

# Local Pedestrian, Cycling and Traffic Calming Committee

Meeting No 2025/03

17 April 2025

*minutes*

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## Present

Councillor Adam Worling (Chair)	City of Sydney
Michaela Kemp	City of Sydney
Peter Shields	City of Sydney
Joseph Gomes	City of Sydney
Clement Lim	City of Sydney
Claudia Calabro (Secretary)	City of Sydney
Alex Saunders	City of Sydney
Anna Rigg	City of Sydney
Fiona Campbell	City of Sydney
Sam Dickinson	City of Sydney
Kaye Russell	Transport for NSW
Mohammed Irfan	Transport for NSW
Van Le	Transport for NSW
Shannon Burns	Sydney City PAC
Keith Williamson	Surry Hills PAC
Alex Birchansky	Kings Cross PAC
Jeff Gould	South Sydney PAC
Bill Holliday	Representative for the Member for Balmain
Jay Gillieatt	Representative for the Member for Newtown
David Haertsch	Pedestrian Representative
Ingrid Webster – written submission	Item 26 Bicycle Parking - Hickson Road, Millers Point
Peter and Beryl Hourigan – written submission	Item 26 Bicycle Parking - Hickson Road, Millers Point
Piers and Joanne Codling – written submission	Item 26 Bicycle Parking - Hickson Road, Millers Point
Eddie Fazal – written submission	Item 26 Bicycle Parking - Hickson Road, Millers Point
John Filmer – written submission	Item 26 Bicycle Parking - Hickson Road, Millers Point
Susan and David Lane – written submission	Item 27 Bicycle Parking – Victoria Street, Potts Point
Phillip Reynolds – written submission	Item 28 Bicycle Parking – Orwell Street, Potts Point
Andrew Woodhouse – written submission	Item 28 Bicycle Parking – Orwell Street, Potts Point
Curtis De Agrella – written submission	Item 28 Bicycle Parking – Orwell Street, Potts Point

## Apologies

Alex Greenwich MP	Member for Sydney
Philip Thalys	Representative for the Member for Sydney
Charles Buttrose	Leichhardt PAC
Brad Groves	Sydney City PAC
Michael Takla	Transit Systems
Ben Walters	Inner West PAC
Jason Craig	Place Management NSW

**Item 1      Confirmation of Minutes of Meeting 2025/02 held on 20 March 2025**

**Decision**

The Committee unanimously endorsed the Minutes.

**Item 2 Street Event - Temporary Road Closure - Hoka Runaway Half Marathon 2025**

2025/161926

**Recommendation**

It is recommended that the Committee endorse the temporary road closures for the Runaway Sydney Half Marathon 2025 on Sunday, 4 May 2025 from 4am to 1pm subject to the following conditions:-

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

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
Place Management NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Ironman Group has applied for the temporary road closures of various city streets for the Runaway Sydney Half Marathon 2025 on Sunday, 4 May 2025 from 4am to 1pm.

**Item 3 Street Event - Temporary Road Closures - Mother's Day Classic 2025**

2025/157655

**Recommendation**

It is recommended that the Committee endorse the temporary road closures for the Mother's Day Classic 2025 on Sunday, 11 May 2025 from 5am to 12pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must gather approvals from the Trustees of Royal Botanic Gardens & Domain Trust for road closures within their jurisdiction.
- (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 relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

Mother's Day Classic Foundation (MDCF) has applied for the temporary road closures of various city streets for the Mother's Day Classic 2025 on Sunday, 11 May 2025 from 5am to 12pm.

**Item 4 Street Event - Temporary Road Closures - Surplus Darlinghurst Street Fair 2025**

2024/639972

**Recommendation**

It is recommended that the Committee endorse the temporary road closure of the "No Through Road" (cul de sac) section at Burton and Riley Streets, Darlinghurst for the Surplus Darlinghurst Street Fair 2025 on Saturday, 18 October 2025 from 6am to 9.30pm subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City’s Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Kings Cross PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

## **Background**

At the 12 December 2024 LPCTCC meeting, the Committee endorsed the road closure of Burton Street, Darlington between Crown and Riley Street for the Surplus Darlington Street Fair 2025 event.

