

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2015/11
Wednesday 16 December 2015

minutes

city of villages

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

16 DECEMBER 2015

PRESENT

Councillor Mant (A/Chairperson)	City of Sydney
Mark Hannan	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
Eoin Cunningham	City of Sydney
Ganesh Vengadasalam	City of Sydney
Col Warne	City of Sydney
Navin Prasad	Roads and Maritime Services (RMS)
Francois LaRue	Transport for NSW (TfNSW)
Matt Noyen	Redfern Police
Chisty Jessep	Kings Cross Police
Tony Mann	Kings Cross Police
Daniel Chilvers	Leichhardt Police
Darren Jenkins	Representative for Heffron
Eric Graham	STA
David Lenoir	TWU
Enrica Bova	Item 57
Father Anthony Walsh	Item 57
Commander Rebecca Jeffcoat	Item 61
Anthony Plaia	Item 62
Robert Hansen	Item 62
Laurie Brereton	Item 62
Item 43 No Parking – Portland Street	Petition Noted

ITEM 1 APOLOGIES

George Angelis
Alex Greenwich MP
Roy Bishop
David Borella
Jim Mihos
Keith Williamson
Andrew Loupis
Gavin Rowley

City of Sydney
Member for Sydney
Representative for Sydney
BIKESydney
Sydney City LAC
Surry Hills Police
Surry Hills Police
SHFA

DECISION

The Committee noted the apologies.

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2015/10 HELD ON 18
NOVEMBER 2015**

DECISION

The Committee endorsed the Minutes.

**ITEM 3 ITEM FOR COMMITTEE INFORMATION – PARKING – NO STOPPING –
 KENT STREET SYDNEY (2015/588205)**

RECOMMENDATION

It is recommended that the Committee note the following reallocation of parking on the western side of Kent Street, Sydney, north on Druiitt Lane:

- (A) Between the points 23 metres and 44 metres as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “No Parking 10am-3pm Coaches Excepted 15 Minute Limit” and “Taxi Zone At Other Times”;
- (B) Between the points 44 metres and 64 metres as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 6am-10am Sat” and “Taxi Zone At Other Times”; and
- (C) The City, in conjunction with TfNSW, to review the provision of bus parking in Kent Street, between Bathurst and Druiitt 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 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.

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.

No parking changes have currently been made to Kent Street, south of Druiitt Street. Observations undertaken following implementation of the SCCBP suggest that additional parking restrictions are required to facilitate bus and general traffic movements in peak periods.

**ITEM 4 ITEM FOR COMMITTEE INFORMATION – LATE NIGHT TAXI RANK – KING
STREET NEWTOWN (2015/533993)**

RECOMMENDATION

It is recommended that the Committee note the installation of late night Taxi Zones on the following locations:

- (A) Eastern side of King Street just north of Whateley Lane, from 7pm-6am.
- (B) Eastern side of King Street just north of Brown Street, from 7pm-6am.
- (C) Western side of King Street just north of Egan Street, from 6pm-6am.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In response to concerns raised by local businesses, the City, in conjunction with Marrickville Council, Roads and Maritime Services (RMS) and NSW Police, has developed a proposal to improve access to taxis in Newtown at night.

The proposal involves the installation three new night taxi ranks along King Street, Newtown.

**ITEM 5 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
PEDESTRIAN AND BICYCLE CROSSINGS – UNNAMED ROAD
ANNANDALE (2015/439232)**

RECOMMENDATION

It is recommended that the Committee note the following traffic treatments on the Unnamed Road Annandale:

- (A) “Give Way” control on the unnamed road on approach to Nelson Street;
- (B) A raised marked pedestrian and cycle crossing with “Give Way” controls, west of Johnstons Creek;
- (C) A flush marked pedestrian crossing east of Johnstons Creek; and
- (D) The Developer to organise a post-construction Road Safety Audit following the completion of works.

DECISION

The Committee carried the recommendation unanimously.

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.

The proposal was considered by the Committee at its meeting on 21 October 2015 with the decision to defer and consider the proposal out-of-session allowing for further investigation.

The proposal was unanimously endorsed by the Committee out-of-session on 4 December 2015 following further investigation from the City’s Risk Management team and an independent Road Safety Auditor.

**ITEM 6 ITEM OF INFORMATION – PARKING CHANGES – REDFERN AND
RENWICK STREETS REDFERN (2015/437031)**

RECOMMENDATION

It is recommended that the Committee note the following reallocation of kerb space in Redfern:

- (A) Northern side of Redfern Street, between the points 5 metres and 15 metres (two car spaces) “P15 Minute 8am - 6pm Mon-Fri, 4P Ticket 8am - 6pm Sat, Sun & Public Holidays Funeral Vehicles Excepted”,
- (B) Northern side of Redfern Street, between the points 18 metres and 24 metres (one car space) east of Renwick Street as “No Parking 8am - 6pm Mon-Fri, Council Vehicles Excepted”,
- (C) Northern side of Redfern Street, between the points 24 metres and 41 metres (three car spaces) “Loading Zone 8am - 10am Mon-Sat, 1P Ticket 10am - 6pm Mon-Fri, 4P Ticket 10am - 6pm Sat, 8am - 6pm Sun”,
- (D) Eastern side of Renwick Street, between the points 6 metres and 12 metres (one car space) north of Redfern Street as “No Parking 8am - 6pm Mon – Fri, Funeral Vehicles Excepted”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

At the October 2015 meeting of the Local Pedestrian, Cycling and Traffic Calming Committee, the Committee endorsed relocating the Bus Zone from Lawson Square to Redfern Street between Regent and Renwick Streets, Redfern. This was part of a bus stop consolidation that will provide an opportunity to improve the streetscape of Lawson Square with new cycle facilities that improve access and safety for pedestrians and cyclists.

The Committee also asked City staff to further investigate the proposed parking arrangements for the nearby funeral parlour on Redfern Street. This will require changes to the parking on the northern side of Redfern Street, between Renwick and George Streets, and also in Renwick Street.

**ITEM 7 STREET EVENTS – TEMPORARY ROAD CLOSURES – CITY OF SYDNEY
CHEMICAL CLEANOUT – MACARTHUR STREET ULTIMO (2015/570676)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of westbound traffic in Macarthur Street, Ultimo, between Bay Street and Blackwattle Lane, for the City of Sydney's Chemical Cleanout on Sunday 7 February 2016 from 7.30am to 4pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact Sydney City Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (C) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (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 City has applied for the temporary road closure of westbound traffic in Macarthur Street, Ultimo, between Bay Street and Blackwattle Lane, for the City of Sydney's Chemical Cleanout on Sunday 7 February 2016 from 7.30am to 4pm.

**ITEM 8 STREET EVENTS – TEMPORARY ROAD CLOSURES – AUSTRALIA DAY
CELEBRATIONS (2015/636216)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for 2016 Australia Day Celebrations from 24 to 26 January 2016 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.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Australia Day Council of NSW has applied for temporary road closures for Australia Day Celebrations and associated events between 24 January 2016 and 26 January 2016.

**ITEM 9 STREET EVENTS – TEMPORARY ROAD CLOSURES – CHURCH OF
SCIENTOLOGY’S 2016 NEW YEAR’S EVENT – GREEK AND FRANKLYN
STREETS GLEBE (2015/601842)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Greek and Franklyn Streets, Glebe, for the Church of Scientology’s 2016 New Year’s Event on Wednesday 30 December 2015 from 4pm to Midnight 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 Leichhardt Local Area Command to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City’s Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Applicant must contact Broadway Shopping Centre and advise them of the event.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Church of Scientology Australia has applied for the temporary road closures of Greek and Franklyn Streets, Glebe for the Church of Scientology’s 2016 New Year’s Event on Wednesday 30 December 2015 from 4pm to Midnight.

**ITEM 10 STREET EVENTS – TEMPORARY ROAD CLOSURES – HILL STREET
SURRY HILLS (2015/610231)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Hill Street, Surry Hills for the annual Laneways Event between 4am Sunday 6 March 2016 to 2am Monday 7 March 2016, subject to the following conditions:-

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closure of Hill Street between Flinders Street and Bourke Street, for the Laneway Event between 4am Sunday 6 March 2016 to 2am Monday 7 March 2016.

