



8 February 2018

File: COR2009/206

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**NOTICE OF MEETING**

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**You are advised of the following meeting:**

**Thursday 8 February 2018**

**Ryde Traffic Committee Meeting**

**Committee Room, Level 1A, 1 Pope Street, Ryde - 10.00am**

**MEMBERS**

City of Ryde (Chair)..... Acting Director City Works and Infrastructure  
Roads and Maritime Services of NSW ..... Sydney North Region  
NSW Police Force ..... Ryde Local Area Command  
Member for Ryde (8 items)..... The Hon. V Dominello MP  
Member for Lane Cove (7 items)..... The Hon. A Roberts MP

**ADVISORS**

Sydney Buses ..... Western Region

Committee Members, Advisors and City of Ryde Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email, by 5pm Tuesday 6 February 2018.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor, via email, by 5pm Tuesday 6 February 2018.

Meeting Convenor  
Greg Holding - Team Leader Traffic Services  
[gholding@ryde.nsw.gov.au](mailto:gholding@ryde.nsw.gov.au).



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**Meeting Date:** 8 February 2018  
**Location:** Committee Meeting Room, Level 1A, 1 Pope Street, Ryde  
**Time:** 10.00am

## **NOTICE OF BUSINESS**

### **APOLOGIES**

### **DISCLOSURES OF INTEREST**

### **CONFIRMATION OF PREVIOUS MINUTES**

### **MATTERS ARISING FROM PREVIOUS MINUTES**

### **MATTERS FOR CONSIDERATION**

- (A) CITY OF RYDE - WASTE-COLLECTION VEHICLE ACCESS**
- (B) ASTER STREET AND DAFFODIL STREET, EASTWOOD - TRAVEL LANES AT HORIZONTAL CURVE**
- (C) GILDA STREET, NORTH RYDE - TRAVEL LANES AT PITTWATER ROAD**
- (D) DAVID AVENUE, NORTH RYDE - TRAVEL LANES AT HORIZONTAL CURVE**
- (E) MILROY STREET, NORTH RYDE - TRAVEL LANES AT KENT ROAD**
- (F) VIMERA ROAD, MARSFIELD - 'KEEP CLEAR' LINEMARKING AT DAYMAN PLACE**
- (G) OSLO STREET, MARSFIELD - TRAFFIC CONTROLS AT YANGALLA STREET**
- (H) INTERSECTION OF MONASH ROAD AND BUFFALO ROAD, GLADESVILLE - CHANGE OF PRIORITY**
- (I) JUNCTION STREET, RYDE - TRAFFIC ISLAND**
- (J) 9 SECOND AVENUE, EASTWOOD - SIGNAGE AND LINEMARKING PLAN**
- (K) 11 PORTER STREET, RYDE - SIGNAGE AND LINEMARKING PLAN**

### **MATTERS FOR TRAFFIC ENGINEERING ADVICE**

- (L) MATTERS APPROVED UNDER DELEGATION**
- (M) SOBRAON ROAD, MARSFIELD - PARKING CONTROLS REVIEW**
- (N) WINBOURNE STREET, WEST RYDE - LATM SCHEME REVIEW**
- (O) MORRISON ROAD, PUTNEY - LATM SCHEME REVIEW**

### **LATE ITEMS**

### **GENERAL BUSINESS**



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<b>ITEM (A)</b>	<b>CITY OF RYDE</b>
<b>SUBJECT:</b>	<b>WASTE-COLLECTION VEHICLE ACCESS</b>
<b>ELECTORATE:</b>	LANE COVE and RYDE
<b>WARD:</b>	WEST, CENTRAL and EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	T2017-01214
<b>OFFICER:</b>	M ILYAS

## INTRODUCTION

Due to continuing growth and developments across the City of Ryde, Council's waste-collection contractor is currently experiencing difficulties in either accessing narrow streets, or manoeuvring within the turning areas of cul-de-sacs. Investigations have previously been undertaken on a case-by-case basis, once parking occupancy has reached a critical point and bins can no longer be serviced. This process is time consuming and Council is unable to make changes in a timely manner.

In order to address the issue in a proactive manner, all roads in City of Ryde have been investigated to see which are narrow (including cul-de-sacs) and experiencing high parking occupancy during waste-collection times. Subsequently, *this Item* seeks approval to install 'NO PARKING 5AM-11AM TUE' in a number of roads within the Tuesday collection area.

## BACKGROUND

There are a number of existing locations with 'NO PARKING 5AM-11AM [DAY]' zones on one side of the road to facilitate waste-collection vehicle access. In some rare cases, these parking controls have been installed to provide space for bins to be stored on waste-collection days.

Although these have historically been supported by residents, it has only been once the situation has become untenable, that bins have not been able to be serviced a number of times. Given the turnaround times to investigate, consult, approve and schedule installation, residents have waited up to six months for parking controls to be installed. In the meantime, waste-collection contractors have damaged vehicles and are required to undertake dangerous reversing manoeuvres, creating WH&S issues.

## CONTEXT

1. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.
2. Council meets these obligations through a waste-collection contractor. The contract allows the waste-collection contractor to service bins anytime between 5am and 11am on designated weekdays.



3. Council's *Road Register* indicates that 50 out of 150 Council's roads are considered "narrow" in the City of Ryde. 38 cul-de-sacs have been identified in the City of Ryde.
4. Increases in population and private-car ownership, beyond off-street parking capacity, has led to increasing numbers of vehicles being parked on-street, causing access problems for the waste-collection contractor servicing narrow roads in the City of Ryde.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*
- City of Ryde's *Road Register*.

## COMMUNITY ENGAGEMENT

The occupants of 788 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the side of the following streets that would affect the least number of parking spaces:

- Beazley Street, Ryde between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
- Blair Street, Orr Street and Linsley Street, Gladesville,
- the southern section of Clare Street, Gladesville, between Amiens Street and the dead end,
- Farm Street, Gladesville cul-de-sac,
- Forsyth Avenue, West Ryde between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue, West Ryde,
- Hancott Street, Ryde cul-de-sac,
- Hatton Street, Ryde,
- Jones Street, Ryde,
- Monash Road, Gladesville (north of Thompson Street), Kim Street and Leawill Place, Gladesville, including the cul-de-sacs of Leawill Place and Kim Street, Gladesville,
- Redshaw Street, Ryde including the cul-de-sac,
- Robinson Street, Ryde including the cul-de-sac, and
- the lower section of Wharf Road, Gladesville including the cul-de-sac.

66 responses have been received in support of the proposed changes and 70 responses have been received in opposition to the proposed changes. A summary of results has been provided in *Table A1*, with more details for each site following.



Table A1 Summary of consultation results

Road	Beazley St	Blair St, Orr St, Linsley St	Clare St	Farm St	Griffiths Av, Forsyth St	Hancott St	Hatton St	Jones St	Monash Rd, Kim St, Leawill PI	Redshaw St	Robinson St	Wharf Rd	Total
Properties consulted	106	260	4	8	90	13	133	74	42	10	29	19	<b>788</b>
Responses received	13	46	2	3	23	3	7	11	12	7	7	2	<b>136</b>
Responses with comments in support	6	17	0	3	14	2	5	3	5	4	5	2	<b>66</b>
Responses with comments objecting	7	29	2	0	9	1	2	8	7	3	2	0	<b>70</b>
No comment provided	93	214	2	5	67	10	126	63	30	3	22	17	<b>652</b>

### Beazley Street

Beazley Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified the length of Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, as experiencing high parking occupancy, which inhibits access for their vehicles. Critical locations along this part of Beazley Street have been signposted 'NO PARKING' and 'NO STOPPING', to provide passing opportunities. All properties in Beazley Street have off-street parking.

The occupants of 106 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the north-western side of Beazley Street between Victoria Road and the horizontal curve located midway to Providence Road. Six responses have been received in support of the proposed changes and seven responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Monday nights and Tuesday mornings.



- The proposed changes will have a flow-on affect to surrounding streets in the area.
- Bins have previously been serviced.

Respondents have made the following suggestions:

- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.
- Install parking controls on only one side of Beazley Street.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Beazley Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- The proposal is to install 'NO PARKING 5AM-11AM TUE' only on one side of Beazley Street.

Given that:

- some critical areas in Beazley Street have parking control measures, and
- a large number of comments have been received in opposition to the proposed changes,

it is recommended that no further parking controls be installed on Beazley Street to assist waste-collection vehicle access.

### **Blair Street, Orr Street and Linsley Street**

Blair Street, Orr Street and Linsley Street have carriageway widths of 7 m, 8.5 m and 7.6 m, respectively, with unrestricted parking on both sides, except for Linsley Street, which features 'NO PARKING' during school drop-off/pick-up times. The waste-collection contractor has identified the length of Blair Street, Orr Street and Linsley Street, as experiencing high parking occupancy, which inhibits access for their vehicles. Critical locations at intersections and pedestrian crossings have been signposted with statutory 'NO STOPPING' to reinforce the Road Rules. The area is characterised by a large number of walk-up apartment buildings, with one off-street parking space per apartment. The road reserves in this area are not wide enough to widen the carriageway further.

The occupants of 260 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the:

- north-eastern side of Blair Street, between Ross Street and Linsley Street,





- south-western side of Blair Street, between Linsley Street and the dead end,
- south-eastern side of Linsley Street, between Morrison Road and Orr Street,
- north-western side of Linsley Street, between Orr Street and Coulter Street,
- south-western side of Orr Street, between Ross Street and Linsley Street, and
- north-eastern side of Orr Street, between Linsley Street and Orr Street.

Seventeen responses have been received in support of the proposed changes and 29 responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Bins have previously been serviced.

Respondents have made the following suggestions:

- Use smaller waste-collection vehicles.
- Introduce a Resident Parking Scheme.
- Allow free parking in the Coulter Street car park during waste-collection times.
- Collect waste at an alternative time.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Blair Street, Orr Street and Linsley Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where there is more on-street parking available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- The waste-collection contractor has had trouble servicing bins in Blair Street, Orr Street and Linsley Street for approximately twelve months.
- The use of smaller vehicles would result in higher costs to Council, which would be passed on to land owners via the Environmental Management component of Council rates.
- The provision of special parking for residents in the Coulter Street car park is not a viable option.



Given that:

- some critical areas in Blair Street, Orr Street and Linsley Street have parking control measures to reinforce the Road Rules for parking near intersections, and
- a large number of comments have been received in opposition to the proposed changes,

it is recommended that no further parking controls be installed in Blair Street, Orr Street and Linsley Street to assist waste-collection vehicle access.

### **Clare Street**

Clare Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified the southern section of Clare Street, between Amiens Street and the dead end, as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in the street. All properties in Clare Street have off-street parking.

The occupants of four surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the eastern side of Clare Street between Amiens Street and the dead end, including the cul-de-sac. No responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns.

- The occupants of this section of Clare Street currently take their bins to the top of Clare Street, so that the waste-collection contractor can collect from Amiens Street and it is suggested that this practice continues in-lieu of installing parking control measures.

Given that alternative arrangements have been made to service Clare Street bins from Amiens Street, it is recommended that no parking controls be installed in Clare Street to assist waste-collection vehicle access.

### **Farm Street**

Farm Street has a carriageway width of 7.1 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Farm Street cul-de-sac as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in the street. All properties in Farm Street have off-street parking except, 4 & 6 Farm Street.

The occupants of eight surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' around the Farm Street cul-de-sac. Three responses have been received in support of the proposed changes and no responses have been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Introduce a Resident Parking Scheme.
- Install full-time 'NO PARKING' around the Farm Street cul-de-sac.



The following commentary is supplied in response to the concerns raised and suggestions:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- Installing full-time 'NO PARKING' around the Farm Street cul-de-sac will be investigated as a separate matter.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' around the Farm Street cul-de-sac.

Since undertaking this consultation, the waste-collection contractor has experienced difficulty accessing other parts of Farm Street, due to a recent increase in parking occupancy. Therefore, 'NO PARKING 5AM-11AM TUE' on one side of Farm Street is to be investigated.

### **Griffiths Avenue and Forsyth Street**

Griffiths Avenue and Forsyth Street have carriageway widths of 6.8 m and 7.2 m, respectively, with unrestricted parking on both sides. The waste-collection contractor has identified Forsyth Avenue, between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue as experiencing high parking occupancy, which inhibits access for their vehicles. There are statutory 'NO STOPPING' controls to reinforce the Road Rules for parking near the intersection of Griffiths Avenue and Victoria Road. 14, 20, 26, 59 & 66 Griffiths Avenue and 43 Forsyth Street are the only properties in the area that do not have off-street parking.

The occupants of 90 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the north-western sides of Griffiths Avenue and Forsyth Street, between Victoria Road and Griffiths Lane. 14 responses have been received in support of the proposed changes and 9 responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- The proposed changes are a "revenue-raising exercise".

Respondents have made the following suggestions:

- Use smaller waste-collection vehicles.
- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.
- Widen the carriageway.



The following commentary is supplied in response to the concerns raised and suggestions:

- The use of smaller vehicles would result in higher costs to Council, which would be passed onto land owners via the Environmental Management component of Council rates.
- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Griffiths Avenue and Forsyth Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- Road widening is not considered an appropriate treatment to address access issues for a short time period on one day per week.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue.

### **Hancott Street**

Hancott Street has a carriageway width of 8.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Hancott Street cul-de-sac as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in Hancott Street. All properties in Hancott Street have off-street parking.

The occupants of thirteen surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' around the cul-de-sac in the southern arm of Hancott Street. Two responses have been received in support of the proposed changes and one response has been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Collect waste at an alternative time.

The following commentary is supplied in response to the concerns and suggestions raised:

- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.



Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' around the cul-de-sac in the southern arm of Hancott Street.

### **Hatton Street**

Hatton Street has a carriageway width of 8.0 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Hatton Street as experiencing high parking occupancy, which inhibits access for their vehicles. There is currently 12 m of '½P 8.30AM-6PM MON-FRI' on the south-eastern side of Hatton Street, northeast of Victoria Road, and 55 m of 'NO STOPPING' on the north-western side of Hatton Street, southwest of Blaxland Road. All properties in Hatton Street have off-street parking.

The occupants of 133 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Hatton Street, between Victoria Road and Blaxland Road. Five responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Monday nights and Tuesday mornings.

Respondents have made the following suggestions:

- Collect waste at an alternative time.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Hatton Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.

Subsequent investigations have revealed that only 70 m of 'NO PARKING 5AM-11AM TUE' is required, due to the presence of the 55 m of 'NO STOPPING' on the north-western side of Hatton Street, southwest of Blaxland Road.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 70 m of 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Hatton Street, north-east of Victoria Road.



## Jones Street

Jones Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified Jones Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Jones Street, even in the critical locations where trucks would typically find it difficult to manoeuvre (ie, the horizontal curve outside 5 Jones Street). All properties in Jones Street have off-street parking.

The occupants of 74 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Jones Street. Three responses have been received in support of the proposed changes and eight responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Effects on property values.
- Bins have previously been serviced.

Respondents have made the following suggestions:

- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Jones Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that a large number of comments have been received in opposition to the proposed 'NO PARKING 5AM-11AM TUE' for the entire length of Jones Street, this parking control will not be pursued. However, the installation of parking controls in the critical areas of Jones Street, particularly the horizontal curve outside 5 Jones Street, will be investigated.



### **Monash Road, Kim Street and Leawill Place**

Monash Road (north of Thompson Street), Kim Street and Leawill Place have carriageway widths of 5.0 m, 7.3 m and 7.5 m, respectively, with unrestricted parking on both sides. The waste-collection contractor has identified Monash Road (north of Thompson Street), Kim Street and Leawill Place, including the cul-de-sacs of Kim Street and Leawill Place, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Monash Road (north of Thompson Street), Kim Street and Leawill Place. All properties in Monash Road (north of Thompson Street), Kim Street and Leawill Place have off-street parking.

The occupants of 42 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the:

- north-western side of Monash Road, between Thompson Street and Kim Street,
- south-western side of Leawill Place, including around the cul-de-sac, and
- south-western and north-western sides of Kim Street, including around the cul-de-sac.

Five responses have been received in support of the proposed changes and seven responses have been received in opposition to the proposed changes:

- two comments in support and five comments opposed the proposed changes in Monash Road, between Thompson Street and Kim Street,
- no comments in support and one comment opposed the proposed changes in Leawill Place, and
- three comments in support and one comments opposed the proposed changes in Kim Street.

Occupants that do not support the proposed changes have raised the following concerns:

- Bins have previously been serviced.
- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.

Respondents have made the following suggestions:

- Opposite side would be preferred.
- Widen the road.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Monash Road, Kim Street and Leawill Place. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- Road widening is not considered an appropriate treatment to address access issues for a short time period on one day per week.



Given the feedback received, it is recommended that 'NO PARKING 5AM-11AM TUE' be installed on the south-western and north-western sides of Kim Street, including around the cul-de-sac. Furthermore, installing parking controls in the critical areas of Monash Road (north of Thompson Street) and Leawill Place, will be further investigated.

### **Redshaw Street**

Redshaw Street has a carriageway width of 7.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified Redshaw Street, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Redshaw Street. All properties in Redshaw Street have off-street parking.

The occupants of ten surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-western side of Redshaw Street, including the cul-de-sac. Given the concerns raised by some residents, the matter has been deferred for further investigation and consultation.

### **Robinson Street**

Robinson Street has a carriageway that varies in width from 6.5 m to 8.4 m, with unrestricted parking on both sides. The waste-collection contractor has identified Robinson Street, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Robinson Street. All properties in Robinson Street have off-street parking.

The occupants of 29 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the northern side of Robinson Street, including the cul-de-sac. Five responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the suggestions:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the northern side of Robinson Street, including the cul-de-sac.





### **Wharf Road, Gladesville**

Wharf Road has a carriageway that varies in width from 6.2 m to 13.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified the lower section of Wharf Road, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Wharf Road. All properties in Wharf Road have off-street parking, except 96 Wharf Road (Parramatta River Sailing Club).

The occupants of 19 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the eastern side of Wharf Road, including the cul-de-sac. Two responses have been received in support of the proposed changes and no responses have been received in opposition to the proposed changes.

Given that no responses were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the eastern side of Wharf Road, including the cul-de-sac.

### **DISCUSSION**

Of the 150 narrow roads and 38 cul-de-sacs in City of Ryde, the waste-collection contractor has identified 50 roads and 35 cul-de-sacs that are currently experiencing high parking occupancy during waste-collection times that inhibits waste-collection vehicle access.

The first in-depth investigations cover the Tuesday waste-collection area, which has the following 12 narrow roads and 8 cul-de-sacs where parked vehicles inhibit waste-collection vehicles during waste-collection times:

- Beazley Street, Ryde between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
- Blair Street, Orr Street and Linsley Street, Gladesville,
- the southern section of Clare Street, Gladesville, between Amiens Street and the dead end,
- Farm Street, Gladesville cul-de-sac,
- Forsyth Avenue, West Ryde between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue, West Ryde,
- Hancott Street, Ryde cul-de-sac,
- Hatton Street, Ryde,
- Jones Street, Ryde,
- Monash Road, Gladesville (north of Thompson Street), Kim Street and Leawill Place, Gladesville, including the cul-de-sacs of Leawill Place and Kim Street, Gladesville,
- Redshaw Street, Ryde including the cul-de-sac,
- Robinson Street, Ryde including the cul-de-sac, and
- the lower section of Wharf Road, Gladesville including the cul-de-sac.

The 'NO PARKING 5AM-11AM TUE' zones are proposed to be installed on the side of each of the roads that would affect the least number of parking spaces.



The feedback from occupants has been taken into consideration and it is proposed:

1. To install 'NO PARKING 5AM-11AM TUE' zones at the following locations:
  - Farm Street cul-de-sac,
  - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue,
  - Hancott Street cul-de-sac,
  - 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road,
  - south-western and north-western sides of Kim Street, including around the cul-de-sac,
  - northern side of Robinson Street, including the cul-de-sac, and
  - eastern side of Wharf Road, Gladesville, including the cul-de-sac.
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
  - Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road,
  - Blair Street, Orr Street and Linsley Street, and
  - southern section of Clare Street, between Amiens Street and the dead end.

Furthermore, the installation of the following parking controls will be further investigated:

1. 'NO PARKING 5AM-11AM TUE' on one side of Farm Street.
2. 'NO PARKING 5AM-11AM TUE' on one side of Redshaw Street, including the cul-de-sac.
3. 'NO STOPPING' at critical areas at the following locations:
  - Jones Street, and
  - Monash Road, north of Thompson Street, and Leawill Place.

