

# LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2015/010  
Wednesday 18 November 2015

*minutes*

*city of villages*

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

**18 NOVEMBER 2015**

**PRESENT**

Councillor Mant (A/Chairperson)	City of Sydney
Andrew Walsh	City of Sydney
Van Le	City of Sydney
Lucy Jenkin	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Clement Lim	City of Sydney
Joseph Gomes	City of Sydney
Rodney King	City of Sydney
Ganesh Vengadasalam	City of Sydney
Navin Prasad	RMS
Matt Noyen	Redfern Police
Keith Williamson	Surry Hills Police
Daniel Chilvers	Leichhardt Police
Darren Jenkins	Representative for Heffron
Eric Graham	STA
Gavin Rowley	SHFA
David Lenoir	TWU
Robyn Fortescue	Item 14
Rosemary Wagstaff	Item 14
Mary Ellen McCue	Item 14
Robert Britton	Item 14
Alison McKeown	Item 19
John Rossi	Item 23
Norman Snowden	Item 27
Denis Norton	Item 30
Dr Brown	Item 33
Terry Moore	Item 33
Arthur Athanasoulas	Item 33
David Payne	Item 33

**ITEM 1 APOLOGIES**

George Angelis  
Mark Hannan  
Alex Greenwich MP  
Chisty Jessep  
David Borella  
Roy Bishop

City of Sydney  
City of Sydney  
Member for Sydney  
Kings Cross Police  
BIKESydney  
Representative for Sydney

**DECISION**

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2015/09 HELD ON 21  
OCTOBER 2015**

**DECISION**

The Committee endorsed the Minutes.

**ITEM 3 STREET EVENT – TEMPORARY ROAD CLOSURES – VARIETY SANTA  
FUN RUN (2014/370964)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closures and traffic control for the Variety Santa Fun Run on Sunday 6 December 2015 from 7.30am to 11am subject to the following conditions:

- (A) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact the Sydney City LAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of the event.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

The Variety Children's Charity NSW has applied for the temporary road closures and traffic control Variety Santa Fun Run on Sunday 6 December 2015 from 7.30am to 10am.

**ITEM 4 STREET EVENTS – TEMPORARY ROAD CLOSURE – KENSINGTON  
STREET CHIPPENDALE (2015/529790)**

**FILE NO: 2015/529790**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closure of Kensington Street, Chippendale, between Outram and Dwyer Streets, on Sunday 13 December 2015 between 7am and 12 midnight. The road would be closed for a Chippendale community event, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact Redfern Police to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

The Chippendale Creative Precinct has applied to temporary close Kensington Street, Chippendale, between Outram and Dwyer Streets, on Sunday 13 December 2015 between 7am and 12 midnight. The road would be closed for a Chippendale community event.

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



**ITEM 5 MOBILE CRANE – TEMPORARY ROAD CLOSURES – FRANCIS STREET  
GLEBE (2015/528090)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closure of Francis Street, between Glebe Point Road and Bay Street, Glebe, on two Sundays 22 and 29 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 6 and 13 December 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact 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 Glebe 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**

Construction Solutions has applied for the temporary road closure of Francis Street, between Glebe Point Road and Bay Street, Glebe, on two Sundays 22 and 29 November 2015 from 7am to 5pm.

**ITEM 6 MOBILE CRANE – TEMPORARY ROAD CLOSURES – GEORGE AND  
ESSEX STREETS SYDNEY (2015/594556)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closures of George Street, between Grosvenor and Essex Streets, and Essex Street, between Harrington and George Streets, Sydney, on Sundays 13 and 20 December 2015 from 4am to 10pm, 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 20 December 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Marr Contracting Pty Ltd has applied for the temporary road closure of George Street, between Grosvenor and Essex Streets, and Essex Street, between Harrington and George Streets, Sydney, on Sundays 13 and 20 December 2015 from 4am to 10pm.

**ITEM 7 MOBILE CRANES – TEMPORARY ROAD CLOSURES – KIRKETON  
ROAD DARLINGHURST (2015/521376)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closure of Kirketon Road, between Farrell Avenue and the William Street on-ramp, Darlinghurst from Monday 30 November to Saturday 5 December 2015 between 7.30am and 5.30pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 7 to 12 December 2015 as alternative dates for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Kings Cross Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must notify all properties fronting Darlinghurst Road between Liverpool and William Streets, Farrell Avenue, Kirketon Road, Rosebank Street and Tewkesbury Avenue.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Sydney Traffic Control has applied for the temporary road closure of Kirketon Road, between Farrell Avenue and William Street the on-ramp, Darlinghurst from Monday 30 November to Saturday 5 December 2015 between 7.30am and 5.30pm.