Flipside Distribution Pty Ltd has requested a temporary road closure of an additional section of Burton Street for the event. They have applied for the temporary road closure of the "No Through Road" (cul de sac) section of Burton and Riley Streets for the Surplus Darlington Street Fair 2025 on Saturday, 18 October 2025 from 6pm to 9.30pm.

**Item 5 Street Event - Temporary Road Closures - Walk with Christ 2025**

2025/157730

**Recommendation**

It is recommended that the Committee endorse the temporary road closures for the Walk with Christ 2025 on Sunday, 22 June 2025 from 1pm to 5pm subject to the following conditions:

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

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Catholic Archdiocese of Sydney has applied for the temporary road closures of various city streets for the Walk with Christ 2025 on Sunday, 22 June 2025 from 1pm to 5pm.

**Item 6 Mobile Crane - Temporary Road Closure - Pitt Street, Sydney**

2025/160254

**Recommendation**

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Hunter Street and King Street, (three lanes), from 12am on Saturday 21 June 2025 to 11.59pm on Sunday 22 June 2025; subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B 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 28-29 June 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closures.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators 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**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Buildcorp Group Pty Ltd has applied for the temporary road closure of Pitt Street, Sydney, between Hunter Street and King Street, (three lanes), from 12am on Saturday 21 June 2025 to 11.59pm on Sunday 22 June 2025.

**Item 7 Mobile Crane - Temporary Road Closure - Castlereagh Street, Sydney**

2025/219899

**Recommendation**

It is recommended that the Committee endorse the temporary road closure of Castlereagh Street, Sydney, between King Street and Market Street, (three lanes), from 9pm on Saturday 17 May 2025 to 11am on Sunday 18 May 2025, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B 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 21-22 and 28-29 June 2025 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators 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**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Borger Traffic has applied for the temporary road closure of Castlereagh Street, Sydney, between King Street and Market Street, (three lanes), from 9pm on Saturday 17 May 2025 to 11am on Sunday 18 May 2025.

**Item 8 Mobile Crane - Temporary Road Closure - Wentworth Street, Glebe**

2025/175843

**Recommendation**

It is recommended that the Committee endorse the temporary road closure of Wentworth Street, Glebe, between Mitchell Street and Cowper Street, (four lanes), from 7.30am to 5.30pm on Friday 2 May 2025; subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B 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 Fri 9/5/2025, Fri 16/5/2025, Fri 30/5/2025, Fri 6/6/2025 as contingency dates.
- (D) The Applicant must contact the Leichhardt PAC 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 closures and include contact details in the notification letters to be distributed to affected stakeholders.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Leichhardt PAC	✓	
Representative for the Member for Balmain	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Kane Constructions has applied for the temporary road closure of Wentworth Street, Glebe, between Mitchell Street and Cowper Street, (four lanes), from 7.30am to 5.30pm on Friday 2 May 2025.

**Item 9 Mobile Crane - Temporary Road Closure - Central Park Ave, Chippendale**

2025/184870

**Recommendation**

It is recommended that the Committee endorse the temporary road closure of Central Park Avenue, Chippendale, between Irving Street and Chippendale Way, (three lanes), from 7am to 5pm on Saturday 10 May 2025, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B 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 17 and 24 May 2025 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC 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**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Newtown	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Rhino Traffic Control Services Pty Ltd has applied for the temporary road closure of Central Park Avenue, Chippendale, between Irving Street and Chippendale Way, from 7am to 5pm on Saturday 10 May 2025.

**Item 10 Road Works - Temporary Road Closures - Hughes Street and Orwell Lane, Potts Point**

2025/156837

**Recommendation**

It is recommended that the Committee endorse the temporary closure of the following roads in Potts Point on Monday 12 May 2025 from 7am-5pm:

- (A) Hughes Street between Macleay and Tusculum Streets, (two lanes); and
- (B) Orwell Lane between Hughes and Orwell Streets (two lanes).

