

Item 37.**Parking - Bus Zone - Baptist Street, Redfern**

TRIM Container No.: 2019/036493

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the western side of Baptist Street, Redfern;

- (A) Between the points 26.3 metres and 46.7 metres (three car spaces) south of Zamia Street, as “Bus Zone”; and
- (B) Between the points 10 metres and 34.2 metres (four car spaces) north of Telopea Street, as “2P 8am-6pm Mon-Fri Permit Holders Excepted Area 41”.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Redfern PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Decision

Decisions will be updated after the meeting.

Background

The State Transit Authority (STA) has requested the extension of the existing Bus Zone in Baptist Street, Redfern to facilitate the operation of higher capacity articulated buses stopping at the existing bus stop.

The extension is required as part of a State Government proposal to provide improved public transport services through the area. The proposal includes the removal of the existing bus stop on Baptist Street just north of Telopea Street.

Comments

The kerb space on the western side of Baptist Street, Redfern between Zamia Street and Phillip Street, where the changes are proposed, is currently "2P 8am-6pm Mon-Fri Permit Holders Excepted, Area 41".

The extension of the Bus Zone would allow for increased frequency and capacity buses to service residents and business in Redfern. The proposal would result in the loss of three car parking spaces south of Zamia Street. However, the removal of the existing bus stop on Baptist Street just north of Telopea Street would provide an additional four timed permit parking spaces north of Telopea Street.

Overall, the proposal would result in the net gain of one car parking space on Baptist Street.

Consultation

As part of this proposal, State Transit consulted local residents and businesses in the area. There were 60 letters sent out with no responses supporting the proposal and four responses opposing the proposal.

The responses opposing the proposal noted that the removal of parking for the extended Bus Zone would reduce the availability of parking for residents near their homes.

Financial

All costs associated with the bus changes will be borne by State Transit Authority.

BUSHARA GIDIES, STATE TRANSIT