

17 September 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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Table Of Contents

ITEM		PAGE NO.
1.	Confirmation of Minutes of Meeting 2026/08 held on 17 September 2026.....	1
2.	Item for Information - Transport Proposals Approved Through Direct Staff Delegation - September 2026.....	2 - 4
3.	Street Event - Temporary Road Closures - Project November - Merriman and Bettington Streets, Millers Point.....	5 - 9
4.	Street Event - Temporary Road Closures - Sash on Sunday - Thomas Street, Haymarket.....	10 - 12
5.	Street Event - Temporary Road Closures - Sydney Streets 2027 - Harris Street, Pyrmont.....	13 - 16
6.	Mobile Crane - Temporary Road Closure - Pitt Street, Sydney.....	17 - 19
7.	Mobile Crane - Temporary Road Closure - Jamison Street, Sydney.....	20 - 23
8.	Mobile Crane - Temporary Road Closure - Clarence Street, Sydney.....	24 - 26
9.	Mobile Crane - Temporary Road Closure - Darlinghurst Road, Potts Point.....	27 - 30
10.	Mobile Crane - Temporary Road Closure - Hansard Street, Zetland.....	31 - 34
11.	Parking - Timed Parking - Ralph Street, Alexandria.....	35 - 39
12.	Parking - On-Street Bicycle Parking - LGA Wide - September 2026.....	40 - 48
13.	Traffic Treatment - Pedestrian and Streetscape Improvements - Crown Street, Woolloomooloo.....	49 - 57
14.	Traffic Treatment - Continuous Footpath Treatment - Hadfields Street,	58 - 60

Table Of Contents

ITEM		PAGE NO.
	Erskineville.....	
15.	Traffic Treatment - Shared Zone - Peters Street, Chimes Street and Road 08, Zetland.....	61 - 64
16.	Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Commonwealth Street, Surry Hills.....	65 - 68
17.	Schedule of Conditions.....	69 - 76

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

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

Item 1.

Confirmation of Minutes of Meeting 2026/07 held on 20 August 2026

Decision

Item 2.

Item for Information - Transport Proposals Approved Through Direct Staff Delegation - September 2026

TRIM Container No.: 2026/497439

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	2026/455644	Bunn Lane, west of Pyrmont Street, Pyrmont	Works Zone	12 August 2026
2	2026/491780	Foley Street between Langley Street and Palmer Street, Darlinghurst	Loading Zone	28 August 2026
3	2026/500742	Pitt Street between Bathurst Street and Park Street, Sydney	Works Zone	2 September 2026
4	2026/508288	Mitchell Road, Alexandria north of Maddox Street	Bus Stop Relocation	2 September 2026
5	2026/465692	Campbell Street, north of Norton Street, Glebe	Mobility Parking	23 August 2026
6	2026/437864	Layton Street, between Isabella Street and Mason Street, Camperdown	30 Minute Parking	21 August 2026
7	2026/501589	Wylde Street, between Grantham Street and Cowper Wharf Road, Potts Point	Works Zone	3 September 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
1,3,7	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	Loading Zone	Letters sent: 61 0 Support 0 Object	Funds are available in the current Traffic Operations New Signs and Lines budget.
4	Bus Stop Relocation	Bus operators and TfNSW were consulted and raised no objections. Notification letters sent: 1038	All costs associated with implementing the proposal will be borne by the developers of the project at 155 Mitchell Road, Alexandria.
5	Mobility Parking	Letters sent: 92 0 Support 0 Object	Funds are available in the current Traffic Operations New Signs and Lines budget.
6	30 Minute Parking	Letters sent: 167 0 Support 0 Object	Funds are available in the current Traffic Operations New Signs and Lines budget.

CITY OF SYDNEY TRAFFIC OPERATIONS TEAM

Item 3.

Street Event - Temporary Road Closures - Project November - Merriman and Bettington Streets, Millers Point

TRIM Container No.: 2026/497449

Recommendations

It is recommended that the Forum review the temporary road closures for the Project November on Thursday, 5 November 2026 from 11am to 9pm to the following conditions:-

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

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

Rizer has applied for the temporary road closures of Bettington and Merriman Streets for the Project November on Thursday, 5 November 2026 from 11am to 9pm.

Comments

The Project November is an one-off event that requires the temporary closures of Bettington Merriman Streets.

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

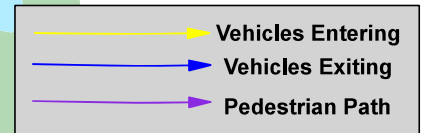
All costs associated with the proposed closures will be borne by the Applicant.

VESTA VESTA, ENGINEERING TRAFFIC OFFICER

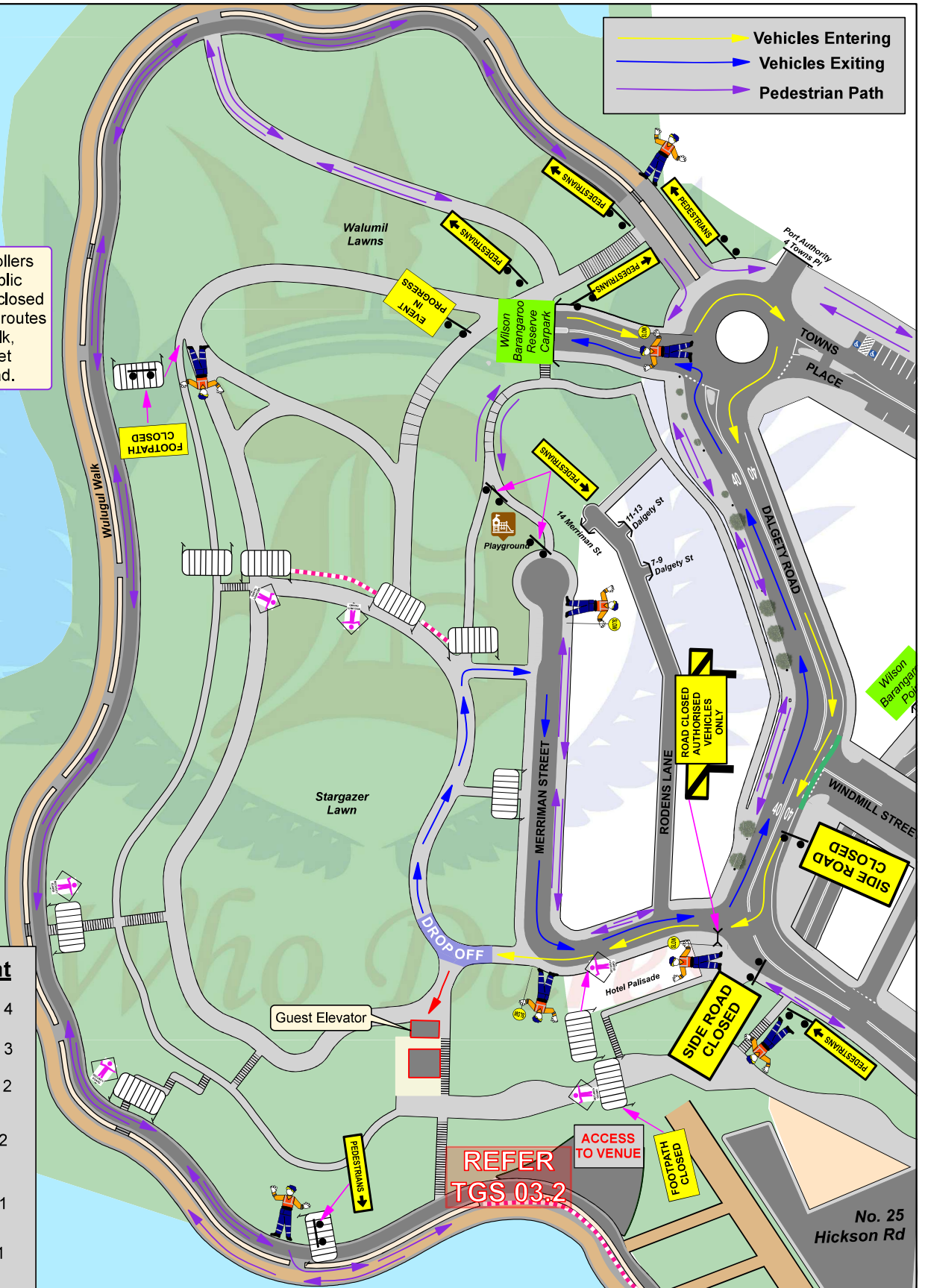
TGS 04



Pedestrian Controllers to inform the public Stargazer Lawn is closed & provide alternate routes via Wulugul Walk, Merriman Street or Hickson Road.



Equipment	
PEDESTRIANS →	x 4
← PEDESTRIANS	x 3
FOOTPATH CLOSED	x 2
SIDE ROAD CLOSED	x 2
ROAD CLOSED AUTHORISED VEHICLES ONLY	x 1
Barrier	x 1



Location: Stargazer Lawn, Millers Point

Date: Thursday 5th November 2026

Time of works: 11:00hrs to 21:00hrs

Client: Rizer

Project: Project November - The Cutaway

Plan #: WD/Stargazer/Rizer/TMN021

Minimum Staff Required: 1 x Team Leader
7 x Traffic Controllers

Details:

SHORT TERM WORKS

It is proposed to implement a temporary road closure to facilitate managed guest vehicle drop-off operations.

The plan shows the traffic and pedestrian control positions, security guard positions, advance warning signage, the proposed CCB fence line, and the exclusion zone surrounding Stargazer Lawn.

Pedestrian Controllers will direct pedestrians via the designated alternate route.

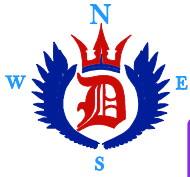
Designed by: Talayna Moana Nicholls
SafeWork Cert: TCT108558
On behalf of: Who Dares Pty Ltd
Signature:

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

Signature:

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

TGS 02.2



Pedestrian Controller to direct pedestrians to the alternate footpath and instruct them to cross back at the pedestrian crossing near Barangaroo Station.

1. Traffic Controller to direct vehicles displaying an access pass into the first bay.
2. Direct taxi and rideshare vehicles into the second bay.

Wilson
Barangaroo
Point

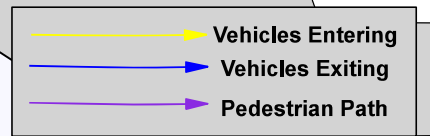
HICKSON ROAD

No. 28A
Hickson Rd

TAXI &
RIDESHARE
DROP UP &
PICK UP

EVENT
DROP OFF
& PICK UP

REFER
TGS 03.2



21-23 Hickson Rd

Wilson
Bond One
Carpark

Roslyn Packer
Theatre
Loading Dock

Equipment



Location: Hickson Rd, Barangaroo
Date: Thursday 5th November 2026
Time of works: 11:00hrs to 21:00hrs
Client: Rizer
Project: Project November - The Cutaway
Plan #: WD/Bettington/Rizer/TMN013
Minimum Staff Required: 1 x Team Leader
 1 x Traffic Controller

Details: SHORT TERM WORKS

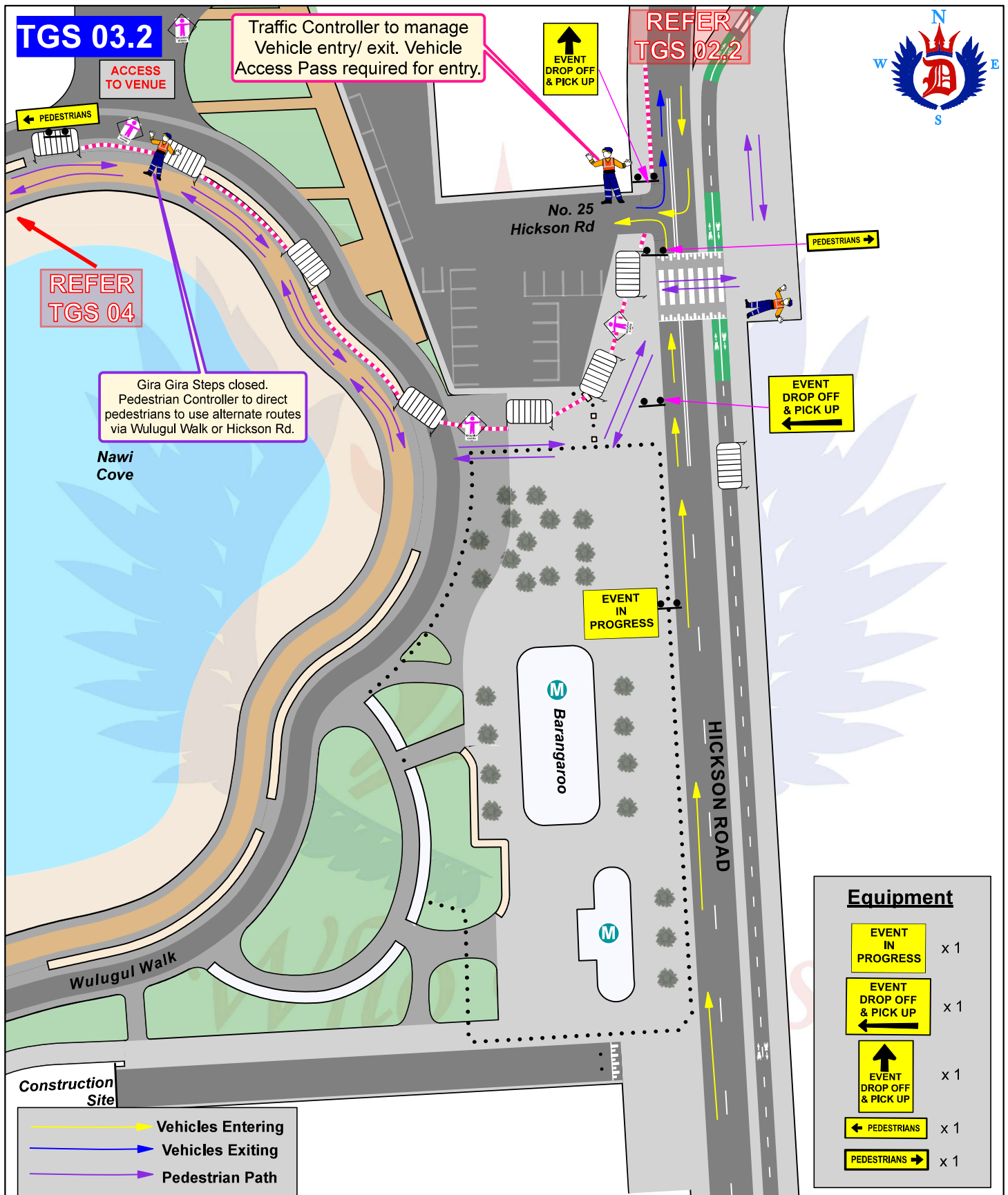
It is proposed to facilitate managed guest vehicle drop-off operations.

The plan shows the traffic and pedestrian control positions and the location of all required advance warning signage.

Traffic Controllers will direct authorised vehicles into the designated drop-off and pick-up area. Pedestrian Controllers will reroute members of the public via designated alternate pedestrian routes to maintain the event footprint.

