

LOCAL PEDESTRIAN, CYCLING AND TRAFFIC CALMING COMMITTEE

Meeting No 2016/04
Wednesday 18 May 2016

minutes

city of villages

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

18 MAY 2016

PRESENT

Councillor Mant (A/Chairperson)	City of Sydney
Mark Hannan	City of Sydney
Andrew Walsh	City of Sydney
Van Le	City of Sydney
Mariana Ivantsoff	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Joseph Gomes	City of Sydney
Clement Lim	City of Sydney
Eoin Cunningham	City of Sydney
Ajay Nayyar	City of Sydney
Col Warne	City of Sydney
Navin Prasad	Roads and Maritime Services (RMS)
Colin Langford	Roads and Maritime Services (RMS)
Brad Groves	Sydney LAC
Daniel Chilvers	Leichhardt Police
Roy Bishop	Representative for Member for Sydney
Cathy Peters	Representative for Newtown
Bill Holliday	Representative for Balmain
Eric Graham	STA
Gavin Rowley	SHFA
David Lenoir	TWU
Lisa McGill	CBD Coordination Office
Lachlan Drummond	Item 38
Jill Yates	Item 38
Adrian Topping	Item 22
Mark Norville	Written Submission – Item 22

ITEM 1 APOLOGIES

George Angelis
Alex Greenwich MP
Christy Jessep
Jim Mihos
Brad Groves
Matt Noyen
Anthony Kenny
Keith Williamson
Darren Jenkins
David Borella

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

DECISION

The apologies were noted.

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

18 MAY 2016

**ITEM 2 CONFIRMATION OF MINUTES OF MEETING 2016/03 HELD ON 20 APRIL
2016**

DECISION

The Committee endorsed the Minutes.

**ITEM 3 ITEM FOR COMMITTEE INFORMATION – TRAFFIC TREATMENT –
SHARED PATH AND FOOTWAY WIDENING – BOURKE STREET
WATERLOO (2016/123803)**

RECOMMENDATION

It is recommended that the Committee endorse:

- (A) The conversion of the footway for use as a Shared Path in Bourke Street, Waterloo:
 - (i) on the eastern side between Crescent and Portman Streets; and
 - (ii) on the western side between Phillip Street and Botany Road.
- (B) The installation of statutory shared path signs to ensure pedestrians and cyclists are aware of the Shared Paths.
- (C) The installation of line marking on the Shared Paths in accordance with the City of Sydney Shared Pathways Pavement Marking Guidelines.
- (D) The installation of footway widening in Hawksley Street at the intersection of Bourke Street.
- (E) The installation of a footway widening in Danks Street at the intersection of Bourke Street.
- (F) The reallocation of kerb space on the western side of Bourke Street between the points 20 metres and 27 metres south of McEvoy Street as “No Stopping” and between the points 48.5 metres and 67 metres south of McEvoy Street as “Bus Zone”.
- (G) The reallocation of kerb space on the western side of Bourke Street, Waterloo, between the points 30 metres and 42 metres north of Danks Street as “Bus Zone”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Heffron	✓	

DECISION

The Committee carried the recommendation unanimously out-of-session on 6 May 2016.

BACKGROUND

The City of Sydney has been working towards the development of a dedicated cycle network across its local government area since 2006. Since the adoption of the City’s Cycle Strategy and Action Plan in 2007, facilities completed to date have seen an increase in the number of bicycle riders using them.

Over this period, the selection of routes and facility types proposed has been refined in close consultation with the Roads and Maritime Services.

The Bourke Street Shared Path project aims to provide a better connected cycleway network by delivering strategic links between major bi-directional separated facilities that are already within the regional cycleway network, in particular the cycleway from Alexandria to Mascot along Bourke Road and from Redfern to Woolloomooloo along Bourke Street. This project will link the two cycleways.

**ITEM 4 ITEM FOR COMMITTEE INFORMATION – PARKING – CAMPBELL
STREET BETWEEN PITT AND CASTLEREAGH STREETS SYDNEY
(2016/122913)**

RECOMMENDATION

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

- (A) Northern side of Campbell Street between the points 10.2 metres and 27.9 metres east of Pitt Street as “Loading Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (B) Northern side of Campbell Street between the points 69.1 metres and 99.2 metres east of Pitt Street as “Bus Zone”;
- (C) Southern side of Campbell Street between the points 15 metres and 26 metres west of Castlereagh Street as “P 15 Minute Limit”;
- (D) Southern side of Campbell Street between the points 26 metres and 67 metres west of Castlereagh Street as “Loading Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (E) Southern side of Campbell Street between the points 82.2 metres and 97.5 metres west of Castlereagh Street as “Loading Ticket 6am-6pm Mon-Fri, 6am-10am Sat”, “4P Ticket 6pm-12am Mon-Fri, 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- and
- (F) The City, in conjunction with TfNSW, to review the provision of parking in Campbell Street, between Pitt and Castlereagh Streets, six months after implementation.

DECISION

The Committee noted the information.