**ITEM 11 STREET EVENTS – TEMPORARY ROAD CLOSURES – 2016 SYDNEY
MARDI GRAS PARADE (2015/610236)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the Sydney Mardi Gras Parade on Saturday 5 March 2016 subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule B of this Agenda.
- (B) The Applicant must contact the Surry Hills Police to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Traffic Management and Traffic Control Plans are agreed to in principal and to be finalised through the Working Group established by Premiers and Cabinet's Community Engagement and Events Division with representative from the Police, Transport Management Centre (TMC), Roads and Maritime Services (RMS), Sydney Buses, Council and Event Organisers.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Gay and Lesbian Mardi Gras Ltd has applied for the temporary road closures of Oxford, Flinders, Liverpool and College Streets and short sections of adjoining streets for the 2016 Sydney Mardi Gras Parade on Saturday 5 March 2016.

**ITEM 12 STREET EVENTS – TEMPORARY ROAD CLOSURES – NEW YEARS EVE
2015 (2015/606016)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the annual Sydney New Year's Eve celebrations from Thursday 31 December 2015 to Friday 1 January 2016, 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 Police Planning Unit to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (E) The Traffic Management Plan and Traffic Control Plans are agreed to 'in principle' and must be finalised through the Premiers and Cabinet's NSW Events Operations Group Working Group.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City's annual New Year's Eve (NYE) event to celebrate end of 2015 and the start of 2016 requires significant road closures to manage crowds around the Sydney Harbour Foreshore.

The temporary road closures commence with the bump-in of equipment at 4am in Macquarie Street on 31 December 2015 with further road closures implemented at 12pm, 4pm and 6pm in The Rocks, Pyrmont Point and Potts Point.

Other temporary road closures will be implemented outside the City of Sydney area such as North Sydney and Balmain.

The Premiers and Cabinet's NSW Events Operations Group with representatives from the NSW Police, Transport for NSW, Transport Management Centre, Sydney Buses, Councils, Sydney Buses, Emergency Services, Royal Botanic Gardens, Sydney Ferries and Railcorp meet to determine arrangements for NYE.

**ITEM 13 STREET EVENTS – TEMPORARY ROAD CLOSURE – 2016 ELECTRIC
GARDENS MUSIC FESTIVAL (2015/619278)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Moore Park Road at Oxford Street, Centennial Park, between 9pm and 11:30pm on Saturday 23 January 2016, subject to the following conditions:

- (A) This temporary road closure is to be activated only if it is deemed necessary by the NSW Police for the safe egress of the event crowd.
- (B) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule C of this Agenda.
- (C) The Applicant must apply to the Transport Management Centre for a Road Occupancy License for the temporary road closure
- (D) The Applicant must contact Eastern Beaches Police to discuss deployment of user pay police for this event.
- (E) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (F) The Traffic Management and Traffic Control Plans are agreed to 'in principle' and must be finalised through a Working Group established by the Event Organiser. The Working Group is to comprise representatives from NSW Police, Transport for NSW (Transport Management Centre), State Transit Authority, the City, Centennial Parklands and Event Organisers.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Matt Giles from Event Services International Pty Ltd has applied on behalf of the Event Organiser (T1000 Productions) for the short-term temporary road closure of Moore Park Road at Oxford Street for the 2016 Electric Gardens Music Festival, between 9pm and 11:30pm on Saturday 23 January 2016.

This temporary road closure is to be activated only if it is deemed necessary by the NSW Police for the safe egress of the event crowd.

**ITEM 14 STREET EVENTS – TEMPORARY ROAD CLOSURES – MOORE PARK
ROAD – 2016 TROPFEST FESTIVAL CENTENNIAL PARK (2015/531762)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Moore Park Road at Oxford Street, Centennial Park, for the 2016 Tropfest Festival between 9:30pm and 11:30pm on Sunday 14 February 2016 to facilitate the safe exit of patrons from the site, subject to the following conditions:

- (A) This temporary road closure is to be activated only if it is deemed necessary by the NSW Police for the safe egress of the event crowd.
- (B) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule C of this Agenda.
- (C) The Applicant must apply to the Transport Management Centre for a Road Occupancy License for the temporary road closure
- (D) The Applicant must contact Eastern Beaches Police to discuss deployment of user pay police for this event.
- (E) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (F) The Traffic Management and Traffic Control Plans are agreed to 'in principle' and must be finalised through a Working Group established by the Event Organiser. The Working Group is to comprise representatives from NSW Police, Transport for NSW (Transport Management Centre), State Transit Authority, the City, Centennial Parklands and Event Organisers.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Matt Giles from Event Services International has applied on behalf Tropfest Event organiser for the short-term temporary road closure of Moore Park Road at Oxford Street for the 2016 Tropfest Festival, between 9:30pm and 11:30pm on Sunday 14 February 2016.

This temporary road closure is to be activated only if it is deemed necessary by the NSW Police for the safe egress of the event crowd (as a "planned contingency" closure).

**ITEM 15 STREET EVENTS – TEMPORARY ROAD CLOSURES – KENSINGTON
STREET CHIPPENDALE (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 6 February 2016 between 7am and 12 midnight. The road would be closed for a for the Kensington Street Lunar New Year 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 6 February 2016 between 7am and 12 midnight. The road would be closed for the Kensington Street Lunar New Year 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 16 MOBILE CRANES – TEMPORARY ROAD CLOSURES – KING AND
PHILLIP STREETS SYDNEY (2015/564464)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of King Street, between Elizabeth and Phillip Streets and Phillip Street, between Elizabeth and Hunter Streets, Sydney, on Sundays 14 and 21 February 2016 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 28 February and 6 March 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 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

K and D Traffic Management has applied for the temporary road closure of King Street, between Elizabeth and Phillip Streets and Phillip Street, between Elizabeth and Hunter Streets, Sydney, on Sundays 14 and 21 February 2016 from 7am to 7pm.

**ITEM 17 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PURKIS STREET
CAMPERDOWN (2015/596621)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Purkis Street, Camperdown, between Lyons Road and Layton Street, on Friday 18 December 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 Saturday 19 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 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 Purkis Street, Camperdown, between Lyons Road and Layton Street, on Friday 18 December 2015 from 7am to 5pm.

**ITEM 18 MOBILE CRANES – TEMPORARY ROAD CLOSURES – SEYMOUR
PLACE PADDINGTON (2015/574265)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Seymour Place, Paddington, between South Dowling and Selwyn Streets, on 28 January, 25 February, 24 March, 21 April, 19 May, 16 June, 16 July, 11 August, 8 September, 6 October, 3 November, 1 and 29 December 2016, from 10am to 1pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Surry Hills Police to obtain a separate police permit and to discuss deployment of user pay police for the road closures.
- (D) The Applicant must notify the Transport Management Centre prior to commencement of work.
- (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

Adams Traffic Management Pty Ltd has applied for the temporary road closure of Seymour Place, between South Dowling and Selwyn Streets, Paddington, on 28 January, 25 February, 24 March, 21 April, 19 May, 16 June, 16 July, 11 August, 8 September, 6 October, 3 November, 1 and 29 December 2016, from 10am to 1pm.

**ITEM 19 MOBILE CRANS – TEMPORARY ROAD CLOSURES – UNDERWOOD
STREET SYDNEY (2015/574074)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Underwood Street, Sydney, between Pitt and Dalley Streets, on Saturday 9 January, Sunday 10 January, Saturday 16 January and Sunday 17 January 2016 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 23, 24, 30 and 31 January 2016 as alternative dates 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

K and D Traffic Management has applied for the temporary road closure of Underwood Street, between Pitt and Dalley Streets, Sydney, on Saturday 9 January, Sunday 10 January, Saturday 16 January and Sunday 17 January 2016 from 7am to 7pm.

