

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2015/01
Wednesday 18 February 2015

minutes

city of villages

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**LOCAL PEDESTRIAN, CYCLING AND
TRAFFIC CALMING COMMITTEE MINUTES**

18 FEBRUARY 2015

PRESENT

Councillor Mant (A/Chairperson)	City of Sydney
Mark Hannan	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Andrew Walsh	City of Sydney
Lucy Jenkins	City of Sydney
Robert Esdaile	City of Sydney
Joseph Gomes	City of Sydney
Rodney King	City of Sydney
Ajay Nayyar	City of Sydney
Sue Dahl	Representative for Marrickville
Darren Jenkins	Representative for Heffron
Roy Bishop	Representative for Sydney
Jim Mihos	Sydney City LAC
Navin Prasad	RMS
David Lenoir	TWU
Andrew Loupis	Surry Hills Police (arrived when meeting ended)

ITEM 1 APOLOGIES

George Angelis
Alex Greenwich MP
Matt Noyen
Christy Jessep
David Borella
Darren Jenkins
Gavin Rowley

City of Sydney
Member for Sydney
Redfern LAC
Kings Cross LAC
BIKESydney
Representative for Heffron
SHFA

DECISION

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2014/11 HELD ON 17
DECEMBER 2014**

DECISION

The Committee endorsed the Minutes.

**ITEM 3 ITEM FOR COMMITTEE INFORMATION – TEMPORARY ROAD
CLOSURE – DARLING DRIVE DARLING HARBOUR – NORTH OF PIER
STREET (2014/563365)**

RECOMMENDATION

It is recommended that the Committee note the extension of time for the temporary road closure of Darling Drive, between Pier Street and the Harbourside roundabout, Darling Harbour, until 16 February 2015, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Sydney City Police to discuss deployment of user pay police for the road closure.
- (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 closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received a request for an extension of date for the following temporary road closure:

- Darling Drive between Pier Street roundabout and Harbourside roundabout, Darling Harbour from 2 February to 16 February 2015.

COMMENTS

This temporary road closure was previously endorsed by the Committee at the 17 December 2014 meeting.

Agreement has been obtained from the Roads and Maritime Services, Transport Management Centre and the Police for the extension of the temporary road closure until the 16 February 2015.

**ITEM 4 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM GEORGE TO PITT STREETS SYDNEY
(2014/563415)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the southern side of Bridge Street between the points 7.6 metres and 42.8 metres west of Tank Stream Way as “Bus Zone”;
- (B) Reallocation of kerb space on the southern side of Bridge Street between the points 42.8 metres and 71.2 metres west of Tank Stream Way as “No Stopping 6am-10am, 3pm- 8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri”, and “Taxi Zone Other Times”;
- (C) Reallocation of kerb space on the southern side of Bridge Street between the points 71.2 metres and 87.0 metres west of Tank Stream Way as “No Stopping”;
- (D) Reallocation of kerb space on the northern side of Bridge Street between the points 21.0 metres and 44.7 metres west of George Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8am-8pm Sat, Sun and Public Holidays “, “Taxi Zone Other Times”;
- (E) Reallocation of kerb space on the northern side of Bridge Street between the points 44.7 metres and 80.2 metres west of George Street as “Bus Zone”; and
- (F) Reallocation of kerb space on the northern side of Bridge Street between the points 80.2 metres and 106.8 metres west of George Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 5 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM LOFTUS TO YOUNG STREETS SYDNEY
(2014/563416)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Bridge Street between the points 7.85 metres and 20.0 metres east of Loftus Street as “No Stopping”;
- (B) Reallocation of kerb space on the northern side of Bridge Street between the points 20.0 metres and 31.0 metres east of Loftus Street as “No Parking At Other Times”;
- (C) Reallocation of kerb space on the northern side of Bridge Street between the points 31.0 metres and 44.6 metres east of Loftus Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of Bridge Street between the points 0.0 metres and 12.9 metres west of Young Street as “No Stopping”; and
- (E) Reallocation of kerb space on the southern side of Bridge Street between the points 12.9 metres and 38.9 metres west of Young Street as “No Stopping 6am-10am, 3pm-8pm, Mon-Fri” and “No Parking At Other Times”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;

- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 6 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM PHILLIP TO MACQUARIE STREETS SYDNEY
(2014/563417)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Bridge Street between the points 20.4 metres and 48.9 metres east of Phillip Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, No Parking Other Times”;
- (B) Reallocation of kerb space on the northern side of Bridge Street between the points 48.9 metres and 62.2 metres east of Phillip Street as “No Stopping”;
- (C) Reallocation of kerb space on the southern side of Bridge Street between the points 0.0 metres and 13.2 metres west of Macquarie Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of Bridge Street between the points 13.2 metres and 22 metres west of Macquarie Street as “Mail Zone Taxis Excepted 1 Minute Limit”;
- (E) Reallocation of kerb space on the southern side of Bridge Street between the points 22 metres and 56.2 metres west of Macquarie Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “No Parking At Other Times”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;

- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 7 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM PITT TO LOFTUS STREETS SYDNEY
(2014/563418)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Bridge Street between the points 10.1 metres and 26.0 metres east of Pitt Street as “No Stopping”.
- (B) Reallocation of kerb space on the northern side of Bridge Street between the points 26.0 metres and 97.6 metres east of Pitt Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri, “Loading Zone Ticket 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the southern side of Bridge Street between the points 0 metres and 20 metres west of Loftus Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of Bridge Street between the points 20 metres and 28 metres west of Loftus Street as “Mail Zone, Taxis Excepted 1 Minute Limit Set Down Only”;
- (E) Reallocation of kerb space on the southern side of Bridge Street between the points 28 metres and 55 metres west of Loftus Street as “Bus Zone”; and
- (F) Reallocation of kerb space on the southern side of Bridge Street between the points 0.0 metres and 29 metres west of Gresham Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 8 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BRIDGE STREET FROM YOUNG TO PHILLIP STREETS SYDNEY
(2014/563420)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Bridge Street between the points 0.0 metres and 20.0 metres east of Young Street as “No Stopping”;
- (B) Reallocation of kerb space on the northern side of Bridge Street between the points 20.0 metres and 30.3 metres east of Young Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “No Parking At Other Times”;
- (C) Reallocation of kerb space on the northern side of Bridge Street between the points 30.3 metres and 46.4 metres east of Young Street as “No Stopping”; and
- (D) Reallocation of kerb space on the southern side of Bridge Street between the points 16.8 metres and 38.5 metres west of Phillip Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri” and “No Parking At Other Times”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and

- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 9 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
 CAMPBELL STREET FROM PITT TO CASTLEREAGH STREETS
 SYDNEY (2014/560185)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Campbell Street between the points 10.2 metres and 27.9 metres east of Pitt Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the northern side of Campbell Street between the points 69.1 metres and 99.2 metres east of Pitt Street as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (C) Reallocation of kerb space on the northern side of Campbell Street between the points 99.2 metres east of Pitt Street to the intersection with Castlereagh Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of Campbell Street between the points 15 metres and 26 metres west of Castlereagh Street as “P 15 Minute”;
- (E) Reallocation of kerb space on the southern side of Campbell Street between the points 26 metres and 67 metres west of Castlereagh Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (F) Reallocation of kerb space on the southern side of Campbell Street between the points 82.2 metres and 97.5 metres west of Castlereagh Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;

- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 10 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – CASTLEREAGH
STREET FROM CAMPBELL STREET TO GOULBURN STREET SYDNEY
(2015/009659)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the eastern side of Castlereagh Street between the points 167.6 metres and 287.0 metres south of Liverpool Street as “No Stopping”;
- (B) Reallocation of parking on the eastern side of Castlereagh Street between the points 234.2 metres and 246.12 metres south of Liverpool Street as “No Parking 6am-10am 3pm-8pm Route Service Buses Excepted”, “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri”, 4P Ticket 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of parking on the eastern side of Castlereagh Street between the points 246.2 metres and 253.2 metres south of Liverpool Street as “No Parking”;
- (D) Reallocation of parking on the eastern side of Castlereagh Street between the points 253.2 metres and 278.6 metres south of Liverpool Street as “No Parking 6am-10am 3pm-8pm Route Service Buses Excepted”, “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri”, 4P Ticket 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of parking on the eastern side of Castlereagh Street between the points 278.6 metres and 287.0 metres south of Liverpool Street as “No Stopping”;
- (F) Reallocation of parking on the western side of Castlereagh Street between the points 287.0 metres and 319.1 metres south of Liverpool Street as “No Stopping”; and
- (G) Installation of kerb amendments and changes to lane configuration in Castlereagh Street between Campbell Street and Goulburn Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The parking changes are proposed as part of the Sydney City Centre Access Strategy which was adopted by the NSW Government in December 2013. The Access Strategy prioritises and allocates street space for public transport, general traffic, pedestrians, cyclists, taxis and service vehicles. An integrated bus plan is one of the key features of the proposed integrated network.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” and off peak “Loading Zones” on the eastern side of Castlereagh Street.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key cyclist corridor. The cycleway includes “No Stopping” on the western side of Castlereagh Street.

**ITEM 11 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – CASTLEREAGH
STREET FROM GOULBURN STREET TO LIVERPOOL STREET SYDNEY
(2015/009661)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of Castlereagh Street between the points 0 metres and 133.1 metres south of Liverpool Street as “No Stopping”, and
- (B) Reallocation of parking on the eastern side of Castlereagh Street between the points 39.8 metres and 76.8 metres south of Liverpool Street as “Bus Zone”, and
- (C) Reallocation of parking on the eastern side of Castlereagh Street between the points 76.8 metres and 129.8 metres south of Liverpool Street as “No Stopping”; and
- (D) Installation of kerb amendments and changes to lane configuration in Castlereagh Street between Goulburn Street and Liverpool Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The parking changes are proposed as part of the Sydney City Centre Access Strategy which was adopted by the NSW Government in December 2013. The Access Strategy prioritises and allocates street space for public transport, general traffic, pedestrians, cyclists, taxis and service vehicles. Integrated bus plan and cycle infrastructure are key features of the proposed integrated network.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” on the eastern side of Castlereagh Street.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key cyclist corridor. The cycleway includes “No Stopping” on the western side of Castlereagh Street.