**ITEM 8 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PITT STREET  
SYDNEY (2015/532422)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, between Liverpool and Bathurst Streets, Sydney on Sunday 29 November 2015 from 4am to 10pm, 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 6 December 2015 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must maintain local access to Wilmot and Central Streets at all times.
- (G) If the above closure dates conflict with any Light Rail works, other major works or special events, they may be changed to new dates in consultation with the Transport Management Centre and the Sydney City Police.
- (H) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Marr Contracting Pty Ltd has applied for the temporary road closure of Pitt Street, between Liverpool and Bathurst Street, Sydney, on Sunday 29 November 2015 from 4am to 10pm.

**ITEM 9 MOBILE CRANES – TEMPORARY ROAD CLOSURES – YORK LANE  
SYDNEY (2015/528823)**

**RECOMMENDATION**

It is recommended that the Committee endorse the temporary road closure of York Lane, between Barrack and Erskine Streets, Sydney on Saturday 28 November and Sunday 29 November 2015 from 7am to 7pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 5 and 6 December 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 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 York Lane, between Barrack and Erskine Streets, Sydney on Saturday 28 November and Sunday 29 November 2015 from 7am to 7pm.

**ITEM 10 WORKS ZONE – ELIZABETH STREET SURRY HILLS (2015/530092)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Elizabeth Street, Surry Hills, between the points 10 metres and 23.5 metres (two car spaces) north of Belvoir Street as “No Parking 7am-9.30am, 4pm-6pm Mon-Fri” and “Works Zone 9.30am–4pm Mon-Fri, 7.30am–3.30pm Sat, 4P 6pm-10pm Mon-Sun”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) Works for major transport projects, such as the Sydney Light Rail Project and the Sydney City Centre Access Strategy, are currently being undertaken in the City's Local Government Area and have priority access and use rights over City owned or controlled land including roads and footpaths. The City may at any time, and with at least 1 business days' notice to the applicant, revoke, suspend or restrict the Works Zone:
  - if the Works Zone is required for a major transport project; or
  - is impracticable due to changes arising from a major transport project, such as traffic diversions; or
  - is otherwise unsuitable due to a major transport project.

The applicant must make its own enquiries, on a regular basis, about the potential impact of major transport projects on the Works Zone and the construction program for its development site.

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

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

My Build Sydney Pty Ltd has applied for a 13.5 metre long Works Zone in Elizabeth Street, Surry Hills.

The Works Zone is to facilitate construction works at 533 Elizabeth Street for a period of approximately 26 weeks.

**ITEM 11 WORKS ZONE – GROSE STREET GLEBE (2015/504528)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Grose Street, Glebe, between the points 34.5 metres and 45.5 metres (two car spaces) south of Francis Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Stopping Other Times”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) Temporary reallocation of the kerb space on the western side of Grose Street, Sydney, between the points 12.5 metres and 70.5 metres south of Francis Street as “No Parking 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”.
- (C) 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.
- (D) The Applicant must provide RMS-Accredited Traffic Controllers to maintain access to driveways on opposite side of the Works Zone at all times. If a construction vehicle, using the Works Zone, restricts another vehicle from safely passing or accessing driveways, then the Traffic Controllers must organise the construction vehicle in the Works Zone to move so that the other vehicle can safely enter or exit the driveways.
- (E) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (F) The Applicant must provide a telephone number of the Site Manager.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Mainbrace Constructions Pty Ltd has applied for an 11 metre long Works Zone in Grose Street, Glebe.

The Works Zone is to facilitate construction works at 1-21 Bay Street for a period of approximately 22 weeks.

**ITEM 12 WORKS ZONE – PYRMONT STREET PYRMONT (2015/521115)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Pyrmont Street, Pyrmont, between the points 83 metres and 98 metres (three car spaces) south of Jones Bay Road as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking Other Times” subject to the following conditions:

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

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Echo Entertainment Group has applied for a 15 metre long Works Zone in Pyrmont Street, Pyrmont.

The Works Zone is to facilitate refurbishment works at 80 Pyrmont Street (The Star) for a period of approximately 40 weeks.