**ITEM 20 MOBILE CRANES – TEMPORARY ROAD CLOSURES – VICTORIA
STREET DARLINGHURST (2015/586810)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Victoria Street, Darlinghurst, between Burton Street and Oxford Street, on Sunday 17 January 2016 from 6am 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 Sunday 21 February 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Kings Cross Police 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

Sydney Traffic Control have applied for the temporary road closure of Victoria Street, Darlinghurst, between Burton Street and Oxford Street, on Sunday 17 January 2016 from 6am to 10pm.

**ITEM 21 ROAD WORKS – TEMPORARY ROAD CLOSURES – KENSINGTON
STREET CHIPPENDALE (2015/632335)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Kensington Street, between Outram and Dwyer Streets, Chippendale from Monday 21 December 2015 to Wednesday 23 December 2016, between 9pm and 5am, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Redfern Police Local Area Command Traffic Unit to discuss deployment of user pay police for the road closure.
- (D) The Applicant has indicated 4, 5 and 6 January 2016 as alternative dates for the above work as a contingency for inclement weather.
- (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

Christie Civil Pty Ltd, on behalf of Frasers Broadway Pty Ltd has applied for the temporary road closure of Kensington Street, between Outram and Dwyer Streets, Chippendale from Monday 21 December 2015 to Wednesday 23 December 2016, between 9pm and 5am.

**ITEM 22 ROAD WORKS – TEMPORARY ROAD CLOSURES – SPENCER LANE
ALEXANDRIA (2015/615780)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Spencer Lane, between Boundary Street and Chapel Lane, Alexandria, from Thursday 24 December 2015 to Friday 22 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 must contact the Redfern Police Local Area Command Traffic Unit to discuss deployment of user pay police for the road closure.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously and noted the following change of dates:

- Road works to take place between 8 and 29 February, 2016; and
- The Applicant has also indicated 1-11 March 2016 as an additional period for the road works as a contingency for inclement weather.

BACKGROUND

Newtown Constructions has applied for the temporary road closure of Spencer Lane, between Boundary Street and Chapel Lane, Alexandria, from Thursday 24 December 2015 to Friday 22 January 2016.

**ITEM 23 ROAD WORKS – TEMPORARY ROAD CLOSURES AND TWO WAY
TRAFFIC – DALLEY STREET SYDNEY (2015/589233)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure and two-way traffic in Dalley Street, Sydney, between George Street and Pitt Street, from 2 January to 16 February 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 must contact the Sydney City Police to discuss deployment of user pay police for the road closure;
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works;
- (E) The Applicant must consult with builder at 4 Dalley Street on the Works Zone operation to resolve any issue access for construction; and
- (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

The CBD and South East Light Rail (CBDSELR) project is to be delivered by the ALTRAC Light Rail Partnership. The CBDSELR will run from Circular Quay to Central Station via George Street, and on to Kingsford and Randwick via Surry Hills and Moore Park. The CBDSELR include stops, terminus, interchanges and other facilities for the maintenance and stabling light rail vehicles.

ALTRAC has applied for the temporary road closure of Dalley Street between George Street and Pitt Street from 2 January 2016 to 16 February 2016.

**ITEM 24 ROAD WORKS – TEMPORARY ROAD CLOSURES – GEORGE HUNTER
AND MARGARET STREETS SYDNEY (2015/591839)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of George Street, between King and Essex Streets, Hunter Street, between Pitt and George Streets, and Margaret Street, between George and York Streets, Sydney, from 2 January 2016 to 11 February 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 must contact the Sydney City Police to discuss deployment of user pay police for the road closure;
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works; and
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The CBD and South East Light Rail (CBDSELR) project is to be delivered by the ALTRAC Light Rail Partnership. The CBDSELR will run from Circular Quay to Central Station via George Street, and on to Kingsford and Randwick via Surry Hills and Moore Park. The CBDSELR include stops, terminus, interchanges and other facilities for the maintenance and stabling light rail vehicles.

ALTRAC has applied for the temporary road closure of George Street between King Street and Essex Street from 2 January 2016 to 11 February 2016.

ITEM 25 WORKS ZONE – RENWICK STREET REDFERN (2015/388630)

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 116 metres and 123 metres (one car space) 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) 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

The owner of 54 George Street has applied for a 7 metre long Works Zone in Renwick Street, Redfern.

The Works Zone is to facilitate construction works at the rear of 54 George Street for a period of approximately 26 weeks.

**ITEM 26 WORKS ZONE – EBSWORTH STREET ZETLAND – SOUTH OF BOURKE
STREET (2015/588528)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Ebsworth Street, Zetland, between the points 29.6 metres and 74.8 metres (seven car spaces) south of Bourke Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3:30pm Sat, 2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun” subject to the following conditions:

- (A) Dedication of Ebsworth Street, Zetland to the City of Sydney Council.
- (B) The Applicant must reinstate the garden/tree bays after completion of works.
- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (D) The Applicant must obtain separate approval from the City’s Tree Management and Green Square Infrastructure Teams.
- (E) 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.
- (F) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (G) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

MIRVAC Green Square Pty Ltd has applied for a 45.2 metre long Works Zone in Ebsworth Street, Zetland.

The Works Zone is to facilitate construction works at Site 5 Ebsworth Street for a period of approximately 80 weeks.

**ITEM 27 WORKS ZONE – EBSWORTH STREET ZETLAND – SOUTH OF TWEED
PLACE (2015/588523)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of the kerb space on the eastern side of Ebsworth Street, Zetland, south of Tweed Place:

- (A) Between the points 31.6 metres and 40.3 metres (one car space), and 64.3 metres and 82 metres (three car spaces), as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3:30pm Sat, 2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun”; and
- (B) Between the points 40.3 metres and 52.5 metres (two car spaces) as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3:30pm Sat, 2P Ticket 5.30pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun”, Motor Bike Parking Other Times”.

Subject to the following conditions:

- (C) Dedication of Ebsworth Street, Zetland to the City of Sydney Council.
- (D) The Applicant must reinstate the garden/tree bays after completion of works.
- (E) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (F) The Applicant must obtain separate approval from the City’s Tree Management and Green Square Infrastructure Teams.
- (G) 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.
- (H) The Applicant must notify local residents 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

MIRVAC Green Square Pty Ltd has applied for a 20.9 metre long and a 17.7 metre long Works Zone in Ebsworth Street, Zetland.

The Works Zone is to facilitate construction works at Site 16 Ebsworth Street for a period of approximately 52 weeks.

ITEM 28 WORKS ZONE – ELIZABETH STREET SURRY HILLS (2015/571973)

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 24.5 metres and 51.5 metres (four car spaces) north of Bedford Street as “No Parking 7am-9.30am 4pm-6pm Mon-Fri” and “Works Zone 9.30am–4pm 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 must comply with the Street Trees conditions as stipulated in Schedule D of this Agenda.
- (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) 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.

- (E) The Applicant must notify adjacent properties 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

GWH Build Projects Pty Ltd has applied for a 27 metre long Works Zone in Elizabeth Street, Surry Hills.

The Works Zone is to facilitate construction works at 481-483 Elizabeth Street for a period of approximately 33 weeks.

ITEM 29 WORKS ZONE – ELIZABETH STREET SYDNEY (2015/559144)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Elizabeth Street, Sydney, between the points 102.5 metres and 132.5 metres (five car spaces) north of Liverpool Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Works Zone 10am–3pm Mon-Fri 7am–5pm Sat” and “4P 8pm-12am Mon-Fri 5pm-10pm Sat 8am-10pm Sun and Public Holidays”, subject to the following conditions:

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

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

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

FDC Construction and Fitout has applied for a 30 metre long Works Zone in Elizabeth Street, Sydney.

The Works Zone is to facilitate construction works at 255 Elizabeth Street for a period of approximately 40 weeks.

ITEM 30 WORKS ZONE – ELIZABETH STREET SYDNEY (2015/573584)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Elizabeth Street, Sydney, between the points 21.8 metres and 31.8 metres (two car spaces) south of King Street as “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat, Sun and Public Holidays”, “Works Zone 10pm-12am Sun-Thurs 12am-5am Mon-Fri” and “No Stopping Other Times”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) The Applicant is not permitted to swing or hoist goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Building Approvals Unit under Section 68 of the Local Government Act 1993.
- (C) Works for major transport projects, such as the Sydney Light Rail Project and the Sydney City Centre Access Strategy, are currently being undertaken in the City's Local Government Area and have priority access and use rights over City owned or controlled land including roads and footpaths. The City may at any time, and with at least one 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.
- (F) The Applicant is required to obtain separate approval from the City's Construction Regulations Unit for use of the Work Zone during the specified hours.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Buildcorp Group Pty Ltd has applied for a 10 metre long Works Zone in Elizabeth Street, Sydney.

The Works Zone is to facilitate refurbishment works at 99 Elizabeth Street for a period of approximately 15 weeks.

ITEM 31 WORKS ZONE – GODDARD STREET ERSKINEVILLE (2015/567593)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Goddard Street, Erskineville, between the points 55 metres and 84 metres (five car spaces) south of Macdonald 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

Waterside Constructions (Aust) Pty Ltd has applied for a 29 metre long Works Zone in Goddard Street, Erskineville.

The Works Zone is to facilitate construction works at 3-9 Eve Street for a period of approximately 52 weeks.

ITEM 32 WORKS ZONE – GORDON STREET PADDINGTON (2015/564718)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Gordon Street, Paddington, between the points 21 metres and 46 metres (four car spaces) west of Newcombe Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”, subject to the following conditions:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Richard Crookes Constructions Pty Ltd has applied for a 25 metre long Works Zone in Gordon Street, Paddington.

The Works Zone is to facilitate construction works at 24-28 Gordon Street for a period of approximately 30 weeks.

ITEM 33 WORKS ZONE – MENTMORE AVENUE ROSEBERY (2015/571526)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Mentmore Avenue, Rosebery, between the points 23 metres and 53 metres (five car spaces) north of Queens Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” subject to the following conditions:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Duffy Kennedy Pty Ltd has applied for a 30 metre long Works Zone in Mentmore Avenue, Rosebery.

The Works Zone is to facilitate construction works at 39-47 Mentmore Avenue for a period of approximately 52 weeks.

ITEM 34 WORKS ZONE – SUSSEX STREET SYDNEY (2015/485285)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Sussex Street, between the points 39.6 metres and 64.2 metres (four car spaces) north of Druitt Place as "Works Zone 7am-7pm Mon-Fri 8am-5pm Sat" and "4P Ticket 8am-10pm Sun & Public Holidays", subject to the following conditions:

- (A) The Applicant must comply with the Street Trees 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 agreed unanimously to:

- defer the Item and form a Working Group with representatives from the City of Sydney, Roads and Maritime Services (RMS), NSW Police, CBD Taskforce and Karimbla Constructions Services (NSW) to identify a workable solution; and
- the preferred recommendation from the Working Group will be referred to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for consideration and endorsement.

BACKGROUND

Karimbla Constructions Services (NSW) has requested a 24.6 metre long Works Zone in Sussex Street, Sydney.

The Works Zone is to facilitate construction works at 230-232 Sussex Street, for a period of approximately 26 weeks.

ITEM 35 WORKS ZONE – WATTLE CRESCENT PYRMONT (2015/547798)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Wattle Crescent, Pyrmont, between the points 53 metres and 73 metres (three car spaces) north of Wattle 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

Duffy Kennedy Construction Pty Ltd has applied for a 20 metre long Works Zone in Wattle Crescent, Pyrmont.

The Works Zone is to facilitate construction works at 97-101 Pyrmont Bridge Road for a period of approximately 78 weeks.

ITEM 36 WORKS ZONE – WILLIAM STREET ALEXANDRIA (2015/594346)

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 21 metres and 41 metres (three car spaces) south of Reserve 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

Immerse on William Pty Ltd SSRB Developments has applied for a 20 metre long Works Zone in William Street, Alexandria.

The Works Zone is to facilitate construction works at 1-9 William Street for a period of approximately 52 weeks.

**ITEM 37 PARKING – DISABILITY PARKING – IRIS STREET PADDINGTON
(2015/503280)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Iris Street, Paddington between the points 47.0 metres and 54.8 metres south of Albion Avenue as 'Disability Parking Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

**ITEM 38 PARKING – DISABILITY PARKING – COWPER STREET GLEBE
(2015/529519)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of kerb space on the western side of Cowper Street between the points 10 metres and 17.8 metres north of Wentworth Street as 'Disability Parking Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

**ITEM 39 PARKING – LOADING ZONE – GEORGE STREET BETWEEN PITT
STREET AND RAWSON PLACE SYDNEY (2015/599793)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of George Street, Sydney:

- (A) Between the points 0 metres and 19.9 metres north of Pitt Street as “No Stopping”;
- (B) Between the points 19.9 metres and 44 metres north of Pitt Street as “No Parking Buses Excepted 15 Minute Limit”;
- (C) Between the points 44 metres and 69.8 metres (four car spaces) north of Pitt Street as “Loading Zone Ticket 6am-6pm Mon-Fri; 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri; 10am-12am Sat; 8am-12am Sun & Public Holidays”;
- (D) Between the points 69.8 metres and 82.7 metres north of Pitt Street as “No Parking Wedding and Funeral Vehicles Accepted”;
- (E) Between the points 82.7 metres and 114 metres north of Pitt Street as “No Stopping”;
- (F) Between the points 114 metres and 128 metres north of Pitt Street as “Loading Zone Ticket 6am-6pm Mon-Fri; 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri; 10am-12am Sat; 8am-12am Sun & Public Holidays”;
- (G) Between the points 128 metres and 149.5 metres north of Pitt Street as “No Parking Buses Excepted 15 minute limit”; and
- (H) Between the points 149.5 metres and 164.5 metres north of Pitt Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 40 PARKING – LOADING ZONE AND TICKET PARKING AND DISABILITY
PARKING – HANSARD STREET ZETLAND (2015/610319)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the northern side of Hansard Street, Zetland:

- (A) Between the points 7.2 metres and 15.0 metres (one car space) west of Joynton Avenue as “Disability Parking Only”;
- (B) Between the points 15.0 metres and 33.3 metres (three car spaces) west of Joynton Avenue as “2P Ticket 8am – 10pm”; and
- (C) Between the points 33.3 metres and 40.5 metres (one car space) west of Joynton Avenue as “Loading Zone 7am – 8pm” and “2P Ticket 8pm – 10pm”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 27 April 2015, Council gave conditional approval for a development at 3 Joynton Avenue, Zetland (D/2014/1686) which includes creative spaces, workshops, classrooms, community hire space, a community shed and park.

Changes to kerbside parking on the northern side of Hansard Street between Joynton Avenue and Portman Street were considered necessary as part of this Development Application. The changes are consistent with the Green Square Town Centre parking strategy. These proposed changes will provide an opportunity to improve the streetscape of Hansard Street and increase access for centre users.

**ITEM 41 PARKING – NO PARKING – COMMONWEALTH STREET SURRY HILLS
(2015/635208)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Commonwealth Street, Surry Hills

- (A) between the points 18.6 metres and 26.8 metres (two car spaces) south of Reservoir Street as “No Parking”.
- (B) between the points 46.2 metres and 51 metres (one car space) south of Reservoir Street as “1P 8am-10pm Mon-Sat Permit Holders Excepted Area 18”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Developer of 144 Commonwealth Street, Surry Hills has requested the extension of the adjoining 1 hour permit parking restriction across the former driveway of the property and provision of “No Parking” across the new driveway of the property.

ITEM 42 PARKING – NO PARKING – EUSTON LANE ALEXANDRIA (2015/592437)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western kerb space of Euston Lane, Alexandria, between the points 10 metres and 238 metres (38 car spaces) between Maddox and Harley Streets as “No Parking”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In response to concerns about parked vehicles restricting rear lane property access during weekends, it is proposed to introduce “No Parking” at all times along Euston Lane.

