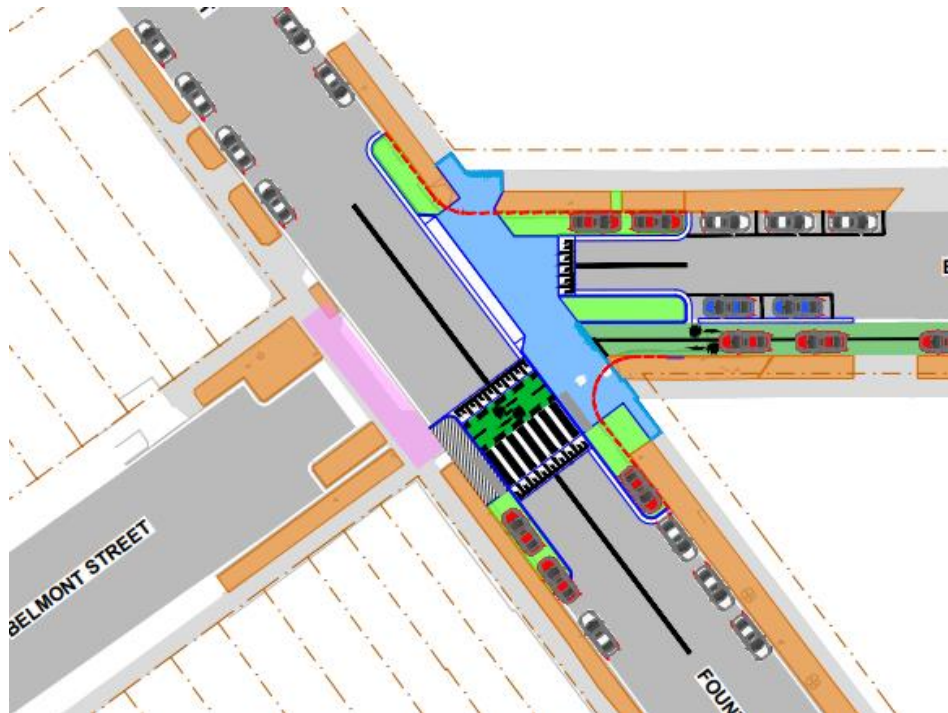
**NSW Department of Education – School Infrastructure** made a submission raising concerns about:

- The crossing on Belmont Street prioritises cyclists over vehicles, indicated by stop lines for vehicles on both approaches. This could pose a road safety risk, especially early on, as drivers may not realise they must give way to cyclists. The City of Sydney should install clear signage and road markings to alert motorists and reduce potential confusion or accidents.
- There is a potential conflict point where north–south cycling movement intersects with east–west student pedestrian flow to the school. Additional **signage warning pedestrians** about cyclists crossing the northern footpath should be considered.

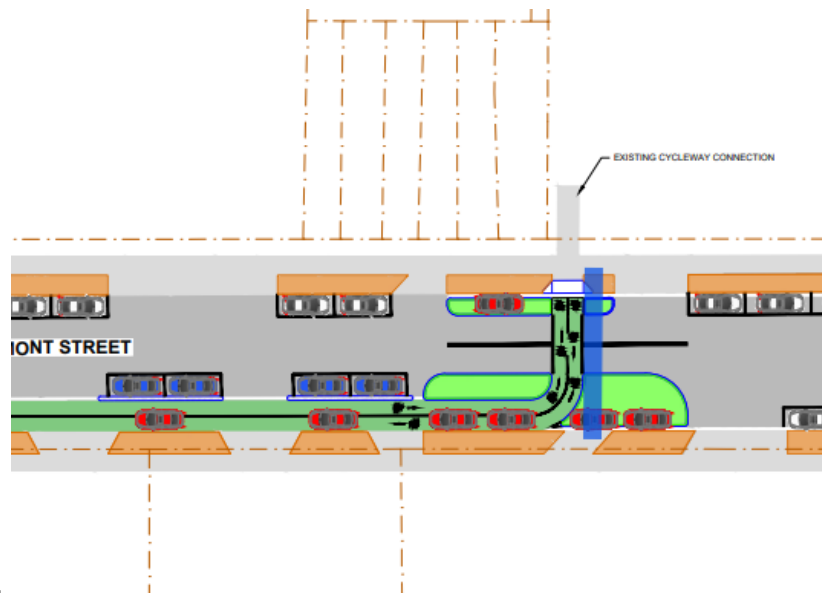
They also asked that the City work with the school to make sure staff, students and parents are aware of the new infrastructure and road arrangements.

