

Item 13.**Parking - Bus Zone - Gadigal Avenue, Potter Street, Waterloo**

TRIM Container No.: 2021/366800

Recommendations

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

- (A) The reallocation of parking on western side of Gadigal Avenue, between the points 0 metres and 24.4 metres north of Archibald Avenue, as "Bus Zone";
- (B) The reallocation of parking on eastern side of Gadigal Avenue, between the points 0 metres and 23.1 metres north of Archibald Avenue, as "Bus Zone"; and
- (C) The reallocation of parking on southern side of Potter Street, between the points 56.8 metres and 74.1 metres east of Bourke Street, 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 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 buses 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 more directly in the Rosebery, Waterloo and the surrounding area.

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

The proposal includes the installation of two new bus zone in Gadigal Avenue, near Archibald Avenue, and one new bus zone on southern side of Potter Street, east of Bourke Street adjacent to businesses and shops.

The kerb space in Gadigal Avenue, near Archibald Avenue, where the bus zones are proposed, is currently "No Stopping"; therefore, no on-street parking space is lost. However, a new bus zone on southern side of Potter Street, east of Bourke Street, Waterloo will result in the loss of three on-street parking spaces.

As part of the Green Square's Urban Renewal Precinct Masterplan, the City has designed Gadigal Avenue and Potter Street to enable the operation of articulated buses.

Consultation

TfNSW consulted local residents and businesses in the area and provided the consultation results to the City. There were 1544 letters sent out and TfNSW received a total of 21 responses with two responses supporting, 18 responses opposing the proposal and one comment.

The submissions opposing the proposal were concerned that Gadigal Avenue and Potter Street are single lane roads and in-lane bus stops will hold the traffic, therefore, increase congestion. The residents also raised concern regarding loss of on-street parking and the noise generated by buses.

The City has designed Gadigal Avenue and Potter Street to enable the operation of articulated buses. The City supports the installation of in-lane bus stops as this acts as a traffic calming in the street, therefore improving safety and residential amenity.

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

Providing more direct access to bus stops and extending the length of the existing bus zones to increase capacity and safety, is supported by the City.

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

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER