

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2015/09
Wednesday 21 October 2015

minutes

city of villages

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

21 OCTOBER 2015

PRESENT

Councillor Mant (A/Chairperson)	City of Sydney
Andrew Walsh	City of Sydney
Lucy Jenkin	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Van Le	City of Sydney
Clement Lim	City of Sydney
Eoin Cunningham	City of Sydney
Ajay Nayyar	City of Sydney
Rodney King	City of Sydney
Anton Leddin	City of Sydney
Andrew Wright	City of Sydney
Navin Prasad	RMS
Brad Groves	Sydney City LAC
Matt Smith	Redfern Police
Darren Jenkins	Representative for Heffron
Roy Bishop	Representative for Sydney
Eric Graham	STA
David Lenoir	TWU
Michael Bolton	Item 49
Cindy Thamrin	Item 56
Craig Tester	Item 56
Denis Norton	Item 60
Marghanita da Cruz	Item 64
Councillor Kemmis	Item 64
Harry Wark	Written Submission Item 64
Councillor Linda Kelly (Leichhardt)	Written Submission Item 64

ITEM 1 APOLOGIES

George Angelis
Mark Hannan
Alex Greenwich MP
Gavin Gilchrist
Matt Noyen
Chisty Jessep
Keith Williamson
Daniel Chilvers
David Borella

City of Sydney
City of Sydney
Member for Sydney
Representative for Newtown
Redfern Police
Kings Cross Police
Surry Hills Police
Leichhardt Police
BIKESydney

DECISION

Apologies were noted.

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2015/08 HELD ON 16
SEPTEMBER 2015**

DECISION

The Committee endorsed the Minutes.

**ITEM 3 LOCAL PEDESTRIAN CYCLING AND TRAFFIC CALMING COMMITTEE –
LIST OF MEETING DATES FOR 2016**

RECOMMENDATION

It is recommended that the Committee note the dates for Local Pedestrian Cycling and Traffic Calming Committee meetings in 2016.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Below is the proposed schedule for the Local Pedestrian Cycling and Traffic Calming Committee meetings in 2016.

COMMENTS

- **Wednesday 17 February 2016**
- **Wednesday 16 March 2016**
- **Wednesday 20 April 2016**
- **Wednesday 18 May 2016**
- **Wednesday 15 June 2016**
- **Wednesday 20 July 2016**
- **Wednesday 17 August 2016**
- **Wednesday 21 September 2016**
- **Wednesday 19 October 2016**
- **Wednesday 16 November 2016**
- **Wednesday 21 December 2016**

**ITEM 4 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
COLLEGE STREET FROM PRINCE ALBERT ROAD TO LIVERPOOL
STREET SYDNEY (2015/384317)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of the separated cycleway to a general traffic lane on the western side of College Street between Prince Alfred Road and Oxford Street;
- (B) Provision of three northbound lanes and a 65 metre right turn lane on College Street northbound Prince Albert Road;
- (C) Provision of central median painted road markings between the points 140 metres and 206.7 metres south of Prince Alfred Road;
- (D) Provision of a dedicated left turn lane, two through southbound lanes, a 120 metre long right-turn lane (south to west) on College Street on the northern approach to William Street;
- (E) Provision of two southbound lanes, two dedicated northbound right turn lanes, a through northbound lane and shared through/left lane northbound lane on College Street on the southern approach to Park Street;
- (F) Provision of three southbound and three northbound lanes on College Street between Stanley Street and Oxford Street ;
- (G) Reallocation of kerb space on eastern side of College Street between the points 8.4 metres and 65.9 metres south of the building alignment of Prince Albert Road as “No Stopping”;
- (H) Reallocation of kerb space on eastern side of College Street between the points 65.9 metres and 85.9 metres south of the building alignment of Prince Albert Road as “No Parking Funeral Vehicles Excepted”;
- (I) Reallocation of kerb space on eastern side of College Street between points 85.9 metres and 95.9 metres south of the southern building alignment of Prince Albert Road as “P Disabled Only”;
- (J) Reallocation of kerb space on eastern side of College Street between the points 95.9 metres and 118.1 metres south of the building alignment of Prince Albert Road as “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (K) Reallocation of kerb space on eastern side of College Street between points 187.8 metres and 211.6 metres south of the building alignment of Prince Albert Road as “Bus Zone Route Buses Only”;
- (L) Reallocation of kerb space on eastern side of College Street between the points 211.6 metres and 288.3 south of the building alignment on Prince Albert Road to “No Stopping 3pm-8pm Mon-Fri”, “No Parking 6am-3pm Mon-Fri, 6am-6pm Sat, Sun & Public Holidays, Buses and Coaches Excepted 15 Minutes Limit” and “4P Ticket 8pm-12am Mon-Fri, 6pm-10pm Sat, Sun & Public Holidays”;

- (M) Reallocation of kerb space on the eastern side of College Street between the points 11.7 metres and 79.7 metres, south of the building alignment of William Street as “No Stopping”;
- (N) Reallocation of kerb space on the eastern side of College Street between the points 79.7 metres and 107.8 metres, south of the building alignment on William Street as “No Parking 6am-6pm Mon-Fri” and “4P Ticket 6pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (O) Reallocation of kerb space on the eastern side of College Street between the points 132.1 metres and 145.3 metres, south of the building alignment on William Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (P) Reallocation of kerb space on the eastern side of College Street between the points 6.2 metres and 33.3 metres, south of the building alignment on Stanley Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”;
- (Q) Reallocation of kerbside restrictions on western side of College Street from Prince Albert Road to Oxford Street as “No Stopping”;

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015 and noted the request from the Member of Sydney to include the following comment:

“Given that the changes are required to facilitate the implementation of the NSW Government’s Sydney City Centre Bus Plan (SCCBP), there is no scope in the project to not implement the changes should they not be supported by affected stakeholders.”

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD during construction improve road infrastructure, increase vehicle capacity and reduce congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

**ITEM 5 ITEM FOR COMMITTEE INFORMATION – PARKING – BATHURST
STREET BETWEEN GEORGE STREET AND KENT STREET SYDNEY
(2015/503623)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on Bathurst Street between George Street and Kent Street, Sydney as follows:

- (A) Northern side of Bathurst Street between the points 0.0 metres and 10 metres east of Kent Street as “No Stopping”;
- (B) Northern side of Bathurst Street between the points 10 metres and 43.2 metres (5 spaces) east of Kent Street as “No Parking 7am-6pm Mon-Fri”, “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays” and “Taxi Zone Other Times”;
- (C) Northern side of Bathurst Street between the points 43.2 metres and 72.2 metres (5 spaces) east of Kent Street as “No Parking 7am-6pm Mon-Fri Buses Excepted 15 minute Limit”, “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays” and “Taxi Zone Other Times”;
- (D) Northern side of Bathurst Street between the points 72.2 metres and 102.2 metres (5 spaces) east of Kent Street as “ “Taxi Zone”;
- (E) Northern side of Bathurst Street between the points 102.2 metres and 133.3 metres east of Kent Street as “No Stopping”;
- (F) Southern side of Bathurst Street between the points 0.0 metres and 24.0 metres east of Kent Street as “No Stopping”;
- (G) Southern side of Bathurst Street between the points 24.0 metres and 31.4 metres east of Kent 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”;
- (H) Southern side of Bathurst Street between the points 31.4 metres and 47.8 metres east of Kent Street as “No Parking”;
- (I) Southern side of Bathurst Street between the points 47.8 metres and 65.0 metres east of Kent 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) Southern side of Bathurst Street between the points 65.0 metres and 133.0 metres east of Kent Street as “No Stopping”, and
- (K) The City, in conjunction with TfNSW, to review the provision of parking in Bathurst Street, between George Street and Kent Street, six months after implementation.

DECISION

The Committee carried the recommendation unanimously out-of-session on 2 October 2015.

BACKGROUND

The City has been working with the Police to improve safety and public transport access especially for taxis and buses around the CBD.

The City has negotiated with Transport for NSW and NSW Taxi Council to improve public access to taxi especially in the late evening and early morning.

**ITEM 6 ITEM FOR COMMITTEE INFORMATION – PARKING – BUS ZONE –
CAMPBELL STREET HAYMARKET (2015/500106)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space on the southern side of Campbell Street, Haymarket, west of Castlereagh Street:

- (A) Between the points 26.0 metres and 67.0 metres (seven spaces) as “Bus Zone”; and
- (B) The City, in conjunction with TfNSW, to review the provision of bus parking in Campbell Street, between Pitt and Castlereagh Streets, six months after implementation.

DECISION

The Committee carried the recommendation unanimously out-of-session on 30 September 2015.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 – PARKING – BUS ZONE –
CASTLEREAGH STREET SYDNEY (2015/500107)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space on the western side of Castlereagh Street, Sydney, south of Hunter Street:

- (A) Between the points 13.9 metres and 25.8 metres (two spaces) as “Loading Zone Ticket 6am-6pm, Mon-Fri; 6am-10am, Sat”, “4P Ticket 10am-6pm, Sat; 8am-6pm, Sun & Public Holidays” and “Bus Zone 6pm-6am”;
- (A) Between the points 36.1 metres and 59.3 metres (four spaces) as “Loading Zone Ticket 6am-6pm, Mon-Fri; 6am-10am, Sat”, “4P Ticket 10am-6pm, Sat; 8am-6pm, Sun & Public Holidays” and “Bus Zone 6pm-6am”;
- (B) Between the points 68.2 metres and 75.6 metres (one space) as “Loading Zone Ticket 6am-6pm, Mon-Fri; 6am-10am, Sat” and “4P Ticket 6pm-12am, Mon-Fri; 10am-6pm, Sat; 8am-6pm, Sun & Public Holidays”;
- (C) Between the points 83.5 metres and 95.2 metres (two spaces) as “Loading Zone Ticket 6am-6pm, Mon-Fri; 6am-10am, Sat”, “4P Ticket 10am-6pm, Sat; 8am-6pm, Sun & Public Holidays” and “Bus Zone 6pm-6am”;
- (D) Between the points 114.8 metres and 135.3 metres (four spaces) as “Loading Zone Ticket 6am-6pm, Mon-Fri; 6am-10am, Sat”, “4P Ticket 10am-6pm, Sat; 8am-6pm, Sun & Public Holidays” and “Bus Zone 6pm-6am”; and
- (E) The City, in conjunction with TfNSW, to review the provision of bus parking in Castlereagh Street, between Martin Place and Hunter Street, six months after implementation.

