

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2015/03
Wednesday 15 April 2015

minutes

city of villages

TABLE OF CONTENTS

ITEM	PAGE NO
1. APOLOGIES.....	1
2. CONFIRMATION OF MINUTES OF MEETING 2015/01 HELD ON 18 MARCH 2015.....	2
3. ITEM FOR COMMITTEE INFORMATION – DEFERRED DATE FOR TEMPORARY ROAD CLOSURES –	3
4. ITEM FOR COMMITTEE INFORMATION – PARKING SIGN REMOVAL – BEACONSFIELD LANE BEACONSFIELD.....	4
5. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – CARRINGTON STREET FROM WYNYARD TO MARGARET STREETS SYDNEY	5
6. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – CLARENCE STREET FROM DRUITT TO MARKET STREETS SYDNEY	6
7. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – CLARENCE STREET FROM KING TO ERSKINE STREETS SYDNEY	8
8. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – CLARENCE STREET FROM MARKET TO KING STREETS SYDNEY.....	9
9. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – DRUITT STREET FROM GEORGE TO SUSSEX STREET SYDNEY.....	11
10. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – KENT STREET FROM DRUITT TO MARKET STREETS SYDNEY.....	13
11. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – KENT STREET FROM ERSKINE TO NAPOLEON STREETS SYDNEY.....	14
12. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – KENT STREET FROM MARKET TO KING STREETS SYDNEY.....	15
13. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK STREET FROM BARRACK TO ERSKINE STREETS SYDNEY	17
14. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK STREET FROM ERSKINE TO MARGARET STREET SYDNEY	19
15. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK STREET FROM JAMISON TO GROSVENOR STREETS SYDNEY	21
16. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK STREET FROM KING TO BARRACK STREETS SYDNEY	22
17. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –	

TABLE OF CONTENTS

ITEM	PAGE NO
YORK STREET FROM MARGARET TO JAMISON STREETS SYDNEY	23
18. ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK STREET FROM MARKET TO KING STREETS SYDNEY	24
19. TEMPORARY ROAD CLOSURES – STREET EVENT – SYDNEY MORNING HERALD – HALF MARATHON 2015	26
20. MOBILE CRANE – TEMPORARY ROAD CLOSURES – CAMPBELL STREET GLEBE	28
21. MOBILE CRANE – TEMPORARY ROAD CLOSURES – DARLINGHURST ROAD DARLINGHURST	29
22. MOBILE CRANE – TEMPORARY ROAD CLOSURES – MARY STREET SURRY HILLS	30
23. ITEM 23.MOBILE CRANE – TEMPORARY ROAD CLOSURES – PITT STREET S	
24. MOBILE CRANE – TEMPORARY ROAD CLOSURES – PITT STREET SYDNEY	32
25. MOBILE CRANE – TEMPORARY ROAD CLOSURES – QUEEN STREET ROSEBERY.....	33
26. WORKS ZONE – EDWARD STREET PYRMONT	34
27. WORKS ZONE – MACQUARIE STREET SYDNEY	35
28. WORKS ZONE – MAXWELL ROAD GLEBE	36
29. WORKS ZONE – MENTMORE AVENUE ROSEBERY	37
30. WORKS ZONE – PURKIS STREET CAMPERDOWN.....	38
31. WORKS ZONE – WYNDHAM STREET ALEXANDRIA	39
32. PARKING – DISABILITY PARKING – ROSLYN GARDENS RUSHCUTTERS BAY	40
33. PARKING - DISABILITY PARKING - WILSON STREET NEWTOWN.....	41
34. PARKING – 5 MINUTE PARKING – KENT STREET SYDNEY	42
35. PARKING – ARGYLE STREET MILLERS POINT.....	43
36. PARKING – NO PARKING – CUMBERLAND STREET THE ROCKS	44
37. PARKING – PITT STREET SYDNEY	45
38. PARKING – MENTMORE AVENUE ROSEBERY	47

TABLE OF CONTENTS

ITEM	PAGE NO
39. PARKING - UNRESTRICTED PARKING - BROWN STREET NEWTOWN.....	48
40. CAR SHARE – ALLEN STREET WATERLOO.....	49
41. CAR SHARE – VICTORIA PARK PARADE ZETLAND	50
42. CAR SHARE – PEARL STREET ERSKINEVILLE	51
43. PARKING - MOTORBIKE - SHEPHERD STREET CHIPPENDALE	52
44. PARKING – MOTORBIKE – SMAIL LANE ULTIMO.....	53
45. TRAFFIC TREATMENT – LINE MARKING AND SIGNS– COLBOURNE AVENUE AND LYNDHURST STREET GLEBE.....	54
46. TRAFFIC TREATMENT – ARGYLE STREET MILLERS POINT.....	55
47. TRAFFIC TREATMENT - PERMANENT ROAD CLOSURE – PATTERSON LANE SURRY HILLS	56
48. TRAFFIC TREATMENT – FOOTWAY WIDENING AND TREE PLANTING – BARR STREET CAMPERDOWN	57
49. SCHEDULE OF CONDITIONS.....	58
50. MATTERS RAISED	59

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

15 APRIL 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
Joseph Gomes	City of Sydney
Clement Lim	City of Sydney
Rodney King	City of Sydney
Eoin Cunningham	City of Sydney
Ajay Nayyar	City of Sydney
Col Warne	City of Sydney
Jim Mihos	Sydney City LAC
Andrew Chu	Sydney City LAC
Keith Williamson	Surry Hills Police
Darren Jenkins	Representative for Heffron
Navin Prasad	RMS
David Lenoir	TWU
David Borella	BIKESydney

ITEM 1 APOLOGIES

George Angelis
Robert Esdaile
Alex Greenwich MP
Roy Bishop
Matt Noyen
Christy Jessep
Gavin Rowley

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

DECISION

Apologies were noted.