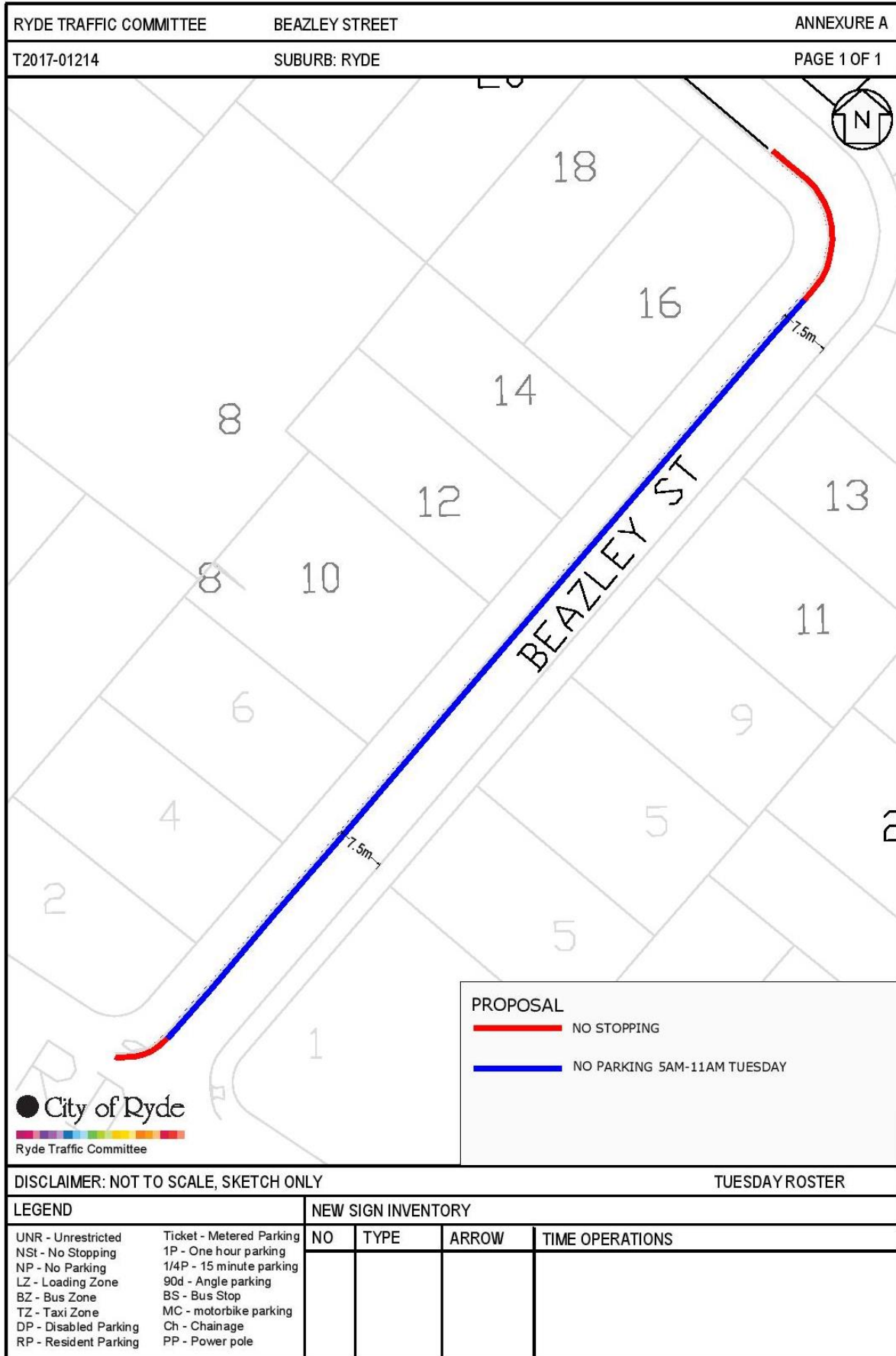
## **APPROVALS**

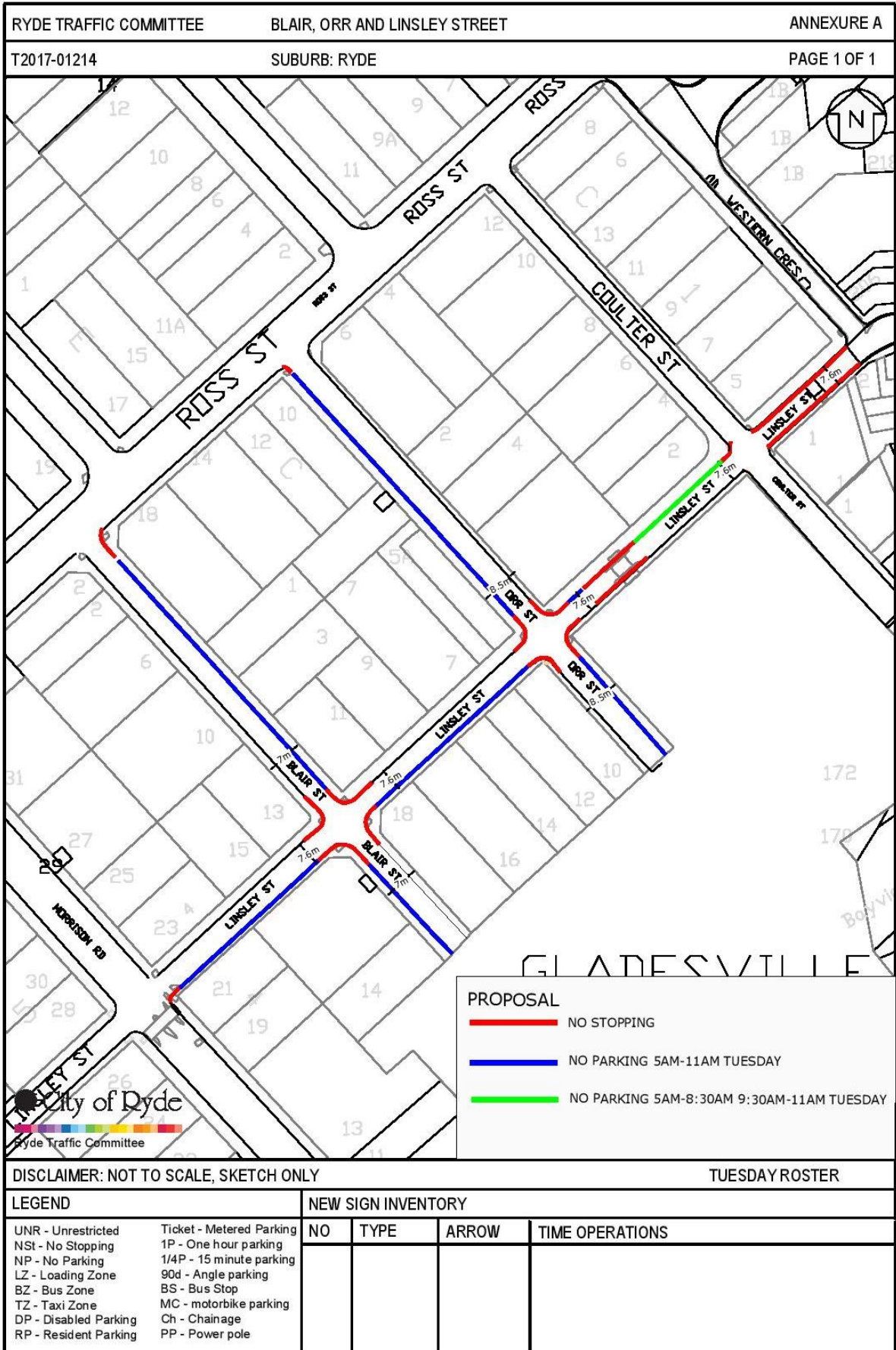
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.



## PROPOSAL

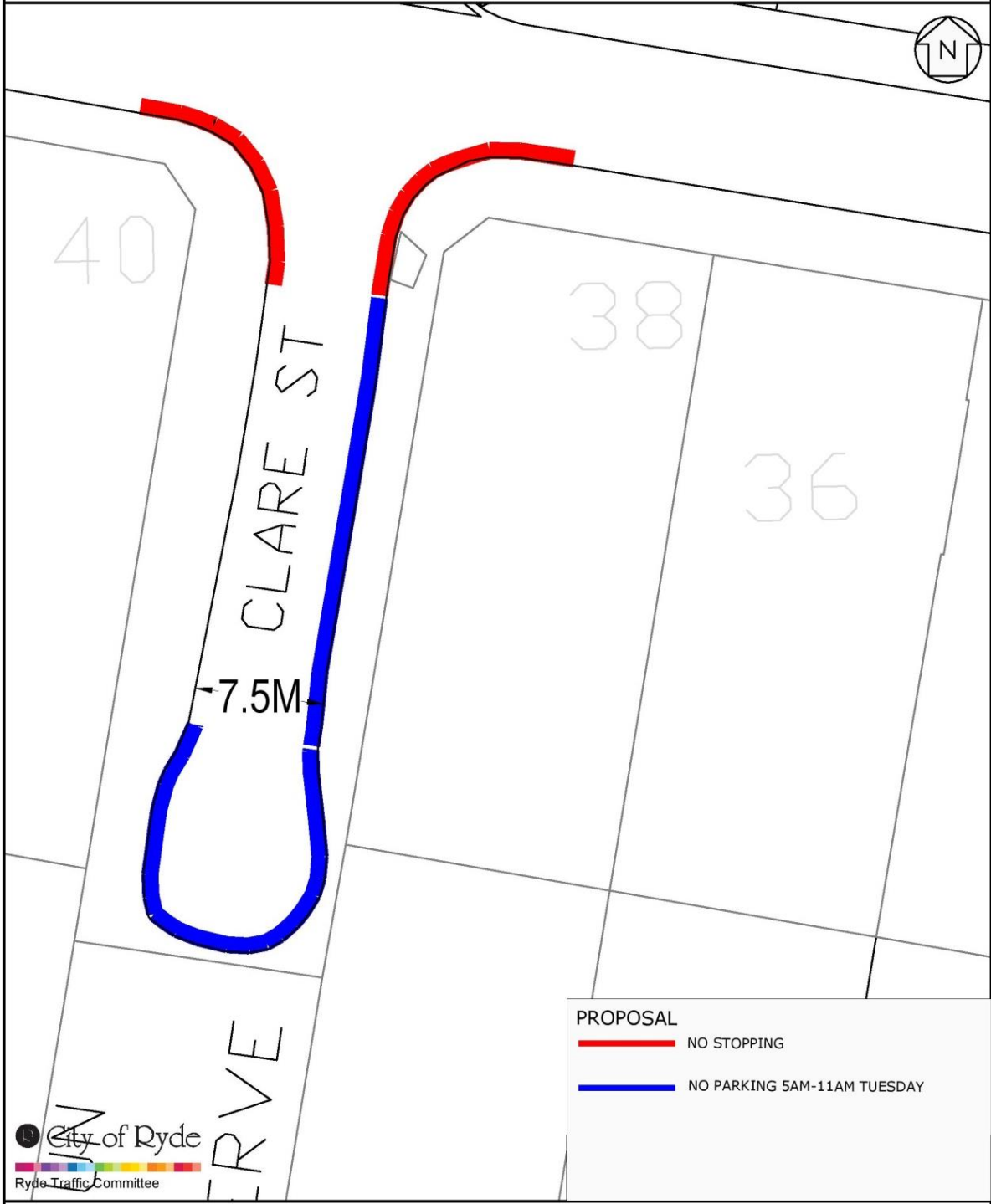
1. To install 'NO PARKING 5AM-11AM TUE' zones at the following locations:
  - Farm Street cul-de-sac, Gladesville,
  - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde,
  - Hancott Street cul-de-sac, Ryde,
  - 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde,
  - south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac,
  - northern side of Robinson Street, Ryde, including the cul-de-sac, and
  - eastern side of Wharf Road, Gladesville, including the cul-de-sac.
  
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
  - Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
  - Blair Street, Orr Street and Linsley Street, Gladesville, and
  - southern section of Clare Street, between Amiens Street and the dead end, Gladesville.







RYDE TRAFFIC COMMITTEE      CLARE STREET      ANNEXURE A  
 T2017-01214      SUBURB: GLADESVILLE      PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY      TUESDAY ROSTER

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



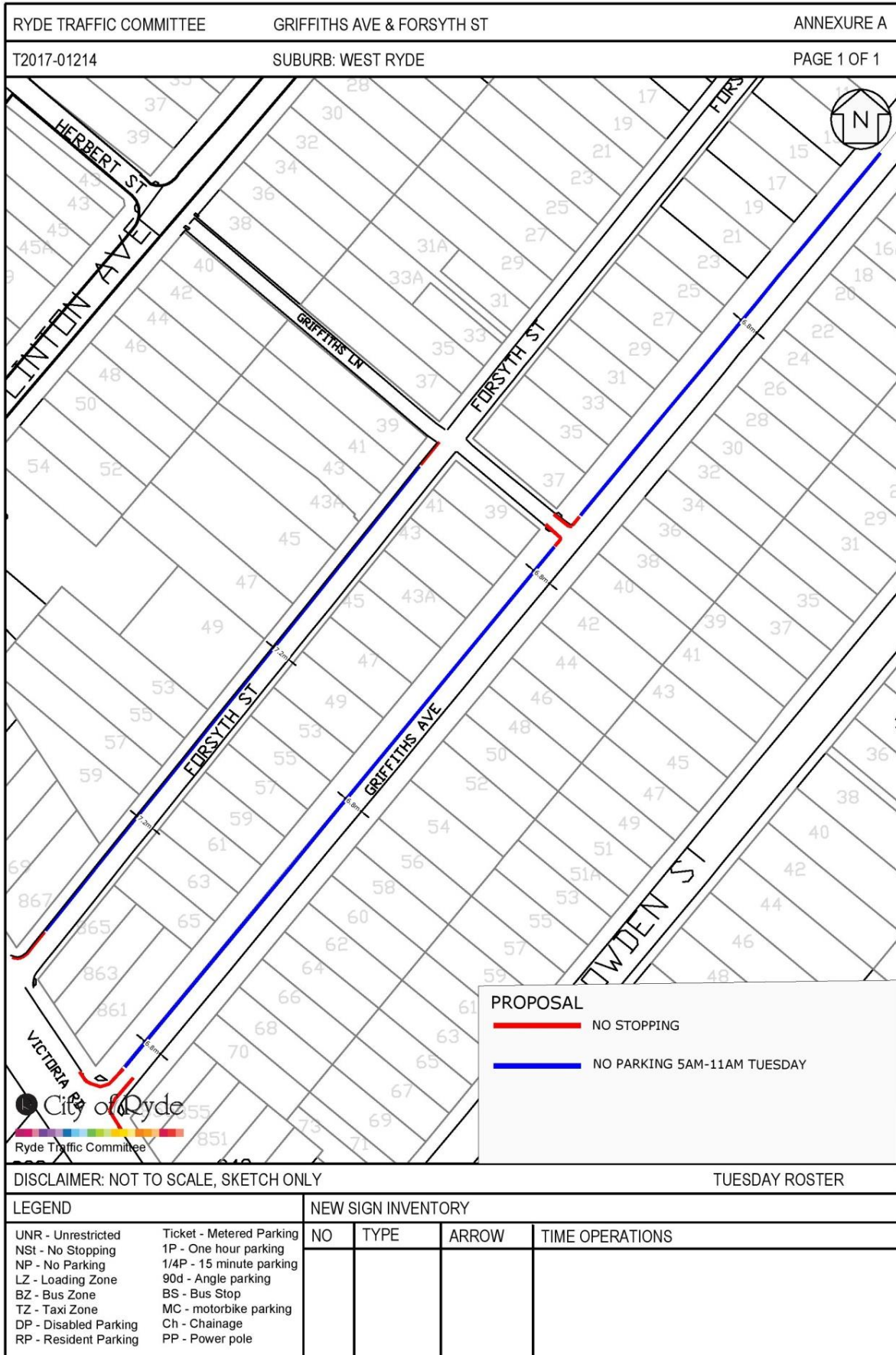
RYDE TRAFFIC COMMITTEE	FARM STREET	ANNEXURE A
T2017-01214	SUBURB: GLADESVILLE	PAGE 1 OF 1

**PROPOSAL**

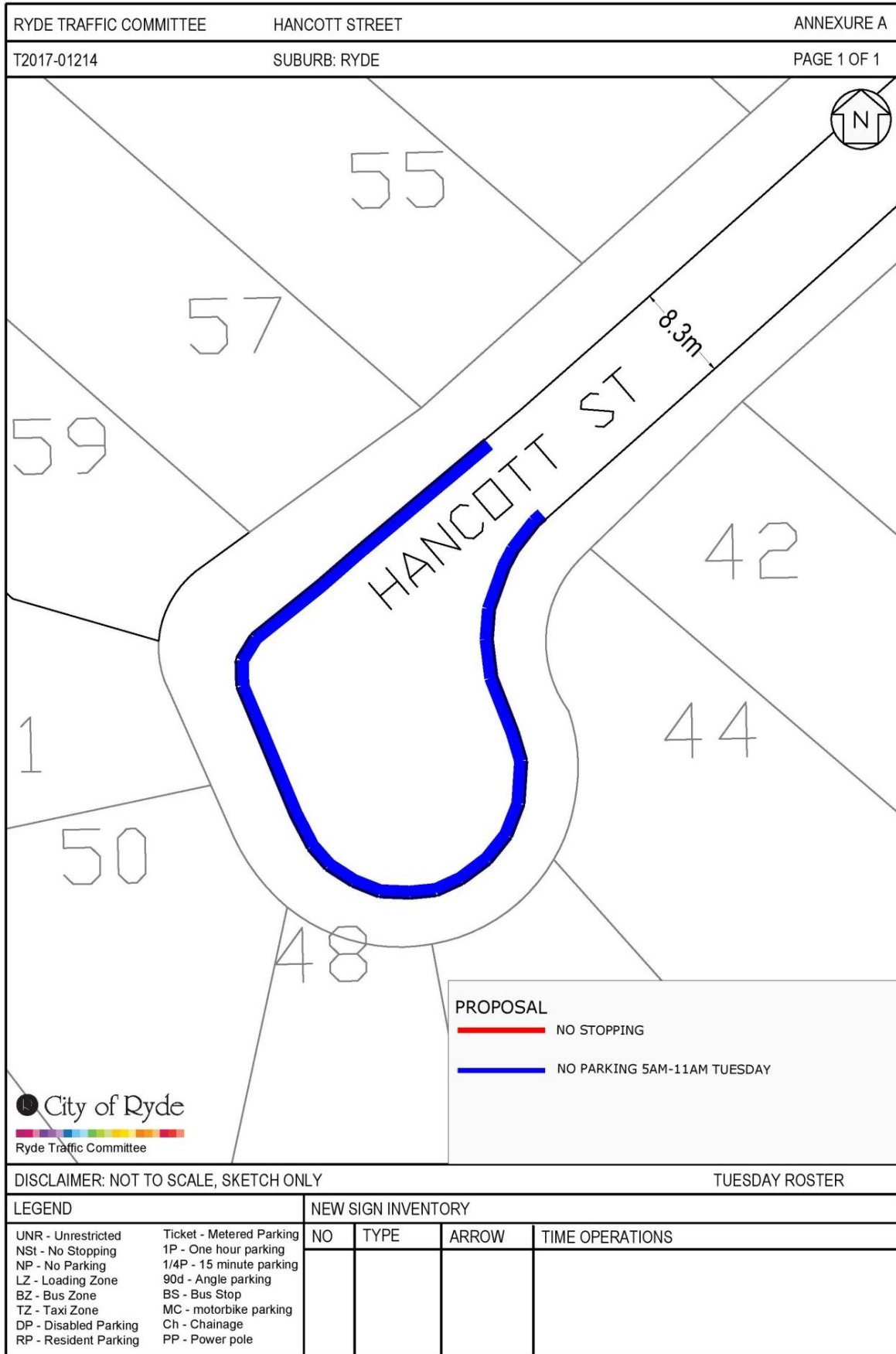
——— NO PARKING 5AM-11AM TUESDAY

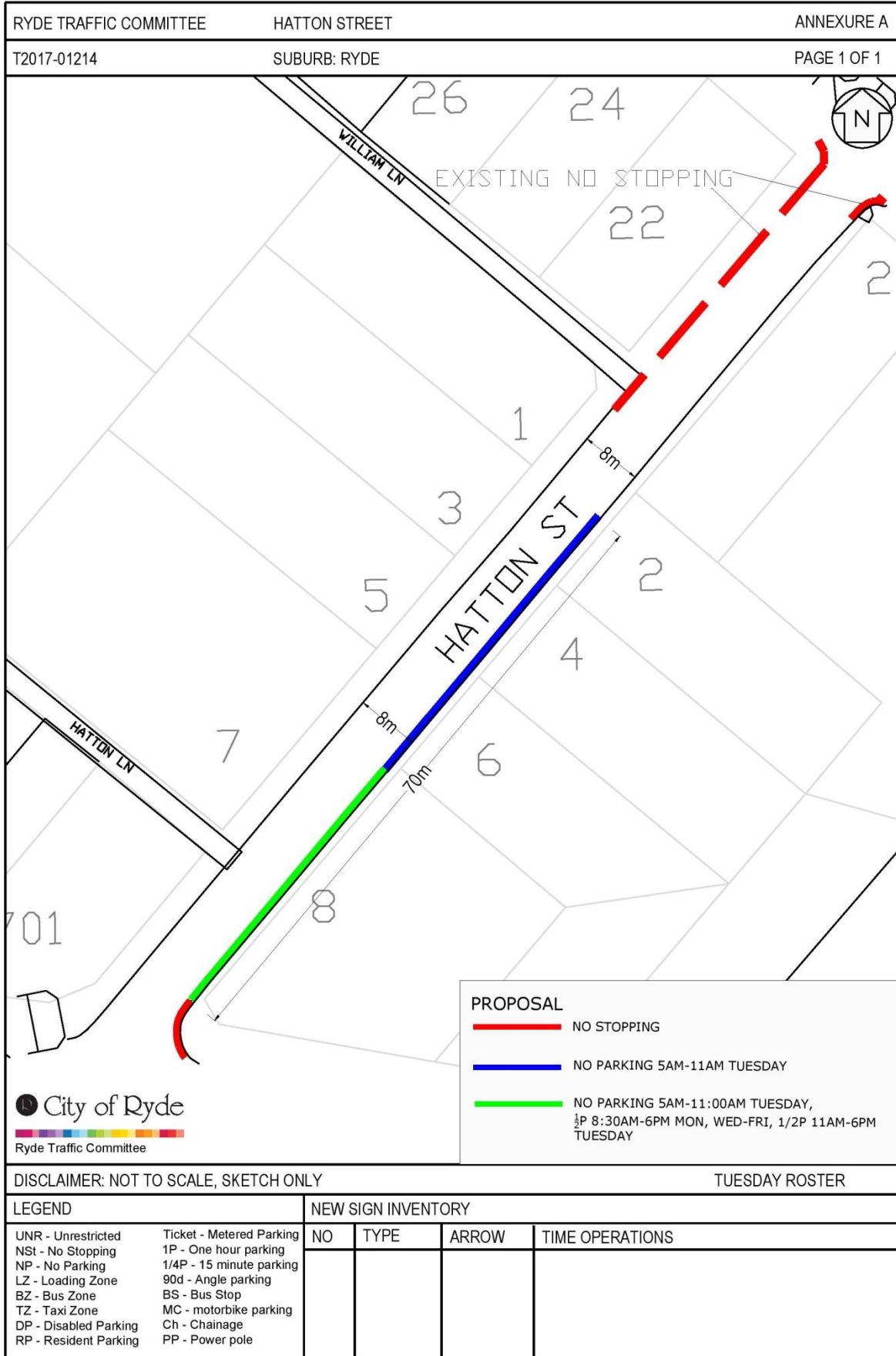
Ryde Traffic Committee

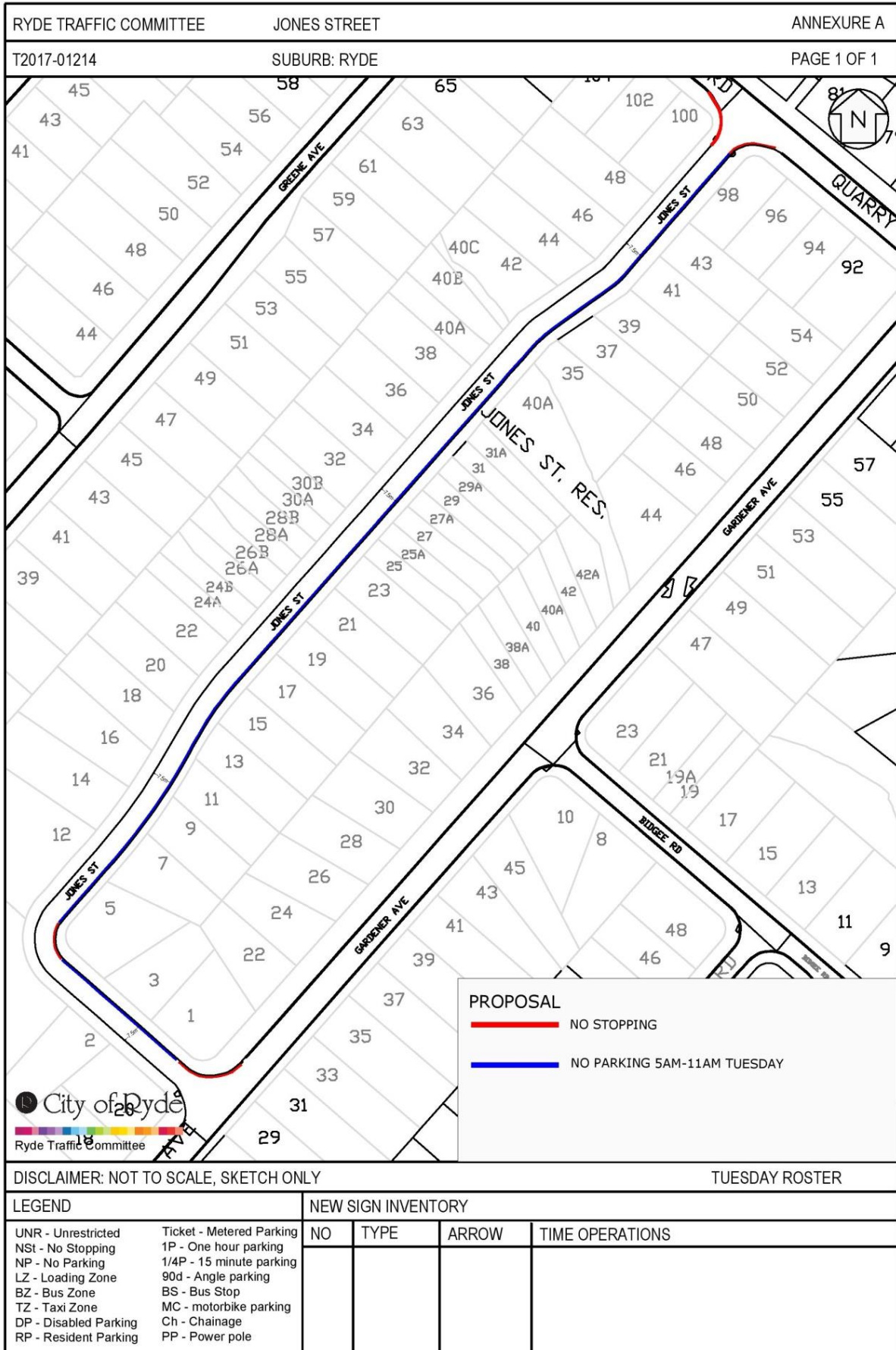
DISCLAIMER: NOT TO SCALE, SKETCH ONLY		TUESDAY ROSTER	
LEGEND		NEW SIGN INVENTORY	
UNR - Unrestricted NST - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking	Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	NO	TYPE
		ARROW	TIME OPERATIONS













