

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2016/01
Wednesday 17 February 2016

minutes

city of villages

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

17 FEBRUARY 2016

PRESENT

Mark Hannan (A/Chairperson)	City of Sydney
George Angelis	City of Sydney
Andrew Walsh	City of Sydney
Van Le	City of Sydney
Mariana Ivantsoff	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
John Dau	City of Sydney
Navin Prasad	Roads and Maritime Services (RMS)
Colin Landford	Roads and Maritime Services (RMS)
Steven Head	Roads and Maritime Services (RMS)
Francois LaRue	Transport for NSW (TfNSW)
Chisty Jessep	Kings Cross Police
Keith Williamson	Surry Hills Police
Brad Groves	Sydney LAC
Darren Jenkins	Representative for Heffron
Eric Graham	STA
David Lenoir	TWU
Gillian Davis	Item 16
Ray Carter	Item 21
Banco Gaica	Item 21
Josea Perez	Item 21
Philip Quast	Item 21
Andrew Wilkinson	Item 21
Peter Sutherland	Item 29
Alison Hunter	Item 33

ITEM 1 APOLOGIES

Councillor Mant
Alex Greenwich MP
Roy Bishop
Cathy Peters
David Borella
Jim Mihos
Matt Noyen
Daniel Chilvers
Gavin Rowley

City of Sydney
Member for Sydney
Representative for Sydney
Representative for Newtown
BIKESydney
Sydney City LAC
Redfern Police
Leichhardt Police
SHFA

DECISION

The Committee noted the apologies.

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2015/11 HELD ON 16
DECEMBER 2015**

DECISION

Roads and Maritime Services (RMS) requested that the Minutes be changed to note that Item 61 Traffic Treatment- Streetscape Improvements – Cowper Wharf Roadway, Woolloomooloo was deferred.

**ITEM 3 ITEM FOR COMMITTEE INFORMATION – TEMPORARY BUS ZONE –
 BOURKE STREET WATERLOO (2016/036911)**

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) The kerbspace on the western side of Bourke Street, Waterloo between Phillip and Danks Streets, (currently signposted as a Bus Zone) be temporarily reallocated as “No Stopping” from 18 January 2016 to the week commencing 8 February 2016.
- (B) The kerbspace on the western side of Bourke Street, Waterloo between points 25 metres and 55 metres (5 car spaces) south of Danks Street be temporarily allocated as a Bus Zone from 18 January 2016 to the week commencing 8 February 2016..
- (C) The temporary Bus Zone will be reverted back to its original location once the footpath works has been completed.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is currently installing a Shared Path along Bourke Street between Phillip Street Waterloo and Green Square. This work includes the replacement of existing asphalt and concrete footpaths with concrete unit pavers along the street.

The City’s contractor, Hargraves Urban, has requested the temporary relocation of the Bus Zone on Bourke Street south of Phillip Street, to allow for the Shared Path upgrade works.

**ITEM 4 STREET EVENTS – TEMPORARY ROAD CLOSURES – 2016 CHURCH
OF SCIENTOLOGY EVENT DAY – GREEK AND FRANKLYN STREETS
GLEBE (2016/021236)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures of Greek and Franklyn Streets, Glebe, for the 2016 Church of Scientology Event Day on Saturday 19 March 2016 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 (LAC) to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant 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

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Wednesday 24 February 2016.

BACKGROUND

The Church of Scientology Australia has applied for the temporary road closure of Greek and Franklyn Streets, Glebe for the 2016 Church of Scientology Event Day on Saturday 19 March 2016 from 4pm to Midnight.

**ITEM 5 STREET EVENTS – TEMPORARY ROAD CLOSURES – 2016 MOTHERS
DAY CLASSIC (2015/663145)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures for the Mother's Day Classic on Sunday 8 May 2016 from 5am to 12pm subject to the following conditions:

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

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Wednesday 24 February 2016.

BACKGROUND

The National Breast Cancer Foundation has applied for the temporary road closure of various City streets for the 2016 Mother's Day Classic on Sunday 8 May 2016 from 5am to 12pm.

**ITEM 6 STREET EVENTS – TEMPORARY ROAD CLOSURES – SURRY HILLS
MARKETS 2016 (2016/015699)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Collins Street (between Crown Street to Richards Lane) for the Surry Hills Markets 2016 occurring first Saturday of each month, from Saturday 5 March 2016 to Saturday 3 December 2016, between 7am to 5.30pm, subject to the following conditions:

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

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Wednesday 24 February 2016.

BACKGROUND

The Surry Hills Neighbourhood Centre has applied for the temporary road closure of Collins Street (between Crown Street to Richards Lane) for the Surry Hills Markets 2016 occurring first Saturday of each month, from Saturday 5 March 2016 to Saturday 3 December 2016, between 7am to 5.30pm.