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

15 APRIL 2015

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2015/01 HELD ON 18
MARCH 2015**

DECISION

The Committee endorsed the Minutes.

**ITEM 3 ITEM FOR COMMITTEE INFORMATION – DEFERRED DATE FOR
TEMPORARY ROAD CLOSURES (2015/119189)**

RECOMMENDATION

It is recommended that the Committee note the change of dates for the following temporary road closures:

- (A) Market Street, between Elizabeth and Castlereagh Streets, Sydney, from 10.30pm on Sunday 29 March to 5am on Monday 30 March 2015.
- (B) Abercrombie Street, between Codrington and Golden Grove Streets, Darlington, on Saturday 9 May and Sunday 10 May 2015, from 7am to 6pm.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received change of date requests for following temporary road closures:

- Market Street, between Elizabeth and Castlereagh Streets, Sydney, was previously approved to occur on 1 March 2015.
- Abercrombie Street, between Codrington and Golden Grove Streets, Darlington was previously approved to occur on 21 and 22 March 2015.

**ITEM 4 ITEM FOR COMMITTEE INFORMATION – PARKING SIGN REMOVAL –
 BEACONSFIELD LANE BEACONSFIELD (2015/106915)**

RECOMMENDATION

It is recommended that the Committee note the proposed removal of the “No Parking” and “No Stopping” signs on the western side of Beaconsfield Lane, Beaconsfield between the points 0 metres and 9.5 metres (2 car spaces), south of Reserve Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Development Consent Condition 12 of Development Application D/2011/1567/B requires the Developer of 91 Victoria Street, Beaconsfield 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 5 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
CARRINGTON STREET FROM WYNYARD TO MARGARET STREETS
SYDNEY (2015/081426)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the eastern side of Carrington Street between the points 6.2 metres and 81.6 metres north of Wynyard Street as “No Parking Route Services Buses accepted 15 Minute Limit”; and
- (B) Reallocation of kerb space on the eastern side of Carrington Street between the points 81.6 metres and 96 metres north of Wynyard Street as “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, “No Parking Route Services Buses accepted 15 Minute Limit 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.

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

15 APRIL 2015

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 –
CLARENCE STREET FROM DRUITT TO MARKET STREETS SYDNEY
(2015/081423)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Clarence Street between the points 22 metres and 51 metres north of Druitt Street as “No Parking Route Service Buses Accepted 15 Minute Limit 10am-8pm Mon-Fri”, “Loading Zone Ticket 6am-10am Mon-Sat”; “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (B) Reallocation of kerb space on the western side of Clarence Street between the points 51 metres and 55 metres north of Druitt Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Clarence Street between the points 55 metres and 65 metres north of Druitt Street as “No Stopping 10am-8pm Mon-Fri”, “Loading Zone Ticket 6am-10am Mon-Sat”; “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (D) Reallocation of kerb space on the western side of Clarence Street between the points 65 metres and 74 metres north of Druitt Street as “No Stopping”;
- (E) Reallocation of kerb space on the western side of Clarence Street between the points 74 metres and 129 metres north of Druitt Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (F) Reallocation of kerb space on the western side of Clarence Street between the points 129 metres north of Druitt Street and Market Street as “No Stopping”;
- (G) Reallocation of kerb space on the eastern side of Clarence Street between the points 7 metres and 19 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (H) Reallocation of kerb space on the eastern side of Clarence Street between the points 19 metres and 26 metres north of Mullins Street as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of Clarence Street between the points 26 metres and 42 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”;
- (J) Reallocation of kerb space on the eastern side of Clarence Street between the points 42 metres and 55 metres north of Mullins Street as “P Motorbikes Only”;
- (K) Reallocation of kerb space on the eastern side of Clarence Street between the points 55 metres and 76 metres north of Mullins Street as “No Stopping”; and
- (L) Reallocation of kerb space on the eastern side of Clarence Street between the points 76 metres and 101.5 metres north of Mullins Street as “No Parking Route Service Buses Accepted 15 Minute Limit”; and

- (M) Reallocation of kerb space on the eastern side of Clarence Street between the points 101.5 metres north of Mullins Street and Market Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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- 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 –
CLARENCE STREET FROM KING TO ERSKINE STREETS SYDNEY
(2015/081422)**

RECOMMENDATION

It is recommended that the Committee note the reallocation of parking on the western side of Clarence Street between the points 39 metres and 67 metres north of King Street as “Bus Zone”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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**ITEM 8 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
CLARENCE STREET FROM MARKET TO KING STREETS SYDNEY
(2015/081420)**