DECISION

The Committee carried the recommendation unanimously out-of-session on 30 September 2015.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 – PARKING – BUS ZONE –
SUSSEX STREET SYDNEY (2015/500104)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space on the western side of Sussex Street, Sydney, south of Druiitt Street:

- (A) Between the points 45.6 metres and 73.6 metres (five spaces) as “Bus Zone”;
- (B) Between the points 73.6 metres and 89.8 metres (three spaces) 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”;
- (C) Between the points 89.8 metres and 96.8 metres (one space) as “Mail Zone”; and
- (D) The City, in conjunction with TfNSW, to review the provision of bus parking in Sussex Street, between Druiitt and Bathurst Streets, six months after implementation.

DECISION

The Committee carried the recommendation unanimously out-of-session on 30 September 2015.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 – LIME
STREET FROM KING TO ERSKINE STREETS SYDNEY (2015/502612)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Lime Street between points 7.39 metres and 58.67 metres north of the building line on the western side of Lime Street as “No Parking 3pm–8pm Mon-Fri, Route Service Buses Excepted, 15 minute limit”, “Loading Zone 6am–3pm Mon-Fri, 6am-10am Sat, Taxi Zone at other times”;
- (B) Reallocation of kerb space on the western side of Lime Street between points 110.64 metres and 151.01 metres north of the building line on the western side of Lime Street as “No Parking, Route Service Buses Excepted 15 minute limit”; and
- (C) Reallocation of kerb space on the western side of Lime Street between points 151.01 metres and 179.18 metres north of the building line on the western side of Lime Street as “No Parking, Route Service Buses Excepted 15 minute limit, 6am-11pm”, and “Taxi Zone other times”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015 and noted the request from the Member of Sydney to include the following comment:

“Given that the changes are required to facilitate the implementation of the NSW Government’s Sydney City Centre Bus Plan (SCCBP), there is no scope in the project to not implement the changes should they not be supported by affected stakeholders.”

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 – PARKING – NO PARKING –
KENT STREET SYDNEY (2015/500090)**

RECOMMENDATION

It is recommended that the Committee endorse the:

- (A) reallocation of kerb space on the western side of Kent Street, Sydney between the points 7.5 metres and 21.2 metres (two car spaces) north of Druitt Street as “No Parking TfNSW Emergency Vehicles Excepted”; and
- (B) Following commencement of CSELR passenger services, the City, in conjunction with the TfNSW, will review the ongoing need for dedicated on-street parking for TfNSW vehicles in Kent Street, Sydney.

DECISION

The Committee carried the recommendation unanimously out-of-session on 30 September 2015.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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.

In conjunction with the Access Strategy, Transport for NSW (TfNSW) is proposing to install dedicated parking for TfNSW-branded vehicles to provide rapid response capabilities within the Sydney CBD during construction of the CBD and South East Light Rail (CSELR) project.

**ITEM 11 ITEM FOR COMMITTEE INFORMATION – PARKING – NO PARKING –
PHILLIP STREET SYDNEY (2015/500100)**

RECOMMENDATION

It is recommended that the Committee endorse the:

- (A) reallocation of kerb space on the western side of Phillip Street, Sydney between the points 122.3 metres and 145.2 metres (four car spaces) north of Bridge Street as “No Parking TfNSW Emergency Vehicles Excepted”; and
- (B) Following commencement of CSELR passenger services, the City, in conjunction with the TfNSW, will review the ongoing need for dedicated on-street parking for TfNSW vehicles in Phillip Street, Sydney.

DECISION

The Committee carried the recommendation unanimously out-of-session on 30 September 2015.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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.

In conjunction with the Access Strategy, Transport for NSW (TfNSW) is proposing to install dedicated parking for TfNSW-branded vehicles to provide rapid response capabilities within the Sydney CBD during construction of the CBD and South East Light Rail (CSELR) project.

**ITEM 12 ITEM TO COMMITTEE INFORMATION – PARKING – ST JAMES ROAD
FROM MACQUARIE STREET TO ELIZABETH STREET SYDNEY
(2015/380032)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the southern side of St James Road between points 29.45 metres and 66.55 metres west of the building alignment of Macquarie Street to “No Stopping”; and
- (B) Reallocation of kerbside parking on the southern side of St James Road between points 65.55 metres and 100.1 metres west of the building alignment of Macquarie Street to “P Disabled Only”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 13 ITEM FOR COMMITTEE INFORMATION – PARKING – SUSSEX STREET
FROM BATHURST STREET TO GOULBURN STREET SYDNEY
(2015/300568)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provision of a right turn lane on the western kerbside lane of Sussex Street from James Street to Liverpool Street;
- (B) Provision of a left turn lane on the eastern kerbside lane in Sussex Street from Edgar Lane to Goulburn Street;
- (C) Provision of a right turn lane on the western kerbside lane in Sussex Street from Edgar Lane to Goulburn Street;
- (D) Reallocation of kerbside parking on eastern side of Sussex Street between points 50.2 metres and 89.3 metres, south of the southern building alignment on Liverpool Street to “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of parking on the eastern side of Sussex Street between Eagar Lane and Goulburn Street to “No Stopping”;
- (F) Reallocation of parking on the western side of Sussex Street between points 6.1 metres and 31.2 metres, south of the southern kerb line of James Street to “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (G) Reallocation of parking on the western side of Sussex Street between point 31.2 metres south of the southern kerb line of James Street and the northern kerb line of Liverpool Street to “No Stopping”;
- (H) Reallocation of parking on the western side of Sussex Street between points 80.6 metres and 98.7 metres, south of the southern building alignment on Liverpool Street to “Loading Zone 6am-3pm Mon-Fri”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10m-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (I) Reallocation of parking on the western side of Sussex Street between points 98.7 metres and 106.6 metres, south of the southern building alignment on Liverpool Street to “No Stopping 3pm-8pm Mon-Fri” and “No Parking other times”;
- (J) Reallocation of parking on the western side of Sussex Street between points 106.6 metres and 129.6 metres, south of the southern building alignment on Liverpool Street to “Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat”, “No Stopping 3pm-8pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”; and
- (K) Reallocation of parking on the western side of Sussex Street between points 129.6 metres and 136.7 metres, south of the southern building alignment on Liverpool Street to “No Stopping”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 14 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT – BLIGH
STREET FROM BENT STREET TO HUNTER STREET SYDNEY
(2015/502625)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of Bligh Street between the points 17.1 metres and 43.8 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (B) Reallocation of kerb space on the western side of Bligh Street between the points 43.8 metres and 105.8 metres as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket Parking 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of kerb space on the western side of Bligh Street between the points 105.8 metres and 142.9 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”;
- (D) Reallocation of kerb space on the eastern side of Bligh Street between points 92.98 metres and 123.98 metres as “No Parking Route Service Buses Excepted 15 Minute Limit”; and
- (E) Reallocation of the kerb space on the eastern side of Bligh Street between points 123.98 metres and 127.49 metres as “No Parking”.

DECISION

The Committee carried the recommendation unanimously out-of-session on 2 October 2015.

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 –
BROADWAY FROM MOUNTAIN STREET TO WATTLE STREET ULTIMO
(2015/378441)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Remove the kerbside AM and PM peak Bus Lane on the northern side of Broadway between Mountain Street and Wattle Street;
- (B) Reconfigure the kerbside lane on northern side of Broadway between Mountain Street and Wattle Street to provide a dedicated left turn lane and three general traffic inbound lanes;
- (C) Provision of kerb extensions on the north-east, north-west and south-east corners of the Wattle Street, Broadway and Abercrombie Street intersection;
- (D) Reallocation parking on the northern side of Broadway, between Mountain Street and a point 23.1 metres east of the eastern building alignment of Mountain Street as “No Stopping”;
- (E) Reallocation of kerbside parking on the northern side of Broadway between the points 23.1 metres and 38.2 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri, 8.30am-12.30pm Sat”;
- (F) Reallocation of kerbside parking on the northern side of Broadway between points 38.2 metres and 50.6 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “2P 10am-3pm Mon-Fri 8.30am-12.30pm Sat”;
- (G) Reallocation of kerbside parking on the northern side of Broadway between points 50.6 metres and 67.6 metres east of the eastern building alignment of Mountain Street and retain “No Stopping”;
- (H) Reallocation of kerbside parking on the northern side of Broadway between points 67.6 metres and 82.5 metres east of the eastern building alignment of Mountain Street with “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 8.30am-12.30pm Sat”;
- (I) Reallocation of kerbside parking on the northern side of Broadway between points 82.5 metres and 93.4 metres east of the eastern building alignment of Mountain Street as “No Stopping”;
- (J) Reallocation of kerbside parking on the northern side of Broadway between the points 93.3 metres east of the eastern building alignment of Mountain Street and Wattle Place;
- (K) Modify the traffic signal control at the Broadway, Wattle Street and Abercrombie Street intersection to provide for signal control on both pedestrian crossing and vehicle movements on the Wattle Street slip lane; and