BACKGROUND

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

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 5 ITEM FOR COMMITTEE INFORMATION – PARKING – CASTLEREAGH
STREET BETWEEN LIVERPOOL AND HUNTER STREETS SYDNEY
(2016/123095)**

RECOMMENDATION

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

- (A) Western side of Castlereagh Street, between the points 18 metres and 36.5 metres, south of King Street as "No Stopping";
- (B) Western side of Castlereagh Street, between the points 36.5 metres and 52 metres, south of King Street as "No Parking";
- (C) Western side of Castlereagh Street, between the points 52 metres and 80.5 metres, south of King Street as "No Stopping";
- (D) Western side of Castlereagh Street, between the points 80.5 metres and 96.1 metres, south of King Street as "No Parking";
- (E) Western side of Castlereagh Street, between the points 96.1 metres and 134.8 metres, south of King Street as "No Stopping";
- (F) Western side of Castlereagh Street, between the points 134.8 metres and 152.8 metres, south of King Street as "Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat", "No Stopping 3pm-8pm Mon-Fri" and "Taxi Zone Other Times";
- (G) Eastern side of Castlereagh Street, between the points 7 metres and 50.5 metres, south of King Street as "Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat, Sun & Public Holidays" and "Taxi Zone Other Times";
- (H) Eastern side of Castlereagh Street, between the point 50.5 metres and Market Street, south of King Street as "Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat, Sun & Public Holidays" and "No Stopping";
- (I) Western side of Castlereagh Street, between the points 9.9 metres and 43.3 metres, south of Market Street as "Truck Zone Ticket 6am-10am Mon-Fri", "Loading Zone Ticket 10am-6pm Mon-Fri 6am-10am Sat" and "4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat, 8am-10pm Sun & Public Holidays";
- (J) Western side of Castlereagh Street, between the points 72.2 metres and 94.9 metres, south of Market 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";
- (K) Western side of Castlereagh Street, between the points 111.7 metres and 154.8 metres, south of Market 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";
- (L) Western side of Castlereagh Street, between the points 154.8 metres and 193.7 metres, south of Market Street as "Loading Zone Ticket 6am-3pm Mon-Fri 6am-10am Sat", "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays" and "No Stopping 3pm-8pm Mon-Fri";

- (M) Western side of Castlereagh Street, between the points 193.7 metres and 216 metres, south of Market Street as "No Parking";
- (N) Western side of Castlereagh Street, between the points 216 metres and 226.4 metres, south of Market Street as "Mail Zone";
- (O) Western side of Castlereagh Street, between the point 226.4 metres and Park Street, south of Market Street as "No Stopping";
- (P) Eastern side of Castlereagh Street, between Market Street and the point 23.8 metres, south of Market Street as "No Stopping";
- (Q) Eastern side of Castlereagh Street, between the points 23.8 metres and 111.4 metres, south of Market Street as "Bus Zone";
- (R) Eastern side of Castlereagh Street, between the points 111.4 metres and 123.5 metres, south of Market Street as "No Stopping";
- (S) Eastern side of Castlereagh Street, between the points 123.5 metres and 142.9 metres, south of Market Street as "No Stopping 3pm-8pm Mon-Fri" and "No Parking Other Times Buses Excepted 15 Minute Limit";
- (T) Eastern side of Castlereagh Street, between the points 142.9 metres and 161.4 metres, south of Market Street as "Loading Zone Ticket 6am-3pm Mon-Fri, 6am-10am Sat", "No Stopping 3pm-8pm Mon-Fri" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays";
- (U) Eastern side of Castlereagh Street, between the points 161.4 metres and 167.6 metres, south of Market Street as "No Stopping";
- (V) Eastern side of Castlereagh Street, between the points 167.6 metres and 184.4 metres, south of Market Street as "No Stopping 6am-10am 3pm-8pm Mon-Fri", "Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat" and "4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays";
- (W) Eastern side of Castlereagh Street, between the points 184.4 metres and 202.2 metres, south of Market Street as "No Stopping";
- (X) Eastern side of Castlereagh Street, between the points 202.2 metres and 221.8 metres, south of Market Street as "No Stopping 6am-10am 3pm-8pm Mon-Fri" and "1/4P 10am-3pm 8pm-10pm Mon-Fri 6am-10pm Sat 8am-10pm Sun & Public Holidays";
- (Y) Eastern side of Castlereagh Street, between the point 2218 metres and Park Street, south of Market Street as "No Stopping";
- (Z) Western side of Castlereagh Street, between the points 8.7 metres and 19.6 metres, south of Park 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";
- (AA) Western side of Castlereagh Street, between the points 75.2 metres and 109.0 metres, south of Park Street as "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat" and "Taxi Zone Other Times";
- (BB) Eastern side of Castlereagh Street, between Park Street and the point 30.9 metres, south of Park Street as "No Stopping";

- (CC) Eastern side of Castlereagh Street, between the points 30.9 metres and 91.4 metres, south of Park Street as "Bus Zone";
- (DD) Eastern side of Castlereagh Street, between the point 91.4 metres and Bathurst Street, south of Park Street as "No Stopping";
- (EE) Western side of Castlereagh Street, between the points 93.3 metres and 111.5 metres, south of Bathurst 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";
- (FF) Western side of Castlereagh Street, between the points 111.5 metres and 118.6 metres, south of Bathurst Street as "No Stopping";
- (GG) Western side of Castlereagh Street, between the points 118.6 metres and 133.9 metres, south of Bathurst 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";
- (HH) Western side of Castlereagh Street, between the points 133.9 metres and 144.6 metres, south of Bathurst Street as "No Stopping";
- (II) Western side of Castlereagh Street, between the points 144.6 metres and 154.3 metres, south of Bathurst 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";
- (JJ) Western side of Castlereagh Street, between the points 154.3 metres and 165.5 metres, south of Bathurst Street as "No Stopping";
- (KK) Western side of Castlereagh Street, between the points 165.5 metres and 178.2 metres, south of Bathurst 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";
- (LL) Western side of Castlereagh Street, between the points 178.2 metres and 185.5 metres, south of Bathurst Street as "No Stopping";
- (MM) Western side of Castlereagh Street, between the points 185.5 metres and 197.1 metres, south of Bathurst Street as "No Parking 10am-3pm" and "No Stopping Other Times";
- (NN) Western side of Castlereagh Street, between the point 197.1 metres and Liverpool Street, south of Bathurst Street as "No Stopping";
- (OO) Eastern side of Castlereagh Street, between Bathurst Street and the point 58.6 metres, south of Bathurst Street as "No Stopping";
- (PP) Eastern side of Castlereagh Street, between the points 58.6 metres and 84.1 metres, south of Bathurst Street as "No Parking Fire Brigade Vehicles Excepted";
- (QQ) Eastern side of Castlereagh Street, between the points 84.1 metres and 97.8 metres, south of Bathurst Street as "No Stopping";
- (RR) Eastern side of Castlereagh Street, between the points 97.8 metres and 157.4 metres, south of Bathurst 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”;