Subject to the following conditions:

- (C) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (D) The Applicant must comply with any other conditions imposed by City’s Construction Regulation Unit.
- (E) The Applicant has indicated the 13-30 May 2025 as contingency dates.
- (F) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closures.
- (G) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works
- (H) The Applicant must provide a telephone number of the supervisor responsible for the proposed closures and include contact details in the notification letters to be distributed to affected stakeholders.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Kings Cross PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

Alliance Living has applied for the temporary road closures of Hughes Street between Macleay and Tusculum Streets and Orwell Lane between Hughes and Orwell Streets from 7am-5pm on Monday 12 May 2025.

**Item 11 Works Zone - Jamison Street and Margaret Street, Sydney**

2025/156464

**Recommendation**

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

- (A) On the southern side of Jamison Street, Sydney, between the points 43.8 metres and 71.8 metres west of George Street as "Works Zone 7am-7pm Mon-Fri, 7am-5pm Sat", "Loading Zone Ticket 6am-7am Mon-Fri, 6am-7am Sat and "4P Ticket 7pm-Midnight Mon-Fri, 5pm-10pm Sat, 8am-10pm Sun & Public Holidays"; and
- (B) On the northern side of Margaret Street, Sydney, between the points 13.3 metres and 38.3 metres west of George Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times".

Subject to the following conditions:

- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (D) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (E) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing 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 Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (F) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (G) The Works Zone shall not be implemented until the George Street North Pedestrianisation works in Margaret Street are complete. The Applicant must obtain approval from the City's Construction Regulations Unit to confirm this, prior to implementation of the Works Zone.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

### **Advice**

The Committee unanimously supported the recommendation, and noted the change to Condition B as follows:

#### **From:**

On the northern side of Margaret Street, Sydney, between the points 13.3 metres and 38.3 metres west of George Street as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times".

#### **To:**

On the northern side of Margaret Street, Sydney, between the points 6.1 metres and 31.1 metres west of Wynyard Lane as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times".

### **Background**

Lipman Pty Ltd has requested a 28 metre long Works Zone in Margaret Street, Sydney and a 25 metre long Works Zone in Jamison Street, Sydney.

The Works Zone is to facilitate construction works at 60 Margaret Street, Sydney.

**Item 12 Works Zone - St Laurence Lane, Haymarket**

2025/146821

**Recommendation**

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of St Laurence Lane, between the points 6.3 metres and 18.3 metres west of St Laurence Lane as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat, No Stopping All Other Times", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing 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 Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation.

**Background**

Tower Projects Pty Ltd has requested a 12 metre long Works Zone in St Laurence Lane, Haymarket.

The Works Zone is to facilitate construction works at 507 Pitt Street, Haymarket.

**Item 13 Works Zone - Womerah Avenue, Darlinghurst**

2025/196335

**Recommendation**

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Womerah Avenue, Darlinghurst, between the points 92 metres and 107 metres east of Womerah Avenue as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat" and "1P 5.30pm-12 Midnight Mon-Fri 3.30pm-12 Midnight Sat 8am-12 Midnight Sun & Public Holidays Permit Holders Excepted Area 17", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing 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 Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (E) The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Kings Cross PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

First Class Traffic Solutions has requested a 15 metre long Works Zone in Womerah Avenue, Darlinghurst.

The Works Zone is to facilitate construction works for the approved development at 123 Womerah Avenue, Darlinghurst.

**Item 14 Works Zone - Queen Street, Newtown**

2025/165903

**Recommendation**

It is recommended that the Committee endorse the reallocation of the kerb space on the eastern side of Queen Street, Newtown, between the points 64 metres and 76 metres south of Forbes Place as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat" and "2P 3.30pm-6pm Sat, 8am-6pm Sun, Permit Holders Excepted Area 22", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing 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 Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (E) The Works Zone is limited to medium rigid vehicle up to 8.8 metres in length.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Inner West PAC	✓	
Representative for the Member for Newtown	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

P & S Burgess Pty Ltd has requested an 12 metre long Works Zone in Queen Street, Newtown.