**ITEM 12 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – CASTLEREAGH
STREET FROM HAY STREET TO CAMPBELL STREET SYDNEY
(2015/009658)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of Castlereagh Street between the points 319.1 metres and 349.3 meters south of Liverpool Street as “No Stopping”;
- (B) Reallocation of parking on the eastern side of Castlereagh Street between the points 321.1 metres and 355.1 metres south of Liverpool Street as “No Parking Route Service Buses Excepted, 15 Minute Limit”; and
- (C) Installation of kerb amendments and changes to lane configuration in Castlereagh Street between Hay Street and Campbell Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The parking changes are proposed as part of the Sydney City Centre Access Strategy which was adopted by the NSW Government in December 2013. The Access Strategy prioritises and allocates street space for public transport, general traffic, pedestrians, cyclists, taxis and service vehicles. Integrated bus plan and cycle infrastructure are key features of the proposed integrated network.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” and off peak “Loading Zones” on the eastern side of Castlereagh Street.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key cyclist corridor. The cycleway includes “No Stopping” on the western side of Castlereagh Street.

**ITEM 13 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM BATHURST TO PARK STREETS SYDNEY
(2014/563816)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 7.1 metres and 117.2 metres north of Bathurst Street as “No Stopping”; and
- (B) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Bathurst and Park Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 14 TRAFFIC TREATMENT – ELIZABETH STREET FROM CAMPBELL
STREET TO GOULBURN STREET SYDNEY (2014/563810)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 23.7 metres and 40.0 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points 40 metres and 47.7 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”, and “No Parking at Other Times”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 47.7 metres and 61 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the western side of Elizabeth Street between the points 69.4 metres and 103 metres north of Campbell Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 9.4 metres and 48 metres south of Goulburn Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (F) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 71.3 metres and 91 metres south of Goulburn Street as “Loading Zone Ticket 6am-3pm Mon-Fri”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 91 metres and 109 metres south of Goulburn Street as “No Stopping”; and
- (H) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Campbell and Goulburn Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously and noted the following amendment to the Recommendation:

- Replace “It is recommended that the Committee endorse the following” with “It is recommended that the Committee note the following”.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 15 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM EDDY AVENUE TO HAY STREET SYDNEY
(2014/563808)**

RECOMMENDATION

It is recommended that the Committee note the installation of kerb amendments and changes to lane configuration in Elizabeth Street between Eddy Avenue and Hay Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 16 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM GOULBURN TO LIVERPOOL STREETS
SYDNEY (2014/563811)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 13.6 metres and 20.9 metres north of Goulburn Street as “No Stopping Taxis Excepted 1 Minute Limit”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points 20.9 metres and 29.1 metres north of Goulburn Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 29.1 metres and 78.4 metres north of Goulburn Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 7.4 metres and 21.9 metres south of Liverpool Street as, “No Parking Salvation Army Vehicles Excepted”;
- (E) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 21.9 metres and 28.4 metres south of Liverpool Street as “No Parking 3pm–8pm Mon – Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”
- (F) Reallocation of kerb space on the eastern side of Elizabeth Street between the points as 50.3 metres and 110.6 metres south of Liverpool Street as “Bus Zone”;
- (G) Reallocation of kerb space on the eastern side of Elizabeth Street between the points as 110.6 metres and 141.2 metres south of Liverpool Street as “No Stopping”; and
- (H) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Goulburn and Liverpool Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of

Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 17 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM HAY TO CAMPBELL STREETS SYDNEY
(2014/563809)**

RECOMMENDATION

It is recommended that the Committee note the installation of kerb amendments and changes to lane configuration in Elizabeth Street between and Hay to Campbell Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 18 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM KING STREET TO HUNTER SYDNEY
(2014/563819)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points and 9.1 metres and 15.1 metres north of King Street as “No Stopping”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points and 15.1 metres and 23.3 metres north of King Street “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 36.8 metres and 55.3 metres north of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the western side of Elizabeth Street between the points 55.3 metres and 88.9 metres north of King Street as “Loading Zone Ticket 6am-10am 3pm-6pm Mon-Fri, 6am-10am Sat”, “Bus Zone 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of kerb space on the western side of Elizabeth Street between the points 88.9 metres and 122.8 metres north of King Street as “Bus Zone”;
- (F) Reallocation of kerb space on the western side of Elizabeth Street between the points 178.4 metres and 228.6 metres north of King Street as “Bus Zone”;
- (G) Reallocation of kerb space on the western side of Elizabeth Street between the points 228.6 metres and 254.6 metres north of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (H) Reallocation of kerb space on the western side of Elizabeth Street between the points 261.1 metres and 279.9 metres north of King Street as “No Stopping”; and
- (I) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between King and Hunter Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 19 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM LIVERPOOL STREET TO BATHURST
STREET SYDNEY (2014/563813)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 5.3 metres and 18.6 metres north of Liverpool Street as “No Stopping Australia Post Vehicles Excepted”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points 18.6 metres and 77.6 metres north of Liverpool Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 77.6 metres and 97.8 metres north of Liverpool Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking At Other Times”;
- (D) Reallocation of kerb space on the western side of Elizabeth Street between the points 97.8 metres and 159.3 metres south of Park Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 245.2 metres and 328.5 metres south of Park Street as “No Stopping 6am-8pm Mon-Fri, 10am-6pm Sat, Sun & Public Holidays”, and “4P Ticket 6am-10am Sat Sun & Public Holidays”;
- (F) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Liverpool and Bathurst Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 20 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM MARKET STREET TO KING STREET
SYDNEY (2014/563818)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 33.5 metres and 61.3 metres north of Market Street as “No Stopping”; and
- (B) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Market and King Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 21 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ELIZABETH STREET FROM PARK TO MARKET STREETS SYDNEY
(2014/563817)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Elizabeth Street between the points 11.7 metres and 34.5 metres north of Park Street as “No Stopping”;
- (B) Reallocation of kerb space on the western side of Elizabeth Street between the points 34.5 metres and 58.9 metres north of Park Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, Sat 6am-10am” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Elizabeth Street between the points 71.2 metres and 136.7 metres north of Park Street as “Bus Zone”;
- (D) Reallocation of kerb space on the western side of Elizabeth Street between the points 136.7 metres and 189.2 metres north of Park Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking At Other Times”;
- (E) Reallocation of kerb space on the western side of Elizabeth Street between the points 189.2 metres and 232 metres south of King Street as “No Stopping”;
- (F) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 202.3 metres and 213.9 metres south of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, Sat 6am-10am” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 306.2 metres and 369.3 metres south of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, Sat 6am-10am” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (H) Reallocation of kerb space on the eastern side of Elizabeth Street between the points 369.3 metres and 422 metres south of King Street as “Bus Zone”; and
- (I) Installation of kerb amendments and changes to lane configuration in Elizabeth Street between Park and Market Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing

transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 22 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
GRESHAM STREET FROM BENT TO BRIDGE STREETS SYDNEY
(2014/563422)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the eastern side of Gresham Street Sydney between the points of 29 metres and 58 metres, south of Bridge Street as “Bus Zone”;
- (B) Reallocation of kerb space on the western side of Gresham Street Sydney between the points of 0.0 metres and 8.7 metres, north of Spring Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Gresham Street Sydney between the points of 8.7 metres and 55.2 metres, north of Spring Street as “Bus Zone”;
- (D) Reallocation of kerb space on the western side of Gresham Street Sydney between the points of 55.2 metres and 64.4 metres, north of Spring Street as “No Stopping”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and

- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 23 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – HAY
STREET FROM PITT TO CASTLEREAGH STREETS SYDNEY
(2014/560187)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of Hay Street between the points 8.8 metres and 37.4 metres east of Pitt Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the northern side of Hay Street between the points 47.6 metres and 61.9 metres east of Pitt Street as “Bus Zone 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the northern side of Hay Street between the points 72.5 metres and 104.0 metres east of Pitt Street as “Bus Zone”; and
- (D) Reallocation of kerb space on the southern side of Hay Street between the points 13.2 metres and 55.2 metres west of Castlereagh Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;

- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 24 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – LIVERPOOL
STREET FROM GEORGE STREET TO PITT STREET SYDNEY
(2015/011912)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the northern side of Liverpool Street between the points 179.0 metres and 286.1 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of parking on the southern side of Liverpool Street between the points 186.1 metres and 229.1 metres east of Sussex Street as “No Stopping”;
- (C) Reallocation of parking on the southern side of Liverpool Street between the points 229.1 metres and 235 metres east of Sussex Street as “No Parking Australia Post Vehicles Excepted”;
- (D) Reallocation of parking on the southern side of Liverpool Street between the points 235 metres and 253.1 metres east of Sussex Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 10am-10pm Sat, 6am-10am Sun and Public Holidays”;
- (E) Reallocation of parking on the southern side of Liverpool Street between the points 253.1 metres and 271.1 metres east of Sussex Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Taxi Zone Other Times”.
- (F) Reallocation of parking on the southern side of Liverpool Street between the points 271.1 metres and 275 metres east of Sussex Street as “No Stopping”.
- (G) Installation of kerb amendments and changes to lane configuration in Liverpool Street between George and Pitt Streets to provide for the installation of the bus lanes and cycleways.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The city cycleway network includes the provision of cycleways on Kent Street, Liverpool Street, Castlereagh Street and Park Street with associated amendments to lane configuration, line markings, medians and parking changes.

The city cycleway network improvements aims to provide safe and connected cyclist infrastructure routes travelling north to south and east to west throughout the city;

The cycleway infrastructure will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 25 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – LIVERPOOL
STREET FROM KENT STREET TO GEORGE STREET SYDNEY
(2015/011911)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the northern side of Liverpool Street between the points 97.4 metres and 122.5 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of parking on the southern side of Liverpool Street between the points 66.8 metres and 103.6 metres east of Sussex Street as “No Stopping”;
- (C) Reallocation of parking on the southern side of Liverpool Street between the points 103.6 metres and 124.7 east of Sussex Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat, and “No Parking at other times” and
- (D) Installation of kerb amendments and changes to lane configuration in Liverpool Street between Kent and George Streets to provide for the installation of the bus lanes and cycleways.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The city cycleway network includes the provision of cycleways on Kent Street, Liverpool Street, Castlereagh Street and Park Street with associated amendments to lane configuration, line markings, medians and parking changes.