(SS) Eastern side of Castlereagh Street, between the points 157.4 metres and 181.4 metres, south of Bathurst Street as "No Parking Transport for NSW Emergency Vehicles Excepted";

(TT) Eastern side of Castlereagh Street, between the points 204.3 metres and 216.7 metres, south of Bathurst Street as "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 10am-6pm Sat 8am-6pm Sun & Public Holidays" and “Taxi Zone Other Times”; and

(UU) The City, in conjunction with TfNSW, to review the provision of parking in Castlereagh Street, between King and Liverpool Streets, six months after implementation.

DECISION

The Committee noted the information.

BACKGROUND

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

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 6 ITEM FOR COMMITTEE INFORMATION – PARKING – DRUITT STREET
BETWEEN GEORGE AND SUSSEX STREETS SYDNEY (2016/122996)**

RECOMMENDATION

It is recommended that the Committee not the following reallocation of parking:

- (A) Northern side of DrUITt Street, between Sussex Street and the point 17.9 metres, east of Sussex Street as “No Stopping”;
- (B) Southern side of DrUITt Street, between the points 10.2 metres and 50.2 metres west of Kent Street as “Bus Zone”;
- (B) Southern side of DrUITt Street between Kent and George Streets as “No Stopping”; and
- (C) The City, in conjunction with TfNSW, to review the provision of parking in DrUITt Street, between George and Sussex Streets, six months after implementation.

DECISION

The Committee noted the information.

BACKGROUND

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

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

18 MAY 2016

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 7 ITEM FOR COMMITTEE INFORMATION – PARKING – ELIZABETH
STREET BETWEEN KING AND HUNTER STREETS SYDNEY
(2016/122890)**

RECOMMENDATION

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

- (A) Western side of Elizabeth Street, between the points 15.1 metres and 23.3 metres, north of King Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (B) Western side of Elizabeth Street, between the points 36.8 metres and 55.3 metres, north of King Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (C) Western side of Elizabeth Street, between the points 55.3 metres and 122.8 metres, north of King Street as “Bus Zone Set Down Only”;
- (D) Western side of Elizabeth Street, between the points 172.4 metres and 228.6 metres, north of King Street as “Bus Zone Set Down Only”;
- (E) Western side of Elizabeth Street, between the points 228.6 metres and 254.6 metres, north of King Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (F) Changes to lane configuration in Elizabeth Street, between King and Hunter Streets, for the provision of bus lanes; and
- (G) The City, in conjunction with TfNSW, to review the provision of parking in Elizabeth Street, between King and Hunter Streets, six months after implementation.

DECISION

The Committee noted the information.

BACKGROUND

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

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- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 8 ITEM FOR COMMITTEE INFORMATION – PARKING – ELIZABETH
STREET BETWEEN LIVERPOOL AND BATHURST STREETS SYDNEY
(2016/122898)**

RECOMMENDATION

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

- (A) Western side of Elizabeth Street, between Liverpool Street and the point 18.5 metres, north of Liverpool Street as “No Stopping Australia Post Vehicles Excepted”;
- (B) Western side of Elizabeth Street, between the points 18.5 metres and 77.6 metres, north of Liverpool Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (C) Western side of Elizabeth Street, between the points 77.6 metres and 97.8 metre, north of Liverpool Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri” and “No Parking Other Times”;
- (D) Western side of Elizabeth Street, between the points 97.8 metres and 159.3 metres, north of Liverpool Street as “No Stopping 6am-10am 3pm-8pm Mon-Fri”, “Loading Zone Ticket 10am-3pm Mon-Fri 6am-10am Sat” and “4P Ticket 8pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (E) Eastern side of Elizabeth Street, between the points 188.8 metres and 245.2 metres, south of Park Street as “Bus Zone”, and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat, Sun & Public Holidays”;
- (F) Eastern side of Elizabeth Street, between the points 245.2 metres and 328.5 metres, south of Park Street as “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat, Sun & Public Holidays”, “4P Ticket 6am-10am Sat, Sun & Public Holidays” and “Taxi Zone Other Times”;
- (G) Changes to lane configuration in Elizabeth Street, between Liverpool and Bathurst Streets, for the provision of bus lanes; and
- (H) The City, in conjunction with TfNSW, to review the provision of parking in Elizabeth Street, between Liverpool and Bathurst Streets, six months after implementation.

DECISION

The Committee noted the information.

BACKGROUND

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

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

will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;
- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 9 ITEM FOR COMMITTEE INFORMATION – PARKING – LOFTUS STREET
BETWEEN BENT AND BRIDGE STREETS SYDNEY (2016/122135)**

RECOMMENDATION

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

- (A) Western side of Loftus Street, between Bent Street and the point 12.4 metres north of Bent Street as “No Stopping”;
- (B) Western side of Loftus Street, between the points 12.4 metres and 50.2 metres, north of Bent Street as “Bus Zone STA Buses Only”;
- (C) Eastern side of Loftus Street between Bridge Street and the point 14 metres, south of Bridge Street as “No Stopping”;
- (D) Eastern side of Loftus Street, between the points of 14 metres and 32 metres, south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”;
- (E) Eastern side of Loftus Street, between the points of 40.3 metres and 49.2 metres, south of Bridge Street as “Loading Ticket 6am-6pm Mon-Fri 6am-10am Sat” and “4P Ticket 6pm-12am Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays”; and
- (F) The City, in conjunction with TfNSW, to review the provision of parking in Loftus Street, between Bent and Bridge Streets, six months after implementation.