The Works Zone is to facilitate construction works at 26 Queen Street, Newtown.

**Item 15 Works Zone - William Street, Alexandria**

2025/178248

**Recommendation**

It is recommended that the Committee endorse the allocation of the kerb space on the western side of William Street, Alexandria, between the points 79.5 metres and 100.5 metres north of Collins Street as "Works Zone 7.30am-5.30pm Mon-Fri, 7.30am-3.30pm Sat", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing 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 Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (E) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

Fleek Constructions has requested a 21 metre long Works Zone in William Street, Alexandria.

The Works Zone is to facilitate construction works at 15-17 William Street.

**Item 16 Parking - 1/4P and No Parking - Conservatorium Road, Sydney**

2025/199847

**Recommendation**

It is recommended that the Committee endorse the following reallocation of parking in Conservatorium Road, Sydney east of Cahill Expressway:

- (A) On the southern side between the points 16.3 metres and 31.6 metres (three car spaces) as "No Parking"; and
- (B) On the eastern side between the points 43.5 metres and 61 metres (three car spaces) as "1/4P".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

Parents of students attending the Conservatorium High School and events at the Sydney Conservatorium have requested consideration to change parking to improve pick-up/drop-off opportunities along Conservatorium Road.

**Item 17 Parking - Coach Parking, No Stopping, Loading Zone and Ticket Parking - Castlereagh Street, Sydney**

2024/715772

**Recommendation**

It is recommended that the Committee endorse the following reallocation of parking on the eastern side of Castlereagh Street, Sydney south of Market Street:

- (A) Between the points 103 metres and 115 metres (two car spaces) as "Bus Lane 3pm-8pm Mon-Fri No Parking Coaches Excepted 15 Min Limit All Other Times";
- (B) Between the points 127.2 metres and 135.2 metres (one car space) as "Bus Lane 3pm-8pm Mon-Fri No Stopping All Other Times"; and
- (C) Between the points 135.2 metres and 140 metres (one car space) as "Bus Lane 3pm-8pm Mon-Fri", "Loading Zone Ticket 6am-3pm Mon-Fri 6am-6pm Sat" and "4P Ticket 8pm-Midnight Mon-Fri 6pm-Midnight Sat 8am-Midnight Sun & Public Holidays".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

At the LPCTCC meeting on 20 February 2025, the Committee deferred a proposal to change parking in Castlereagh Street next to the driveway from the Sheraton Hotel's and Tattersalls Building's loading dock from coach parking to "No Parking" and Loading Zone and Ticket parking. The parking changes were proposed to accommodate the turning paths of existing trucks from the loading bay.

The proposal was deferred as Transport for NSW (TfNSW) requested consideration for coach parking to be provided in Castlereagh Street to allow coaches to park briefly to pick-up/drop-off visitors in the city.

In April 2023, the City completed the Castlereagh Street Cycleway between King and Liverpool Streets. Prior to April 2023, there was coach parking in Castlereagh Street located north of the

driveway to the loading dock. To accommodate the cycleway, parking in Castlereagh Street was reallocated to loading zones to assist businesses with their deliveries. Ticket parking was introduced after the loading zone hours.

A part time coach parking was introduced south of the driveway that operated only in the evenings. Since coaches pick up and drop off visitors to the city primarily during business hours, the part time coach parking was considered unfeasible.

Following a site investigation, it is proposed to change parking north of the driveway to the loading dock to accommodate coach parking. The "No Parking" restrictions previously proposed along the kerb space south of the driveway will be reallocated to "No Stopping" to ensure that the kerb space is always kept clear to accommodate the turning paths of trucks exiting the loading bay.