RYDE TRAFFIC COMMITTEE	MONASH RD, KIM ST & LEAWILL PL	ANNEXURE A
T2017-01214	SUBURB: GLADESVILLE	PAGE 1 OF 1

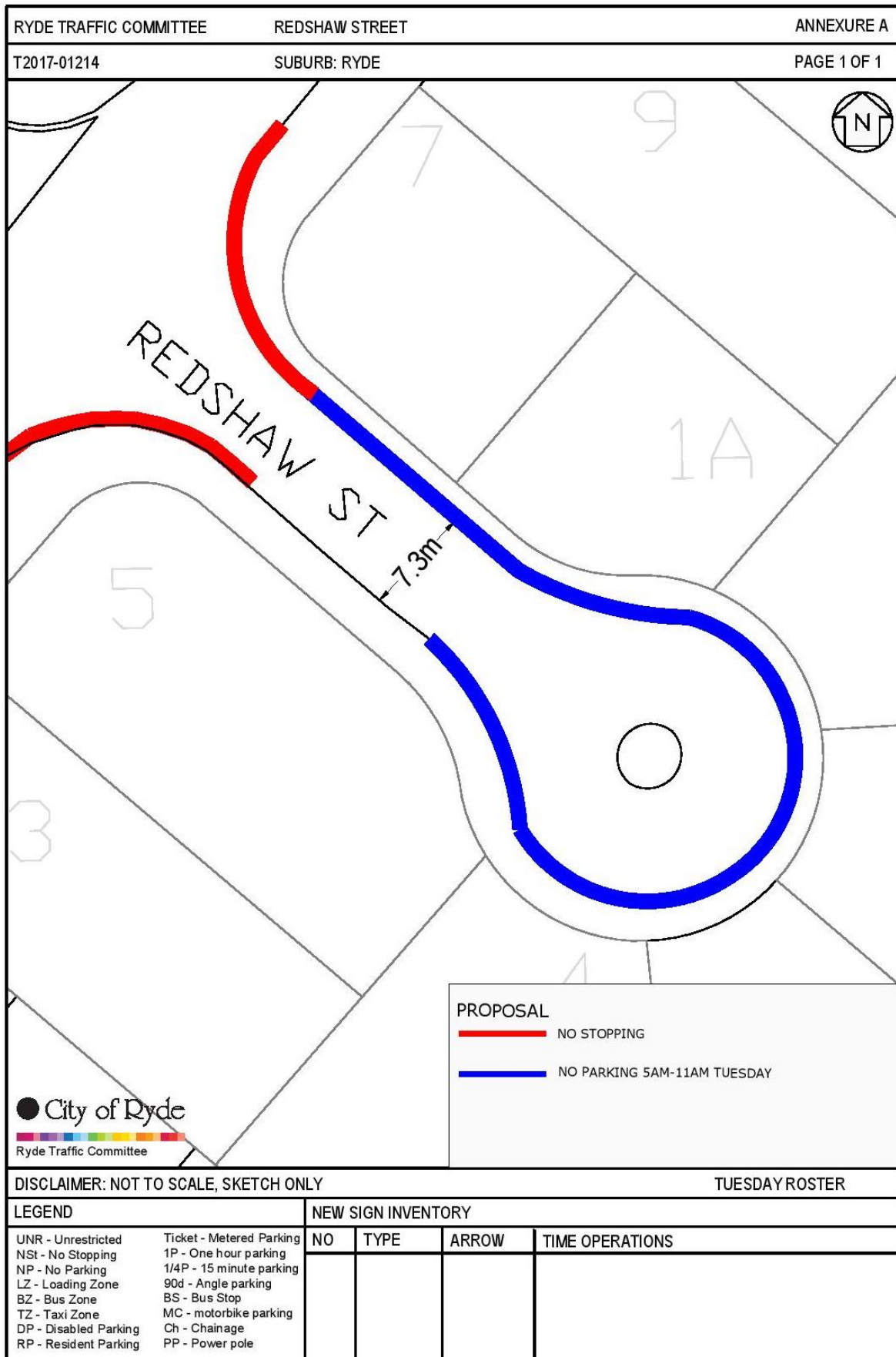
**PROPOSAL**

— NO STOPPING

— NO PARKING 5AM-11AM TUESDAY

DISCLAIMER: NOT TO SCALE, SKETCH ONLY		TUESDAY ROSTER	
LEGEND		NEW SIGN INVENTORY	
UNR - Unrestricted NSSt - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking	Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	NO	TYPE
		ARROW	TIME OPERATIONS





RYDE TRAFFIC COMMITTEE	WHARF RD	ANNEXURE A	
T2017-01214	SUBURB: GLADESVILLE	PAGE 1 OF 1	
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 40%;"> <p>Ryde Traffic Committee</p> </div> <div style="width: 55%;"> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; margin-right: 5px;"></span> NO STOPPING</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></span> NO PARKING 5AM-11AM TUESDAY</li> </ul> </div> </div>			
DISCLAIMER: NOT TO SCALE, SKETCH ONLY		TUESDAY ROSTER	
<b>LEGEND</b>		<b>NEW SIGN INVENTORY</b>	
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE
NSt - No Stopping	1P - One hour parking		ARROW
NP - No Parking	1/4P - 15 minute parking		TIME OPERATIONS
LZ - Loading Zone	90d - Angle parking		
BZ - Bus Zone	BS - Bus Stop		
TZ - Taxi Zone	MC - motorbike parking		
DP - Disabled Parking	Ch - Chainage		
RP - Resident Parking	PP - Power pole		



RYDE TRAFFIC COMMITTEE	ROBINSON STREET	ANNEXURE A
T2017-01214	SUBURB: RYDE	PAGE 1 OF 1

**PROPOSAL**

— NO STOPPING

— NO PARKING 5AM-11AM TUESDAY

DISCLAIMER: NOT TO SCALE, SKETCH ONLY		TUESDAY ROSTER	
<b>LEGEND</b>		<b>NEW SIGN INVENTORY</b>	
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE
NSt - No Stopping	1P - One hour parking		
NP - No Parking	1/4P - 15 minute parking		
LZ - Loading Zone	90d - Angle parking		
BZ - Bus Zone	BS - Bus Stop		
TZ - Taxi Zone	MC - motorbike parking		
DP - Disabled Parking	Ch - Chainage		
RP - Resident Parking	PP - Power pole		



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**ITEM (B)                    ASTER STREET AND DAFFODIL STREET, EASTWOOD**

**SUBJECT:**                    **TRAVEL LANES AT HORIZONTAL CURVE**  
**ELECTORATE:**                RYDE  
**WARD:**                        WEST  
**POLICE LAC:**                RYDE  
**ROAD CLASS:**                NON-CLASSIFIED  
**REFERENCE:**                CRM-2004894 & T2017-01544  
**OFFICER:**                    H CHOUDHRY

**INTRODUCTION**

City of Ryde has received representation from a resident of Daffodil Street requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, to improve safety. The existing configuration creates a road environment that could lead to an increased likelihood of head-on collisions.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

**CONTEXT**

Aster Street is a two-way local road with approximately 7 m wide carriageway and unrestricted parking is permitted on both sides of the street.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.



## COMMUNITY ENGAGEMENT

The occupants of twelve surrounding properties were notified of the proposal, as shown in *Figure B1*. One comment has been received in support and one in opposition to the proposed changes. A further three comments have been received, providing qualified support.

The occupants that do not support the proposed changes have raised the following concerns:

- Loss of on-street parking.

The occupants that have provided qualified support have made the following suggestions:

- Extend the proposed parking controls to include the frontage of 4 Aster Street, thereby not enabling a boat trailer to be parked at this location.
- Reduce the length of the 'NO STOPPING' on the inner radius by approximately 6 m.
- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the concerns and suggestions raised:

- When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passing vehicles. This increases the likelihood of:
  - drivers needing to reverse back around the horizontal curve, when confronted with oncoming traffic, and
  - head-on collisions.

Furthermore, access for larger vehicles, such as emergency vehicles, is inhibited. It is noted all properties in the area have off-street parking for multiple vehicles. The re-allocation of kerbside parking has been minimised to provide two travel lanes at the horizontal curve only.

- Installing parking controls to prevent particular vehicles, such as boat trailers, from parking at certain locations only encourages those vehicles to be moved elsewhere.
- A minimum of 3 m of width is required between dividing (BB) lines and kerbside parking, for traffic to avoid travelling in the opposing travel lane. Therefore, the 'NO STOPPING' zones need to terminate 6 m beyond the dividing (BB) lines.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available and all properties in the area have off-street parking for multiple vehicles.

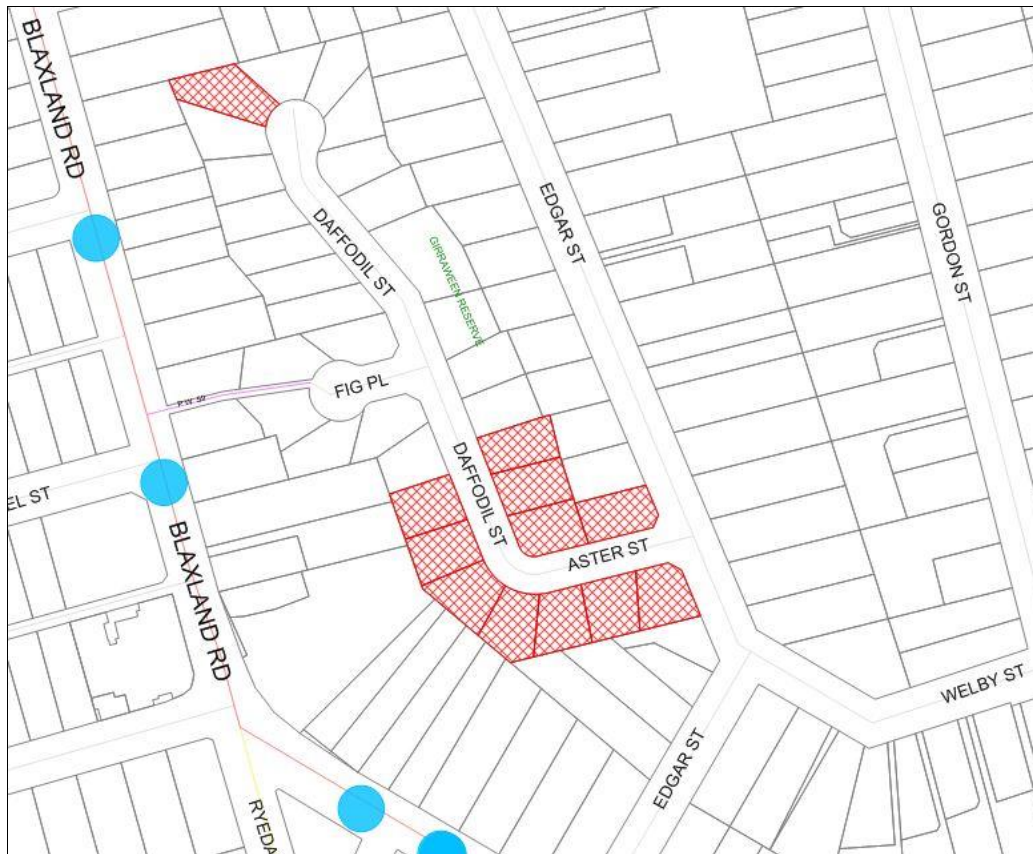


Figure B1 Community engagement distribution

## DISCUSSION

In order to address the issues raised, it is proposed to install the following measures at the intersection Aster Street and Daffodil Street:

- a 21 m dividing (BB) line around the horizontal curve,
- a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve, and
- a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve.

These measures will provide two 3.5 m wide travel lanes for opposing traffic.

## APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.



The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

## PROPOSAL

To install:

1. a 21 m dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood,
2. a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and
3. a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood.







RYDE TRAFFIC COMMITTEE		ASTER STREET		ANNEXURE A	
T2017-01544		SUBURB: EASTWOOD		PAGE 1 OF 1	
<p>Ryde Traffic Committee</p>					
DISCLAIMER: NOT TO SCALE, SKETCH ONLY					
LEGEND		NEW SIGN INVENTORY			
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE	ARROW	TIME OPERATIONS
NSt - No Stopping	1P - One hour parking	2	NSt	L	UNRESTRICTED
NP - No Parking	1/4P - 15 minute parking	2	NSt	R	UNRESTRICTED
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



<b>ITEM (C)</b>	<b>GILDA STREET, NORTH RYDE</b>
<b>SUBJECT:</b>	<b>TRAVEL LANES AT PITTWATER ROAD</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-2014253 & T2017-01724
<b>OFFICER:</b>	J BEGLEY

## **INTRODUCTION**

City of Ryde has received representation from a resident of Gilda Street requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes in Gilda Street, near the intersection with Pittwater Road, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

## **CONTEXT**

1. Gilda Street is a local road, with a posted speed limit of 50 km/h.
2. Parking in Gilda Street is unrestricted.
3. Pittwater Road is classified as a regional road with a posted speed limit of 60 km/h.
4. Gilda Street is a narrow local road located off Pittwater Road and sees considerable usage by commuters who either park in the street, or use it as a turnaround area to travel back towards Epping Road in order to gain access to the North Ryde Business Park via Rickett Street.
5. The vertical alignment of Gilda Street drops away quite significantly from its intersection with Pittwater Road, and when combined with parked vehicles, leads to localised congestion between those vehicles entering and those leaving Gilda Street.

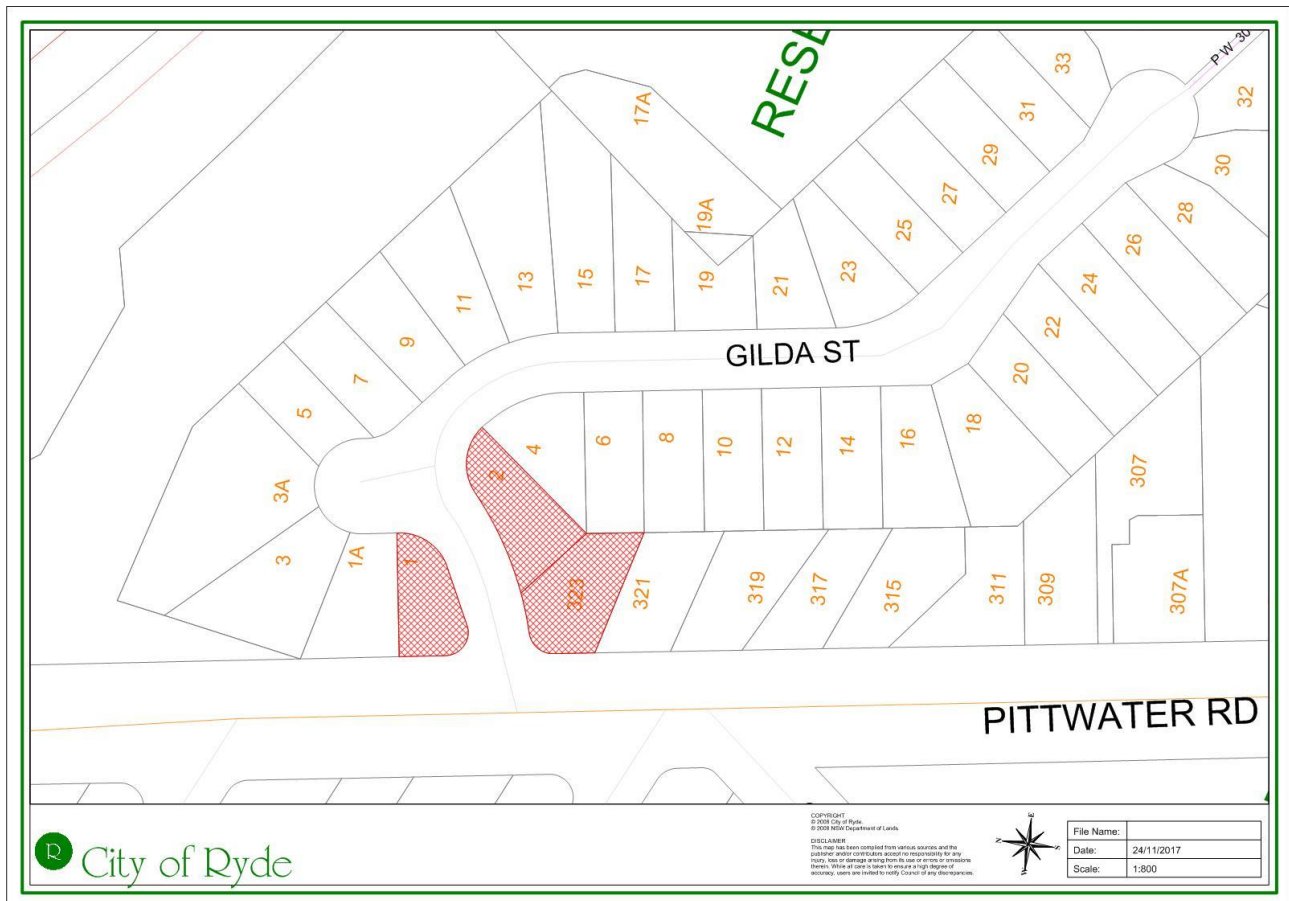


**REFERENCES**

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

**COMMUNITY ENGAGEMENT**

The occupants of three surrounding properties were notified of the proposal, as shown in *Figure C1*. Two comments have been received in support of the proposed changes.



*Figure C1 Community engagement distribution*





## DISCUSSION

In order to address the issues raised, it is proposed to install the following measures in Gilda Street, at Pittwater Road:

1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street,
2. an 18m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, and
3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.

These measures will provide two 3.0 m wide travel lanes for opposing traffic.