DECISION

The Committee noted the information.

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.

As a result of the changes proposed in the Access Strategy, a review of the kerb space was undertaken in the city centre. The review aims to rationalise the available kerb space to facilitate the operation of land uses in the area.

**ITEM 10 ITEM FOR COMMITTEE INFORMATION – PARKING – PITT STREET
BETWEEN RAWSON PLACE AND HAY STREET SYDNEY (2016/122925)**

RECOMMENDATION

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

- (A) Western side of Pitt Street, between Barlow Street and the point 10 metres, north of Barlow Street as “No Stopping”;
- (B) Western side of Pitt Street, between the points 10 metres and 39 metres, north of Barlow Street as “Bus Zone”;
- (C) Western side of Pitt Street, between the point 39 metres and Hay Street, north of Barlow Street as “No Stopping”;
- (D) Eastern side of Pitt Street, between the points 5.1 metres and 71.7 metres, south of Hay Street as “Bus Zone Route Services Buses 15 Minute Limit”;
- (E) Eastern side of Pitt Street, between the points 71.7 metres and 123.9 metres, south of Hay Street as “Bus Zone”; and
- (F) The City, in conjunction with TfNSW, to review the provision of parking in Pitt Street, between Rawson Place and Hay Street, six months after implementation.

DECISION

The Committee noted the Information.

BACKGROUND

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

The Access Strategy considers all transport modes and demonstrates how light rail, buses, trains, ferries, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

The Sydney City Centre Bus Plan (SCCBP) forms part of a suite of transport improvements associated with the Access Strategy and includes:

- New dedicated Bus Lanes, Bus Stops and shelters;
- Modifying kerbs and footpaths, line markings and medians; and
- Removing and relocating some taxi ranks, Loading Zones and on-street parking spaces.

The SCCBP aims to:

- Provide a more efficient bus network that is easier for customers to use and understand;

- Create bus corridors within the CBD that improve links to key destinations and improve connectivity with other transport modes; and
- Relocate existing bus routes on George Street to enable delivery of the CBD Light Rail.

The SCCBP will be delivered by Roads and Maritime Services (RMS), in conjunction with Transport for New South Wales (TfNSW) and the City of Sydney.

**ITEM 11 ITEM FOR COMMITTEE INFORMATION – SIGNAL UPGRADE –
DARLINGHURST ROAD AND OXFORD STREET DARLINGHURST
(2016/193468)**

RECOMMENDATION

It is recommended that the Committee note the extension of the traffic island to provide an additional three metres to the south and 5.7 metres to the west on the intersection of Darlinghurst Road and Oxford Street, Darlinghurst.

DECISION

The Committee noted the information and requested the City amend the Traffic Control Signal (TCS) Plan to accommodate a 3.2 metre wide 'Bus Lane' for eastbound buses on the Oxford Street (West) approach of the signalised intersection.

BACKGROUND

The City East Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 includes a proposal to provide pedestrian improvements to the Oxford Street to Darlinghurst Road intersection.

**ITEM 12 ITEM FOR COMMITTEE INFORMATION – DEFERRED DATE FOR
TEMPORARY ROAD CLOSURES (2016/061979)**

RECOMMENDATION

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

- (A) James Street, between Great Buckingham Street and Elizabeth Lane, Redfern to 17, 18, 19, 20, 21, 23, 24, 25, 26, 27 and 28 May from 7am to 5pm.

DECISION

The Committee noted the information.

BACKGROUND

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

- James Street, between Great Buckingham Street and Elizabeth Lane, Redfern, was previously approved to occur from 2 May to 16 May 2016.

**ITEM 13 STREET EVENTS – TEMPORARY ROAD CLOSURES – VIVID SYDNEY
2016 (2015/094967)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closures associated with the Vivid Light Festival from Friday 27 May 2015 to Saturday 18 June 2015 from 5pm to Midnight subject to the following conditions:

- (B) The Applicant must comply with the temporary road closures conditions as stipulated in Schedule B of this Agenda.
- (C) The Applicant must contact Sydney City Police to discuss deployment of user pay police for the event.
- (D) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of the event.
- (F) 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.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.
- (H) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Vivid Sydney is an annual event that comprises Vivid Light, Vivid Music and Vivid Ideas. In 2016, the event will commence on Friday 27 May and continue through until Saturday 18 June 2016. Destination NSW is the event owner.

**ITEM 14 MOBILE CRANES – TEMPORARY ROAD CLOSURES – ELIZABETH
STREET WATERLOO (2016/108438)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Elizabeth Street, between McEvoy and Powell Streets, Waterloo, on Sunday 5 June 2016 from 6am to 6pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated Sunday 19 June 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact 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 properties.
- (G) The Applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Heffron	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Cosmo Cranes has applied for the temporary road closure of Elizabeth Street, between McEvoy and Powell Streets, Waterloo, on Sunday 5 June 2016 from 6am to 6pm.

**ITEM 15 MOBILE CRANES – TEMPORARY ROAD CLOSURES – ANGEL PLACE
SYDNEY (2016/160795)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Angel Place, between Pitt and George Streets, Sydney on Sunday 3 July 2016 from 6am to 5pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated Sunday 10 July 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact 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.
- (F) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Construction Solutions has applied for the temporary road closure of Angel Place between Pitt and George Streets, Sydney on Sunday 3 July 2016 from 6am to 5pm.

