

Item 24.**Parking - Bus Zone - Gadigal Avenue, Zetland**

TRIM Container No.: 2019/543830

Recommendations

It is recommended that the Committee endorse the reallocation of parking on Gadigal Avenue, Zetland as follows:

- (A) On the western side, between the points 10 metres and 45.7 metres (six car spaces) north of the pedestrian crossing at Levy Walk as, "Bus Zone";
- (B) On the western side, between the points 45.7 metres and 53.5 metres (one car space) north of the pedestrian crossing at Levy Walk as, "No Parking Council Vehicles Excepted";
- (C) On the eastern side, between the points 10 metres and 35.9 metres (four car spaces) south of the pedestrian crossing at Levy Walk as, "Bus Zone"; and
- (D) On the eastern side, between the points 41.4 metres and 48.4 metres (one car space) south of the pedestrian crossing at Levy Walk as, "No Parking Council Vehicles Excepted".

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

State Transit (Transport for NSW) has requested consideration of new bus zone restrictions in Gadigal Avenue, Zetland to facilitate safe access for bus passengers, as part of the operation of higher capacity articulated buses stopping at the two bus stops on Gadigal Avenue.

Changes to bus stop locations are determined and installed by State Transit and are chosen based on service requirements. In accordance with the NSW Road Rules, drivers must not stop within 20 metres before and 10 metres after a bus stop. The City seeks endorsement for and installs bus zone restrictions to clarify this road rule for all road users.

In this case, the bus stop 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 Gadigal Avenue, Zetland between Levy Walk and Wolseley Grove, where the changes are proposed, is currently a mix of “No Parking”, “No Parking Council Vehicles Excepted” and “4P 8am-6pm Mon-Fri”.

The kerb space on the eastern side of Gadigal Avenue, Zetland between Levy Walk and Hutchinson Walk, where the changes are proposed, is currently a mix of “No Parking Council Vehicles Excepted” and “4P 8am-6pm Mon-Fri”.

The NSW Road Rules 2014 prohibit drivers from stopping at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign. The implementation of the signposted Bus Zone would clarify these existing restrictions to all road users.

State Transit reviewed data collected for the bus service along Gadigal Avenue and found that most of the passengers using this service in this area are residents commuting and not people wishing to get to East Village Shopping Centre. The bus stop locations are, therefore, provided as close as possible to the maximum number of residences to make it easier for residents to catch a bus.

The proposal would result in the loss of approximately six car parking spaces.

Consultation

As part of the proposal, the State Transit consulted with local residents and businesses in the area. There were 43 letters sent out with no responses supporting the proposal and one response opposing the proposal.

The submission opposing the proposal noted that the operation of buses through Gadigal Avenue would create additional noise and reduce amenity to residents and suggested that the bus stop on the eastern side of Gadigal Avenue should be relocated closer to the East Village Shopping Centre at the intersection of Defries Avenue and Levy Walk.

In April 2019, State Transit consulted with residents on an amended proposal to consider the bus stop on the eastern side of Gadigal Avenue nearer the intersection of Levy Walk and Defries Avenue. There were two responses in support of the amended location and 17 responses opposed to the amended location.

Submissions in support of the amended location identified that it was a more suitable location for the bus stop as it would provide better access to the nearby shopping centre.

Submissions opposed to the amended location were concerned that providing a bus stop at the signal intersection would create a higher risk of crashes and result in the loss of more on-street parking spaces than the original proposal. The submissions opposing the amended proposal were also concerned that the walking distance to the bus stop would increase for them.

After considering the responses from the community and data from the bus service, State Transit has decided to retain the bus stops in their current locations.

Financial

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

BRENNAN RABBITT, STATE TRANSIT AUTHORITY