Designed by: Talayna Moana Nicholls
 SafeWork Cert: TCT1085658
 On behalf of: Who Dares Pty Ltd
 Signature:
 Drawn by: Tim Emslie
 SafeWork PWZ Card No. TCT0073149
 for Who Dares Pty Ltd
 Signature:

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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Location: Hickson Rd Barangaroo

Date: Thursday 5th November 2026

Time of works: 11:00hrs to 21:00hrs

Client: Rizer

Project: Project November - The Cutaway

Plan #: WD/Hickson/Rizer/TMN014.2

Minimum Staff Required: 1 x Team Leader

2 x Traffic Controller

Details:

SHORT TERM WORKS

It is proposed to facilitate managed guest vehicle drop-off operations.

The plan shows the traffic and pedestrian control positions and the location of all required advance warning signage.

Traffic Controllers will direct authorised vehicles into the designated drop-off and pick-up area. Pedestrian Controllers will reroute members of the public via designated alternate pedestrian routes to maintain the event footprint.

Designed by: Talayna Moana Nicholls
SafeWork Cert: TCT1085658

On behalf of: Who Dares Pty Ltd
Signature:

Reviewed by: Glenn Armstrong
Safe Work Cert, TCT0026337
for Who Dares Pty Ltd
Signature:

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Item 4.

Street Event - Temporary Road Closures - Sash on Sunday - Thomas Street, Haymarket

TRIM Container No.: 2026/473115

Recommendations

It is recommended that the Forum review the temporary road closure of Thomas Street, Haymarket for the Sash on Sunday event from 4am on Saturday, 3 October 2026 to 4am on the 4th of 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 Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC

Representative for the Member for Sydney
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Advice

Advice will be updated after the meeting.

Background

Solid Circles has applied for the temporary road closure of Thomas Street between Jones Harris Street for the Sash on Sunday event from 4am on Saturday, 3 October 2026 to 4am on the 4th of October 2026.

Comments

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

Notices of no parking within the event footprint during the event road closure will be installed a minimum of eight (8) days prior to each event to provide adequate notice to residents, businesses, and road users. The advance notification aims to reduce the likelihood of vehicles being parked within the event footprint on event days.

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.

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS 1742.3.1 AND 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 1742.3.1 AND 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
8. PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KMH	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 KMH	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
106 - 115	15m
116 - 125	15m
126 - 135	15m
136 - 145	15m
146 - 155	15m
156 - 165	15m
166 - 175	15m
176 - 185	15m
186 - 195	15m
196 - 205	15m
206 - 215	15m
216 - 225	15m
226 - 235	15m
236 - 245	15m
246 - 255	15m
256 - 265	15m
266 - 275	15m
276 - 285	15m
286 - 295	15m
296 - 305	15m
306 - 315	15m
316 - 325	15m
326 - 335	15m
336 - 345	15m
346 - 355	15m
356 - 365	15m
366 - 375	15m
376 - 385	15m
386 - 395	15m
396 - 405	15m
406 - 415	15m
416 - 425	15m
426 - 435	15m
436 - 445	15m
446 - 455	15m
456 - 465	15m
466 - 475	15m
476 - 485	15m
486 - 495	15m
496 - 505	15m
506 - 515	15m
516 - 525	15m
526 - 535	15m
536 - 545	15m
546 - 555	15m
556 - 565	15m
566 - 575	15m
576 - 585	15m
586 - 595	15m
596 - 605	15m
606 - 615	15m
616 - 625	15m
626 - 635	15m
636 - 645	15m
646 - 655	15m
656 - 665	15m
666 - 675	15m
676 - 685	15m
686 - 695	15m
696 - 705	15m
706 - 715	15m
716 - 725	15m
726 - 735	15m
736 - 745	15m
746 - 755	15m
756 - 765	15m
766 - 775	15m
776 - 785	15m
786 - 795	15m
796 - 805	15m
806 - 815	15m
816 - 825	15m
826 - 835	15m
836 - 845	15m
846 - 855	15m
856 - 865	15m
866 - 875	15m
876 - 885	15m
886 - 895	15m
896 - 905	15m
906 - 915	15m
916 - 925	15m
926 - 935	15m
936 - 945	15m
946 - 955	15m
956 - 965	15m
966 - 975	15m
976 - 985	15m
986 - 995	15m
996 - 1005	15m
1006 - 1015	15m
1016 - 1025	15m
1026 - 1035	15m
1036 - 1045	15m
1046 - 1055	15m
1056 - 1065	15m
1066 - 1075	15m
1076 - 1085	15m
1086 - 1095	15m
1096 - 1105	15m
1106 - 1115	15m
1116 - 1125	15m
1126 - 1135	15m
1136 - 1145	15m
1146 - 1155	15m
1156 - 1165	15m
1166 - 1175	15m
1176 - 1185	15m
1186 - 1195	15m
1196 - 1205	15m
1206 - 1215	15m
1216 - 1225	15m
1226 - 1235	15m
1236 - 1245	15m
1246 - 1255	15m
1256 - 1265	15m
1266 - 1275	15m
1276 - 1285	15m
1286 - 1295	15m
1296 - 1305	15m
1306 - 1315	15m
1316 - 1325	15m
1326 - 1335	15m
1336 - 1345	15m
1346 - 1355	15m
1356 - 1365	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
SACING 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)

MANAGEMENT PLAN

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

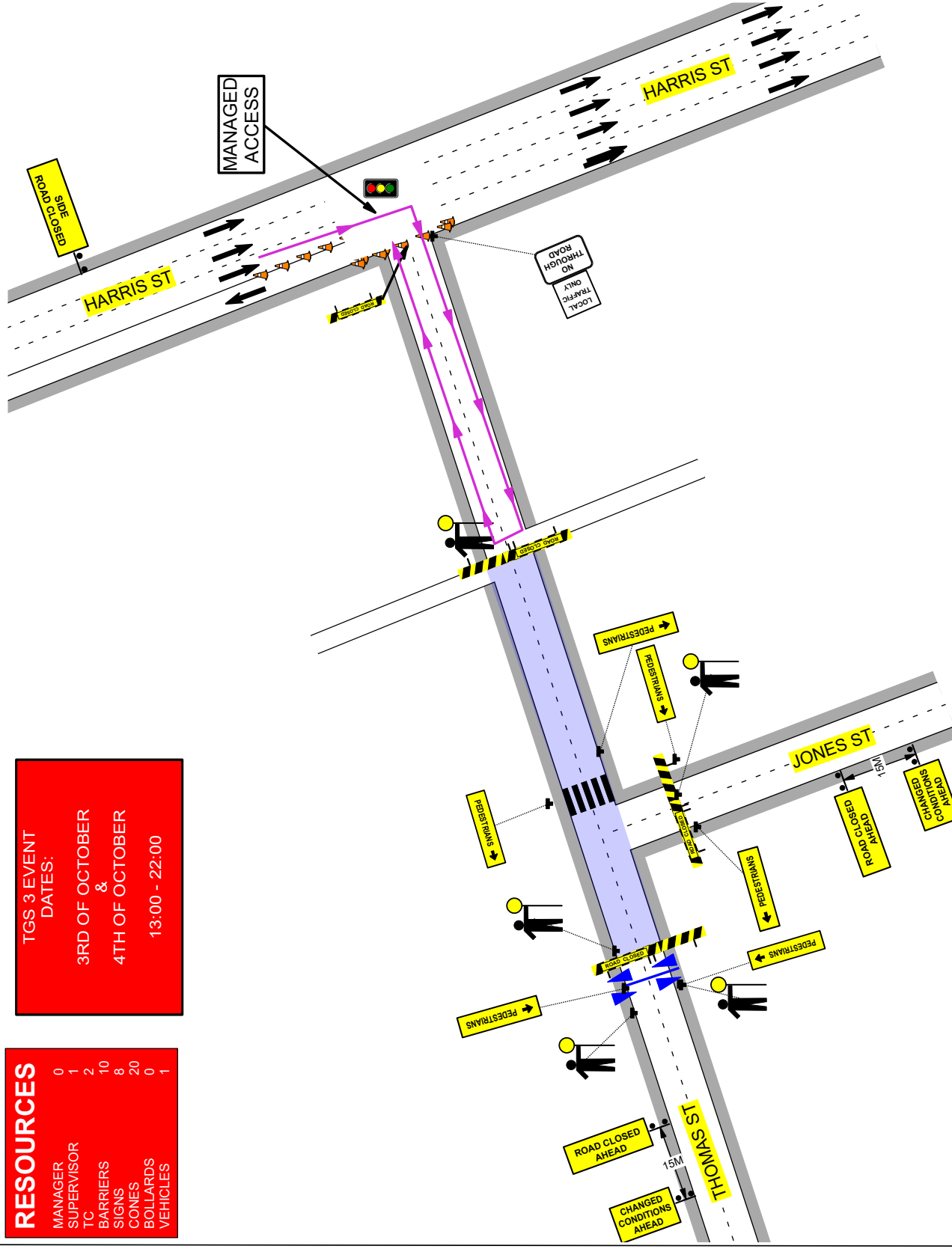
THE MANAGEMENT PLAN

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.

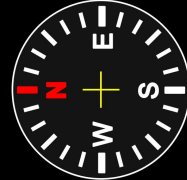
**TGS 3 EVENT
DATES:
3RD OF OCTOBER
&
4TH OF OCTOBER
13:00 - 22:00**

RESOURCES

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



	SOLID CIRCLES	Term:	ROL Required:	YES	Date Prepared:	Designed By:
	THOMAS ST	Road Type:	MULTI LANE	NO	Reference No:	PWZTMP / TCT 0103748
	ULTIMO	Speed Limit:	40 KM/H	COUNCIL / STATE	TGS No:	JAY RUBIE
X 3		Travelled Path:	PAST		Version No:	PWZTMP / TCT 0038205
X 1		Closure Type	CLOSURE / DETOUR St.	HARRIS ST	Plan Type:	N/A - PERPETUAL



Item 5.

Street Event - Temporary Road Closures - Sydney Streets 2027 - Harris Street, Pyrmont

TRIM Container No.: 2026/369007

Recommendations

It is recommended that the Forum review the following temporary road closures in Pyrmont for the Sydney Streets 2027 event on Saturday, 13 March 2027 from 7am to 1am Sunday 14 March 2027:

- (A) Harris Street between Pyrmont Bridge Road and Miller Street; and
- (B) Miller Street between Bulwara Road and Harris Street.

subject to the following conditions:

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

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In early 2022, the City introduced a series of Sydney Summer Streets events closing several high streets to support communities during the pandemic. The initiative was an opportunity for local businesses to extend their trade onto footpaths and outdoor settings. Following the success of the Sydney Summer Streets events, the City now plans to hold similar Sydney Street events throughout the year to support communities and local businesses.

Comments

The Sydney Street 2027 is an ongoing event that requires the temporary closure of City streets and traffic detours around the event route.

The cycle paths in Union Street, Miller Street and Saunders Street will remain open except in the event area at the intersection of Harris Street and Millers Streets. People who are riding past the intersection will be required to dismount and be guided by traffic controllers to walk their bicycles past the event area.

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

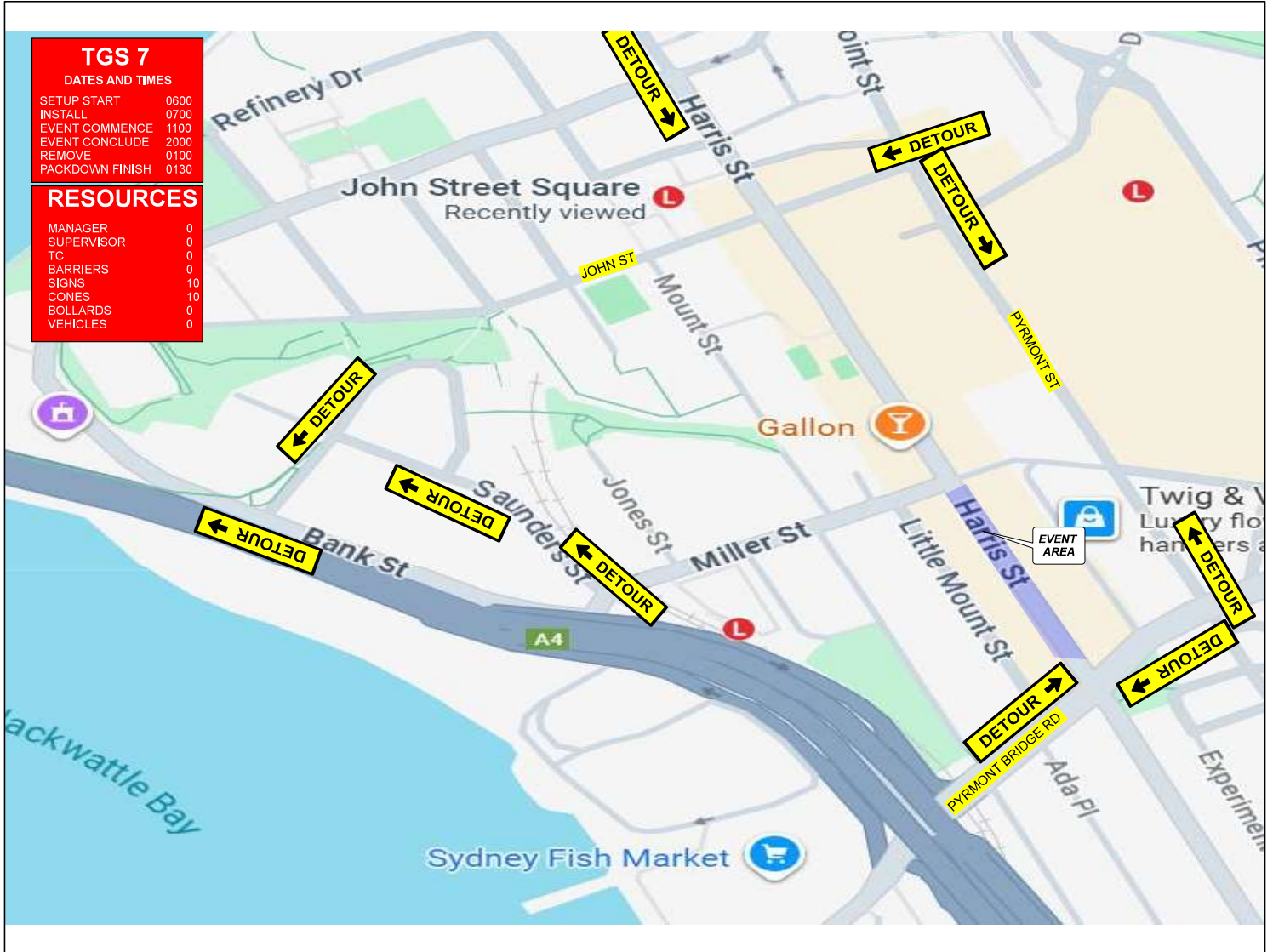
Consultation

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.

VESTA VESTA, ENGINEERING TRAFFIC OFFICER



Item 6.

Mobile Crane - Temporary Road Closure - Pitt Street, Sydney

TRIM Container No.: 2026/467166

Recommendations

It is recommended that the Forum review the temporary road closure of Pitt Street, Sydney, between Hunter Street and King Street, (three lanes), from 8pm to 5am on Saturday 10 October 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 11 October 2026 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] 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

Borger Traffic has applied for the temporary road closure of Pitt Street, Sydney, between Hunter Street and King Street, (three lanes), from 8pm to 5am on Saturday 10 October 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift chiller units to 92 Pitt Street, Sydney.

