

Advice of Local Pedestrian, Cycling and Traffic Calming Committee

17 November 2022

Item 31

Other Authorities - TfNSW - Bus Zones - Various Locations

2022/572071

Recommendation

It is recommended that the Committee endorse the following reallocation of parking to extend existing bus zones in various locations within the Sydney Local Government Area:

- (A) On the western side of Botany Road, Waterloo between the points 49 metre and 62.3 metre, south of Henderson Road as "Bus Zone;
- (B) On the northern side of Huntley Street, Alexandria between the points 16.25 metre and 19.5 metre, west of Bourke Road as "Bus Zone;
- (C) On the western side of Chalmers Street, Redfern between the points 0 metre and 6.75 metre, along the frontage of 219 Chalmers Street (near Wells Street) as "Bus Zone;
- (D) On the western side of Chalmers Street, Surry Hills between the points 33.2 metre and 36.2 metre, south of Cleveland Street as "Bus Zone;
- (E) On the eastern side of Elizabeth Street, Surry Hills between the points 8.45 metre and 9.45 metre, north of Cooper Street as "Bus Zone;
- (F) On the western side of Rothschild Avenue, Rosebery between the points 13.9 metre and 14.9 metre, south of Morley Avenue as "Bus Zone;
- (G) On the western side of Missenden Road, Camperdown between the points 10.4 metre and 11.4 metre, south of Brodrick Street as "Bus Zone;
- (H) On the southern side of Druitt Street, Sydney between the points 26.13 metre and 30.6 metre, east of Sussex Street as "Bus Zone; and

- (l) On the western side of Fountain Street, Alexandria between the points 0.75 metre and 3.5 metre, along the frontage of 10 Fountain Street (north of McEvoy Street) as "Bus Zone.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	✓	
Transport for NSW	✓	
NSW Police – Sydney City PAC	✓	
NSW Police – South Sydney PAC	✓	
NSW Police – Surry Hills PAC	✓	
NSW Police – Leichhardt PAC	✓	
Representative for the Member for Heffron	✓	
Representative for the Member for Sydney	✓	
Representative for the Member for Balmain	✓	
Representative for the Member for Newtown	✓	

Advice

The Committee unanimously supported the recommendation.

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 trains, buses, ferries, light rail, 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.

Transport for NSW B Pole bus stop sign rollout program

Transport for NSW B Pole bus stop sign rollout program aims to provide customers and bus operators with a clear, safe and reliable Head of Stand location during all hours of operations of bus services across NSW. Many bus stops are devoid of such identification and in order for Transport for NSW to comply with applicable legislation, Head of Stand location B Pole signs are required.

Nine bus stops are required to have their existing Bus Zone signs, and in most cases, accompanying No Stopping signs relocated. This has occurred due mainly to the final location of QMS shelters.

QMS is the new owner of street furniture in the Sydney LGA.

In one instance, even though the Head of Stand B Pole sign has been installed within the existing Bus Zone, the zone itself is required to be extended due to bus queuing issues