**ITEM 7 MOBILE CRANE – TEMPORARY ROAD CLOSURES – BARR STREET
CAMPERDOWN (2016/001446)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Barr Street, between Pyrmont Bridge Road and Parramatta Road, Camperdown on Saturday 27 February 2016 from 7am to 8pm, 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 28 February 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Glebe Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) 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

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Wednesday 24 February 2016.

BACKGROUND

Sydney Traffic Control has applied for the temporary full road closure of Barr Street, between Pyrmont Bridge Road and Parramatta Road, Camperdown on Saturday 27 February 2016 from 7am to 8pm.

**ITEM 8 MOBILE CRANE – TEMPORARY ROAD CLOSURES – VICTORIA PARK
PARADE ZETLAND (2015/672238)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Victoria Park Parade, between O’Dea Avenue and Wolseley Grove, Zetland, on Sunday 28 February 2016 from 2am 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 6 March 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Redfern Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Friday 26 February 2016.

BACKGROUND

K and D Traffic Management has applied for the temporary road closure of Victoria Park Parade, between O’Dea Avenue and Wolseley Grove, Zetland, on Sunday 28 February 2016 from 2am to 10pm.

**ITEM 9 ROAD WORKS – TEMPORARY ROAD CLOSURES – BRUCE AND
MURRAY STREETS WATERLOO (2015/686463)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Bruce Street between Murray Street and dead end, and the western end of Murray Street, approximately 33 metres east of Bruce Street, Waterloo, for a two year period from 31 March 2016 until 31 March 2018.

- (A). The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B). The Applicant must comply with any other conditions imposed by the City's Construction Regulation Unit.
- (C). The Applicant has indicated 1 April to 30 September 2018 as an additional period for the roads works as a contingency for inclement weather.
- (D). The Applicant must contact the Redfern Police to obtain a separate police permit and to discuss deployment of user pay policy for the road closures.
- (E). The Applicant must provide a telephone number of the supervisor responsible for the proposed road closures and include contact details in the notification letters distributed to affected stakeholders.

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016, however, this item was subsequently endorsed unanimously out-of-session on Wednesday 24 February 2016.

BACKGROUND

The master planning layout for the redevelopment of lands and associated road and public domain areas for the Lachlan Precinct is identified in Sydney Development Control Plan 2012 (SDCP 2012). This includes the proposed Eastern Transit Corridor which will improve transport access between the Green Square Town Centre and the Sydney CBD. The construction of additional sections of Gadigal Avenue are integral parts of the Eastern Transit Corridor.

Mirvac is seeking to develop their land at 13-17 Lachlan Street and 2-4 Bruce Street Waterloo for mixed residential uses. They are also seeking to construct new roads including a portion of Gadigal Avenue, south of Lachlan Street.

The construction of a portion of Gadigal Avenue, south of Lachlan Street would require closure of Bruce Street and 33 metres of Murray Street east of Bruce Street for approximately two years. Mirvac is currently obtaining planning approvals and it is anticipated that these works may commence in late March 2016.

**ITEM 10 ROAD WORKS – TEMPORARY ROAD CLOSURES – HUNTLEY STREET
ALEXANDRIA (2016/026168)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure for westbound traffic in Huntley Street Alexandria between Bourke Street and Burrows Road from 7am on 11 March 2016 to 5pm on 16 November 2016 subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated 16 November 2016 to 16 February 2017 may be required as an additional period for the road works as a contingency for inclement weather.
- (D) The Applicant must contact the Redfern Police to obtain a separate police permit and to discuss deployment of user pay police for the road
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed partial road closure to the most highly affected stakeholders around the Huntley Street Bridge and include contact details of the Community Information telephone number in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the temporary relocation of bus stops and any additional staff required.

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016.

BACKGROUND

Sydney Water and the City of Sydney have formed the DG Alliance with UGL Engineering, Seymour Whyte Constructions, Parsons Brinckerhoff Pty Ltd and RPS Manidis Roberts. The Alliance is constructing a new stormwater system to significantly reduce the high hazard flooding currently experienced in the Green Square area.

The DG Alliance has applied for the temporary road closure for westbound traffic in Huntley Street Alexandria between Bourke Street and Burrows Road from 7am on 11 March 2016 to 5pm on 16 November 2016.

ITEM 11 WORKS ZONE – BOURKE STREET WOOLLOOMOOLOO (2016/017067)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Bourke Street, Woolloomooloo, between the points 15.5 metres and 28.3 metres (two car spaces) south of Harmer 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) Vehicles wider than the marked parking bays in Bourke Street must only use the Works Zone between 9am and 4pm, Monday to Friday and between 7.30am and 3.30pm on Saturdays. During these time periods, the Applicant must implement appropriate traffic control measures and use RMS-Accredited Traffic Controllers to manage traffic adjacent to the Works Zone.
- (D) The Applicant must manage the Works Zone to ensure the adjacent Bourke Street Cycleway remains open and safe.
- (E) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (F) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously subject to the submission and approval of a Traffic Control Plan (TCP) by Roads and Maritime Services (RMS).

BACKGROUND

CP Bermuda Pty Ltd has applied for a 12.8 metre long Works Zone in Bourke Street, Woolloomooloo.

The Works Zone is to facilitate construction works at 95-97a Bourke Street for a period of approximately 52 weeks.

ITEM 12 WORKS ZONE – FOVEAUX STREET SURRY HILLS (2016/007064)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Foveaux Street, Surry Hills, between the points 30 metres and 41.5 metres (two car spaces) east of Terry Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking Other Times”, subject to the following conditions:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Dynabuild Project Services Pty Ltd has applied for an 11.5 metre long Works Zone in Foveaux Street, Surry Hills.

The Works Zone is to facilitate construction works at 1-15 Foveaux Street for a period of approximately 26 weeks.

ITEM 13 WORKS ZONE – FRANCIS STREET GLEBE (2016/007085)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Francis Street, Glebe, between the points 90.5 metres and 115.5 metres (four car spaces) east of Grose Street as “Works Zone 7.30am-5.30pm Mon-Fri; 7.30am-3.30pm Sat”, “2P Ticket 3.30pm-6pm Sat, 8am-6pm Sun and Public Holidays” and “4P Ticket 6pm-10pm” subject to the following conditions:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Mainbrace Constructions Pty Ltd has applied for a 25 metre long Works Zone in Francis Street, Glebe.

The Works Zone is to facilitate construction works at 1-21 Bay Street for a period of approximately 29 weeks.

ITEM 14 WORKS ZONE – KING STREET SYDNEY (2016/017000)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of King Street, Sydney, between the points 13.0 metres and 23.0 metres (two car spaces) west of the Pitt Street as “Works Zone 7am-7pm Mon-Fri; 7am-5pm Sat” and “No Parking Other Times Authorised Vehicles Excepted Area 1” 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 Central and South East Light Rail (CSELR) 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 their own enquiries, on a regular basis, about the potential impact of major transport projects on the Works Zone and the construction program for their development site.

- (D) The Works Zone may not be accessible on occasions due to CSELR and other transport projects near your development site. During these days the Applicant must coordinate their deliveries with the CBD Coordination Office.
- (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 and noted the following change of time:

- “The hours of operations of the Works Zone be reduced to 7am-3pm, Monday to Friday and 7am-5pm on Saturdays when the Sydney City Centre Capacity Improvement Program works in King Street, Sydney are implemented.”

BACKGROUND

Donnelley Constructions Pty Ltd has applied for a 10 metre long Works Zone in King Street, Sydney.

The Works Zone is to facilitate refurbishment works at 119 King Street for a period of approximately 16 weeks.

ITEM 15 WORKS ZONE – PYRMONT STREET PYRMONT (2016/013910)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Pyrmont Street, Pyrmont, between the points 60 metres and 75 metres (three car spaces) south of Jones Bay Road as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking Other Times” subject to the following conditions:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Probuild Pty Ltd has applied for the relocation of a 15 metre long Works Zone in Pyrmont Street, Pyrmont.

The Works Zone is to facilitate refurbishment works at 80 Pyrmont Street (The Star) for a period of approximately 30 weeks.

ITEM 16 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 96.12 metres and 146.12 metres (eight car spaces) south of Market Street as “Works Zone 7am-7pm Mon-Fri; 7am-5pm Sat”, “3P Ticket 7am-10pm Mon-Fri” and “4P Ticket 5pm-10pm Sat, 8am-10pm Sun & Public Holidays” subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) Temporary reallocation of the kerb space on the western side of Sussex Street, Sydney, between the points 45 metres and 80 metres south of Market Street as “Taxi Zone”.
- (C) Temporary reallocation of the kerb space on the western side of Sussex Street, Sydney, between the points 98 metres and 125 metres south of Market Street as “No Stopping”.
- (D) Temporary reallocation of the kerb space on the western side of Sussex Street, Sydney, between the points 151 metres and 169 metres south of Market Street as “No Parking”.
- (E) The Applicant must install and maintain the temporary line marking changes in Sussex Street as per the proposal. On completion of the works, the Applicant must re-instate the original line marking in Sussex Street to the satisfaction of the City and Roads and Maritime Services.
- (F) The Applicant must temporarily close the indented bay on the western side of Sussex Street between the points 98 metres and 125 metres south of Market Street. On completion of the works, the Applicant must re-instate the indented bay to the satisfaction of the City and Roads and Maritime Services.
- (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) Works for major transport projects, such as the such as the Central and South East Light Rail (CSELR) 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 their 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.

- (I) The Works Zone may not be accessible on occasions due to CSELR and other transport projects near your development site. During these days the Applicant must coordinate their deliveries with the CBD Coordination Office.
- (J) The Applicant must notify adjacent properties of the Works Zone at least seven days prior to installation.
- (K) The Applicant must provide a telephone number of the Site Manager.