**Bicycle NSW** made the following recommendations:

- The existing continuous footpath across the entrance to Belmont on the western side of Fountain needs to be marked as a shared path, and if necessary widened, to allow bikes of all shapes and sizes to navigate safely and legally to the shared user crossing. This area is shown in pink on the extract below. It is essential that no dismounting is required to cross Fountain Street.



- We note from the City of Sydney's Cycling Strategy Bike Network Map that there will be a local cycling connection east along Fountain Street. It is not clear which side of the road this may be located on. It is important to consider the future connection at this stage and adjust the kerb extensions, landscaped beds and shared paths as required to avoid the need for expensive and disruptive reconstruction in the future.
- The plans do not indicate how people walking up the south side of Belmont can cross the road to the shared path link to Buckland. Consider adjusting the configuration of the landscaping and the kerb ramps to the east of the cycleway crossing (as shown with the blue line in the extract below) to assist with pedestrian movements at this location



Without dimensioned plans and cross sections, it is not possible to assess the details of the project. The next two comments may already be addressed!

- Reduce the width of the vehicle lanes on Fountains Streets to the minimum acceptable for a road that carries buses - usually 3.2m. Unnecessarily wide traffic lanes invite motorists to drive at high speed. In addition to improving safety, a lower design speed will reduce traffic noise exposure for nearby residents.
- Widen the Belmont Streets cycleway as much as possible. The NSW Cycleway Design Toolbox minimum of 2.4m may not be adequate so close to a school where wide cargo bikes will be common.

# Engagement activities

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## Overview of engagement

### 1. Sydney Your Say webpage

A Sydney Your Say webpage, <https://www.cityofsydney.nsw.gov.au/proposed-works-maintenance/have-your-say-improvements-belmont-fountain-streets-alexandria> was created. The page included information about the consultation.

### 2. Online feedback form via Survey Monkey

The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.

### 3. Interactive map

Community were also invited to have their say by dropping pins on an interactive map. A link to the map was provided on the Sydney Your Say website.

### 4. Sydney Your Say notifications

An EDM was sent to subscribers of the Sydney Your Say Newsletter on 15 July to 5,003 recipients.

### 5. On site information sessions

City staff met held information sessions on the corner of Fountain and Belmont streets on Thursday 31 July and Saturday 2 August.

### 6. Key stakeholder meetings

Prior to public community engagement, the project team met representatives from Alexandria Park Community School to discuss current issues as well as the proposal. The school was generally supportive of the project.

During consultation, the project team met with business owners and operators at 60-72 Belmont Street to discuss truck movements and access to their property. The project team will develop the design to accommodate access to the property.



## Sydney Your Say page

[Log in / register](#)

---

**Proposed works & maintenance**

## Have your say on improvements to Belmont and Fountain streets, Alexandria

Our proposal will help people walking and riding, calm traffic and provide a safe way for students to access Alexandria Park Community School.

**Alexandria**

**Under review**

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

Project is currently under review  
14 Aug 2025 to 18 August 2025

### Why we're doing this

We're making an important connection to the bike network and providing a safe way for students to access Alexandria Park Community School.

### What we're doing

The project includes features to calm traffic and improve walking and riding, including:

- a raised shared crossing on Fountain Street at Belmont Street
- a separated cycleway between Fountain Street and the shared path connection to Duckland Street
- new garden beds
- continuous footpath across Belmont Street west of Fountain Street.

Nine on street parking spaces along Belmont and Fountain streets will be removed.