- (L) Changes to the traffic signal design at of Broadway, Wattle Street and Abercrombie Street will be subject to final approval by the Roads and Maritime Services.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 16 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
O’CONNELL STREET FROM BENT STREET TO HUNTER STREET
SYDNEY (2015/502624)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the western side of O’Connell Street between points 14.7 metres and 48.8 metres south of Bent Street as “No Parking Route Service Buses Expected, 15 minute limit”;
- (B) Reallocation of kerb space on the western side of O’Connell Street between points 48.8 metres and 59.8 metres as “Loading Zone Ticket, 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (C) Reallocation of kerb space on the western side of O’Connell Street between points 84.9 metres and 106.0 metres as “No Parking Route Service Buses Excepted 15 minute limit”;
- (D) Reallocation of kerb space on the western side of O’Connell Street between points 106.0 metres and 123.3 metres as “Loading Zone Ticket, 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (E) Reallocation of kerb space on the western side of O’Connell Street between points 130.3 metres and 158.8 metres as “No Parking Route Service Buses Excepted, 15 minute limit”;
- (F) Reallocation of kerb space on the western side of O’Connell Street between points 158.8 metres and 171.3 metres as “Taxi Zone”;
- (G) Reallocation of kerb space on the western side of O’Connell Street between points 171.3 metres and 186.5 metres as “No Parking 7am-7pm Mon-Fri” and “Parking 5 minute Other Times”;
- (H) Reallocation of kerb space on the western side of O’Connell Street between points 186.5 metres and 199.1 metres as “No Stopping”;
- (I) Reallocation of kerb space on the eastern side of O’Connell Street between points 20.1 metres and 58.0 metres as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket Parking 6pm-12am Mon-Fri, 10am-10pm Sat and 8am-10pm Sun & Public Holidays”;
- (J) Reallocation of kerb space on the eastern side of O’Connell Street between points 80.8 metres and 113.6 metres as “No Parking Route Service Buses Excepted, 15 minute limit”;
- (K) Reallocation of kerb space on the eastern side of O’Connell Street between points 113.6 metres and 124.6 metres as “No Parking”;
- (L) Reallocation of kerb space on the eastern side of O’Connell Street between points 124.6 metres and 132.8 metres as “Mail Zone”; and

- (M) Reallocation of kerb space on the eastern side of O'Connell Street between points 132.8 metres and 168.5 metres as "No Stopping".

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

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 – PITT
STREET FROM RAWSON PLACE TO BATHURST STREET SYDNEY
(2015/385731)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provision of two through lanes and a 65 metre dedicated right turn lane on Pitt Street south of Hay Street;
- (B) Provision of shared through and left lane and a shared through and right lane on Pitt Street south of Goulburn Street;
- (C) Reallocation of kerb space on the western side of Pitt Street between the Rawson Place and 10 metres north of the building line of Rawson Place as “No Stopping”;
- (D) Reallocation of kerb space on the western side of Pitt Street between 10 metres and 39 metres north of the building line of Rawson Place as “Bus Zone”;
- (E) Reallocation of kerb space on the western side of Pitt Street between 39 metres and 41.6 metres north of the building line of Rawson Place as “No Stopping”;
- (F) Reallocation of kerb space on the western side of Pitt Street, between the kerb line of Barlow Street and 10 metres north of the northern kerb line of Barlow Street to “No Stopping”;
- (G) Reallocation of kerb space on the western side of Pitt Street, between points 10 metres and 39 metres north of the northern kerb line of Barlow Street to “Bus Zone”;
- (H) Reallocation of kerb space on the western side of Pitt Street, between points 39 metres and 106.9 metres north of the northern kerb line of Barlow Street to “No Stopping”;
- (I) Reallocation of kerb space on the western side of Pitt Street, between points 16.2 metres and 21.6 metres north of the northern kerb line of Hay Street to “Mail Zone Taxis Excepted 1 minute limit set down only”;
- (J) Reallocation of kerb space on the western side of Pitt Street between points 21.6 metres and 46.4 metres north of the northern building alignment of Hay 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 and Public Holidays”;
- (K) Reallocation of kerb space on the western side of Pitt Street, between points 8.9 metres and 32.5 metres north of the northern kerb alignment of Campbell Street to “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “No Parking other times, Buses Excepted 5 minute limit”;
- (L) Reallocation of kerb space on the western side of Pitt Street, between points 32.5 metres and 41.8 metres north of the northern building alignment of Campbell Street to “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 Sunday and Public Holidays”;

- (M) Reallocation of kerb space on the western side of Pitt Street, between 41.8 metres north of the northern kerb line of Campbell Street and Cunningham Street as “No Stopping”;
- (N) Reallocation of kerb space on the western side of Pitt Street between Cunningham Street and 10 metres north of the northern kerb alignment of Cunningham Street as “No Stopping”;
- (O) Reallocation of kerb space on the western side of Pitt Street, between points 10 metres and 54.8 metres north of the northern kerb alignment of Cunningham 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 Sunday and Public Holidays”;
- (P) Reallocation of kerb space on the western side of Pitt Street, between points 72.8 metres and 90.4 metres north of the northern building alignment of Goulburn Street to “No Parking Coaches Excepted 15 Minute Limit”;
- (Q) Reallocation of kerb space on the western side of Pitt Street, between points 112.9 metres and 123.4 metres north of the building alignment of Goulburn Street to “P5 Minute”;
- (R) Reallocation of kerb space on the western side of Pitt Street between the points 4.9 metres and 48.2 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (S) Reallocation of kerb space on the western side of Pitt Street between the points 61.7 metres and 90.1 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (T) Reallocation of kerb space on the western side of Pitt Street between the points 90.1 metres and 108.3 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (U) Reallocation of kerb space on the western side of Pitt Street between the points 108.3 metres and 128 metres north of Liverpool Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sunday and Public Holidays”;
- (V) Reallocation of kerb space on the western side of Pitt Street between the points 151.3 metres and 161.3 metres north of Liverpool Street as “P Motorbikes Only”;
- (W) Reallocation of kerb space on the western side of Pitt Street between the points 161.3 metres and 180.4 metres north of Liverpool Street as “No Parking Coaches Excepted 15 Minute Limit”;
- (X) Reallocation of kerb space on the western side of Pitt Street between the points 180.4 metres and 210.4 metres north of Liverpool Street as “Taxi Zone”;
- (Y) Reallocation of kerb space on the eastern side of Pitt Street, between points 10.9 metres and 19.4 metres south of the southern kerb alignment of Goulburn Street to “No Stopping”;

- (Z) Reallocation of kerb space on the eastern side of Pitt Street between the points 10.9 metres to 19.4 metres south of the kerb alignment on Goulburn Street as “No Stopping”;
- (AA) Reallocation of kerb space on the eastern side of Pitt Street between points 19.4 metres and 45.1 metres south of the kerb alignment of Goulburn Street as “No Stopping 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (BB) Reallocation of kerb space on the eastern side of Pitt Street between points 45.1 metres and 61.7 metres south of the kerb line of Goulburn Street to “No Stopping 3pm-8pm Mon-Fri” and “No Parking other times”;
- (CC) Reallocation of kerb space on the eastern side of Pitt Street between points 61.7 metres and 80.7 metres south of the kerb alignment of Goulburn Street to “No Stopping 3pm-8pm Mon-Fri”, “No Parking 6am-3pm, Buses Excepted 15 minute limit” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (DD) Reallocation of kerb space on the eastern side of Pitt Street, between points 80.7 metres and 94.5 metres south of the kerb alignment of Goulburn Street to “No Stopping 3pm-8pm Mon-Fri”, “Loading Zone Ticket 6am-3pm Mon-Fri” and “4P Ticket 8pm-12am Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (EE) Reallocation of parking restrictions on the eastern side of Pitt Street, between points 94.5 and 119.7 metres south of the kerb alignment of Goulburn Street to “Bus Zone”;
- (FF) Reallocation of kerb space on the eastern side of Pitt Street, between points 6.9 metres and 65.5 metres north of the building alignment of Goulburn Street to “No Stopping”;
- (GG) Reallocation of kerb space on the eastern side of Pitt Street, between points 65.5 metres and 89.0 metres north of the building alignment of Goulburn Street to “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (HH) Reallocation of kerb space on the eastern side of Pitt Street, between points 99.1 metres and 129.9 metres north of the building alignment of Goulburn Street to “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (II) Reallocation of kerb space on the eastern side of Pitt Street between the points 7.5 metres and 19.5 metres north of Liverpool Street as “Disability Parking”; and
- (JJ) Reallocation of kerb space on the eastern side of Pitt Street between the points 19.5 metres and 54.9 metres north of Liverpool 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 and Public Holidays”;
- (KK) Reallocation of kerb space on the eastern side of Pitt Street between the points 89 metres and 155.9 metres north of Liverpool 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 and Public Holidays”;
- (LL) Reallocation of kerb space on the eastern side of Pitt Street between the points 171 metres and 186 metres north of Liverpool 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 and Public Holidays”; and

(MM) The Applicant (RMS) must return items (A) and (D) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 18 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
PRINCE ALBERT ROAD FROM MACQUARIE STREET TO COLLEGE
STREET SYDNEY (2015/380114)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of the kerb side the northern side of Prince Albert Road between points 37.8 metres and 83.3 metres east of the building alignment of Macquarie Street as “No Stopping”;
- (B) Provide an additional westbound lane in Prince Albert Road between Macquarie Street and College Street: and
- (C) The Applicant (RMS) must return item (B)**Error! Reference source not found.** to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 19 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
ULTIMO ROAD AND HARRIS STREET ULTIMO (2015/301587)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Modification to the geometry of Ultimo Road and Harris Street, Ultimo intersection to provide:
- Two left turn slip lanes from Ultimo Road to Harris Street
 - A single right turn movement from Ultimo Road to Harris Street
 - A larger traffic island including pram ramps and increased pedestrian storage
 - Realignment of the southbound lanes on Harris Street to facilitate the construction of the larger triangular island
 - Extension to the kerb on the northeast corner of Harris Street and Ultimo Road
 - Reduction of the kerb widths on the south east corner of Harris Street and Ultimo Road providing two traffic lanes on the slip lane
- (B) The changes to the traffic signal design at Harris Street and Ultimo Road will be subject to final approval by the Roads and Maritime Services