The city cycleway network improvements aims to provide safe and connected cyclist infrastructure routes travelling north to south and east to west throughout the city;

The cycleway infrastructure will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 26 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – LIVERPOOL
STREET FROM PITT STREET TO CASTLEREAGH STREET SYDNEY
(2015/011913)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the northern side of Liverpool Street between the points 323.5 metres and 366.9 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of parking on the southern side of Liverpool Street between the points 318.1 metres and 360 metres east of Sussex Street as “No Stopping”;
- (C) Reallocation of parking on the southern side of Liverpool Street between the points 360 metres and 372.2 metres east of Sussex Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri,” “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (D) Reallocation of parking on the southern side of Liverpool Street between the points 372.2 metres and 375.7 metres east of Pitt Street as “No Stopping”; and
- (E) Installation of kerb amendments and changes to lane configuration in Liverpool Street between George and Pitt Streets to provide for the installation of the cycleway.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The city cycleway network includes the provision of cycleways on Kent Street, Liverpool Street, Castlereagh Street and Park Street with associated amendments to lane configuration, line markings, medians and parking changes.

The city cycleway network improvements aims to provide safe and connected cyclist infrastructure routes travelling north to south and east to west throughout the city;

The cycleway infrastructure will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 27 ITEM FOR COMMITTEE INFORMATION – CYCLEWAY – LIVERPOOL
STREET FROM SUSSEX STREET TO KENT STREET SYDNEY
(2015/011910)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the northern side of Liverpool Street between the points 7.8 metres and 65.9 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of parking on the southern side of Liverpool Street between the points 11.5 metres and 20.9 metres east of Sussex Street as “No Stopping”; and,
- (C) Installation of kerb amendments and changes to lane configuration in Liverpool Street between Sussex and Kent Streets to provide for the installation of the bus lanes and cycleways.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The city cycleway network includes the provision of cycleways on Kent Street, Liverpool Street, Castlereagh Street and Park Street with associated amendments to lane configuration, line markings, medians and parking changes.

The city cycleway network improvements aims to provide safe and connected cyclist infrastructure routes travelling north to south and east to west throughout the city;

The cycleway infrastructure will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 28 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
LOFTUS STREET FROM BENT TO BRIDGE STREETS SYDNEY
(2014/563424)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Loftus Street between the points of 0.0 metres and 12.4 metres north of Bent Street as “No Stopping”;
- (B) Reallocation of kerb space on the western side of Loftus Street between the points of 12.4 metres and 50.2 metres north of Bent Street as “Bus Zone”;
- (C) Reallocation of kerb space on the western side of Loftus Street between the points of 50.2 metres south of Bent Street and Bridge Street as “No Stopping”;
- (D) Reallocation of kerb space on the eastern side of Loftus Street between the points of 0.0 metres and 14.0 metres south of Bridge Street as “No Stopping”;
- (E) Reallocation of kerb space on the eastern side of Loftus Street between the points of 14.0 metres and 32.0 metres south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (F) Reallocation of kerb space on the eastern side of Loftus Street between the points of 40.3 metres and 49.2 metres south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (G) Reallocation of kerb space on the eastern side of Loftus Street between the points of 49.2 metres south of Bridge Street and Bent Street as “No Stopping”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

As a result of the changes proposed in the Access Strategy, a review of the kerb space was undertaken in the city centre. The study rationalised the available kerb space surrounding area to facilitate the operation of land uses in the area.

**ITEM 29 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
LOFTUS STREET FROM BRIDGE TO ALFRED STREETS SYDNEY
(2014/563425)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Loftus Street between the points 12.4 metres and 35.5 metres, north of Bridge Street as “No Parking Authorised Department of Planning Vehicles Excepted”;
- (B) Reallocation of kerb space on the western side of Loftus Street between the points 35.5 metres and 52 metres north of Bridge Street, as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Loftus Street between the points 8.9 metres and 106.9 metres, north of Reiby Place as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays” and “Taxi Zone Other Times”;
- (D) Reallocation of the kerb space on the western side of Loftus Street between the points 106.9 metres and 113.3 metres north of Reiby Place as “Motor Bikes Only”;
- (E) Reallocation of the kerb space of on the eastern side of Loftus Street between the points 0.0 metres and 27.4 metres north of Bridge Street as “No Stopping”;
- (F) Reallocation of the kerb space on the eastern side of Loftus Street between the points 6.8 metres and 35.4 metres north of Loftus Lane as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of the kerb space on the eastern side of Loftus Street between the points 45.1 metres and 75 metres north of Loftus Lane as “Loading Zone Ticket 6am-6pm Mon-Fri, 8am-10am Sat”, “4P Ticket 6am-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (H) Reallocation of the kerb space on the eastern side of Loftus Street between the points 10 metres and 39.3 metres north of Customs House Lane “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

As a result of the changes proposed in the Access Strategy, a review of the kerb space was undertaken in the city centre. The study rationalised the available kerb space surrounding area to facilitate the operation of land uses in the area.

**ITEM 30 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
O’CONNELL STREET FROM HUNTER TO BENT STREETS SYDNEY
(2014/563426)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of O’Connell Street between the points 14.7 metres and 59.8 metres south of Bent Street as “No Parking Route Buses Excepted 15 Min Limit”;
- (B) Reallocation of kerb space on the western side of O’Connell Street between the points 59.8 metres and 78.2 metres south of Bent Street as “No Parking”;
- (C) Reallocation of kerb space on the western side of O’Connell Street between the points 78.2 metres and 85.0 metres south of Bent Street as “Mail Zone”;
- (D) Reallocation of kerb space on the western side of O’Connell Street between the points 85 metres and 117.3 metres south of Bent Street as “No Parking Route Service Buses Excepted 15 Min Limit”;
- (E) Reallocation of kerb space on the western side of O’Connell Street between the points 124.3 metres and 152.8 metres south of Bent Street as “No Parking Route Service Buses Excepted 15 Min Limit”;
- (F) Reallocation of kerb space on the western side of O’Connell Street between the points 152.8 metres and 165.3 metres south of Bent Street as “Taxi Zone”;
- (G) Reallocation of kerb space on the western side of O’Connell Street between the points 165.3 metres and 180.5 metres south of Bent Street as “No Parking 7am-7pm”, “P5 At Other Times”;
- (H) Reallocation of kerb space on the western side of O’Connell Street between the points 180.5 metres and 193.1 metres south of Bent Street as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of O’Connell Street between the points of 19.1 metres and 49.3 metres south of Bent Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (J) Reallocation of kerb space on the eastern side of O’Connell Street between the points of 49.3 metres and 80.2 metres south of Bent Street as “No Parking”;
- (K) Reallocation of kerb space on the eastern side of O’Connell Street between the points of 80.2 metres and 112.3 metres south of Bent Street as “No Parking Route Buses Excepted 15 Min Limit”;
- (L) Reallocation of kerb space on the eastern side of O’Connell Street between the points 112.3 metres and 120.1 metres south of Bent Street as “No Parking”;

- (M) Reallocation of kerb space on the eastern side of O'Connell Street between the points 120.1 metres and 155.0 metres, south of Bent Street as "No Parking Route Buses Excepted 15 Min Limit";
- (N) Reallocation of kerb space on the eastern side of O'Connell Street between the points 155 metres and 168.5 metres south of Bent Street as " Loading Ticket 6am-6pm, 6am-10am Sat", "4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays".
- (O) Reallocation of kerb space on the eastern side of O'Connell Street between the points 168.5 metres and 179.2 metres south of Bent Street as "No Parking".

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 31 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – PITT
STREET FROM RAWSON PLACE TO HAY STREET SYDNEY
(2014/560188)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Pitt Street between the points 11.2 metres and 44.1 metres north of Rawson Place as “Bus Zone”;
- (B) Reallocation of kerb space on the western side of Pitt Street between the points 10.0 metres and 54.1 metres north of Barlow Street as “Bus Zone”;
- (C) Reallocation of kerb space on the western side of Pitt Street between the points 54.1 metres and 97.1 metres north of Barlow Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the eastern side of Pitt Street between the points 0.0 metres and 5.1 metres south of Hay Street as “No Stopping”;
- (E) Reallocation of kerb space on the eastern side of Pitt Street between the points 5.1 metres and 71.7 metres south of Hay Street as “No Parking Route Bus Services Excepted 15 Minute Limit”; and
- (F) Reallocation of kerb space on the eastern side of Pitt Street between the points 71.7 metres and 123.9 metres south of Hay Street as “Bus Zone”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney’s City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 32 ITEM FOR COMMITTEE INFORMATION – REVIEW OF PARKING
CHANGES IN EAST SYDNEY (2014/515973)**

RECOMMENDATION

It is recommended that the Committee note the review of parking changes in East Sydney.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 18 September 2013, the Committee approved the installation of ticket parking in the area bounded by College, Oxford, Crown and William Streets subject to a review following the adoption of the Neighbourhood Parking Policy.

The City has reviewed parking operations in East Sydney in the area bounded by College, Oxford, Crown and William Streets. A review was also undertaken prior to the approval of ticket parking. The purpose of the most recent review is to identify whether the introduction of ticket parking has achieved its stated aims of:

- Improving availability of parking for residents and businesses; and,
- Improving compliance with signposted restrictions.

**ITEM 33 ITEM FOR COMMITTEE INFORMATION – SIGNALISED PEDESTRIAN
CROSSING – VICTORIA AND BURTON STREETS DARLINGHURST
(2015/043606)**

RECOMMENDATION

It is recommended that the Committee note the proposed installation of a pedestrian crossing across the western leg of the Victoria and Burton Streets signalised intersection in Darlinghurst.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City East Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted in 2010 included a proposal to install a pedestrian crossing across the western leg of Victoria and Burton Streets signalised intersection in Darlinghurst.

**ITEM 34 STREET EVENTS – TEMPORARY ROAD CLOSURE – MOTHERS DAY
CLASSIC 2015 (2015/566259)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the Mothers Day Classic on Sunday 10 May 2015 from 5am to 12pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact the Sydney City Police 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 the event.
- (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 Sydney Buses and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has been advised of the Mother's Day Classic event which proposes the temporary road closure a number of streets within the Sydney CBD on Sunday 10 May 2015 from 5am to 12pm.