## Item 18 Parking - No Parking Police Vehicles Excepted - Pitt Street, Sydney

2025/155462

### Recommendation

It is recommended that the Committee endorse the following reallocation of parking on the western side of Pitt Street, Sydney south of Park Street:

- (A) Between the points 10.6 metres and 21 metres (two car spaces) as "No Parking Police Vehicles Excepted";
- (B) Between the points 21 metres and 27 metres (one car space) as "No Stopping Australia Post Vehicles Excepted" and
- (C) Between the points 27 metres and 37 metres (two car spaces) as "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat" and "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

### Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

### Advice

The Committee unanimously supported the recommendation

### Background

The Department of Public Prosecutions (DPP) has recently moved to 252 Pitt Street, Sydney. To facilitate the DPP's operations, the NSW Police have requested dedicated police parking spaces near 252 Pitt Street.

## Item 19 Parking - Bus Zone Improvement - Glebe Point Road, Glebe

2025/164732

### Recommendation

It is recommended that the Committee endorse the reallocation of parking on the northern side of Glebe Point Road, Glebe between the points 32.3 metres and 40 metres (one car space) west of Cowper Street as "Bus Zone".

### Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Leichhardt PAC	✓	
Representative for the Member for Balmain	✓	

### Advice

The Committee unanimously supported the recommendation

### Background

The existing indented Bus Zone at Glebe Point Road opposite Glebe Public School (Bus Stop ID: 203727) is 22.3 metres long and is located next to a kerb build out. Due to the proximity of the Bus Zone to the kerb build-out, exiting buses frequently mount the kerbs, causing damage and putting pedestrians on the footpath at risk of conflicts with buses.

**Item 20 Parking - No Parking - Wilson Street, Darlington**

2025/174288

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wilson Street, Darlington between the points 45 metres and 110 metres (11 car spaces) west of Codrington Street as "Special Event No Parking 8.30am-10pm" between Monday 12 May to Friday 16 May 2025.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

Vigilant Group has requested the temporary installation of a "Special Event No Parking 8.30am-10pm" restriction on the southern side of Wilson Street, Darlington, west of Codrington Street, between Monday 12 May to Friday 16 May 2025, to provide a safe drop-off zone for taxis and hire cars during the Australian Fashion Week.

**Item 21    Parking - Permit Parking - Hollis Lane, Newtown**

2025/112171

**Recommendation**

It is recommended that the Committee endorse the allocation of parking on the northern side of Hollis Lane, Newtown between the points 5 metres and 18 metres (two car spaces) east of Georgina Street as: "2P 8am-10pm, Permit Holders Excepted Area 22".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Inner West PAC	✓	
Representative for the Member for Newtown	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The Synagogue in Georgina Street, Newtown has requested consideration of "2P 8am-10pm, Permit Holders Excepted Area 22" along their side frontage in Hollis Lane, to improve turnover of parking adjacent the Synagogue - as part of some suggested safety improvements supported by the Newtown Police.

**Item 22    Parking - Loading Zone - Wellington Street, Chippendale**

2025/172989

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking on the southern side of Wellington Street, Chippendale between the points 49.7 metres and 56.7 metres (one car space) west of Regent Street as "Loading Zone Ticket 8am-5pm Mon-Fri, 2P Ticket 5pm-10pm Mon-Fri, 8am-10pm Sat, Sun & Public Holidays, Permit Holders Excepted Area 32".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Newtown	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

A local business in Wellington Street, Chippendale has requested consideration of a Loading Zone in their street, to improve on-street parking availabilities for deliveries.

**Item 23 Parking - Timed Parking and No Parking - Hansard Street and Chester Lane, Zetland**

2025/188975

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking in Zetland;

- (A) The allocation of kerbside restrictions as "2P 8am-10pm" on southern side of Hansard Street between the points 48 metres and 70 metres (three car spaces) west of Joynton Avenue; and
- (B) The reallocation of kerbside restrictions as "No Parking" in Chester Lane west of Joynton Avenue as follows:
  - On northern side, between the points 10 metres and 61.5 metres (eight car spaces); and
  - On southern side, between the points 30 metres and 68.5 metres (six car spaces).

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The Development of 63 Hansard Street, Zetland (D/2024/1078) requires that the Applicant submits a signage plan for kerbside parking arrangements along the site's frontage in Hansard Street and Chester Lane to be referred to the Local Pedestrians, Cycling and Traffic Calming Committee.