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

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

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

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

Consultation

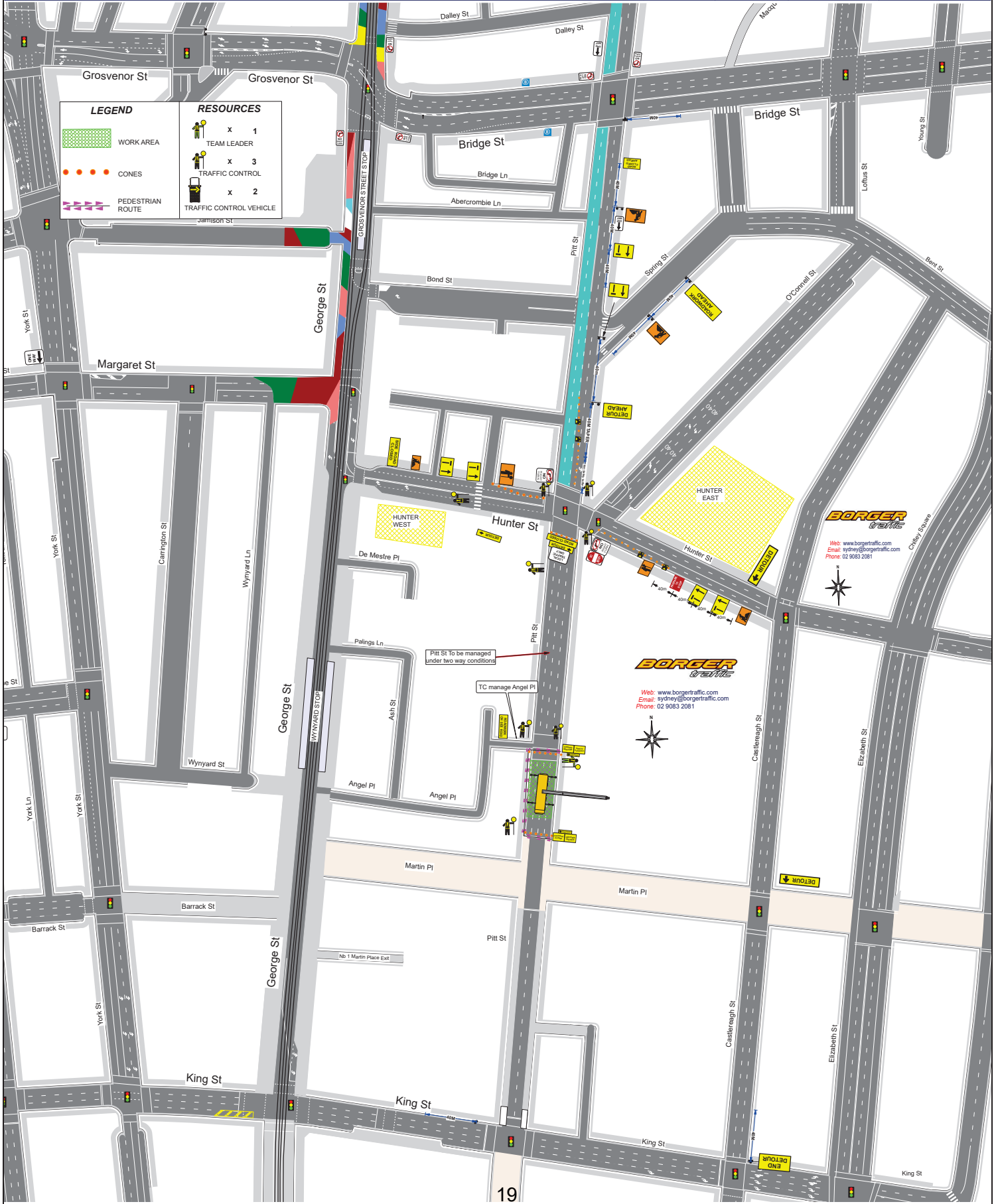
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORINDATOR

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-624	CLIENT:	BORGER	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY	
00	SUPPLIED TO CLIENT	ROAD NAME	PITT ST	BORGER CRANE		SIGNATURE	<i>K. Soudki</i>	SIGNATURE		SIGNATURE	
01		SUBURB	SYDNEY	ROL REQUIRED	Y ☒ N ☐	DATE	14.05.2026	DATE	14.05.2026	DATE	
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	40 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #	



Item 7.

Mobile Crane - Temporary Road Closure - Jamison Street, Sydney

TRIM Container No.: 2026/517362

Recommendations

It is recommended that the Forum review the temporary road closure of Jamison Street, Sydney, between Clarence and York Street, (four lanes), from 9pm on Sunday 18 October 2026 to 5am on Monday 19 October 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 25 October, 1, 8 and 15 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 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
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Advice

Advice will be updated after the meeting.

Background

MDW Traffic Consultancy has applied for the temporary road closure of Jamison Street, Sydney, between Clarence and York Street, (four lanes), from 9pm on Sunday 18 October 2026 to 5am on Monday 19 October 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install a master climber on top of the B class hoarding at 5 York Street, Sydney.

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

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

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

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

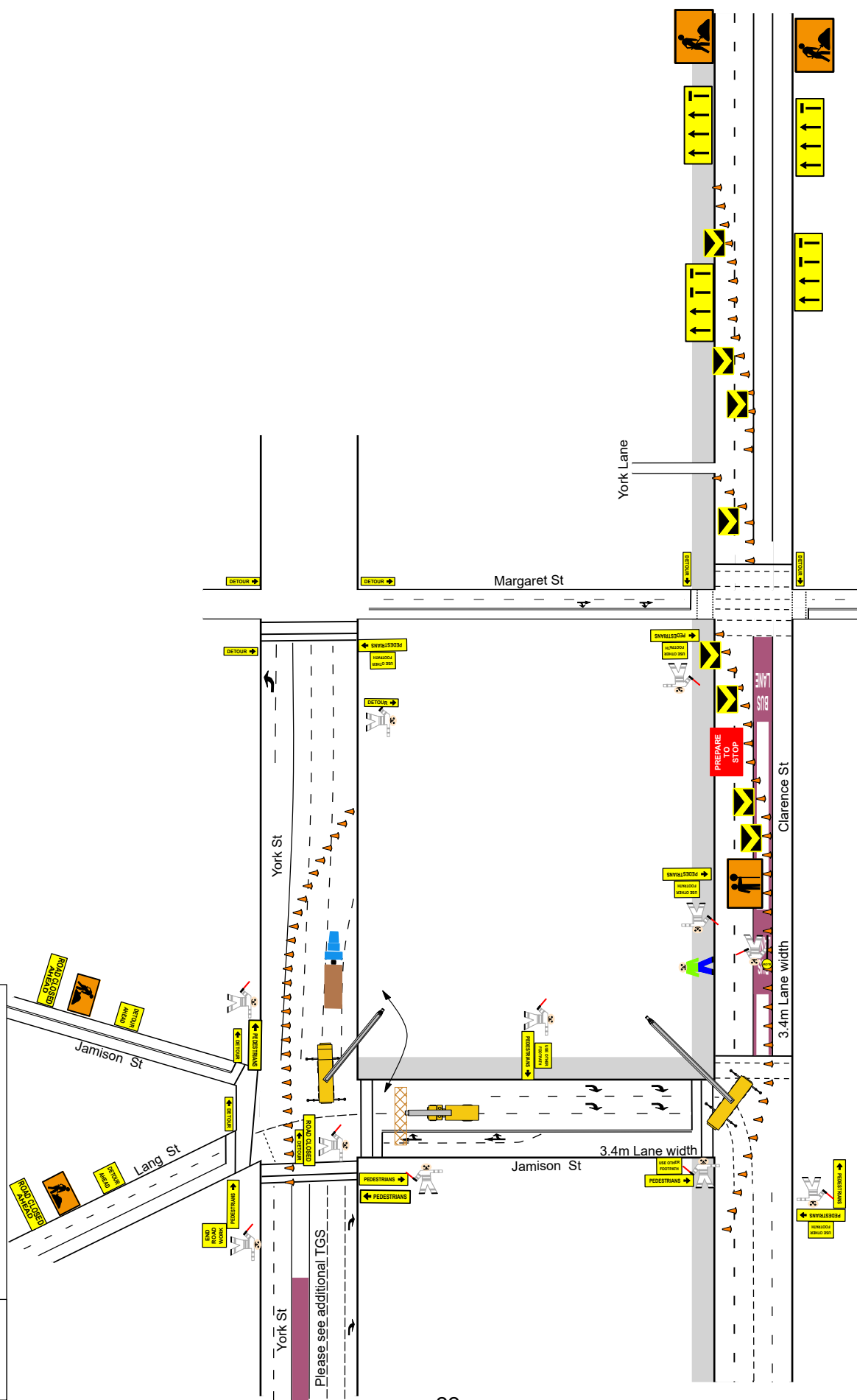
Consultation

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

Financial

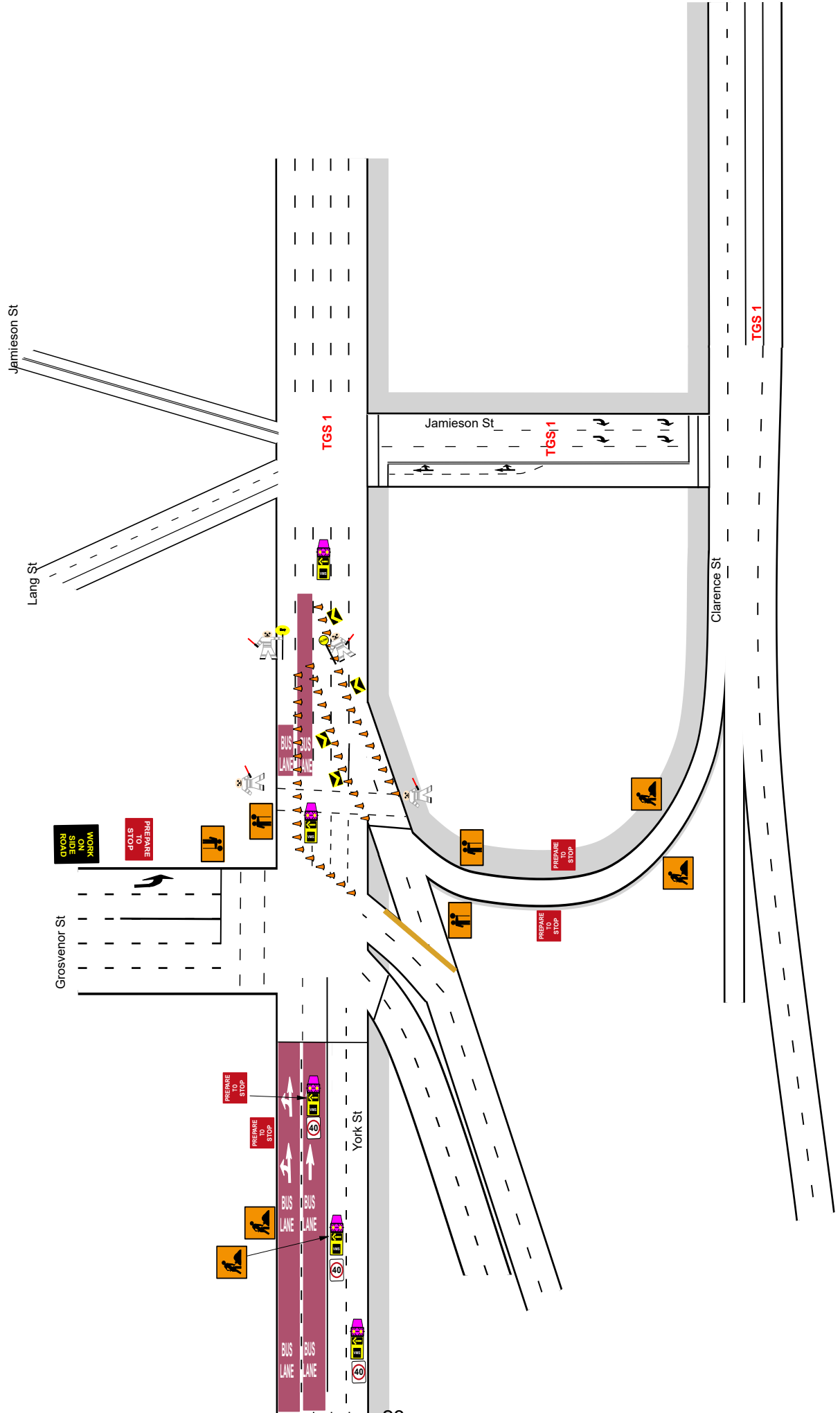
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



Sign spacing 30 m	Cone spacing 5 m	Taper length 30 m	Buffer zone 30 m	Road speed 50 km	Work site speed 50 km
The traffic control plan is not to scale. The plan is for MDW Traffic Consultancy employees' eyes only. The traffic control plan has been drawn in accordance with AS 142.2 - 2019 and the Transport for NSW TCMAS version 6.1, Feb 2022. The traffic control plan remains the property of MDW Traffic Consultancy The traffic control plan may not be altered, modified or duplicated without the written consent of MDW Traffic Consultancy If printed this is an uncontrolled document. Copyright MDW Traffic Consultancy					
Cone Size with a 300mm reflective band		File Name RBS-York/S2		Designer PMZ #	
Version: 1		Page: 1 of 3		TCT 04/23/25	
B size 900mm x 1200m		Date Drawn: 15/12/2025		Signature	

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



Item 8.

Mobile Crane - Temporary Road Closure - Clarence Street, Sydney

TRIM Container No.: 2026/472368

Recommendations

It is recommended that the Forum review the temporary road closure of Clarence Street, Sydney, between King Street and Market Street, (four lanes), from 8pm on Sunday 11 October 2026 to 5am on Monday 12 October 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 18-19 25-26 October 20 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC

Representative for the Member for Sydney
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Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Clarence Street, Sydney, between King Street and Market Street, (four lanes), from 8pm on Sunday 11 October 2026 to 5am on Monday 12 October 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift chiller unit to 99 York Street, Sydney.