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 20 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
WATTLE STREET FROM BROADWAY TO KELLY STREET ULTIMO
(2015/378483)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provision of kerb extensions on the Wattle Street traffic island between Broadway and 21 metres north of the kerb line on Wattle Place;
- (B) Provision of a kerb extension on Wattle Street slip lane between Broadway and 45 metres north of Wattle Place;
- (C) Provision of kerb extensions on the north-east, north-west and south-east corners of the Wattle Street, Broadway and Abercrombie Street intersection;
- (D) Provision of a signal controlled pedestrian crossing on the Wattle Street slip lane;
- (E) Reallocation of kerb space on the western side of the Wattle Street slip lane between Broadway and Wattle Place as “No Stopping”,
- (F) Reallocation of kerb space on the western side of the Wattle Street slip lane between Wattle Place and a point 5.5 metres north of the kerb line of Wattle Place as “No Stopping”;
- (G) Reallocation of kerb space on the western side of the Wattle Street slip lane between points 5.5 metres and 24.6 metres north of the kerb line of Wattle Place as “Loading Zone 6am-6pm Mon-Fri, 6am-10am Sat”;
- (H) Reallocation of kerb space on the western side of Wattle Street between the kerb line of Thomas Street and a point 13.5 metres north of the northern kerb line of Thomas Street as “No Stopping”;
- (I) Reallocation of kerb space on the western side of Wattle Street between points 13.5 metres and 73.1 metres north of the kerb line of Thomas Street as “Clearway 6am-10am, 3pm-8pm Mon-Fri, No Parking other times”;
- (J) Reallocate the kerbside parking on the eastern side of Wattle Street between points 10.3 metres and 104.0 metres north of the kerb line of Thomas Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri, No Parking other times”; and
- (K) Changes to the traffic signal design at of Broadway, Wattle Street and Abercrombie Street will be subject to final approval by the Roads and Maritime Services.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015 and noted the request from the Member of Sydney to include the following comment:

“Given that the changes are required to facilitate the implementation of the NSW Government’s Sydney City Centre Bus Plan (SCCBP), there is no scope in the project to not implement the changes should they not be supported by affected stakeholders.”

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 21 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
WENTWORTH AVENUE FROM OXFORD LIVERPOOL COLLEGE
STREETS TO ELIZABETH STREET SYDNEY (2015/370828)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Provide two right turn lanes, two through lanes and a northbound left and through lane on Wentworth Avenue between 17.6 metres north of Commonwealth Street and Liverpool Street;
- (B) Provide three southbound lanes and a right turn lane on Wentworth Avenue between Wemyss Lane and Goulburn Street;
- (C) Provide three northbound lanes and a 50 metre right turn lane on Wentworth Avenue between 65 metres north of the building line with Elizabeth Street to Goulburn Street;
- (D) Provide a signalised pedestrian crossing on Goulburn Street and across the slip lane immediately west of Wentworth Avenue;
- (E) Provide three northbound lanes on Wentworth Avenue between Elizabeth Street and Goulburn Avenue;
- (F) Provide two southbound lanes and a left turn lane on Wentworth Avenue between Hunt Street and Campbell Street;
- (G) Reallocation of kerb space on Wentworth Avenue between Oxford Street and Wemyss Lane as “No Stopping”;
- (H) Reallocation of kerb space on the eastern side of Wentworth Avenue between points 4.8 metres and 10 metres south of the building alignment of Wemyss Lane to “No Stopping, Taxis Excepted (Limit 1 minute)”;
- (I) Reallocation of kerb space on the eastern side of Wentworth Avenue between points 10 metres and 94.3 metres south of the building alignment of Wemyss Lane to “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”;
- (J) Reallocate the kerb space on the eastern side of Wentworth Avenue between points 94.3 metres and 102.79 metres south of the building alignment on Wemyss Lane to “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “P15 minutes 10am-3pm Motorbikes Only”;
- (K) Reallocation of kerb space parking on the eastern side of Wentworth Avenue between the points 102.8 metres and 119.2 metres south of the building alignment on Wemyss Lane 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”;
- (L) Reallocation of kerb space on the eastern side of Wentworth Avenue between Commonwealth Street and Hunt Street to “No Stopping”;

- (M) Reallocation of kerb space on the eastern side of Wentworth Avenue between points 2.44 metres and 7.48 metres south of the southern building alignment of Hunt Street to “No Stopping”;
- (N) Reallocation of kerb space on eastern side of Wentworth Avenue between points 7.48 metres and 38.48 metres south of the southern building alignment of Hunt Street to “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”;
- (O) Reallocation of kerb space on eastern side of Wentworth Avenue between points 38.48 metres and 47.96 metres south of the building alignment of Hunt Street to “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “No Parking Other Times”;
- (P) Reallocation of kerb space on eastern side of Wentworth Avenue between points 48.0 metres and 101.5 metres south of the building alignment of Hunt Street to “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”;
- (Q) Reallocation of kerb space on eastern side of Wentworth Avenue between points 101.53 metres and 112.55 metres south of the building alignment of Hunt Street to “No Stopping”;
- (R) Reallocation of kerb space on western side of Wentworth Avenue between points 0.00 metres and 14.23 metres north of the building alignment of Elizabeth Street to “No Stopping Aust. Post Vehicles Excepted”;
- (S) Reallocation of kerb space on western side of Wentworth Avenue between points 14.23 metres and 23.56 metres north of the building alignment of Elizabeth Street to “No Parking Coaches Excepted 15 Minute Limit”;
- (T) Reallocation of kerb space on the western side of Wentworth Avenue between points 23.56 metres and 30.07 metres north of the building alignment of Elizabeth Street to “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat”;
- (U) Reallocation of kerb space on the western side of Wentworth Avenue between points 40.32 metres and 62.25 metres north of the northern building alignment of Elizabeth Street to “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”;
- (V) Reallocation of kerb space on the western side of Wentworth Avenue between points 62.25 metres and 93.34 metres north of the northern building alignment of Elizabeth Street to “No Stopping”;
- (W) Reallocation of kerb space on the western side of Wentworth Avenue between Commonwealth Street and 14.8 metres north of the prolongation of the building alignment of Commonwealth Street as “No Stopping”;
- (X) Reallocation of kerb space on the western side of Wentworth Avenue between points 14.8 metres and 49.3 metres north of the prolongation of the eastern building alignment of Commonwealth Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat” and “1P Ticket Other times CBD Permit Holders Excepted”;

- (Y) Reallocation of kerb space on the western side of Wentworth Avenue between a point 49.3 metres north of the prolongation of the eastern building alignment of Commonwealth Street and Lyons Lane as “No Stopping”;
- (Z) Reallocation of kerb space on western side of Wentworth Avenue between Lyons Lane and a point 14.4 metres north of the northern building alignment of Lyons Lane as “No Stopping”;
- (AA) Reallocation of kerb space on the western side of Wentworth Avenue between points 14.4 metres and 43.9 metres north of the northern building alignment of Lyons Lane 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 & Pub Holidays” and “No Stopping” north to Liverpool Street; and
- (BB) Changes the traffic signal design at Wentworth Avenue, Goulburn, Hunt, and Commonwealth Streets which will be subject to final approval by the Roads and Maritime Services.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 22 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
BROADWAY AND GEORGE AND PITT FROM HARRIS TO RAWSON
PLACE (2015/383865)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Removal of the inbound kerbside bus lane to provide 4 eastbound general traffic lanes on George Street between Harris Street and Quay Street;
- (B) Reallocation of the lane arrangements on George Street to provide a northbound left through lane and three eastbound through lanes on the south-western approach to the intersection of Quay Street, George Street and Pitt Street;
- (C) Reconfiguration of traffic islands within intersection of Quay Street, George Street, Lee Street and Pitt Street to align with changes to lane arrangements;
- (D) Removal of the kerb extension on the northern side of Pitt Street, between George Street and 35.0 metres east of George Street to provide three continuous eastbound lanes;
- (E) Reallocation of kerbside parking on the northern side of George Street, between points 15.81 metres and 56.54 metres east of the building alignment of Harris Street to “Loading Zone Ticket 10am-3pm Mon-Sat” and “Bus Zone Other Times”;
- (F) Reallocation of kerbside parking on the northern side of George Street, between points 56.54 metres and 147.03 metres east of the building alignment of Harris Street to “Bus Zone”;
- (G) Reallocation of kerbside parking on the northern side of George Street, between points 147.03 metres and 184.25 metres east of the building alignment of Harris Street to “No Stopping”;
- (H) Reallocation of kerbside parking on the northern side of Pitt Street, between George Street and Rawson Place to “No Stopping”;
- (I) Changes the traffic signal design at Broadway, George, Pitt, Lee and Quay Streets intersection will be subject to final approval by the Roads and Maritime Services; and
- (J) The Applicant (RMS) must return item (D) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 23 ITEM FOR COMMITTEE INFORMATION – DEFERRED DATE FOR
TEMPORARY ROAD CLOSURES – VARIOUS STREETS (2015/359090)**

RECOMMENDATION

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

- (A) Kennedy Street, between Crown and Riley Streets, Woolloomooloo, to Saturday 15 August 2015 from 7am to 5pm.
- (B) Little Hay Street, between Sussex and Harbour Streets, and Kimber Lane, between Hay and Factory Streets, Haymarket, to Sunday 13 September 2015 from 3am to 10pm.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

- Kennedy Street, between Crown and Riley Streets, Woolloomooloo, was previously approved to occur on 11 July 2015.
- Little Hay Street, between Sussex and Harbour Streets, and Kimber Lane, between Hay and Factory Streets, Haymarket, was previously approved to occur on 30 August 2015.