**Item 24 Bicycle Parking - Thomas Street, Haymarket.**

2024/672092

**Recommendation**

It is recommended that the committee endorse the reallocation of parking on the northern side of Thomas Street, Haymarket between the points 0 metres and 10 metres east of the Goods Line as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The city supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

During 2024 there were over 1,940,000 share bike trips in the city, averaging over 160,000 trips per month – or 5,339 trips a day.

With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City have no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to less issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 25 Bicycle Parking - Argyle Street, Millers Point.**

2025/203675

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Argyle Street between the point 7.7 metres and 12.7 metres east of Argyle Place as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

In 2024 there were over 1,940,000 share bike trips in the city, averaging over 160,000 trips per month – or 5,339 trips a day.

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to less issues regarding parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

In August 2024, Car Next Door (CND, branded as Uber Carshare) ceased all car sharing operations. CND had 100 car share bays across the City of Sydney. These spaces are now vacant. Being signposted “No Parking, Authorised Car Share Vehicle excepted”, the spaces are currently available to all drivers for pick up and drop off.

The City investigated the usage patterns of these spaces (based on monthly reporting provided by CND) to inform a decision on the future best use of each space. Traffic Operations provided input on options for any spaces considered for potential conversion to other high value kerbside uses.

Several spaces were identified, based on usage and location, as highly suitable for on-street bike parking, to help address footpath clutter caused by high level of share bike use.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 26 Bicycle Parking - Hickson Road, Millers Point.**

2025/203630

**Recommendation**

It is recommended that the Committee endorse the reallocation of parking on the northern side of Hickson Road between the points 21.5 metres and 26.5 metres west of Towns Place as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

In 2024 there were over 1,940,000 share bike trips in the city, averaging over 160,000 trips per month – or 5,339 trips a day.

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to less issues regarding parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

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The City investigated the usage patterns of these spaces (based on monthly reporting provided by CND) to inform a decision on the future best use of each space. Traffic Operations provided input on options for any spaces considered for potential conversion to other high value kerbside uses.

Several spaces were identified, based on usage and location, as highly suitable for on-street bike parking, to help address footpath clutter caused by high level of share bike use.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 27 Bicycle Parking - Victoria Street, Potts Point.**

2025/203706

**Recommendation**

It is recommended that the committee endorse the reallocation of parking on the eastern side of Victoria Street, Potts Point between the points 35 metres and 41.75 metres south of Orwell Street as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Kings Cross PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

The City also recognises that making deliveries and travelling by bike are sustainable and low-cost transport options.

With the increase in demand for rapid, low-cost food delivery and popularity of using share bikes, we have seen a significant increase in the number of bikes parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain.

Recently we have received requests that share bikes and food delivery bikes be parked on the road, to limit their impact on footpath amenity.

To maintain sufficient footpath space for walking, it is preferable to park share bikes and food delivery bikes on the carriageway - by reallocating road space needs to free up space for the parking of bikes.

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that locating share bike parking in the road has led to less issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 28 Bicycle Parking - Orwell Street, Potts Point.**

2025/220448

**Recommendation**

It is recommended that the committee endorse the reallocation of parking on the south side of Orwell Street, Potts Point between the points 7 metres and 15.5 metres east of Earl Street as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Kings Cross PAC	✓	
Representative for the Member for Sydney	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

The City also recognises that making deliveries and travelling by bike are sustainable and low-cost transport options.

With the increase in demand for rapid, low-cost food delivery and popularity of using share bikes, we have seen a significant increase in the number of bikes parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain.

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obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

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Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 29 Bicycle Parking - Zetland Avenue, Zetland.**

2025/203915

**Recommendation**

It is recommended that the committee endorse the reallocation of parking on the southern side of Zetland Avenue, Zetland between the points 55 metres and 60 metres east of Paul Street as "P Bicycles Only".

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City supports the use of share bikes as part of a safe, sustainable and efficient urban transport system. They provide a useful opportunity for people to try riding in our area and to incorporate riding into their daily travel.