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

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

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

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

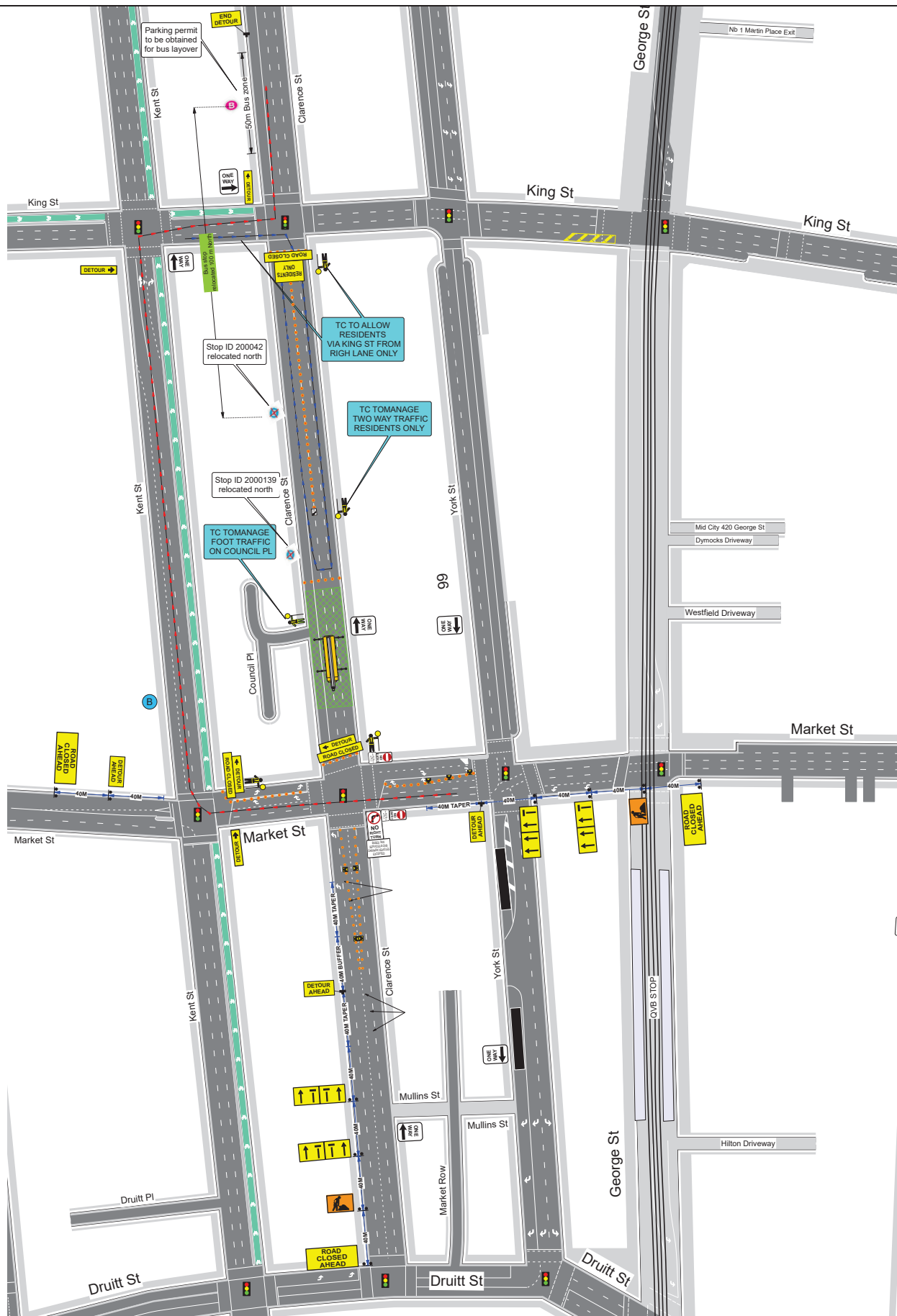
Consultation

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 WORK COORDINATOR



Issue	Desg	Appd	Date & Time	Amendment Description	TGS Name & Number:	TGS Designed By:	Date of Approval:	Page 2 / 5
01	SK	MY	11/08/2026 11:00	Original Issue	TGS - 652-Clarence St,Sydney	PWZTMP: TCT006537 Exp: N/A Signature:	11/08/2026	
02				Updated references to TS 05492:1.0		TGS Approved By: PWZTMP: TCT1003170 Exp: N/A Signature:		
03					Works Location:	Client Company:	Client:	
04					Clarence St,Sydney	Client Contact:	Contact Number:	
05					Project Name:			
					Clarence	Project Description:		
						Chiller replacement		
Scale: 1 : 750				Original Size A3	BORGER Group acknowledges the traditional owners of country throughout Australia and recognises their continuing connection to land, waters and community. We pay our respect to them and their cultures, and to elders both past and Present.			

Item 9.

Mobile Crane - Temporary Road Closure - Darlinghurst Road, Potts Point

TRIM Container No.: 2026/515274

Recommendations

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

- Darlinghurst Road, Potts Point, between Bayswater Road and Greenknowe Avenue, (three lanes),
- Roslyn Street, Potts Point between Darlinghurst Road and Ward Avenue, (one lane) from 6am to 6pm on Sunday 15 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 29 November 2026 as a contingency date.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Decode construction Pty Ltd has applied for temporary road closures of:

- Darlinghurst Road, Potts Point, between Bayswater Road and Greenknowe Avenue, (three lanes),
- Roslyn Street, Potts Point between Darlinghurst Road and Ward Avenue, (one lane) from 6am to 6pm on Sunday 15 November 2026.

Comments

The proposed temporary road closures are required to allow a mobile crane to be used for the dismantle of a tower crane at 18-32a Darlinghurst Road, Potts Point.

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

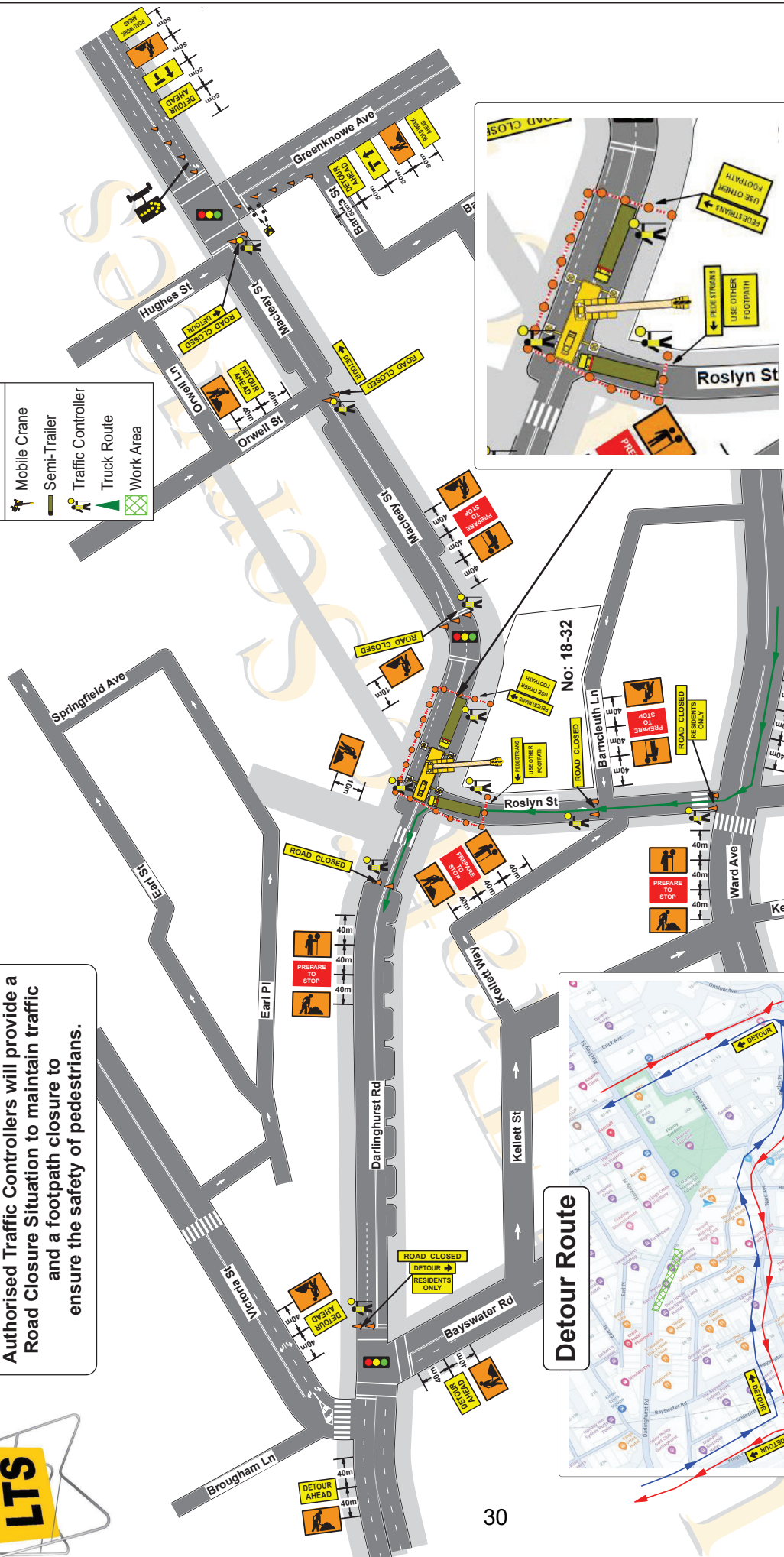
All costs associated with the proposed closures will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

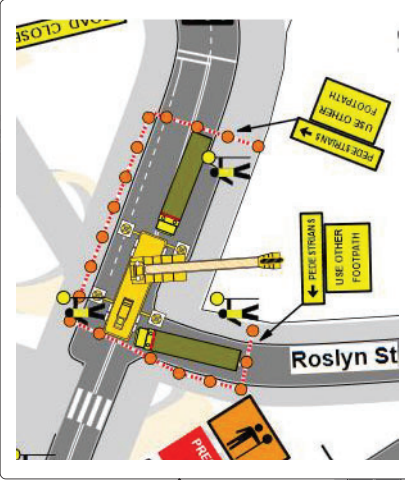
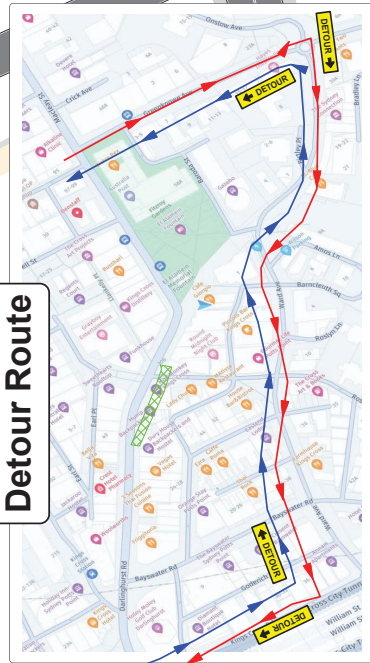
Legend	
	Mobile Crane
	Semi-Trailer
	Traffic Controller
	Truck Route
	Work Area

Authorised Traffic Controllers will provide a Road Closure Situation to maintain traffic and a footpath closure to ensure the safety of pedestrians.

LTS



Detour Route



Local Traffic Services	Client		Plan No:		Speed of traffic		Traffic controller at		Lateral Shift		Merge Taper	
	STRICTLY CRANES		5463-1		Km/h		beginning of taper		Taper			
Plan Drawn By	Date		Type of Closure		Road Closure		0		15		15	
	17/07/24		On Site Contact		Sudheer Reddy		15		15		30	
Daniel Betts	Location Of Work		UBD REF		J P18		N/A		30		60	
	18-32 Darlinghurst Rd		J P18		POTTS POINT		N/A		70		115	
Plan Drawn By		On Site Contact		Sudheer Reddy		0414 272 637		N/A		90	145	
0402 746 408		J P18		POTTS POINT		N/A		100		160	180	
9603 8886		POTTS POINT		N/A		105		110		180		

* Local Traffic Services (LTS), accepts no liability for the implementation or execution of this TCP unless undertaken by Authorised (LTS) personnel * All Traffic Control plans are copyright / Property of LTS & are not transferable unless Authorised by LTS.

Item 10.

Mobile Crane - Temporary Road Closure - Hansard Street, Zetland

TRIM Container No.: 2026/494937

Recommendations

It is recommended that the Forum review the temporary road closure of Hansard Street, Zetland, between Portman Street and Joynton Avenue, (four lanes), from 7am to 5pm on Friday 20 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 4 December 2026 as a contingency date.
- (D) The Applicant must contact the South Sydney 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 – South Sydney PAC
Representative for the Member for Heffron

Advice

Advice will be updated after the meeting.

Background

HBuilt has applied for the temporary road closure of Hansard Street, Zetland, between Portman Street and Joynton Avenue, (four lanes), from 7am to 5pm on Friday 20 November 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to remove a tower crane at 63 Hansard Street, Zetland.

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).

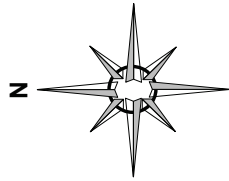
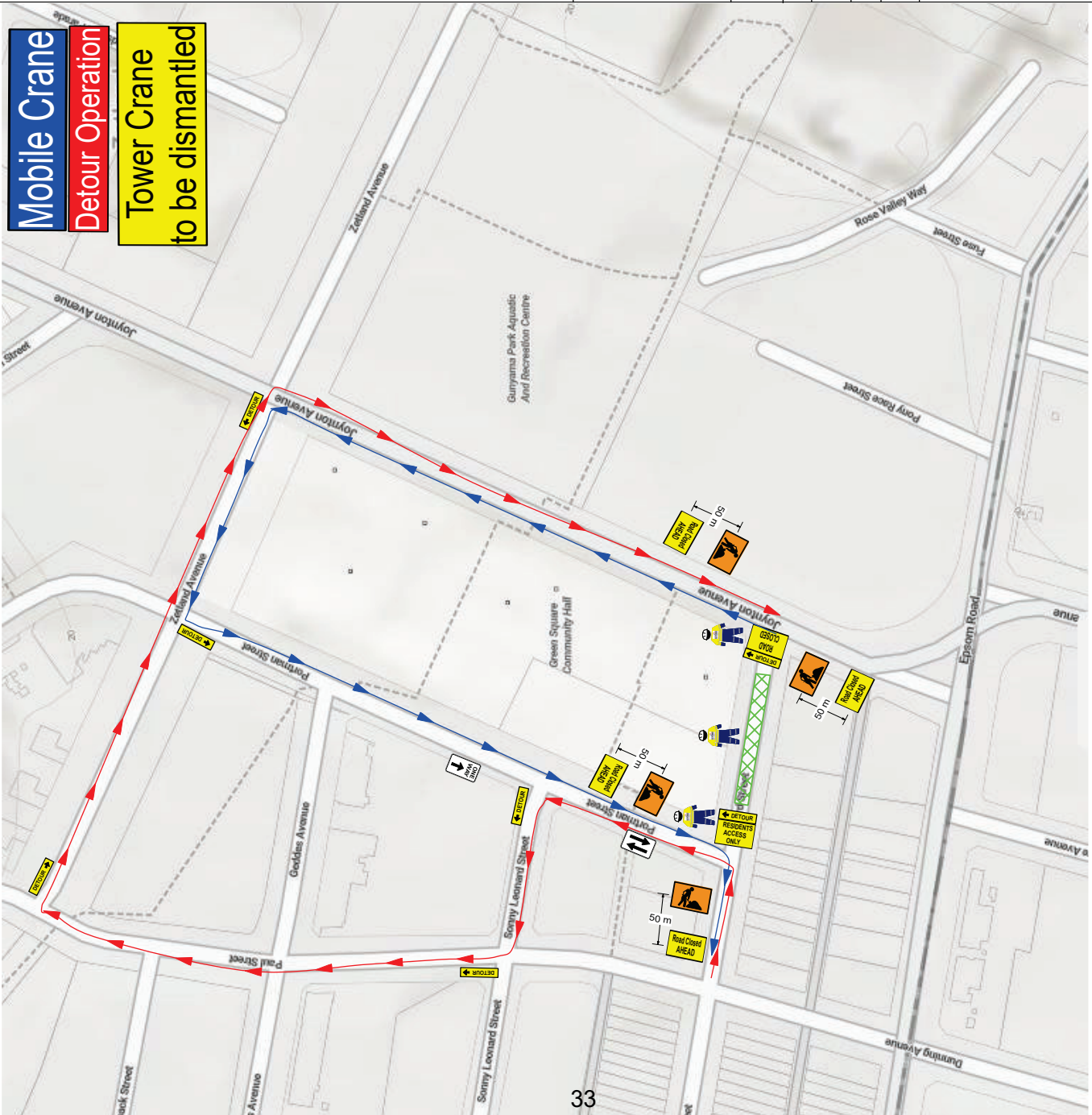
Consultation

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



Legend	
	Bus Stop
	Cone
	Crane Truck
	Mobile Crane
	Parking Prevention
	Semi-Truck
	Temporary Bus Stop
	Traffic Controller
	Traffic Controller Slow
	Traffic Route 01
	Traffic Route 02
	Water Filled Barrier
	Work Area
	Work UTE

Compliance Notes:

1. All TGSs are in accordance with TNSW - TCAWS V6.1 & Austroads Guide to Temporary Traffic Management 2019
2. Recommended taper lengths TNSW - TCAWS V6.1, Table 7-3
3. Sign spacing Austroads TTM, Part 3: Table 2.2
4. Recommended sight distances to devices Austroads TTM, Part 3: Table 2.3
5. Traffic controller min. sight distance TNSW - TCAWS V6.1, Table 5-13
6. End-of queue management TNSW - TCAWS V6.1, Sec 4.6
7. Spacing of cones and bollards TNSW - TCAWS V6.1, Table 6-2

Project: 63 Hansard Street, Zetland	TGS 845
Author: Michael Agnew	Date: 14/07/2026
Signed: M Agnew	Reviewed: Diego Hamon
PWZTMP: TCT 1003171	Signed: D Hamon
Contact: 0414 281 330	PWZTMP: TCT 1001975
	Contact: 0404 238 910
	Client:
 	

Item 11.