**ITEM 24 ITEM FOR COMMITTEE INFORMATION – TEMPORARY TRAFFIC
MANAGEMENT – MOORE PARK PRECINCT (2015/516109)**

RECOMMENDATION

It is recommended that the Committee note the proposed trial of temporary traffic and transport management in the Moore Park Precinct for the Ed Sheeran Concert at Allianz Stadium on Wednesday 9 December 2015.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On Wednesday 9 December 2015, the Sydney Cricket Ground and Sports Ground Trust is hosting an Ed Sheeran Concert at Allianz Stadium, Moore Park.

To help in the management of the dispersal of attendees, transport access and traffic flow following the event, a number of new traffic management strategies are being trialled on this night.

ITEM 25 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
MACQUARIE STREET FROM BRIDGE STREET TO BENT STREET
SYDNEY (2015/301183)

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Removal of the kerb extension on western side of Macquarie Street between 141.2 metres and 155.83 metres north of the building alignment on Bent Street;
- (B) Modify lane configuration in Macquarie Street between 141.16 metres north of the building alignment on Bent Street and Bridge Street to provide for an additional peak period left turning lane;
- (C) Reallocation of kerbside parking on western side of Macquarie Street between points 126.3 metres and 134.7 metres, north of the building alignment on Bent Street to “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-1pm Sat” and “4P Ticket 6pm-12am Mon-Fri, 1pm-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (D) Reallocation of kerbside parking on western side of Macquarie Street between points 134.7 metres and 142.9 metres, north of the building alignment on Bent Street to “No Parking 6am-6pm Mon-Fri, 6am-1pm Sat Ambulance Vehicles Excepted” and “4P Ticket 6pm-12am Mon-Fri, 1pm-10pm Sat, 8am-10pm Sun and Public Holidays”;
- (E) Reallocation of kerbside parking on western side of Macquarie Street between points 142.9 metres and 167.7 metres, north of the building alignment on Bent Street to “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 and Public Holidays”;
- (F) Reallocation of kerbside parking on western side of Macquarie Street between points 178.5 metres and 194.0 metres, north of the building alignment on Bent Street to “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 and Public Holidays”; and
- (G) The Applicant (RMS) must return item (A) and (B) **Error! Reference source not found.** to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network.

DECISION

The Committee carried the recommendation unanimously out-of-session on 1 October 2015.

BACKGROUND

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion within the Sydney CBD through improved road infrastructure, retaining vehicle capacity and reducing congestion in the City during the construction of the Sydney CBD and South East Light Rail Project (CSELR).

The SCCCIP will be delivered by Roads and Maritime Services (RMS) and includes:

- Modifying and realigning traffic lanes;
- Introducing changes to kerbside uses;
- Temporarily removing kerb extensions;
- Temporarily reducing footpath widths;
- Traffic signal modifications; and
- Modifying or removing some on-street parking.

The proposals set out as part of the SCCCIP will be reviewed six months after implementation to ensure effective operation of the changes. Following commencement of services for the CBD and South-East Light Rail, and following consultation between the City and RMS, any measures reducing pedestrian and cyclist accessibility will be reinstated by RMS at full cost.

**ITEM 26 ITEM FOR COMMITTEE INFORMATION – NEW TRAFFIC SIGNALS –
INTERSECTION OF GADIGAL AVENUE AND WOLSELEY GROVE
ZETLAND (S118628.005)**

RECOMMENDATION

It is recommended that the Committee note the proposed installation of new traffic signals at the intersection of Gadigal Avenue and Wolseley Grove in Zetland.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In response to concerns about pedestrian safety and increased traffic demands at the intersection of Gadigal Avenue and Wolseley Grove, it is proposed to signalise the existing “STOP”-controlled intersection to improve pedestrian and vehicular safety at the location.

**ITEM 27 STREET EVENTS – TEMPORARY ROAD CLOSURES – 2015 MS SYDNEY
TO THE GONG BIKE RIDE (2015/420125)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures associated with the 2015 MS Sydney to the Gong Bike Ride to be held on Sunday 1 November 2015 from 4am to 12pm subject to the following:

- (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 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

MS Australia has applied for various temporary road closures for the 2015 MS Sydney to the Gong Bike Ride on Sunday 1 November 2015 from 4am to 12pm.

**ITEM 28 STREET EVENTS – TEMPORARY ROAD CLOSURES – PIRRAMA ROAD
PYRMONT (2015/495115)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure for the Australian Acting Association (AACTA) award ceremony on Wednesday 9 December 2015 from 12pm to 8pm 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) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact 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

Echo Entertainment Group (The Star) has applied for the temporary road closure of Pirrama Road between Jones Bay Road and Edward Street for the AACTA award ceremony on Wednesday 9 December 2015 from 12pm to 8pm.

**ITEM 29 STREET EVENTS – TEMPORARY ROAD CLOSURES – KENSINGTON
STREET CHIPPENDALE (2015/485815)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kensington Street, Chippendale, between Outram and Dwyer Streets, on Saturday 31 October 2015 between 7am and 12 midnight for the Chippendale Halloween Block Party and on Sunday 1 November 2015 between 7am and 12 midnight for the monthly Art and Design Market, 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 Chippendale Creative Precinct has applied to temporary close Kensington Street, Chippendale, between Outram and Dwyer Streets, on Saturday 31 October 2015 between 7am and 12 midnight for the Chippendale Halloween Block Party and on Sunday 1 November 2015 between 7am and 12 midnight for the monthly Art and Design Market.

The proposed closure would be limited to Kensington Street, between Outram and Dwyer Streets which ensures uninterrupted access to the Old Clare Hotel.

**ITEM 30 MOBILE CRANES – TEMPORARY ROAD CLOSURES – BELMONT LANE
ALEXANDRIA (2015/464720)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Belmont Lane, between Maddox and Harley Streets, Alexandria, on Wednesday 11 November 2015 from 9am to 3pm, 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 Thursday 12 November 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

Rhino Traffic Control has applied for the temporary road closure of Belmont Lane, between Maddox and Harley Streets, Alexandria, on Wednesday 11 November 2015 from 9am to 3pm.

**ITEM 31 MOBILE CRANES – TEMPORARY ROAD CLOSURES – BLIGH STREET
SYDNEY (2015/467663)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Bligh Street, between Bent and Hunter Streets, Sydney, on Sunday 8 November 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 Sunday 15 November 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 must organise temporary relocation of bus lay-over areas in Bligh Street to Castlereagh Street between Hunter Street and Martin Place during the closure.
- (F) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (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 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.
- (I) 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

Rhino Traffic Control has applied for the temporary road closure of Bligh Street, between Bent and Hunter Streets, Sydney, on Sunday 8 November 2015 from 7am to 5pm.

**ITEM 32 MOBILE CRANES – TEMPORARY ROAD CLOSURES – EARL STREET
SPRINGFIELD AVENUE AND EARL PLACE POTTS POINT (2015/461695)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Earl Street, between Victoria and Orwell Streets, Potts Point, and Earl Place-Springfield Avenue loop on Sunday 1 November and Sunday 29 November 2015 from 9am 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 Sunday 8 November and Sunday 6 December 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 closures.
- (E) 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

K and D Traffic Management has applied for the temporary road closure of Earl Street, between Victoria and Orwell Streets, Potts Point, and Earl Place-Springfield Avenue loop on Sunday 1 November and Sunday 29 November 2015 from 9am to 5pm.

**ITEM 33 MOBILE CRANES – TEMPORARY ROAD CLOSURES – GREEK STREET
GLEBE (2015/477303)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Greek Street, between Bay and Franklyn Streets, Glebe on Saturday 24 October 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 31 October 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 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 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.
- (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

Cemento Projects has applied for the temporary road closure of Greek Street, between Bay and Franklyn Streets, Glebe on Saturday 24 October 2015, from 7am to 5pm.

**ITEM 34 MOBILE CRANES – TEMPORARY ROAD CLOSURES – KENT STREET
SYDNEY (2015/461590)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, from 10pm on Saturday 31 October 2015 to 8am on Sunday 1 November 2015, and from 10pm on Saturday 9 January 2016 to 8am on Sunday 10 January 2016, 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 nights of Saturday 7 November 2015 and Saturday 16 January 2016 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 closures.
- (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 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.
- (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

K and D Traffic Management has applied for the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, from 10pm on Saturday 31 October 2015 to 8am on Sunday 1 November 2015, and from 10pm on Saturday 9 January 2016 to 8am on Sunday 10 January 2016.

**ITEM 35 MOBILE CRANES – TEMPORARY ROAD CLOSURES – KENT STREET
SYDNEY (2015/461590)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, from 10pm on Saturday 21 November 2015 to 10pm on Sunday 22 November 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 28-29 November 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 closures.
- (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 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.
- (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

K and D Traffic Management has applied for the temporary road closure of Kent Street, between King and Erskine Streets, Sydney, from 10pm on Saturday 21 November 2015 to 10pm on Sunday 22 November 2015.

**ITEM 36 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PHILLIP STREET
SYDNEY (2015/465312)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Phillip Street, between Bent and Bridge Streets, Sydney, from 7pm on Saturday 28 November 2015 to 8am on Sunday 29 November 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 Saturday 5 December 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must maintain local access to Phillip Lane at all times.
- (E) 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.
- (F) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (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.
- (I) 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

Construction Solutions has applied for the temporary road closure of Phillip Street, between Bent and Bridge Streets, Sydney, from 7pm on Saturday 28 November 2015 to 8am on Sunday 29 November 2015.