Interactive map  
8 minutes to complete

Survey  
5 minutes to complete

**Craig Ryan**  
General Community Engagement Coordinator

**02 9255 9332**  
sydney.your.say@cityofsydney.nsw.gov.au  
CITY OF SYDNEY

**Concept design**

PDF | 1.7 MB | LAST MODIFIED 10 JULY 2025

### Next steps

After this consultation, we'll consider all feedback and report the results to the Local Pedestrian, Cycling and Traffic Calming Committee. If the committee endorses the project, we will start work by the end of the year.

### How you can give feedback

Consultation closes at 5pm on Monday 18 August 2025.

- Have your say on our interactive map**  
 View the plans on an interactive map and pin your feedback.  
 You'll need to log in with a City of Sydney account to use the map. If you don't have an account, it's easy to create one.
- Complete our survey**  
 It will take about 5 minutes and help inform the design for the crossings and cycleway.  
 You'll need to log in with a City of Sydney account to complete the survey. If you don't have an account, it's easy to create one.
- Email or post your feedback**  
 You can give your feedback by email to [sydney.your.say@cityofsydney.nsw.gov.au](mailto:sydney.your.say@cityofsydney.nsw.gov.au) or post to:  
 City of Sydney  
 City Engagement  
 GPO Box 1591  
 Sydney NSW 2001

### Other ways you can give feedback

|                                                     |   |
|-----------------------------------------------------|---|
| Talk to us in person                                | ✓ |
| If you are Deaf or have complex communication needs | ✓ |
| If you need an interpreter                          | ✓ |

## Survey



## Improving Belmont and Fountain Streets, Alexandria

1. Do you have any comments on the improving Belmont and Fountain streets, Alexandria

2. You can also upload a submission.

Choose File

No file chosen

Done

## Interactive map

CITY OF SYDNEY

Closed for Comment



**Item 27.****Traffic Treatment - One-Way Traffic Direction Reversal - Adelaide Place, Surry Hills****TRIM Container No.:** X125413.012**Recommendations**

- (A) It is recommended that the Forum review the change of One-Way Traffic Direction in Adelaide Place, Surry Hills, between Devonshire Street and Adelaide Street from one-way northbound to one-way southbound.
- (B) It is recommended that the Forum note that the proposal to reopen Holt Street at Devonshire Street to traffic will not proceed, as feedback received during community consultation indicated that objections to the proposal significantly outweighed support.

**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 CBD and South East Light Rail project implemented by Transport for NSW included the closure of Holt Street and Waterloo Street at their intersections with Devonshire Street.

Following the introduction of these closures in 2019, residents reported an increase in car and truck movements on the narrow Steel Street and Adelaide Place, as well as broader concerns about traffic in the area.

During consultation on the Surry Hills to Central Quietway project (the Quietway), residents expressed concerns that the proposed conversion of Cooper Street to one-way operation could further increase traffic impacts on surrounding local streets.

In response to the community concerns, Council endorsed, subject to community consultation, proposals to:

- (a) re-open Holt Street at Devonshire Street to northbound vehicle traffic as a shared zone; and
- (b) change Adelaide Place between Devonshire Street and Adelaide Street from one-way northbound to one-way southbound.

## Comments

### Traffic counts

Traffic volume surveys were conducted over seven days, for 24 hours, from Saturday 13 September to Friday 19 September 2025 (inclusive). Vehicle volume data was obtained for Adelaide Place, Adelaide Street and Steel Street. Peak vehicle volumes, travelling northbound through Adelaide Place during the survey, are displayed in the table below.

| Day                           | AM Peak |       | PM Peak |       |
|-------------------------------|---------|-------|---------|-------|
| Vehicle type                  | Light   | Heavy | Light   | Heavy |
| Saturday (13 September 2025)  | 23      | 0     | 18      | 0     |
| Sunday (14 September 2025)    | 15      | 0     | 11      | 0     |
| Monday (15 September 2025)    | 18      | 1     | 17      | 0     |
| Tuesday (16 September 2025)   | 24      | 0     | 20      | 1     |
| Wednesday (17 September 2025) | 33      | 0     | 22      | 0     |
| Thursday (18 September 2025)  | 28      | 0     | 16      | 0     |
| Friday (19 September 2025)    | 20      | 0     | 15      | 0     |

The peak observed vehicle volumes occurred on a Wednesday (17 September 2025) between 8:30-9:30am, consisting of 33 light vehicles.