ITEM 35 STREET EVENTS – 2015 SYDNEY MARDI GRAS PARADE (2015/021142)

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the Sydney Mardi Gras Parade on Saturday 7 March 2015 subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule B of this agenda.
- (B) The Applicant must contact the Surry Hills Police 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 Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Roads and Maritime Services, Transport Management Centre, Sydney Buses, Council and Event Organisers.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Oxford, Flinders, Liverpool and College Streets and short sections of adjoining streets for the 2015 Sydney Mardi Gras Parade on Saturday 7 March 2015.

**ITEM 36 STREET EVENTS – TEMPORARY ROAD CLOSURE – HIGH LANE
MILLERS POINT (2015/023624)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of High Lane, Millers Point for the Captain Cook Hotel Anzac Day Activities on Saturday 25 April 2015 from 1pm to 9pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this agenda.
- (B) The Applicant must contact the Sydney City Police to discuss deployment of user pay police for the event.
- (C) Separate approval from the City's Venue Management Unit will need to be obtained for the actual event.
- (D) The Applicant must contact RMS Transport Management Centre prior to the event.
- (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 affected tenants, occupants and building managements.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Captain Cook Hotel has applied for the temporary road closure of High Lane, Millers Point for the "2up" game on Saturday 25 April 2015 from 1pm to 9pm.

**ITEM 37 STREET EVENTS – TEMPORARY ROAD CLOSURES – HILL STREET
SURRY HILLS (2015/032933)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Hill Street, Surry Hills for the annual Laneways Event between 8am Sunday 8 March 2015 to 2am Monday 9 March 2015, subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this agenda.
- (B) The Applicant must contact the Surry Hills Police 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closure of Hill Street between Flinders Street and Bourke Street, for the Laneway Event between 8am Sunday 8 March 2015 to 2am Monday 9 March 2015.

**ITEM 38 STREET EVENTS – TEMPORARY ROAD CLOSURES – HAIG LANE
WOOLLOOMOOLOO (2015/022929)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Haig Lane, Woolloomooloo at Riley Street on Thursday 12 March 2015 between 5pm and 10:30pm, for the Art Month 2015 Festival at Night Event, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact Sydney City Police 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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Australian Arts Events Foundation has applied for the temporary road closure of Haig Lane at Riley Street on Thursday 12 March 2015 between 5pm and 10:30pm, for the Art Month 2015 Festival at Night Event

**ITEM 39 STREET EVENTS – TEMPORARY ROAD CLOSURES – RAPER STREET
SURRY HILLS (2014/565516)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Raper Street, Surry Hills between Esther Street and Davies Lane on Saturday 21 February 2015 between 12pm and 4pm, for the 20th Anniversary Celebrations of the Brett Whiteley Studio, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact Surry Hills Police 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Brett Whiteley Studio at 2-4 Raper Street, Surry Hills has applied for the temporary road closure of Raper Street, Surry Hills between Esther Street and Davies Lane on Saturday 21 February 2015 between 12pm and 4pm, for the 20th Anniversary Celebrations of the Studio.

**ITEM 40 STREET EVENTS – TEMPORARY ROAD CLOSURES – WELLINGTON
STREET CHIPPENDALE (2015/022929)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Wellington Street, Chippendale between Regent and Balfour Streets on Thursday 19 March 2015 between 5pm and 11pm, for the Art Month 2015 Festival at Night Event, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact Redfern Police 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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Australian Arts Events Foundation has applied for the temporary road closure of Wellington Street, Chippendale between Regent and Balfour Streets on Thursday 19 March 2015 between 5pm and 11pm, for the Art Month 2015 Festival at Night Event.

**ITEM 41 MOBILE CRANE – TEMPORARY ROAD CLOSURES – ABERCROMBIE
STREET DARLINGTON (2014/578054)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Abercrombie Street, between Codrington and Golden Grove Streets, Darlington, on Saturday 21 March and Sunday 22 March 2015, from 7am to 6pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated 28 and 29 March 2015 as an alternative period for the above works as a contingency for inclement weather.
- (D) The Applicant must contact the Newtown Police to obtain a separate police permit and to discuss deployment of user pay police for the road closures.
- (E) The Applicant must provide traffic controllers for detour traffic in Darlington Lane.
- (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 closures and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

John Holland Pty Ltd has applied for the temporary road closure of Abercrombie Street, between Codrington and Golden Grove Streets, Darlington, on Saturday 21 March and Sunday 22 March 2015, from 7am to 6pm.

**ITEM 42 MOBILE CRANE – TEMPORARY ROAD CLOSURES – ALBERTA
STREET SYDNEY (2014/578247)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Alberta Street, Sydney, between Clarke Street and Goulburn Street, on Friday 6, Saturday 7 and Sunday 8 March 2015 from 7am to 7pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 13 to 15 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Hindmash Constructions has applied for the temporary road closure of Alberta Street, Sydney, between Clarke Street and Goulburn Street, on Friday 6, Saturday 7 and Sunday 8 March 2015 from 7am to 7pm.

**ITEM 43 MOBILE CRANE – TEMPORARY ROAD CLOSURES – CLARKE AND
ALBERTA STREETS SYDNEY (2015/003555)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Alberta Street, between Goulburn and Clarke Streets, and Clarke Street, between Commonwealth and Nithsdale Streets, Sydney, from Saturday 21 March to Sunday 22 March 2015, from 5am to 6pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 28 to 29 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Traffic Logistics Pty Ltd has applied for the temporary road closure of Alberta Street, between Goulburn and Clarke Streets, and Clarke Street, between Commonwealth and Nithsdale Streets, Sydney, from Saturday 21 March to Sunday 22 March 2015, from 5am to 6pm.

**ITEM 44 MOBILE CRANE – TEMPORARY ROAD CLOSURES – DARLINGTON
LANE DARLINGTON (2014/578007)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Darlington Lane, between Codrington Street and Golden Grove Street, Darlington, on Saturday 28 February and Sunday 1 March 2015, between 7am and 6pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated 7 and 8 March 2015 as an alternative period for the above works as a contingency for inclement weather.
- (D) The Applicant must contact Newtown Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

John Holland Pty Ltd has applied for the temporary road closure of Darlington Lane, between Codrington Street and Golden Grove Street, Darlington, on Saturday 28 February and Sunday 1 March 2015, between 7am and 6pm.

**ITEM 45 MOBILE CRANE – TEMPORARY ROAD CLOSURES – GEORGE STREET
WATERLOO (2014/582061)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of George Street, between Bourke and Allen Streets, Waterloo, on Saturday 28 February 2015 from 7am to 11pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 Saturday 7 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Redfern Police to obtain a separate police permit and 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Traffic Logistics has applied for the temporary road closure George Street, between Bourke and Allen Streets, Waterloo, on Saturday 28 February 2015 from 7am to 11pm.

**ITEM 46 MOBILE CRANE – TEMPORARY ROAD CLOSURES – GREEK STREET
GLEBE (2015/019496)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Greek Street, Glebe, between Bay Street and Fitzroy Street, on Saturday 28 February 2015, from 7am to 5pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 7 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Glebe Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously and noted the following amendment to the Recommendation:

- Replace "Greek Street, Glebe, between Bay Street and Fitzroy Street" with "Greek Street, Glebe, between Bay Street and Franklyn Street".

BACKGROUND

Cemento Projects has applied for the temporary road closure of Greek Street, Glebe, between Bay Street and Fitzroy Street, on Saturday 28 February 2015, from 7am to 5pm.

**ITEM 47 MOBILE CRANE – TEMPORARY ROAD CLOSURES – JONES LANE
ROSEBERY (2014/584662)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Jones Lane, between Hayes Road and Morley Avenue, Rosebery, from 3am Tuesday 24 February to 7pm Wednesday 25 February 2015, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 3 and 4 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Redfern Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

K and D Traffic Management has applied for the temporary road closure of Jones Lane, between Hayes Road and Morley Avenue, Rosebery, from 3am Tuesday 24 February to 7pm Wednesday 25 February 2015.

**ITEM 48 MOBILE CRANE – TEMPORARY ROAD CLOSURES – KENT STREET
SYDNEY (2014/586702)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, on Sunday 8 March 2015 from 7am to 7pm, subject to following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by the City's Construction Regulation Unit.
- (C) The Applicant has indicated Sunday 22 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and 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) If the above closure dates conflict with any future Light Rail or other works, they may be changed to new dates in consultation with Transport Management Centre and Sydney City Police.
- (G) 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

K and D Traffic Management has applied for the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, on Sunday 8 March 2015 from 7am to 7pm.

**ITEM 49 MOBILE CRANE – TEMPORARY ROAD CLOSURES – KIRKETON ROAD
DARLINGHURST (2015/005743)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kirketon Road, between Tewkesbury Avenue and Farrell Avenue, Darlington, on Saturday 7 March 2015, from 6am to 6pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 21 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Kings Cross Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Woodgate Constructions has applied for the temporary road closure of Kirketon Road, Darlington, between Tewkesbury Avenue and Farrell Avenue, on Saturday 7 March 2015, from 6am to 6pm.

**ITEM 50 MOBILE CRANE – TEMPORARY ROAD CLOSURE – MARKET STREET
SYDNEY (2015/023413)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Market Street, between Elizabeth Street and Castlereagh Street, Sydney, from 10pm on Sunday 1 March to 5am on Monday 2 March 2015, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 8 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and 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) If the above closure dates conflict with any future Light Rail or other works, they may be changed to new dates in consultation with Transport Management Centre and Sydney City Police.
- (G) 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Patterson Building Group has applied for the temporary road closure of Market Street, Sydney between Elizabeth Street and Castlereagh Street, Sydney from 10pm on Sunday 1 March to 5am on Monday 2 March 2015.