Parking - Timed Parking - Ralph Street, Alexandria

TRIM Container No.: 2026/425350

Recommendations

It is recommended that the Forum review the allocation of parking on the southern side of Ralph Street between the points 81.6 metres and 141.1 metres (10 car spaces) east of Gillespie Avenue as "2P 8am-6pm Mon-Fri".

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 is proposing to introduce "2P 8am–6pm Mon–Fri" timed parking along the frontage of 45–47 Ralph Street in response to the change in the adjacent land use and improve parking turnover in this section of the street.

Comments

The City has approved the redevelopment of 45–47 Ralph Street, Alexandria.

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

To reflect the change in the adjacent land use which is now retail and residential apartments, the City originally proposed to introduce “2P 8am–10pm” timed parking restrictions. Following feedback received from residents in the area, the City has revised the proposal to “2P 8am–6pm Mon–Fri”.

The revised restrictions would improve parking turnover during weekday daytime hours while allowing residents and other vehicles to park without a time restriction during evenings and on weekends.

A two-hour parking limit is preferred in inner residential areas as it provides a balance between longer-term parking needs and the need to provide parking opportunities for visitors, family members, carers and tradespeople.

Consultation

The City consulted local residents and businesses in the area. There were 400 letters sent out with no response supporting the proposal and 13 responses opposing the proposal and 2 wished to provide feedback only. Feedback received and the City's responses are summarised below.

No	Support / Objection	Summary of Objection	COS Response
5	Objection	- Supports “2P 8am–5pm Mon–Fri, excluding public holidays”, but does not support restrictions extending to 10pm or weekends. - Considers parking congestion to be mainly associated with weekday business activity and believes restrictions after 5pm are unnecessary. - Raises concern that longer restrictions would reduce parking flexibility and amenity for existing residents.	- The City acknowledges the resident’s preference for “2P 8am–5pm Mon–Fri, excluding public holidays” and their concerns regarding evening and weekend restrictions - Following resident feedback, the City revised the proposal from “2P 8am–10pm” to “2P 8am–6pm Mon–Fri”. - The revised proposal removes evening and weekend restrictions while maintaining weekday parking turnover.
1	Feedback	The resident suggests that residents in the area be made eligible for parking permits.	Under the City’s Neighbourhood Parking Policy, residents of this apartment building are not eligible for resident parking permits.

No	Support / Objection	Summary of Objection	COS Response
5	Objection	• Opposes the proposed “2P 8am–10pm” restriction, raising concerns about the impact on residents without off-street parking. • Requests that a resident parking permit scheme be introduced, particularly for residents without an allocated parking space. • Considers the area to be increasingly residential and believes the proposed restrictions do not reflect residents’ long-term parking needs. • Raises concerns about additional financial and personal stress from having to find or rent alternative parking.	• Under the City’s Neighbourhood Parking Policy, residents of the apartment building are not eligible for resident parking permits. The City’s parking policies are intended to manage limited kerbside space and support more sustainable transport choices, including walking, cycling and public transport.
1	Objection	• Raises concern that the proposed parking changes may increase illegal parking at 34–36 Ralph Street, affecting parking availability for genuine visitors to businesses and units. • Advises that unauthorised and after-hours parking is already an existing problem for owners.	• The City has revised the proposal from “2P 8am–10pm” to “2P 8am–6pm Mon–Fri”, removing evening and weekend restrictions. • The revised restriction is intended to improve parking turnover during weekday business hours while allowing unrestricted parking outside these times.
1	Objection	• Raises concerns about the additional financial pressure and inconvenience of having to rent private parking or continually move vehicles	• The City’s parking policies are intended to manage limited kerbside space and support more sustainable transport choices, including walking, cycling and public transport.

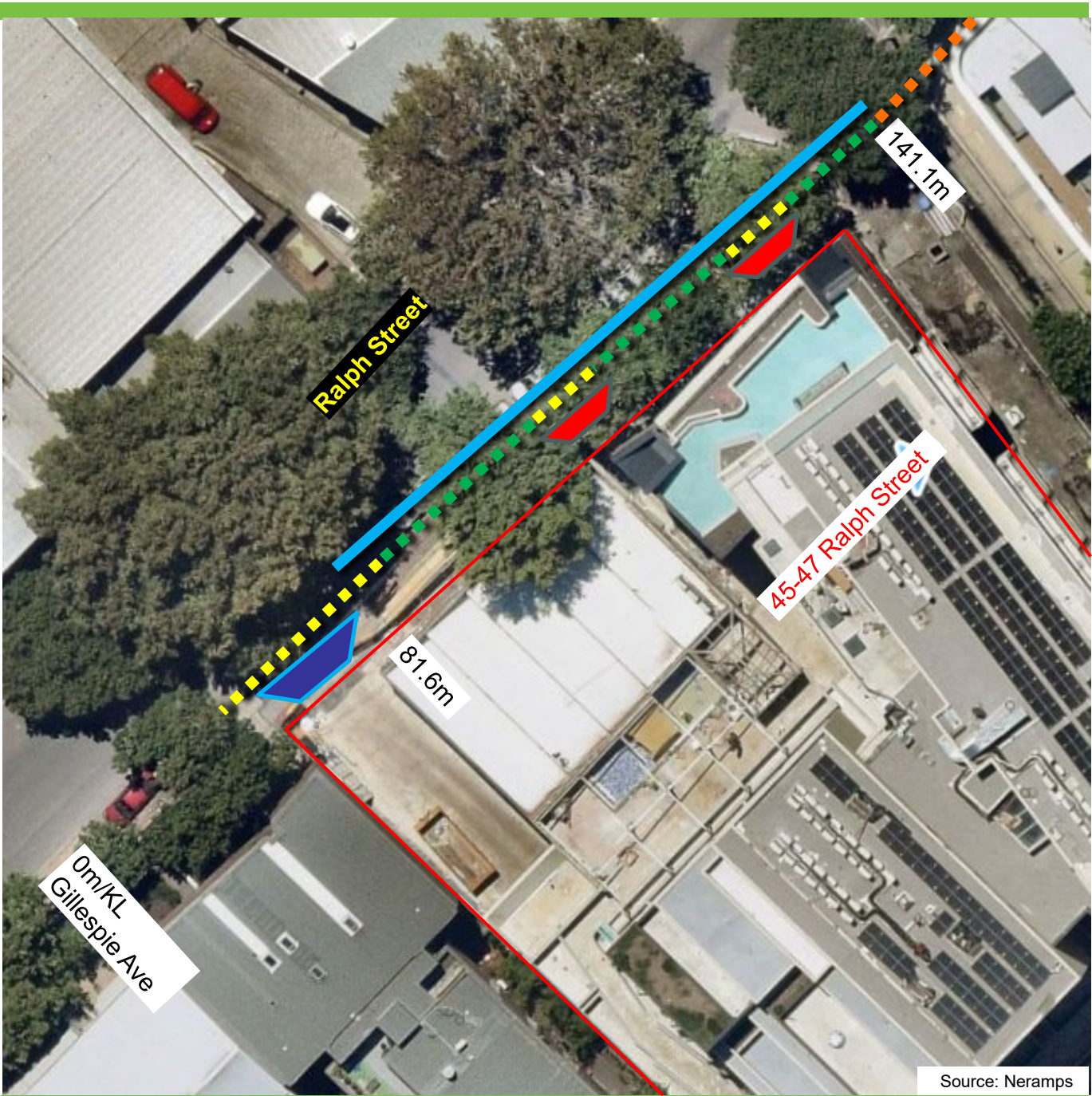
No	Support / Objection	Summary of Objection	COS Response
1	Feedback	- Doesn't concern resident as she has access to off-street parking - Raised concerns regarding speeding and other No Stopping restrictions, which are not part of the current proposal.	The City notes the comment. Speeding is an enforcement matter and should be referred to NSW Police for appropriate enforcement.

Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

45-47 Ralph Street, Alexandria
Proposed parking changes



Existing

 No Stopping

 Unrestricted Parking

 Driveway to be removed

 2P 8am-10pm

Proposed

 2P 8am-10pm

 Proposed Driveway

Item 12.

Parking - On-Street Bicycle Parking - LGA Wide - September 2026

TRIM Container No.: X022545.009

Recommendations

It is recommended that the Committee review the installation of "Bicycle Parking Only" signs at 5 sites across the City of Sydney Local Government Area, as shown in the attached table and plans.

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

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

Comments

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

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

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

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

The proposed sites include bicycle parking within what are currently "No Parking Authorised Car Share Vehicles Excepted" parking bays that are no longer in use.

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 existing parking signs at each proposed location. The number of responses received, including any objections, shall be summarised in Attachment 1 which will be updated prior to the committee meeting.

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

We want share bike riders to park in designated spaces.

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

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

Financial

Funds are available in the current budget.

**ALEXANDER SAUNDERS, TRAFFIC MANAGER - SOUTH
SAM DICKINSON, PROJECT OFFICER**

On Street MP Bay Consultation & Notification _ Sept 2026

Number	Site Reference	Suburb	Street Name	Existing kerb restriction	Engagement Approach	Sign put up	Sign brought down	Number of Supporters/O bjections
1	702	Potts Point	214-220 Victoria Street	Car Share	Notify			
2	706	Ultimo	Thomas Street N, Harris St W (TAFE Building)	Car Share	Notify			
3	709	Pymont	Jones St E, Miller St N (Opposite 17 Jones St)	Car Share	Notify			
4	710	Darlinghurst	Yurong St W, William Street S (Opposite 18-20 Yurong St)	Car Share	Notify			
5	711	Darlinghurst	Darlinghurst Rd W, Oxford St N (Darlinghurst Court House)	Car Share	Notify			