## APPROVALS

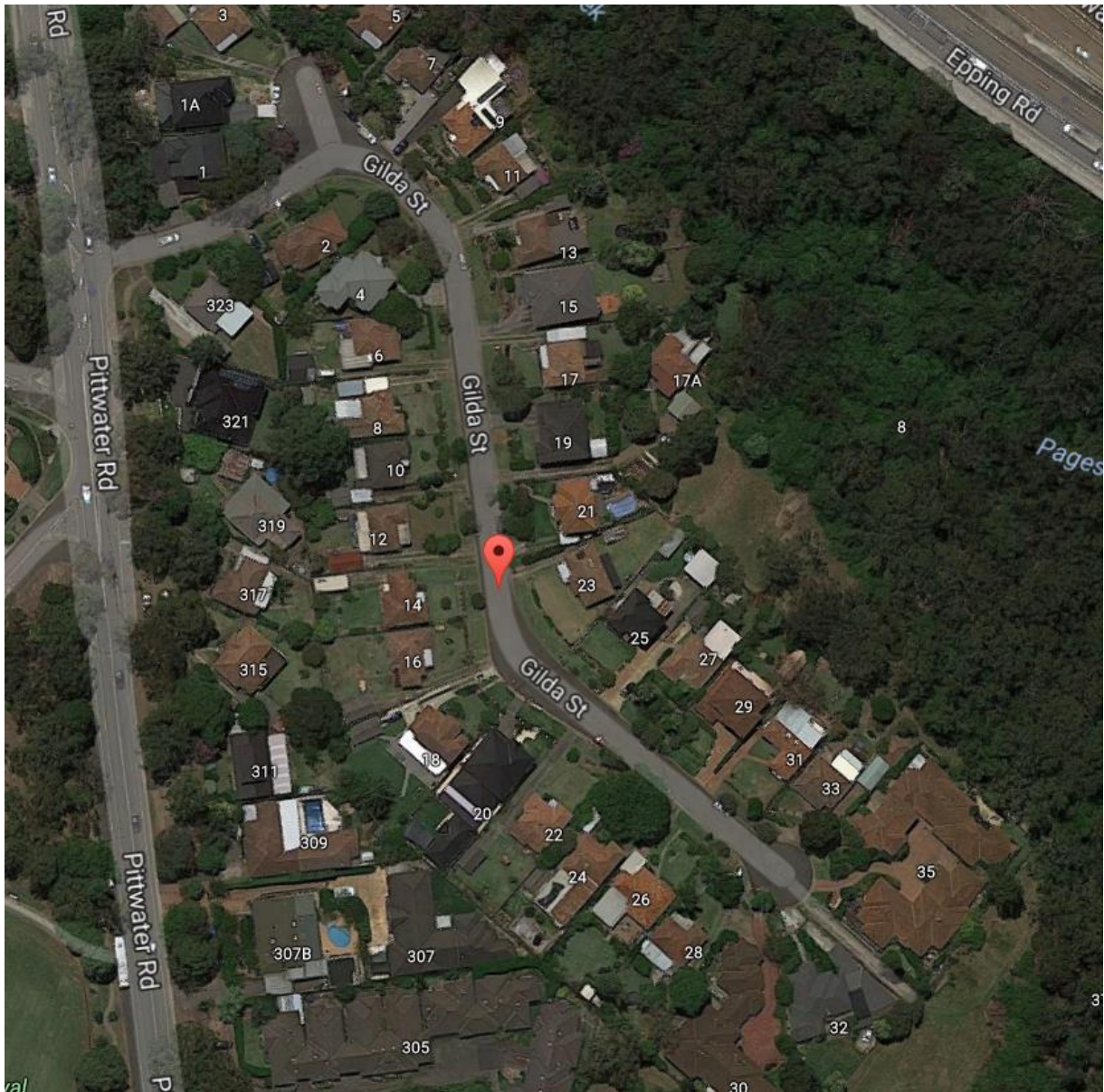
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

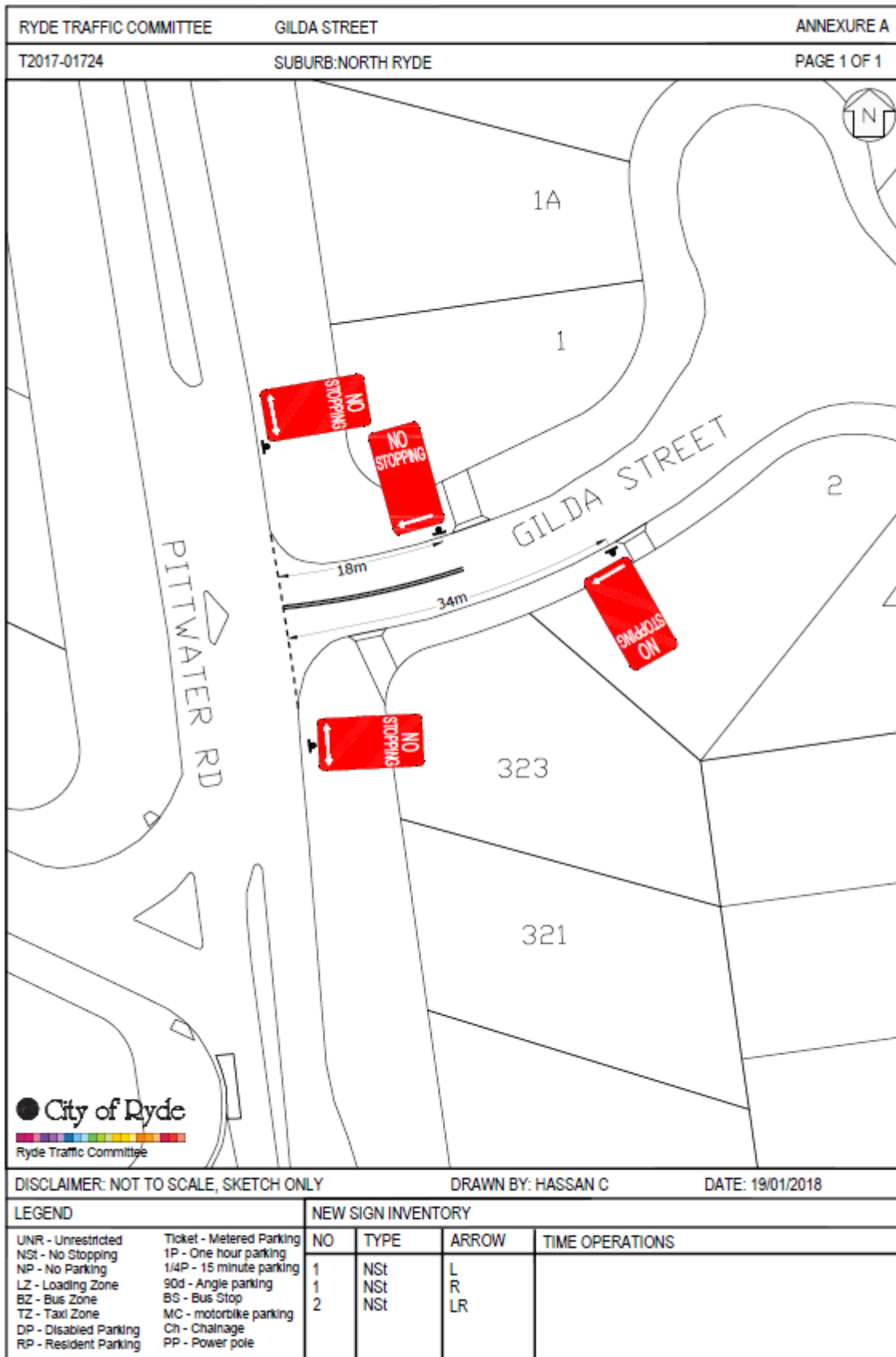
The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

## PROPOSAL

To install:

1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde,
2. an 18m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and
3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.







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<b>ITEM (D)</b>	<b>DAVID AVENUE, NORTH RYDE</b>
<b>SUBJECT:</b>	<b>TRAVEL LANES AT HORIZONTAL CURVE</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-2015378 & T2017-01747
<b>OFFICER:</b>	J BEGLEY

## INTRODUCTION

City of Ryde has received representation from a resident of Holt Avenue requesting consideration be given to extending the traffic and parking controls to provide two opposing travel lanes around the horizontal curve in David Avenue, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

## BACKGROUND

Council has previously installed dividing (BB) linemarking on the horizontal curve in David Avenue. However, the associated 'NO STOPPING' controls have been located too close to end of the dividing (BB) linemarking and motorists are forced to cross the dividing (BB) linemarking if vehicles are parked just outside the 'NO STOPPING' zones.

## CONTEXT

1. David Avenue is a local road with a speed limit of 50 km/h and a 6 m wide carriageway.
2. All properties have access to off-street parking.

## REFERENCES

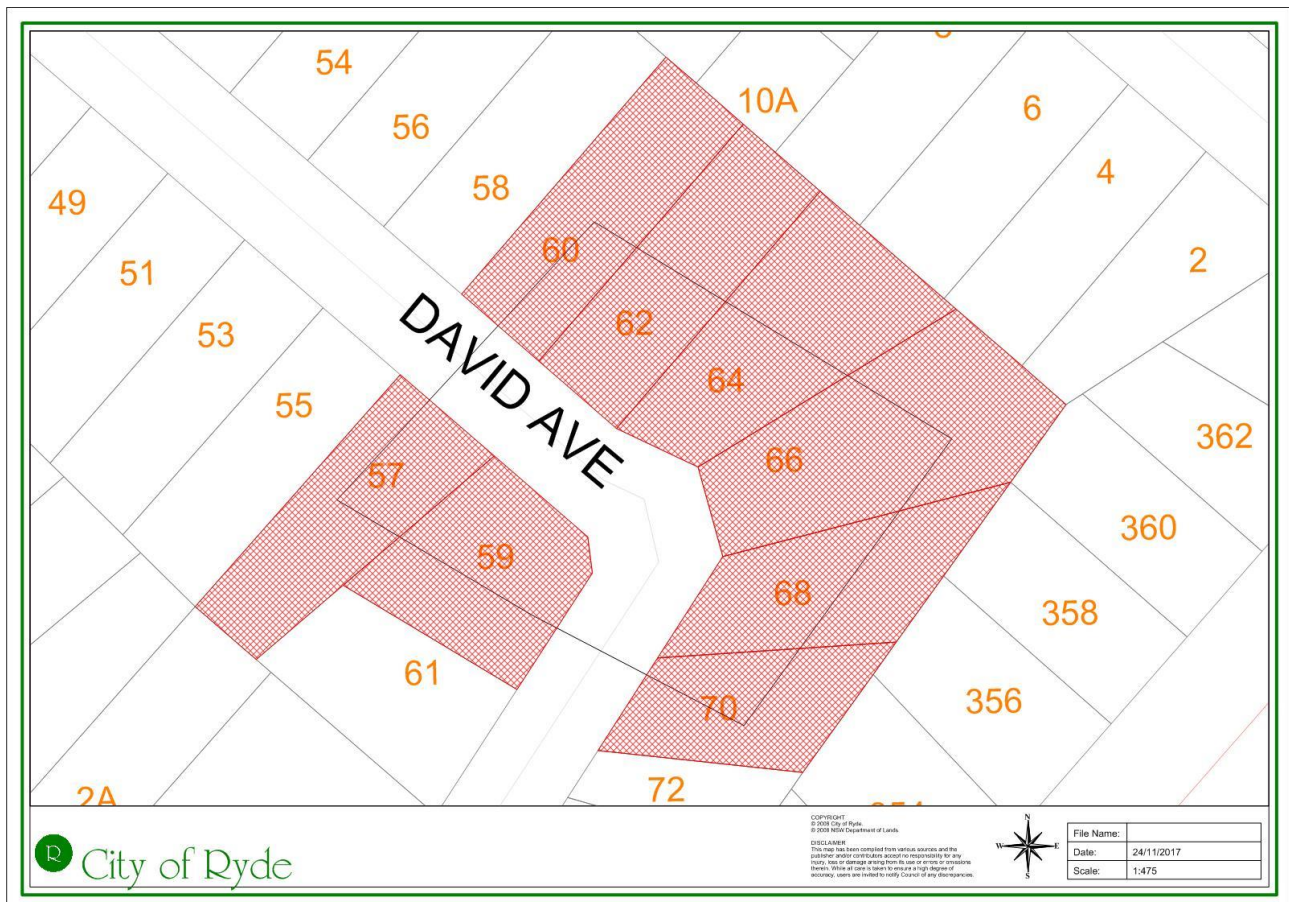
- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)



- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993.*

**COMMUNITY ENGAGEMENT**

The occupants of eight surrounding properties were notified of the proposal, as shown in *Figure D1*. Council has received one comment in support of the proposed changes, with no comments in opposition.



*Figure D1 Community engagement distribution*

**DISCUSSION**

In order to address the issues raised, it is proposed to modify the following measures at the horizontal curve in David Avenue:

- extend the existing 'NO STOPPING' zone on the inner radius by 5 m to the southwest and by 8 m to the northwest, and
- extend the existing 'NO STOPPING' zone on the outer radius by 5 m to the southwest.

These changes will maintain two 3 m wide travel lanes for opposing traffic, without the need for vehicles to cross the existing dividing (BB) linemarking.



## APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

## PROPOSAL

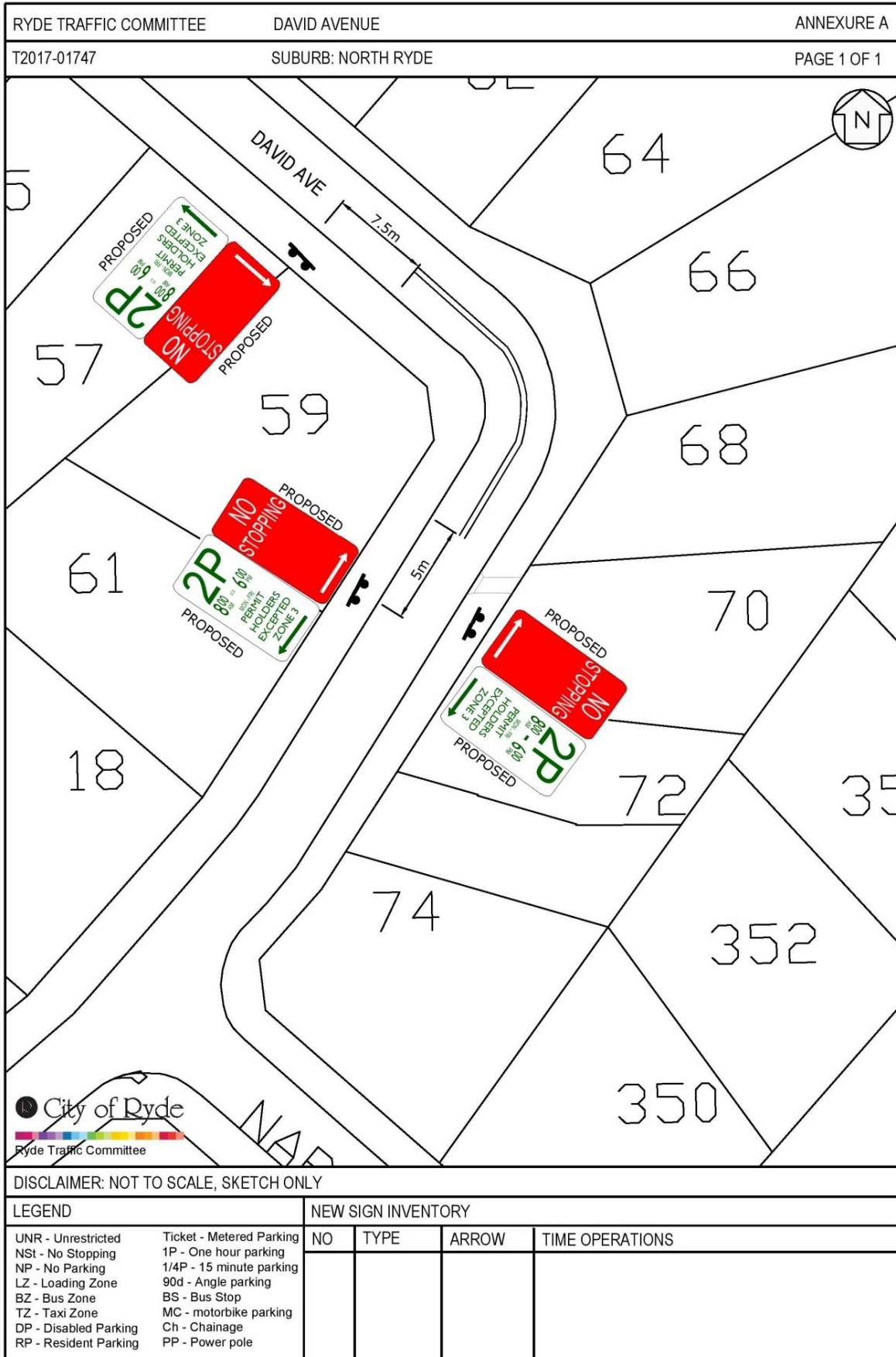
To extend:

1. the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 m to the southwest and by 8 m to the northwest, and
2. the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 m to the southwest.











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<b>ITEM (E)</b>	<b>MILROY STREET, NORTH RYDE</b>
<b>SUBJECT:</b>	<b>TRAVEL LANES AT INTERSECTION WITH KENT ROAD</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-2008053 & T2017-01604
<b>OFFICER:</b>	J BEGLEY

## INTRODUCTION

City of Ryde has received representation from a resident of Kent Road requesting that consideration be given to extend the parking controls to provide two opposing travel lanes in Milroy Street, at the intersection of Kent Road, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety. It has been found that vehicles must cross the dividing (BB) linemarking, to access Milroy Street from Kent Road. These double centrelines are required on approach to the traffic island at Kent Road.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

## CONTEXT

1. Milroy Street is a local road with a posted speed limit of 50 km/h and a 6.4 m wide carriageway.
2. '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED' parking restrictions are in operation on both sides of Milroy Street.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.



**COMMUNITY ENGAGEMENT**

The occupants of two surrounding properties were notified of the proposal, as shown in Figure E1. Council has received one comment in support of the proposed changes, with no comments in opposition.

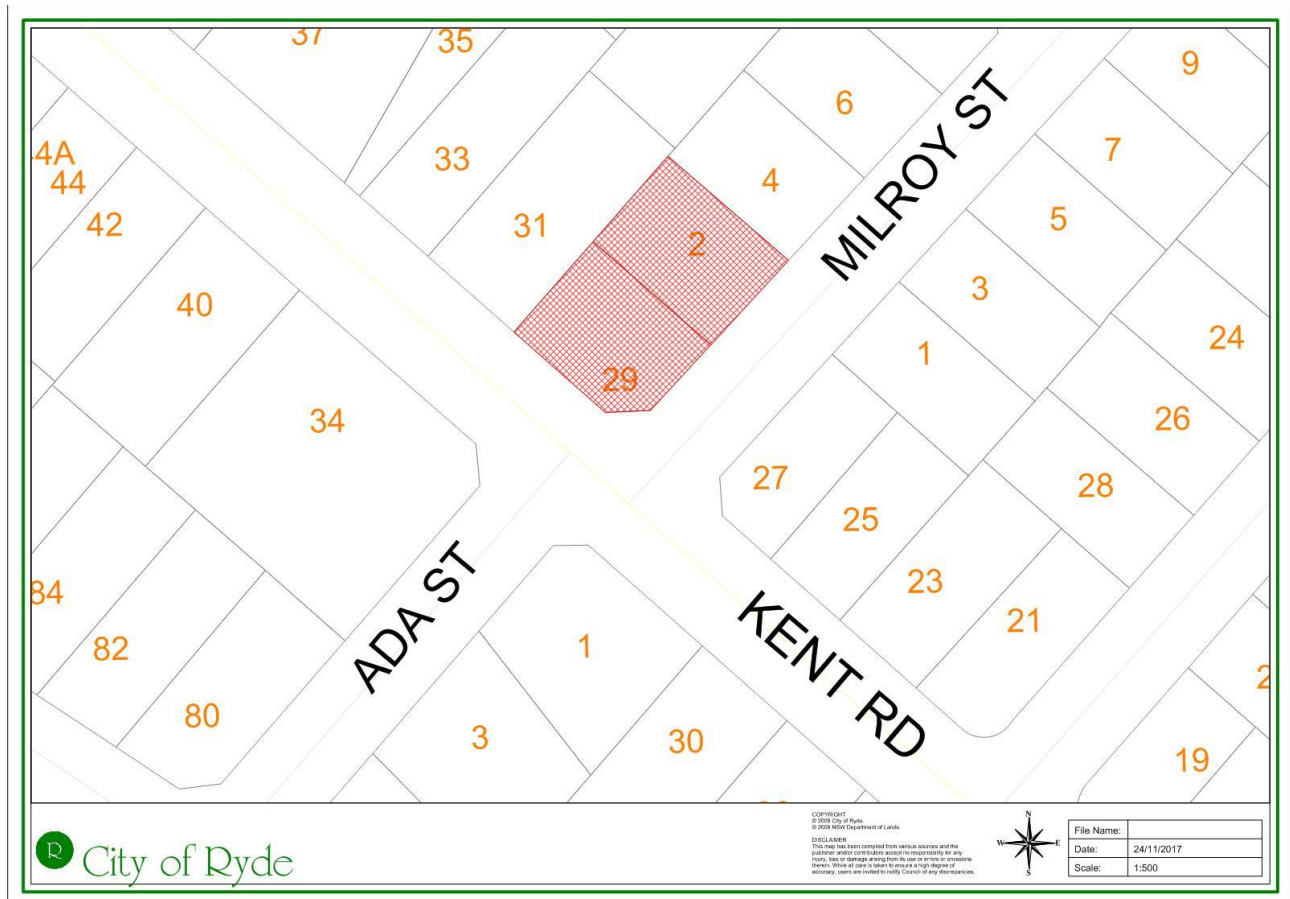


Figure E1 Community engagement distribution

**DISCUSSION**

In order to address the issues raised, it is proposed to extend the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street at Kent Road to 15 m. These changes will maintain two travel lanes for opposing traffic, without the need for vehicles to cross the existing dividing (BB) linemarking.

**APPROVALS**

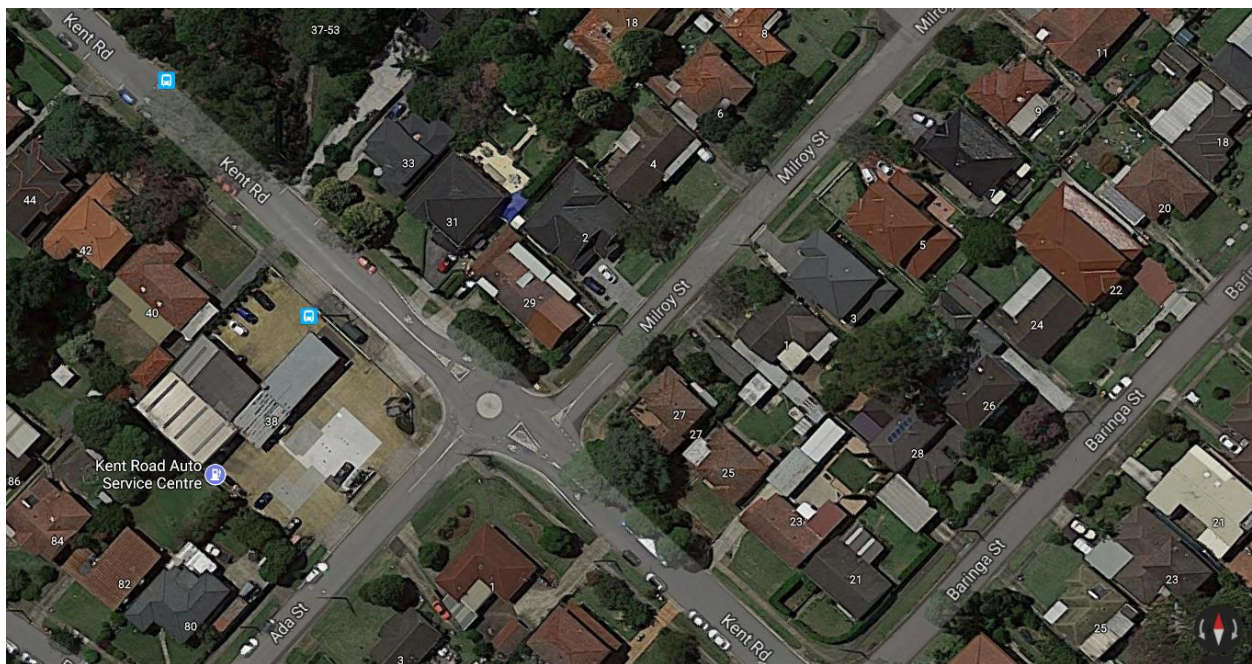
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

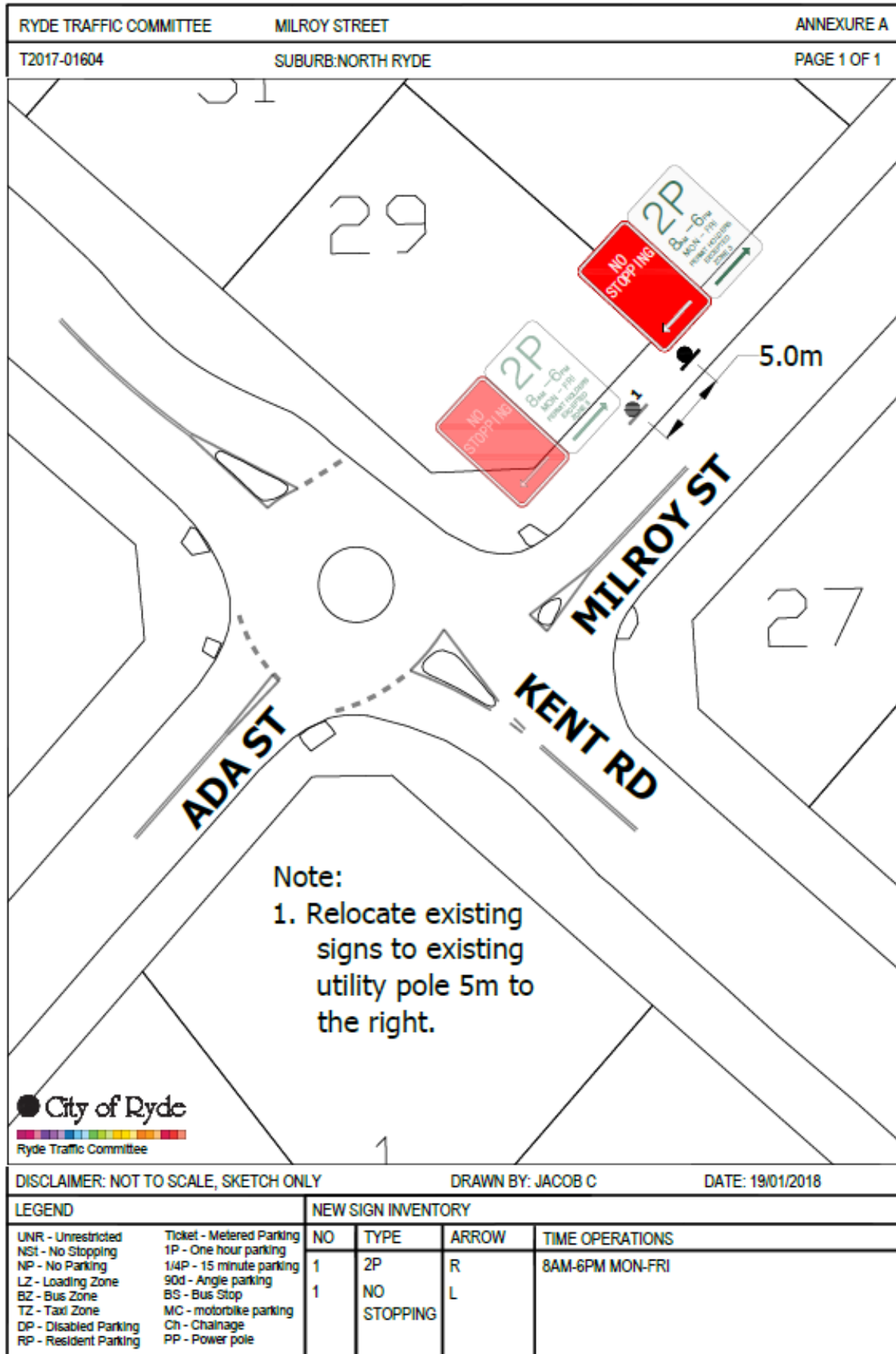


The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

## PROPOSAL

To extend the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 m.