**ITEM 51 MOBILE CRANE – TEMPORARY ROAD CLOSURE – SPARKES STREET
CAMPERDOWN (2015/011620)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Sparkes Street, Camperdown, west of Larkin Street, on Saturday 28 February 2015 from 7.30am to 3.30pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C 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 7 March 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Leichhardt Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must obtain concurrence from properties managers who have driveways access in Sparkes Street for the proposed closure.
- (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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sasco Developments Pty Limited has applied for the temporary road closure of Sparkes Street, Camperdown, west of Larkin Street, on Saturday 28 February 2015 from 7.30am to 3.30pm.

**ITEM 52 ROAD WORKS – TEMPORARY ROAD CLOSURE – KIMBER LANE
HAYMARKET (2014/573083)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kimber Lane, between Little Hay and Factory Streets, Haymarket, from Monday 2 March to Friday 6 March 2015 between 9am and 4pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated 9 to 13 March 2015 as an additional period for the road works as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Built Pty Ltd has applied for the temporary road closure of Kimber Lane, between Little Hay and Factory Streets, Haymarket from Monday 2 March to Friday 6 March 2015 between 9am and 4pm.

ITEM 53 WORKS ZONE – CASTLEREAGH STREET SYDNEY (2014/573987)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Castlereagh Street, Sydney, between the points 34.5 metres and 54.5 metres (3 car spaces) south of King Street as “No Parking 3.30pm-6.30pm Mon-Fri”, “Works Zone 7am-3.30pm Mon-Fri, 7am-5pm Sat” and 4P Ticket 6.30pm-10.30pm Mon-Fri, 5pm-10pm Sat, 8am-10pm Sun & Public Holidays” subject to the following conditions:-

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) 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, revoke, 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.

- (D) The Applicant must notify adjacent properties of the Works Zone at least seven (7) days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

MPA Construction Group has requested a 20 metre long Works Zone in Castlereagh Street, Sydney.

The Works Zone is to facilitate construction works at 74 Castlereagh Street, for a period of approximately 13 weeks.

ITEM 54 WORKS ZONE – CROWN STREET SURRY HILLS (2014/568702)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Crown Street, Surry Hills, between the points 21 metres and 32.5 metres (two car spaces) north of Cleveland Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “4P Ticket 6pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & PH”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (D) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Fugen Constructions Pty Ltd has applied for an 11.5 metre long Works Zone in Crown Street, Surry Hills.

The Works Zone is to facilitate construction works at 589 Crown Street for a period of approximately 20 weeks.

ITEM 55 WORKS ZONE – PORTMAN STREET ZETLAND (2015/002172)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Portman Street, Zetland, between the points 41.3 metres and 67.3 metres (two car spaces) north of Hansard Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (D) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Richard Crookes Constructions Pty Ltd has applied for a 26 metre long Works Zone in Portman Street, Zetland.

The Works Zone is to facilitate construction works at 130 Portman Street for a period of approximately 32 weeks.

ITEM 56 WORKS ZONE – BARR STREET CAMPERDOWN (2015/026990)

RECOMMENDATION

It is recommended that the Committee endorse the allocation of the kerb space on the eastern side of Barr Street, Camperdown, between the points 96 metres and 116 metres (four car spaces), south of Pymont Bridge Road as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “2P 3.30pm-6pm Sat, 8am-6pm Sun, Permit Holders Excepted Area 30”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zones at least seven days prior to installation.
- (D) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Ceeroose Pty Ltd has applied for a 20 metre long Works Zones in Barr Street, Camperdown.

The Works Zones are to facilitate construction works at 13-17 Pymont Bridge Road and 96 Parramatta Road for a period of approximately 52 weeks.

**ITEM 57 WORKS ZONES – BATHURST AND PITT STREETS SYDNEY
(2014/579256)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- reallocation of the kerb space on the southern side of Bathurst Street, Sydney, between the points 7 metres and 57 metres (8 car spaces) west of Pitt Street as “Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat; 3P Ticket 7pm-10pm Mon-Fri, 4P Ticket 5pm-10pm Sat, 8am-10pm Sun and Public Holidays”,
- reallocation of the kerb space on the western side of Pitt Street, Sydney, between the points 15 metres and 31 metres (3 car spaces) south of Bathurst Street as “Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat; 3P Ticket 7pm-10pm Mon-Fri, 4P Ticket 5pm-10pm Sat, 8am-10pm Sun and Public Holidays”,

Subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) 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, revoke, 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.

- (D) The Applicant must notify adjacent properties of the Works Zone at least seven days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Brookfield Multiplex Constructions Pty Ltd has applied for Works Zones along two frontages of their site. They are a 50 metre long Works Zone in Bathurst Street and a 16 metre long Works Zone in Pitt Street.

The Works Zone is to facilitate construction works at 115-119 Bathurst Street for a period of approximately 185 weeks.

ITEM 58 WORKS ZONE – BRODRICK STREET CAMPERDOWN (2015/027492)

RECOMMENDATION

It is recommended that the Committee endorse the allocation of the kerb space on the northern side of Brodrick Street, Camperdown, between the points 40.8 metres and 53.3 metres (two car spaces), east of Church Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking At Other Times”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must implement appropriate traffic control measures and provide accredited traffic controllers to maintain access to the driveway opposite the Works Zone so that there is minimal disruption to occupants entering and leaving their building when the Works Zone is used by construction vehicles.
- (D) The Applicant must notify local residents of the Works Zones at least seven days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Henley Constructions Pty Ltd has applied for a 12.5 metre long Works Zones in Brodrick Street, Camperdown.

The Works Zone is to facilitate construction works at 69-71 Parramatta Road, Camperdown for a period of approximately 22 weeks.

ITEM 59 WORKS ZONE – DWYER STREET CHIPPENDALE (2015/027211)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space in Dwyer Street, Chippendale as follows:

Northern side

- between the points 15.6 metres and 25.6 metres (2 car spaces) east of Kensington Street as “Works Zone 7.30am–5.30pm Mon - Fri”, 7.30am–3.30pm Sat”,
- between the points 25.6 metres and 54.1 metres (5 car spaces) east of Kensington Street as “2P Ticket 8am-6pm Permit Holders Excepted Area 24”,

Southern side

- between the points 5.3 metres and 58.2 metres (9 car spaces) east of Kensington Street as “No Parking”.

Subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zones at least seven days prior to installation.
- (D) The Applicant must organise the removal of the planter boxes on the southern side of Dwyer Street in consultation with the adjacent building.
- (E) The Works Zone shall only be used by vehicles up to an Australian Standard Small Rigid Vehicle (SRV) size so that it does not impact on traffic flow in Dwyer Street. The Applicant must obtain a separate approval from the City if they want to use a larger vehicle.
- (F) The Applicant must implement appropriate traffic control measures and provide accredited traffic controllers to manage movement of vehicles in the street when the Works Zone is used by construction vehicles.
- (G) The Applicant must maintain traffic flow in Dwyer Street at all times. If a construction vehicle using the Works Zone restricts another vehicle from passing in the street, then the traffic controllers must organise the construction vehicle in the Works Zone to move so that the other vehicle can pass safely.
- (H) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Wang Management has applied for a 10 metre long Works Zone in Dwyer Street, Chippendale.

The Works Zone is to facilitate construction works at 8 Broadway, Chippendale for a period of approximately 30 weeks.

ITEM 60 WORKS ZONE – LOWERFORT STREET DAWES POINT (2014/571817)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Lower Fort Street, Dawes Point, between the points 69 metres and 79 metres (2 car spaces) north of Parbury Lane as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays Permit Holders Excepted Area 16” subject to the following conditions:-

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zone at least seven (7) days prior to installation.
- (D) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Addstyle Renovations Pty Ltd has requested a 10 metre long Works Zone in Lower Fort Street, Dawes Point.

The Works Zone is to facilitate construction works at 3 Lower Fort Street, Dawes Point, for a period of approximately 30 weeks.

ITEM 61 WORKS ZONE – MARKET STREET SYDNEY (2015/010987)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Market Street, Sydney between the points 16.2 metres and 26.2 metres (2 car spaces) west of Elizabeth Street as 'Works Zone 10am-3pm Mon-Sat' and "No Stopping Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) 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, revoke, 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.

- (D) The Applicant must notify adjacent properties of the Works Zone at least seven days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously and noted the additional condition:

- (F) The Applicant must not use the Works Zone on days when detours are in place in Market Street.

BACKGROUND

Patterson Building Group Pty Ltd has requested a 10 metre long Works Zone in Market Street, Sydney.

The Works Zone is to facilitate refurbishment works at 137 Elizabeth Street for a period of approximately 12 weeks.

ITEM 62 WORKS ZONE – PITT STREET SYDNEY (2015/013993)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Pitt Street, Sydney between the points 35.5 metres and 51.5 metres (3 car spaces) south of Bathurst Street as 'Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat' ; "3P Ticket 7pm-10pm Mon-Fri" and "4P Ticket 5pm-10pm Sat, 8am-10pm Sun and PH", subject to the following conditions:-

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) 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, revoke, 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.

- (D) The Applicant must discuss the Works Zone proposal with the adjoining Metro Hotel and resolve any reasonable request from them, to the satisfaction of the City.
- (E) The Applicant must notify adjacent properties of the Works Zone at least seven (7) days prior to installation.
- (F) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Hamilton Marino Builders has requested a 16 metre long Works Zone in Pitt Street, Sydney.

The Works Zone is to facilitate construction works at 302 Pitt Street, Sydney for a period of approximately 52 weeks.

ITEM 63 WORKS ZONE – SPARKES STREET CAMPERDOWN (2015/027492)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Sparkes Street, Camperdown, between the points 37.6 metres and 56.6 metres (three car spaces), east of Larkin Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking At Other Times”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) The Applicant must notify local residents of the Works Zones at least seven days prior to installation.
- (D) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Henley Constructions Pty Ltd has applied for a 19 metre long Works Zone in Sparkes Street, Camperdown.

The Works Zone is to facilitate construction works at 72-76 Parramatta Road, Camperdown for a period of approximately 26 weeks.