**ITEM 13    PARKING - DISABILITY PARKING - PROSPECT STREET SURRY HILLS  
(2015/327917)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the southern side of Prospect Street, Surry Hills between the points 67.7 metres and 75.5 metres west of South Dowling Street as 'Disability Parking Only'.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

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

**ITEM 14 PARKING - NO PARKING - WILSON LANE DARLINGTON (2015/391263)**

**RECOMMENDATION**

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

- (A) On the southern side of Wilson Lane, Darlington between the points 34.4 metres and 40.4 metres (1 car space) west of Codrington Street as “No Parking 9am-7.30pm Mon-Fri”.
- (B) On the southern side of Abercrombie Street, Darlington between the points 35.6 metres and 51.2 metres (2 car spaces) west of Codrington Street as “1P 8am-10pm Permit Holders Excepted Area 32”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Sydney University has requested consideration of a “No Parking” restriction in Wilson Lane to ensure unobstructed access to the rear off-street parking to their building on Abercrombie Street.

**ITEM 15 PARKING - NO STOPPING - LANSDOWNE STREET SURRY HILLS  
(2015/392370)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Lansdowne Street, Surry Hills as follows.

- (A) Between the points 12.2 metres and 18.2 metres (1 car space) west of Marlborough Street as "No Stopping".
- (B) Between the points 18.2 metres and 27.2 metres (2 car spaces) west of Marlborough Street as "No Parking Authorised Car Share Vehicles Excepted, Zone GG & H24/7".

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Residents of Lansdowne have requested the City extend the existing "No Stopping" restriction in Lansdowne Street on the approach to Marlborough Street to improve pedestrian safety.

**ITEM 16 PARKING – BUS ZONE – Blich Street Sydney (2015/549865)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following allocation of parking in Blich Street, Sydney, south of Bent Street as “Bus Zone Route Service Buses 15 Minute Limit”:

- (A) The eastern side of Blich Street between points 92.98 metres and 123.98 metres (five car spaces);
- (B) The western side of Blich Street between the points 17.1 metres and 43.8 metres (four car spaces);
- (C) The western side of Blich Street between the points 105.8 metres and 142.9 metres (six car spaces); and
- (D) The City, in conjunction with TfNSW, to review the provision of bus parking in Blich Street, between Hunter and Bent Streets, 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 17 PARKING – BUS ZONE – O’CONNELL STREET SYDNEY (2015/555637)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following reallocation of parking in O’Connell Street, Sydney, south of Bent Street as “Bus Zone Route Service Buses 15 Minute Limit”:

- (A) The eastern side of O’Connell Street between points 80.2 metres and 106 metres (four car spaces);
- (B) The eastern side of O’Connell Street between points 117.3 metres and 155 metres (six car spaces);
- (C) The eastern side of O’Connell Street between the points 179.2 metres and 192.1 metres (two car spaces);
- (D) The western side of O’Connell Street between the points 14.7 metres and 59.8 metres (seven car spaces);
- (E) The western side of O’Connell Street between the points 85 metres and 117.3 metres (five car spaces);
- (F) The western side of O’Connell Street between the points 124.3 metres and 152.8 metres (five car spaces); and
- (G) The City, in conjunction with TfNSW, to review the provision of bus parking in O’Connell 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 18    PARKING – LOADING ZONE – HARRINGTON STREET THE ROCKS  
(2015/579130)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the western side of Harrington Street, The Rocks, between the points 38 metres and 51.8 metres (two car spaces) south of Argyle Street as “Loading Zone Ticket 5am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

The Rocks Chamber of Commerce has requested consideration to provide additional Loading Zones in Harrington Street to improve loading facilities for local businesses.

**ITEM 19 PARKING – NO PARKING – CHARLTON WAY GLEBE (2015/461918)**

**RECOMMENDATION**

It is recommended that the Committee endorse the allocation of parking on the eastern side of Charlton Way, Glebe, between the points 65.2 metres and 70.2 metres (one car space) north of Forsyth Street as “No Parking”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

A resident of Charlton way has requested consideration to remove some parking in Charlton Way to ensure unobstructed access to rear lane off-street parking.



**ITEM 20    PARKING – NO PARKING – RAGLAN STREET WATERLOO  
(2015/475121)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Raglan Street, Waterloo between the points 30.5 metres and 41.2 metres (two car spaces) east of Pitt Street as “No Parking The Factory Community Centre Vehicles Excepted”

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

The Factory Community Centre (TFCC) has requested consideration of “No Parking Authorised Vehicles Excepted” along its frontage for their buses to pick up and drop off their members.

**ITEM 21 PARKING – NO STOPPING – GEORGE STREET SYDNEY (2015/530204)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of George Street, Sydney, between the points 120.3 metres and 158.8 metres (six car spaces) south of Hunter Street, as “No Stopping”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

The Committee on 16 October 2013 endorsed parking changes on the eastern side of George Street, between Angel Place and Hunter Street, Sydney which provided late night Taxis Zone

**ITEM 22 PARKING – NO STOPPING – PRINCE ALBERT ROAD SYDNEY  
(2015/556021)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Prince Albert Road, Sydney, between the points 44 metres and 69.7 metres (four car spaces) east of Macquarie Street as “No Stopping Sydney Explorer Buses Excepted 5 Minute Limit”.

**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 23    PARKING - PERMIT PARKING - BELMONT STREET ALEXANDRIA  
(2015/456599)**

**RECOMMENDATION**

It is recommended that the Committee endorse the allocation of parking in the following sections of Belmont Street, north of Maddox Street, Alexandria as "2P 8am-10pm Permit Holders Excepted Area 36":

- (A)    Between the points 25.3 metres and 77.9 metres (18 angle car spaces) on the western side; and
- (B)    Between points 25.9 metres and 83.6 metres (10 parallel car spaces) on the eastern side.

**DECISION**

The Committee recommended to deferred the Item and consider the proposal out-of-session following the distribution of parking occupancy data for Belmont Street to Committee members.

**BACKGROUND**

In November 2012, the City consulted with residents to identify streets with strong support for timed permit parking as part of the Alexandria Parking Trial.

At that time, residents in Belmont Street did not support the timed permit parking proposal. It was noted that the City would monitor parking conditions in the street and reconsider the permit parking proposal if there was strong support from residents in the future.

In September 2015, the City received a joint submission from residents requesting for timed permit parking in the street.

**ITEM 24    PARKING – TIMED PERMIT PARKING – VICTORIA STREET  
              BEACONSFIELD (2015/513060)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Victoria Street, Beaconsfield between the points 10 metres and 26.4 metres (six angle car spaces), south of Johnson Street as “2P 8am-6pm Mon-Fri Permit Holders Excepted Area 34”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

A resident of Victoria Street has requested consideration to reinstate timed permit parking adjacent to the redundant driveway of 3-7 Victoria Street, Beaconsfield

**ITEM 25    PARKING – UNRESTRICTED PARKING – PITT STREET SYDNEY  
(2015/530296)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the western side of Pitt Street, Sydney, between the points 85.5 metres and 95.6 metres (two car spaces), and 104.4 metres and 123.3 metres (three car spaces) south of Hunter Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and 4P Ticket 6pm-10pm Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

Due to the Super Taxi Rank on the eastern side of Pitt Street, between Hunter Street and Martin Place, it is proposed to remove the “Taxi Zone Other Times” restriction on the western side of the street. The proposal will prevent confusion and consolidate parking.

**ITEM 26 PARKING – VARIOUS RESTRICTIONS – SUSSEX STREET SYDNEY  
(2015/546173)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Sussex Street, Sydney as follows:-

- (A) between the points 0.0 metres and 14.5 metres north of Liverpool Street as “No Stopping”;
- (B) between the points 14.5 metres and 28.8 metres north of Liverpool Street as “P5 minute”;
- (C) between the points 28.8 metres and 45.2 metres north of Liverpool Street as “No Parking”; and
- (D) between the points 45.2 metres and 73.2 metres north of Liverpool Street as “1/4 P Ticket 7am-6pm Mon-Fri”, “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays”.

**DECISION**

The Committee carried the recommendation unanimously.

An inventory of on-street parking within the CBD will be undertaken following the delivery of the CBD and South East Light Rail.

**BACKGROUND**

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

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

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

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

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

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

**ITEM 27 CAR SHARE – BETTINGTON STREET MILLERS POINT (2015/530062)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Bettington Street, Millers Point, between the points 23.8 metres and 28.8 metres (one car space) west of west of Rodens Lane 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 recommended to defer the Item and consider the proposal at the next available Committee meeting following an investigation to allocate a car share space in Meriman Street, Millers Point.

**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 Bettington Street, west of Rodens Lane.



**ITEM 28 CAR SHARE – PARKER STREET HAYMARKET (2015/528354)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Parker Street, Haymarket, between the points 10.7 metres and 15.7 metres (one car space) north of Barlow Road 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 Parker Street, Haymarket, north of Barlow Road.

**ITEM 29 CAR SHARE – TRINITY AVENUE DAWES POINT (2015/528360)**

**RECOMMENDATION**

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Trinity Avenue, Dawes Point, between the points 68.8 metres and 73.8 metres, south of Lower Fort 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 Trinity Avenue, south of Lower Fort Street.

**ITEM 30 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) east of George Street as 'No Parking Car Share Vehicles Excepted' subject to the following:-

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

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

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

**ITEM 31 TRAFFIC TREATMENT – MARKET STREET SYDNEY (2015/385607)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Provision of lane and road markings on Market Street between Kent Street and 45 metres west of Kent Street as “Bus Only”;
- (B) Reduction of the existing kerb extension on the north western corner of the intersection of Market and Clarence Streets;
- (C) Provision of a three through traffic lanes a dedicated right turn lane westbound on Market Street between York Street and Clarence Street;
- (D) Reduction of the existing kerb extension on the northern side of Market Street between the points 47.2 metres east of the building line Clarence Street;
- (E) Reduction of the existing kerb extension on the south eastern corner of the intersection of Market and York Streets;
- (F) Reduction of the kerb width on the southern side of Market Street and the provision of three straight through lanes and a dedicated left turn lane on the southern side of Market Street between George Street and York Street;
- (G) Extension of the footpath width on the south-western corner of George and Market Street;
- (H) Realignment of kerb angle on the northern side of Market Street between 180 metres and 185 metres west of the building alignment on Castlereagh Street;
- (I) Reallocation of kerb space on the northern side of Market Street between points 122.6 metres and 157.6 metres west of the building alignment of Castlereagh Street as “Loading Zone Ticket 6am-6pm Mon-Fri, 6am-10am Sat” and “Taxi Zone other times”;
- (J) Reallocation of kerb space on the northern side of Market Street between points 157.6 metres and 170.7 metres, west of the western building alignment of Castlereagh Street as “Taxi Zone”;
- (K) Reallocation of kerb space on the northern side of Market Street between points 170.7 metres and 182.7 metres, west of the western building alignment of Castlereagh Street as “No Parking”;
- (L) Reallocation of kerb space on the northern side of Market Street between the points 35.5 metres and 45.5 metres east of the building line on Clarence Street as “Mail Zone”;
- (M) Reallocation of kerb space on the northern side of Market Street between points 5.8 metres and 35.5 metres east of the building alignment on Clarence Street as “Bus Zone”;

- (N) Reallocation of kerb space on the southern side of Market Street between points 4.2 metres and 14.75 metres, west of the western building alignment of Castlereagh Street as “No Stopping”;
- (O) Reallocation of kerb space on the southern side of Market Street between points 14.75 metres and 83.25 metres, west of the building alignment of Castlereagh Street as “No Stopping 6am-8pm Mon-Fri” and “Taxi Zone other times”;
- (P) Reallocation of kerb space on the southern side of Market Street between Pitt Street and George Street as “No Stopping”;
- (Q) It is recommended that the Committee note changes to the signalised intersections of Market and Clarence Streets, Market and York Streets and Market and Castlereagh Streets;
- (R) The Applicant (RMS) must return items (B), (C), (D), (E) and (F) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (S) The City, in conjunction with TfNSW, to review the provision of bus parking in Market Street six months after implementation.

## **DECISION**

The Committee carried the recommendation unanimously.

The Member for Sydney recommended community consultation is included during the six month review.

## **BACKGROUND**

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD 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.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

**ITEM 32 TRAFFIC TREATMENT – INTERSECTION UPGRADE – MENTMORE  
AVENUE AND QUEEN STREET ROSEBERY (2015/529526)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following design changes to the treatments proposed at the intersection of Mentmore Avenue and Queen Street, Rosebery:

- (A) Widen footpath extensions on all four corners of the intersection; and
- (B) Removal of both central medians in Mentmore Avenue, north and south of Queen Street.

**DECISION**

The Committee carried the recommendation unanimously.

**BACKGROUND**

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

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

- Footway extensions at the intersection of Mentmore Avenue and Queen Street; and
- Median islands in Mentmore Avenue, north and south of Queen Street.