**ITEM 43 PARKING – NO PARKING – PORTLAND STREET WATERLOO
(2015/599366)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern kerb space of Portland Street, Waterloo, between the points 36.6 metres and 54.6 meters (three car spaces) south of Clarendon Street as “No Parking”.

DECISION

The Committee carried the recommendation unanimously and noted the submission of a petition opposing the proposal from residents of Morehead Street, Waterloo.

BACKGROUND

A resident of Walker Street has requested the City to consider removing parking in Portland Street to ensure unobstructed access to rear lane property access.

ITEM 44 PARKING – NO PARKING – THOMAS LANE HAYMARKET (2015/599779)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Thomas Lane, Haymarket between the points 50.8 metres and 74.5 metres as “No Parking”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received correspondence from a local business seeking consideration for a full-time “No Parking” restriction in Thomas Lane, just west of the intersection with Thomas Street, to maintain vehicular access.

**ITEM 45 PARKING – NO STOPPING AND NO PARKING – AVENUE LANE GLEBE
(2015/349588)**

RECOMMENDATION

It is recommended that the Committee endorse the following allocation of parking in Avenue Lane, Glebe, north of Park Avenue:

- (A) On the western side between the points 0 metres and 17.8 metres (three car spaces) as “No Stopping”;
- (B) On the western side between the points 17.8 metres and 33.4 metres (three car spaces) as “No Parking”;
- (C) On the eastern side between the points 0 metres and 17.8 metres (three car spaces) as “No Stopping”;
- (D) On the eastern side between the points 17.8 metres and 39.6 metres (three spaces) as “No Parking”; and
- (E) On the eastern side between the points 59.5 metres and 64.5 metres (one car space) as “No Parking”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Residents of Allen Street and Avenue Road have requested consideration to remove some parking in Avenue Lane to ensure unobstructed access to rear lane off-street parking.

ITEM 46 PARKING – NO PARKING – HICKSON ROAD THE ROCKS (2015/278644)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Hickson Road, The Rocks between the points 193 metres and 213 metres (three car spaces) north of George Street as “No Parking Sydney Festival Vehicles Excepted” between Saturday 2 January and Saturday 30 January 2016.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Festival has requested installation of a “No Parking Sydney Festival Vehicles Excepted” restriction in Hickson Road, The Rocks, to provide parking and set-down and pick-up for festival-related vehicles.

ITEM 47 PARKING – NO PARKING – PARK STREET SYDNEY (2015/278644)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the northern side of Park Street, Sydney between the points 50 metres and 76 metres (five car spaces) west of College Street as: “No Parking Sydney Festival Vehicles Excepted” between Thursday 17 December 2015 and Saturday 30 January 2016.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Sydney Festival has requested installation of a temporary “No Parking Sydney Festival Vehicles Excepted” restriction in Park Street, Sydney to provide parking and set-down and pick-up for festival-related vehicles.

**ITEM 48 PARKING – NO PARKING BUSES EXCEPTED – CODRINGTON STREET
DARLINGTON (2015/622472)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking in Codrington Street, Darlington as follows:

- (A) Western side between the points 9.6 metres and 23.6 metres (2 car spaces) south of Darlington Lane, as “No Parking 8am – 10.30pm Mon – Fri, Buses Excepted 15 minute limit”
- (B) Eastern side between the points 27 metres and 41 metres (2 car spaces) north of Rose Street, as “No Parking 8am – 10.30pm Mon – Fri, Buses Excepted 15 minute limit”.
- (C) Eastern side between the points 29.8 metres and 37.9 metres (2 car spaces) north of Abercrombie Street, as unrestricted for parking.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

With the opening of the University of Sydney, Abercrombie Business School in Darlington, the University would like to explore locations that allow the parking of shuttle buses (University and community) in Codrington Street near Darlington Road, for pick up and drop off of staff, students and community.

**ITEM 49 PARKING – PERMIT PARKING – GLEBE POINT ROAD GLEBE
(2015/547745)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Glebe Point Road, Glebe between the points 10 metres and 48.1 metres (six car spaces) north of Wigram Road as “2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area G”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Residents of Glebe Point Road have requested consideration of timed permit parking to improve resident access to on-street parking.

**ITEM 50 PARKING – BUS ZONE – PHILLIP STREET BETWEEN BENT STREET
AND HUNTER STREET SYDNEY (2015/599830)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Phillip Street, Sydney as follows:

- (A) Between the points 0 metres and 22.5 metres south of Bent Street as “No Stopping”;
- (B) Between the points 22.5 metres and 29.5 metres (one car space) south of Bent Street as “No Stopping Australia Post Vehicles Excepted”;
- (C) Between the points 29.5 metres and 42 metres south of Bent Street as “Bus Zone”;
- (D) Between the points 42 metres and 86.5 metres south of Bent Street as “No Parking”;
- (E) Between the points 86.5 metres and 104.2 metres (three car spaces) south of Bent Street as “Taxi Zone”; and
- (F) Between the points 104.2 metres and 154.7 metres south of Bent Street as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy 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 51 PARKING – TEMPORARY BUS ZONE – MISSENDEN ROAD
CAMPERDOWN (2015/575058)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary reallocation of parking on the eastern side of Missenden Road, Camperdown, between the points 277 metres and 327 metres (eight car spaces) south of Parramatta Road as “Bus Zone” on the 16 January 2016, subject to the following conditions:

- (A) All costs associated with the temporary parking change are to be borne by the Applicant.
- (B) The Applicant must notify adjacent properties and affected stakeholders at least seven days prior to the implementation of the temporary Bus Zone.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Event Services International has requested consideration for a temporary Bus Zone outside St John’s College on Missenden Road to facilitate shuttle bus services between Central Station and the “So Frenchy So Chic in the Park” Event.

ITEM 52 PARKING – TAXI ZONE – WHEAT ROAD SYDNEY (2015/627690)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Wheat Road, Sydney north of Bathurst Street and west of Harbour Street, Cockle Bay as follows:

- (A) Between the points 0 metres and 8.8 metres south of the median as “No Stopping”;
- (B) Between the points 8.8 metres and 26.4 metres (three car spaces) south of the median as “Taxi Zone”;
- (C) Between the points 26.4 metres and 55 metres (five car spaces) south of the median as “Bus Zone 6am-9pm” and “Taxi Zone Other Times”; and
- (D) South of the point 55 metres south of the median as “No Stopping”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Transport for NSW (TfNSW) has been working with the City and the Police to improve safety and public transport access, especially for taxis and buses around the CBD.

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

ITEM 53 PARKING – PERMIT PARKING – PITT STREET REDFERN (2015/540587)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Pitt Street, Redfern between the points 17.6 metres and 26.1 metres (one car space) north of Wells Street as “1P 8am-8pm Mon-Fri Permit Holders Excepted Area 41”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Developer of 66-70 Pitt Street, Redfern has requested the extension of the adjoining 1P Permit Holders restriction across the former driveway of the property.

ITEM 54 CAR SHARE – CRICK AVENUE ELIZABETH BAY (2015/573963)

RECOMMENDATION

It is recommended that the Committee endorse the extension to the existing car share space on the southern side of Crick Avenue, Elizabeth Bay, between the points 13.6 metres and 17.6 metres (one car space) east of Macleay Street as “No Parking Car Share Vehicles Excepted” subject to the following:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

ITEM 55 CAR SHARE – HICKSON ROAD MILLERS POINT (2015/586496)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Hickson Road, Millers Point between the points 30.5 metres and 36 metres (one car space) south of Towns Place as “No Parking Car Share Vehicles Excepted” subject to the following:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council-approved Car Sharing Policy. A submission has been received from GoGet for a car share space in Hickson Road, south of Towns Place.

ITEM 56 CAR SHARE – MALLET STREET CAMPERDOWN (2015/556008)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Mallett Street, Camperdown, between the points 10 metres and 15 metres (one car space), south of Hampshire 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 GoGet has a car to occupy the space.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council-approved Car Sharing Policy. A submission has been received from GoGet for one car share space in Mallett Street, south of Hampshire Lane.

