

Dele 29 Authorities - Relocation of Bus Zone Signs Impacting Nine Bus Stops in the LGA

TRIM Container No.: 2023/226034

Recommendations

It is recommended that the Committee endorse the relocation of the forward or rear Bus Zone signs at the nine bus stops referred to in the "Background" section of this report.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[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.

Issues applicable to this memo

Seven 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, a stop is required to be relocated due to the introduction of a new signalised pedestrian crossing.

The specific issues and their proposed solutions for each stop are provided in the following:

Bus stop 201035 – Former location name ‘Surry Hills Childrens Court, Albion St’.

New location name ‘Albion St after Mary St, Surry Hills’

Issue:

Buses are not able to pick up or set down at the former location due to the establishment of a signalised pedestrian crossing being introduced nearby. Therefore, this location is to be discontinued and a new stop established.

The block immediately west and down grade of the current location bounded by Commonwealth and Mary streets is proposed.

Proposed solution:

To establish a new stop on Albion St bounded by Commonwealth St to the east and Mary St to the west. It is located at 54 Albion St and the Head of Stand B Pole will be situated 1950mm to the east of an existing seat.

Currently the proposed location is within a periodic Clearway and No Parking zone at all other times. No Stopping zones apply before the No Parking zone to Commonwealth St and behind to Mary St.

It is proposed the No Parking zone become a Bus Zone with existing periodic Clearway and No Stopping conditions remaining.

Bus operators are aware of the tree overhang which exists just prior to the proposed location and is not considered an impairment given buses use this lane now.

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

Consultation may be required for this proposed location.

Bus stop 201514 – Mitchell Rd at Maddox St, Alexandria

Issue:

The head of stand at this stop has always been ahead of the forward Bus Zone due to the restricted length of the zone. TGSIs are already provided at this location.

Proposed solution:

The formal establishment of the Head of Stand with a B Pole sign is proposed to be 2300mm ahead of the existing forward Bus Zone sign.

The Bus Zone / No Stopping sign would be relocated 5400mm ahead of its current position.

Extending the Bus Zone forward will not impede current parking arrangements.

However, there is a painted chevron island at the proposed Head of Stand that may need to be adjusted.

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

Bus stop 201554 – McEvoy St after Botany Rd, Alexandria

Issue:

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

There is also a No Stopping zone ahead of the Bus Zone.

Proposed solution:

Relocate the Bus Zone / No Stopping sign 880mm forward of its current location.

The Head of Stand B Pole would then be installed 1570mm forward of the new QMS shelter.

Extending the Bus Zone will not impede current parking arrangements.

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

Bus stop 201572 – Mitchell Rd after Fountains St, Alexandria

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 ahead of the Bus Zone and then a 40 Zone due to a school nearby.

Proposed solution:

Relocate the Bus Zone / No Stopping sign 3070mm forward of its current location.

The Head of Stand B Pole would then be installed 1570mm forward of the new QMS shelter.

Extending the Bus Zone will not impede current parking arrangements.

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

NOTE: This is considered an interim solution pending review of the potential impacts of a proposed signalised pedestrian crossing at the traffic signals behind this stop.

Bus stop 202193 – The Entertainment Quarter, Lang Rd. Moore Park

Issue:

A new QMS shelter has been installed closer towards the forward Bus Zone sign to the east. 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 up to the next intersection at Cook Rd.

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 1850mm to the east of its current location.

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

Bus stop 204313 – Erskineville Rd before Charles St, Erskineville

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 end of the recessed bus bay.

Proposed solution:

Head of Stand B Pole sign is proposed to be placed 1200mm behind the QMS shelter.

The existing Bus Zone / No Stopping sign would be relocated approximately 8350mm forward of its current location. It would be 1450mm before the Pedestrian Crossing sign.

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

Bus stop 205029 – Salisbury Ave at Church St, 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 Church 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 1100mm to the north of its current location. It would be 6900mm from the intersection with Church Street.

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.

Other Authorities – CoS Bus Zone Extensions V502.11.22.pdf

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