

**Item 31.****Other Authorities - TfNSW - Bus Zones - Various Locations**

TRIM Container No.: 2022/572071

**Recommendations**

It is recommended that the Committee endorse the following reallocation of parking to extend existing bus zones in various locations within the Sydney Local Government Area:

- (A) On the western side of Botany Road, Waterloo between the points 49 metre and 62.3 metre, south of Henderson Road as "Bus Zone;
- (B) On the northern side of Huntley Street, Alexandria between the points 16.25 metre and 19.5 metre, west of Bourke Road as "Bus Zone;
- (C) On the western side of Chalmers Street, Redfern between the points 0 metre and 6.75 metre, along the frontage of 219 Chalmers Street (near Wells Street) as "Bus Zone;
- (D) On the western side of Chalmers Street, Surry Hills between the points 33.2 metre and 36.2 metre, south of Cleveland Street as "Bus Zone;
- (E) On the eastern side of Elizabeth Street, Surry Hills between the points 8.45 metre and 9.45 metre, north of Cooper Street as "Bus Zone;
- (F) On the western side of Rothschild Avenue, Rosebery between the points 13.9 metre and 14.9 metre, south of Morley Avenue as "Bus Zone;
- (G) On the western side of Missenden Road, Camperdown between the points 10.4 metre and 11.4 metre, south of Brodrick Street as "Bus Zone;
- (H) On the southern side of Druitt Street, Sydney between the points 26.13 metre and 30.6 metre, east of Sussex Street as "Bus Zone; and
- (I) On the western side of Fountain Street, Alexandria between the points 0.75 metre and 3.5 metre, along the frontage of 10 Fountain Street (north of McEvoy Street) 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 – Sydney City PAC	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

## Advice

Advice will be updated after the meeting.

## Background

On 19 December 2013, the NSW Government adopted the Sydney City Centre Access Strategy (Access Strategy). The Access Strategy will deliver a fully integrated transport network in Sydney's City Centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the City Centre and it will change the way people move around within it.

The Access Strategy considers all transport modes and demonstrates how trains, buses, ferries, light rail, cars, taxis, pedestrians and cyclists will interact in the heart of Sydney. The Access Strategy also provides a clear direction for how all the different transport modes will work together in the Sydney CBD to reduce congestion, provide for future growth and improve the customer experience.

### Transport for NSW B Pole bus stop sign rollout program

Transport for NSW B Pole bus stop sign rollout program aims to provide customers and bus operators with a clear, safe and reliable Head of Stand location during all hours of operations of bus services across NSW. Many bus stops are devoid of such identification and in order for Transport for NSW to comply with applicable legislation, Head of Stand location B Pole signs are required.

Nine bus stops are required to have their existing Bus Zone signs, and in most cases, accompanying No Stopping signs relocated. This has occurred due mainly to the final location of QMS shelters.

QMS is the new owner of street furniture in the Sydney LGA.

In one instance, even though the Head of Stand B Pole sign has been installed within the existing Bus Zone, the zone itself is required to be extended due to bus queuing issues

## Comments

### **Bus stop 201529 - Botany Road before Henderson Road, Waterloo**

Issue:

Buses are not able to fit within the Bus Zone as it is currently marked. Currently, buses exceed the allowable space which does not allow sufficient space for buses to pull away from the Head of Stand B Pole sign location.

Proposed solution:

To extend the rear Bus Zone by 13.3 metres to the south of its existing location.

There is also an existing No Stopping sign forward of the Bus Zone. Extending the Bus Zone will not impede current parking arrangements.

Refer to the stop drawing for existing and proposed layout details.

### **Bus stop 201540 - Huntley Street at Bourke Road, Alexandria**

Issue:

Forward Bus Zone will be too close to the new QMS shelter and does not leave sufficient space to install a Head of Stand B Pole sign.

Proposed solution:

Relocate the Bus Zone / No Stopping sign 3.25 metres to the east of its current location.

The relocated Bus Zone / No Stopping sign would be 10.9 metres from the stop line of the signalised intersection with Bourke Road. Extending the Bus Zone will not impede current parking arrangements.

Refer to the stop drawing for existing and proposed layout details.

### **Bus stop 201615 - Chalmers Street after Wells Street, Redfern**

Issue:

A new QMS shelter has been installed closer towards the forward Bus Zone sign to the north. Subsequently this has left insufficient space to install a Head of Stand B Pole sign.

There is also a No Stopping zone for six metres to the north of the forward Bus Zone sign, then commencement of parking spaces beyond that.

Proposed solution:

Relocate the Bus Zone sign 6.75 metres to the north of its current location to the telegraph pole.

The Head of Stand B Pole would then be installed 1.57 metres forward of the new QMS shelter.

The No Stopping zone sign and its zone will be removed. Extending the Bus Zone will not impede current parking arrangements.

Refer to the stop drawing for existing and proposed layout details.