DECISION

The Committee carried the recommendation unanimously and noted the following additional conditions:

- (L) The Applicant must close the recessed taxi bay with concrete barriers. The barriers must not have any writing or advertising on them. In the closed recessed taxi bay the Applicant must install and maintain planter boxes with appropriate plants similar to the ones currently in George Street outside the Town Hall.
- (M) All costs associated with the Works Zone will be borne by the Applicant.

BACKGROUND

Karimbla Constructions Services (NSW) has requested a 50 metre long Works Zone in Sussex Street, Sydney.

The Works Zone is to facilitate construction works at 230-232 and 234 Sussex Street for a period of approximately 104 weeks.

ITEM 17 WORKS ZONE – YORK STREET SYDNEY (2016/013121)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of York Street, Sydney, between the points 27.3 metres and 37.3 metres (two car spaces) south of King Street as “Works Zone 7am-7pm Mon-Fri; 7am-5pm Sat” and “No Parking Other Times Coaches Excepted 15 Minute Limit”, subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule D of this Agenda.
- (B) Reallocation of the kerb space on the eastern side of York Street, Sydney, between the points 40.3 metres and 54.5 metres south of King Street as “No Parking Coaches Excepted 15 Minute Limit”,
- (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 such as the Central and South East Light Rail (CSELR) 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 their 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 Works Zone may not be accessible on occasions due to CSELR and other transport projects near your development site. During these days the Applicant must coordinate their deliveries with the CBD Coordination Office.
- (F) The Applicant must notify adjacent properties 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

Infinity Constructions Group Pty Ltd has applied for a 10 metre long Works Zone in York Street, Sydney.

The Works Zone is to facilitate refurbishment works of the Forbes Hotel at 30 York Street for a period of approximately 40 weeks.

ITEM 18 PARKING – NO PARKING – GLEBE LANE GLEBE (2015/574222)

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the northern side of Glebe Lane, Glebe between the points 24 metres and 28 metres east of Mitchell Street as “No Parking”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A resident of Campbell Street has requested consideration to introduce “No Parking” restriction on the northern side of Glebe Lane, Glebe to facilitate unobstructed access to the rear lane off-street parking.

**ITEM 19 PARKING – NO STOPPING - LITTLE BUCKINGHAM STREET SURRY
HILLS (2016/034977)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Little Buckingham Street, Surry Hills between the points 4.2 metres and 10.2 metres (one car space) north of Belvoir Street as “No Stopping”.

DECISION

The Committee unanimously endorsed the following amendment to the recommendation:

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Little Buckingham Street, Surry Hills between the points 0.0 metres and 17.4 metres, north of Belvoir Street as “No Stopping”

BACKGROUND

The Developers of both 533 and 537 Elizabeth Street, Surry Hills have requested the removal of an existing 1 hour permit parking space in Little Buckingham Street at the rear of these properties to provide for two new driveways.

**ITEM 20 PARKING – PERIOD PARKING – QUEEN STREET AND MENTMORE
AVENUE ROSEBERY (2015/648238)**

RECOMMENDATION

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

- (A) On the northern side of Queen Street between the points 0 metres and 10 metres (two car spaces) and between the points 23 metres and 31 metres (one car space), west of Mentmore Avenue as “No Stopping”;
- (B) On the northern side of Queen Street between the points 10 metres and 23 metres (two car spaces) and between the points 31 metres and 43 metres (two car spaces), west of Mentmore Avenue as “2P 8am-8pm Mon-Fri”;
- (C) On the western side of Mentmore Avenue between the points 0 metres and 10 metres (two car spaces), north of Queen Street as “No Stopping”; and
- (D) On the western side of Mentmore Avenue between the points 10 metres and 86 metres (13 car spaces), north of Queen Street as “2P 8am-8pm Mon-Fri”;

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Development Consent Condition 23 of Development Application D/2013/1203/A requires the Developer of 39-47 Mentmore Avenue, Rosebery to refer any traffic and parking changes on the street frontages to the Committee for consideration.

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

ITEM 21 PARKING - PERMIT PARKING - PITT STREET REDFERN (2015/633857)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of all existing permit parking spaces on both sides of Pitt Street, Redfern between Cleveland and Phillip Streets to two hour parking 8am to 10pm seven days a week, with an exemption for Area 41 resident parking permit holders.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City received a petition from residents of Pitt Street, Redfern (with 31 signatures) requesting the extension of the operating hours of the existing permit parking restriction in the street to cover nights and weekends.

**ITEM 22 PARKING – PERMIT PARKING - WYNDHAM STREET ALEXANDRIA
(2016/033847)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Wyndham Street, Alexandria between the points 64.8 metres and 83.5 metres (three car spaces) south of Buckland Street as “2P 8am – 6pm Mon – Fri, Permit Holders Excepted Area 39”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Developer of Alexandria Gardens, 146-156 Botany Road/Wyndham Street, Alexandria has requested the extension of the adjoining 2 hour permit parking restriction across the former driveways of the property.