Location: Bay ID 721: Victoria Street, Potts Point



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

- Proposed**
- Bike Parking Area

Location: Car Share Bay 796: Thomas Street, Ultimo



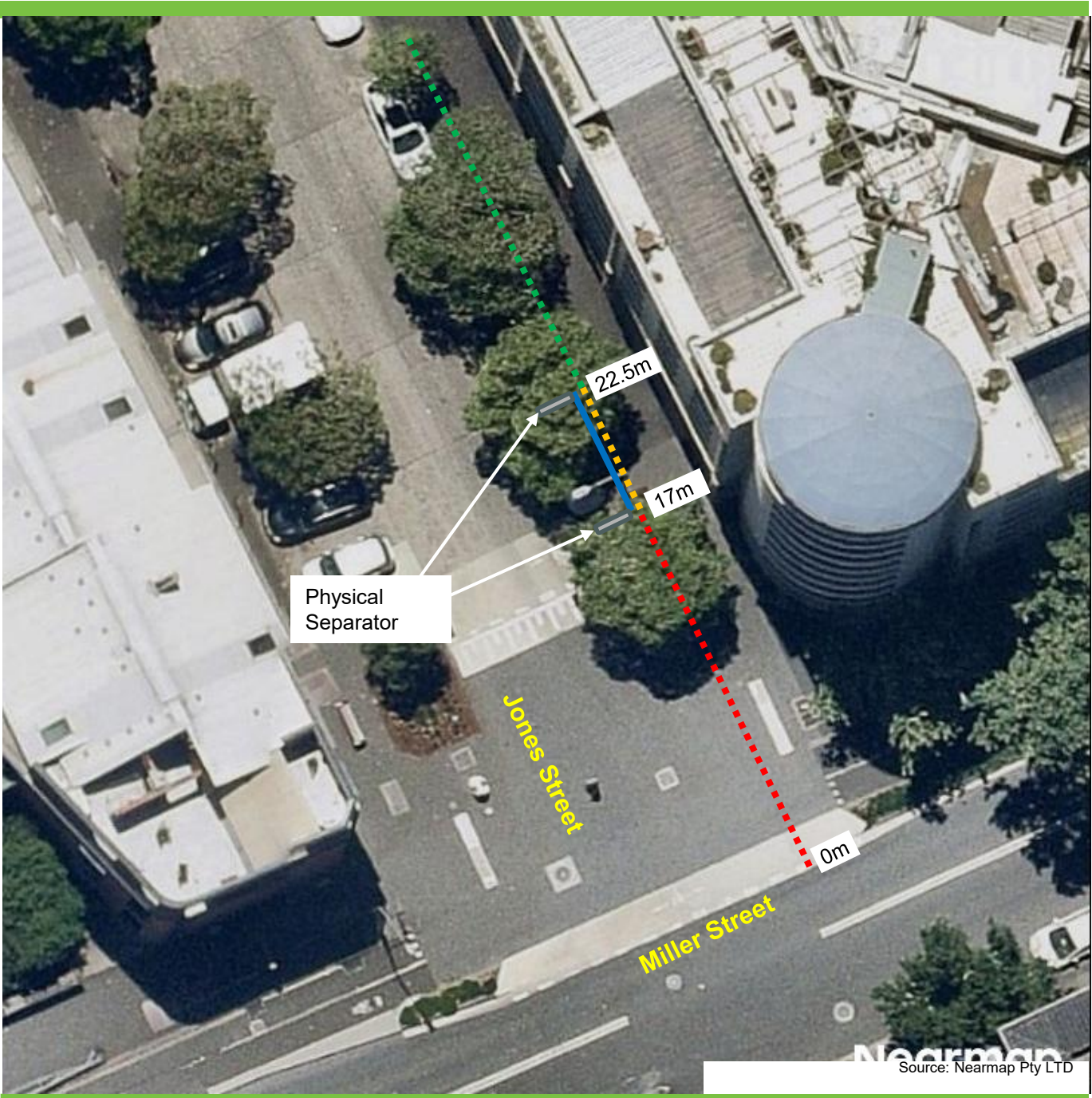
Existing

- ■ ■ No Parking & Loading Zone
- ■ ■ Parking
- ■ ■ Car Share Parking

Proposed

- Bike Parking Area

Location: Car Share Bay ID: 911 – Jones Street, Pyrmont



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

- Proposed**
- Bike Parking Area

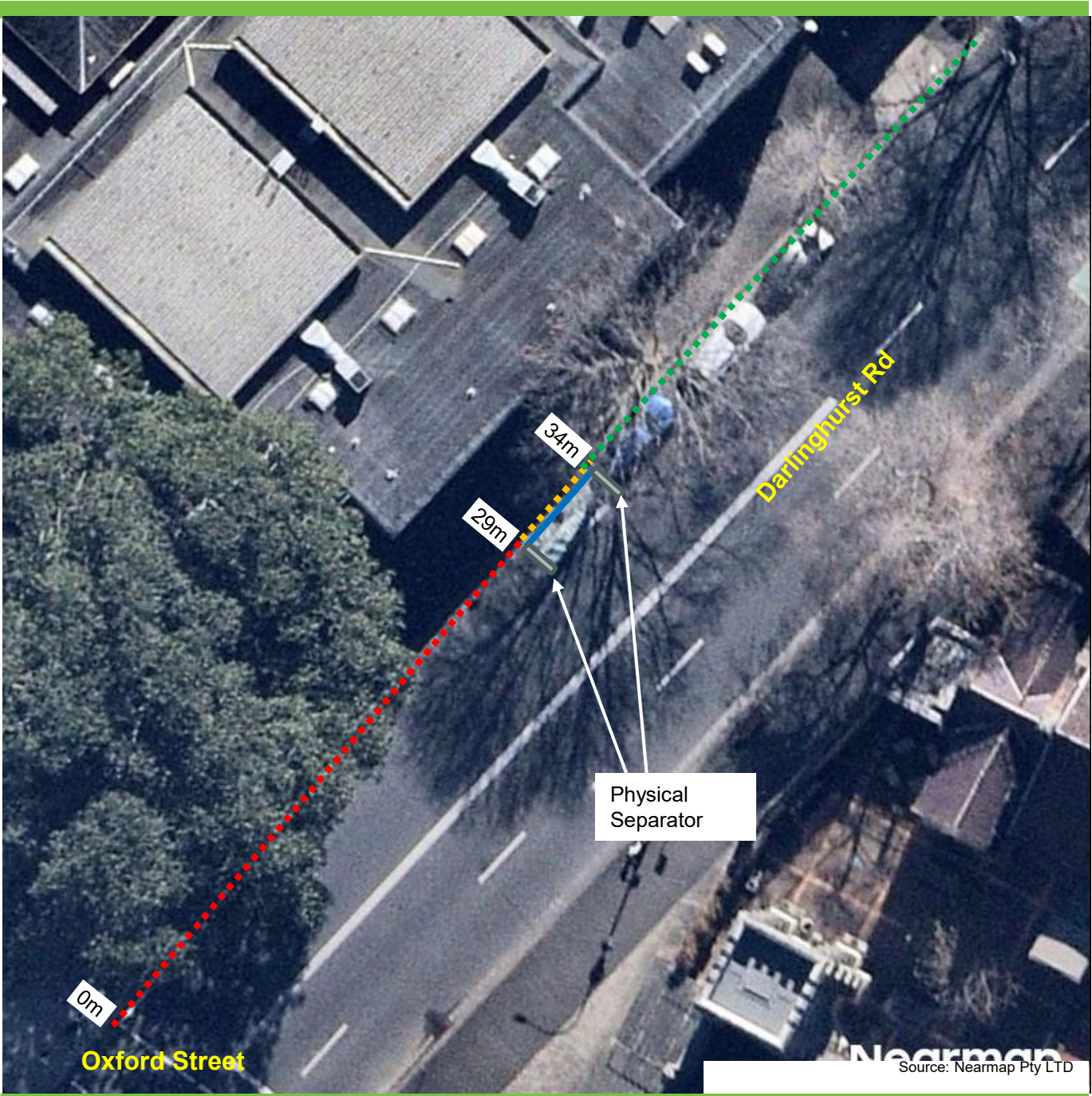
Location: Car Share Bay ID: 751 – Yurong Street, Darlinghurst



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

- Proposed**
- Bike Parking Area

Location: Car Share Bay ID: 779 – Darlinghurst Rd, Darlinghurst



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

- Proposed**
- Bike Parking Area

Item 13.

Traffic Treatment - Pedestrian and Streetscape Improvements - Crown Street, Woolloomooloo

TRIM Container No.: 2026/491827

Recommendations

It is recommended that the Forum review the following installation of the following traffic treatments and reallocation of parking restrictions in Woolloomooloo:

- (A) Raised pedestrian crossing on Crown Street, north of Kennedy Street, replacing the existing raised threshold;
- (B) Continuous footpath treatments (CFTs) across Suttor, Robinson, Kennedy and Broughton Streets where they intersect Crown Street;
- (C) Conversion of the existing kerbside bus stop to an in-lane bus stop on Crown Street between Suttor and Kennedy Streets;
- (D) Installation of a median separator on Crown Street between Suttor and Kennedy Streets;
- (E) Introduce "No Right Turn" restrictions for vehicles entering and exiting Robinson Street;
- (F) Introduce "No Right Turn" restrictions for vehicles entering and exiting Kennedy Street;
- (G) Relocation of the "Bus Zone" on the eastern side of Crown Street, north of Robinson Street to approximately 33.5 metres north of its existing location; and
- (H) Streetscape upgrades including wider footpaths, new garden beds, additional street trees and improved lighting

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

In response to community concerns about pedestrian safety and accessibility in the area and as part of our commitment to create safer streets for pedestrians, we are proposing the following upgrades:

- Raised pedestrian crossing on Crown Street, north of Kennedy Street, replacing the existing raised threshold;
- Continuous footpath treatments (CFTs) across Suttor, Robinson, Kennedy and Broughton Streets to improve pedestrian priority and visibility;
- In-lane bus stop for northbound services on Crown Street between Suttor and Kennedy Streets, supporting safer pedestrian movement and calmer traffic, and;
- Streetscape upgrades including wider footpaths, new garden beds, additional street trees and improved lighting to create a more attractive and comfortable environment.

Comments

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

Raised pedestrian crossing and CFTs

The proposed raised pedestrian crossing and footpath widenings on Crown Street will improve sight lines, make it easier for people to cross safely, and help slow vehicle speeds. The raised crossing will be constructed to a height of 75mm to accommodate bus movements in Crown Street.

The continuous footpath treatments, which require drivers to give way to pedestrians, will further improve safety and reduce the speed of vehicles entering and leaving the side streets.

Improved lighting would be incorporated in the traffic treatment proposals to enhance safety at the pedestrian and cycle crossing at night.

Proposed in-lane bus stop (northbound) and right turn bans

To deliver a more attractive streetscape, the kerbside bus stop on Crown Street at Suttor Street will be upgraded to an in-lane bus stop. This design supports safer pedestrian movement and creates space for improved footpaths and landscaping.

A new median strip in Crown Street will be installed to help manage traffic flow and make crossing for pedestrians safer. As part of this change, right-turns from and into Robinson Street and Kennedy Street will no longer be permitted.

Alternative routes are available, and these turn restrictions are not expected to significantly affect local traffic. The proposal was consulted with bus operators who raised no objections. With a service frequency of 2 to 3 buses per hour and typical dwell times of 20 to 30 seconds per bus at the in-lane bus stop, bus operations are not expected to result in queueing back to William Street or impact the performance of the downstream signalised intersection.

Proposed bus zone relocation (southbound)

To improve safety and ensure drivers have clear sightlines to pedestrians, statutory “No Stopping” requirements at intersections and pedestrian crossings must be met. As a result, the bus zone needs to be shifted south, and there will be a loss of five 2P/4P ticket permit parking spaces to accommodate the relocated bus zone.

Overall parking impacts

Implementation of the proposal would require changes to kerbside parking restrictions. Although the proposal involves a net loss of six on-street parking spaces, the benefits far outweigh this loss. The upgrades will make the area safer for pedestrians, calmer for traffic, and more attractive overall, creating a better environment for residents, visitors, and local businesses. It is also important to note that most surrounding properties are supported by off-street parking facilities.

Consultation

The City consulted residents and businesses in the area. There were 288 letters sent out with a total of 25 responses; 5 responses supporting the proposal, 12 responses partially supporting the proposal, 7 responses opposing the proposal, and 1 response neither supporting or objecting to the proposal.

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

Submissions Supporting the Proposal: 5

Main Concerns / Comments	City of Sydney Response
Resident supports the proposal, as it will make the location more pedestrian friendly.	Noted
Resident strongly supports the proposed raised pedestrian crossing and pedestrian safety improvements, noting benefits for residents, school children and office workers. Encourages the City to continue prioritising pedestrian access and safety.	Noted
Respondent strongly supports the proposed changes to Crown Street, including the raised pedestrian crossing, bus stop relocations and footpath improvements. They noted that pedestrians frequently cross Crown Street to access Woolworths and consider the	Noted

proposed crossing will significantly improve pedestrian safety.	
Resident of 63 Crown Street supports the proposed pedestrian and streetscape improvements due to concerns about drivers failing to give way, distracted driving, traffic speeds and safety risks for pedestrians, particularly children, older residents and people with prams. Also supports further traffic calming measures in the area.	Noted
Resident supports the proposed Crown Street upgrades, considering they will improve the area for pedestrians, cyclists and motorists. They support the proposed traffic calming measures and additional landscaping but suggest further improvements, including additional speed humps to reduce speeding and traffic noise, more street trees and shade along Crown Street, and enhanced planting treatments within new garden beds.	Noted. The proposal includes a raised pedestrian crossing, continuous footpath treatments and additional landscaping to improve pedestrian safety and streetscape amenity. Suggestions for additional traffic calming measures and landscaping will be considered as part of future planning and design opportunities.

Submissions Neutral or Partially Supporting the Proposal: 13

Main Concerns / Comments	City of Sydney Response
Submitter did not comment on the proposal but requested additional bus stop amenities, including shelters, seating and a rubbish bin near Woolworths.	The City's project and street furniture team will consider the request for additional bus stop amenities.
(10 submissions) Submitters at 88 Crown Street support the broader pedestrian and improvements but objects to the proposed relocation of the southbound bus stop and the resulting removal of six on-street parking spaces. Concerns include increased noise, emissions and amenity impacts for residents, loss of parking in an area with high parking demand, and insufficient justification for the selected bus stop location. The submissions request Council investigate alternative bus stop locations and reconsider the associated parking loss.	The southbound bus stop relocation is necessary to accommodate the raised pedestrian crossing and to meet statutory road safety and sight line requirements. There are no viable alternative locations for the raised pedestrian crossing that result in less parking loss, support public bus services, and comply with statutory road safety and sightline requirements. The removal of six parking spaces is necessary to accommodate the revised road layout and improve pedestrian safety.

The respondent generally supports the proposed pedestrian and streetscape improvements and welcomes efforts to better balance pedestrian and vehicle needs. However, they object to the proposed removal of the right-turn movement from Kennedy Street onto Crown Street, citing concerns that it may increase congestion on Crown Street and Riley Street and reduce access to Crown Gardens. Concerns were also raised about the removal of the bus stop, with the view that it may affect traffic movements near the William Street intersection.	The proposal aims to improve pedestrian safety and accessibility while maintaining appropriate access within the local road network. The removal of the right-turn movement from Kennedy Street onto Crown Street is intended to reduce conflicts between turning vehicles and pedestrians crossing Crown Street. The southbound bus stop relocation is required to accommodate the raised pedestrian crossing and satisfy road safety and sightline requirements. Alternative access routes remain available.
The respondent supports pedestrian safety improvements but objects to aspects of the proposal that may affect vehicle access and business operations. Concerns include the proposed right-turn restrictions from Kennedy Street and Robinson Street, loss of on-street parking, increased congestion, reduced access to the showroom and rear laneway, and impacts on customers, suppliers and staff. The respondent also questioned the need for additional landscaping, citing maintenance concerns, and suggested greater focus on road maintenance and repairs.	The proposal aims to improve pedestrian safety, accessibility and public transport operation while maintaining access within the local road network. The removal of the right-turn movement from Kennedy Street onto Crown Street is intended to reduce conflicts between pedestrians and turning vehicles. The removal of parking spaces and relocation of the bus stop are required to meet statutory safety and sightline requirements in order to accommodate the improvements. The proposed streetscape improvements will enhance pedestrian amenity and support a safer, more accessible public domain.

Submissions Opposing the Proposal: 7

Main Concerns / Comments	City of Sydney Response
Resident objects to the removal of six on-street parking spaces, citing existing parking shortages and the inability of residents in the building to obtain residential parking permits.	The removal of six on-street parking spaces is necessary to meet statutory requirements and provide adequate sight lines. The proposed changes aim to encourage active and public transport over private vehicle usage by improve pedestrian and public bus amenities The provision of parking permits is subject to eligibility criteria being met.

	Most surrounding properties are supported by off-street parking facilities.
Resident of 63 Crown Street opposes most aspects of the proposal, questioning the need for the raised crossing, continuous footpath treatments, in-lane bus stops and streetscape upgrades. Concerns include parking loss, traffic impacts, project costs and ongoing maintenance requirements.	The removal of six on-street parking spaces is necessary to meet statutory requirements and provide adequate sight lines. The proposed changes aim to make walking safer by giving priority to pedestrians crossing the street where the traffic treatments are installed. These treatments calm traffic, improve road safety and create a better environment for residents, visitors, and local businesses. The proposed changes also support the operation of public buses by prioritising buses over private vehicles, improving bus stop amenities and increasing footpath space around the bus stops. Project and maintenance costs are accounted for in the City's budget.
(5 Submissions) Respondents objected to the proposed right-turn restriction from Kennedy Street onto Crown Street, as well as the in-lane bus stop, raised pedestrian crossing, bus stop relocation and loss of parking. Concerns focused on reduced access to Crown Gardens, increased congestion, longer travel times, impacts on residents, visitors, taxis and rideshare vehicles, and the view that existing pedestrian safety issues do not warrant the proposed changes given the nearby signalised crossings. Some respondents also raised concerns about access from the Eastern Distributor and potential increases in traffic on surrounding streets.	The proposal is intended to improve pedestrian safety, accessibility and public transport operation. The removal of the right-turn movement from Kennedy Street onto Crown Street will reduce conflicts between pedestrians crossing Crown Street and vehicles turning onto Crown Street. Vehicles turning right from Kennedy Street would otherwise be required to give way to pedestrians as well as northbound and southbound traffic, including buses, at the crossing location. The raised pedestrian crossing, footpath improvements and in-lane bus stop are designed to improve pedestrian safety and support public transport operations. The bus stop relocation and removal of parking spaces are required to meet statutory safety and sightline requirements. Alternative vehicle access routes remain available. Suggestions regarding taxi and rideshare facilities will be considered separately.

