

# Woollahra Traffic Committee

**Agenda:** *Woollahra Local Traffic Committee  
Extraordinary Meeting No.3A/07*

**Date:** *Thursday 19 April &  
Tuesday 24 April 2007*

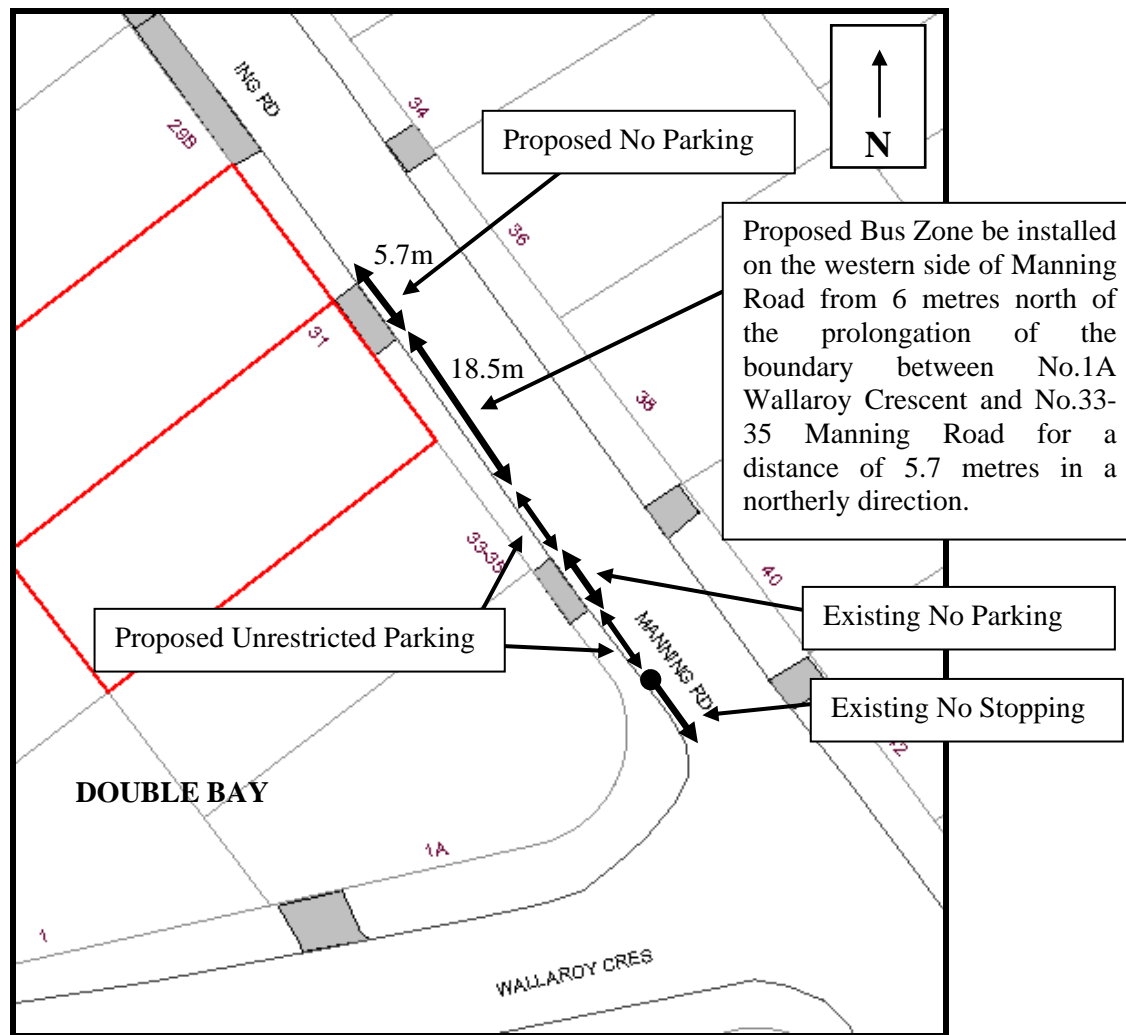
**Time:** *10.00am*



Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-11	31 Manning Road, Double Bay. Request for reinstatement of Bus Zone.	T300.	<ol style="list-style-type: none"> <li>1. That a Bus Zone be installed on the western side of Manning Road from 6 metres north of the prolongation of the boundary between No.1A Wallaroy Crescent and No.33-35 Manning Road for a distance of 18.5 metres in a northerly direction.</li> <li>2. That a No Parking Zone be installed on the western side of Manning Road from 24.5 metres north of the prolongation of the boundary between No.1A Wallaroy Crescent and No.33-35 Manning Road for a distance of 5.7 metres in a northerly direction.</li> <li>3. That the No Parking Zone south of the proposed Bus Zone referred to above revert to unrestricted parking, except for the driveway near the corner of Wallaroy Crescent which should retain its No Parking signage.</li> </ol>	<ul style="list-style-type: none"> <li>▪ Works Zone approved in 2000 required the temporary removal of a bus zone in front of No.31 Manning Road, Double Bay with a recommendation that the bus zone be reinstated after the Works Zone was removed.</li> <li>▪ Works Zone has been gone for some time and a bus stop (not zone) was placed on the western side of Manning Road just north of Wallaroy Road (no record of reinstatement).</li> <li>▪ Correspondence has been received from Sydney Buses requesting that the Bus Zone be reinstated but exact location of previous Bus Zone is uncertain.</li> <li>▪ Reinstatement is required in front of No.31 Manning Road due to safety issues for buses and passengers as well as damage to buses caused by a tree on the nature strip (copy of request is attached).