<b>ITEM (F)</b>	<b>VIMIERA ROAD, MARSFIELD</b>
<b>SUBJECT:</b>	<b>‘KEEP CLEAR’ LINEMARKING AT DAYMAN PLACE</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	WEST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	T2017- 01061
<b>OFFICER:</b>	J BEGLEY

## **INTRODUCTION**

City of Ryde has received representation from residents of Dayman Place requesting consideration be given to installing ‘KEEP CLEAR’ linemarking in Vimiera Road, at the intersection of Dayman Place, Marsfield.

Council officers receive a number of requests from residents to install ‘DO NOT QUEUE ACROSS INTERSECTION’ signage or ‘KEEP CLEAR’ markings in similar situations throughout the City of Ryde. It is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

## **BACKGROUND**

To address these issues, a ‘DO NOT QUEUE ACROSS INTERSECTION’ sign was installed in Vimiera Road, facing south-westbound traffic at Dayman Place. Council has since been contacted to advise that drivers continue to queue in Vimiera Road, across Dayman Place.

## **CONTEXT**

1. Vimiera Road is a four-lane, two-way road, comprised of two travel lanes and two parking lanes.
2. Vimiera Road and Dayman Place are both local roads with a posted speed limit of 50 km/h.
3. All vehicular movements are permitted at the intersection of Epping Road and Vimiera Road.
4. Vimiera Road offers direct access to Macquarie University, Macquarie Shopping Centre and M2 Motorway.
5. Dayman Place is a local road that intersects with Vimiera Road and Epping Road.



6. Dayman Place operates under a left-in/left-out arrangement at Epping Road, thus westbound traffic in Epping Road, wishing to access Dayman Place, must turn right at Vimiera Road and then right into Dayman Place. This right turn from Vimiera Road into Dayman Place is often delayed, due to vehicles queuing in Vimiera Road, causing vehicles to queue back through the signalised intersection with Epping Road.

## REFERENCES

- [NSW] *Road Rules 2014 Rule 96 Keep clear markings*
- RMS's *Delineation – Section 9 – Messages on Pavements (including bus lane treatments)*
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993.*

## COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

## DISCUSSION

The following criteria for installing 'KEEP CLEAR' linemarking is outlined in RMS's *Delineation Section 9 - Messages on Pavement (Including Bus Lane Markings)*:

- Unsignalised intersections, which are frequently blocked by traffic queues, mainly on the approach to traffic signals or railway level crossings.
- Car park entrances which are frequently blocked by traffic queues.
- Emergency vehicle station accesses, which may be blocked by traffic queues.
- 'KEEP CLEAR' pavement markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.
- 'KEEP CLEAR' markings must NOT be provided to allow vehicles to turn left from a side street or car park.
- 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area.
- Where the criteria for the installation of 'KEEP CLEAR' markings cannot be met, the alternative option is to install the advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign.





Recent site inspections revealed that the southbound queue of vehicles on Vimiera Road from its signalised intersection with Epping Road extended past the intersection of Vimiera Road and Dayman Place. Right turn vehicles wishing to access Dayman Place were prevented from doing so, and as Vimiera Road is only one lane northbound, queues formed extending back towards Epping Road

## APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

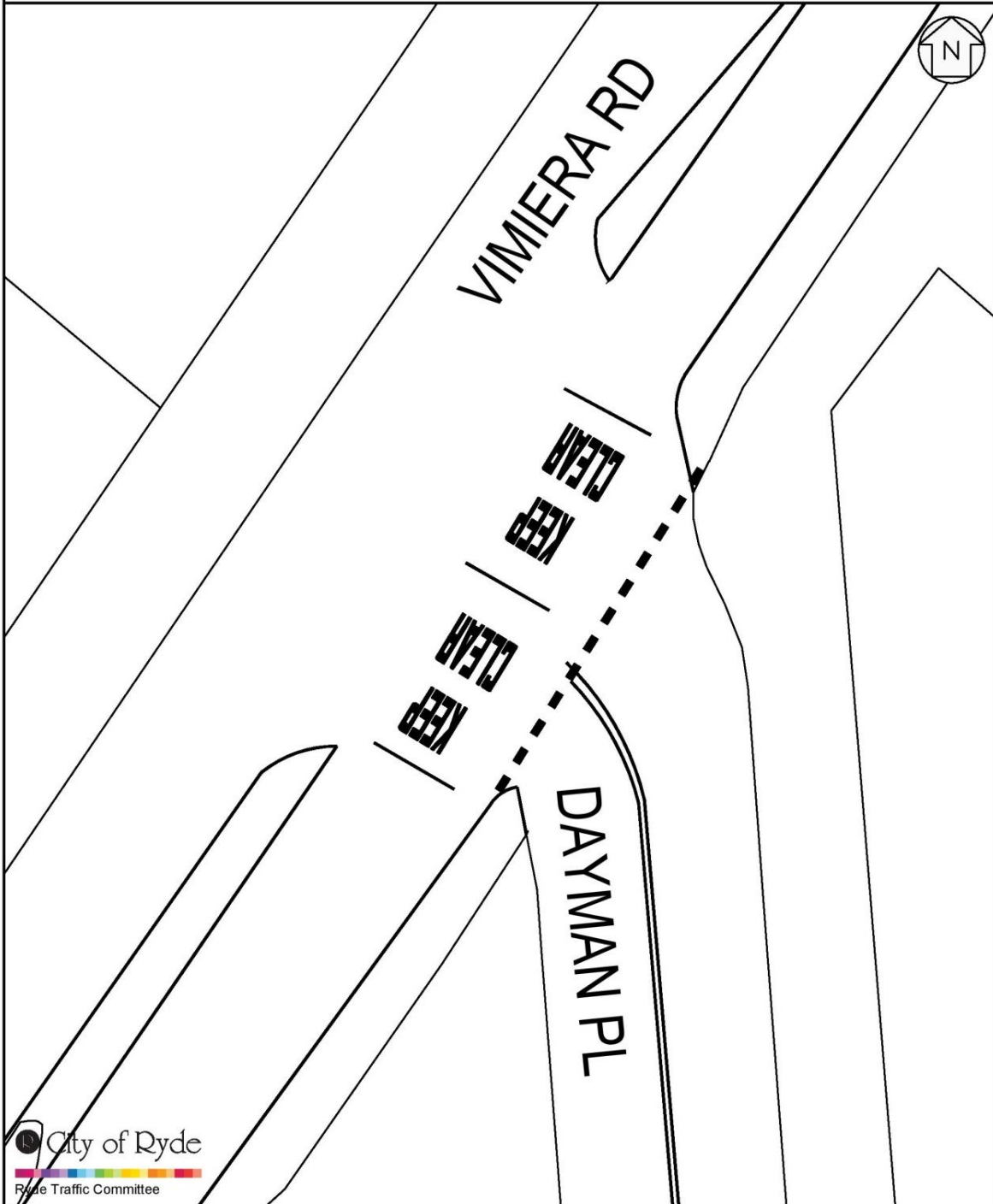
## PROPOSAL

To install 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.





RYDE TRAFFIC COMMITTEE	DAYMAN PL AND VIMIERA ROAD INTERSECTION	ANNEXURE A
T2017-01061	SUBURB: MARSFIELD	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



<b>ITEM (G)</b>	<b>OSLO STREET, MARSFIELD</b>
<b>SUBJECT:</b>	<b>TRAFFIC CONTROLS AT THE INTERSECTION WITH YANGALLA STREET</b>
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017-01936
OFFICER:	J BEGLEY

## INTRODUCTION

City of Ryde has received representation from a resident of Yangalla Street requesting consideration be given to installing traffic controls at the intersection of Oslo Street and Yangalla Street, Marsfield, to reinforce the requirement to give way at this T-intersection.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install a STOP sign and associated linemarking at an intersection without traffic lights, and
2. Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.

## CONTEXT

Oslo Street is a short cul-de-sac street which flares out at its intersection with Yangalla Street, both of which have a speed limit of 50 km/h.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights
- [NSW] *Road Rules 2014* Rule 69 Giving way at a give way sign or give way line at an intersection (except a roundabout)
- [NSW] *Road Rules 2014* Rule 72 Giving way at an intersection (except a T-intersection or roundabout)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

## COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.



## DISCUSSION

'GIVE WAY' signs and 'STOP' signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals, by allocating priority to traffic on one of the intersecting roads. Australian Standard *AS1742.2 MUTCD Part 2 Traffic control devices for general use* specifies that these signs are used as follows:

- 'GIVE WAY' or 'STOP' signs shall be provided at all intersections with four or more legs.
- 'GIVE WAY' or 'STOP' signs shall be provided at any three way intersection where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example at a Y-junction.
- 'GIVE WAY' or 'STOP' signs should be used for road safety reasons at un-signalised intersections where the continuing road (i.e. bar of the T) is an arterial road or sub-arterial road.
- 'STOP' signs shall be provided instead of 'GIVE WAY' signs on any controlled approach where sight distance is substandard.
- 'STOP' signs shall not be used where intersection sight distance is adequate for 'GIVE WAY' signs.

In all other cases, 'GIVE WAY' signs are not required if the T-intersection rule operates satisfactorily and there is no requirement for 'STOP' signs due to reduced intersection sight distance. In determining whether a 'STOP' sign is required on the minor road, the sight distance, in either direction along the major or uncontrolled road as shown in the figure below is less than the distance given for the corresponding major road speed.

All state roads agencies in Australasia have adopted Austroads' *Guide to Traffic Management* series, to provide consistency throughout the region. This agreement means that the Austroads' guides and the Australian Standards, which are referenced in them, are the primary reference material for RMS.

RMS has also released a supplement to each of the Austroads' guides and to Australian Standard *AS1742.2 MUTCD Parts 1-15*, to clarify, add to, or modify the reference material by exception. RMS states that it accepts the principles in the Australian Standards, with variations documented in the supplements under the following categories:

- RMS Enhanced Practice: RMS practices, which enhance the Australian Standards.
- RMS Complementary Material: RMS traffic reference material - including manuals, technical directions and other reference material to be read in conjunction with the Australian Standards - that complements the Australian Standards.
- RMS Departures: RMS traffic practices that depart from the Australian Standards.

If there are any differences in practice between *the Supplement* and other RMS material, RMS applies *the Supplement*. This difference in practice comes into play when deciding whether 'STOP' signage should be installed over the standard 'GIVE WAY' signage.



RMS has chosen not to use the sight distance criteria as outlined in Australian Standard AS1742.2, as outlined in *Figure G1*, when determining whether an intersection meets the criteria for a 'STOP' sign and, instead, utilises a more restrictive sight distance profile as shown in *Figure G2*.

In the case of Oslo Street and Yangalla Street, both of these streets have an urban speed limit of 50 km/h. Using the Australian Standards sight distance profile for Oslo Street, a 'STOP' sign would not be considered warranted; however, if the RMS sight distance profile is utilised, then a 'STOP' sign is warranted.

Using the RMS sight distance profile would result in the majority of intersections requiring 'STOP' signage and associated linemarking, as sight distance is measured from the driver being 10 m back from the edge of the through road carriageway, whilst Australian Standards has the driver at 3 m back from the edge of the through road carriageway. This would seem not only impractical from installation, maintenance and enforcement perspectives, but also represents an unrealistic profile of intersection use.

Council awaits advice from RMS regarding the rationale behind their supplement and intends to use the Australian Standard unless otherwise advised.

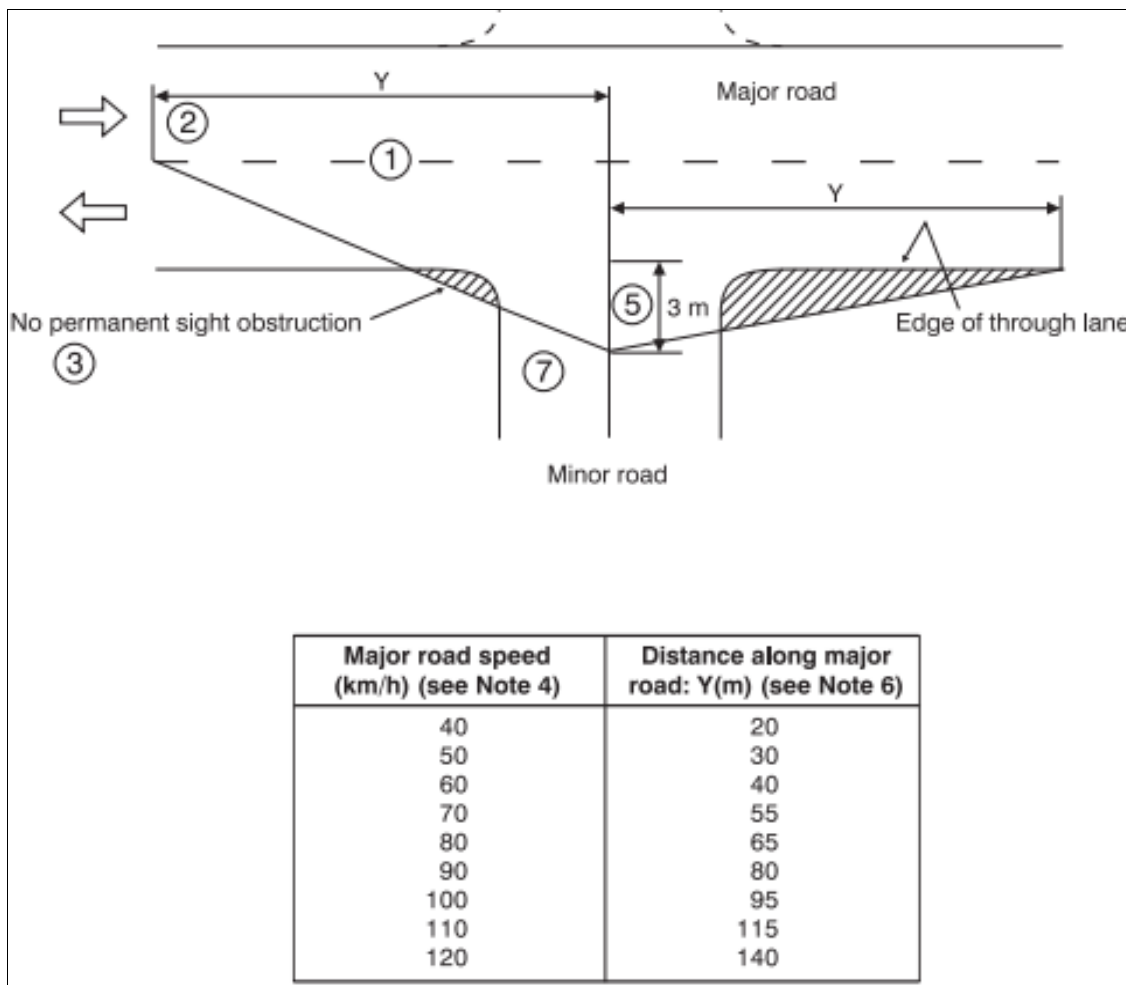


Figure G1 Australian Standard's sight distance profile for 'STOP' signs

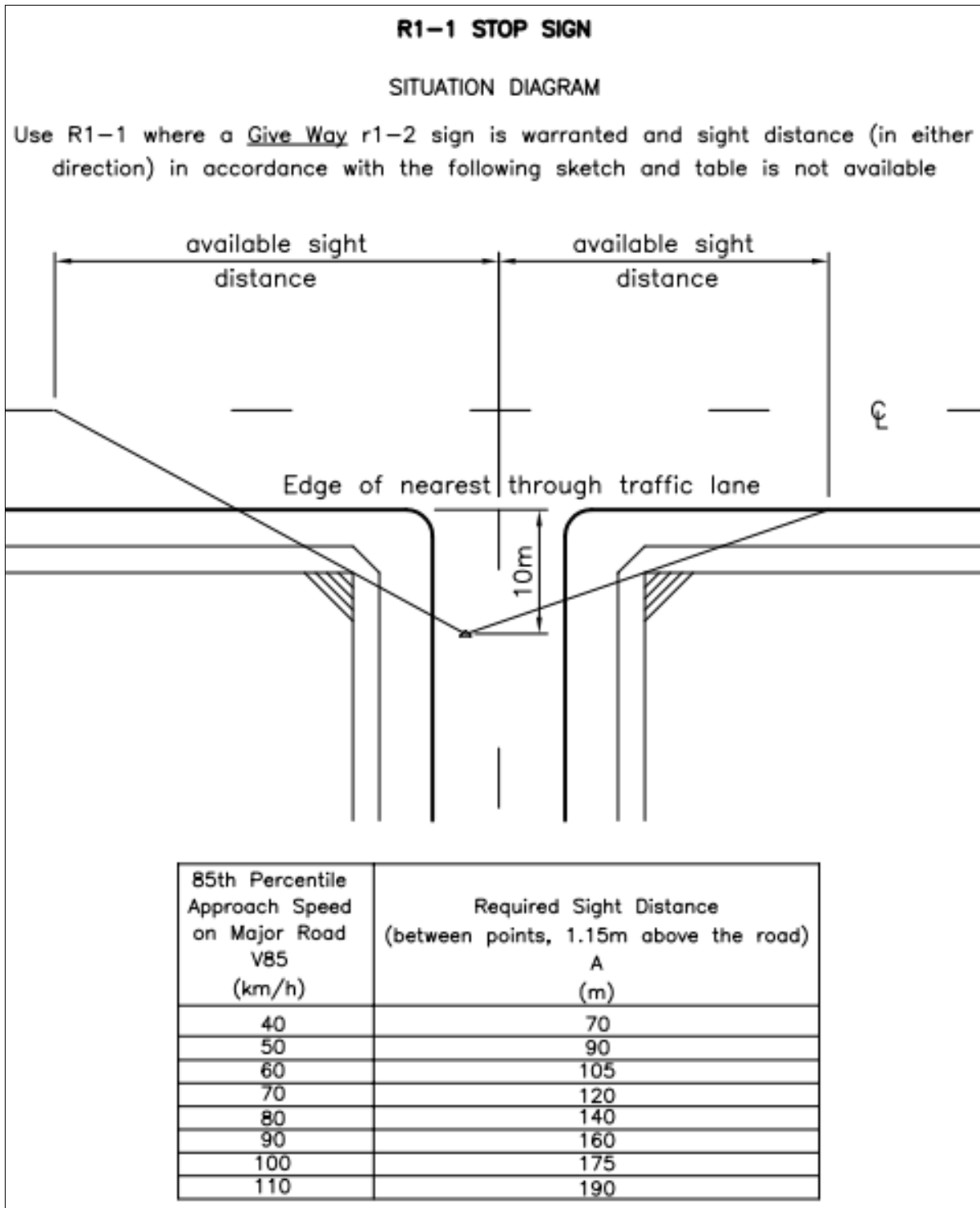


Figure G2 RMS's sight distance profile for 'STOP' signs



## APPROVALS

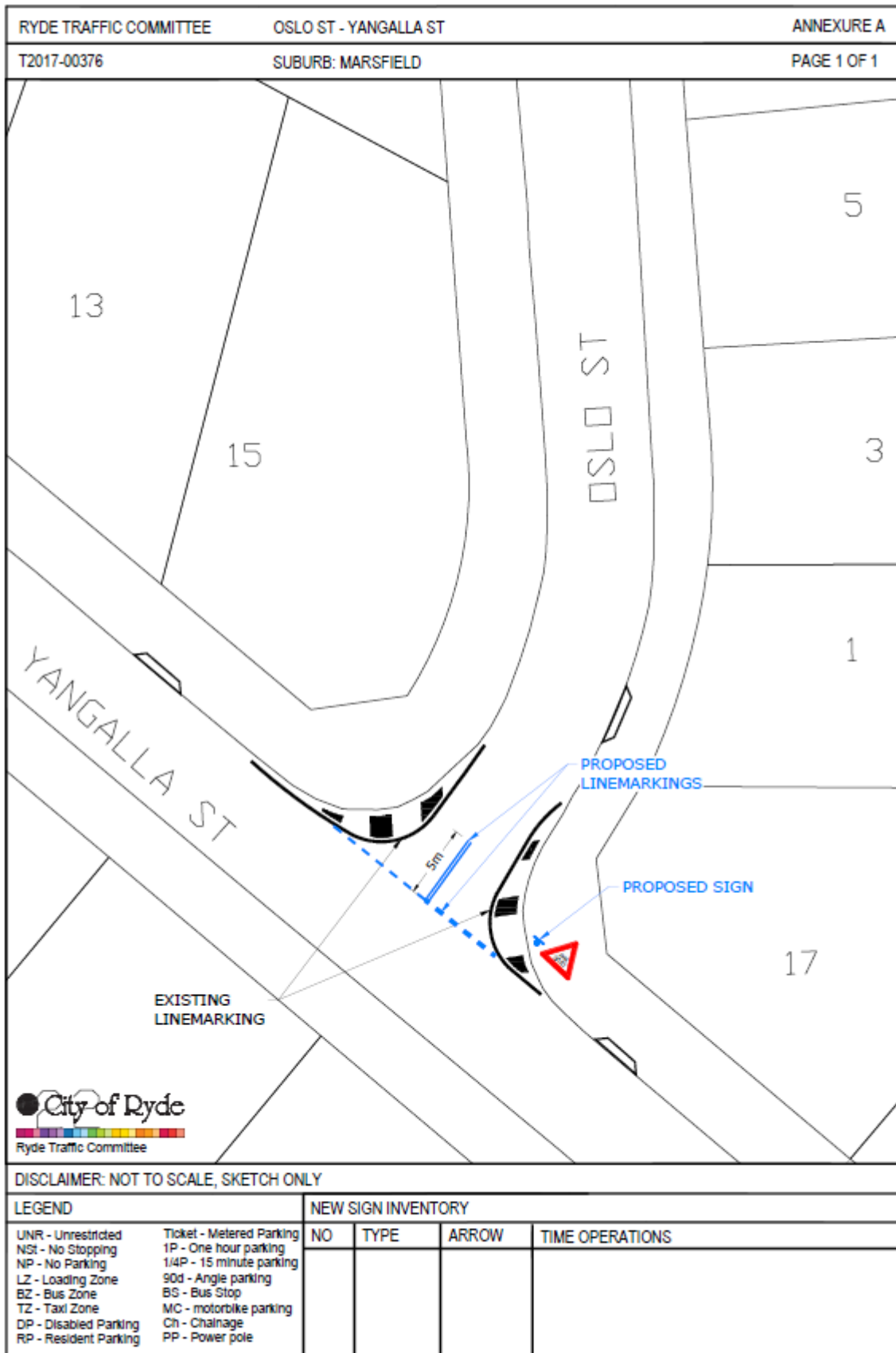
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

## PROPOSAL

To install a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield.