RECOMMENDATION

It is that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Clarence Street between the points 26.5 metres and 65 metres north of Market Street as “Bus Zone”;
- (B) Reallocation of kerb space on the western side of Clarence Street between the points 65 metres and 75 metres north of Market Street as “No Stopping”;
- (C) Reallocation of kerb space on the western side of Clarence Street between the points 75 metres and 101 metres north of Market Street as “Bus Zone”;
- (D) Reallocation of kerb space on the western side of Clarence Street between the points 101 metres and 148 metres north of Market Street as; “Bus Zone 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”, “Loading Zone Ticket 6am-10am Sat”;
- (E) Reallocation of kerb space on the western side of Clarence Street between the points 148 metres and 193 metres north of Market Street as “Bus Zone”;
- (F) Reallocation of kerb space on the western side of Clarence Street between the points 193 metres and 197 metres north of Market Street as “No Parking”;
- (G) Reallocation of kerb space on the western side of Clarence Street between the points 197 metres and 211 metres north of Market Street as “Bus Zone 3pm-8pm Mon-Fri”, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”, “Loading Zone Ticket 6am-10am Sat”;
- (H) Reallocation of kerb space on the western side of Clarence Street between the points 211 metres north of Market Street to King Street as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of Clarence Street between the points 14 metres and 48 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (J) Reallocation of kerb space on the eastern side of Clarence Street between the points 48 metres and 69 metres north of Market Street as “No Stopping”;
- (K) Reallocation of kerb space on the eastern side of Clarence Street between the points 69 metres and 87 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat, “4P Ticket 8pm-12am Mon-Fri, 6am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (L) Reallocation of kerb space on the eastern side of Clarence Street between the points 87 metres and 95 metres north of Market Street as “No Stopping”;

- (M) Reallocation of kerb space on the eastern side of Clarence Street between the points 95 metres and 128 metres north of Market Street as “No Parking Route Service Buses Excepted 15 Minute Limit 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat, “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”,
- (N) Reallocation of kerb space on the eastern side of Clarence Street between the points 128 metres and 132 metres north of Market Street as “No Stopping”, and
- (O) Installation of kerb amendments and changes to lane configuration in Clarence 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 9 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
 DRUITT STREET FROM GEORGE TO SUSSEX STREET SYDNEY
 (2015/081418)**

RECOMMENDATION

It is that the Committee note the following:

- (A) Reallocation of kerb space on the northern side of DrUITt Street between the points 0 metres and 17.9 metres east of Sussex Street as “No Stopping”;
- (B) Reallocation of kerb space on the southern side of DrUITt Street between the points 29.6 metres west of Clarence Street and the intersection with Kent Street as “No Stopping”;
- (C) Reallocation of kerb space on the southern side of DrUITt Street between the points 0.0 metres and 10.2 metres west of Kent Street as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of DrUITt Street between the points 10.2 metres and 50.2 metres west of Kent Street as “Bus Zone”; and
- (E) Reallocation of kerb space on the southern side of DrUITt Street between the points 50.2 metres and end east of Sussex Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

15 APRIL 2015

- 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 – TRAFFIC TREATMENT – KENT
STREET FROM DRUITT TO MARKET STREETS SYDNEY (2015/081418)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of Kent Street between the points 6.5 metres and 36.6 metres north of DrUITt Place as “Bus Zone 6am-10am Mon-Fri”, “Loading Zone Ticket 10am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10am Sun and Public Holidays”, and
- (B) Reallocation of parking on the western side of Kent Street between the points 36.6 metres and 46.6 metres north of DrUITt Place as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10am Sun and Public Holidays”.

DECISION

The Committee carried the recommendation unanimously.

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**LOCAL PEDESTRIAN, CYCLING AND
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15 APRIL 2015

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**ITEM 11 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – KENT
STREET FROM ERSKINE TO NAPOLEON STREETS SYDNEY
(2015/081416)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of Kent Street between the points 101 metres and 127.5 metres north of Erskine Street as “Bus Zone”, and
- (B) Installation of kerb amendments and changes to lane configuration in Kent Street between Erskine and Margaret Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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**ITEM 12 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – KENT
STREET FROM MARKET TO KING STREETS SYDNEY (2015/081412)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the western side of Kent Street between the points 9.6 metres and 15.6 metres north of Market Street as “No Stopping Taxis Excepted 1 Minute Limit”, and
- (B) Reallocation of kerb space on the western side of Kent Street between the points 15.6 metres and 51.9 metres north of Market Street as “Bus Zone”, and
- (C) Installation of kerb amendments and changes to lane configuration in Kent 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.

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- 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.

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

15 APRIL 2015

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 13 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK
STREET FROM BARRACK TO ERSKINE STREETS SYDNEY
(2015/081447)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of York Street between the points 15.4 metres and 20.0 metres north of Barrack Street as “No Stopping”;
- (B) Reallocation of parking on the western side of York Street between the points 20.0 metres and 99.7 metres north of Barrack Street as “No Parking 6am-10am, 3pm-8pm Mon-Fri Route Buses Excepted 15 Minute Limit”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat and 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of parking on the eastern side of York Street between the points 20.0 metres and 37.0 metres south of Wynyard Street “No Stopping”;
- (D) Reallocation of parking on the eastern side of York Street between the points 37.0 metres and 52.0 metres south of Wynyard Street “Bus Zone 6am-10am, 3pm-8pm Mon-Fri” “No Stopping Other Times”; and
- (E) Installation of kerb amendments and changes to lane configuration in York Street between King and Barrack 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 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – YORK
STREET FROM ERSKINE TO MARGARET STREET SYDNEY
(2015/081411)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the western side of York Street between the points 20 metres and 66 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “4P Ticket 8am-10pm Sat, Sun & Public Holidays”, “Taxi Zone Other Times”;
- (B) Reallocation of parking on the western side of York Street between the points 66 metres and 81 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “Mail Zone Other Times”;
- (C) Reallocation of parking on the western side of York Street between the points 81 metres and 101.5 metres north of Erskine Street as “No Parking Route Services Buses Excepted 15 Minute Limit 6am-8pm Mon-Fri”, “Taxi Zone Other Times”;
- (D) Installation of kerb amendments and changes to lane configuration in York Street between Erskine and Margaret Streets to provide for the installation of the bus lanes.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The 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 – YORK
STREET FROM JAMISON TO GROSVENOR STREETS SYDNEY
(2015/081410)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the eastern side of York Street between the points 4.3 metres and 21.8 metres south of Grosvenor Street as “No Stopping”;
- (B) Reallocation of parking on the eastern side of York Street between the points 21.8 metres and 64.5 metres south of Grosvenor Street as “Bus Zone”; and
- (C) Reallocation of parking on the eastern side of York Street between the points 64.5 metres and 74.5 metres south of Grosvenor 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.