**ITEM 64 PARKING – CHIPPENDALE PARKING CHANGES – BALFOUR STREET
CHIPPENDALE – NORTH OF MEAGHER STREET (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on Balfour Street, Chippendale as follows:

- (A) Western side between the points 11.4 metres and 18.8 metres (1 car space) north of Meagher Street as “2P Ticket 8am-10pm”.
- (B) Western side between the points 10.8 metres and 26.8 metres (3 car spaces) north of Teggs Lane as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (C) Western side between the points 15.7 metres and 31.0 metres (3 car spaces) north of Little Queen Street as “Loading Zone 8.30am-5pm Mon-Fri” and “2P Ticket 5pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays, Permit Holders Excepted Area 24”.
- (D) Western side between the points 6.7 metres and 13.4 metres (1 car spaces) north of Dick Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (E) Eastern side between the points 6.2 metres and 25.3 metres (3 car spaces) south of Wellington Street as “2P Ticket 8am-10pm”.
- (F) Eastern side between the points 25.3 metres and 39.6 metres (2 car spaces) south of Wellington Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (G) Eastern side between the points 6.0 metres and 12.6 metres (1 car space) south of Queen Street as “2P Ticket 8am-10pm”.
- (H) Eastern side between the points 8.7 metres and 18.7 metres (2 car spaces) south of Henrietta Street as “2P Ticket 8am-10pm”.
- (I) Eastern side between the points 18.7 metres and 29.8 metres (2 car spaces) south of Henrietta Street as “Loading Zone 8.30am-5pm Mon-Fri” and “2P Ticket 5pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays, Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 65 PARKING – CHIPPENDALE PARKING CHANGES – BALFOUR STREET
CHIPPENDALE – SOUTH OF MEAGHER STREET (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on Balfour Street, Chippendale as follows:

- (A) Eastern side between the points 12.5 metres and 100.8 metres (15 car spaces) south of Meagher Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (B) Western side between the points 13.3 metres and 45.8 metres (5 car spaces) north of Cleveland Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (C) Western side between the points 7.4 metres and 36.1 metres (5 car spaces) north of Bartley Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (D) Western side between the points 36.1 metres and 47.7 metres (2 car spaces) north of Bartley Street as “Loading Zone 7am-6pm Mon-Fri, 7am-10am Sat” and “2P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays, Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders

after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 66 PARKING – CHIPPENDALE PARKING CHANGES – BARTLEY STREET –
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking in Bartley Street, Chippendale as follows:

- (A) Northern side between the points 11.4 to 43.6 metres (5 car spaces) and 62.3 to 68.6 metres (1 car space) west of Balfour Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (B) Southern side between the points 11.4 to 43.6 metres (5 car spaces) west of Balfour Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (C) Southern side between the points 59.6 to 69.6 metres (1 car space) west of Balfour Street as “Loading Zone 8am-6pm Mon-Fri, 7am-10am Sat” and “2P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays, Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 67 PARKING – CHIPPENDALE PARKING CHANGES – CHIPPEN STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking in Chippen Street, Chippendale as follows:

- (A) Western side between the points 4.1 to 17.4 metres (2 car spaces) and 35.5 to 52.7 metres (3 car spaces) south of Queen Street as “2P Ticket 8am-10pm”.
- (B) Western side between the points 10.3 to 42.0 metres (5 car spaces), 48.8 to 101.3 metres (9 car spaces) and 112.7 to 120.2 metres (1 car space) south of Meagher Street as “2P Ticket 8am-10pm”.
- (C) Eastern side between the points 20.6 to 63.7 metres (7 car spaces), 81.4 to 96.8 metres (3 car spaces) and 108.1 to 120.2 metres (2 car spaces) south of Meagher Street as “2P Ticket 8am-10pm”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 properties in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 68 PARKING – CHIPPENDALE PARKING CHANGES – DALE AVENUE
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the eastern side of Dale Avenue, Chippendale as follows;

- (A) between the points 23.3 to 59.6 metres (6 car spaces) north of Cleveland Street as “2P Ticket 8am-10pm”
- (B) between the points 68.5 to 81.3 metres (2 car spaces) and 88.3 to 119.1 metres (5 car spaces) north of Cleveland Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 69 PARKING – CHIPPENDALE PARKING CHANGES – DICK STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the northern side of Dick Street, Chippendale between the points 68.5 to 80.1 metres (2 car spaces) and 93.9 to 102.6 metres (2 car spaces) west of Balfour Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;

- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 70 PARKING – CHIPPENDALE PARKING CHANGES – DWYER STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the southern side of Dwyer Street, Chippendale between the points 5.3 metres and 58.2 metres (9 car space) east of Kensington Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;

- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 71 PARKING – CHIPPENDALE PARKING CHANGES – GOOLD STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the eastern side of Goold Street, Chippendale between the points 10.4 metres and 22.3 metres (2 car spaces) south of the bend in Goold Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between

points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;

- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 72 PARKING – CHIPPENDALE PARKING CHANGES – LITTLE QUEEN
STREET CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Little Queen Street, Chippendale as follows:

- (A) between the points 9.2 metres and 26.3 metres (3 car spaces) west of Regent Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (B) between the points 26.3 metres and 53.9 metres (5 car spaces) west of Regent Street as “2P Ticket 8am-10pm”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;

- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 73 PARKING – CHIPPENDALE PARKING CHANGES – MCALISTER LANE
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the western side of McAlister Lane, Chippendale as follows:

- (A) between the points 11.3 metres and 29.2 metres (3 car spaces) north of Bartley Street as “2P Ticket 8am-10pm”.
- (B) between the points 29.2 metres and 54.2 metres (4 car spaces) north of Bartley Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;

- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 74 PARKING – CHIPPENDALE PARKING CHANGES – MEAGHER STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking in Meagher Street, Chippendale as follows”

- (A) Northern side between the points 33.9 metres and 60.5 metres (4 car spaces) east of Abercrombie Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (B) Northern side between the points 60.5 metres and 80.2 metres (3 car spaces) east of Abercrombie Street as “Loading Zone 7am-6pm Mon-Fri, 7am-10am Sat” and “2P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 24”.
- (C) Northern side between the points 21.5 metres and 43.6 metres (4 car spaces) east of Balfour Street as “2P Ticket 8am-10pm”.
- (D) Northern side between the points 7.3 and 28.0 metres (4 car spaces) and 33.1 and 62.9 metres (4 car spaces) east of Chippen Street as “2P Ticket 8am-10pm”.
- (E) Southern side between the points 9.7 metres and 20.2 metres (2 car spaces) west of Regent Street as “Loading Zone 8am-6pm Mon-Fri, 8.30am-12.30pm Sat” and “2P Ticket 6pm-10pm Mon-Fri, 12.30am-10pm Sat, 8am-10pm Sun & Public Holidays, Permit Holders Excepted Area 24”.
- (F) Southern side between the points 20.8 metres and 32.6 metres (2 car spaces) west of Chippen Lane as “2P Ticket 8am-10pm”.
- (G) Southern side between the points 9.9 metres and 19.9 metres (2 car spaces) west of Chippen Street as “2P Ticket 8am-10pm”.
- (H) Southern side between the points 3.6 metres and 13.3 metres (2 car spaces) west of Dale Avenue as “Loading Zone 7am-6pm Mon-Fri” and “2P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays, Permit Holders Excepted Area 24”.
- (I) Southern side between the points 15.8 and 34.5 metres (3 car spaces) and 44.0 and 54.6 metres (2 car spaces) west of Balfour Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are

under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 75 PARKING – CHIPPENDALE PARKING CHANGES – O’CONNER STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the southern side of O’Conner Street, Chippendale from points 28.8 to 39 metres (1 car space), 56.1 to 86.7 metres (3 car spaces), 95 to 114.8 metres (2 car spaces) and 149.1 to 178.9 metres (3 car spaces) east of Abercrombie Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;

- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 76 PARKING – CHIPPENDALE PARKING CHANGES – QUEEN STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Queen Street, Chippendale as follows:

- (A) between the points 10.5 metres and 23.1 metres (2 car spaces) west of Regent Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.
- (B) between the points 48.5 metres and 59.7 metres (2 car spaces), 87.3 metres and 105.8 metres (3 car spaces) and 112 metres and 137.3 metres (4 car spaces) - west of Regent Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 77 PARKING – CHIPPENDALE PARKING CHANGES – WELLINGTON
STREET CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wellington Street, Chippendale as follows;

- (A) between the points from 13.0 metres to 23.4 metres (2 car spaces) west of Regent Street as “2P Ticket 8am-10pm”.
- (B) between the points from 29.4 metres to 42.2 metres (2 car spaces), 71.9 metres to 77.1 metres (1 car space), 92.1 metres to 106.9 metres (2 car spaces) and 130.6 metres to 159.6 metres (5 car spaces) west of Regent Street as “2P Ticket 8am-10pm Permit Holders Excepted Area 24”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;
- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

ITEM 78 PARKING – LOADING ZONE – SUSSEX STREET SYDNEY (2015/049402)

TRIM RECORD NO: 2015/049402

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Sussex Street, Sydney between the points 185 metres and 192 metres (2 car spaces) north of Erskine Street as “Loading Zone Ticket 6am–6pm Mon–Fri, 6am-10am Sat” and “4P Ticket 6pm–10pm Mon–Fri, 10am–10pm Sat, 8am–10pm Sun and Public Holidays”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Construction has commenced on the City Walk Pedestrian Bridge and associated accessibility improvements to the pedestrian network at the southern side of Napoleon Street as envisaged under the Barangaroo Concept Plan and Transport Management and Accessibility Plan (TMAP). The project will provide a new pedestrian link between Barangaroo and the Sydney Central Business District (CBD) and will complement Wynyard Walk by providing a secondary pedestrian route from Wynyard Station.

The Sussex Hotel currently uses a dedicated loading zone on Napoleon Street for deliveries (such as beer kegs). Due to the proposed construction works from both the City Walk Bridge and the Wynyard Walk projects, delivery access from the Napoleon Street loading zone to the Sussex Hotel will not be possible from the end of February 2015. An alternative loading zone is required to enable deliveries to the Sussex Hotel. The Sussex Hotel has requested that the proposed loading zone be located immediately in front of the western entrance of the building.

**ITEM 79 PARKING – NO PARKING – ELIZABETH STREET WATERLOO
(2015/033819)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the eastern side of Elizabeth Street, Waterloo between the points 91.1 metres and 119.4 metres (four car spaces), south of McEvoy Street as “No Parking”.