ITEM 57 CAR SHARE – WOOLLEY STREET GLEBE (2015/586517)

RECOMMENDATION

It is recommended that the Committee endorse the extension to the existing car share space on the western side of Woolley Street, Glebe, between the points 15.8 metres and 19.8 metres (one car space) south of Hereford 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 and noted the submission of a petition opposing the proposal from St James Catholic Primary School, Glebe.

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 a car share space in Woolley Street, south of Hereford Street.

**ITEM 58 TRAFFIC TREATMENT – INTERSECTION UPGRADE – EPSOM ROAD
AND DUNNING AVENUE ROSEBERY (2015/579415)**

RECOMMENDATION

It is recommended that the Committee endorse the following intersection upgrade and parking changes in Epsom Road, Rosebery:

- (A) Kerb extensions on all four corners of the intersection of Epsom Road and Dunning Avenue; and
- (B) Reallocation of parking on the northern side of Epsom Road, between the points 10 metres and 50 metres (seven car spaces) east of Dunning Avenue as “Bus Zone”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The intersection of Epsom Road and Dunning Avenue, Rosebery is a four-way intersection controlled by ‘STOP’ restrictions across the two Dunning Avenue approaches.

Between 1 July 2009 and 30 June 2014, the “STOP” controlled intersection recorded a total of 14 crashes, including five injury crashes (and eight people injured). Of those 14 crashes, 11 were recorded as cross traffic crashes involving vehicles from adjacent directions at an intersection.

**ITEM 59 TRAFFIC TREATMENT – REDUCTION OF NO ENTRY TIMES – PITT
STREET MALL SYDNEY (2015/593277)**

RECOMMENDATION

It is recommended that the Committee endorse:

- (A) “No Entry 8am-3am” restriction in Pitt Street Mall, between Market and King Streets;
- (B) The No Entry restriction is trialled for 6 months from December 2015 to May 2016;
- (C) The Committee to consider making the “No Entry 8am-3am” restriction permanent following a review at the end of the trial; and
- (D) Should any issues arise during the trial, the original restriction “No Entry 8am-5am” is reinstated immediately.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Pitt Street between King Street and Market Street, Sydney was closed (*Roads Act 1993, Section 34*) to vehicle traffic in 1987 to create a pedestrian shopping Mall. At the time, delivery and service vehicles were only allowed access to the Mall from 6am to 10am each day. Westfields, formally Centrepoint Tower, and Imperial loading docks were permitted access anytime, except between 12 noon and 2pm due to higher pedestrian activity.

The delivery times were later changed to 9pm to 9am due to safety concerns.

The redevelopment of Westfields and Imperial Arcade removed their delivery vehicles need to access the Mall as new off-street loading docks were available in the development. The only businesses that required access were The Strand Arcade and Soul Pattison Chemist.

Pitt Street Mall was upgraded in 2009 and the Committee in July 2010 (Item 49) endorsed that delivery access time were to be restricted between 5am to 8am.

However, there are special arrangements that can be made for vehicle access outside the 5am to 8am period such as for special events, garbage collection and shop fit-outs.

**ITEM 60 TRAFFIC TREATMENT – ROAD CLOSURE – NEWCOMBE STREET
PADDINGTON (2015/455176)**

RECOMMENDATION

It is recommended that the Committee endorse the following traffic treatments:

- (A) The closure of Newcombe Street (south), Paddington between Gordon Street and a new cul-de-sac just south of the private lane;
- (B) The reopening of Newcombe Street (north), Paddington to traffic, between the private lane and Oxford Street;

It is recommended that the Committee endorse the following allocation of parking:

- (C) Eastern side of Newcombe Street between the points 9.85 metres and 21.9 metres (three car spaces) as “2P 8am-6pm Mon-Fri” and “4P 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (D) Eastern side of Newcombe Street between the points 21.9 metres and 28.6 metres (one car space), south of Oxford Street as “Loading Zone 8am-6pm Mon-Fri” and “4P 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (E) Northern side of Gordon Street between the points -3.8 metres and 14.5 metres (three car spaces), east of Newcombe Street as “1P 8am-10pm Permit Holders Exempted Area 13”; and
- (F) Northern side of Gordon Street between the points 14.5 metres and 22.3 metres (one car space), east of Newcombe Street as “Disabled Parking Only”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In 2012, the City gave conditional approval for a development at 1 Newcombe Street Paddington which includes residential apartments, retail premises and associated car parking. In response to residents’ concerns about increased traffic accessing this site from Gordon Street, Council endorsed a proposal to close the southern end of Newcombe Street and reopen the northern end at the intersection with Oxford Street.

**ITEM 61 TRAFFIC TREATMENT – STREETScape IMPROVEMENTS – COWPER
WHARF ROADWAY WOOLLOOMOOLOO (2015/592339)**

RECOMMENDATION

It is recommended that the Committee endorse the following streetscape improvements in Cowper Wharf Roadway, Woolloomooloo:

- (A) Footpath widening on the eastern side between Brougham and McElhone Streets;
- (B) Bicycle lanes on the eastern and western sides between McElhone Street and 75 metres south of Wylde Street;
- (C) Widening of the central median island up to 6.4 metres wide for in-road tree planting between McElhone Street and 75 metres south of Wylde Street
- (D) Marked pedestrian crossing south of Brougham Street;
- (E) Reallocation of kerb space on the western side of Cowper Wharf Roadway, between the points 31 metres and 78 metres (eight car space), north of the entrance to Garden Island Naval Base as “No Stopping”; and
- (F) Reallocation of kerb space on the western side of Cowper Wharf Roadway, between the points 78 metres and 96 metres (three car spaces), north of the entrance to Garden Island Naval Base as “Bus Zone”.

DECISION

The Committee agreed unanimously to defer the Item and:

- arrange a meeting with representatives from the City of Sydney, Roads and Maritime Services (RMS), NSW Police, Sydney Buses and the Royal Australian Navy to discuss and resolve issues with the proposal; and
- commission a trial closure of both kerbside lanes of Cowper Wharf Roadway between McElhone and Wylde Streets in early 2016, outside of school holidays, to assess the transport impact of the proposal.

BACKGROUND

In 2008, Council adopted the City East Pedestrian Cycling and Traffic Calming (PCTC) Plan. This Plan aims to improve access and safety for pedestrians and cyclists, and includes a proposal for cycle provisions along Cowper Wharf Roadway and improved pedestrian accessibility across Cowper Wharf Roadway at Brougham Street.

In 2011, Council adopted the Street Tree Planting Masterplan. The Masterplan includes a proposal to plant trees in Cowper Wharf Roadway. The proposal is aimed towards the City’s Sustainable Sydney 2030 strategies commitments to increase canopy cover by 50% across the LGA.

**ITEM 62 TRAFFIC TREATMENT – REMOVAL OF ROAD CLOSURE AND MANAGED
ACCESS – GEORGE STREET THE ROCKS AND HICKSON ROAD
MILLERS POINT (2015/541677)**

RECOMMENDATION

It is recommended that the Committee endorse the removal of the Friday and Saturday night road closure in George Street at Alfred Street, The Rocks, and managed access in Hickson Road at Pottinger Street, Millers Point, subject to the following conditions:

- (A) The City, Sydney Harbour Foreshore Authority and Sydney City Police continue to monitor traffic and social behaviour in and around The Rocks.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The northbound road closure of George Street at Alfred Street, The Rocks, and the managed northbound access of Hickson Road at Pottinger Street, Millers Point, on Friday and Saturday nights from 10pm to 3am were introduced in October 2007 to address anti-social behaviour.

The traffic arrangements have been in operations for the past 8 years but there have been significant changes in and around the north-western area on central Sydney since the arrangements started.

Changes include the development of Barangaroo, realignment of Hickson Road, Walsh Bay redevelopment, Argyle Street closure from George to Harrington Streets, Hickson Road reduced to one lane under the Sydney Harbour Bridge, realignment of Towns Place and Dalgety Road, Wynyard Walk project and more recently the CBD bus network plan was implemented.