**ITEM 37 MOBILE CRANES – TEMPORARY ROAD CLOSURES – WYNYARD LANE
SYDNEY (2015/451883)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Wynyard Lane, between Margaret and Wynyard Streets, and Wynyard Street, between Carrington Street and Wynyard Lane, Sydney, on Sunday 25 October 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 Sunday 1 November 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 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.
- (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.
- (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

Watpac NSW has applied for the temporary road closure of Wynyard Lane, between Margaret and Wynyard Streets, and Wynyard Street, between Carrington Street and Wynyard Lane, Sydney, on Sunday 25 October 2015 from 7am to 5pm.

**ITEM 38 ROAD WORKS – TEMPORARY ROAD CLOSURES – SCOTSMAN STREET
FOREST LODGE (2015/481955)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure for eastbound traffic in Scotsman Street, between Minogue Crescent and Ross Street, Forest Lodge from 6am on 10 November to 6pm on 13 November 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 14 to 17 November 2015 as an additional period for the road works 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 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 notify all properties within Harold Park via letterbox drop at least 14 days prior to the temporary road closure – the notification letter must specifically note that during the temporary road closure inbound access to Harold Park will be limited to Wigram Road only.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Ford Civil Contracting Pty Ltd has applied for the temporary road closure for eastbound traffic in Scotsman Street, between Minogue Crescent and Ross Street, Forest Lodge from 6am on 10 November to 6pm on 13 November 2015.

ITEM 39 WORKS ZONE – RENWICK STREET REDFERN (2015/464953)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Renwick Street, Redfern, between the points 27 metres and 47 metres (three car spaces) north of Wells 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) All costs associated with the removal and the reinstatement of the car share space in Renwick Street must be borne by the Applicant.
- (D) The Applicant must notify local residents 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

Zadro Constructions Pty Ltd has applied for a 20 metre long Works Zone in Renwick Street, Redfern.

The Works Zone is to facilitate construction works at 71-73 Renwick Street for a period of approximately 35 weeks.

**ITEM 40 WORKS ZONE – COMMONWEALTH STREET SURRY HILLS
(2015/460512)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Commonwealth Street, Surry Hills, between the points 11.0 metres and 45.5 metres (six car spaces) south of Goulburn Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “4P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-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) 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

SX Projects Pty Ltd has applied for a 34.5 metre long Works Zone in Commonwealth Street, Surry Hills.

The Works Zone is to facilitate construction works at 46-52 Wentworth Avenue for a period of approximately 52 weeks.

ITEM 41 WORKS ZONE – COWPER STREET GLEBE (2015/461847)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Cowper Street, Glebe, between the points 7.5 metres and 28.5 metres (four car spaces) north of Queen 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

Rescom Projects has applied for a 21 metre long Works Zone in Cowper Street, Glebe.

The Works Zone is to facilitate construction works at 50-54 Cowper Street for a period of approximately 52 weeks.

ITEM 42 WORKS ZONE – HUNTLEY STREET ALEXANDRIA (2015/553033)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Huntley Street, Alexandria, between the points 91.1 metres and 113.2 metres (three car spaces) east of Burrows Road as “Works Zone 7am-3.45pm Mon-Fri, 8am-1pm Sat” and “No Parking 3.45pm to 5.30pm Mon-Fri”, 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 adjacent properties 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

DG Alliance has applied for a 22.1 metre long Works Zone in Huntley Street, Alexandria.

The Works Zone is to facilitate construction of Green Square Stormwater trunk drain near 10 Huntley Street for a period of approximately 60 weeks.

ITEM 43 WORKS ZONE – HUNTLEY STREET ALEXANDRIA (2015/553037)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Huntley Street, Alexandria, between the points 287.2 metres and 310.5 metres (four car spaces) west of Bourke Road as “Works Zone 7am-6pm Mon-Fri, 8am-1pm 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 adjacent properties 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

DG Alliance has applied for a 23.3 metre long Works Zone in Huntley Street, Alexandria.

The Works Zone is to facilitate construction of Green Square Stormwater trunk drain near 53 Huntley Street for a period of approximately 60 weeks.

ITEM 44 WORKS ZONE – ITHACA ROAD ELIZABETH BAY (2015/460637)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Ithaca Road, Elizabeth Street, between the points 26.2 metres and 36.2 metres (two car spaces) north of Billyard Avenue as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “1P 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat and 8am-10pm Sun Permit Holders Excepted Area 19”, 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

Platinum Constructions and Consulting Pty Ltd has applied for a 10 metre long Works Zone in Ithaca Road, Elizabeth Bay.

The Works Zone is to facilitate construction works at 5 Ithaca Road for a period of approximately 52 weeks.

ITEM 45 WORKS ZONE – KENT STREET SYDNEY (2015/460595)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Kent Street, Sydney, between the points 39.5 metres and 59.5 metres (three car spaces) north of King Street as “Works Zone 7am-3pm Mon-Fri, 7am-5pm Sat; 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) Temporary reallocation of the kerb space on the western side of Kent Street, Sydney, between the points 54.9 metres and 84.6 metres north of King Street as “No Stopping”.
- (C) Temporary reallocation of the kerb space on the western side of Kent Street, Sydney, between the points 103 metres and 115 metres south of King Street as “P Motor Bikes Only”.
- (D) Temporary reallocation of the kerb space on the western side of Kent Street, Sydney, between the points 115 metres and 139 metres south of King Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 7am-10am Sat” and “4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun and Public Holidays”.
- (E) The Applicant must install and maintain the temporary line marking changes in Kent Street. On completion of the works the Applicant must re-instate the original line marking in Kent Street to the satisfaction of the City.
- (F) The Applicant must supply the City with a site-specific Traffic Control Plan (TCP) for review and approval to demonstrate how they will safely manage deliveries to and from the site.
- (G) Subject to City approval, the Applicant must implement the site-specific Traffic Control Plan (TCP) using RMS-Accredited Traffic Controllers.
- (H) 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.
- (I) 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.

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Hutchinson Builders has applied for a 20 metre long Works Zone in Kent Street, Sydney.

The Works Zone is required to facilitate construction works at 304 Kent Street for a period of approximately 90 weeks.

ITEM 46 WORKS ZONE – MADDOX STREET ALEXANDRIA (2015/553024)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Maddox Street, Alexandria, between the points 237.0 metres and 276.8 metres (seven car spaces) east of Euston Road as “Works Zone 7am-6pm Mon-Fri, 8am-1pm 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 adjacent properties 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

DG Alliance has applied for a 39.8 metre long Works Zone in Maddox Street, Alexandria.

The Works Zone is to facilitate construction of Green Square Stormwater trunk drain near 42A-44 Maddox Street for a period of approximately 60 weeks.

ITEM 47 WORKS ZONE – VICTORIA STREET DARLINGHURST (2015/467785)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Victoria Street, Darlinghurst, between the points 141.2 metres and 170.2 metres (five car spaces) north of Oxford Street as “Parallel Parking”, “Works Zone 7am-6pm, Mon-Fri; 7.30am-3.30pm, Sat” and “4P Ticket 6pm-10pm, Mon-Fri; 3.30pm-10pm Sat; a8am-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 must temporarily remove the triangular kerb blister and replace it with a painted kerb blister in Victoria Street at the northern end of the Works Zone. At the end of the project, the Applicant must reinstate the kerb blister to the satisfaction of the City. All costs associated with the removal and the reinstatement of the triangular kerb blister must be borne by the Applicant.
- (C) The Applicant must supply the City with a site-specific Traffic Control Plan (TCP) for review and approval to demonstrate how they will safely manage deliveries to and from the site.
- (D) Subject to City approval, the Applicant must implement the site-specific Traffic Control Plan (TCP) using RMS-Accredited Traffic Controllers.
- (E) Reallocation of kerb space on the eastern side of Darlinghurst Road, Darlinghurst, between the points 16.2 metres and 34.2 metres (three spaces) south of Burton Street as “P 8am-6pm Motor Bikes Only”.
- (F) 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.
- (G) All costs associated with the removal and the reinstatement of the car share space on the eastern side of Victoria Street, Darlinghurst, between the points 154.7 metres and 158.2 metres north of Oxford Street, must be borne by the Applicant.
- (H) The Applicant must notify adjacent properties of the Works Zone at least seven days prior to installation.
- (I) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Buildcorp Group Pty Ltd has applied for a 29 metre long Works Zone in Victoria Street, Darlinghurst.

The Works Zone is to facilitate construction works at St Vincent's Private Hospital for a period of approximately 156 weeks.

ITEM 48 WORKS ZONE – WILLIAM STREET ALEXANDRIA (2015/460919)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of William Street, Alexandria, between the points 52.3 metres and 67.3 metres (three car spaces) north of Collins 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

Myplace Estate Agents has applied for a 15 metre long Works Zone in William Street, Alexandria.

The Works Zone is to facilitate construction works at 19 William Street for a period of approximately 40 weeks.

**ITEM 49 PARKING – BUS ZONE – LAWSON SQUARE AND REDFERN STREET
REDFERN (2015/437031)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space on the northern side of Redfern Street, Redfern:

- (A) Between the points 18 metres and 48 metres (five car spaces) east of Regent Street as “Bus Zone”;
- (B) Between the points 5 metres and 23 metres (three car spaces) east of Renwick Street as “P15 Min Funeral Vehicles Excepted”; and
- (C) Between the points 23 metres and 41 metres (three car spaces) east of Renwick Street as “Loading Zone”.

DECISION

The Committee carried Condition (A) unanimously however Conditions (B) and (C) were deferred to enable an on-site meeting to be held between representatives from the City and Joseph Medcalf Funeral Services.

BACKGROUND

The Bus Stops on the northern side of Lawson Square, between Gibbons and Regent Streets, and northern side of Redfern Street, between Renwick and George Streets, have been considered for consolidation to a new location on the northern side of Redfern Street, between Regent and Renwick Streets.