**ITEM 23 PARKING – TIMED PARKING – ELGER AND STIRLING STREETS
GLEBE (2014/544893)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking in Elger Street, east of Cowper Street, Glebe as follows:

- (A) On the northern side between the points 0 metres and 15 metres as statutory “No Stopping” marked with a yellow line;
- (B) On the northern side between the points 15 metres and 37.2 metres (four car spaces) north of Cowper Street as “2P 8am-6pm Mon-Fri”;
- (C) On the northern side between the points 42.7 metres and 59 metres (three car spaces) as “2P 8am-6pm Mon-Fri”;
- (D) On the northern side between the points 59 metres and 72.3 metres as statutory “No Stopping” marked with a yellow line;
- (E) On the northern side between the points 78.3 metres and 102.6 metres as statutory “No Stopping” marked with a yellow line;
- (F) On the northern side between the points 102.6 metres and 129 metres (four car spaces) as “2P 8am-6pm Mon-Fri”;
- (G) On the northern side between the points 129 metres and 132 metres as “No Stopping” marked with a yellow line;
- (H) On the northern side between the points 132 metres and 157.5 metres (four car spaces) as “2P 8am-6pm Mon-Fri”;
- (I) On the northern side between the points 157.5 metres and 171.4 metres as statutory “No Stopping” marked with a yellow line; and
- (J) On the southern side between the points 0 metres and 171.4 metres as “No Stopping” marked with a yellow line.

It is recommended that the Committee endorse the allocation of parking in Stirling Street, south of Wentworth Street, Glebe as follows;

- (K) On the eastern side between the points 0 metres and 14 metres as statutory “No Stopping” marked with a yellow line;
- (L) On the eastern side between the points 14 metres and 29 metres (three car spaces) as “No Parking”;
- (M) On the eastern side between the points 29 metres and 35 metres as statutory “No Stopping” marked with a yellow line;
- (N) On the eastern side between the points 35 metres and 55 metres (three car spaces) as “2P 8am-6pm Mon-Fri”;

- (O) On the eastern side between the points 55 metres and 65 metres as statutory “No Stopping” marked with a yellow line; and
- (P) On the western side between the points 0 metres and 65 metres as “No Stopping” marked with a yellow line.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Development Consent Conditions for Development Application D/2013/412 requires the Developer of 85 Bay Street to submit Public Domain Plans to the City for review.

Given the Plans propose changes to on-street parking, the proposal is being referred to the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for consideration and endorsement.

**ITEM 24 PARKING – TIMED PARKING – NICHOLSON AND WILSON STREETS
WOOLLOOMOOLOO (2015/651131)**

RECOMMENDATION

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

- (A) On the southern side of Nicholson Street between the points 11.4 metres and 27 metres (three spaces) west of Dowling Street as “2P 8am-3pm Mon-Fri 8am-8pm Sat-Sun and Public holidays” and “15minP 3pm-8pm Mon-Fri”;
- (B) On the southern side of Nicholson Street between the points 27 metres and 46.8 metres (four spaces) west of Dowling Street as “2P 8am-8pm”;
- (C) On the northern side of Wilson Street between the points 10.8 metres and 27.5 metres (three spaces) west of Dowling Street as 2P 8am-8pm”; and
- (D) On the northern side of Wilson Street between the points 27.5 metres and 56.7 metres (five spaces) west of Dowling Street as “No Parking”.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Juanita Nielson Community Centre is being redeveloped. The new development will have a gym, community centre and an Out-of-School Hours Care Program.

To improve access to the centre, the City is proposing changes to the parking restrictions adjacent to the development.

**ITEM 25 PARKING – REALLOCATION OF CAR SHARING BAYS – VARIOUS
LOCATIONS (2015/596613)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the following car share spaces from GreenShareCar to Hertz 24/7:

- (A) The eastern side of Mountain Street, Ultimo between a point 26 metres and 35.9 metres north of Broadway (1 car space).
- (B) The southern side of Erskine Street, Sydney between a point 24.7 metres and 29.6 metres west of Shelley Street (2 car spaces).
- (C) The western side of Macleay Street, Potts Point between a point 7.5 metres and 21 metres south of McDonald Street (1 car space).
- (D) The eastern side of Riley Street, Darlinghurst between a point 3.7 metres and 9 metres north of Chapel Street (1 car space).
- (E) The western side of Darlinghurst Road, Darlinghurst between a point 25 metres and 35 metres south of Farrell Avenue (1 car space).
- (F) The south western side of Foveaux Street, Surry Hills between a point 9.4 metres and 16.8 metres west of Mary Street (1 car space).
- (G) The northern side of Campbell Street, Surry Hills between a point 8.1 metres and 13.5 metres east of Denham Street (1 car space).