In 2024 there were over 1,940,000 share bike trips in the city, averaging over 160,000 trips per month – or 5,339 trips a day.

With the popularity of share bikes, we have also seen a significant rise in the number of share bikes deployed, drastically increasing from 328 in January 2022 to 4,500 in May 2024.

The City has no control over the number of operators in our area, or the number of bikes they deploy. Recently we have received requests that share bike parking be placed on the road, to limit their impact on footpath amenity.

At present, share bikes are often parked on the footpath and in other areas with high levels of walking activity, and sometimes highly contested public domain. To maintain sufficient footpath space for walking, it is preferable to park share bikes on the carriageway - by reallocating road space needs to free up space for the parking of share bikes (and other shared or private micro-mobility).

Reallocation of road space for the parking of shared micromobility vehicles has been widely adopted in leading cities around the world. Most notably in London, UK where they have found that

locating share bike parking in the road has led to less issues in regard to parking compliance and obstructions. Having parking on the footpath leads to more conflict and increases cycling on the footpath.

Share bike users will be directed to park appropriately through targeted share bike operator education. Share bike operators will be monitoring their bikes within the City of Sydney area. If bikes are in a dangerous place, the operators will make arrangements to move them.

Operators provide clear contact details on each share bike so that members of the public or motorists can contact them to move the bicycles out of the traffic lane or when their vehicles are damaged.

Share bike operators have 3rd party insurance and in the instance that a share bike causes damage to a parked car, the operators insurance covers these costs (on a case-by-case basis).

**Item 30 Traffic Treatment - Raised Pedestrian Crossing - Wyndham Street, Alexandria**

2025/162245

**Recommendation**

It is recommended that the Committee endorse the installation of a raised pedestrian crossing in Wyndham Street, Alexandria, just south of Power Avenue.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

**Advice**

The Committee unanimously supported the recommendation

**Background**

The City has received requests to improve pedestrian connectivity and provide safer crossing facilities in Wyndham Street, Alexandria at Power Avenue.

## **Item 31    Schedule of Conditions**

### **Decision**

### **Attachments**

Schedule of Conditions:-

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

## **Item 32 Matters Raised**

### **The Chairperson - Councillor Worling**

#### **Kiss and Drop Off Locations in Kent Street, Millers Point**

Councillor Worling requested additional information regarding the proposed introduction of a kiss-and-drop zone on Kent Street, Millers Point to facilitate student pick-up and drop-off for Fort Street Public School.

City staff advised that they are working with School Infrastructure to investigate the feasibility of introducing short term parking in Kent Street and Argyle Street. Once investigations have been completed, City staff will engage with relevant stakeholders and the community to gather feedback on the proposals. If supported, the proposals will be submitted to the Local Pedestrian, Cycling and Traffic Calming Committee at its next available meeting for consideration.

### **Representative for the Member for the Member for Newtown**

#### **Darlington Public School**

The Representative for the Member for Newtown has requested an update from Council on discussions between the school principal, Newtown police, and the Department of Education on a solution to parent pick up and drop off concerns.

City staff advised that the City's Road Safety Officer and Senior Traffic Engineer met with the School Principal of Darlington Public School to discuss their issues. The Dept of Education Road Safety Education Officer and NSW Police representatives were also involved.

Outcomes from the meeting included:

- The City's Road Safety Officer has provided educational material on the existing parking facilities already established in front of the school;
- The School Principal was recently successful in their application for a School Crossing Supervisor (pedestrian crossing on Abercrombie Street)
- NSW Police suggested that the school reports traffic complaints on their Crime Stoppers website
- Dept of Education Road Safety Education Officer suggested that the school reports any near misses on the Department of Education WHS reporting hotline
- The City will arrange to repaint the raised threshold on Golden Grove Street outside the school's frontage
- The City is investigating (with the school) the opportunity to install additional measures to deter U-turns

Further discussion with the school is continuing.

#### **Cleveland Street, Redfern – 40 km/h Speed Limit**

The Representative for the Member for Newtown requested an update from Transport for NSW on the proposal announced in February 2021 to drop speed limits to 40km/h.