### **Bus stop 201616 - Chalmers Street before Cleveland Street, Strawberry Hills**

Issue:

Buses are not able to fit within the bus zone as it is currently marked. Consideration was given to installing the Head of Stand B Pole sign in front of the 40 Zone sign, however this would obscure this sign from motorists.

Further, the Australian Standards state that care is needed in locating signs to ensure that they do not obscure one another.

Proposed solution:

Extend the forward bus zone by three metres to the north of existing location.

There is also a No Stopping zone sign with the forward Bus Zone sign covering to the north with the intersection with Cleveland Street.

The relocated Bus Zone / No Stopping sign would be 29.2 metres from the stop line of the signalised intersection with Cleveland Street.

Refer to the stop drawing for existing and proposed layout details.

### **Bus stop 201617 - Elizabeth Street before Cooper Street, Surry Hills**

Issue:

A new QMS shelter has been installed closer towards the forward Bus Zone sign to the south. Subsequently this has left insufficient space to install a Head of Stand B Pole sign.

There is also a No Stopping zone sign with the forward Bus Zone sign covering to the intersection of Cooper Street.

Proposed solution:

Head of Stand B Pole sign is proposed to be placed where existing forward Bus Zone / No Stopping sign is located.

The existing Bus Zone / No Stopping sign would be relocated approximately one metre to the south of its current location. It would be 8.45 metres from the intersection with Cooper Street.

Refer to the stop drawing for existing and proposed layout details.

**Bus stop 201832 - Rothschild Avenue at Morley Avenue, Rosebery**

## Issue:

A new QMS shelter has been installed closer towards the forward Bus Zone sign. Subsequently this has left insufficient space to install a Head of Stand B Pole sign.

There is also a No Stopping zone sign with the forward Bus Zone sign covering to the north to the intersection of Morley Avenue.

## Proposed solution:

Head of Stand B Pole sign is proposed to be placed 1.57 metres ahead of QMS shelter.

The existing Bus Zone / No Stopping sign would be relocated approximately 2.8 metres to the north of its current location. It would be 13.9 metres from the intersection with Morley Avenue.

Refer to the stop drawing for existing and proposed layout details.

**Bus stop 205032 - Missenden Road opposite St Joseph's Church, Camperdown**

## Issue:

A new QMS shelter has been installed closer towards the forward Bus Zone sign. Subsequently this has left insufficient space to install a Head of Stand B Pole sign.

There is also a No Stopping zone sign with the forward Bus Zone sign covering to the intersection of Brodrick Street to the north.

## Proposed solution:

Head of Stand B Pole sign is proposed to be placed where existing forward Bus Zone / No Stopping sign is located.

The existing Bus Zone / No Stopping sign would be relocated one metre to the north of its current location. It would be 10.4 metres from the intersection with Brodrick Street.

Refer to the stop drawing for existing and proposed layout details.

**Bus stop 2000423 - Town Hall House, DrUITT Street, Stand L, Sydney**

## Issue:

As the new QMS shelters have been installed forward of the existing Bus Zone sign, the new Head of Stand B Pole sign will need to be installed to the west of the existing Bus Zone / No Stopping signs. The No Stopping zone sign covers up to the signalised intersection with Sussex Street.

This stop is a high patronage stop (within the Top 15 in NSW) and can have up to three buses queued at the one time. Subsequently buses can extend beyond the Bus Zone as it is currently signed.

## Proposed solution:

Install the Head of Stand B Pole to align close to the middle of the most western QMS shelter.

It would be 19.9 metres from the stop line of the signalised intersection with Sussex Street.

The Bus Zone / No Stopping signs would be relocated to be 18.33 metres from the stop line of the signalised intersection with Sussex Street.

The existing Bus Zone / No Stopping signs are 22.8 metres from the stop of the signalised intersection with Sussex Street. It would be 4.47 metres west of its existing location with this option.

The TGSi would run through the most western QMS shelter then to the right until behind the Head of Stand B Pole, then to the left and running to the kerb of Druitt Street.

Extending the Bus Zone will not impede current parking arrangements.

Refer to the stop drawing for existing and proposed layout options details.

### **Bus stop 2015143 - Fountain Street after McEvoy Street, Alexandria**

Issue:

Forward Bus Zone will be too close to the new QMS shelter and does not leave sufficient space to install a Head of Stand B Pole sign.

There is also a No Stopping sign with the Bus Zone sign which covers to the north-west of the stop to the driveway entrance of the supermarket.

Proposed solution:

Relocate the Bus Zone / No Stopping signs 2.75 metres to the north-west of its current location so that the Head of Stand B Pole can be installed one metre to the south-east of it.

Extending the Bus Zone will not impede current parking arrangements.

Refer to the stop drawing for existing and proposed layout details.

### **Consultation**

Consultation with bus operators has been conducted by TfNSW. Locations will be monitored for any impacts to bus operations.

### **Financial**

TfNSW will cover costs of signage changes.

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