**ITEM 16 MOBILE CRANES – TEMPORARY ROAD CLOSURES – BOND STREET
SYDNEY (2016/160792)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Bond Street, between George and Pitt Streets, Sydney on Sunday 31 July 2016 from 6am 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 Sunday 7 August 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Sydney City 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) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Construction Solutions Pty Ltd has applied for the temporary road closure of Bond Street between George and Pitt Streets, Sydney, on Sunday 31 July 2016 from 6am to 7pm.

**ITEM 17 MOBILE CRANES – TEMPORARY ROAD CLOSURES – BOURKE LANE
REDFERN (2016/155992)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Bourke Lane between Telopea and Zamia Streets, Redfern, on Thursday 2 June 2016 from 7am to 3pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated Thursday 9 June 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Redfern 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Newtown	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Abbott Tress Pty Ltd has applied for the temporary road closure of Bourke Lane between Telopea and Zamia Streets, Redfern, on Thursday 2 June 2016 from 7am to 3pm.

**ITEM 18 MOBILE CRANES – TEMPORARY ROAD CLOSURES – DANGAR STREET
CHIPPENDALE (2016/151167)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Dangar Street between Abercrombie and Wiley Streets, Chippendale, on Saturday 4 June 2016 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 Saturday 11 June 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Redfern 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) 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Newtown		

DECISION

This Item was deferred.

BACKGROUND

MCB Constructions Pty Ltd has applied for the temporary road closure of Dangar Street between Abercrombie and Wiley Streets, Chippendale, on Saturday 4 June 2016 from 7am to 5pm.

**ITEM 19 MOBILE CRANES – TEMPORARY ROAD CLOSURES – PITT STREET
SYDNEY (2016/151310)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Pitt Street between Park and Market Streets, Sydney on Sunday 3 July 2016 from 6am to 7pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the Sunday 10 July 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Sydney City 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) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Constructions Solutions Pty Ltd has applied for the temporary road closure of Pitt Street between Park and Market Streets, Sydney on Sunday 3 July 2016 from 6am to 7pm.

**ITEM 20 MOBILE CRANES – TEMPORARY ROAD CLOSURES – UNDERWOOD
STREET SYDNEY (2016/199335)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Underwood Street, between Pitt and Dalley Streets, Sydney on 4, 5, 18 and 19 June 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 the 25 and 26 June 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Sydney City Police to discuss deployment of user pay police for the road closure.
- (E) The Applicant must contact Wilson Parking and Secure Parking to discuss arrangements for customers to access their properties during the closure period. Any costs associated with these arrangements will be borne by the Applicant.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

K & D Traffic Control has applied for the temporary road closure of Underwood Street, between Pitt and Dalley Streets, Sydney on 4, 5, 18, and 19 June 2016 from 7am to 7pm.

**ITEM 21 ROAD WORKS – TEMPORARY ROAD CLOSURES – LITTLE ALBION
STREET SURRY HILLS (2016/180636)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Little Albion Street, between Commonwealth Street and Crawford Place, Surry Hills, from Monday 30 May to Friday 3 June 2016, between 9am and 5.30pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 6 June to 10 June 2016 as alternative dates for the above work as a contingency for inclement weather.
- (D) The Applicant must contact Surry Hills Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Surry Hills LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Taylor Construction Group has applied for the temporary road closure of Little Albion Street, between Commonwealth Street and Crawford Place, Surry Hills, from Monday 30 May to Friday 3 June 2016, between 9am and 5.30pm.

**ITEM 22 ROAD WORKS – TEMPORARY ROAD CLOSURES – DARLING ISLAND
ROAD PYRMONT (2016/113957)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Darling Island Road, between Fyfe Street and Wharf Crescent, Pyrmont, from June 2016 to June 2017 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 Sydney City Police to obtain a separate police permit.
- (D) The Applicant must position RMS-Accredited Traffic Controllers at the intersections of Darling Island Road with both Wharf Crescent and Fyfe Street to safely administer vehicular and pedestrian traffic.
- (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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
Sydney Harbour Foreshore Authority	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously subject to RMS approval of the Traffic Management Plan.

BACKGROUND

Built has applied for the temporary road closure of Darling Island Road, between Fyfe Street and Wharf Crescent, from June 2016 to June 2017.

ITEM 23 WORKS ZONE – WYNDHAM STREET ALEXANDRIA (2016/159580)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Wyndham Street, Alexandria, between the points 69.8 metres and 101.8 metres (five car spaces) south of Buckland 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 E 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) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Heffron	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Stonehenge Constructions P/L has requested a 32 metre long Works Zone in Wyndham Street, Alexandria.

The Works Zone is to facilitate construction works at 146-156 Botany Road for a period of approximately 38 weeks.

**ITEM 24 WORKS ZONE – BAYSWATER ROAD AND MCLACHLAN AVENUE
RUSHCUTTERS BAY (2016/153283)**

RECOMMENDATION

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

- On the southern side of Bayswater Road, Rushcutters Bay, between the points 16 metres and 26.5 metres (two spaces) west of McLachlan Avenue as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “Mail Zone Other Times”; and
- On the western side of McLachlan Avenue, Rushcutters Bay, between the points 12 metres and 23 metres (two spaces) south of Bayswater 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 E 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) The Applicant must obtain a Road Occupancy Licence from the Transport Management Centre prior to the implementation of the Works Zones.
- (E) On completion of the works, the Applicant must re-instate the original signposting to the satisfaction of the City and Roads and Maritime Services (RMS).
- (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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Kings Cross LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Christon Developments Pty Ltd has requested a 10.5 metre long Works Zone in Bayswater Road and an 11 metre long Works Zone in McLachlan Avenue, Rushcutters Bay.

Both Works Zones will facilitate construction works at 1 McLachlan Avenue for a period of approximately 52 weeks.