DECISION

The Committee carried the recommendation unanimously and noted that the attached signage plans prepared by “Brown Consulting” dated 4 August 2014 and titled “Traffic Signs And Pavement Marking Plan – Pre Development” and “Traffic Signs And Pavement Marking Plan – Post Development” did not correctly reflect existing parking restrictions on McEvoy Street.

BACKGROUND

Development Consent Condition 38 of Development Application D/2013/70 requires the Developer of 810-822 Elizabeth Street, Waterloo to refer any traffic and parking changes on the street frontages to the Committee for consideration.

The traffic and parking arrangement plans are to be reviewed by the City before referral to the Committee for consideration.

**ITEM 80 PARKING – NO STOPPING – BATHURST STREET SYDNEY
(2014/508431)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Bathurst Street, Sydney west of Castlereagh Street as follows:

- (A) Between the points 13 metres and 40 metres (3 car spaces) as “No Stopping”;
- (B) Between the points 40 metres and 46 metres (1 car space) as “1P Ticket 8am-6pm Mon-Fri”, “4P Ticket 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun & Public Holidays”;
and
- (C) Between the points 46 metres and 80 metres (5 car spaces) as “Loading Zone Ticket 7am-6pm Mon-Fri; 7am-10am Sat”, “4P Ticket 6pm-10pm Mon-Fri; 10am-10pm Sat; 8am-10pm Sun & Public Holidays”

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received several reports of collisions between moving vehicles and parked vehicles along the north side of Bathurst Street on the approach to the Castlereagh Street intersection. The parking lane becomes increasingly narrow and is marked with a dashed line that tapers to the kerb. Parked vehicles encroach into the adjacent travel lane and are being side-swiped by moving vehicles.

The northern parking lane tapers on the approach to Castlereagh Street as the number of lanes goes from five lanes (three travel lanes and two parking lanes) in the block between Pitt Street and Castlereagh Street to four turning lanes (two left only and two right only travel lanes) at Elizabeth Street.

For the safety of road users parking must be removed where the parking lane tapers.

**ITEM 81 PARKING – PERIOD PARKING – MENTMORE AVENUE ROSEBERY
(2014/534274)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the eastern side of Mentmore Avenue, Rosebery, between the points 10 metres and 28 metres (three car spaces) north of Cressy Street as “2P 8am-6pm Mon-Fri”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

International Fashion Group and Zanerobe of Mentmore Avenue have requested consideration of two hour period parking outside their businesses to increase parking turnover and space availability for their visitors.

**ITEM 82 PARKING – CHANGE TO OPERATING TIME – DISABILITY PARKING –
REUSS STREET GLEBE (2014/394649)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of kerb space on the southern side of Reuss Street between the points 15 metres and 22.8 metres as “1P 8am-6pm Permit Holders Excepted Area G” and “Disability Parking Only At Other Times”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Local Pedestrian, Cycling and Traffic Calming Committee at its 19 November 2014 meeting endorsed the introduction of a part-time disability parking space in Reuss Street as item 22.

**ITEM 83 PARKING – TIMED PARKING – CHAPMAN ROAD AND NELSON
STREET ANNANDALE (2014/527045)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking;

- (A) On the northern side of Nelson Street between the points 16.8 metres and 46.4 metres (5 car spaces) east of The Crescent as “2P 8am-6pm Mon-Fri”;
- (B) On the southern side of Nelson Street between the points 53.9 metres and 58.4 metres (1 car space) east of The Crescent as “No Stopping”;
- (C) On the southern side of Nelson Street between the points 67.7 metres and 74.4 metres (2 car space) east of The Crescent as “2P 8am-6pm Mon-Fri” and “90 degree angle parking rear to kerb vehicles under 6 metres only”;
- (D) On the western side of Chapman Road, north of Nelson Street as “2P 8am-6pm Mon-Fri” and “90 degree angle parking rear to kerb vehicles under 6 metres only”;
 - between the points 3.5 metres and 40.3 metres (7 car spaces)
 - between the points 87.3 metres and 93 metres (2 car spaces);
 - between the points 104.5 metres and 145.5 metres (14 car spaces); and
- (E) On the western side of Chapman Road between the points 40.3 metres and 87.3 metres north of Nelson Street as “2P 8am-6pm Mon-Fri” (7 car spaces);
- (F) On the eastern side of Chapman Road, north of Nelson Street as “2P 8am-6pm Mon-Fri” and “90 degree angle parking rear to kerb vehicles under 6 metres only”;
 - between the points 8 metres and 53.6 metres (18 car spaces);
 - between the points 56.3 metres and 97.0 metres (13 car spaces);
 - between the points 99.5 metres and 145.5 metres (16 car spaces); and
 - between the points 150 and 174.4 metres (10 car spaces)”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is proposing to introduce timed parking in Nelson Street between The Crescent and Chapman Road and in Chapman Road between Nelson Street and the dead end of the street.

**ITEM 84 PARKING – UNRESTRICTED PARKING – BELMONT STREET
ALEXANDRIA (2015/024336)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Belmont Street, Alexandria, between the points 71.5 metres and 75.8 metres (one car space) as unrestricted parking.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A resident of Belmont Street has requested consideration to reallocate the existing disability parking space to unrestricted parking as it is no longer required.

**ITEM 85 PARKING – CHIPPENDALE PARKING CHANGES – DANIELS STREET
CHIPPENDALE (2015/035573)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the southern side of Daniels Street, Chippendale between the points 10.8 metres and 24.8 metres (12 motorbike spaces) east of Shepherd Street as “Motor Bikes Only, Mon- Fri”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 12 May 2014, Council resolved to “...review the adequacy of existing parking controls in Chippendale to ensure they balance the needs of residents, visitors and local business in light of changing land uses”.

The type and intensity of land use in and near Chippendale is undergoing major change. New housing, education, retail and commercial projects have been completed or are under construction. Within the existing built fabric, new galleries, offices, restaurants and cultural facilities have been established. These changes inevitably increase competition for limited street parking spaces used by residents, visitors, customers and business.

In August 2014, the City wrote to more than 3,400 proprietors in Chippendale seeking feedback on a proposal to extend timed parking to 10pm seven days a week in the area bounded by Cleveland Street, Regent Street, City Road and Broadway.

Timed permit parking in the area east of Abercrombie Street is currently 2P Ticket 8am-6pm seven days a week with an exemption for permit holders.

West of Abercrombie Street, it was proposed to introduce two hour (2P) restrictions without a permit exemption, into a number of currently unrestricted streets.

Following assessment of feedback, it is recommended that the proposal be modified to not proceed with proposed restrictions in currently unrestricted streets west of Abercrombie Street, to introduce off-peak parking restrictions favouring permit holders after loading zone hours expire (evenings and weekends), and to formalise an area for motorcycle parking.

The modified proposal was subsequently adopted by Council at its meeting on 8 December 2014 subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee. Council resolved the following:

- (A) extension of parking restrictions east of Abercrombie Street to 2P Ticket, 8am-10pm, seven days, and that exemptions for permit holders be maintained where they currently exist;
- (B) introduction of additional permit holder exemptions on the northern kerb of Queen Street between points 10 and 20 metres west of Regent Street, and between points 10 and 25 metres west of Balfour Street on the northern kerb of Little Queen Street;

- (C) introduction of timed weekend and/or evening parking restrictions to kerb space currently signposted as Loading Zone; and
- (D) establishment of a weekday motorcycle-only parking zone on Daniels Street.

**ITEM 86 TRAFFIC TREATMENT – SHARED ZONE – BULWARA ROAD ULTIMO
(2015/015952)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of a Shared Zone in Bulwara Road at Quarry Green between Fig and William Henry Streets.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is proposing a Shared Zone in Bulwara Road at Quarry Green between Fig and William Henry Streets, Ultimo.

**ITEM 87 TRAFFIC TREATMENT – CHARLES STREET FOREST LODGE
(2014/489475)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of a Continuous Footpath Treatment over Charles Street at the intersection with Ross Street, Forest Lodge.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received ongoing requests to improve pedestrian safety and accessibility in Charles Street, at the intersection of Ross Street, Forest Lodge.

This intersection is near Forest Lodge Public School and is used by many school children.

**ITEM 88 TRAFFIC TREATMENT – FOOTWAY WIDENING AND TRAFFIC
CALMING – CHURCH AND FOWLER STREETS CAMPERDOWN
(2014/466221)**

RECOMMENDATION

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

- (A) Footway widening along the eastern side of Church Street, Camperdown from Parramatta Road to Brodrick Street, Marsden to Briggs Streets, Dunblane to Lucas Streets and from Lucas to Grose Streets,
- (B) Footway widenings at the intersections of Church Street, with Brodrick, Marsden, Briggs, Dunblane, Lucas, Grose and Fowler Streets as well as at the intersection of Fowler Street with Mallett Street,
- (C) Four rubber speed cushions along Church Street, Camperdown between Brodrick and Grose Streets,
- (D) Continuous footway treatments across the intersections of Hampshire Street and Hampshire Lane on the western side of Church Street,
- (E) A Shared Zone (subject to RMS approval) in Fowler Lane, Camperdown between Church and Mallett Streets, including footway widening and continuous footway treatments at both ends of the lane.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Newtown/Camperdown Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted in 2010 included a proposal to install footway widening and traffic calming treatments on Church and Fowler Streets, Camperdown as well as a Shared Zone in Fowler Lane.

**ITEM 89 TRAFFIC TREATMENT – FOOTWAY WIDENING – POATE ROAD
CENTENNIAL PARK (2014/559887)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of a footway widening at the intersection of Poate Road and Moore Park Road, Centennial Park.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Paddington/Centennial Park Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted in 2010 included a proposal to install a footway widening at the intersection of Poate Road and Moore Park Road, Centennial Park.

**ITEM 90 TRAFFIC TREATMENT – INTERSECTION UPGRADE – DUNNING
AVENUE AND CRESSY STREET ROSEBERY (2015/005195)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following traffic treatments in Dunning Avenue and Cressy Street in Rosebery:

- (A) Footway widenings at the intersection of Dunning Avenue and Cressy Street; and
- (B) Median island and pedestrian refuge in Cressy Street, east of Dunning Avenue.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has nominated the intersection of Dunning Avenue and Cressy Street, Rosebery for safety improvements in the 2015/16 Black Spot Program.