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

15 APRIL 2015

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 – YORK
STREET FROM KING TO BARRACK STREETS SYDNEY (2015/081409)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the eastern side of York Street between the points 100 metres and 119 metres south of Margaret Street as “No Stopping”, and
- (B) Installation of kerb amendments and changes to lane configuration in York Street between King and Barrack 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 – YORK
STREET FROM MARGARET TO JAMISON STREETS SYDNEY
(2015/081407)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the eastern side of York Street between the points 19.7 metres and 59.6 metres south of Jamison Street as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (B) Installation of kerb amendments and changes to lane configuration in York Street between Margaret and Jamison 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 – YORK
STREET FROM MARKET TO KING STREETS SYDNEY (2015/081412)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of kerb space on the eastern side of York Street between the points 23.5 metres and 36.5 metres south of King Street as “No Parking Coaches Excepted 15 Minute Limit”;
- (B) Reallocation of kerb space on the eastern side of York Street between the points 50.5 metres and 58.5 metres south 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”;
- (C) Reallocation of kerb space on the eastern side of York Street between the points 58.5 metres and 64.7 metres south of King Street as “No Stopping”;
- (D) Reallocation of kerb space on the eastern side of York Street between the points 64.7 metres and 111.0 metres south 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”;
- (E) Reallocation of kerb space on the eastern side of York Street between the points 111.0 metres and 117.5 metres south of King Street as “No Stopping”;
- (F) Reallocation of kerb space on the eastern side of York Street between the points 117.5 metres and 127.0 metres south of King Street as “Bus Zone”;
- (G) Reallocation of kerb space on the eastern side of York Street between the points 127.0 metres and 135.0 metres south of King Street as “No Stopping”;
- (H) Reallocation of kerb space on the eastern side of York Street between the points 135.0 metres and 146.8 metres south of King Street as “Bus Zone”;
- (I) Reallocation of kerb space on the eastern side of York Street between the points 146.8 metres and 156.0 metres south of King Street as “No Stopping”;
- (J) Reallocation of kerb space on the eastern side of York Street between the points 156.0 metres and 165.5 metres south of King Street as “Bus Zone”;
- (K) Reallocation of kerb space on the western side of York Street between the points 45.7 metres and 59.2 metres south of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri, 7am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat”;
- (L) Reallocation of kerb space on the western side of York Street between the points 59.2 metres and 95.2 metres south of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and 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 19 TEMPORARY ROAD CLOSURES – STREET EVENT – SYDNEY
MORNING HERALD – HALF MARATHON 2015 (2015/141289)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures associated with the Sydney Morning Herald on Sunday 17 May 2015 from 4am to 11am 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 NSW 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.
- (E) The Applicant shall submit a Traffic Management Plan for approval by the RMS, Sydney Buses, SHFA and the City of Sydney.
- (F) The Applicant must implement the approved Traffic Management Plan.
- (G) The Applicant must submit a Traffic Control Plan for approval prior to the temporary road closures.
- (H) The Applicant is to notify the Millers Point and Pyrmont Resident Action Groups of the event and carry out a letterbox drops to affected residents in the area.
- (I) The Applicant must consult with major developments along the race route. It must include Sydney Hospital, Pier One Hotel, Old Holiday Inn Hotel, Park Hyatt Hotel, Sydney Theatre Company, Walsh Bay Finance, The Observatory Hotel, Channel Seven building, Jones Bay Wharf and The Star.
- (J) The Applicant must obtain a separate approval from the Barangaroo Delivery Authority for the use of Hickson Road and Sussex Street for this event.
- (K) The Applicant must advise relevant car share operators (GoGet, GreenShareCar, Hertz 24/7) seven days prior to the event if their respective vehicle will be affected by the temporary road closures and Special Event Clearways.
- (L) The Applicant shall meet all other costs related to the temporary road closures and traffic management measures for the event.
- (M) 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.

- (N) 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

Fairfax Publications P/L has applied for various temporary road closures associated with the annual Sydney Morning Herald Half Marathon event on Sunday 17 May 2015 from 4am to 11am.

**ITEM 20 MOBILE CRANES – TEMPORARY ROAD CLOSURES – CAMPBELL
STREET GLEBE (2015/087942)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Campbell Street, between St Johns Road and Norton Street, Glebe on Tuesday 28 April from 7am to 2pm, 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 Monday 4 May 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.

BACKGROUND

Australian Retro Pty Ltd has applied for the temporary road closure of Campbell Street, between St John Road and Norton Street, Glebe, on Tuesday 28 April from 7am to 2pm.