ITEM 25 WORKS ZONE – BOURKE STREET WOOLLOOMOOLOO (2016/170221)

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 9.5 metres and 15.5 metres (one car space) 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Kings Cross LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

In February 2016, the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorsed a 12.8 metre long Works Zone on the western side of Bourke Street, Woolloomooloo, between the points 15.5 metres and 28.3 metres south of Harmer Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat”.

CP Bermuda Pty Ltd has now requested a 6.4 metre extension (one car space) to the Works Zone. Subject to LPCTCC endorsement, the new Works Zone would occupy the

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western kerb of Bourke Street, Woolloomooloo, between the points 9.5 metres and 28.3 metres (three car spaces) south of Harmer Street.

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

ITEM 26 WORKS ZONE – BRUMBY STREET SURRY HILLS (2016/167904)

TRIM RECORD NO: 2016/167904

RECOMMENDATION

It is recommended that the Committee endorse the allocation of the kerb space on the southern side of Brumby Street, Surry Hills between the points 40.3 metres and 50.3 metres (two car spaces) east of Elizabeth 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 E 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 Works Zone is to be limited to vehicles up to an Australian Standard 8.8m Medium Rigid Vehicle (MRV).
- (D) The Applicant must maintain a clear 3.0 metre travel lane in Brumby Street for vehicular traffic during the hours the Works Zone is in operation.
- (E) The Applicant must implement appropriate traffic control measures and use RMS-Accredited Traffic Controllers to manage vehicular and pedestrian adjacent to the Works Zone during the hours of operation.
- (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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Surry Hills LAC	✓	
Representative for the Member for Newtown	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Life Structures Pty Ltd has requested a 10 metre long Works Zone in Brumby Street, Surry Hills.

The Works Zone is to facilitate construction works at 3 Brumby Street for a period of approximately 26 weeks.

ITEM 27 WORKS ZONE – FOSTER STREET SURRY HILLS (2016/164239)

RECOMMENDATION

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

- On the northern side of Foster Street, Surry Hills, between the points 8.4 metres and 24 metres (three car spaces) east of Elizabeth Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “No Parking Other Times”; and
- On the southern side of Foster Street, Surry Hills, between the points 10.3 metres and 19.1 metres (three car spaces) east of Elizabeth Street as “No Parking 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat” and “4P Ticket 6pm-10pm Mon-Fri, 3.30pm-10pm Sat, 8am-10pm Sun & Public Holidays Permit Holders Excepted Area 18”.

Subject to the following conditions:

- (H) The Applicant must comply with the Works Zone conditions as stipulated in Schedule E of this Agenda.
- (I) The Applicant must comply with the Street Trees conditions as stipulated in Schedule D of this Agenda.
- (J) 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.

- (K) 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.
- (L) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (M) The Applicant must provide a telephone number of the Site Manager.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Surry Hills LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Trinvas Pty Ltd and Kelaron Pty Ltd has requested a 22 metre long Works Zone in Foster Street, Surry Hills.

The Works Zone is to facilitate construction works at 216-228 Elizabeth Street for a period of approximately 60 weeks.

ITEM 28 WORKS ZONE – PYRMONT STREET ULTIMO (2016/155891)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of the kerb space on the western side of Pyrmont Street, Ultimo between the points 33.1 metres and 73.1 metres (seven car spaces) north of Quarry Street as “Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30 Sat” and “2P Ticket 5.30pm-7pm Mon-Fri 3.30pm-7pm Sat 8am-7pm Sun Permit Holders Excepted Area 20” subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule E 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) The Applicant must notify local residents of the Works Zone at least seven days prior to installation.
- (E) The Applicant must provide a telephone number of the Site Manager.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

J Hutchinson Pty Ltd has requested a 40 metre long Works Zone in Pyrmont Street, Ultimo.

The Works Zone is to facilitate construction works at 273 Pyrmont Street for a period of approximately 62 weeks.

**ITEM 29 PARKING – DISABILITY PARKING – PALMER STREET DARLINGHURST
(2015/525033)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Palmer Street, Darlinghurst, between the points 26.3 metres and 42.1 metres (three car spaces), south of Barnett Lane as “Disability Parking Only 7am-3pm Mon-Fri”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Kings Cross LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Beehive Industries has requested an increase to the operating times of the existing disability parking space allocated to the centre on Palmer Street to improve disability access.

**ITEM 30 PARKING – NO PARKING – MACQUARIE STREET SYDNEY
(2016/181500)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Macquarie Street, Sydney, between the points 118.2 metres and 127.9 metres (two car spaces) south of Shakespeare Place as “No Parking”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Australia Post and Parliament House Security Office has requested consideration to remove the Mail Zone on the eastern side of Macquarie Street, between Shakespeare Place and Prince Albert Road, as it is no longer required.

**ITEM 31 PARKING – NO PARKING – RAGLAN STREET WATERLOO
(2016/117797)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the southern side of Raglan Street, Waterloo west of Elizabeth Street:

- (A) Between the points 13.8 metres and 18.8 metres (one car space) as “No Parking 9am-10am, 2pm-3pm Mon-Fri, Buses Excepted 15 Min Limit”; and
- (B) Between the points 18.8 metres and 27.8 metres (three car spaces) as “No Parking 9am-10am, 2pm-3pm Mon-Fri, Buses Excepted 15 Min Limit”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Heffron	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The administrator for the Catholic Community Services NSW/ACT located on Raglan Street has requested consideration for a pick up and drop off zone for visitors to the community building to facilitate both cars and shuttle buses.

**ITEM 32 PARKING – PERIOD PARKING – COLLINS STREET ALEXANDRIA
(2016/119781)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on the northern side of Collins Street, Alexandria between the points 55.7 metres and 82 metres (four car spaces) east of Bourke Road as “2P 8am-6pm Mon-Fri”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Heffron	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A business operator on Collins Street, Alexandria has requested consideration of period parking in front of his property to provide greater turnover of parking spaces and to create increased parking opportunities for short term visitors and business customers in the area.