Adelaide Place is a narrow local one-way northbound road with no traffic calming measures. The frontage of homes and driveways are located directly on the road which results in the risk of unintended conflict between residents and vehicles while residents leave their homes. The likelihood of a conflict between residents and vehicles is likely to be lowered due to a reduction in vehicle traffic with the change of direction of the one-way.

## Consultation

The City consulted residents and businesses in the area from 21 May to 19 June 2026. Consultation activities included:

- Sydney Your Say webpage: This page included an electronic copy of the concept design, a survey, and other key information about the consultation.
- Online feedback: Feedback was collected online, with 208 survey responses received via Survey Monkey and email.



- Community pop-up feedback sessions: One session were held on Friday 19 June 2026 at the corner of Holt and Devonshire Street. Approximately 35 people attended.
- Signage: 10 notice boards were installed inviting people to give feedback on the proposal.
- Consultation letter: A letter was posted to residents, inviting them to give feedback on the proposal. 4306 letters were distributed.
- Sydney Your Say e-news: The consultation was included in the Sydney Your Say June 2026 e-newsletters (3617 subscribers).

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

- There were 867 visits to the 'Sydney Your Say' page during the consultation period.
- 208 Total submissions received
- 57 people responded to the online survey
- 151 email submissions were received
- 168 people downloaded the concept design plans
- 35 People attended community workshops
- 1 Community information sessions held

### **Key findings**

Feedback on the proposed changes to Adelaide Place was generally supportive. Sixteen submissions (48%) supported the change, while eight submissions (24%) opposed it. Nine submissions (28%) were neutral and provided alternative design suggestions.

Most submissions opposed the reopening of Holt Street, with 185 submissions (89%) expressing opposition. A further 18 submissions (9%) supported the reopening of Holt Street. Five submissions (2%) were neutral and provided alternative design suggestions.

It is recommended that the Holt Street proposal does not proceed, as community consultation feedback indicated that objections substantially outweighed support for the proposal.

The full engagement report outlining the consultation activities is included as Attachment B.

### **Financial**

There is sufficient funding for the proposal with the project budget.

**DAVID BAKER, DESIGN MANAGER**





# Engagement report – Surry Hills traffic changes



# Contents

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# Overview

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## Background

From 21 May to 19 June, we asked the community for feedback on options to reopen Holt Street to north bound traffic and change the traffic direct on Adelaide Place.

### Scope

Our plans include:

#### Holt Street

- Reopen Holt Street at Devonshire Street to northbound vehicle traffic as a shared zone
- New shared zone paving and kerb laybacks
- Revised stairs and walls
- New furniture and fixtures including bench seats, bollard seats, lighting and bike hoops
- New plants and garden beds with habitat fence
- New signs and line marking
- Removing one tree to enable works, all others will be retained

#### Adelaide Place

- Reverse traffic flow in Adelaide Place from one-way northbound to one-way southbound
- New signs and line marking
- Restricting vehicle access from Adelaide Street to cars only
- Adelaide Place properties to place bins on Adelaide, Steel or Devonshire streets for collection

### Background and context

Holt Street was closed off and converted to a plaza as part of the construction of the light rail and has since been used as a place to access local cafes and restaurants and take breaks from work. Many of these businesses were impacted by light rail construction and the general sentiment is that this area of Holt Street was well earned by enduring the impacts.

In March 2025, Council approved the design for the Surry Hills to Central quietway. This project includes restricting east bound traffic on Cooper Street, between Elizabeth Street and Holt Street.

This change will mean that traffic accessing parts of Surry Hills will need to use Kippax Street, one block north. Some feedback raised concerns that instead of using Kippax Street, vehicles will use Devonshire Street and then Adelaide Place to loop around into surrounding streets.

City staff met with community members and discussed the perceived impacts. It was suggested by a community member that Holt Street should be reopened to north bound traffic and the traffic flow on Adelaide Place be changed to south bound.