The upcoming CBD and South East Light Rail (CBDSELR) project will close sections of George Street and change the way traffic enters and leaves The Rocks, Millers Point and Walsh Bay.

**ITEM 63 TRAFFIC TREATMENT – SHARED ZONE – DWYER STREET
CHIPPENDALE (2015/514566)**

RECOMMENDATION

It is recommended that the Committee support the installation of a Shared Zone in Dwyer Street, Chippendale between Regent and Kensington Streets.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Chippendale Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 includes a proposal to install a Shared Zone in Dwyer Street, between Regent and Kensington Streets to prioritise access for pedestrians, control vehicle speeds and enhance local amenity.

**ITEM 64 TRAFFIC TREATMENT – SHARED ZONE – OUTRAM STREET
CHIPPENDALE (2015/514563)**

RECOMMENDATION

It is recommended that the Committee support the installation of a Shared Zone in Outram Street, Chippendale between Regent and Carlton Streets.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Chippendale Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 includes a proposal to install a Shared Zone in Outram Street, between Regent and Carlton Streets to prioritise access for pedestrians, control vehicle speeds and enhance local amenity.

**ITEM 65 TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE – ASHMORE
STREET ERSKINEVILLE (2014/314305)**

RECOMMENDATION

It is recommended that the Committee endorse:

- (A) the permanent closure of the one-way section of Ashmore Street between the points 0 metres and 20.7 metres east of Binning Street, Erskineville; and
- (B) the City commence negotiations with RMS to secure support for a pedestrian crossing across Malcolm Street, just south of Swanson Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In February 2015, the City commenced a trial closure of the one-way, eastbound section of Ashmore Street, just east of Binning Street, in response to resident concerns about the illegal two-way use of the one-way section. Access for pedestrians and cyclists was maintained during the trial and emergency services were notified. 830 properties were notified before the trial commenced.

Traffic counts commissioned in 2014 showed that, on average, 579 vehicles per day proceed through the short, one-way section. Of these, 126 vehicles per day were recorded illegally proceeding in a westbound direction.

To quantify the trial impact, the City commissioned traffic surveys before and during the trial to determine the redistribution of traffic in adjoining streets. Observations were also undertaken throughout the trial and correspondence monitored.

In November 2015, the City sought feedback from local residents and businesses via letterbox drop on the trial closure. Feedback received, in combination with traffic data collected before and during the trial, will be used to determine the suitability of permanently closing the short, one-way section of Ashmore Street.

Should the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorse the permanent closure of the short, one-way section of Ashmore Street, City staff will seek Council approval under Section 116 of the *Roads Act 1993* to formalise the permanent closure.

**ITEM 66 OTHER AUTHORITIES – PARKING – BUS ZONE – O'CONNELL STREET
SYDNEY (2015/625241)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space in O'Connell Street, Sydney, south of Bent Street as "Bus Zone Route Service Buses 15 Minute Limit":

- (A) On the western side between the points 14.7 metres and 59.8 metres (eight car spaces), 85 metres and 117.3 metres (five car spaces) and 124.3 metres and 152.8 metres (four car spaces);
- (B) On the eastern side between points 80.2 metres and 112.3 metres (four car spaces), 117.3 metres and 147.3 metres (five car spaces) and 179.2 metres and 192.1 metres (two car spaces); and
- (C) The City, in conjunction with TfNSW, to review the provision of bus parking in O'Connell Street, between Bent and Hunter Streets, six months after implementation.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

As part of the Sydney City Centre Bus Plan (SCCBP), Roads and Maritime Services (RMS) installed "No Parking Route Services Excepted 15 Minute Limit" restrictions to prioritise kerb space for Route Service Buses.

Since the implementation of the SCCBP, extensive non-compliance was recorded to prioritise kerb space for Route Service Buses and as a result it is proposed to change the restriction to "Bus Zone Route Service Buses 15 Minute Limit".

**ITEM 67 OTHER AUTHORITIES – PARKING – BUS ZONE – SUSSEX STREET
SYDNEY (2015/625269)**

RECOMMENDATION

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

- (A) Between the points 45.6 metres and 73.6 metres (five car spaces) as “Bus Zone Route Service Buses Excepted 15 minute limit”; and
- (B) The City, in conjunction with TfNSW, to review the parking provisions in Sussex Street, between Bathurst and DrUITT Streets, six months after implementation.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

As part of the Sydney City Centre Bus Plan (SCCBP), Roads and Maritime Services (RMS) installed “No Parking Route Services Excepted 15 Minute Limit” restrictions to prioritise kerb space for Route Service Buses.

Since the implementation of the SCCBP, extensive non-compliance was recorded to prioritise kerb space for Route Service Buses and as a result it is proposed to change the restriction to “Bus Zone Route Service Buses 15 Minute Limit”.

**ITEM 68 OTHER AUTHORITIES – PARKING – CAMPBELL STREET HAYMARKET
(2015/646360)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space in Campbell Street, Haymarket:

- (A) On the southern side between the points 26 metres and 67 metres (seven car spaces) west of Castlereagh Street as “Loading Zone 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays;
- (B) On the northern side between the points 69.1 metres and 99 metres (five car spaces) east of Pitt Street as “Bus Zone Route Service Buses 15 Minute Limit”; and
- (C) The City, in conjunction with TfNSW, to review the provision of bus parking in Campbell Street, between Castlereagh and Pitt 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 69 OTHER AUTHORITIES - PARKING – ERSKINE STREET SYDNEY
(2015/619785)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of kerb space in Erskine Street, Sydney:

- (A) On the northern side between the points 14 metres and 51 metres (six car spaces) east of Sussex Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (B) On the southern side between the points 9.7 metres and 73.7 metres (ten car spaces) east of Sussex Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “No Parking at Other Times”;
- (C) On the northern side between the points 15 metres and 35 metres (three car spaces) east of Kent Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (D) On the southern side between the points 14 metres and 25.1 metres (two car spaces) and 33.2 metres and 41 metres (one car space) east of Kent Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”; and
- (E) The City, in conjunction with TfNSW, to review the provision of parking in Erskine Street, between Sussex and Clarence 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 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.

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.

No parking changes have currently been made to Erskine Street. Observations undertaken following implementation of the SCCBP suggest that additional parking restrictions are required to facilitate bus movements in peak periods.

**ITEM 70 OTHER AUTHORITIES – PARKING – SUSSEX STREET SYDNEY
(2015/300445)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of kerb space on the eastern side of Sussex Street between the points 7.8 metres and 16.7 metres, south of the building alignment of King 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”;
- (B) Reallocation of kerb space on the eastern side of Sussex Street between the points 22.8 metres and 45.2 metres, south of the building alignment of King 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”;
- (C) Reallocation of kerb space on the eastern side of Sussex Street between the points 45.2 metres and 84.4 metres, south of the building alignment of King Street as “No Stopping”;
- (D) Reallocation of kerb space on the eastern side of Sussex Street between the points 102.3 metres and 215.8 metres, south of the building alignment of King Street as “No Stopping”;
- (E) Reallocation of kerb space on the eastern side of Sussex Street between Market and Druitt Streets as “No Stopping”;
- (F) Reallocation of kerb space on the western side of Sussex Street between the points 13.1 metres and 19.1 metres, south of the building alignment of King Street as “No Stopping Australia Post Vehicles Excepted”;
- (G) Reallocation of kerb space on the western side of Sussex Street between the points 19.1 metres and 48 metres, south of the building alignment of King Street as “Works Zone 7am-7pm Mon-Fri 7am-5pm Sat”, “3P Ticket 7pm-10pm Mon-Fri”, “2P Ticket 8am-6pm Sat-Sun & Public Holidays” and “4P Ticket 6pm-10pm Sat-Sun & Public Holidays”;
- (H) Reallocation of kerb space on the western side of Sussex Street between the points 111 metres and 143 metres, south of the building alignment on King Street as “Works Zone 7am-3pm Mon-Fri 7am-5pm Sat”, “No Stopping 3pm-8pm Mon-Fri” and “No Parking Other Times”;