TfNSW will provide an update to the Committee at a future meeting.

## **Pedestrian Representative**

### **Automated signals**

The Pedestrian Representative thanked Transport for NSW for the update about Signal Automation and requested Transport for NSW to investigate the following:

#### **Harris and Broadway – If the automation can be extended**

The automation of signals at Harris St and Broadway ceases at 7 pm, however the intersection remains busy until much late due to students and nighttime retail activity.

Large crowds of mainly Students still accumulate at 7:30 - 8pm between classes continuing to build up on the corners when the beg button hasn't been pressed.

The automation of this should continue until at least 10pm as in the rest of Central Sydney.

TfNSW advised they will investigate and will provide an update to the Committee at a future meeting.

### **Additional Locations for Signal Automation**

The Pedestrian Representative also requested Transport for NSW to investigate the additional locations listed below for Signal Automation:

- Oxford Street and South Dowling St; Glenmore Road; and Oatley Road
- Redfern Street at Redfern Station and along to Phillip Street;
- All along Cleveland Street - The omission of this as an arterial road is disappointing.
- All along Victoria Street/ Darlinghurst Road and Macleay Street to Potts Point
- At Moore Park Road around the Stadium.
- All along King Street through Newtown.
- All around Green Square Station - Botany Road and Bourke Street.
- Epsom Road, Gadigal Road and Lachlan Avenue

TfNSW advised they will investigate these locations and will provide an update to the Committee at a future meeting.

## **Pedestrian Representative**

The Pedestrian Representative raised concerns with the Pedestrian Crossings around Central and asked if the following crossings can become scramble crossings and help create increased walkability around Australia's busiest transport interchange?

#### **• Foveaux/Eddy Avenue and Elizabeth Streets. Dangerous Design!**

This is very poorly designed and dangerous for pedestrians as there are two crossings required from the Central Station exit to the South east corner of Foveaux and Elizabeth Streets and three if you need to go to the northern corner.

The two consecutive crossings are dangerous because pedestrians are forced to wait in a very constricted space between the light rail lines and the vehicular corridor on Elizabeth Street.

This constricted pedestrian space also, incomprehensibly, has a cycleway terminating in its northern end and a small fence placed exactly in the desire line from the station entrance to the crossing point.

Vision-impaired people have been seen to almost get run over after stepping out, understandably mistaking the “go” sound of the western crossing they hear behind them with the same “go” sound for the crossing in front of them.

TfNSW advised they are working with the City of Sydney to review the design of the intersection to improve safety for all road users. An update will be provided at a future LPCTCC meeting.

- **Eddy Avenue/Rawson Place and Pitt Street**

A scramble cycle here would clarify the movement of pedestrians to and from the Western Corner of Central Station and the bus and tram stops on diagonally opposite corners

TfNSW advised that pedestrians may be required to wait longer at an intersection with a scramble crossing since an exclusive pedestrian phase is required to allow all pedestrian movements at an intersection including diagonal movements. General warrants for a scramble crossing is provided in Transport’s Traffic Signal Design guidelines. The intersection of Eddy Avenue, Rawson Place and Pitt Street provides access for buses and light rail and as such a scramble crossing is not supported as there would be a significant impact to public transport services.

### **Railway Square**

This intersection has another undesirable requirement for pedestrians to wait twice before they can get to their destination.

The sharp point at the junction of Regent Street and the northern end of Railway Square is often overcrowded with pedestrians waiting to cross between the very active northern side of the square and Central Station.

A scramble crossing cycle would clearly benefit pedestrian movement across the corners of the Square.

TfNSW advised that pedestrians may be required to wait longer at an intersection with a scramble crossing since an exclusive pedestrian phase is required to allow all pedestrian movements at an intersection including diagonal movements. General warrants for a scramble crossing is provided in Transport’s Traffic Signal Design guidelines. The intersection of George Street, Pitt Street, Lee Street and Quay Street provides access for a large number of buses servicing the Sydney CBD and as such a scramble crossing is not supported as there would be a significant impact to public transport services.