

Item 11.**Parking - Bus Zone - Elizabeth Street, Waterloo and Dunning Avenue, Rosebery**

TRIM Container No.: 2021/366800

Recommendations

It is recommended that the Committee endorse the following Bus changes in Waterloo, Zetland and Rosebery:

- (A) The reallocation of parking on the western side of Elizabeth Street, Zetland between the points 29.9 metres and 36.9 metres south of Navins Lane as "Bus Zone";
- (B) The reallocation of parking on the eastern side of Elizabeth Street, Zetland between the points 27 metres and 44.1 metres south of Merton Street as "Bus Zone";
- (C) The reallocation of parking on the western side of Elizabeth Street, Waterloo between the points 37.4 metres and 42.7 metres south of Allen Street as "Bus Zone";
- (D) The reallocation of parking on the western side of Elizabeth Street, Waterloo between the points 49.4 metres and 60 metres south of McEvoy Street as "Bus Zone";
- (E) The reallocation of parking on the western side of Elizabeth Street, Waterloo between the points 40.8 metres and 60 metres south of Wellington Street as "Bus Zone";
- (F) The reallocation of parking on the western side of Elizabeth Street, Waterloo between the points 35.8 metres and 46.8 metres south of Phillip Street as "Bus Zone";
- (G) The reallocation of parking on the eastern side of Elizabeth Street, Waterloo between the points 33.5 metres and 48.1 metres south of Lenton Parade as "Bus Zone";
- (H) The reallocation of parking on the eastern side of Elizabeth Street, Waterloo between the points 48.7 metres and 70.2 metres north of McEvoy Street as "Bus Zone"; and
- (I) The reallocation of parking on the eastern side of Dunning Avenue, Rosebery between the points 53.5 metres and 61 metres north of Gardeners Road as "Bus Zone";

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[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

Transport for New South Wales (TfNSW) have developed an integrated bus network plan for Sydney's South East to provide much needed capacity improvements for customers and support the existing and emerging travel plans.

This includes changes to the bus routes 343 and 304 which will include new bus zones and extending the length of existing bus zones to enable both standard and articulated buses to draw in close and parallel to the kerb to facilitate safe boarding and alighting of passengers and provide a more efficient access for residents to public transport.

Comments

TfNSW is introducing articulated buses on route 343, therefore, they propose to extend the length of the existing bus zones along Elizabeth Street and Dunning Avenue.

Extension of existing bus zones would allow for increased frequency and higher capacity buses to service residents and businesses in the Rosebery, Zetland, Waterloo and the surrounding area.

The proposal includes extending eight bus zones along Elizabeth Street in Waterloo and Zetland. This will result in the loss of 11 parking spaces in total.

The bus zone on eastern side of Dunning Avenue, north of Gardeners Road will also be extended. Minor changes to the temporary pop-up cycleway will be made for safe operation of buses next to the cycleway. No parking space will be lost at this location.

Consultation

TfNSW consulted local residents and businesses in the area and provided the consultation results to the City. There were 680 letters sent out and TfNSW received a total of five responses, all opposing the proposal.

The submissions opposing the proposal were concerned that extending bus zones will result in loss of on-street parking.

The City of Sydney is committed to policies that constrain unsustainable growth in vehicle traffic and encourage the use of more sustainable modes such as walking, cycling and public transport. Improving frequency and capacity on the existing bus service will encourage better use of public transport instead of using private vehicles.

Extending the length of the existing bus zones will enable both standard and articulated buses to draw in close and parallel to the kerb to facilitate safe boarding and alighting of passengers. This will improve safety and provide better access to bus facilities for residents.

Financial

All costs associated with the bus changes will be borne by TfNSW.

HASSAN CHODUHRY, SENIOR TRAFFIC ENGINEER