

RP-11 FITZMAURICE STREET - EXTENDING BUS ZONE NEAR JOHNSTON STREET**Author:** Bill Harvey**Recommendation**

Traffic Committee members note that the following matter was distributed to members by email on 10 February 2020 with members responding in favour of the recommendation.

Traffic Committee recommends that the existing BUS ZONE located on the western side of Fitzmaurice Street, immediately north of the intersection with Johnston Street, should be increased in length from 18 to 30 metres, by converting two parallel parking bays to be included in the BUS ZONE. This will enable two buses to be accommodated in the zone at one time, as per the diagram below.

Report

The public bus service that is provided in Wagga Wagga through Transport for New South Wales (TfNSW) and by Busabout has been under review for some time. Options are being taken with the aim of improving the service in a number of ways that include providing the service for increased hours on some days, providing a service on Sundays and providing a service to the Bomen Industrial Estate. Operation on the new service times and routes is to commence on 30 March 2020. Some changes have already been made to BUS ZONE infrastructure to accommodate the new routes, e.g. the recent lengthening of the BUS ZONE that is located at the Court House.

One of the issues that has been identified is the need for drivers to take mandatory rest breaks without causing an undue delay to any particular service. Many of the services run along Baylis Street and into Fitzmaurice Street, turning at Gurwood Street, Kincaid Street and Travers Street.

The planned method that will enable drivers to take breaks is that a fresh driver will take a bus from the depot and meet an assigned service where the two drivers will swap buses. The fresh driver will continue on the assigned service with little or no disturbance to passengers. The other driver will take the second bus to a location in the city that has been used for drivers to take breaks for many years. Toilet and other facilities are available for drivers at that location. After taking the mandatory break, the refreshed driver will commence a fresh assigned service, as per the bus timetable.

A location that is north bound in Fitzmaurice Street, immediately north of the intersection with Johnston Street, has been identified as a point where many of the services can exchange drivers. There is an existing 18-metre-long BUS ZONE at that location. By converting two parallel parking bays that are immediately to the north of the existing zone into additional kerb length included in the BUS ZONE, it will be possible to accommodate two 12.5 metre long buses to be stopped at kerb at the same time. The following diagram shows the changes that need to be made to accommodate two buses.



A Council Officer has canvassed shop and business operators in the relevant section of Fitzmaurice Street. There were no objections raised about the proposal to convert the two half-hour parking spaces to be included into the BUS ZONE.

A second issue that has become apparent as part of the proposed upgrade of the overall bus service in the City is that the existing BUS ZONE that is located in Johnston Street to the west of the intersection with Fitzmaurice Street will no longer be required. Consequently, that zone which is effectively the same length as three parking bays, will be converted back to parallel parking and absorbed into the timed parking that is located on the northern side of Johnston Street.

Risk Management Issues for Council

There are no risks associated with this matter.

Internal / External Consultation

Consultation was undertaken with Busabout, Transport for New South Wales, and with all the business operators near the proposed change.