**ITEM 21 MOBILE CRANES – TEMPORARY ROAD CLOSURES – DARLINGHURST
ROAD DARLINGHURST (2015/089358)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Darlinghurst Road, between Liverpool Street and Farrell Avenue, Darlinghurst on Sunday 3 May 2015 from 6am to 2pm, 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 Sunday 10 May 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 is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Traffic Control has applied for the temporary road closure of Darlinghurst Road, between Liverpool Street and Farrell Avenue, Darlinghurst on Sunday 3 May 2015 from 6am to 2pm.

**ITEM 22 MOBILE CRANES – TEMPORARY ROAD CLOSURES – MARY STREET
SURRY HILLS (2015/076742)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Mary Street, between Reservoir and Campbell Streets, Surry Hills, on Saturday 18 April 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 Saturday 2 May 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Surry Hills 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

Alert Traffic has applied for the temporary road closure of Mary Street, between Reservoir and Campbell Streets, Surry Hills, on Saturday 18 April 2015 from 7am to 7pm.

**ITEM 23 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PITT STREET
SYDNEY (2015/086241)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Pitt Street, between Liverpool and Bathurst Streets, Sydney on Sunday 10 May 2015 from 4am to 10pm, subject to agreement with the Transport Management Centre and the Sydney City Police, and 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 Sunday 17 or 24 May 2015 as an alternative date for the above work as a contingency for inclement weather. The final alternative date to be agreed with the Transport Management Centre and the Sydney City Police.
- (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 maintain local access to Wilmot and Central Streets at all times.
- (G) If the above closure dates conflict with any Light Rail works, other major works or special events, they may be changed to new dates in consultation with the Transport Management Centre and the Sydney City Police.
- (H) 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

Marr Contracting Pty Ltd has applied for the temporary road closure of Pitt Street, between Liverpool Street and Bathurst Street, Sydney, on Sunday 10 May 2015 from 4am to 10pm.

The Applicant has discussed this road closure with Transport Management Centre and they have informed him that they will not support day-time closure of Pitt Street. They have indicated to carry out these works during night-time only. The Applicant is working with them to finalise the date and time that they will agree for this road closure.

**ITEM 24 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PITT STREET
SYDNEY (2015/063314)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Pitt Street, between Liverpool and Bathurst Streets, Sydney, Sunday 26 April 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 Sunday 3 May 2015 as an alternative date for the above work as a contingency for inclement weather. The final alternative date to be agreed with the Transport Management Centre and the Sydney City Police.
- (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 maintain local access to Wilmot and Central Streets at all times.
- (G) If the above closure dates conflict with any Light Rail works, other major works or special events, they may be changed to new dates in consultation with the Transport Management Centre and the Sydney City Police.
- (H) 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 Pitt Street, between Liverpool and Bathurst Streets, Sydney, on Sunday 26 April 2015 from 7am to 7pm.

**ITEM 25 MOBILE CRANE – TEMPORARY ROAD CLOSURES – QUEEN STREET
ROSEBERY (2015/104032)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Queen Street, between Mentmore and Rothschild Avenues, Rosebery, on Friday 17 April 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 Friday 24 April 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.
- (F) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Cosmo Cranes has applied for the temporary road closure of Queen Street, between Mentmore and Rothschild Avenues, Rosebery, on Friday 17 April 2015 from 6am to 6pm.

ITEM 26 WORKS ZONE – EDWARD STREET PYRMONT (2015/104176)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Edward Street, Pyrmont, between the points 10 metres and 25.5 metres (two car spaces) north of Union Street as “Works Zone 7am-5.30pm Mon-Fri, 8am-1pm Sat”, “No Parking 6pm-10pm Fri-Sat” and “2P Ticket Other Times Permit Holders Excepted Area 20” 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

Echo Entertainment Group has applied for a 15.5 metre long Works Zone in Edward Street, Pyrmont.

The Works Zone is to facilitate construction works in Star Casino at 80 Pyrmont Street for a period of approximately 22 weeks.

ITEM 27 WORKS ZONE – MACQUARIE STREET SYDNEY (2015/104036)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Macquarie Street, Sydney, between the points 40 metres and 48.5 metres (one car space) north of Hunter 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

Traditional Restoration Company Pty Ltd has applied for an 8.5 metre long Works Zone in Macquarie Street, Sydney.

The Works Zone is to facilitate maintenance works at 175 Macquarie Street for a period of approximately 6 weeks.

ITEM 28 WORKS ZONE – MAXWELL ROAD GLEBE (2015/084448)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Maxwell Road, Glebe, between the points 50 metres and 70 metres (three car spaces) north of Arcadia Road 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

Mirvac Projects has applied for a 20 metre long Works Zone in Maxwell Road, Glebe.

The Works Zone is to facilitate construction works for the Maxwell Place building in Precinct 4A of Harold Park redevelopment for a period of approximately 30 weeks.

ITEM 29 WORKS ZONE – MENTMORE AVENUE ROSEBERY (2015/089264)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Mentmore Avenue, Rosebery, between the points 11.5 metres and 44.5 metres (five car spaces) south of Queens 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

Icon Constructions Australia (NSW) Pty Ltd has applied for a 33 metre long Works Zone in Mentmore Avenue, Rosebery.

The Works Zone is to facilitate construction works at 26-58 Rothschild Avenue for a period of approximately 12 weeks.

ITEM 30 WORKS ZONE – PURKIS STREET CAMPERDOWN (2015/088837)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Purkis Street, Camperdown, between the points 24 metres and 35.5 metres (two car spaces) west of Lyons Road 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

Image Corp has applied for an 11.5 metre long Works Zone in Purkis Street, Camperdown.