It is recommended that the Committee endorse the reallocation of the following car share spaces from GreenShareCar to GoGet:

- (H) The southern side of Nicholson Street, Woolloomooloo between a point 0.5 metres and 7 metres west of Forbes Street (1 x 60° angled car space).
- (I) The western side of Crown Street, Woolloomooloo, between the points 10.3 metres and 15.3 metres north of Kennedy Street (1 car space).
- (J) The western side of Macleay Street, Potts Point between a point 44 metres and 54 metres south of Orwell Street (1 car space).
- (K) The northern side of Liverpool Street, Darlinghurst between a point 7.9 metres and 13.5 metres west of Hargrave Street (1 car space).
- (L) The north western side of Boundary Street, Darlinghurst between a point 14.1 metres and 20.4 metres south west of Liverpool Street (1 car space).
- (M) The northern side of Union Street, Pyrmont, between a point 63.5 metres and 69.5 metres east of Edward Street (1 car space).
- (N) The south eastern side of Derby Place, Glebe between a point 4.5 metres and 11.5 metres west of Glebe Point Road (1 x 45° angled car space).

- (O) The eastern side of Kent Street, Millers Point between a point 100.5 metres and 111.5 metres north of Gas Lane (2 car spaces).
- (P) The northern side of Argyle Street, Millers Point between a point 44 metres and 50.5 metres east of Kent Street (1 car space).
- (Q) The northern side of Windmill Street, Millers Point between a point 50.5 metres and 61 metres east of Dalgety Road (2 car spaces).
- (R) The northern side of Windmill Street, Millers Point between a point 20.5 metres and 26 metres west of Pottinger Street (1 car space).
- (S) The western side of Oatley Road, Paddington between a point 75.5 metres and 81.3 metres south of Oxford Street (1 car space).
- (T) The south western side of Gordon Street, Paddington between a point 8.3 metres and 14.4 metres south east of Leinster Street (1 car space).
- (U) The southern side of Burton Street, Darlinghurst between a point 18.9 metres and 24.4 metres west of Darley Street (1 car space).

DECISION

The Committee carried the recommendation unanimously subject to the submission of the parking plans to Roads and Maritime Services (RMS) supporting the proposed changes.

BACKGROUND

The City strongly supports car sharing, and has provided dedicated on-street spaces since 2007. Among the three car share companies operating within the City, there are approximately 21,400 resident members, and 7,600 employee or business members sharing approximately 670 on-street spaces.

The objectives of the policy are to use limited on-street parking more efficiently, provide alternatives to private vehicle ownership, reduce traffic congestion and lower greenhouse gas emissions. These objectives, particularly the efficient use of street parking, can only be achieved when shared vehicles are used regularly by the local community.

To establish usage, the City requests that car share operators provide monthly data on the vehicles in spaces provided by the City.

The City has reviewed the data provided by GreenShareCar on the usage of public spaces. Over a twelve month period, spaces allocated to GreenShareCar have been only infrequently booked, with average usage of six bookings per month. In one case, a space was used only four times in three months. A number of spaces have been left empty for long periods. By comparison, in August 2015 GoGet vehicles were used 31 times per month on average, while Hertz 24/7 vehicles were used 23 times per month.

At this level of usage, it is unlikely that GreenShareCar spaces are contributing to any reduction in demand for on-street parking, or sustainable changes to travel behaviour.

ITEM 26 CAR SHARE – MERRIMAN STREET MILLERS POINT (2015/530062)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Merriman Street, Millers Point between the points 10 metres and 15 metres (one car space) north of Bettington Street as “No Parking Car Share Vehicles Excepted Zone GG” subject to the following:

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

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is committed to providing dedicated parking for car sharing across the Local Government Area as part of a Council-approved Car Share Policy.

**ITEM 27 PARKING – MOTORBIKE PARKING – PYRMONT STREET PYRMONT
(2015/530989)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Pyrmont Street, Pyrmont between the points 51.7 metres and 56.7 metres (one car space) north of Allen Street as 'Motor Bikes Only'.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City has received a request from a resident of Pyrmont Street for the consideration of motorbike parking just north of the driveway to 199-223 Pyrmont Street, Pyrmont.

**ITEM 28 PARKING – TIMED PARKING – CHAPMAN ROAD ANNANDALE
(2016/001553)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking in Chapman Road, south of the dead end as:

- (A) On the eastern side between the points 48.2 metres and 59.4 metres as “No Stopping” marked with a yellow line;
- (B) On the eastern side between the points 59.4 metres 69.4 metres (four car spaces) as “1/4P 7am-9am, 3pm-6pm Mon-Fri”, and “90 Degree Angle Parking Rear to Kerb”;
- (C) On the western side between the points 29.6 metres and 48.2 metres (three car spaces) as “2P 8am-6pm Mon-Fri” and “Parallel Parking”
- (D) On the western side between the points 48.2 metres and 59.4 metres as “No Stopping” marked with a yellow line.
- (E) On the western side between the points 59.4 metres and 84 metres (four car spaces) as “1/4P 7am-9am, 3pm-6pm Mon-Fri” and “Parallel Parking”
- (F) On the western side between the points 84 metres and 86.4 metres as “No Stopping” marked with a yellow line marking”

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The City is proposing to construct a childcare centre at 7 The Crescent, Annandale. A condition of Development Consent for this property reallocates parking in Chapman Road for the purpose of providing a dedicated drop-off and pick-up facility to support the proposed child care centre.