Most (17) of the submissions support the pedestrian and streetscape improvements, but 10 of these submissions do not support the relocation of the southbound bus stop.

The City notes that the relocation of the southbound bus stop and removal of parking spaces are required to accommodate the raised pedestrian crossing and meet statutory road safety and sightline requirements.

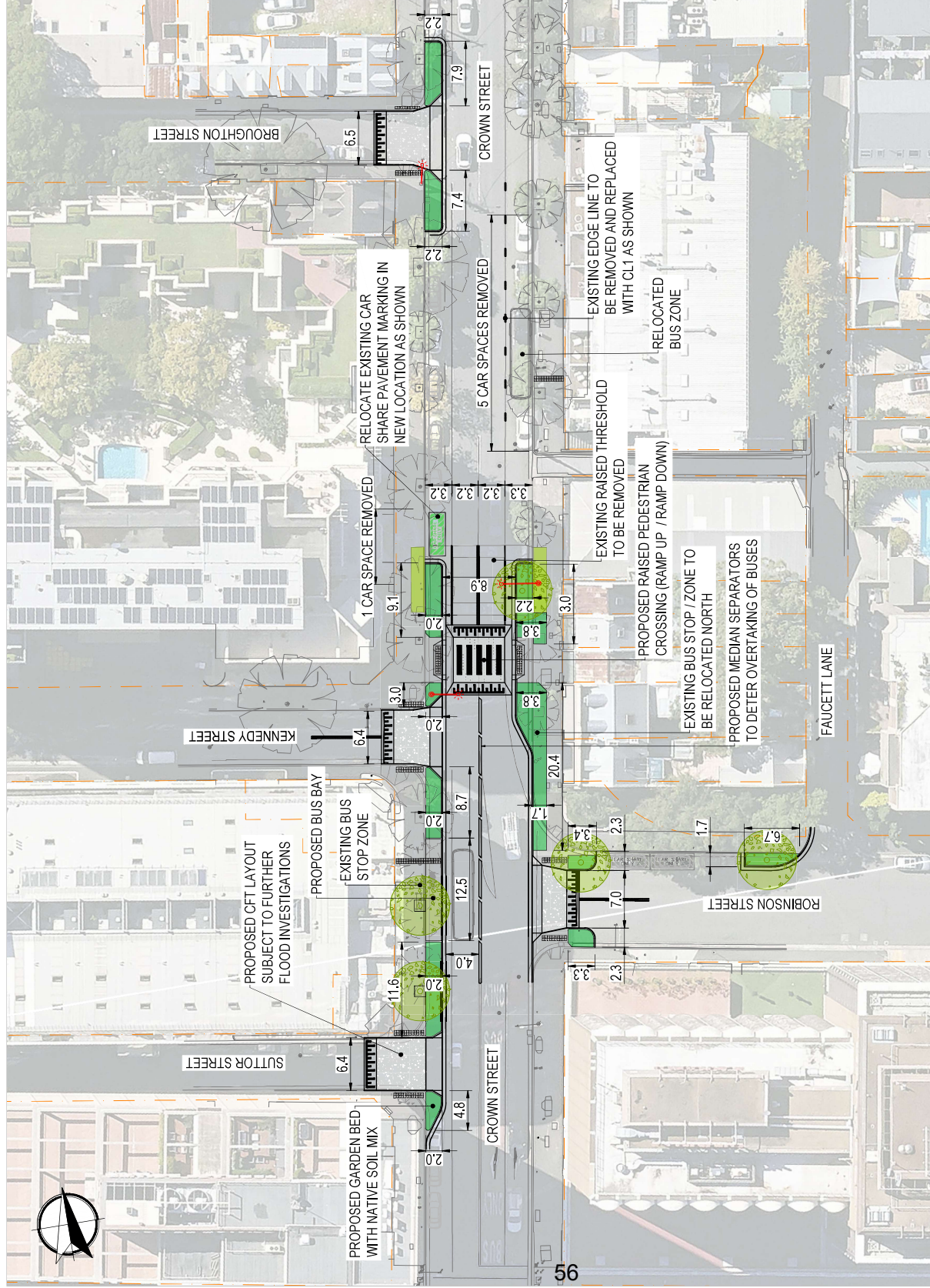
The location of the proposed raised pedestrian crossing was chosen as it is on the pedestrian desire line and minimises the parking impacts of the proposal by making use of the existing no stopping zones at and on either side of the proposed crossing, which provide adequate sight lines and meet statutory requirements.

Overall, the City considers the proposal will improve pedestrian safety, accessibility and public transport outcomes while maintaining appropriate access within the local road network.

Financial

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

BENJAMIN YANG, A/SENIOR TRAFFIC ENGINEER



LEGEND

- CADASTRAL BOUNDARY (INDICATIVE)
- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- NEW GARDEN BED WITH NATIVE SOIL MIX
- PROPOSED CONTINUOUS FOOTPATH TREATMENT
- PROPOSED CONCRETE FOOTPATH
- EXISTING GARDEN BED
- TGSI - TACTILE GROUND SURFACE INDICATORS
- PROPOSED STREET LIGHTING

PLAN
SCALE 1:500

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9239-107 6439-CS-SKT-1001

SHEET 1 OF 2

DATE: 14/02/2025

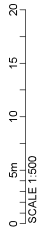
REV: 01

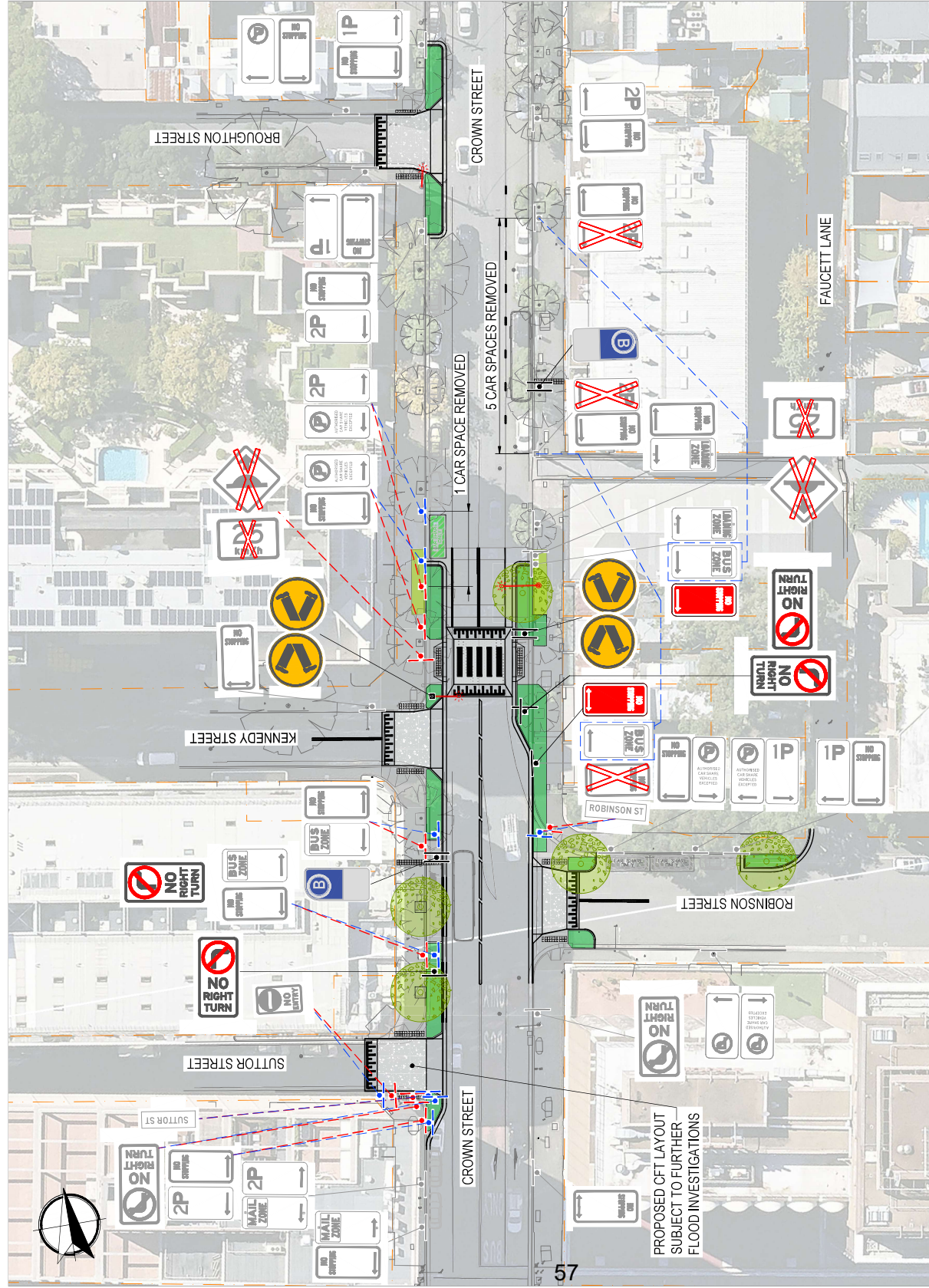
DESIGNER:
ERM
Environmental & Infrastructure Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

CROWN STREET, WOOLLOOMOOLOO
RAISED CROSSINGS AND FOOTPATH TREATMENTS
TRAFFIC FORUM PLAN

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR





LEGEND

- CADASTRAL BOUNDARY (INDICATIVE)
- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- NEW GARDEN BED WITH NATIVE SOIL MIX
- PROPOSED CONTINUOUS FOOTPATH TREATMENT
- PROPOSED CONCRETE FOOTPATH
- EXISTING GARDEN BED
- TGSI - 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
SCALE 1:500

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9239-107 6439-CS-SKT-1002

SHEET 2 OF 2

DATE: 14.02.2025 | REV:01

DESIGNER:

ERM

ENVIRONMENTAL & INFRASTRUCTURE MANAGEMENT

CLIENT:

SYDNEY CIVIL

PREPARED FOR:

CITY OF SYDNEY

CROWN STREET, WOOLLOOMOOLOO

RAISED CROSSINGS AND FOOTPATH TREATMENTS

TRAFFIC FORUM PLAN

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Item 14.

Traffic Treatment - Continuous Footpath Treatment - Hadfields Street, Erskineville

TRIM Container No.: 2026/430277

Recommendations

It is recommended that the Forum review the installation of a continuous footpath treatment in Hadfields Street, Erskineville just north of the intersection with Coulson 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 proposes to introduce a continuous footpath treatment in Hadfields Street, Erskineville, just north of the intersection with Coulson Street, to improve safety and access for people walking, slow vehicle speeds and enhance the streetscape.

Comments

Under the Road Rules 2014, a footpath is a road related area. Drivers must give way to pedestrian when entering or crossing a road related area.

The introduction of a continuous footpath treatment will help improve general safety in the area as part of our commitment to calm traffic and improve the local amenity. The treatment will provide a continuous raised footway which requires motorists to slow down and give way to pedestrians.

The proposed Continuous Footpath Treatment (CFT) has a crossing width of approximately 9.2 metres, which exceeds the guidance set out in TfNSW TDT 2013/05 – Continuous Footpath Treatments. The increased width is proposed to accommodate the turning movements of garbage collection vehicles at the intersection.

The proposed continuous footpath treatment will not effect on-street parking or traffic flows in Hadfields Street.

Consultation

The City consulted local residents and businesses in the area. There were 801 letters sent out with two responses supporting the proposal and no response opposing the proposal.

The submission supports the proposal notes that it will improve safety at the intersection and help reduce vehicle speeds; however, concerns were raised that the proposed kerb extensions may reduce the available traffic lane width and affect larger vehicle turning movements. The City has completed swept path analysis confirming that the proposed design can safely accommodate larger service and emergency vehicles.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Item 15.

Traffic Treatment - Shared Zone - Peters Street, Chimes Street and Road 08, Zetland

TRIM Container No: 2026/233345

Recommendations

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

- (A) The installation of Shared Zone along the following streets:
- One-way southbound along Chimes Street between Zetland Avenue and Peters Street;
 - One-way westbound along Peters Street between Chimes Street and Defries Avenue.
- (B) The installation of Shared Path along Road 08 between Chimes Street and Defries Avenue;
- (C) The allocation of kerbside parking as "No Parking Council Vehicles Excepted" as follows:
- Eastern side of Chimes Street, between the points 130 metres and 136 metres, north of Peters Street;
 - Western side of Chimes Street, between the points 164 metres and 170 metres, north of Road 08;
 - Northern side of Peters Street, between the points 18metres and 30 metres, west of Chimes Street.
- (D) The installation of kerb extension on eastern side of Chimes Street, north of Peters Street between the following points:
- 73 metres and 76 metres; and
 - 82 metres and 86 metres

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC

Representative for the Member for Heffron

Advice

Advice will be updated after the meeting.

Background

The Development Consent for 118–130 Epsom Road and 905 South Dowling Street, Zetland (D/2023/753) requires the Applicant to deliver sections of the new roads known as Road 08, Chimes Street and Peters Street within the development site, bounded by Zetland Avenue and Defries Avenue.

The delivery of the new road sections will address Condition 26 of the Development Consent for 118–130 Epsom Road and 905 South Dowling Street, Zetland. The Applicant is required to submit a signage plan detailing the proposed kerbside parking restrictions and line marking arrangements for referral to the Local Pedestrian, Cycling and Traffic Calming Committee (now the Local Pedestrian Cycling Traffic Calming and Transport Forum), as part of the dedication of the new sections of Peters Street, Chimes Street and Road 08 as public roads.

Comments

The City has approved the redevelopment of 118–130 Epsom Road and 905 South Dowling Street, Zetland, which includes the construction and dedication of sections of Road 08, Chimes Street and Peters Street as new public roads within the development site, bounded by Zetland Avenue and Defries Avenue.

Chimes Street and Peters Street are proposed to operate as one-way shared zones, providing vehicle access into the development from Zetland Avenue and connecting through to Defries Avenue.

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

Road 08 is proposed to operate as a shared path for pedestrians and cyclists, providing a connection to the existing cycle network on Defries Avenue. Vehicular access to Road 08 will be restricted so that the corridor primarily supports safe pedestrian and bicycle movements.

No Parking restrictions are proposed on Chimes Street and Peters Street, with Council vehicles excepted. These areas will be reserved to allow Council vehicles to access the streets for operational, maintenance and servicing purposes. The submitted plan identifies the proposed “No Parking – Council Vehicles Excepted” restrictions as part of the signage arrangements.

Installation of the 10km/h Shared Zone restriction is subject to approval from Transport for New South Wales.