The Works Zone is to facilitate construction works at 110 Parramatta Road for a period of approximately 32 weeks.

ITEM 31 WORKS ZONE – WYNDHAM STREET ALEXANDRIA (2015/096449)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Wyndham Street, Alexandria, between the points 18 metres and 36 metres (three car spaces) south of Power Avenue 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

Capital Developments Pty Ltd has applied for an 18 metre long Works Zone in Wyndham Street, Alexandria.

The Works Zone is to facilitate construction works at 196-202 Wyndham Street for a period of approximately 36 weeks.

**ITEM 32 PARKING – DISABILITY PARKING – ROSLYN GARDENS
 RUSHCUTTERS BAY (2015/111750)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the eastern side of Roslyn Gardens, Rushcutters Bay between the points 6 metres and 13.8 metres south of Evans Road as 'Disability Parking Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Two residents of Evans Road have requested a disability parking space in Roslyn Gardens, Rushcutters Bay. These residents have advised that they are not in a wheelchair but cannot physically walk far.

**ITEM 33 PARKING – DISABILITY PARKING – WILSON STREET NEWTOWN
(2014/488541)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Wilson Street, Newtown between the points 35.7 metres and 43.5 metres east of Fitzroy Street as 'Disability Parking Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A resident of Wilson Street has requested a disability parking space in Wilson Street, Newtown. The resident has advised they are not in a wheelchair but cannot physically walk far.

**ITEM 34 PARKING – 5 MINUTE PARKING – KENT STREET SYDNEY
(2015/124908)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Kent Street between the points 68 metres and 73.5 metres south of Bathurst Street as “P 5minute 8am-10pm”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The property owners of 488 Kent Street have requested the City consider changing the existing ‘Motor Bikes Only’ restriction in front of the hotel with “P 5 minute 8am-10pm”.

ITEM 35 PARKING – ARGYLE STREET MILLERS POINT (2015/124065)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking as follows;

- (A) On the southern side of Argyle Street between the points 16 metres and 26 metres (2 car spaces) east of Kent Street as “Mail Zone”;
- (B) On the southern side of Argyle Street between the points 26 metres and 36 metres (2 car spaces) east of Kent Street as “Loading Zone”;
- (C) On the southern side of Argyle Street between the points 36 metres and 62 metres (2 car spaces) east of Kent Street as “Bus Zone”;
- (D) On the southern side of Argyle Street between the points 62 metres and 93 metres east of Kent Street as “No Stopping”; and
- (E) On the southern side of Watson Road between the points 30 metres and 36 metres (1 car space) east of Argyle Street as “No Parking Council Vehicles Excepted”; and

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is undertaking works to provide improved pedestrian facilities as part of the Argyle Street Improvement Project. The parking changes facilitate the implementation of a Shared Zone and footpath widening associated with the project.

The works are to be considered in conjunction with the traffic treatment changes to be considered by the Local Pedestrian, Cycling and Traffic Calming Committee on 15 April 2015.

**ITEM 36 PARKING – NO PARKING – CUMBERLAND STREET THE ROCKS
(2014/448600)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Cumberland Street north of Essex Street as follows:

- (A) Between points 183.8 metres and 192.8 metres as “No Parking Authorised Council Vehicles Only” (2 spaces),
- (B) Between points 202.8 metres and 210.4 metres as “Disability Parking Only” (2 spaces)”
- (C) Between points 210.4 metres and 226 metres as “1/4P 6am-10pm” (3 spaces)

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The King George V (KGV) Fitness Centre on Cumberland Street has requested consideration of relocating the existing “No Parking Authorised Council Vehicles Excepted” restriction as tree roots are obstructing passengers alighting from the Community Bus at this location.

ITEM 37 PARKING – PITT STREET SYDNEY (2015/128423)

RECOMMENDATION

It is recommended that the Committee endorse the following:

Pitt Street from Bathurst to Liverpool Streets

- (A) Reallocation of kerb space on the eastern side of Pitt Street between the points 100 metres and 139.6 metres south of Bathurst 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 & Public Holidays”;
- (B) Reallocation of kerb space on the eastern side of Pitt Street between the points 177.7 metres and 198 metres south of Bathurst 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 & Public Holidays”;
- (C) Reallocation of kerb space on the eastern side of Pitt Street between the points 198 metres and 226 metres south of Bathurst Street as “Loading Zone Ticket 6am-10am Mon-Fri”, and “Disability Parking Other Times”;
- (D) Reallocation of kerb space on the western side of Pitt Street between the points 74.6 metres and 108 metres south of Bathurst Street as “Loading Zone Ticket 7am-6pm Mon-Fri, 7am-10am Sat”, and “4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of kerb space on the western side of Pitt Street between the points 108 metres and 133 south of Bathurst Street as “No Parking”; and
- (F) Reallocation of kerb space on the western side of Pitt Street between the points 133 metres and 178.6 metres south of Bathurst Street as “Loading Zone Ticket 7am-6pm Mon-Fri, 7am-10am Sat”, and “4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;

Pitt Street from Liverpool to Goulburn Streets

- (G) Reallocation of kerb space on the eastern side of Pitt Street between the points 18.4 metres and 49.7 metres south of Liverpool 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 & Public Holidays”; and
- (H) Reallocation of kerb space on the western side of Pitt Street between the points 54.1 metres and 74.6 metres south of Goulburn Street as “No Parking Buses Excepted 15 Min Limit”.

