

Frequently Asked Questions

M30 Bus Stop Rationalisation proposal – Mosman to Taronga Zoo

When did the M30 route change?

To support the B-Line bus network, the B-Line Project constructed a new inbound bus indent at Spit Junction, Mosman for the Spit Junction stop. A series of bus service changes were also implemented in consultation with RMS, STA, Transit Systems and TfNSW in November 2017, the same day B-Line services started operation. These service changes included the extension of the M30 from Spit Junction to Taronga Zoo, where a bus layover facility was available.

What is the M30 bus stop rationalisation proposal?

The M30 Bus Stop Rationalisation (Mosman to Taronga Zoo) proposes to make modifications to five existing bus stops serviced by the M30 from Spit Junction to Taronga Zoo, Mosman (via Military Road and Bradleys Head Road). These changes aim to accommodate longer 'articulated' buses, improve access for buses entering and exiting each stop, assist passenger boarding and support improvements in safety and traffic flow.

Why are the modifications necessary?

The M30 route is mostly serviced by articulated buses which means at some locations they are unable to get close and parallel to the kerb due to the 18.5m length of articulated buses. This forces passengers to alight on the road surface and at some locations impact traffic flow along Military Road and Bradleys Head Road when the bus is stopped.

To safely accommodate the articulated buses used, it is proposed to make changes to some bus stops on Military Road and Bradleys Head Road. These changes would include some bus zone extensions, and some bus stops being withdrawn.

Why can't the articulated buses be replaced with standard non-articulated buses?

Most services on route M30 are operated by longer 'articulated' buses which carry more customers than standard sized buses, catering for higher customer demand along the busy Mosman to City corridor.






Which bus stops are being removed/extended?

The B-Line Project has identified that modifications can be made to five existing bus stops serviced by the M30 from Spit Junction to Taronga Zoo, Mosman (along Military Road and Bradleys Head Road). These modifications aim to accommodate longer articulated buses, improve access for the buses, assist passenger boarding and support improvements in safety and traffic flow.

The proposal recommends:

- the removal of one stop (and provide three new 1P parking spaces)
- the extension of three stops (removal of three parking spaces), and
- the removal of the M30 service from one existing stop TSN 208862.

The bus stops proposed for modifications are listed in the table below;

Bus stop number	Location	Image	Proposal and impacts
<p>Stop #TSN208845</p>	<p>Outbound, Military Rd past Mandalong Road.</p>		<p><u>Proposed for removal and provide three new 1P parking spaces</u> Remove existing bus stop and replace with three 1P parking spaces. Two adjacent bus stops are in close proximity.</p> <p>The spacing between the proceeding and next bus stops would be approximately 400m, (490m spacing for route 2236) in accordance with the Bus Stop Location Design Guidelines.</p>
<p>Stop #TSN 208859</p>	<p>Inbound Military Road, on approach of Thomson Street</p>		<p><u>Bus zone is proposed for extension and (1) parking space removed</u> Remove one parking space to enable buses to access the kerb side and allow bus customers to alight onto the kerbside footpath and improve traffic flow whilst the bus is stopped.</p>
<p>Stop TSN# 208862</p>	<p>Inbound on approach of Military Road</p>		<p><u>Proposed for bus stop service change</u> To retain this bus stop for other services and remove the M30 service from stopping here to improve traffic flow.</p> <p>Additional M30 services are available at nearby stops located past Prince Albert Street (TSM 208863 – 90m distance) and on the approach of Queen Street (TSN 208861 – 360m distance).</p>
<p>Stop #TSN208863</p>	<p>Inbound past Prince Albert Street</p>		<p><u>Bus stop proposed for extension and removal of two parking spaces</u> Remove two parking spaces to enable buses to access the kerb side and allow bus customers to alight onto the kerbside footpath and improve traffic flow whilst the bus is stopped.</p> 

Bus stop number	Location	Image	Proposal and impacts
Stop #TSN2088 71	Location – Inbound at Spit Junction		<u>Bus stop proposed for extension</u> Extend the existing bus zone to enable buses to access the kerb side and allow bus customers to alight onto the kerbside footpath and improve traffic flow whilst the bus is stopped. The Australia Post Box will relocate to the south side of bus zone and move the bus zone 20m to north.

How were the stops determined for removal/extension?

The bus stops were assessed individually with regards to compliance to standards, network operations, customer usage, physical infrastructure, safety, adjacent land use, traffic, parking impact considerations and distance to adjacent stops. The following considerations were made:

- Achieve reasonable spacing of approximately 400m between each bus stop
- Ensure bus stops are located close to major patronage generators and community facilities to maximise the efficiency of a bus stop and eliminating redundant and underutilised stops
- Ensure bus stops used by local and school services remain accessible.
- Adjust the position and length of bus stops to improve safety and increase efficient operation without negatively impacting on traffic conditions
- Reduce customer impacts by maintaining reasonable bus stop accessibility and minimising loss of parking.

The proposed modifications are consistent with the aims of *Sydney's Bus Future* and the Transport for New South Wales' *Bus Stop Location Guidelines – Sydney Metropolitan Area*. The Project team further engaged an external consultant (WSP) who completed an assessment of existing bus stop infrastructure and rationalisation to make it safer to board, alight and improve traffic efficiency.

In addition, an external consultant was also engaged to complete a parking assessment along the M30 route and any impact of the proposal on existing parking conditions.

Why haven't you made changes to all of the stops along the M30 route (inbound and outbound)?

The Project team carried out site observations at each bus stop included in the consultation report and a stakeholder's workshop was held to review the changes recommended in the report in order to minimise community impact. This resulted in reducing the scope of works to five modifications to bus stops on the basis of improving passenger safety and traffic efficiency.

How will parking be affected?

As a result of the proposed removal and extension of bus stops along the corridor, parking spaces have been identified for either reinstating, or removal.

A total of three parking spaces are proposed for removal as a result of bus stop extensions and three new 1P spaces are proposed where bus stop TSN208845 is removed. Bus Stop	Proposal	Parking Spaces	
Military Road - outbound		Gained	Lost
TSN 208845 – Military Road at Mandalong Road	Removal of bus stop	3	-
Military Road - inbound			
TSN 208859– Military Road on approach of Thomson Street	Extension	-	1

TSN 208862 – Bradley’s Head Road on approach of Military Road	Removal of M30 service from this stop	-	-
TSN 208863 – Military Road past Prince Albert Street	Extension	-	2
TSN 208871 - Spit Junction, Military Road	Extension	-	-
Sub-total		3	3

Will the proposed bus stop extensions result in buses blocking driveway access?

The proposed bus stop extensions are designed to improve the current conditions. The extensions will ensure the buses do not block access to driveways along the route.

Will new routes be introduced?

There are no current plans to introduce new routes or services as a result of this proposed project.

Will any current services be removed?

No existing routes have been identified for removal however it is proposed that the M30 service is proposed for removal from TSN208862. The service can still be accessed at the adjacent stops.

Who is responsible for changes to the bus network?

Transport for NSW, in conjunction with bus operators, undertake bus network design and implement changes to routes and timetables on a regular basis to accommodate changes in demand and travel patterns as Sydney continues to grow. Bus operators and TfNSW typically work with local councils on ensuring safe and accessible bus stops are provided to support effective bus operations.

What happens if my local stop is removed?

One bus stop has been proposed for removal (TSN 208845 – outbound on Military Road past Mandalong Road) along the M30 route to accommodate longer articulated buses, improve access for the buses, assist passenger boarding and support improvements in safety and traffic flow.

There are adjacent stops at Mandalong Rd opposite Melaleuca Lane (Stop ID 208819) and Military Road at Almora Street (Stop ID 208846).

The proposed removal of this stop will result in three new 1P parking spaces being made available.



See map below for removal location of TSN208845 and alternative stops available.



Will heritage listed vegetation or kerb structures be impacted?

The proposed modifications would not result in any physical or adverse impacts to the heritage items adjacent to the proposed works and would not have an adverse impact on the setting or streetscape of the Military Road and Bradleys head Road Heritage Conservation Areas.

Will vegetation in the corridor be removed or trimmed?

No tree removal or trimming will be required to accommodate the proposed modifications.

If the proposal is accepted to proceed, when would the changes take place?

Should the proposal proceed (subject to Council approval) works would not commence until early 2020. Impacted business, schools, residents and bus customers will be notified of the changes in advance.

How can I have my say?

Transport for NSW is inviting feedback from immediately impacted residents and businesses on the proposed changes by Wednesday 20 November 2019 after which a consultation report will be prepared and tabled for consideration at the Mosman Council traffic Committee meeting scheduled for 11 December 2019. Feedback can be provided by either email projects@transport.nsw.gov.au or telephone 1800 048 751



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