</li> <li>▪ Reinstatement of Bus Zone to current standards will result in a net loss of 2 current parking spaces.</li> <li>▪ A locality map and photographs are attached as an <b>Annexure</b>.</li> </ul>	<ul style="list-style-type: none"> <li>• Unrestricted</li> <li>• Unrestricted</li> <li>• No Parking</li> </ul>	<ul style="list-style-type: none"> <li>• No Parking</li> <li>• Bus Zone</li> <li>• Unrestricted</li> </ul>	Council's Block Grant for Traffic Facilities.

**Annexure Y1-11a**

Locality Map – 31 Manning Road, Double Bay



**Annexure Y1-11b**

**To:** Frank Rota, Traffic Engineer, Woollahra Council

**From:** Eric Graham, Regional Planning Manager - East

**Date:** 18 April 2007

**Phone:** 9582 7666

**Ref:** 31 Manning Rd.

Frank,

I am writing to you in regard to the bus zone located in Manning Rd at Double Bay that is serviced by Sydney Buses route 327 operating Between Bondi Junction and Circular Quay. This route is operated by Sydney Buses seven (7) day a week.

In September 2000, a request was made for a works zone outside of premises 31 Manning Rd, Double Bay and it was agreed that the bus zone would be temporarily relocated some thirty (30) metres to the south of its original location, which was outside of premises 31 Manning Rd during the works zone period.

Unfortunately, the replacement of the bus zone upon completion of the works zone back to it's original position outside premises 31 Manning Rd, Double Bay did not happen. There are safety issues with the temporary location. The main areas of concern are:

- That buses are clipping a tree that is at the rear end of the temporary bus zone causing the rear of the bus to collide with the tree damaging the rear window of the bus.
- The site line as the bus is re-entering the traffic flow in Manning Rd in a northerly direction.
- That the front and rear doors of the bus are over a driveway, this point raising concerns of passenger safety in regard to the manner in which they have to join and disembark bus services.