**ITEM 29 TRAFFIC TREATMENT – SHARED ZONES – ROSEBUD AND IONA
LANES PADDINGTON (2015/601255)**

RECOMMENDATION

It is recommended that the Committee support the installation of the following:

- (A) Shared Zone in Rosebud Lane, Paddington between Napier and Oxford Streets,
- (B) Shared Zone in Iona Lane, Paddington between Rosebud Lane and Verona Street,
and
- (C) A continuous footway treatment in Oxford Street, Paddington at the intersection with
Verona Street.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Paddington Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2010 includes a proposal to install Shared Zones in Rosebud and Iona Lanes, Paddington, between Napier, Oxford and Verona Streets to prioritise access for pedestrians, control vehicle speeds and preserve residential amenity.

**ITEM 30 TRAFFIC TREATMENT – SHARED ZONES – DARLINGHURST
TRIANGLE DARLINGHURST (2015/625454)**

RECOMMENDATION

It is recommended that the Committee support the installation of the following:

- (A) Shared Zones within Sturt, Chisholm, Sims, Hannam Streets and Flemings Lane, Darlinghurst and;
- (B) Continuous Footway Treatments in South Dowling and Flinders Streets across the intersections with Taylor Street.

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016.

BACKGROUND

The Paddington Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2010 includes a proposal to install Shared Zones in the Darlinghurst Triangle area which include Sturt, Chisholm, Sims, Hannam Streets and Flemings Lane. This would prioritise access for pedestrians, control vehicle speeds and preserve residential amenity.

**ITEM 31 TRAFFIC TREATMENT – STREETScape IMPROVEMENTS –
MISSENDEN ROAD CAMPERDOWN (2016/044348)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following streetscape improvements in Missenden Road between King Street, Newtown and Parramatta Road, Camperdown:

- (A) Footpath widening in Missenden Road on the:
- (1) Western side between Longdown Street and Carillon Avenue;
 - (2) Western side between Salisbury Road and Dunblane Street; and
 - (3) Eastern side between Salisbury Road and Lucas Street.
- (B) Continuous footpath treatments at the following intersections with Missenden Road:
- (1) Longdown Street (both sides);
 - (2) Campbell Street (both sides);
 - (3) Aylesbury Street;
 - (4) Grose Street;
 - (5) Driveway to Professor Marie Bashir Centre Car Park;
 - (6) Lucas Street;
 - (7) Dunblane Street;
 - (8) Briggs Street;
 - (9) Marsden Street; and
 - (10) Broderick Street
- (C) Kerb extensions at the following pedestrian crossings in Missenden Road:
- (1) North of Marsden Street; and
 - (2) South of Dunblane Street.
- (D) In-road cycle lane between Carillon Avenue and Longdown Street for southbound cyclists

It is recommended that the Committee endorse the following reallocation of parking in Missenden Road between King Street, Newtown and Parramatta Road, Camperdown:

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

- (G) Western side between the points 50.7 metres and 88.8 metres south of Parramatta Road as “Bus Zone”;
- (H) Eastern side between the points 0.6 metres and 126.5 metres (21 car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (I) Western side between the points 13 metres and 18 metres (one car space), south of Marsden Street as “No Parking Authorised Car Share Excepted Zone GG”;
- (J) Western side between the points 18 metres and 47.2 metres (five car spaces) and 68.2 metres and 113.3 metres (eight car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (K) Eastern side between the points 19.1 metres and 24.1 metres (one car space), south of Dunblane Street as “Motor Bikes Only”;
- (L) Eastern side between the points 24.1 metres and 126 metres (17 car spaces), south of Dunblane Street as “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (M) Western side between the points 85 metres and 95 metres south of Dunblane Street as “Bus Zone”;
- (N) Eastern side between the points 94.4 metres and 109.7 metres and 119.7 metres and 144.7 metres south of Dunblane Street as “No Stopping”.
- (O) Western side between the points 0 metres and 85 metres and 95 metres and 144.7 metres south of Dunblane Street as “No Stopping”;
- (P) Western side between the points 0 metres and 105.2 metres south of Grose Street as “No Stopping”;
- (Q) Eastern side between the points 0 metres and 26.7 metres south of Grose Street as “No Stopping”;
- (R) Eastern side between the points 29.7 metres and 39.7 metres south of Grose Street as “Bus Zone”;
- (S) Eastern side between the points 39.7 metres and 157.2 metres south of Grose Street as “No Stopping”;
- (T) Eastern side between the points 35.9 metres and 39.5 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (U) Eastern side between the points 39.5 metres and 69.5 metres (five car spaces) south of Salisbury Road as “No Parking Doctors Vehicle Excepted 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (V) Eastern side between the points 69.5 metres and 111.3 metres (seven car spaces) south of Salisbury Road as “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (W) Eastern side between the points 111.3 metres and 126.3 metres (three car spaces) south of Salisbury Road as “Loading Zone 8.30am-3.30pm Mon-Fri”, “No Stopping 3.30pm-7pm Mon-Fri” and “4P Ticket 8am-10pm Sat, Sun and Public Holidays”;

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

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

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

DECISION

This item was deferred at the LPCTCC meeting on Wednesday 17 February 2016.