City staff then coordinated a traffic study to understand current vehicle movements and set a baseline to measure impacts after the change at Cooper Street came into effect.

The traffic study found that much of the traffic in the small streets of Surry Hills like Adelaide place was servicing these streets and that traffic volumes were low.

Council resolved that community engagement was undertaken to gauge what the community thought of the proposals.

## Purpose of engagement

The purpose of the engagement was to:

- notify stakeholders of the proposal.
- gather feedback from stakeholders and the community.

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## Outcomes of engagement

### Submissions received during May/June consultation

We received a total of 208 submissions (via Survey Monkey and email) during the public exhibition period. The Sydney Your Say page was visited 867 times during the consultation period.

| Quantity | Description of activity             |
|----------|-------------------------------------|
| 208      | Total submissions received          |
| 57       | Survey submissions                  |
| 151      | Emailed submissions                 |
| 867      | Sydney Your Say webpage visits      |
| 168      | Document downloads                  |
| 35       | People attended community workshops |
| 1        | Community information sessions held |

# Key findings

The overwhelming theme of the feedback is that reopening Holt Street is not supported.

There was significantly less feedback on the changes to Adelaide Place however most submissions were not opposed to the proposal.

## Holt Street

| Sentiment                            | Email | Survey | Total     |
|--------------------------------------|-------|--------|-----------|
| Support the reopening of Holt Street | 4     | 14     | 18 (9%)   |
| Oppose the reopening of Holt Street  | 146   | 39     | 185 (89%) |
| Neutral – other design suggestions   | 1     | 4      | 5 (2%)    |

| Feedback supporting reopening Holt Street                        | Count |
|------------------------------------------------------------------|-------|
| Support reopening Holt Street to improve access/circulation      | 12    |
| Support public domain improvements (lighting, planting, seating) | 8     |
| Request seating orientation away from traffic                    | 1     |
| Request improved loading/service access                          | 1     |
| Request bike management infrastructure                           | 1     |
| Request improved crossings/pedestrian treatments                 | 1     |
| Support retaining existing trees where possible                  | 1     |

| Feedback opposing reopening Holt Street              | Count |
|------------------------------------------------------|-------|
| Retain pedestrian-only pocket park                   | 105   |
| Loss of public gathering/social space                | 104   |
| Loss of pedestrian amenity and place character       | 42    |
| Impact on outdoor dining and local business activity | 18    |
| Pedestrian safety concerns                           | 15    |
| Shared zone design conflicts with pedestrian use     | 9     |
| Alternative design/access solutions suggested        | 8     |

| Feedback opposing reopening Holt Street | Count |
|-----------------------------------------|-------|
| Noise and amenity impacts               | 5     |
| Unsafe turning movements                | 4     |
| Tree retention                          | 4     |
| Light rail interface concerns           | 3     |

## Adelaide Place

| Sentiment                                         | Email | Survey | Total    |
|---------------------------------------------------|-------|--------|----------|
| Support the change of direction on Adelaide Place | 2     | 14     | 16 (48%) |
| Oppose the change of direction Adelaide Place     | 5     | 3      | 8 (24%)  |
| Neutral – other design suggestions                | 1     | 8      | 9 (28%)  |

| Feedback supporting changes to Adelaide Place | Count |
|-----------------------------------------------|-------|
| Support traffic direction reversal            | 16    |
| Existing safety concerns                      | 2     |
| Support restriction to cars only              | 1     |
| Alternative design/access solution suggested  | 1     |

| Feedback opposing changes to Adelaide Place | Count |
|---------------------------------------------|-------|
| Oppose traffic direction reversal           | 3     |
| Wayfinding concerns                         | 2     |
| Safety concerns                             | 2     |
| Traffic displacement concerns               | 2     |
| Waste collection/bin arrangement concerns   | 1     |

## Community information session feedback

City staff heard many of the above issues raised when meeting with community and businesses on site.



## Engagement report – Surry Hills traffic changes

Primarily, people let us know that they like Holt Street as it is now and since it was closed to traffic as part of the light rail project, it has become a place to gather that provides pedestrian amenity.