**ITEM 33 TRAFFIC TREATMENT – RAISED PEDESTRIAN CROSSING –  
ELIZABETH STREET ZETLAND (2015/560809)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following traffic and parking changes in Elizabeth Street, Zetland:

- (A) Conversion of the existing raised threshold located in Elizabeth Street 60 metres west of Joynton Avenue, to a raised pedestrian crossing;
- (B) Reallocation of parking on the southern side of Elizabeth Street, between the points 44.1 metres and 64.7 metres (three car spaces) west of Joynton Avenue as “No Stopping”; and
- (C) Reallocation of parking on the northern side of Elizabeth Street, between the points 43.1 metres and 68.4 metres (four car spaces) west of Joynton Avenue as “No Stopping”.

**DECISION**

The Committee carried the recommendation unanimously. The proposal is to be referred to State Transit Authority for support.

**BACKGROUND**

In September 2014, the City received a petition from 24 properties in Elizabeth Street requesting for the provision of a pedestrian crossing in Elizabeth Street.

The City subsequently commissioned a Pedestrian and Vehicular Traffic Study to identify options to improve pedestrian safety and accessibility at the intersection of Joynton Avenue and Elizabeth Street.

The study identified the already formed key east-west pedestrian desire line between the Victoria Park residential precinct, bus stops in Elizabeth Street and the Green Square Train Station. Observations have shown that pedestrians currently use the existing raised threshold to cross Elizabeth Street as part of the walking route to the public transport facilities.

The use of this established desire line will increase significantly over the next few years as the residential properties and high activity areas (i.e Green Square Aquatic Centre, Gunyama Park and Drying Green Park) are developed within the Green Square Town Centre, Lachlan and Epsom precincts.

To meet the increasing pedestrian demands and improve the safety of pedestrians crossing Elizabeth Street at the intersection with Joynton Avenue, it is proposed to convert the existing raised threshold in Elizabeth Street, north-west of Joynton Avenue, to a raised pedestrian crossing.

**ITEM 34 TRAFFIC TREATMENT – PITT STREET SYDNEY (2015/385281)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following in Pitt Street, Sydney:

- (A) Installation of a kerb extension on the southern side of Park Street, east of Pitt Street;
- (B) Installation of a kerb extension on the eastern side of Pitt Street, south of Park Street;
- (C) Removal of a kerb extension on the western side of Pitt Street, south of Park Street;
- (D) Removal of a kerb extension on the northern side of Park Street, west of Pitt Street;
- (E) Reallocation of parking on the eastern side of Pitt Street, between points 14.8 metres and 40.5 metres (four car spaces), 46 metres and 56.7 metres (two car spaces), and 66.6 metres and 88.8 metres (four car spaces), north of Bathurst Street 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”;
- (F) Reallocation of parking on the eastern side of Pitt Street, between points 88.8 metres and 126.1 metres (six car spaces), north of Bathurst Street as “Taxi Zone”;
- (G) Reallocation of parking on the eastern side of Pitt Street, between the points 126.1 metres and the southern kerb line of Park Street, north of Bathurst Street as “No Stopping”;
- (H) Reallocation of parking on the western side of Pitt Street between points 22.1 metres and 53.8 metres (five car spaces) and 100.9 metres and 110 metres (two car spaces), north of Bathurst Street 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”;
- (I) Reallocation of parking on the western side of Pitt Street between the points 110 metres and the southern kerb line of Park Street, north of Bathurst Street as “No Stopping”;
- (J) It is recommended that the Committee note changes to the signalised intersections of Pitt and Park Streets;
- (K) The Applicant (RMS) must return items (C) and (D) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (L) The City, in conjunction with TfNSW, to review traffic and parking changes six months after implementation.

**DECISION**

The Committee carried the recommendation unanimously.

The Member for Sydney recommended community consultation is included during the six month review.



