

Item 22.**Parking - Bus Zone - Crown Street, Surry Hills**

TRIM Container No.: 2019/543830

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Crown Street, Surry Hills between the points 62.7 metres and 73.1 metres (two car spaces) south of Arthur Street, as “Bus Zone”.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

State Transit has requested the extension of the existing Bus Zone restrictions in Crown Street, Surry Hills to facilitate safe access as part of the operation of higher capacity articulated buses stopping at the existing bus stop.

The changes to bus stops were chosen by State Transit (Transport for NSW) in regards to services requirements. The City installs bus zone restrictions surrounding bus stops in accordance with the NSW Road Rules 2014.

In this case, the bus changes have been in operation since December 2018 and remain without signposted Bus Zone restrictions as the previous proposal was deferred pending the provision of further information.

Comments

The kerb space on the western side of Crown Street, Surry Hills between Arthur Street and Jesson Street, where the changes are proposed, is currently "2P 8am-10pm Permit Holders Exempted, Area 18".

An extended Bus Zone would allow for increased frequency and capacity buses to service residents and business of Crown Street and the surrounding area. The proposal would result in the loss of approximately two car parking spaces.

Consultation

As part of this proposal, State Transit consulted local residents and businesses in the area. There were 28 letters sent out with no responses supporting the proposal and two responses opposing the proposal.

The submissions opposing the proposal noted the loss of parking for residents and customers of local businesses.

Financial

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

BRENDAN RABBITT, STATE TRANSIT AUTHORITY