BACKGROUND

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

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

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

Following the meeting, the City commenced work on a streetscape improvement plan for Missenden Road to resolve the key issues raised during discussions with both RMS and the SLHD

**ITEM 32 TRAFFIC TREATMENT – PEDESTRIAN REFUGE – EPSOM ROAD
ZETLAND (2016/013576)**

RECOMMENDATION

It is recommended that the Committee endorse the following traffic treatment in Epsom Road, Zetland:

- (A) Install a pedestrian refuge on the existing raised threshold located in Epsom Road 78.1 metres east of Link Road.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

ICON Co has requested a temporary pedestrian refuge along the existing raised threshold in Epsom Road, Zetland to facilitate safe travel for site staff to and from the site office on 87 Epsom Road to the construction site located on 5 Link Road, Zetland. The temporary pedestrian refuge will be removed after the construction of the development on 5 Link Road is completed.

Site staff currently use the existing raised threshold to cross Epsom Road as part of the walking route to and from the site office and the construction site. As the construction activities for this site develops, the use of this walking route will increase significantly.

To improve safety for site staff along this walking route as well as for other pedestrians in the area, it is proposed to install a pedestrian refuge on the existing raised threshold in Epsom Road, east of Link road.

Conversion of the raised threshold to a raised pedestrian crossing was considered. This proposal was not approved as it was deemed to have an impact on traffic capacity along Epsom Road. A pedestrian refuge is instead being proposed as an alternative option.

**ITEM 33 TRAFFIC TREATMENT – SHARED ZONE – WAINE STREET SURRY
HILLS (2015/601286)**

RECOMMENDATION

It is recommended that the Committee support the installation of a Shared Zone in Waine Street, Surry Hills between Riley and Pelican Streets.

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

**ITEM 34 OTHER AUTHORITIES – PARKING – SUSSEX STREET SYDNEY
(2016/032058)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking in Sussex Street, Sydney, between King and Druitt Streets:

- (A) The reallocation of parking on the eastern side of Sussex Street, south of King Street as follows:
- Between the points 10.7 metres and 19.7 metres (two car spaces) as “Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
 - Between the points 25.8 metres and 48.1 metres (four car spaces) as “Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
 - Between the points 48.1 metres and 87.4 metres (six car spaces) as “No Stopping”;
 - Between the points 105.2 metres and 218.8 metres (19 car spaces) as “No Stopping”;
- (B) The reallocation of parking on the eastern side of Sussex Street between Market and Druitt Streets (34 car spaces) as “No Stopping”;
- (C) The reallocation of parking on the western side of Sussex Street, south of King Street as;
- Between the points 16.6 metres and 22.6 metres (one car spaces) as “No Stopping Australia Post Vehicles Excepted”;
 - Between the points 22.6 metres and 51.6 metres (five car spaces) 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”;
 - Between the points 114.6 metres and 146.6 metres (six car spaces) as “Works Zone 7am-3pm Mon-Fri 7am-5pm Sat”, “No Stopping 3pm-8pm Mon-Fri” and “No Parking Other Times” subject to;
- (D) Upon the completion of the redevelopment at 161 Sussex Street and Works Zone at this location removed, the parking in Sussex Street to be reallocated;
- On the western side of Sussex Street, south of King Street;
 - Between the points 114.6 metres and 126 metres (two car spaces) as “No Parking”;
 - Between the points 126 metres and 130.3 metres (one car spaces) as “No Stopping 3pm-8pm Mon-Fri” and “Motorbike parking Other times”; and

- Between the points 130.3 metres and 146.6 metres (three car spaces) as “No Parking”;
- The reallocation of parking on the western side of Sussex Street, south of Market Street as follows;
 - Between the points 19.2 metres and 27 metres (two car spaces), as “No Stopping Australia Post Vehicles Accepted”;
 - Between the points 27 metres and 45 metres (three car spaces) 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”;
 - Between points 45 metres and 80 metres (six car spaces) as “Taxi Zone”;
- (E) A temporary change to the traffic lane line markings and parking on Sussex Street, south of Market Street to facilitate the Works Zone on the eastern side of Sussex Street between the points 96.1 metres and 146.1 metres is subject to;
 - The change to the line marking and parking be introduced with this implementation of the subject Work Zone
 - All costs associated with the Works Zone, including changes to parking and line markings, will be borne by the Applicant.

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 35 SCHEDULE OF CONDITIONS

DECISION

ATTACHMENTS

Schedule Of Conditions:-

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