**BACKGROUND**

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD 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.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

**ITEM 35 TRAFFIC TREATMENT – YORK STREET SYDNEY (2015/301471)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Extend the kerb extension on the western side of York Street, between the points 7.8 metres and 12.4 metres south of the building line on King Street;
- (B) Extend the kerb extension on the eastern side of York Street, between the points 7.6 metres and 15.3 metres south of the building line on King Street;
- (C) Remove the kerb extensions on the eastern and western sides of York Street between 36 metres and 49.5 metres south of the building line of King Street and associated removal of the mid-block traffic signals;
- (D) Reallocation of parking restrictions on the eastern side of York Street between points 7.6 metres and 15.3 metres south of the building line on King Street to “No Stopping”;
- (E) Reallocation of parking on the eastern side of York Street between points 23.0 metres and 42.9 metres south of the building line on King Street to “No Parking, Coaches Excepted 15 Minute Limit”;
- (F) Upon completion of the redevelopment of 48 York Street and removal of the Works Zone, reallocation of parking on the eastern side of York Street between points 42.9 metres and 58.0 metres south of the building line on King 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”;
- (G) Upon completion of the redevelopment of 48 York Street and removal of the Works Zone, reallocation of parking restrictions on the eastern side of York Street between points 58 metres and 64.2 metres south of the building line on King Street to “No Stopping”;
- (H) Upon completion of the redevelopment of 48 York Street and removal of the Works Zone, reallocation of parking on the eastern side of York Street between points 64.2 metres and 109.3 metres south of the building line on King 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”;
- (I) Reallocation of parking on the eastern side of York Street between points 109.3 metres and 116.9 metres south of the building line on King Street to “No Stopping”;
- (J) Reallocation of parking on the eastern side York Street between points 116.9 metres and 206.5 metres south of building line on King Street to “Bus Zone”;
- (K) Reallocation of parking on the western side York Street between points 7.8 metres and 12.4 metres south of building line on King Street to “No Stopping”;
- (L) Reallocation of parking on the western side York Street between points 12.4 metres and 27.8 metres south of building line on King Street to “No Parking”;

- (M) Reallocation of parking on the western side of York Street between points 27.8 metres and 52.5 metres south of the building line on King Street to “Taxi Zone”;
- (N) Reallocation of parking on the western side of York Street between points 52.5 metres and 103.4 metres south of the building line on King 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 & Public Holidays”;
- (O) Reallocation of parking on the western side of York Street between points 109.7 metres and 120.1 metres south of the building line on King 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 & Public Holidays”;
- (P) Reallocation of parking on the western side of York Street between points 129 metres and 178.5 metres south of the building line King 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) It is recommended that the Committee note changes to the York Street and King Street signalised intersection; and
- (R) The City, in conjunction with TfNSW, to review traffic and parking changes six months after implementation.

## **DECISION**

The Committee carried the recommendation unanimously.

The Member for Sydney recommended community consultation is included during the six month review.

## **BACKGROUND**

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD 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.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

**ITEM 36 TRAFFIC TREATMENT – KENT STREET SYDNEY (2015/300438)**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Provision of a single southbound lane on the eastern side of Kent Street and two northbound traffic lanes north of Erskine Street;
- (B) Provision of a dedicated kerbside left turn lane on Kent Street between the points 143.9 metres north of King Street;
- (C) Provision of a shared through and right turn lane on the southern approach to Erskine Street;
- (D) Provision of “No Left Turn Bicycles Excepted” restrictions on Kent Street on the southern approach to Erskine Street;
- (E) Provision of “No Left Turn” restrictions on Kent Street on the northern approach to Erskine Street;
- (F) Reallocation of kerb space on the western side of Kent Street, between points 110.2 metres and 143.9 metres north of the northern building alignment of King Street as “No Stopping 6am-10am, 3pm-8pm Mon-Fri, Loading Zone Ticket 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 10am-8pm Sat, 6am-8pm Sun and Public Holidays” and “Taxi Zone 8pm-6am”;
- (G) Changes to the traffic signal design as part of the new Kent Street and Erskine Street arrangements will be subject to final approval by the Roads and Maritime Services;
- (H) The Applicant (RMS) must return item (B) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network;
- (I) It is recommended that the Committee note changes to the signalised intersections of Kent Street and Erskine Street; and
- (J) The City, in conjunction with TfNSW, to review the provision of bus parking in Kent Street six months after implementation.

**DECISION**

The Committee carried the recommendation unanimously.

The Member for Sydney recommended community consultation is included during the six month review.

**BACKGROUND**

The Sydney City Centre Capacity Improvement Program (SCCCIP) is a NSW Government initiative to temporarily manage congestion in the Sydney CBD 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.

Following commencement of passenger services on the CBD and South-East Light Rail (CSELR), and following consultation between the City and RMS, any SCCCIP treatments that diminish the safety and accessibility of pedestrians and cyclists, like reduced footpath widths and removed kerb extensions, will be reinstated by RMS at full cost.

**ITEM 37 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