Upon the completion of the redevelopment of 161 Sussex Street and removal of Works Zone, it is recommended that the Committee endorse the following reallocation of kerbs space on the western side of Sussex Street south of the building alignment of King Street:

- Between the points 111 metres and 122.4 metres as “No Parking”;
 - Between the points 122.4 metres and 126.7 metres as “No Stopping 3pm-8pm Mon-Fri” and “Motorbike parking Other times”; and
 - Between the points 126.7 metres and 143 metres as “No Parking”;
- (I) Reallocation of kerb space on the western side of Sussex Street between the points 19.2 metres and 27 metres, south of the kerb alignment of Market Street as “No Stopping Australia Post Vehicles Accepted”;

- (J) Reallocation of kerb space on the western side of Sussex Street between the points 27 metres and 45 metres, south of the kerb alignment of Market Street as “Loading Zone 6am-3pm Mon-Fri 6am-10am Sat”, “Taxi Zone 3pm-6am Mon-Fri” and “4P Ticket 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (K) Reallocation of kerb space on the western side of Sussex Street between points 45 metres and 80 metres, south of the kerb alignment on Market Street as “Taxi Zone Mon-Fri” and “4P Ticket 8am-10pm Sat, Sun & Public Holidays”;
- (L) The Applicant (RMS) must return items (C), (D) and (E) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (M) The City, in conjunction with TfNSW, to review the provision of bus parking in Sussex Street, between King and Druitt Streets, six months after implementation.

DECISION

The Committee agreed unanimously to:

- defer the Item and form a Working Group with representatives from the City of Sydney, Roads and Maritime Services (RMS), NSW Police, CBD Taskforce and Karimbla Constructions Services (NSW) to identify a workable solution; and
- the preferred recommendation from the Working Group will be referred to a future meeting of the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for consideration and endorsement.

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 71 OTHER AUTHORITIES – PARKING AND TRAFFIC TREATMENT – KING
STREET SYDNEY (2015/301335)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Removal of a section of the kerb extension on the southern side of King Street between the points 20.8 metres and 25.4 metres east of the building alignment of George Street;
- (B) Removal of a section of the kerb extension on the southern side of King Street between the points 65.4 metres and 79.8 metres east of the building alignment on George Street;
- (C) Reallocation of kerb space on the southern side of King Street between Sussex and Kent Streets as “No Stopping”;
- (D) Reallocation of kerb space on the southern side of King Street between Kent and Clarence Streets as “No Stopping”;
- (E) Reallocation of kerb space on the southern side of King Street between points 5.0 metres and 11.5 metres, east of the building alignment on York Street as “No Stopping”;
- (F) Reallocation of kerb space on the southern side of King Street between points 11.5 metres and 30.1 metres, east of the building alignment on York Street as “Loading Zone 8pm-6am” and “No Stopping Other Times”;
- (G) Reallocation of kerb space on the southern side of King Street between points 7.1 metres and 25.4 metres, east of the building alignment on George Street as “Taxi Zone”;
- (H) Reallocation of kerb space on the southern side of King Street between points 65.4 metres and 94 metres, east of the building alignment on George Street as “Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat” and “No Stopping 3pm-8pm” and “4P Ticket 8pm-12am Mon-Fri, 10am-10pm Sat. 8am-10pm Sun & Public Holidays”;
- (I) Reallocation of kerb space on the southern side of King Street between points 94 metres east of the building alignment on George Street to Castlereagh Street as “No Stopping”;
- (J) Reallocation of kerb space on the northern side of King Street between Clarence and York Streets as “No Stopping”;
- (K) Reallocation of kerb space on northern side of King Street between Pitt Street and Castlereagh Street as “No Stopping”;
- (L) The Applicant (RMS) must return items (A) and (B) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (M) The City, in conjunction with TfNSW, to review the provision of parking in King Street six months after implementation.

DECISION

The Committee carried the recommendation unanimously.

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 72 OTHER AUTHORITIES – PARKING AND TRAFFIC TREATMENT – PARK
STREET SYDNEY (2015/385281)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Westbound Bus Lane on the southern side of Park Street between George and Pitt Streets;
- (A) Provision of a 30 metre right turn lane on the eastern approach to Pitt Street on Park Street and relocate the median in Park Street between Pitt Street and 30 metres east of Pitt Street;
- (B) Provision of kerb extensions on the northern side of Park Street between Pitt Street and 74.4 metres east of George Street;
- (C) Provision of kerb extensions on the southern side of Park Street between Pitt Street and 75.7 metres west of Castlereagh Street;
- (D) Reallocation of kerb space on the southern side of Park Street between the points 6.7 metres and 34.7 metres, west of the building alignment on Pitt Street as “Bus Zone”;
- (E) Reallocation of kerb space on the southern side of Park Street between the points 46.9 metres and 64.5 metres, west of the building alignment on Pitt Street as “Bus Zone 6am-10pm 3pm-8pm” and “Loading Zone Other Times”;
- (F) Reallocation of kerb space on the northern side of Park Street between Pitt Street and the point 19 metres west of the building alignment on Pitt Street as “No Stopping”;
- (G) Reallocation of kerb space on the northern side of Park Street between the points 19 metres and 56.3 metres, west of the building alignment on Pitt Street as “Bus Zone”;
- (H) Reallocation of kerb space on the northern side of Park Street between the points 56.3 metres and 64.9 metres, west of the building alignment on Pitt Street as “Loading Zone 6am-6pm” and “No Parking Other Times”;
- (I) Reallocation of kerb space on the northern side of Park Street between 64.9 metres and 71.5 metres, west of the building alignment on Pitt Street as “No Stopping Australia Post Vehicles Excepted”;
- (J) The Applicant (RMS) must return items (A), (B) and (C) to pre-construction alignment following the commencement of passenger services of the CBD and South East Light Rail network; and
- (K) The City, in conjunction with TfNSW, to review the provision of bus parking in Park Street between George Street and Castlereagh Street six months after implementation.

DECISION

The Committee carried the recommendation unanimously.

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 73 SCHEDULE OF CONDITIONS

DECISION

ATTACHMENTS

Schedule Of Conditions:

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

**ITEM 74 MATTERS RAISED – STREET EVENTS – TEMPORARY ROAD
CLOSURES – MARKET AND PITT STREETS SYDNEY – BOXING DAY
SALES (2015/660141)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the Boxing Day Sales on 26 December 2015 from 1am to 11pm 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 Local Area Command 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; and
- (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 Boxing Day Sales in past years have affected traffic and access around the Pitt Street Mall area which required Police to implement unplanned road closures of Pitt and Market Streets with traffic diversions.

COMMENTS

Boxing Day Sales on 26 December has developed into an annual event that requires the temporary road closure of City streets and traffic detours around the event area.

The Police and Transport for NSW have developed road closure arrangements for Market Street from Elizabeth Street to George Street and Pitt Street from Park Street to Market Street.

Road Closures

- 1am-11pm - Market Street from Elizabeth Street to George Street; and
- 1am-11pm - Pitt Street from Park Street to Market Street.

Castlereagh Street will remain open for vehicles continuing south.

Access through the Pitt Street road closure north of Park Street will be allowed to vehicles to access the Hilton Hotel and Public car park.

A drop off point for Swissotel Hotel guests will be available on the eastern side of York Street approaching Market Street.

Roads will be progressively closed and re-opened by the Police at their discretion subject to pedestrian safety.

Patrons attending Boxing Day Sales are advised to use public transport and timetables, maps and trip planning will be available on www.transportnsw.info

George Street is already closed between Park Street and King Street as part of the CBD and South East Light Rail will only local access permitted.

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

CONSULTATION

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

FINANCIAL

All costs associated with the proposed road closures will be borne by the Transport Management Centre and Police.

ATTACHMENTS

Street Events – Temporary Road Closures – Market Street and Pitt Street Sydney –
Boxing Day Sales

Col Warne, Traffic Project Manager