The consolidation of the Bus Stops will provide an opportunity to improve the streetscape of Lawson Square with proposed new cycle facilities that would improve access and safety for pedestrians and cyclists.

The consolidation of the Bus Stops into the new location in Redfern Street would require parking reallocation on the northern side of Redfern Street, between Regent and George Streets.

**ITEM 50 PARKING – LOADING ZONE – MACLEAY STREET POTTS POINT
(2015/407625)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Macleay Street between the points 10 metres and 17 metres (one car space) north of Rockwall Crescent as “Loading Zone 6am-4pm, Mon-Fri; 6am-10am, Sat” and “Mail Zone At Other Times”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

At an on-site meeting between the City, residents and local businesses on 26 June 2015, it was requested that the City consider the provision of additional on-street loading opportunities in the vicinity of Rockwall Crescent, Potts Point.

**ITEM 51 PARKING – LOADING ZONE – WILLIAM STREET PADDINGTON
(2015/441711)**

RECOMMENDATION

It is recommended that the Committee endorse the removal of a Loading Zone on the western side of William Street, Paddington between the points 21.9 metres and 28.8 metres south of Oxford Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Mitre 10, 349-351 Oxford Street, Paddington has requested removal of the Loading Zone in the dead-end section of William Street.

ITEM 52 PARKING – NO PARKING – PITT STREET SYDNEY (2015/498201)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of kerb space on the western side of Pitt Street, Sydney north of Wilmot Street as follows:

- (A) Between the points 0 metres and 10 metres north of Wilmot Street as “No Stopping”;
- (B) Between the points 10 metres and 25 metres (two car spaces) north of Wilmot Street as “No Parking Coaches Excepted 15 Minute Limit”;
- (C) Between the points 25 metres and 35 metres (two car spaces) north of Wilmot Street as “Taxi Zone”; and
- (D) Between the points 35 metres and 49.6 metres (two car spaces) north of Wilmot Street as “No Parking”.

DECISION

The Committee carried the recommendation unanimously

BACKGROUND

Development Consent Conditions 34 and 39 of Development Application D/2013/1822 requires the Greenland Group, the Developer of 115-119 Bathurst Street, Sydney, to submit for review by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) a parking plan for the Pitt Street frontage of their development.

**ITEM 53 PARKING – NO STOPPING – MITCHELL LANE ALEXANDRIA
(2015/476626)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the western side of Mitchell Lane, Alexandria, between the points 0 metres and 28.3 meters (five car spaces) north of Copeland Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously

BACKGROUND

A resident of Mitchell Road has requested consideration to remove parking in Mitchell Lane to ensure unobstructed access to rear lane off-street parking.

**ITEM 54 PARKING – NO STOPPING – MACQUARIE STREET SYDNEY
(2015/423538)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Macquarie Street, Sydney between the points 179 metres and 197 metres (four car spaces) north of Bridge Street as “No Stopping Sydney and Bondi Explorer Buses Excepted 5 Minute Limit”.

DECISION

The Committee carried the recommendation unanimously

BACKGROUND

City Sightseeing Buses has requested consideration of an extension to the existing “No Stopping Sydney and Bondi Explorer Buses Excepted” restriction in Macquarie Street, Sydney to allow buses pulling into the sightseeing bus stop to park parallel to the kerb.

ITEM 55 PARKING – TICKET PARKING – KELLY STREET ULTIMO (2015/365394)

RECOMMENDATION

It is recommended that the Committee endorse the allocation of ticket parking on the southern side of Kelly Street, Ultimo as “2P Ticket 8am-6pm, Mon-Fri; 8am-12:30pm Sat Permit Holders Excepted Area 20”:

- (A) Between the points 7 metres and 26 metres (three car spaces) east of Mountain Street
- (B) Between the points 6 metres and 28 metres (four car spaces) east of Blackwattle Lane

DECISION

The Committee carried the recommendation unanimously and noted the request from Roads and Maritime Services (RMS) that the City must:

- either provide the statutory “No Stopping” restriction at 10 metres from the face of kerb;
or
- undertake a risk assessment in accordance with RMS Technical Direction TTD 2014/005 if proceeding with a proposal that reduces the statutory “No Stopping” distance to less than 10 metres from the face of kerb.

BACKGROUND

Residents of Kelly Street have requested consideration for timed permit parking between Mountain and Wattle Streets to improve space turnover and increase the opportunity for available parking near their homes.

**ITEM 56 PARKING – UNRESTRICTED PARKING – COTTER LANE GLEBE
(2015/417266)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the southern side of Cotter Lane, Glebe between the points 6 metres and 34 metres (five car spaces) east of Allen Lane as unrestricted.

DECISION

The Committee carried the recommendation unanimously and noted the request from Roads and Maritime Services (RMS) that the City must:

- either provide the statutory “No Stopping” restriction at 10 metres from the face of kerb;
or
- undertake a risk assessment in accordance with RMS Technical Direction TTD 2014/005 if proceeding with a proposal that reduces the statutory “No Stopping” distance to less than 10 metres from the face of kerb.

BACKGROUND

Glebe Point YHA has requested the introduction of unrestricted parking in Cotter Lane, between Allen Lane and Glebe Point Road, to provide parking for hostel visitors.

ITEM 57 CAR SHARE – HUNT STREET SURRY HILLS (2015/483831)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Hunt Street between the points 26 metres and 31 metres (one car space) east of Brisbane 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 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 Share Policy. A submission has been received from Hertz 24/7 for a car share space in Hunt Street, east of Brisbane Street.

ITEM 58 CAR SHARE – JONES LANE PYRMONT (2015/438909)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Jones Lane, Pyrmont between the points 88.4 metres and 91.4 metres (one 90° angle parking space) north of Fig 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 Share Policy. A submission has been received from GoGet for one car share space in Jones Lane, Pyrmont, north of Fig Street.

ITEM 59 CAR SHARE – QUAY STREET HAYMARKET (2015/483909)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Quay Street, Haymarket, between the points 12 metres and 18 metres (one car space) north of Bijou Lane 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 Share Policy. A submission has been received from Hertz 24/7 for a car share space in Quay Street, Haymarket, north of Bijou Lane.

ITEM 60 CAR SHARE – WELLINGTON STREET WATERLOO (2015/482190)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wellington Street between the points 19.2 metres and 24.2 metres (one car space) west of West 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 deferred the Item.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council approved Car Share Policy. A submission has been received from GoGet for one car share space in Wellington Street, west of West Street.

ITEM 61 PARKING – BUS ZONE – ST MARYS ROAD SYDNEY (2015/523025)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of St Marys Road, Sydney, east of Prince Albert Road:

- (A) Between the points 51.4 metres and 117.2 metres (11 spaces) as “Bus Zone 3pm-7pm, Mon-Fri”, “2P Ticket 8am-3pm, Mon-Fri” and “4P Ticket 7pm-12am, Mon-Fri; 8am-10pm Sat, Sun & Public Holidays”; and
- (B) The City, in conjunction with TfNSW, to review the provision of bus parking in St Marys Road, between Prince Albert Road and Cathedral Street, six months after implementation.

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 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 62 CYCLEWAYS – BICYCLE CROSSING – ST MARYS ROAD SYDNEY
(2015/491101)**

RECOMMENDATION

It is recommended that the Committee endorse the introduction of a bicycle crossing adjacent to an existing raised marked pedestrian crossing in St Mary's Road, Sydney, north of Cathedral Street.

DECISION

The Committee carried the recommendation unanimously and noted the request from Roads and Maritime Services (RMS) that the City must maintain "No Stopping" restrictions on approach and departure to the pedestrian crossing in accordance with RMS Technical Direction TTD 202/12c.

BACKGROUND

The City's Cycling Improvement Program proposes to upgrade the existing raised pedestrian crossing in St Mary's Road, Sydney, to include a bicycle crossing to improve cycling access and safety.

**ITEM 63 TRAFFIC TREATMENT – INTERSECTION UPGRADE – DUNNING
AVENUE AND CRESSY STREET ROSEBERY (2015/005195)**

RECOMMENDATION

It is recommended that the Committee endorse the following design changes to the treatments proposed at the intersection of Dunning Avenue and Cressy Street in Rosebery:

- (A) Widen footpath extensions on the north-eastern and south-eastern corners; and
- (B) Removal of central median in Cressy Street, east of Dunning Street.

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.

In February 2015, the following traffic treatments were recommended and endorsed by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC):

- Footpath extensions at the intersection of Dunning Avenue and Cressy Street; and
- Median island and pedestrian refuge in Cressy Street, east of Dunning Avenue.

**ITEM 64 TRAFFIC TREATMENT – MARKED PEDESTRIAN CROSSINGS –
UNNAMED ROAD ANNANDALE (2015/439232)**

RECOMMENDATION

It is recommended that the Committee endorse the following on the Unnamed Road, Annandale:

- (A) Raised marked pedestrian crossing east of Johnstons Creek; and
- (B) Flush marked pedestrian crossing west of Johnstons Creek

DECISION

The Committee deferred the Item to be considered out-of-session following further investigation.

BACKGROUND

The Developer of the Rozelle Tram Sheds is proposing to introduce two marked pedestrian crossings on the Unnamed Road over Jonstones Creek to improve pedestrian access and safety to the surrounding parklands, the Glebe Foreshore and the Tram Sheds development.

**ITEM 65 TRAFFIC TREATMENT – SHARED PATH – LANDER STREET
DARLINGTON (2015/465799)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of a shared path through the Lander Street road closure at Shepherd Street, Darlington.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to supporting existing cyclists and encouraging more people to cycle by improving safety and the connectivity of the City's cycling network.

The City proposes to install a shared path through the Lander Street road closure at Shepherd Street, Darlington. The shared path will also improve the safety of pedestrians and cyclist.

