

Deceased Authorities - Installation of New Bus Stop, Wyndham Street, Alexandria

TRIM Container No.: 2023/459886

Recommendations

It is recommended that the Committee endorse the reallocation of kerb space on the eastern side of Wyndham Street, Alexandria between points 5.8 metres and 37.8 metres south of Buckland 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

TfNSW has requested the provision of a new bus stop on Wyndham Street, Alexandria to support the re-routing of bus route 355, Bondi Junction to Marrickville Metro.

Comments

At the commencement of construction of Waterloo Metro Station and Waterloo Quarter, Cope Street, Waterloo was closed to facilitate construction access.

Route 355 - Bondi Junction to Marrickville services was rerouted to turn left at Botany Road, instead of using Cope Street and Wellington Street. Due to the geometry of Raglan Street at Botany Road and the inability for an electronic swept path for a 12.5 metre bus to turn left without clipping opposing traffic lanes and the pedestrian areas, the left turn movement is under observation of traffic controllers at significant cost for NSW taxpayers.

Transport for NSW and Sydney Metro propose to reroute Marrickville Metro bound 355 services via Wyndham Street. This has several advantages:

- Keeps 355 services in both directions along the same roads.
- Reduces deviation for school services that divert to Alexandria Park Community School.

In order to support the route change, a new southbound bus stop is required on Wyndham Street to replace the bypassed stop on Botany Road and to mirror the existing northbound stop adjacent to Alexandria Park.

- The impact of the bus stop is 26 metres (approx. three car parking spaces) reallocation of 2P (permit excepted) kerbside space. The length is inclusive of one driveway.
- Existing kerbside hard stand will be utilised for the boarding/ alighting area, no additional concreting is required.

The stop requires a pole, sign tactiles to implement as well as the bus zone signs to be installed on existing poles.

Consultation

As part of the project TfNSW will issue a community notification and wait 14 days for any feedback.

Financial

Sydney Metro will cover costs of signage changes.

KAYE RUSSELL, TRANSPORT PLANNING PROJECT MANAGER, CUSTOMER JOURNEY PLANNING, TFNSW