ITEM 33 PARKING – PERMIT PARKING – PITT STREET REDFERN (2016/197656)

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the western side of Pitt Street, Redfern between the points 30.9 metres and 36.8 metres (one car space) south of Redfern Street as “2P 8am-8pm Mon-Fri, Permit Holders Excepted Area 41”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Newtown	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

The Developer of 93A - 99 Redfern Street, Redfern has requested the extension of the existing 2 hour permit parking restriction in Pitt Street across the former driveway of the property.

**ITEM 34 PARKING – PERMIT PARKING – WELLS STREET REDFERN
(2016/082171)**

RECOMMENDATION

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wells Street, Redfern between the points 10 metres and 22 metres (two car spaces) west of George Street as “2P 8am-8pm Mon-Fri Permit Holders Excepted Area 41”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Redfern LAC	✓	
Representative for the Member for Newtown	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

A resident of George Street has requested consideration of replacing the existing redundant loading zone in Wells Street, Redfern with permit parking.

**ITEM 35 TRAFFIC TREATMENT – BICYCLE CONTRAFLOW LANE – ARUNDEL
STREET GLEBE (2016/189171)**

RECOMMENDATION

It is recommended that the Committee endorse the installation of a bicycle contraflow lane on the northern side of the One-Way section of Arundel Street, Glebe, from Derwent Street to the point 310 metres west of Derwent Street.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Leichhardt LAC	✓	
Representative for the Member for Balmain	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

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

This section of Arundel Street is restricted One-Way westbound and there is currently no provision for eastbound bicycle movements.

The City proposes to convert the existing westbound bicycle lane on Arundel Street to an eastbound bicycle contraflow lane. Westbound bicycle movements will be accommodated by riders sharing the traffic lane with vehicles.

This change will permit safe bicycle movements in either direction on the One-Way section of Arundel Street.

**ITEM 36 TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE – SKITTLE
LANE SYDNEY (2016/020173)**

RECOMMENDATION

It is recommended that the Committee endorse the permanent road closure of Skittle Lane, Sydney, to vehicular traffic from a point 10.7 metres north of the King Street.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Condition 14 of Development Consent D/2013/1707 for 161 Clarence Street, 163-165 Clarence Street and 304 Kent Street, Sydney, requires the Applicant to create a Right of Public Access in Skittle Lane, Sydney.

In order to comply with Condition 14, the City proposes to permanently close Skittle Lane to vehicular traffic just north of the rear garage to 171 Clarence Street.

**ITEM 37 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 provided at the entry and exit points of the proposed Shared Zones except for Hannam Street at the intersection of South Dowling Street where a Flush Treatment will be provided; and
- (C) Continuous Footway Treatments in South Dowling and Flinders Streets across the intersections with Taylor Street.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Surry Hills LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously and noted the following:

- (D) The City to investigate the provision of bicycle contra-flow treatments within the Darlinghurst Triangle precinct; and
- (E) The City to commission video surveys before and six months after implementation of the continuous footpath treatments in Taylor, Hannam and Sturt Streets, and Flemings Lane, to monitor the impact on the 'Bus Lanes' in Flinders and Oxford Streets.

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 38 OTHER AUTHORITIES – PARKING – DISABILITY PARKING AND
LOADING ZONE – BARRACK STREET BETWEEN YORK STREET AND
CLARENCE STREET SYDNEY (2016/109717)**

RECOMMENDATION

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

- (A) Northern side of Barrack Street, between the points 0 metres and 8.5 metres, west of York Street as “No Stopping”;
- (B) Northern side of Barrack Street, between the points 8.5 metres and 22.8 metres, west of York Street as “Loading Zone Ticket 6am-10am Mon-Sat” and “Disability Parking Only Other Times”;
- (C) Northern side of Barrack Street, between the points 22.8 metres and 33.2 metres, west of York Street as “No Stopping”;
- (D) Northern side of Barrack Street, between the points 33.2 metres and 45.7 metres, west of York Street as “Loading Zone Ticket 6am-10am Mon-Sat” and “Disability Parking Only Other Times”;
- (E) Northern side of Barrack Street, between the points 45.7 metres and 57.8 metres, west of York Street as “No Stopping”;
- (F) Southern side of Barrack Street, between the points 0 metres and 8.5 metres, west of York Street as “No Stopping”;
- (G) Southern side of Barrack Street, between the points 8.5 metres and 28.5 metres, west of York Street as “Loading Zone Ticket 6am-12 Midnight Mon-Fri” and “4P Ticket 8am-10pm Sat, Sun & Public Holidays”;
- (H) Southern side of Barrack Street, between the points 28.5 metres and 46.8 metres, west of York Street as “Loading Zone Ticket 6am-6pm Mon-Fri” and “Taxi Zone Other Times”;
- (I) Southern side of Barrack Street, between the points 46.8 metres and 57.8 metres, west of York Street as “No Stopping”; and
- (J) The City, in conjunction with TfNSW, to review the provision of parking in Barrack Street, between York and Clarence Streets, six months after implementation.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Transport for NSW proposes to reallocate parking in Barrack Street, between York and Clarence Streets, to provide disability parking and additional loading for businesses.

**ITEM 39 PARKING – ARGYLE STREET BETWEEN HARRINGTON STREET AND
LOWER FORT STREET THE ROCKS (2016/233176)**

RECOMMENDATION

It is recommended that the Committee endorse the following reallocation of parking on the northern side of Argyle Street, west of Harrington Street as:

- (A) “Loading Zone 5am-12pm” and “Taxi Zone Other Times” between the points 30.9 metres and 53.9 metres (four car spaces);
- (B) “No Parking Authorised Foreshore Authority Vehicles Excepted 5am-10pm” and “Taxi Zone Other Times” between the points 53.9 metres and 80.2 metres (four car spaces);
- (C) “2P Ticket 8am-6pm”, “4P Ticket 6pm-10pm Mon-Thurs” and “Taxi Zone Other Times” between the points 80.2 metres and 107.9 metres (five car spaces); and
- (D) The Sydney Harbour Foreshore Authority (SHFA), in conjunction with TfNSW, to review the provision of parking in Argyle Street, between Harrington and Lower Fort Streets, six months after implementation.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
Sydney Harbour Foreshore Authority	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Transport for NSW proposes to reallocate parking in Argyle Street, between Harrington and Lower Fort Streets, to provide Loading and Taxi Zones to service the area.

**ITEM 40 OTHER AUTHORITIES – PARKING – LOADING AND TAXI ZONES –
GEORGE STREET BETWEEN ARGYLE STREET AND HICKSON ROAD
THE ROCKS (2016/233072)**

RECOMMENDATION

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

- (A) “Taxi Zone” between the points 68.3 metres and 84.9 metres (three car spaces);
- (B) “Loading Zone 7am-6pm” and “Taxi Zone Other Times” between the points 84.9 metres and 104.7 metres (three car spaces);
- (C) “Bus Zone 7am-10pm” and “Taxi Zone Other Times” between the points 104.7 metres and 127.5 metres (four car spaces); and
- (D) The Sydney Harbour Foreshore Authority (SHFA), in conjunction with TfNSW, to review the provision of parking in Argyle Street, between Harrington and Lower Fort Streets, six months after implementation.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
Sydney Harbour Foreshore Authority	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Transport for NSW proposes to reallocate parking in George Street, between Argyle Street and Hickson Road, to provide full-time and part-time Taxi Zones to service the area.

**ITEM 41 OTHER AUTHORITIES – NO STOPPING – HAROLD PARK SHARED ZONE
(2016/219914)**

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking on both sides of the privately-owned Harold Park Shared Zone as “No Stopping”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Leichhardt LAC	✓	
Representative for the Member for Balmain	✓	

DECISION

The Committee carried the recommendation unanimously.

BACKGROUND

Mirvac has requested consideration of a “No Stopping” restriction on both sides of the privately-owned Harold Park Shared Zone.

**ITEM 42 OTHER AUTHORITIES – PARKING – TEMPORARY TRUCK ZONE – KING
STREET SYDNEY (2016/221741)**

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Reallocation of parking on the northern side of King Street between the points 30.5 metres and 42.6 metres (2 car spaces), west of York Street as “Truck Zone 11am-2pm Mon-Fri” and “No Stopping Other Times”;
- (B) The “Truck Zone 11am-2pm Mon-Fri” is to be installed for a maximum of six months until the end of November 2016 and then reallocated as “No Stopping”; and
- (C) Transport for NSW and City will work with businesses in the area on alternative service arrangements.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

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 43 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 44 MATTERS RAISED

**ROAD WORKS – TEMPORARY ROAD CLOSURES – REIBY PLACE SYDNEY
(2016/168174)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Reiby Place Street, between Loftus Street and Pitt Street, Sydney, from Monday 6 June to Wednesday 8 June, between 10pm 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 has indicated the 13 June to 15 June 2016 as alternative dates for the above work as a contingency for inclement weather.
- (D) 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.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) If the above closure dates conflict with any works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – Sydney City LAC	✓	
Representative for the Member for Sydney	✓	

DECISION

The Committee carried the recommendation unanimously subject to RMS approval of the Traffic Management Plan.

BACKGROUND

Axis Plumbing Pty Ltd has applied for the temporary road closure of Reiby Place Street, between Loftus Street and Pitt Street, Sydney, from Monday 6 June to Wednesday 8 June 2016, between 10pm and 5am.

COMMENTS

The closure is required to cut into Sydney water watermain to provide water to a new fire hydrant booster assembly, for Gateway Plaza.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in close proximity of this closure.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

CONSULTATION

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

FINANCIAL

All costs associated with the proposed closure will be borne by the Applicant.

ATTACHMENTS

Road Works – Temporary Road Closures – Reiby Place, Sydney

Claudia Calabro, Business Support Officer

ITEM 45 MATTERS RAISED

**MOBILE CRANES – TEMPORARY ROAD CLOSURES – WYNYARD LANE SYDNEY
(2016/180790)**

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of Wynyard Lane, between Wynyard and Margaret Streets, Sydney, starting on Tuesday 14 June 2016 till Thursday 7 July 2016, from 9pm to 5am on Monday, Tuesday, Wednesday and Thursday nights only, 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 11 July 2016 to 4 August 2016 as alternative dates for the above work as a contingency for inclement weather.
- (D) 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.
- (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 works associated with the CBD and South East Light Rail (CSELR) project, 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.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Sydney City LAC		
Representative for the Member for Sydney		

DECISION

This Item was deferred.

BACKGROUND

Watpac Constructions Pty Ltd has applied for the temporary road closure of Wynyard Lane, between Wynyard and Margaret Streets, Sydney, starting on Tuesday 14 June 2016

till Thursday 7 July 2016, from 9pm to 5am on Monday, Tuesday, Wednesday and Thursday nights only.

COMMENTS

The proposed temporary road closure is required to allow a mobile crane to be used to complete the removal of the B class hoarding at the rear of 333 George Street.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

There are currently no other approved temporary road closures proposed to take place on the same day in close proximity of this closure.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

CONSULTATION

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

FINANCIAL

All costs associated with the proposed closure will be borne by the Applicant.

ATTACHMENTS

Mobile Cranes – Temporary Road Closures – Wynyard Lane Sydney

Anca Eriksson, Traffic Engineer