**ITEM (H) INTERSECTION OF MONASH ROAD AND BUFFALO ROAD, GLADESVILLE**

**SUBJECT:** CHANGE OF PRIORITY  
**ELECTORATE:** LANE COVE  
**WARD:** EAST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** CRM-1820759 & T2016-00750  
**OFFICER:** J CARREON

**INTRODUCTION**

The Council has approved the installation of a roundabout at the intersection of Buffalo Road and Monash Road, Gladesville. It has since been found, through the detailed design process, that a roundabout is not possible at this location, without a change to the existing Road Rules, in combination with land acquisition. Therefore, other options have been investigated.

**BACKGROUND**

In considering a suite of traffic measures, related to the Bunnings Development and surrounds, Council resolved the following at its meeting held on 28 April 2015:

- (d) *That a Roundabout at Monash/Buffalo Road intersection be included in the 2016/2017 City of Ryde Delivery Plan with the funds drawn from the Section 94 reserve.*

**CONTEXT**

1. Monash Road and Buffalo Road are two-way local roads, each with approximately 6 m wide carriageway where parking is unrestricted on both sides.
2. Monash Road meets Buffalo Road in a T-intersection configuration.
3. The intersection is currently controlled by a 'STOP' sign and associated linemarking in Buffalo Road, giving priority to Monash Road.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 115 Driving in a roundabout to the left of the central traffic island
- RMS Guide to Traffic Generating Developments *October 2002*.

**COMMUNITY ENGAGEMENT**

City of Ryde staff are in the process of notifying local occupants of the proposed measures and feedback will be tabled at the Ryde Traffic Committee meeting.



## DISCUSSION

Analysis has confirmed that the intersection experiences a high right-in / right-out movement, which is suited to a roundabout. A number of design iterations have been considered for a roundabout at this intersection. It has been found that it is not possible to build a roundabout without:

- moving a historic alignment stone,
- moving and/or undergrounding high-voltage and low-voltage overhead power lines
- allowing buses to cross the centre of the centre island, thereby in contravention of the Road Rules, and
- land acquisition.

Therefore, a roundabout is not practical and other options have been investigated:

1. Status-quo remain

For the purpose of determining whether the change of priority scheme will create a better impact to the intersection performance, retaining the existing control has been considered.

2. Change priority

Changing the priority road in the intersection from Monash Road to Buffalo Road has been considered, after initial observation that a majority of vehicles which use the intersection during peak hours come from Buffalo Road. Traffic volume surveys conducted at the said intersection on 14 November 2017 confirmed the initial observations.

With year 2031 identified by the Bunnings Gladesville Traffic and Parking Study as a typical planning horizon used in studies aligned to future population and employment projections, year 2031 projected volume of the subject intersection was extracted from the study. SIDRA intersection capacity analysis was carried out for all three options ('status-quo remain'; 'change priority'; 'roundabout') using 2017 and 2031 AM and PM peak volumes to realise long-term effects of the considered options. SIDRA analysis of the provided the results in *Table H1*.

*Table H1 Results of SIDRA analysis*

Option	Year	AM Peak		PM Peak	
		Delay*	LoS*	Delay*	LoS*
1 Status-quo remain	2017	48.3 s	D	50.2 s	D
	2031	369.9 s	F	673.1 s	F
2 Changed priority	2017	25.0 s	B	31.3 s	C
	2031	39.0 s	C	502.8 s	F
3 Roundabout	2031	6.5 s	A	10.0 s	A



\* Table H1 notes:

1. *Level of Service (LoS) is defined by Austroads' Guide to Traffic Management Part 3 Traffic Studies and Analysis as "a qualitative stratification of the performance measure or measures representing quality of service. A LOS definition is used to translate complex numerical performance results into a simple stratification system representative of road users' perceptions of the quality of service provided by a facility or service (HCM 2016). These service measures include speed and travel time, delay, density, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general, there are six levels of service, designated A to F, with LOS A representing the best operating condition and service quality from the users' perspective (i.e. free-flow) and LOS F the worst (i.e. forced or breakdown flow or having reached a point that most users would consider unsatisfactory, as described by a specific service measure value or a combination of service measure values)."*
2. *RMS's Guide to Traffic Generating Developments provides the following definitions for each Level of Service, based on the (superseded) Austroads' Guide to Traffic Engineering Practice Part 2 Roadway Capacity:*
  - Level of Service A – This, the top level is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.*
  - Level of Service B – This level is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although general level of comfort and convenience is little less than that of Level of Service A.*
  - Level of Service C – This service level is also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within traffic stream. The general level of comfort and convenience declines noticeably at this level.*
  - Level of Service D – The level is close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.*
  - Level of Service E – This occurs when traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic-jam.*
  - Level of Service F – This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs and queuing and delays result.*
3. *Delay and Level of Service (LoS) is provided for the:*
  - *worst-case movement for the 'status-quo remain' option and 'changed priority' option, and*
  - *average delay for the roundabout option.*



The following commentary is provided for the results:

1. Change priority

The 2017 volumes for both AM and PM peak period shows improvement, compared to the 'status-quo remain' option. This implies that if the 'change priority' option is implemented very soon, it will result in significant improvement in terms of the capacity of the intersection.

The 2031 volumes for both AM and PM peak period shows improvement compared to the 'status-quo remain' option. However, even though the 'change priority' option demonstrates a decrease in worst-movement delay, thus improving the capacity of the intersection, this scheme will still give the intersection an unacceptable Level of Service (F) in year 2031 during the PM peak period. RMS's *Guide to Traffic Generating Developments* specifies that other control modes are required for a 'GIVE WAY' or 'STOP' sign controlled intersection, once it reaches Level of Service E.

2. Roundabout scheme will give the intersection Level of Service A in 2017 to 2031.

This option provides a Level of Service A between 2017 and 2031. However, given that the 'roundabout' option is currently not feasible, and the 'change priority' option provides positive results in the current traffic condition, threshold PM peak volumes that will give an acceptable Level of Service was obtained for the 'change priority' option. A trial-and-error approach was undertaken to obtain the volume increase from 2017 volumes that will give the intersection Level of Service D, just before reaching Level of Service E, using SIDRA. It was identified that the acceptable threshold for the 'change priority' option is when volumes of all movements increase by 33% from year 2017.

Construction of a roundabout is still considered the solution that will give optimum improvement to the intersection. However, since land acquisition is not considered feasible for the time being, a medium-term solution of changing the priority road from Monash Road to Buffalo Road is proposed. Once implemented, Council will monitor the traffic volumes in the intersection from time to time (possible every year or two) particularly the volume of Monash Road, north of the intersection, which is expected to have the worst movement as per SIDRA analysis, to check if the volumes reach the threshold of 33% increase from 2017. By then or when another solution is deemed feasible; another traffic study will be conducted by the traffic team using current traffic volumes.

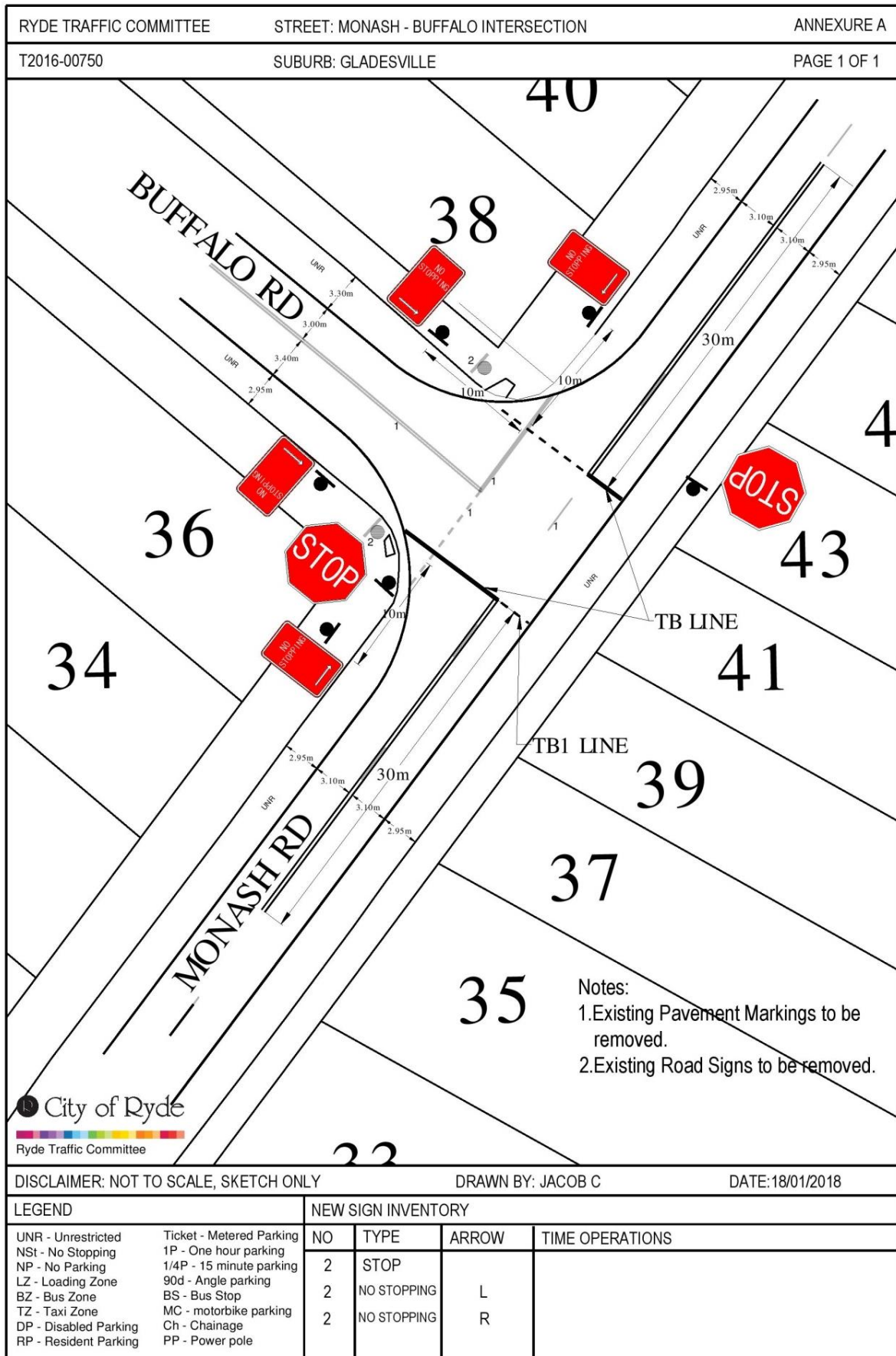
## APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

## PROPOSAL

To convert the priority of the intersection of Buffalo Road and Monash Road, Gladesville, as shown on the attached plan.





**ITEM (I)                      JUNCTION STREET, RYDE**

**SUBJECT:**                      **PARKING CONTROLS**  
**ELECTORATE:**                RYDE  
**WARD:**                        EAST  
**POLICE LAC:**                RYDE  
**ROAD CLASS:**                NON-CLASSIFIED  
**REFERENCE:**                HELPDESK- 11685 & T2017-01082  
**OFFICER:**                    M ILYAS

**INTRODUCTION**

City of Ryde has received representation from the residents of 11 & 13 Junction Street, Ryde requesting consideration be given to installing a concrete island in the parking lane, between their driveways, to prevent vehicles from parking in the small kerbside parking space and overhanging at least one of the driveways. Council has installed 'NO STOPPING' and bow-tie linemarking at this location; however, these measures have not been successful in deterring drivers from parking at this location.

**BACKGROUND**

The parking controls at this location have undergone a number of iterations:

- Unrestricted,
- 'P MOTOR BIKES ONLY', and
- 'NO STOPPING' (current).

**CONTEXT**

1. Junction Street is a two-way street with a carriageway width of 9.3 m, with:
  - 'NO STOPPING' parking control measures on the south-western side,
  - 'NO STOPPING' parking control measures in between the driveways of 11 & 13 Junction Street, and
  - unrestricted for the remainder of north-eastern side.
2. On-street parking in the area is generally at 90-95% occupancy throughout the day due to surrounding developments.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 168 No stopping signs
- [NSW] *Road Rules 2014* Rule 198 Obstructing access to and from a footpath, driveway etc.
- [NSW] *Road Rules 2014* Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island.



## COMMUNITY ENGAGEMENT

The residents of 11 & 13 Junction Street have both requested the proposed changes.

## DISCUSSION

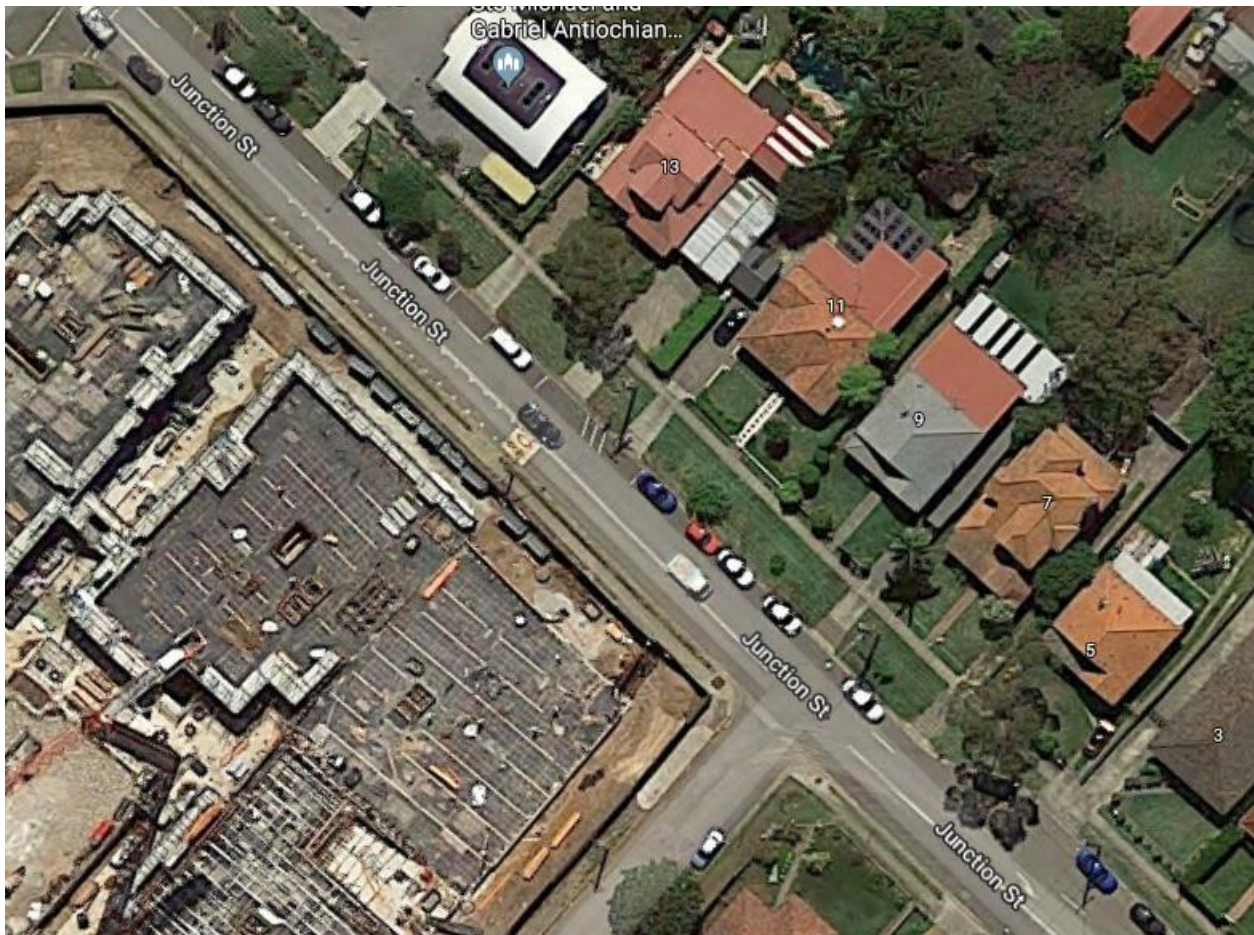
It has been observed that the 'NO STOPPING' signs and linemarking measures have not addressed the issue of vehicles parking at this location and overhanging the adjacent driveways. Therefore, it is proposed that a concrete island be installed to deter illegal parking.

## APPROVALS

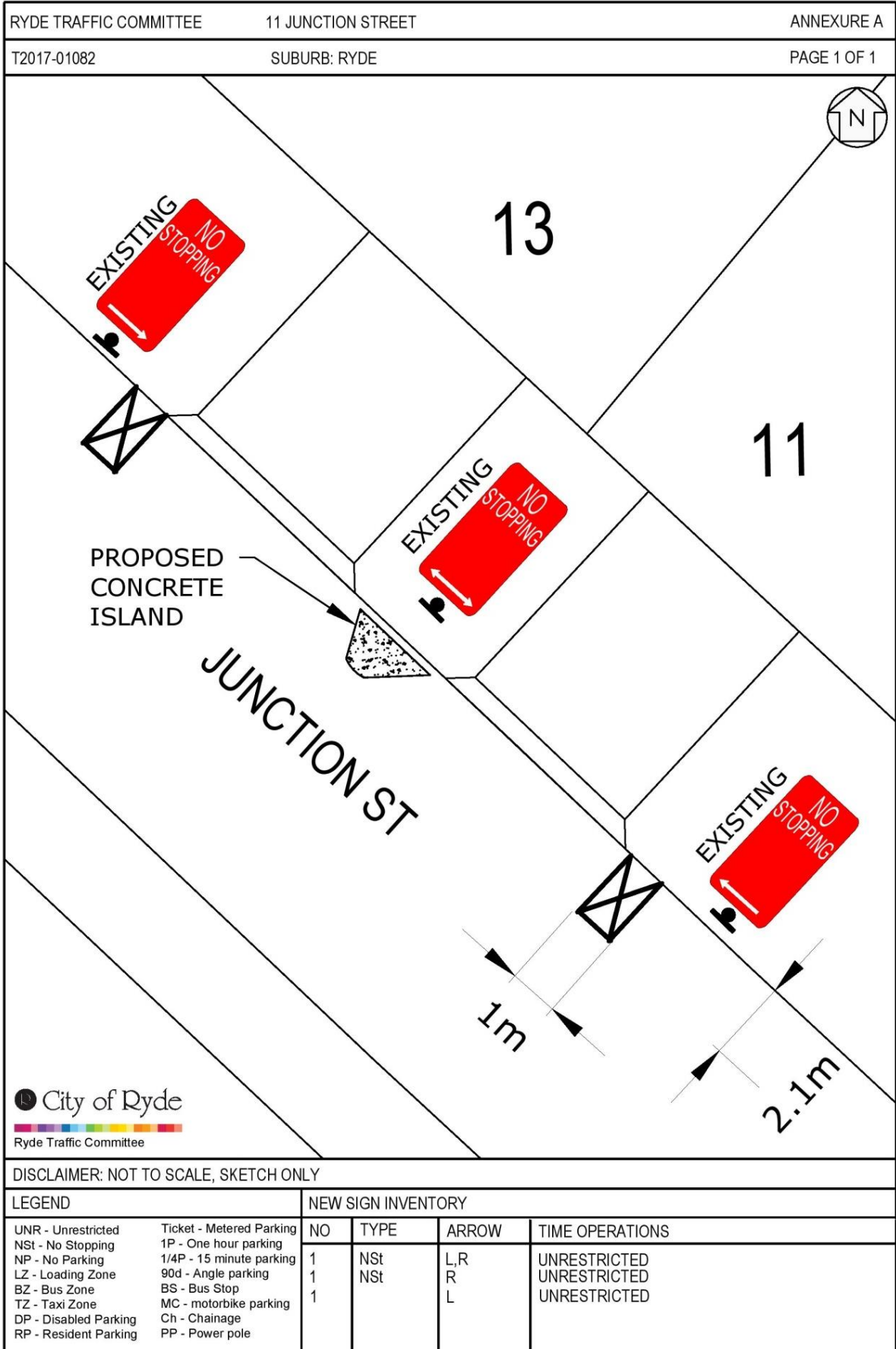
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

## PROPOSAL

To install a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde.







DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE	ARROW	TIME OPERATIONS
NSt - No Stopping	1P - One hour parking	1	NSt	L,R	UNRESTRICTED
NP - No Parking	1/4P - 15 minute parking	1	NSt	R	UNRESTRICTED
LZ - Loading Zone	90d - Angle parking	1		L	UNRESTRICTED
BZ - Bus Zone	BS - Bus Stop	1			
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



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<b>ITEM (J)</b>	<b>9 SECOND AVENUE, EASTWOOD</b>
<b>SUBJECT:</b>	<b>SIGNAGE AND LINEMARKING PLAN</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	WEST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	LDA 2014/0134 and T2017-01968
<b>OFFICER:</b>	P BASTAWROUS

## INTRODUCTION

The Developer for 9 Second Avenue, Eastwood has submitted a Signage and Linemarking Plan for the area surrounding their site, to satisfy Condition 40 of their Development Consent. The changes require approval by the Council, via Ryde Traffic Committee.

## BACKGROUND

The Conditions of Consent for LDA2014/134 at 9 Second Avenue, Eastwood include:

- 40. *Signage Plan - Waste Lay Bay.*** *A suitably prepared signage plan for the waste lay bay area shall be submitted and approved by Council prior to the issue of the Construction Certificate.*

## CONTEXT

1. There is an indented on-street loading bay being provided by the applicant for the servicing of waste for the site.
2. The site comprises multiple separated dwellings including single and double storey residences.
3. To assist with traffic movement along Young Parade, the proposal intends to install 'NO PARKING' along the remainder of the street on the site frontage.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No Stopping Signs
- [NSW] *Road Rules 2014* Rule 168 No Parking Signs.

## COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

## DISCUSSION

The plan has been reviewed internally by City of Ryde staff and is deemed adequate, provided that the applicant meets *Disability Discrimination Act 1992 (DDA)* compliance requirements at the Bus Stop, which are separate to this approval.



## **APPROVALS**

The applicant requires approval of the Signage and Linemarking Plans to satisfy the Conditions of Consent.

## **PROPOSAL**

To approve the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.





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<b>ITEM (K)</b>	<b>11 PORTER STREET, RYDE</b>
<b>SUBJECT:</b>	<b>SIGNAGE AND LINEMARKING PLAN</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	LDA 2014/0502 and T2017-01707
<b>OFFICER:</b>	P BASTAWROUS

## INTRODUCTION

The Developer for 11 Porter Street, Ryde has submitted a Signage and Linemarking Plan for the area surrounding their site, to satisfy Condition 5 of their Development Consent. The changes require approval by the Council, via Ryde Traffic Committee.

## BACKGROUND

The Conditions of Consent for LDA 2014/0502 at 11 Porter Street, Ryde include:

- 5. **Signage** - not approved unless shown on plans. This consent does not authorise the erection of any signs or advertising structures not indicated on the approved plans. Separate approval must be obtained from Council for any additional signs, unless such signage is "exempt development".*

## CONTEXT

- Porter Street is to be widened from 8 m to 9.5 m.
- The proposal intends to provide one unrestricted parking space along the frontage of the site.
- The proposal intends to provide 'NO PARKING' adjacent to the driveway to enable better access for vehicles and waste trucks.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs.

## COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

## DISCUSSION

The plan has been reviewed internally by City of Ryde staff and is deemed adequate, subject to the chevron linemarking being removed from adjacent to the driveway and installation of Council's standard bow-tie treatment.



## **APPROVALS**

The applicants require approval of the Signage and Linemarking Plans to satisfy the Conditions of Consent.

## **PROPOSAL**

To approve the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:

- Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development.







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**ITEM (L) MATTERS APPROVED UNDER DELEGATION**

The parking control measures outlined in *Table L1* were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table L2* were approved under Delegated Authority.

*Table L1 Parking control measures installed to reinforce existing controls under Road Rules 2014.*

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Intersection of Sewell Street and Shepherd Street, Ryde	1. 10 m of 'NO STOPPING' on both sides of Sewell Street, both sides of the intersection with Shepherd Street. 2. 10 m of 'NO STOPPING' on both sides of Shepherd Street, both sides of the intersection with Sewell Street.	Rule 170 Stopping at or near an intersection	Jan 2018

*Table L2 Matters approved under Delegated Authority*

Location	Proposal	Consultation	Approval Date
Ross Street Gladesville	To install a 24 m 'BUS ZONE 7.30AM-9AM 2.30PM-4PM SCHOOL DAYS' on the south-eastern side of Ross Street, outside 18-20 Ross Street, Gladesville	No consultation has been undertaken. Residents will be notified before implementation.	Jan 2018



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**ITEM (M) SOBRAON ROAD, MARSFIELD**

**SUBJECT: PARKING CONTROLS REVIEW**  
**ELECTORATE: RYDE**  
**WARD: WEST**  
**POLICE LAC: RYDE**  
**ROAD CLASS: NON-CLASSIFIED**  
**REFERENCE: HELPDESK-9840 & T2016-01452**  
**OFFICER: P BASTAWROUS**

**INTRODUCTION**

In considering a proposal to install parking controls in Sobraon Road, Marsfield, Council resolved to install:

1. driveway delineation linemarking for each driveway in Sobraon Road, and
2. a 'BUS ZONE 8.30AM-3.30PM MON-FRI MAY-SEP' on the north-western side of Sobraon Road, outside Dunbar Park, and review the matter thereafter.

*This Item provides a review of the measures and recommends retaining them on a permanent basis.*

**BACKGROUND**

City of Ryde received representation from local residents, State Transit Authority, Dunbar Park users and Council's waste-collection contractor, requesting consideration be given to installing parking control measures in Sobraon Road.

As part of the measures to address the concerns, Council installed driveway delineation linemarking for each driveway along Sobraon Road, and a 'BUS ZONE 8.30AM-3.30PM MON-FRI MAY-SEP' on the north-western side of Sobraon Road, outside Dunbar Park.

To ensure the effectiveness of these measures in addressing the concerns, Council resolved at its meeting held 29 June 2017:

*'That the Ryde Traffic Committee agrees to the conversion of the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.'*



## CONTEXT

1. Sobraon Road is a two-way road with a carriageway width of 9.5 m and no signposted parking control measures.
2. Carriageways of this width have been intentionally constructed to reduce maintenance costs and act as natural traffic calming to slow vehicles whilst travelling through long roads, such as Sobraon Road. It was not foreseen that parking demand would increase beyond the off-street supply.
3. There are currently four large-scale developments within 300 m of Sobraon Road, with an anticipated three additional large-scale developments to come online in the next few years.
4. These sites generally comprise of 100+ units, with seven or more storeys. Developments of this nature are anticipated to take approximately two years to complete, with up to 150 construction personnel per site.
5. The Consent for each of these developments includes conditions requiring:
  - a. Promoted use of public transport; however, it is difficult to force construction personnel to take public transport being that there is parking available.
  - b. Construction personnel to park within the basement car parking, once the basement is accessible. This has shown improvement in parking availability in all areas where this condition is being implemented. However, until such time that basement parking is accessible, construction personnel tend to continue parking within the local streets.
6. On-street parking in the area is generally at 85-90% occupancy throughout the day, with 50-60 % after hours.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- RMS's *Permit Parking*
- *Road Transport (General) Regulation 2013* Regulation 95 Parking permits
- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone.

## COMMUNITY ENGAGEMENT

The occupants of 68 surrounding properties were notified of the review, as shown in *Figure M1*. Three comments have been received in support and one in opposition to the implemented changes. Occupants that do not support the changes have raised the following concerns:

1. 'Delineation marking in March made no difference reversing back from driveway, as cars parked very close to marked lines, high 4 wheel drive cars, also cars putting up silver sun screen on front window made it extremely difficult with no visibility of oncoming cars. Therefore, the marked lines unfortunately made NO difference, just false deterrent.'



2. 'The number of cars parked on Sobraon Rd by the construction workers has reduced, this is due to the Stamford construction on Epping Rd nearing completion...'. However 'the cycle will repeat itself when the Ivanhoe Estate project commences. A 2-hour parking implementation on both sides of Sobraon Rd is mandatory, and to be done before the Ivanhoe Estate project commences. The Ivanhoe Estate project is far bigger project which will take 5 years or more to complete.'
3. 'For nearly 2 years it has been a nightmare, and living with the risk of being hit by oncoming cars, trying to reverse down out of our car park into Sobraon Rd. We had to manoeuvre and sometimes wait up 5 minutes till hopefully it is safe to get out. We have been lucky so far not to have in a fatal accident, but the danger of occurring is threatening us every day. Finding a solution or taking an action after an accident occurs will not go down very well, after continuous warnings we gave to the council. This applies to majority of the residents. You can send someone to assess the situation.'
4. 'There are very few residents who are not in the majority resident's situation and therefore they might not care and even oppose to the 2-hour parking plan.'
5. The buses utilise the bus zone outside the seasonal restriction time. The restriction should be provided all year round.

The following comments are provided in response to the residents' concerns:

- There are alternatives to reversing out of the driveway. Residents can reverse into their driveway and forward out meaning they have better visibility and exit out in a single motion. This in turn will mean that they have a greater gap acceptance as they do not have to undertake two motions when exiting their driveway. Notwithstanding, Council staff will attend the residence of those still experiencing difficulty exiting their driveway to determine if there are any further alternatives to the existing treatments that have been installed.
- Larger developments such as the Ivanhoe Estate will be able to provide parking onsite for all staff and contractors. This will reduce the impact of parking on the local streets. This will also be a condition of approval for their Construction Traffic Management Plan (CTMP).
- The inclusion of two-hour parking will have to meet the current criteria of the Roads and Maritime Services (RMS). This requires that the majority of homes along the intended street do not have access to off-street parking (parking within the premises). Based on the nature of Sobraon Road, the street is not applicable for a Resident Parking Scheme. There is the potential for a general two-hour timed parking; however, this will apply to and limit all road users including the residents to two hours or parking at any time during the approved hours. This would also be subject to a consultation with all residents along Sobraon Road.



- All schools utilising Dunbar Park for school sports events were consulted regarding the use of the newly formalised bus zone. Due to the consultation occurring so close to the school holiday period, no responses have yet been received. However, Council’s Parks and Recreation Team have been provided feedback throughout the period since installation and have received positive feedback stating that the bus zone has assisted in access and made the events safer whilst picking up and dropping off students.
- Bus Zone usage was originally determined based on regular scheduling of events at Dunbar Park. The data will be reviewed to determine if the seasonal restriction should be revised. However, if in the instance there occurs regular scheduling outside the current restriction, the restriction will only be extended to cover the last anticipated date.

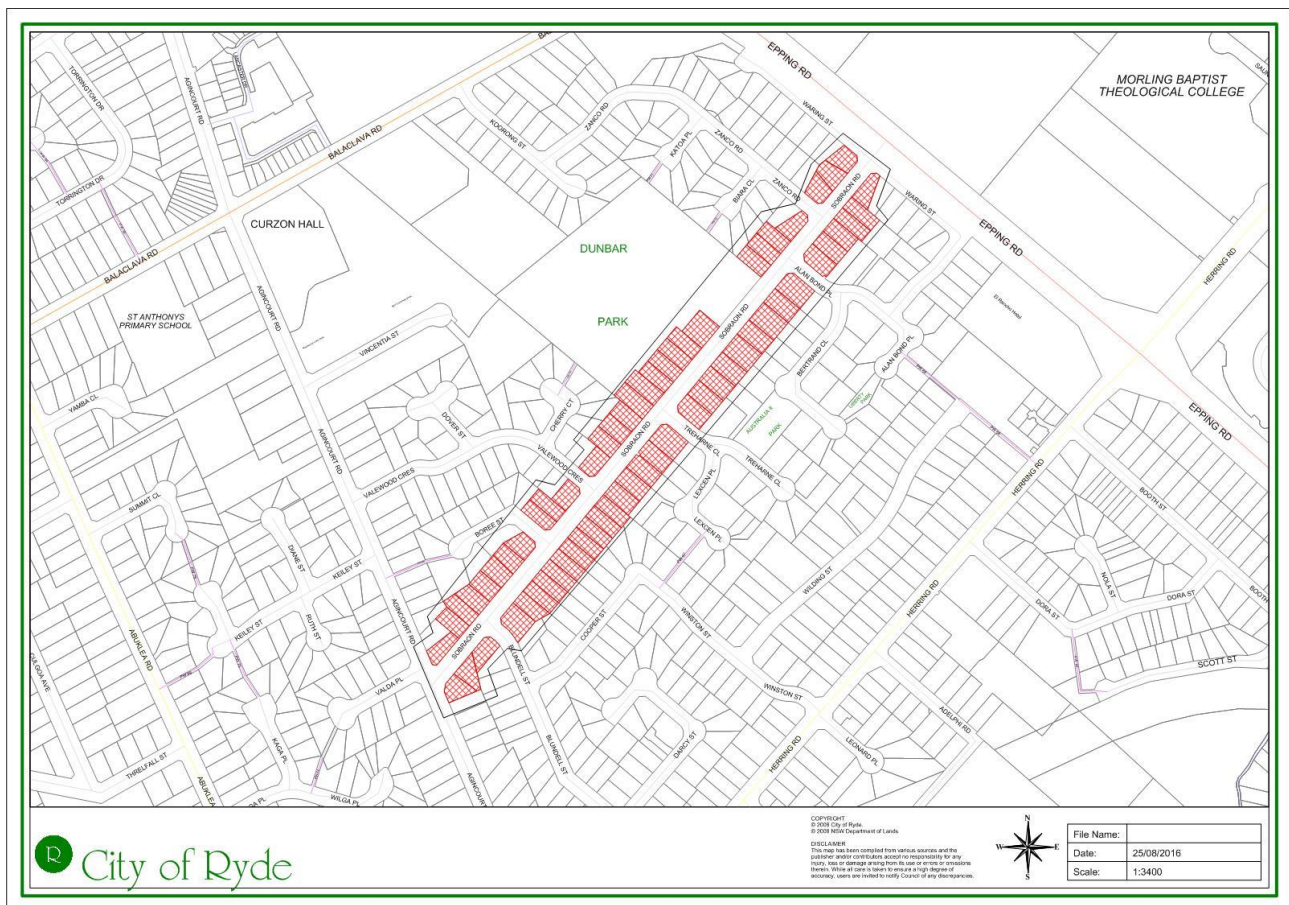


Figure M1 Community engagement distribution





## DISCUSSION

The following matters were considered when determining the most suitable control measures for Sobraon Road:

### Waste collection

Council's waste-collection contractor was finding it increasingly difficult to service the bins, due to parked vehicles. The implemented parking control measures have provided better access to Council's waste-collection contractor and, as such, there have been no issues with serviceability of bins along the street. The Waste Services provider has confirmed that they have increased serviceability along the street and are satisfied with the treatments installed.

### Head-on conflicts

Vehicles parked on both sides of Sobraon Road reduce the combined width of travel lanes to 5.3 m, whereas Australian Standards specifies that 5.5 m is suitable for two-way travel. The driveways in the area are not considered long enough to provide passing bays. This, combined with increased traffic flow in the area, is causing head-on conflicts, particularly for larger vehicles. The implemented parking control measures have provided increased passing opportunities for vehicles. Installed line marking ensures vehicles are parking further away from driveways. This has led to increased space for vehicles to pull to the side of the road and wait for a vehicle to pass in the opposite direction. Local residents who have responded have shown mostly support of the treatments in this regard.

### Property egress

Residents had reported an increase in drivers parking inconsiderately close to their driveways, causing difficulty egressing their properties. The implemented parking control measures have addressed this issue on both sides of Sobraon Road. Local residents who have responded have shown mostly support of the treatments in this regard.

### Resident and visitor parking

Residents had reported that the increase in parking demand is causing difficulty finding on-street parking near their dwellings during the daytime. Whilst it is understood that this matter is not able to be addressed easily, a recent parking occupancy survey indicates that less vehicles are parking in Sobraon Road, as shown in *Table M1*. This makes access along the street more convenient for all road users.

*Table M1 Parking occupancy in Sobraon Road*

Time	Parking controls	Total parking spaces	Occupied parking spaces	Parking occupancy
8.00am	Unrestricted	102	42	41 %
3.00pm			0	0 %



### Impacts on surrounding streets

Although construction personnel are parking in other roads in the area, these are not “through roads” and many already have timed parking control measures, as part of longstanding Resident Parking Schemes. Therefore, the implemented parking control measures have not had an impact on the surrounding area, due to a displacement of parking. This is evident from parking occupancy surveys in surrounding streets, as shown in *Tables M2, M3, M4, M5, M6 & M7*.

The Bus Zone has no occupancy other than buses accessing the zone during the school sporting events. All onsite inspections have indicated that it is not being utilised by any other vehicles.

*Table M2 Parking occupancy in Waring Street*

Time	Parking controls	Total parking spaces	Occupied parking spaces	Parking occupancy
8.00am	Unrestricted	24	24	100 %
3.00pm			20	83 %
8.00am	Two -hour parking	23	0	0 %
3.00pm			0	0 %

*Table M3 Parking occupancy in Zanco Road and Biara Close*

Time	Parking controls	Total parking spaces	Occupied parking spaces	Parking occupancy
8.00am	Unrestricted	36	33	91 %
3.00pm			15	41 %
8.00am	Two -hour parking	34	2	6 %
3.00pm			1	3 %

*Table M4 Parking occupancy in Alan Bond Place and Bertrand Close*

Time	Parking controls	Total parking spaces	Occupied parking spaces	Parking occupancy
8.00am	Two -hour parking	38	2	5 %
3.00pm			0	0 %



*Table M5 Parking occupancy in Treharne Close and Lexcen Place*

<b>Time</b>	<b>Parking controls</b>	<b>Total parking spaces</b>	<b>Occupied parking spaces</b>	<b>Parking occupancy</b>
8.00am	Unrestricted	24	5	21 %
3.00pm			0	0 %

*Table M6 Parking occupancy in Valewood Crescent and Cherry Circuit*

<b>Time</b>	<b>Parking controls</b>	<b>Total parking spaces</b>	<b>Occupied parking spaces</b>	<b>Parking occupancy</b>
8.00am	Unrestricted	12	0	0 %
3.00pm			0	0 %

*Table M7 Parking occupancy in Dunbar Park car park*

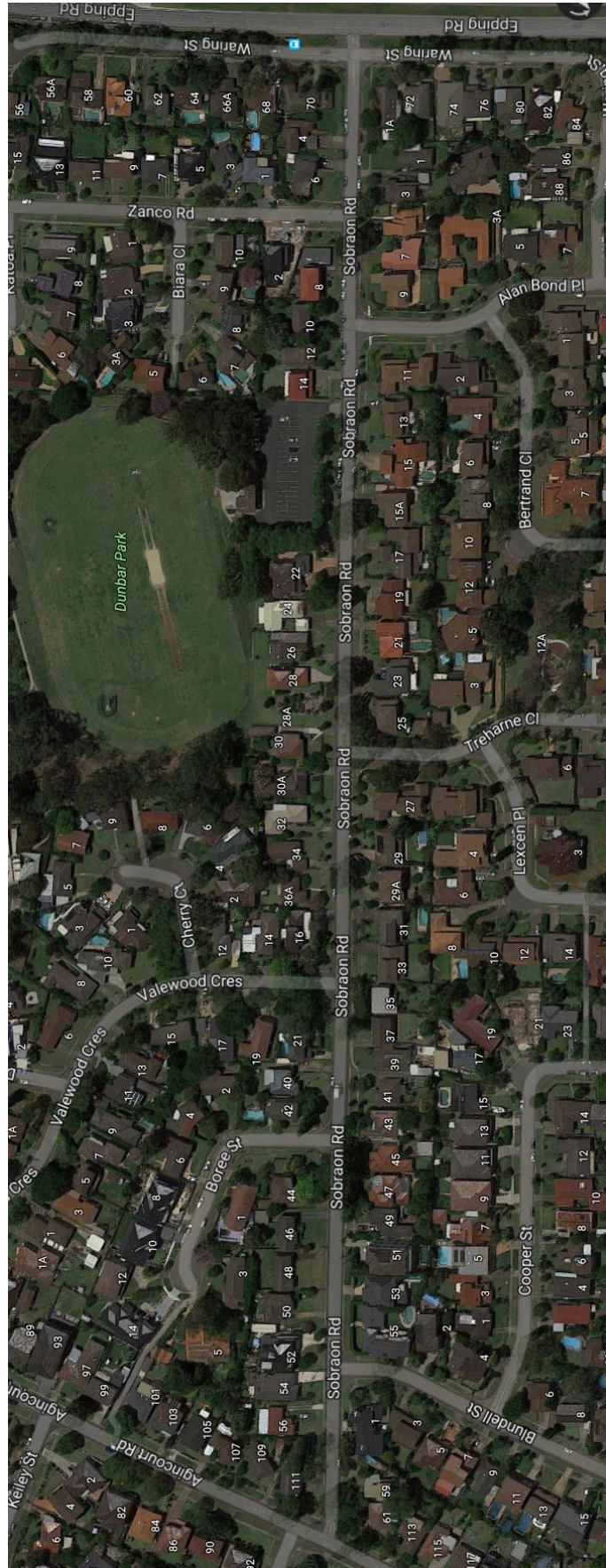
<b>Time</b>	<b>Parking controls</b>	<b>Total parking spaces</b>	<b>Occupied parking spaces</b>	<b>Parking occupancy</b>
8.00am	Unrestricted	80	13	16 %
3.00pm			3	4 %