DECISION

The Committee carried the recommendation unanimously and noted the following amendment to Condition (D) as follows:

- On the western side of Pitt Street between chainages 74.6 metres and 98.0 metres south of Bathurst Street from “Loading Zone Ticket 7am-6pm Mon-Fri,

7am-10am Sat” to “Loading Zone Ticket 7am-6pm Mon-Fri, 7am-10am Sat”, “4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun &Public Holidays”.

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 38 PARKING – MENTMORE AVENUE ROSEBERY (2015/088465)

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Allocation of parking on the western side of Mentmore Avenue between the points 0 metres and 10 metres (two car spaces) and 181.1 metres and 191.1 metres (two car spaces), south of Morley Avenue as “No Stopping”;
- (B) Allocation of parking on the western side of Mentmore Avenue between the points 10 metres and 181.1 metres (28 car spaces), south of Morley Avenue as “2P 8am – 8pm Mon – Fri”;
- (C) Allocation of parking on the northern side of Hayes Road between the points 0 metres and 10 metres (two car spaces) and 77.7 metres and 87.7 metres (two car spaces), east of Dunning Avenue as “No Stopping”;
- (D) Allocation of parking on the northern side of Hayes Road between the points 10 metres and 77.7 (11 car spaces), east of Dunning Avenue as “2P 8am – 8pm Mon – Fri”;
- (E) Allocation of parking on the eastern side of Dunning Avenue between the points 0 metres and 10 metres (two car spaces) and 182.1 metres and 192.1 metres (two car spaces), south of Morley Avenue as “No Stopping”;
- (F) Allocation of parking on the eastern side of Dunning Avenue between the points 10 metres and 182.1 (28 car spaces), south of Morley Avenue as “2P 8am – 8pm Mon – Fri”;
- (G) Allocation of parking on the southern side of Morley Avenue between the points 0 metres and 10 metres (two car spaces) and 77.8 metres and 87.8 metres (two car spaces), west of Mentmore Avenue as “No Stopping”; and
- (H) Allocation of parking on the southern side of Morley Avenue between the points 10 metres and 77.8 (11 car spaces), west of Mentmore Avenue as “2P 8am – 8pm Mon – Fri”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Development Consent Condition 12 of Development Application D/2014/677 requires the Developer of 61-71 Mentmore Avenue, Rosebery 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 39 PARKING – UNRESTRICTED PARKING – BROWN STREET NEWTOWN
(2014/454075)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Brown Street, Newtown between the points 8.0 metres and 14.6 metres (1 car space) south of Linthorpe Street as unrestricted for parking.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A resident of Brown Street has advised that the existing disability parking space is no longer needed and has requested that it to be removed to meet the current needs of the local residents.

ITEM 40 CAR SHARE – ALLEN STREET WATERLOO (2015/113601)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the southern side of Allen Street, Waterloo, between the points 20 metres and 26 metres (one car space) east of George Street as 'No Parking Car Share Vehicles Excepted' subject to the following:

- (A) The City will only install signage for the car share space when GoGet has a car to occupy the space.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Sharing Policy. A submission has been received from GoGet for a car share space in Allen Street, Waterloo, east of George Street.

ITEM 41 CAR SHARE – VICTORIA PARK PARADE ZETLAND (2015/113618)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Victoria Park Parade, Zetland, between the points 8.5 metres and 15.2 metres (one car space) south of Wolseley Grove as 'No Parking Car Share Vehicles Excepted' subject to the following:

- (A) The City will only install signage for the car share space when Hertz 24/7 has a car to occupy the space.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Sharing Policy. A submission has been received from Hertz 24/7 for a car share space in Victoria Park Parade, Zetland, south of Wolseley Grove.

ITEM 42 CAR SHARE – PEARL STREET ERSKINEVILLE (2015/088575)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Pearl Street, Erskineville, between the points 10 metres and 22 metres (two car spaces) south of Metters Street as 'No Parking Car Share Vehicles Excepted' subject to the following:

- (A) The City will only install signage for the car share space when GoGet has a car to occupy the space.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Sharing Policy. A submission has been received from GoGet for two car share spaces in Pearl Street, Erskineville, south of Metters Street.

**ITEM 43 PARKING – MOTORBIKE – SHEPHERD STREET CHIPPENDALE
(2015/092576)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking as follows:

- (A) On the western side of Shepherd Street, Chippendale between the points 8.5 metres and 13.4 metres (4 motorbike spaces) north of Daniels Street as “Motor Bikes Only”.
- (B) On the eastern side of Shepherd Street, Chippendale between the points 6.9 metres and 12.2 metres (4 motorbike spaces) south of Daniels Street as “Motor Bikes Only”.

DECISION

This matter was deferred for reconsideration at the May 2015 meeting of the LPCTCC.

BACKGROUND

The City has received a submission from local residents of the area for the provision of Motorbike Parking in Shepherd Street near Daniels Street.

ITEM 44 PARKING – MOTORBIKE – SMAIL LANE ULTIMO (2015/054244)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Smail Lane, Ultimo between the points 10.2 metres and 14.7 metres, west of Blackwattle Lane as 'Motor Bikes Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received a submission from a business on Smail Lane for the provision of Motorbike Parking on the northern side of Smail Lane on the approach to the intersection with Blackwattle Lane.