Consultation

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 118-130 Epsom Road, Zetland.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

SIGNAGE LEGEND

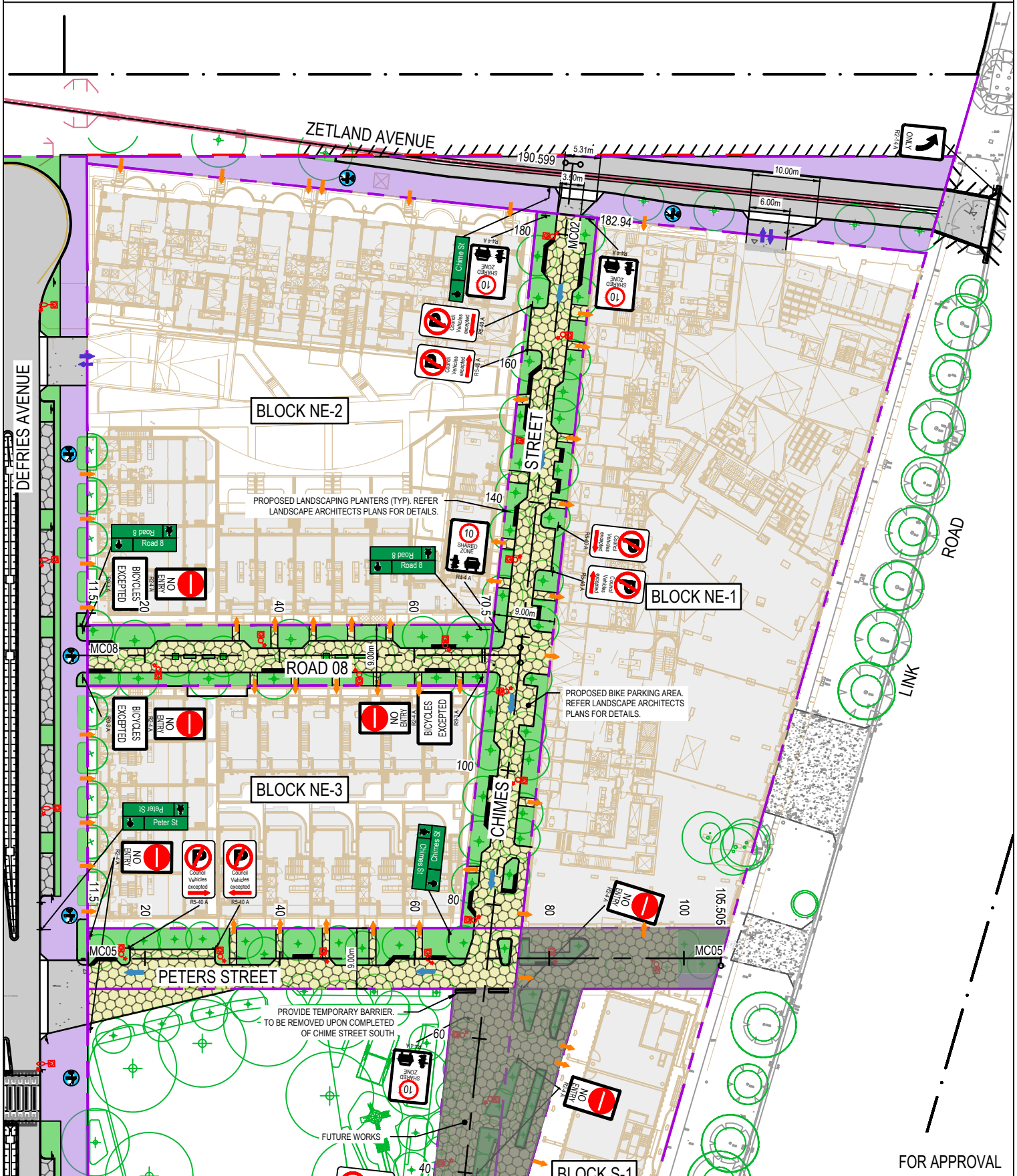
- TB GIVEWAY LINE
TB1 GIVEWAY LINE
C3 YELLOW NO STOPPING
TEMPORARY BARRIER

- SIGN POST
— STREET SIGN
— STREET LIGHTS



- PROPOSED SIGN
RMS CODE FOR SIGN
INSTALLATION CHAINAGE
SHARED PATH PAVEMENT MARKING
REFER CoS 'SHARED PATHWAYS -
PAVEMENT MARKING' DATED 28th
SEPTEMBER 2009

- TRAFFIC
DIRECTIONAL FLOW ARROW
PEDESTRIAN ACCESS
DIRECTIONAL FLOW ARROW
VEHICULAR ACCESS
DIRECTIONAL FLOW ARROW



FOR APPROVAL

REVISIONS	DESCRIPTION	BY	APPROVED	DATE
C	ISSUED FOR APPROVAL	NVH	FX	27/02/2026
D	ISSUED FOR APPROVAL	JS	FX	27/03/2026
E	ISSUED FOR APPROVAL	AL	FX	01/05/2026
F	ISSUED FOR APPROVAL	JC	FX	05/06/2025
G	ISSUED FOR APPROVAL	JS	FX	16/06/2026
H	ISSUED FOR APPROVAL	JC	AL	09/07/2026

CLIENT
KARIMBLA
CONSTRUCTION SERVICES (NSW)
PTY LIMITED

CIVIL
SKY Engineering & Project Management
ABN / 72646014342
P / +61 435 144 005
E / admin@skyeng.com.au
www.skyeng.com.au

PROJECT
PUBLIC DOMAIN
118-130 EPSOM RD &
905 SOUTH DOWLING ST
ZETLAND, NSW 201

SCALE
1:750

SCALE BAR
0 3 6 9 12 15 18m
SCALE 1:750 AT A4 SIZE

TITLE
**SIGNAGE AND
LINEMARKING
SHEET 3**

Project No. SY22-065
Drawing No. -TC-6201-B
Issue H

Item 16.

Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Commonwealth Street, Surry Hills

TRIM Container No.: 2026/523189

Recommendations

It is recommended that the Forum review the reallocation of parking and installation of outdoor dining treatments on the western side of Commonwealth Street, Surry Hills between the points 11.4 metres and 20 metres (one car space) north of Belmore Lane as "No Stopping".

Forum Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

In October 2020, the City and NSW Government entered a partnership to revitalise the city centre, establishing a \$20 million CBD Revitalisation Fund to boost the local economy and invite the public safely back to the city. One of the initiatives in this partnership is the rapid roll-out of temporary outdoor dining areas by reallocating kerb spaces to increase dining capacities for businesses.

Comments

Business	Location	Existing Parking Restrictions	Proposed Parking Restrictions
L'massif Cave & Capybara Bathing	Western side of Commonwealth Street, Surry Hills	Unrestricted Parking (8.6 metres)	No Stopping

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

Consultation

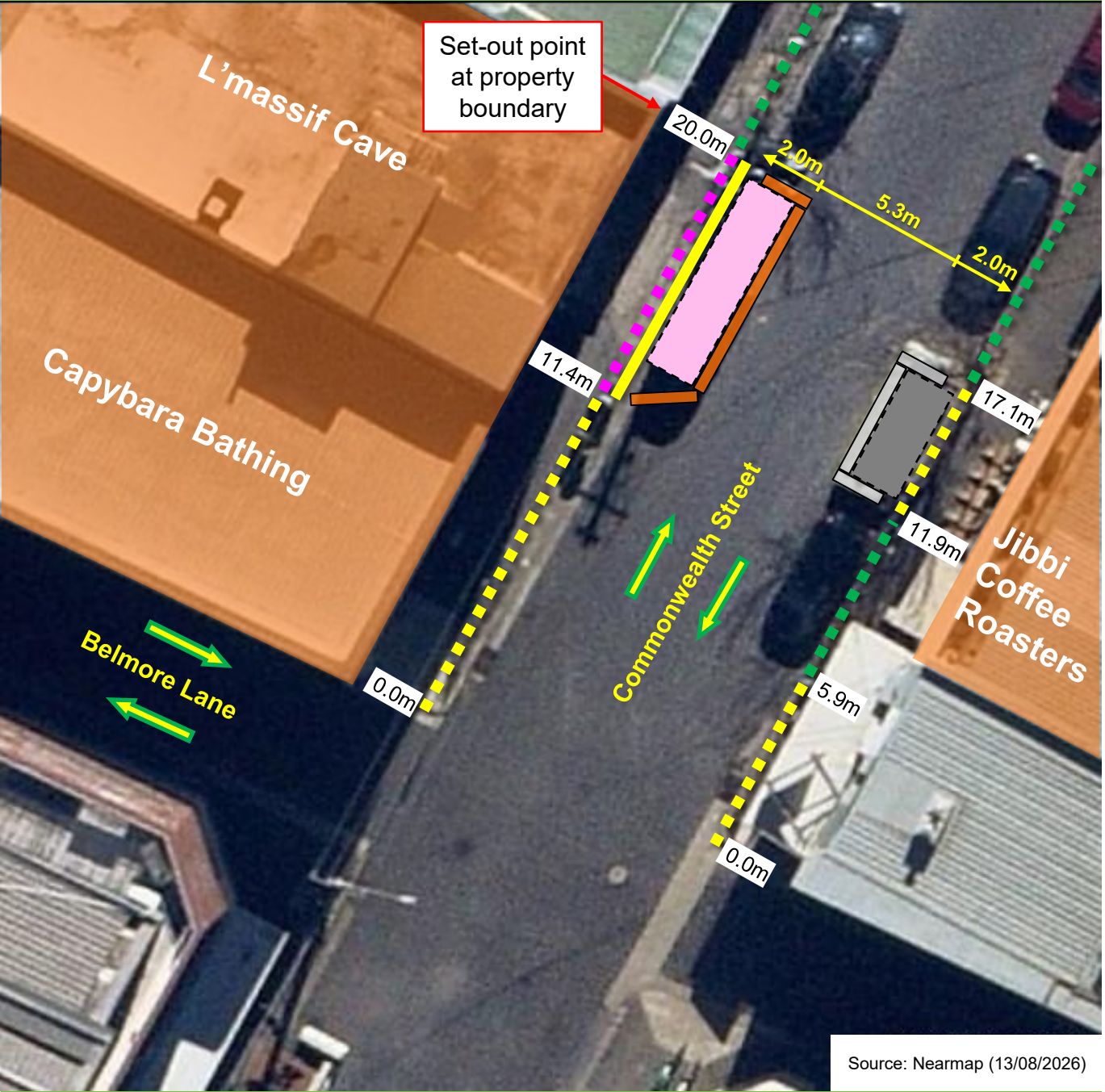
The City consulted local residents and businesses in the area. There were 47 letters sent out with 0 responses to the proposal.

Financial

All costs associated with the proposal will be under Alfresco Outdoor Dining.

ALEX MOZAFFAR, PROJECT COORDINATOR - TRAFFIC ENGINEER

Commonwealth Street, Surry Hills
Proposed Parking Changes – Outdoor Dining
(L'massif Cave & Capybara Bathing)



Existing

-  "No Stopping"
-  "1P Ticket 8am-6pm Mon-Fri Permit Holders Excepted Area 18" and "4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 18"
-  "Unrestricted Parking"
-  "Concrete Crash Barrier"
-  "Outdoor Dining Area"

Proposed

-  "No Stopping"
-  "Concrete Crash Barrier"
-  "Outdoor Dining Area"

67

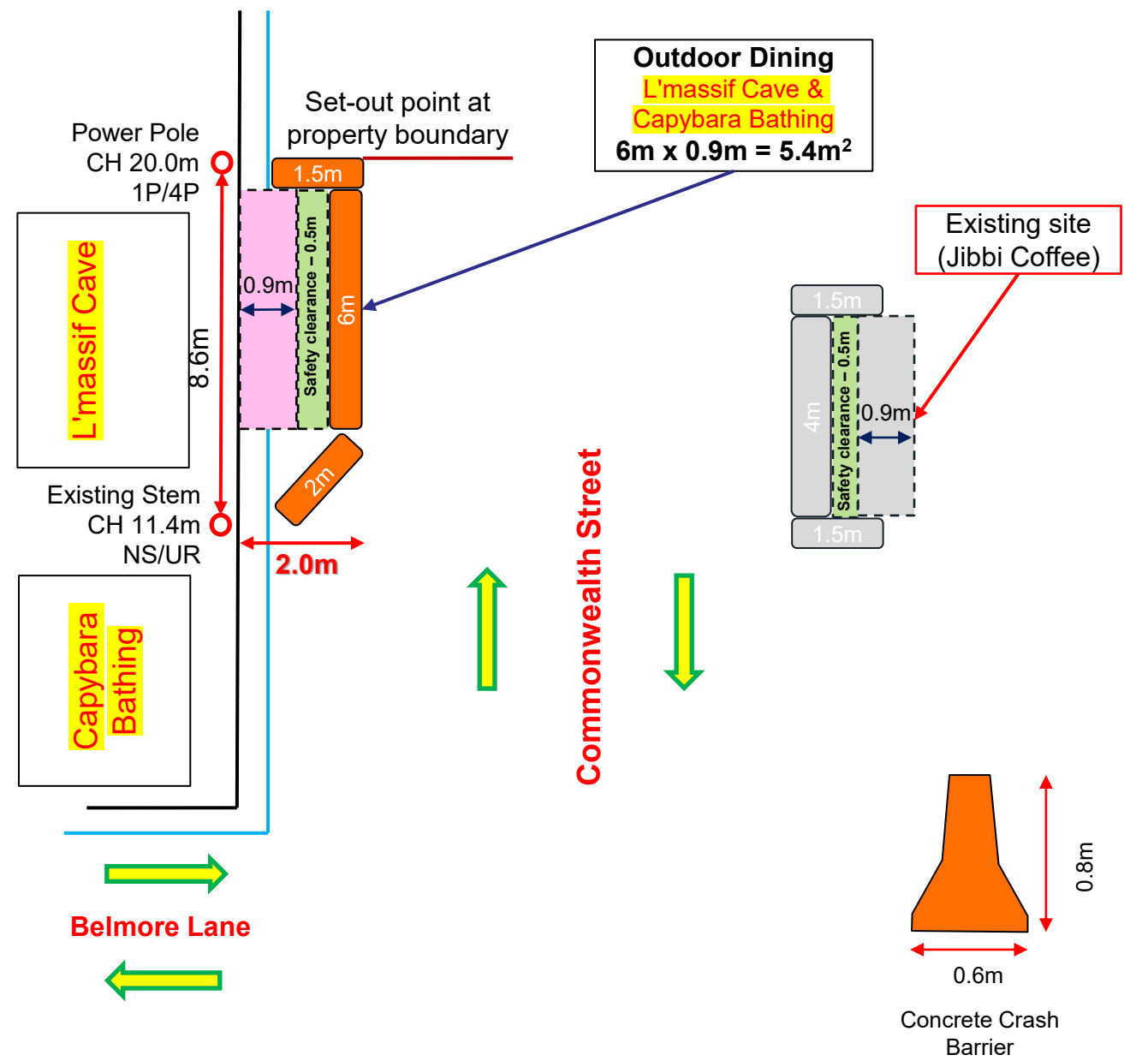


not to scale

Commonwealth Street, Surry Hills

Works Instructions – Proposed Parking Changes – Outdoor Dining

(L'massif Cave & Capybara Bathing)



Item 17.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

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

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

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Schedule C

Works Zone Conditions

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

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

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