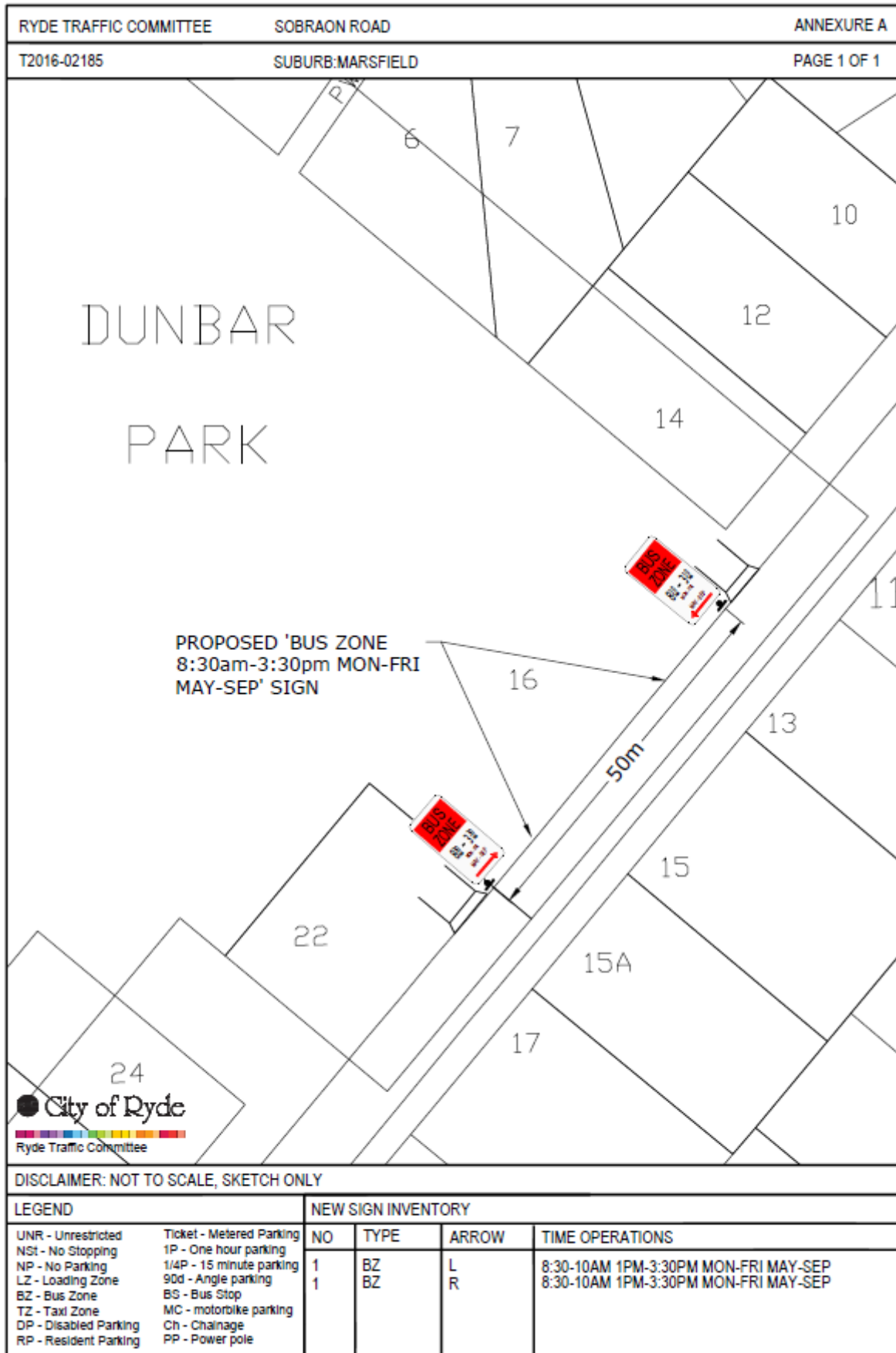
## **APPROVALS**

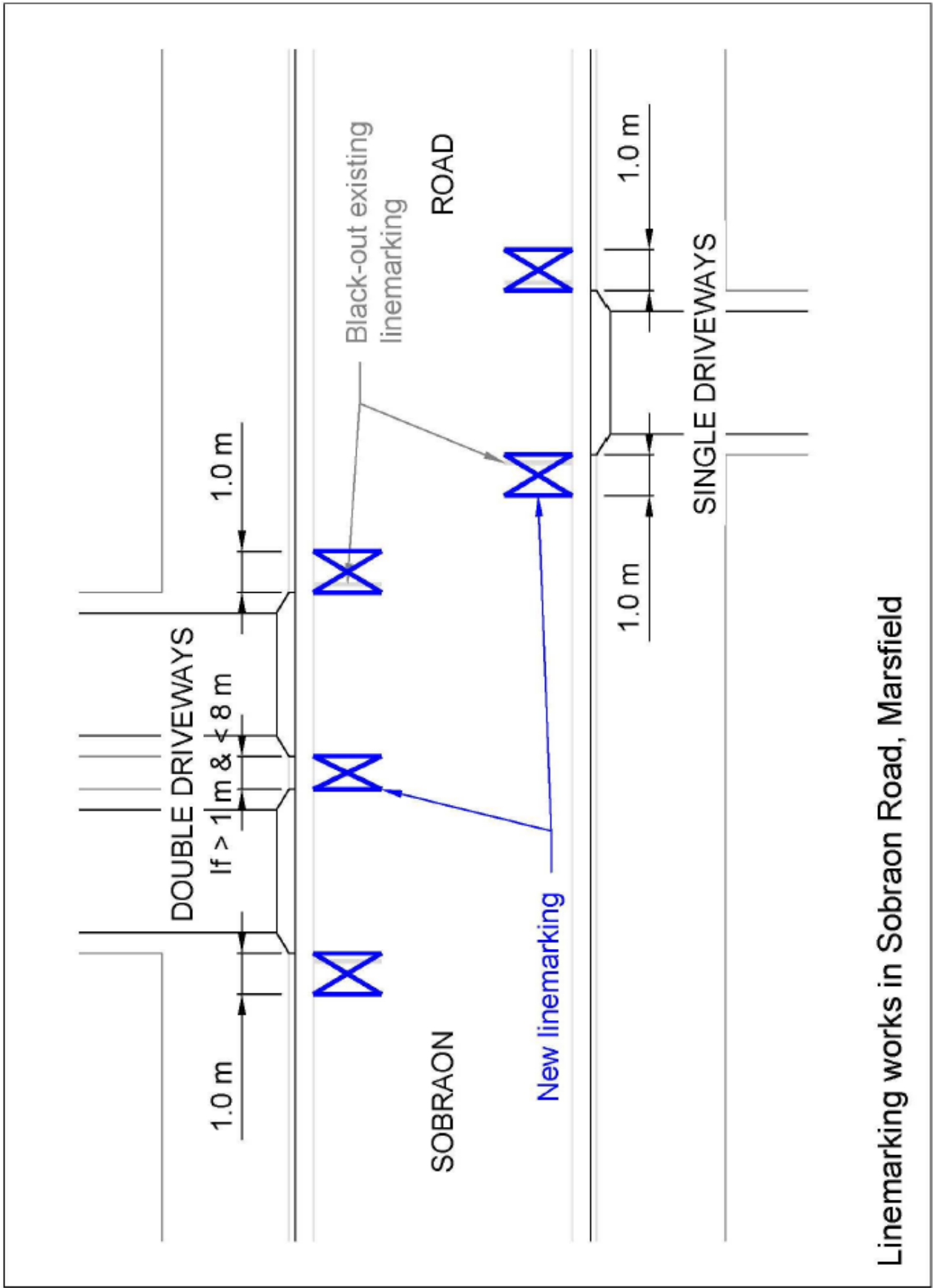
The Council has approved the implemented measures, with the support of Ryde Traffic Committee, subject to a review. The proposed retention of these measures on a permanent basis does not require support from Ryde Traffic Committee and is referred to the committee for Traffic Engineering Advice only.

## **CONCLUSION**

Given that the accessibility of Sobraon Road has improved significantly and the positive feedback from a number of residents who have responded, as well as the Bus and waste services, Council intends to retain the existing arrangement on a permanent basis.







Linemarking works in Sobraon Road, Marsfield

**ITEM (N) WINBOURNE STREET, WEST RYDE**

**SUBJECT:** LATM SCHEME REVIEW  
**ELECTORATE:** RYDE  
**WARD:** WEST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** CRM-1963173 & T2017-00756  
**OFFICER:** P BASTAWROUS

**INTRODUCTION**

City of Ryde has received representation from a resident of Winbourne Street, requesting consideration be given to reviewing the speed cushions in Winbourne Street, West Ryde.

**BACKGROUND**

In early 2016, City of Ryde investigated an integrated solution to improve the Winbourne Street road environment, to manage various competing interests during school pick-up and drop-off periods whilst maintaining local resident's amenity and access to properties. At the Works and Community Committee Meeting held 17 May 2016, Council resolved the following:

- a) *That the Winbourne Street road widening upgrade works for the estimated value of \$570,000 plus Project Management Fee be approved for inclusion in the 2016-2017 Road Kerb Program of the 2016-2020 Delivery Plan.*
- b) *That the Winbourne Street footpath expansion works for the value of \$36,000 be carried over to 2016-17 Footpath Expansion program.*
- c) *That the Traffic Management Plan submitted for a proposed Child Care Centre at 21 Winbourne Street, West Ryde be approved to satisfy deferred commencement conditions Nos. 1 & 2 of LDA 2013/420.*
- d) *That the childcare centre is not to operate until such time that all line marking and signage improvements (both internal and external to the development proposal) associated with the proposal and all of the improvements detailed in this report in this location are completed in full and to the satisfaction of the Director of City Works and Infrastructure.*
- e) *That a post-operative review of traffic & pedestrian movements be undertaken after 3 months of operation in a school term period to gauge the effectiveness of the proposed traffic management measures and determine if further alterations are required to be undertaken by Council.*
- f) *That in 12 months, the effectiveness of the road widening be investigated to see whether a further extension in this location would be beneficial to the traffic and pedestrian movements, particularly in the location of Hermoyne Street.*



## CONTEXT

The works in Winbourne Street included:

1. widening the carriageway by 1.8 m, to accommodate two opposing traffic lanes and two parking lanes, providing safer and more efficient student drop-off / pick-up, and enough room for two buses to pass,
2. installing two pairs of speed cushions,
3. upgrading the children's/pedestrian crossing in Winbourne Street, outside Ermington Public School, to a raised children's/pedestrian crossing,
4. upgrading the pedestrian crossing in Winbourne Street, outside Marsden High School, to a raised pedestrian crossing with kerb ramps,
5. installing linemarking, to adjust the intersection layout at Marsden Road,
6. adjusting the concrete footpath and replace the kerb ramp at Fir Tree Avenue,
7. pruning overgrown vegetation along the shared-use path, between Fir Tree Avenue and Marsden Road, and
8. installing additional repeater '40 SCHOOL ZONE' signs.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs
- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone.

## COMMUNITY ENGAGEMENT

Prior to approval of the implemented measures, 407 surveys were distributed to local residents, two local childcare centres, Marsden High School, Ermington Public School and both school's Parents and Citizens Associations, to determine the level of support for the (then) proposed measures. A drop-in session was also held at Brush Farm House on 6 April 2016, to provide a forum to exchange feedback on the proposal. The drop-in session was attended by five people.

In summary, twelve responses were received in support of the proposal and seven provided other comments and suggestions, without specifying their support or opposition. Full details are provided in the attached report to the Works and Community Committee.

## DISCUSSION

A meeting was held onsite with necessary stakeholders including local residents and the State Transit Authority (STA) on 29 November 2017, to review the speed cushions in Winbourne Street.





The outcome of the meeting was that the speed cushions have been installed in accordance with the manufacturer's standards and positioned in the most practical location to achieve maximum effectiveness in slowing down traffic.

It was observed that vehicles were crossing over the parking lane and centre line in an attempt to avoid making contact with the speed cushions; however, this only occurred when the parking lane and approaching travel lane had no vehicles present. When vehicles were present in these locations, vehicles would straddle the speed cushions as intended.

A field test of a standard bus was also undertaken to ensure adequate clearance for vehicles and buses given a worst case scenario, when two buses attempt to pass one another. This demonstrated adequate clearance between parked vehicles and buses travelling along Winbourne Street.

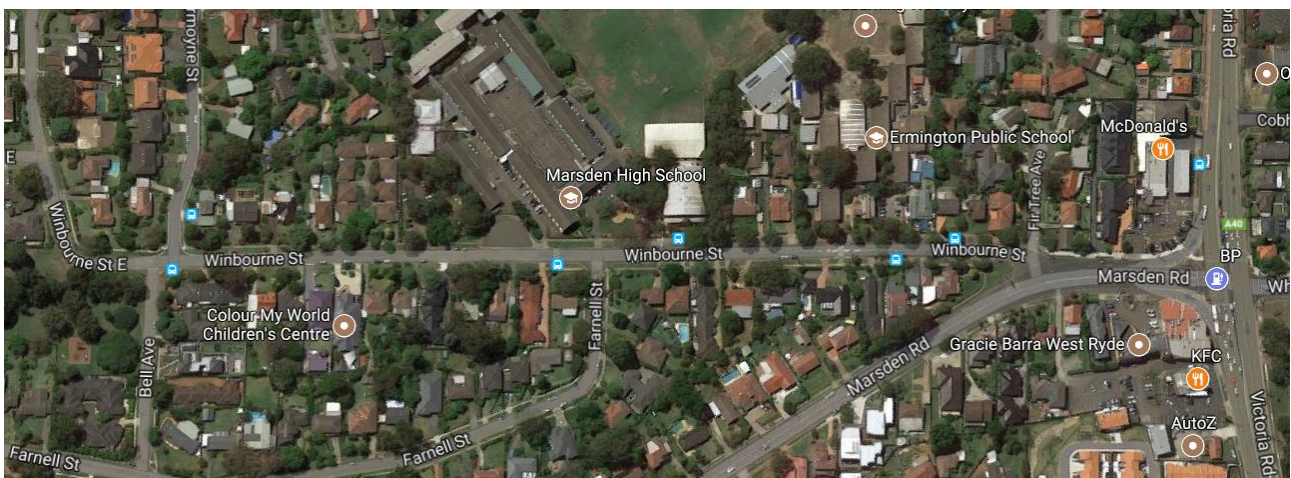
It was discussed onsite that the need for additional informative signage should be implemented to notify and guide people over the speed cushions. These shall be installed as soon as practicable following this notification to the Ryde Traffic Committee.

## APPROVALS

The Council has approved the implemented measures, with the support of Ryde Traffic Committee. The proposed retention of these measures on a permanent basis does not require support from Ryde Traffic Committee and is referred for Traffic Engineering Advice.

## CONCLUSION

Given that the accessibility of Winbourne Street has improved significantly and all ancillary treatments are ensuring speeds are reduced to comply with the School Zone restrictions, Council intends to retain the existing speed cushions in Winbourne Street.





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**ITEM (O) MORRISON ROAD, PUTNEY**

**SUBJECT:** LATM SCHEME REVIEW  
**ELECTORATE:** LANE COVE  
**WARD:** CENTRAL and EAST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2017-01727  
**OFFICER:** G HOLDING

**INTRODUCTION**

Council implemented a Local Area Traffic Management Scheme in Morrison Road, Putney, with financial support from RMS. *This Item* provides a review of the scheme and recommends consultation on LATM scheme embellishments.

Other roads in the area will be reviewed for traffic and parking issues, once the Putney Hill Development is complete.

**BACKGROUND**

City of Ryde has previously received a number of representations from local residents requesting consideration be given to the installation of LATM devices to reduce the speed and volume of traffic in Morrison Road. Morrison Road is heavily used as a “rat-run” to avoid Victoria Road.

City of Ryde collected data and commissioned Bitzios Consulting to examine traffic volumes, average travel times and percentage of through vehicles in Morrison Road. The salient findings were:

1. Morrison Road is currently carrying 10,000 to 13,000 vehicles per day, two-way, with approximately 500-600 vehicles per hour in each peak direction.
2. 35% of the vehicles on Morrison Road in the AM period (7am-10am) and 30% of the vehicles in the PM peak comprise of through traffic.

RMS investigated restricting access to the area at the signalised intersection of Victoria Road and Meriton Street. Removing the free left turn from Victoria Road was examined. However, it was not possible to develop an option that would maintain sufficient efficiency during the afternoon peak. Furthermore, City of Ryde’s public consultation revealed significant opposition to installing a ‘NO LEFT TURN 3PM-7PM MON-FRI’.

City of Ryde worked in conjunction with RMS and NSW State Government to develop a concept LATM scheme for Morrison Road. The Member for Lane Cove announced that the project and other road safety initiatives would be funded by RMS.



RMS agreed to proceed with the project, with funding over two financial years. Subsequently, following further community consultation and investigations, Council implemented the following:

- 2015/16:            Flush threshold in Boulton Street, south of Morrison Road  
Flush threshold in Payten Street, south of Morrison Road  
Flush threshold in Douglas Street, south of Morrison Road  
Flush threshold in Charles Street, south of Morrison Road  
Flush threshold in Charles Street, south of Parry Street  
Flush threshold in Delange Road, south of Morrison Road.
- 2016/17:            Raised threshold in Morrison Road, east of Princes Street  
Speed cushions in Morrison Road, east of Delange Road  
Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School  
Flush threshold in Morrison Road, west of Mitchell Street  
Minor upgrades at the intersection of Morrison Road, Parry Street and Acacia Avenue  
Speed cushions in Morrison Road, at Peel Park.

Furthermore, RMS agreed to:

- consider a 40 km/h speed limit in Morrison Road, between Princes Street and Mitchell Street,
- adjust the pedestrian phases at the signalised intersection of Morrison Road and Charles Street (complete),
- investigate a left-in / left-out at the signalised intersection of Morrison Road and Church Street,
- investigate the installation of an off-street drop-off / pick-up area at Putney Public School, and
- continue to monitor the signalised intersection of Meriton Road and Victoria Road.

Since implementation, Council has received a number of requests to review the LATM scheme.

## CONTEXT

1. Morrison Road is a non-Classified road that runs between Meriton Street and Church Street, providing a parallel route to Victoria Road.
2. Morrison Road is characterised by residential dwellings, Putney Village town centre and Putney Public School.
3. Morrison Road is part of a regional bike route and therefore lane widths between 3.3 m and 3.7 m have been avoided.
4. Morrison Road is a public bus route, operated by Sydney Buses.



## REFERENCES

- Austroads' *Guide to Traffic Management Part 8 - LATM*.

## COMMUNITY ENGAGEMENT

City of Ryde consulted the concept LATM scheme with residents/businesses in the area bounded by Church Street, Victoria Road, Punt Road and Parramatta River. This revealed:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Once RMS had agreed to proceed with the LATM scheme, individual designs were distributed to local residents. Some subsequent changes that were made include:

- installing rubber raised threshold in Morrison Road, east of Princes Street, rather than concrete raised threshold,
- installing rubber speed cushions, rather than concrete raised thresholds,
- installing a flush threshold in Morrison Road, west of Mitchell Street, rather than a concrete raised threshold,
- installing additional speed cushions at the intersection of Morrison Road, Parry Street and Acacia Avenue, and
- not installing any devices in Morrison Road, at Bremner Park / Morrison Park.

Once implemented, the vast majority of the feedback received has been from residents that do not live adjacent to the devices. The major concerns raised are:

- Flush thresholds are not reducing driver speeds.
- Plantings, which create a barrier for pedestrians, have died over the summer in some locations.
- Drivers are manoeuvring around speed cushions, rather than driving over them.
- There are a large number of pedestrians that cross Morrison Road, travelling between Bremner Park and Morrison Park.

Any further changes will be undertaken in consultation with residents that live adjacent to the devices.



## DISCUSSION

### Driver speeds

Traffic speed and volume counts were undertaken before and after implementing the LATM scheme and the results are shown in *Table O1*.

*Table O1 Traffic speed and volume counts in Morrison Road*

Location	Date	85th percentile speed	Five Day AADT (veh / day)
Between Church Street and Regent Street (outside No. 289)	Oct 2014	59 km/h	9,821
	(post-implementation count not yet available)		
Between Princess Street and Boulton Road (outside No. 290)	Mar 2016	49 km/h	10,959
	Nov 2017	36 km/h	10,739
Between Boulton Street and Payten Street (outside No. 268)	Oct 2014	59 km/h	10,842
	(post-implementation count not yet available)		
Between Charles Street and Delange Road (outside No. 211)	Mar 2016	49 km/h	10,016
	(post-implementation count not yet available)		
Between Delange Street and Mitchell Street (outside No. 222)	May 2013	57 km/h	10,118
	Nov 2017	48 km/h	9,862
Between Delange Street and Mitchell Street (outside No. 204)	(no pre-implementation count undertaken)		
	Nov 2017	48 km/h	9,839
Southwest of Parry Street (outside No. 178)	Aug 2015	48 km/h	8,036
	Jan 2017	48 km/h	7,211
	Nov 2017	47 km/h	9,659
Southeast of Parry Street (outside No. 170)	Jan 2017	48 km/h	10,082
	Nov 2017	46 km/h	12,103
Between Kemp Street and Tennyson Road (outside No. 103)	Aug 2015	50 km/h	11,501
	(post-implementation count not yet available)		
Near Peel Park (outside No. 77)	(no pre-implementation count undertaken)		
	Nov 2017	52 km/h	12,524



The traffic speed and volume counts demonstrate that:

- Traffic speeds have reduced in locations near the:
  - raised threshold in Morrison Road, east of Princes Street, and
  - speed cushions in Morrison Road, east of Delange Road.
- Traffic speeds have been maintained near the:
  - intersection of Morrison Road, Parry Street and Acacia Avenue,
  - speed cushions in Morrison Road, at Peel Park.
- None of traffic speeds would justify installing a 40 km/h speed limit.
- Traffic volumes have generally been maintained.

In general, whilst some of the treatments have been effective at reducing driver speeds, the partial implementation of the LATM scheme, by omitting some treatments and replacing others with less-effective treatments in response to community concerns, has ultimately lead to mixed results.

Furthermore, those treatments installed in isolation - such as the speed cushions at the intersection of Morrison Road, Parry Street and Acacia Avenue, and in Morrison Road, at Peel Park - have not been successful in reducing driver speeds. This highlights the need to follow the device spacing recommended in Austroads' *Guide to Traffic Management Part 8 - LATM*.

It is recommended that the existing speed cushions at the intersection of Morrison Road, Parry Street and Acacia Avenue be upgraded to full-width rubber raised thresholds, as this treatment has proven to be effective near Princes Street.

### **Plantings**

Plantings have been used in-lieu of fencing, to help prevent pedestrians using thresholds as pedestrian crossings. In some locations, pedestrians have walked over plantings before they have had a chance to establish themselves, especially those in Delange Road. This is likely due to the close proximity of Putney Public School and 'NO STOPPING' has since been installed to help prevent drivers from dropping-off school children at this location. All plantings will be checked and re-planted, as necessary.

### **Driving around speed cushions**

Anecdotally, it is agreed that drivers are manoeuvring around speed cushions. The extent of the issue is being quantified through traffic counts at the moment. However, it is recommended that Council considers installing raised lane dividers to help prevent drivers from undertaking these manoeuvres.

### **Pedestrians crossing Morrison Road, travelling between Bremner Park and Morrison Park**

Due to concerns raised by nearby residents, Council did not proceed with any LATM treatments at this location.



Following a Notice of Motion by Councillor Maggio, the following was resolved at the Council meeting held on 12 December 2017:

- (a) *That a review and investigation of the car parking available be undertaken at Morrison Bay Park.*
- (b) *That upon completion of the review, a report be presented to Council outlining the results.*
- (c) *That if additional car parking is identified that the report recommended to Council options, cost estimates and appropriate recommendations for funding.*

Council has recently undertaken a review of similar issues at ELS Hall Park, which incorporated pedestrian access to improve active transport to the parklands rather than relying on private motor vehicles. The matter will be further investigated as part of this upcoming review.

## **APPROVALS**

Given that this is a technical review, the matter is referred to Ryde Traffic Committee for Traffic Engineering Advice.

## **CONCLUSION**

The following works have been identified to embellish the existing LATM Scheme:

- upgrade the speed cushions at the intersection of Morrison Road, Parry Street and Acacia Avenue to full-width rubber raised thresholds, and
- install raised lane dividers adjacent to all other speed cushions.

Given that no consultation has been undertaken, Council intends to consult with local residents regarding these upgrades.

Furthermore, all plantings adjacent to LATM devices will be checked and re-planted, as necessary