**ITEM 45 TRAFFIC TREATMENT – LINE MARKING AND SIGNS – COLBOURNE
AVENUE AND LYNDHURST STREET GLEBE (2013/246593)**

RECOMMENDATION

It is recommended that the Committee endorse the following changes to traffic and parking on Colbourne Avenue and Lyndhurst Street;

- (A) A shared path on the eastern side of Colbourne Avenue with associated signs and line marking between Bridge Road and Lyndhurst Street;
- (B) The introduction of a “Give Way” control for northbound motorists on Colbourne Avenue at Lyndhurst Street;
- (C) On the northern side of Lyndhurst Street between the points 5.9 metres and 28.6 metres (4 car parking spaces) east of Bridge Road as “2P 8am–6pm Mon-Fri Permit Holders Excepted Area G”; and
- (D) On the southern side of Lyndhurst Street between Bridge Road and Colbourne Avenue as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 6 July 2014, the Local Pedestrian, Cycling and Traffic Calming Committee endorsed the City’s proposal to permanently close Colbourne Avenue between Lyndhurst Street and Bridge Road to traffic and landscape the area. On 28 October 2014, Council approved the road closure of this section of Colbourne Avenue.

The City has prepared the detailed design for this project and is now seeking endorsement of some minor amendments to allow the finalisation of the design and to address some items not included in the initial report to the Committee.

**ITEM 46 TRAFFIC TREATMENT – ARGYLE STREET MILLERS POINT
(2015/263987)**

RECOMMENDATION

It is recommended that the Committee endorse the following;

- (A) The installation of a Shared Zone on Watson Road between the points 0 metres and 27 metres east of Argyle Street;
- (B) The installation of a speed hump on Watson Road 47 metres east of the intersection with Argyle Street; and
- (C) The installation of footway widening on Lower Fort Street between Argyle Street and Argyle Place in Millers Point.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Harbour Village North Study (HVNS) undertaken by the City in May 2012 recorded requests from local residents and businesses to improve the public domain and pedestrian facilities in Argyle Street, Lower Fort Street and Watson Road.

The HVNS recommended the following pedestrian improvements on the Argyle Street:

- Widening the footpath at the intersection of Lower Fort Street and Argyle Street;
- Introduction of a Shared Zone at the intersection of Watson Road and Argyle Street. The Shared Zone is to extend into Watson Road for 27 metres;
- Introduction of a speed hump on Watson Road on the approach to the Shared Zone.
- A pedestrian crossing across Lower Fort Street – this proposal was discontinued as the crossing did not meet the required warrants.

The infrastructure changes are part of a wider scheme to:

- Improve pedestrian amenity, accessibility and facilities along Argyle Street;
- Remove the bus layover in Argyle Street and provide improved pedestrian facilities and an increase open space. Changes to the bus infrastructure have been carried out with close consultation from STA and TfNSW; and
- Improve access and facilities for the community playground equipment for the Abraham Mott and Harry Jensen Centre.

**ITEM 47 TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE – PATTERSON
LANE SURRY HILLS (2015/111062)**

RECOMMENDATION

It is recommended that the Committee endorse the:

- (A) Permanent road closure of Patterson Lane, Surry Hills between Finders and Bourke Streets; and
- (B) Relocation of the existing two car parking spaces from Patterson Lane with one of these spaces reallocated as “Loading Zone 8am-6pm Mon- Fri” and “1P 6pm-10pm Mon – Fri, 8am- 10pm Sat, Sun and Public Holidays, Permit Holders Excepted, Area 18” to a new kerbside position along Bourke Street adjacent to the closure.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 23 December 2009, Council endorsed purchase of the building at 1-5 Flinders Street, Darlinghurst, for the purpose of creating a first class cycle facility, with ancillary uses integrating with Taylor Square South and the Bourke Street cycleway.

On 17 March 2014, the Council endorsed the project scope for the refurbishment of 1-5 Flinders Street as a Bike and Community Hub, to preserve and activate this heritage building. The work will provide equitable access, with a clear main on-grade entry from Taylor Square South, and low-key flexible spaces to accommodate a bike and community hub and to complete public domain improvements on Taylor Square South, surrounding roads, being Flinders Street, Bourke Street and Patterson Lane.

On 17 March 2014, Council granted consent to commence the process to close Patterson Lane, under Section 34 of the Roads Act 1993, to provide increased pedestrian circulation and to activate the laneway.

**ITEM 48 TRAFFIC TREATMENT – FOOTWAY WIDENING AND TREE PLANTING –
BARR STREET CAMPERDOWN (2015/010111)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of footway widenings for pedestrians and street tree plantings on the eastern side of Barr Street between Parramatta Road and Pymont Bridge Road, as shown in the attached plan.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The developer of the “Ryvita” building” at 96 Parramatta Road, Camperdown, is proposing to provide footway widening for pedestrians and street trees along the eastern side of Barr Street.

The proposed infrastructure is consistent with the Master Plan for the Westerns Biscuit Factory site of which this site is a part.

ITEM 49 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

MATTERS RAISED

Pymont Bridge Road and Bridge Road, Glebe

The BIKESydney representative requested an immediate meeting with representatives from RMS, City of Sydney and BIKESydney to discuss opportunities for the introduction of cycle infrastructure as part of resheeting works scheduled for Pymont Bridge Road and Bridge Road, both State Roads under the control of the RMS.

Intersection of Clarence and Druitt Streets, Sydney – Signal Arrangements

The RMS representative requested a meeting with representatives from the City of Sydney to discuss the future signal layout of Druitt and Clarence Streets, Sydney proposed as part of with the Sydney City Centre Bus Plan (SCCBP).