**ITEM 66 TRAFFIC TREATMENT – SHARED ZONE – MORT STREET SURRY HILLS
(2014/396280)**

RECOMMENDATION

It is recommended that the Committee support the installation of a Shared Zone in Mort Street, Surry Hills between South Dowling and Bourke Streets.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In response to concerns raised by the Bourke Street Public School, the City has proposed the installation of a 10km/h Shared Zone in Mort Street, Surry Hills between South Dowling and Bourke Streets, to improve safety for children attending the Bourke Street Public School.

Mort Street has narrow, cluttered footpaths which force pedestrians and wheelchair users onto the roadway. Maintaining safe access to and from the entrance to the school for children is a key concern for both the City and the school.

The Surry Hills Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 also includes a proposal to install a Shared Zone in Mort Street, to prioritise access for pedestrians, control vehicle speeds and enhance local amenity.

**ITEM 67 TRAFFIC TREATMENT – STREETScape IMPROVEMENTS –
MISSENDEN ROAD CAMPERDOWN (S123169.007)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following streetscape improvements in Missenden Road, Camperdown:

- (A) Footpath widening in Missenden Road on the:
 - (1) Western side between Longdown Street and Carillon Avenue;
 - (2) Western side between Salisbury Road and Dunblane Street; and
 - (3) Eastern side between Salisbury Road and Lucas Street.

- (B) Continuous footpath treatments at the following intersections with Missenden Road:
 - (1) Longdown Street (both sides);
 - (2) Campbell Street (both sides);
 - (3) Aylesbury Street;
 - (4) Grose Street;
 - (5) Driveway to Professor Marie Bashir Centre Car Park;
 - (6) Lucas Street;
 - (7) Dunblane Street;
 - (8) Briggs Street;
 - (9) Marsden Street; and
 - (10) Broderick Street

- (C) Kerb extensions at the following pedestrian crossings in Missenden Road:
 - (1) North of Marsden Street; and
 - (2) South of Dunblane Street.

- (D) In-road cycle lane between Carillon Avenue and Longdown Street for southbound cyclists

It is recommended that the Committee endorse the following reallocation of parking in Missenden Road, Camperdown:

- (E) Eastern side between the points 25.9 metres and 42.6 metres (three car spaces), south of Parramatta Road as “4P Ticket 8am-10pm”;
- (F) Eastern side between the points 55.3 metres and 81.7 metres (four car spaces), south of Parramatta Road as “Bus Zone”;

- (G) Western side between the points 50.7 metres and 88.8 metres (six car spaces), south of Parramatta Road as “Bus Zone”;
- (H) Eastern side between the points 0.6 metres and 126.5 metres (21 car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (I) Western side between the points 13 metres and 18 metres (one car space), south of Marsden Street as “No Parking Authorised Car Share Excepted Zone GG”;
- (J) Western side between the points 18 metres and 47.2 metres (five car spaces) and 68.2 metres and 113.3 metres (eight car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (K) Eastern side between the points 19.1 metres and 24.1 metres (one car space), south of Dunblane Street as “Motor Bikes Only”;
- (L) Eastern side between the points 24.1 metres and 94.4 metres (12 car spaces), south of Dunblane Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (M) Western side between the points 85 metres and 95 metres (two car spaces), south of Dunblane Street as “Bus Zone”;
- (N) Eastern side between the points 109.7 metres and 119.7 metres (two car spaces), south of Dunblane Street as “Bus Zone”;
- (O) Eastern side between the points 94.4 metres and 109.7 metres (three car spaces) and 119.7 metres and 144.7 metres (four car spaces), south of Dunblane Street as “No Stopping”.
- (P) Western side between the points 0 metres and 85 metres (14 car spaces) and 95 metres and 144.7 metres (eight car spaces), south of Dunblane Street as “No Stopping”;
- (Q) Western side between the points 0 metres and 105.2 metres (18 car spaces) south of Grose Street as “No Stopping”;
- (R) Eastern side between the points 0 metres and 157.2 metres (26 car spaces) south of Grose Street as “No Stopping”;
- (S) Eastern side between the points 35.9 metres and 39.5 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (T) Eastern side between the points 39.5 metres and 69.5 metres (five car spaces) south of Salisbury Road as “No Parking Doctors Vehicle Excepted 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (U) Eastern side between the points 69.5 metres and 111.3 metres (seven car spaces) south of Salisbury Road as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (V) Eastern side between the points 111.3 metres and 126.3 metres (three car spaces) south of Salisbury Road as “Loading Zone 8.30am-3.30pm Mon-Fri, No Stopping 3.30pm-7pm Mon-Fri, 4P Ticket 8am-10pm Sat, Sun and Public Holidays”;

- (W) Western side between the points 0 metres and 20 metres (three car spaces) south of Salisbury Road as “No Stopping”;
- (X) Western side between the points 20 metres and 32 metres (two car spaces) south of Salisbury Road as “No Parking Ambulance Vehicles Excepted”;
- (Y) Western side between the points 32 metres and 39 metres (one car space) south of Salisbury Road as “Mail Zone”;
- (Z) Western side between the points 39 metres and 48 metres (two car spaces) south of Salisbury Road as “No Parking Council Vehicles Excepted”;
- (AA) Western side between the points 48 metres and 103.2 metres (nine car spaces) south of Salisbury Road as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (BB) Western side between the points 119.7 metres and 124.4 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (CC) Eastern side between the points 23.3 metres and 44.9 metres (four car spaces) and 66.8 metres and 116.9 metres (eight car spaces), south of Carillon Avenue as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (DD) Eastern side between the points 116.9 metres and 121.6 metres (one car space) south of Carillon Avenue as “Motor Bikes Only”;
- (EE) Western side between the points 53.8 metres and 70.9 metres (three car spaces) and 82.6 metres and 95.8 metres (two car spaces), south of Carillon Avenue as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (FF) Eastern side between the points 7 metres and 18.9 metres (two car spaces), south of Campbell Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”; and
- (GG) Western side between the points 4.5 metres and 17.8 metres (two car spaces), south of Campbell Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”.

It is recommended that the Committee support traffic signal improvements at the following locations:

- (HH) Intersection of Missenden Road and Carillon Avenue; and
- (II) Intersection of Missenden Road and Salisbury Road.

DECISION

The Committee carried the recommendation unanimously and noted that Roads and Maritime Services (RMS) does not support the two proposed ‘in-lane’ bus stops.

BACKGROUND

In April 2014, the City received correspondence from the Sydney Local Health District (SLHD) raising concerns about pedestrian safety in the vicinity of Royal Prince Alfred Hospital (RPAH).

In response to the safety concerns, the City met with representatives from both Roads and Maritime Services (RMS) and SLHD to workshop potential safety improvements. The meeting identified the following issues:

- a need to improve pedestrian accessibility, particularly in the vicinity of RPAH, across side streets and at known pinch points like at the existing bus shelters; and
- where possible separate competing on-street parking demands particularly in the block between Salisbury Road and Lucas Street where buses, taxis, emergency vehicles, pedestrians, cyclists and through traffic all converge.

Following the meeting, the City engaged a Consultant to prepare a Traffic and Pedestrian Study for Missenden Road. The recommendations of the Study were subsequently used to guide the development of a streetscape improvement plan for Missenden Road that aligned with the aspirations and goals identified during initial discussions between the City, RMS and the SLHD.

**ITEM 68 TRAFFIC TREATMENT – MEDIAN ISLAND PEDESTRIAN REFUGE
ISLAND SHARED ENVIRONMENT AND SEPARATED CYCLEWAY –
GEDDES AVENUE ZETLAND (2015/485002)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) A 30 metre long raised median island in Geddes Avenue, Zetland, 25 metres east of Botany Road, to restrict right turn access into Hinchcliffe and Woolpack Streets;
- (B) A mid-block pedestrian refuge island in Geddes Avenue, Zetland, between Botany Road and Paul Street;
- (C) A mid-block pedestrian refuge island in Geddes Avenue, Zetland, between Paul and Portman Streets;
- (D) A separated cycleway on the southern side of Geddes Avenue, Zetland, between Botany Road and Portman Street;
- (E) A shared environment in Hinchcliffe Street, Zetland, at the intersection with Geddes Avenue; and
- (F) A temporary marked pedestrian crossing in Hinchcliffe Street, Zetland, at the intersection with Geddes Avenue.

It is recommended that the Committee note the signalisation of the following intersections:

- (G) Botany Road and Geddes Avenue, Zetland;
- (H) Geddes Avenue and Paul Street, Zetland; and
- (I) Paul Street and Zetland Avenue, Zetland.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Development Consent for the Green Square Town Centre (GSTC) requires the Applicant to submit traffic and parking plans for the new road layout.

The traffic and parking arrangements for Package 3 of GSTC have been submitted as part of the GSTC Essential Infrastructure and Public Domain Strategy for review.

**ITEM 69 TRAFFIC TREATMENT – CHEVRON ISLANDS ACROSS DRIVEWAYS
(2015/459103)**

RECOMMENDATION

It is recommended that the Committee endorse the implementation of painted chevron islands across a private driveway within the City's Local Government Area subject to the following:

- (A) The property owner formally requests the implementation of the painted chevron island in writing; and
- (B) The property owner resolves any outstanding fees associated with the request.

DECISION

The Committee carried the recommendation unanimously and noted that Roads and Maritime Services (RMS) does not support the use of chevron islands across driveways.

BACKGROUND

The City regularly receives requests from local residents and businesses for solutions to deter illegal parking across driveways.

Although Rule 198 (2) of the *Road Rules 2014* makes it illegal for a vehicle to park across a driveway, at times additional treatments are required to reinforce Rule 198 (2). One such option is the implementation of painted chevron islands across driveways.

ITEM 70 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