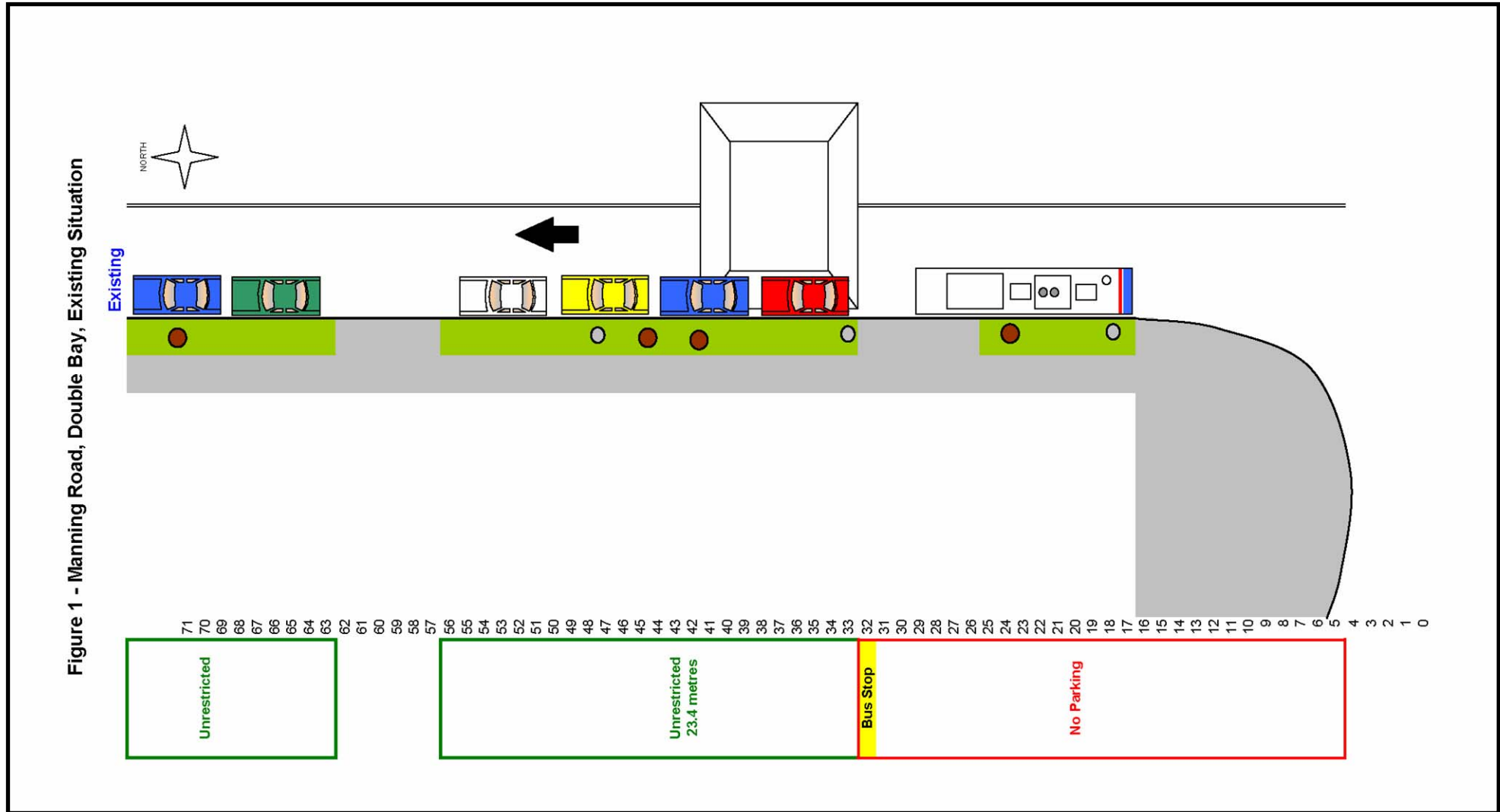
Sydney Buses has conducted a risk assessment at this location that recommends that the bus zone be relocated back to it's original position. The report also recommends that the bus zone be closed until another alternative can be found. Sydney Buses would be very reluctant to close this stop as there would be great inconvenience to our passengers and the stops around this location a some three hundred and thirty (330) metres to the south and north of the stop, in saying this, Sydney Buses would have to follow the recommendations of the risk assessment if an alternative cannot be found.

Would you please address this matter as one of urgency, I must note that the time you have already taken out to assist Sydney Buses to achieve a permanent solution to the matter is appreciated.

I have also attached diagrams provided by our traffic engineer, Mr Tom van Drempt showing the preferred position of the bus zone at it's original position outside premises 31 Manning Rd, Double Bay

Eric Graham  
Regional Planning Manager  
Eastern Region, Sydney Buses

**Annexure Y1-11b**



**Annexure Y1-11b**