Additionally, businesses said that the space had become a place loved by people and earned by enduring through the impacts of light rail construction.

# Engagement activities

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## Overview of engagement undertaken

Summarise all activities that took place during the consultation period

### **Sydney Your Say webpage**

A Sydney Your Say webpage <https://www.cityofsydney.nsw.gov.au/proposed-works-maintenance/have-your-say-surry-hills-traffic-changes> was created. The page included an electronic copy of the concept design, survey and other key information about the consultation.

### **Online feedback form via Survey Monkey**

The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.

### **Sydney Your Say e-news**

The consultation was included in the Sydney Your Say June 2026 e-newsletters (3617 subscribers).

### **Consultation letter**

A letter was posted to residents, inviting them to give feedback on the proposal. 4306 letters were distributed.

### **Community information sessions**

A community drop in session was held on Tuesday 26 June and was attended by approximately 35 residents and stakeholders.

### **On-site signage**

10 notice boards were installed inviting people to give feedback on the proposal.

# Appendix

## On-site signage

**CITY OF SYDNEY** 

# Have your say

## Surry Hills traffic and access changes

We invite your feedback on reopening Holt Street at Devonshire Street as a shared zone and changing Adelaide Place from one-way northbound to one-way southbound.

**Talk to us**  
We'll be at the corner of Holt and Devonshire streets on Tuesday 26 May, 12pm to 2pm.



**How to give feedback**  
You can give feedback at [cityofsydney/consultations](https://cityofsydney.nsw.gov.au/cityofsydney/consultations) or use the QR code.

Consultation closes at:  
**5pm Friday 19 June 2026.**

For more information, please contact  
Craig Ryan, Senior Community Engagement  
Coordinator on:  
**02 9265 9333**  
[sydneyyoursay@cityofsydney.nsw.gov.au](mailto:sydneyyoursay@cityofsydney.nsw.gov.au)

[cityofsydney.nsw.gov.au](https://cityofsydney.nsw.gov.au)

Consultation letter



City of Sydney  
Gadigal Country  
456 Kent Street  
Sydney NSW 2000

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

21 May 2026

**Reopening Holt Street at Devonshire Street as a shared zone  
and changing traffic direction in Adelaide Place, Surry Hills**

We invite your feedback on 2 proposed changes in Surry Hills: reopening Holt Street at Devonshire Street as a shared zone and changing Adelaide Place from one-way northbound to one-way southbound.

The changes respond to community concerns and aim to improve access for heavy vehicles servicing businesses in the precinct. They are also expected to reduce traffic on Adelaide Place and Steel Street.

**Proposed changes**

**Holt Street**

- Reopen Holt Street at Devonshire Street to northbound vehicle traffic as a shared zone
- New shared zone paving and kerb laybacks
- Revised stairs and walls
- New furniture and fixtures including bench seats, bollard seats, lighting and bike hoops
- New planting and garden beds with habitat fence
- New signs and line marking
- Removing one tree to enable to works. All others will be retained

**Adelaide Place**

- Reverse traffic flow in Adelaide Place from one-way northbound to one-way southbound
- New signs and line marking

**How to give feedback**

View the proposal and give your feedback by Friday 19 June at [sydneyyoursay.com.au](https://sydneyyoursay.com.au).

You can also chat to us at Holt Street near Devonshire Street from 12pm to 2pm on Tuesday 26 May, weather permitting.

**Contact us**

For more information, contact Senior Community Engagement Coordinator Craig Ryan on 02 9265 9333 or email [sydneyyoursay@cityofsydney.nsw.gov.au](mailto:sydneyyoursay@cityofsydney.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read "Anton Leddin".

Anton Leddin  
Delivery Manager





Sydney Your Say e-news

Sydney Your Say

CITY OF SYDNEY 



Image: City of Sydney

## Have your say on Surry Hills traffic changes

In response to community concerns and to improve access for heavy vehicles, we propose to reopen Holt Street at Devonshire Street as a shared zone and change Adelaide Place to a one-way southbound route.

Share your thoughts by Friday 19 June.

[Read more](#)



**Item 28.**

**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](mailto: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.