The proposal will help improve general safety at the intersection by:

- Improving pedestrian access and safety;
- Reducing vehicle speeds approaching the intersection; and
- Improving sight lines for vehicles, cyclists and pedestrians.

**ITEM 91 TRAFFIC TREATMENT – INTERSECTION UPGRADE – MENTMORE
AVENUE AND QUEEN STREET ROSEBERY (2015/006774)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following traffic treatments in Mentmore Avenue and Queen Street in Rosebery:

- (A) Footway widenings at the intersection of Mentmore Avenue and Queen Street;
- (B) Median island and pedestrian refuge in Mentmore Avenue, south of Queen Street;
and
- (C) Median island and pedestrian refuge in Mentmore Avenue, north of Queen Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has nominated the intersection of Mentmore Avenue and Queen Street, Rosebery for safety improvements in the 2015/16 Black Spot Program.

The proposal will help improve general safety at the intersection by:

- Improving pedestrian access and safety;
- Reducing vehicle speeds approaching the intersection; and
- Improving sight lines for vehicles, cyclists and pedestrians.

**ITEM 92 TRAFFIC TREATMENT – REMOVAL OF FOOTWAY WIDENING –
CODRINGTON STREET DARLINGTON (2015/010673)**

RECOMMENDATION

It is recommended that the Committee endorse the removal of the footway widening on the western side of Codrington Street, Darlington, mid-block between Abercrombie Street and Darlington Lane.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

John Holland Pty Ltd, builders of the Abercrombie Precinct Redevelopment project for the University of Sydney, have requested the removal of the footway widening on the western side of Codrington Street, Darlington, mid-block between Abercrombie Street and Darlington Lane. This footway widening is no longer necessary.

**ITEM 93 TRAFFIC TREATMENT – FOOTWAY WIDENINGS – COWPER AND BAY
STREETS GLEBE (2014/580117)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) The introduction of footway widening treatments on the eastern side of Cowper Street, south of Wentworth Street and at the intersection with Elger Street;
- (B) The introduction of footway widening treatments on the western side of Bay Street south of Wentworth Street, and at the intersection with Elger Street; and
- (C) The reallocation of parking on the western side of Bay Street between the points 16 metres and 35 metres (3 car spaces) south of Wentworth Street as “2P 8am-6pm Mon-Fri Permit Holders Excepted Area G”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

NSW Land and Housing Corporation (NSWLHC) is seeking approval to install footway widening treatments at the intersections of Cowper and Elger Streets, Cowper and Wentworth Streets, Bay and Wentworth Streets, and Bay and Elger Streets.

The footway widenings are proposed as part of the NSWLHC’s Glebe Affordable Housing Project.

ITEM 94 DETAILS OF APPROVED STREET EVENTS-2015

Road Works – Temporary Road Closure – 5-18 January 2015

Temporary road closure of Scotsman Street, between Ross Street and Minogue Crescent, Forest Lodge, from Monday 5 January to Sunday 18 January 2015, 24 hours a day

Road Works – Temporary Road Closure – 10-11 January 2015

Temporary road closure of Darlington Lane, between Codrington Street and Golden Grove Road, Darlington, on Saturday 10 January and Sunday 11 January 2015, between 7am and 6pm

Road Works – Temporary Road Closure – 15-17 January 2015

Temporary road closure of Ivy Lane, between Lawson Street and Little Eveleigh Street, Darlington, from Thursday 15 January to Saturday 17 January 2015 between 7:30am and 5:30pm

Australia Day Celebrations - Temporary Road Closures – Monday 26 January 2015

5am – 6pm

- Macquarie Street from Bent Street to St James and Prince Albert Roads
- Prince Albert Road from Macquarie Street to St Mary's Road
- St James Road from Macquarie to Elizabeth Streets
- Hunter Street from Phillip Street South to Macquarie Street
- Hunter Street from Elizabeth Street to Phillip Street South (north side)

6.30am to 6pm

- Macquarie Street from Bridge to Bent Streets
- Bent Street from Phillip to Macquarie Streets (north side) Phillip Lane from Astor Corner to Macquarie Street

4am – 6pm

- College Street from Prince Albert Road to William and Park Streets

9.30am – 6pm

- Bent Street from Phillip to Macquarie Streets (south side)
- Shakespeare Place from Cahill Expressway to Macquarie Street

The Rocks & Circular Quay Precinct - Temporary Road Closures

Temporary road closures are required for the two highlight events for this area, namely the GIO Oz Day 10km Wheelchair Race and Australia Day celebrations in The Rocks,

4am Saturday 24 January 2015 to 10pm Monday January 2015

- George Street between Hickson Road and Lower Fort Street

Sunday 25 January 2015

- Hickson Road between Towns Place and Napoleon Street

Monday 26 January 2015

4am to 12 midday

- Alfred Street between Pitt and George Streets

4am to 1pm

- Alfred Street between Pitt Street and Loftus Street
- Loftus Street between Reiby Place and Alfred Street

7am to 12 midday

- George Street between Essex and Alfred Streets
- Hickson Road* between Towns Place and Pier One

**LOCAL PEDESTRIAN, CYCLING AND
TRAFFIC CALMING COMMITTEE MINUTES**

18 FEBRUARY 2015

*Pottinger Street – the bollards at Windmill Street will be removed at 7am and reinstalled at 12pm for residential access to the area

7am to 10pm

- George Street between Alfred Street and Hickson Road
- Hickson Road between George Street and Pier One

Darling Harbour Precinct - Temporary Road Closures – Monday 26 January 2015-7.30pm to 11pm

- Bathurst Street between Harbour and George Streets (eastbound)
- Harbour Street between Pier and Bathurst Streets (northbound)
- Pier Street between Darling Drive and Harbour Street (eastbound)
- Day Street between Harbour and Bathurst Streets (both directions)
- Cross City Tunnel exit to Harbour Street (westbound)
- Sussex Street between Market and Druitt Streets (southbound)
- Western Distributor Off Ramp to Bathurst Street

Mobile Crane – Temporary Road Closures – 1 February 2015

Temporary road closure of Pitt Street, between Hunter and King Streets, Sydney, on Sunday 1 February 2015 from 5am to 10pm

Dr Chau Chak Building Opening –Temporary Road Closures - 27 January to 10 February 2015

6am to 10pm Tuesday 27 January 2015 to 10pm Tuesday 10 February 2015.

- Mary Ann Street between Systrum Street and the dead end.
- Omnibus Lane between Mary Ann Street and Ultimo Road.

6am Sunday 1 February 2015 to 11pm Monday 2 February 2015

- Mary Ann Street between Harris Street and Systrum Street, 6am Sunday 1 February 2015 to 11pm Monday 2 February 2015.

Sydney Koreatown Festival – Temporary Road Closure - 21 February 2015 - 12am and 10pm

- Pitt Street between Liverpool to Bathurst Streets
- Wilmot Street between George and Pitt Streets
- Central Street, between George and Pitt Streets

Sydney Chinese New Year Twilight Parade – Temporary Road Closure - Sunday 22 February 2015

4pm to 11.30pm

Castlereagh Street between Market and Bathurst Streets (Southbound)
Pitt Street between Park and Bathurst Streets (Northbound)

5pm to 11.30pm

George Street between Park and Bathurst Streets (Both Directions)

6pm to 11.30pm

Barlow Street between George Street and Parker Lane (Both Directions)
Bathurst Street between Kent and Pitt Streets (Eastbound)
Campbell Street between Pitt and George Streets (Westbound)
Central Street between Pitt and George Streets (Westbound)
Druitt Street between York and George Streets (Both Directions)
Factory Street between Dixon and Harbour Streets (Both Directions)
George Street between Pitt Street and Rawson Place (Northbound)
George Street between Rawson Place and Bathurst Street (Both Directions)
George Street between Park and Market Streets (Both Directions)
Goulburn Street between Harbour and Pitt Streets (Both Directions)

**LOCAL PEDESTRIAN, CYCLING AND
TRAFFIC CALMING COMMITTEE MINUTES**

18 FEBRUARY 2015

Harbour Street between Hay and Goulburn Streets (Northbound)
Hay Street between George and Harbour Streets (Westbound)
Kimber Lane between Factory, Hay and Harbour Streets (Northbound)
Little Hay Street between Sussex Street and Harbour Streets (Westbound)
Little Pier Street between Entertainment Centre Car Park and Harbour Street (Both Directions)
Liverpool Street between Elizabeth and Kent Streets (Westbound)
Park Street between George and Elizabeth Streets (Both Directions)
Quay Street between George Street and Bijou Lane (Northbound)
Rawson Place between George and Pitt Streets (Westbound)
Sussex Street between Liverpool and Hay Streets (Southbound)
Thomas Lane between Quay and Thomas Streets (Northbound)
Thomas Street between Quay Street and Ultimo Road (Both Directions)
Thomas Street between Hay Street and Ultimo Road (Westbound)
Wilmot Street between George and Pitt Streets (Eastbound)
Ultimo Road between Quay and George Streets (Both Directions)

Temporary Lane Closures – Sunday 22 February 2015, 7.30pm to 11.30pm
Pier Street – Lane 1 between Harbour Street and Darling Drive (Westbound)

Premier's Seniors Week Gala Concert - Temporary Road Closure – 17 and 18 March 2015

Temporary road closures of the following streets from 12noon to 2:30pm
Harbour Street between Hay Street and Pier Street/ Goulburn Street,
Hay Street between George Street and Harbour Street,
Little Hay Street between Sussex Street and Harbour Street.

ITEM 95 SCHEDULE OF CONDITIONS

DECISION

ATTACHMENTS

Schedule Of Conditions:

- (A) Development Conditions
- (B) On Street Parade Conditions
- (C) Temporary Road Closure Conditions
- (D) Councils Tree Unit Conditions
- (E) Works Zone Conditions

ITEM 96 MATTERS RAISED

RMS

The Roads and Maritime Services advised the Committee a Clearway will be installed along Anzac Parade from Alison Road to Moore Park Road from end of March 2015. The Clearway will operate 24 hours 7 days a week.