

**Item 12.****Parking - Bus Zone - Harcourt Parade and Rothschild Avenue, Rosebery**

TRIM Container No.: 2021/366800

**Recommendations**

It is recommended that the Committee endorse the following bus changes in Rosebery:

- (A) The reallocation of parking on the northern side of Harcourt Parade, between the points 37.4 metres and 56.6 metres west of Mentmore Avenue as "Bus Zone";
- (B) The reallocation of parking on the southern side of Harcourt Parade, between the points 20 metres and 40 metres east of Mentmore Avenue as "Bus Zone";
- (C) The reallocation of parking on the western side of Rothschild Avenue, between the points 26.8 metres and 42.3 metres south of Hayes Road as "Bus Zone";
- (D) The reallocation of parking on the western side of Rothschild Avenue, between the points 40.1 metres and 57.8 metres south of Morley Avenue as "Bus Zone";
- (E) The reallocation of parking on the eastern side of Rothschild Avenue, between the points 42.5 metres and 52.5 metres north of Morley Avenue as "Bus Zone";
- (F) The reallocation of parking on the eastern side of Rothschild Avenue, between the points 39.6 metres and 61.8 metres north of Hayes Road as "Bus Zone";
- (G) The reallocation of parking on the eastern side of Rothschild Avenue, between the points 26 metres and 43.8 metres north of Crewe Place as "Bus Zone";
- (H) The reallocation of parking on the eastern side of Rothschild Avenue, between the points 30.6 metres and 40 metres south of Stedman Street as "Bus Zone"; and
- (I) The reallocation of parking on the eastern side of Rothschild Avenue, between the points 16.1 metres and 74.5 metres south of Hayes Road as "Bus Zone";

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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]
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## 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 proposes to modify route 304 which operates between Rosebery and Circular Quay. The route will no longer operate to Kimberley Grove via Rosebery Avenue but instead will travel to Rothschild Avenue at Turruwul Park. Additionally, the bus route will no longer operate along O'Dea Avenue and Bourke Street, but instead use Gadigal Avenue through to Potter Street, Waterloo.

The proposed changes to route 304 and extension of existing bus zones would allow for increased frequency and higher capacity buses to service residents and businesses in the Rosebery, Waterloo and the surrounding area.

New bus zones are proposed to be installed where the route is modified, and existing bus zones will be extended to accommodate articulated buses being introduced on this route.

The proposal includes extending two bus zones in Harcourt Parade near Mentmore Avenue, and six along Rothschild Avenue. Extensions of bus zones in Harcourt Parade will result in the loss of four parking spaces and 12 spaces in Rothschild Avenue in total for all six locations.

Additionally, one new bus zone will be installed on the eastern side of Rothschild Avenue south of Hayes Road, adjacent to Turruwul Park, due to the change in the route. This new bus zone will result in the loss of 10 parking spaces. However this location has minimal impact on residents and would enable improved conditions for residents in Kimberley Grove.

## **Consultation**

TfNSW consulted local residents and businesses in the area and provided the consultation results to the City. There were 1675 letters sent out and TfNSW received a total of six responses with two responses supporting and four responses opposing the proposal.

The submissions opposing the proposal were concerned that extending bus zones will result in loss of on-street parking. Also, the buses will create more noise and increasing congestion in the area.

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.

The new articulated buses are less noisy as compare to the standard buses currently running on natural gas.

Rothschild Avenue is an existing bus route so that the change in route 304 and introduction of articulated buses will provide better access to the commercial district and increase capacity on the bus network. These buses can accommodate more passengers which will help reduce congestion in the area.

## **Financial**

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

**HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER**