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## 8 TRAFFIC AND PARKING INVESTIGATIONS - TRUSCOTT STREET PUBLIC SCHOOL

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**Report prepared by:** Traffic Engineer, Traffic Transport & Development  
**File No.:** GRP/09/3/17 - BP19/254

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### REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken on the roads that either have a frontage with Truscott Street Public School or located in close proximity to it. TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment.

The assessment outlines the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program. In addition to continued enforcement and education, Council's traffic section proposes the following actions:

#### Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage and intersection delineation.
- Address deficiencies associated with statutory *No Stopping* signage at intersections.
- Review possible extensions to existing 'Kiss and Ride' zones.
- Undertake additional pedestrian and vehicular counts to determine whether a pedestrian crossing facility can be provided on a street with a school frontage.
- Assess whether pedestrian refuges can be provided at key intersections subject to vehicle turning path manoeuvres.
- Removal of on-street parking at key congestion points in the vicinity of the school.
- Installation of parking delineation lines will be considered for all driveways on streets with a direct school frontage.

#### Proposed Medium Term Works (3 – 5 years):

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Truscott Street Public School.

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- Review of street lighting along pedestrian desire routes.
- Review pedestrian crossing facilities along pedestrian desire line routes.

**RECOMMENDATION:**

- (a) That Council places the Truscott Street Public School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

**ATTACHMENTS**

- 1 Truscott Street Public School - TPE Consulting Study
- 2 Truscott Street Public School - Community Information Session
- 3 RMS Warrants for Pedestrian Crossings

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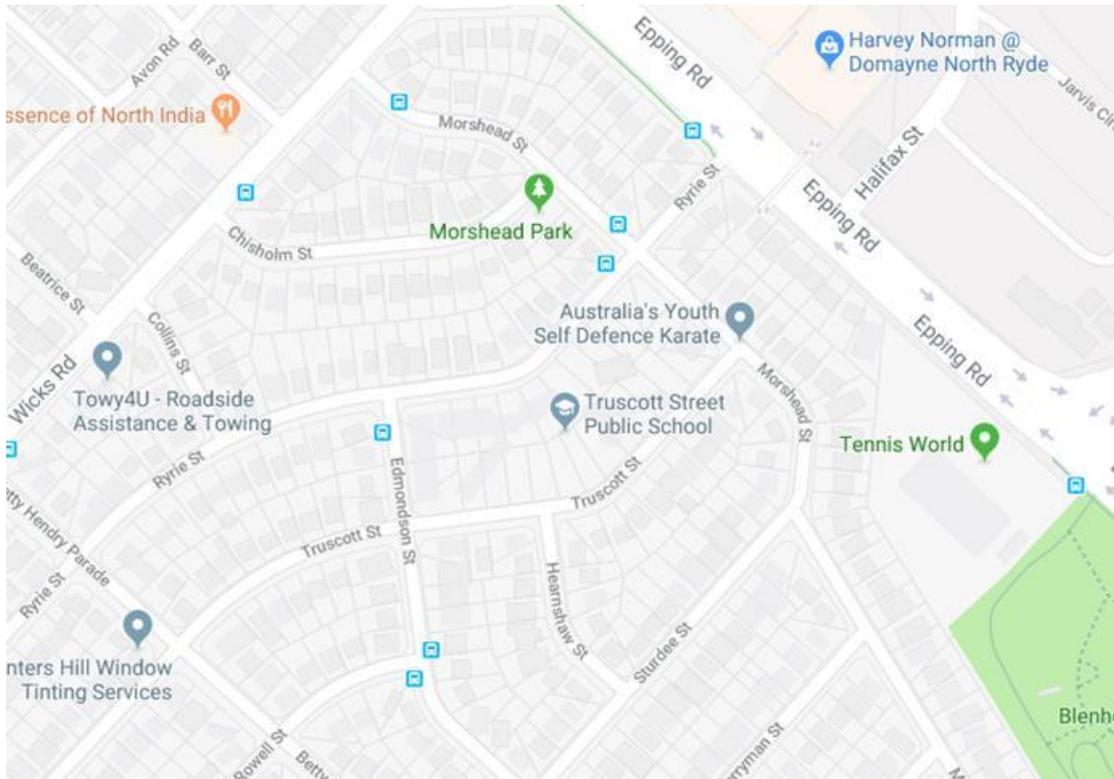
**Director - City Works**

## ITEM 8 (continued)

### Introduction

TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment of all roads that have a frontage with Truscott Street Public School, namely Ryrie Street, Morshead Street, Edmondson Street and Truscott Street– see *Attachment 1*.

Council Engineers expanded on this assessment to also include nearby streets commonly used by parents and carers of children attending the school. It should be noted that the TPE report has been used purely as an aide in determining a short and medium term works program to address traffic and road safety deficiencies on streets surrounding Truscott Street Public School.



**Figure 1: Location of Truscott Public School & Environs**

### Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

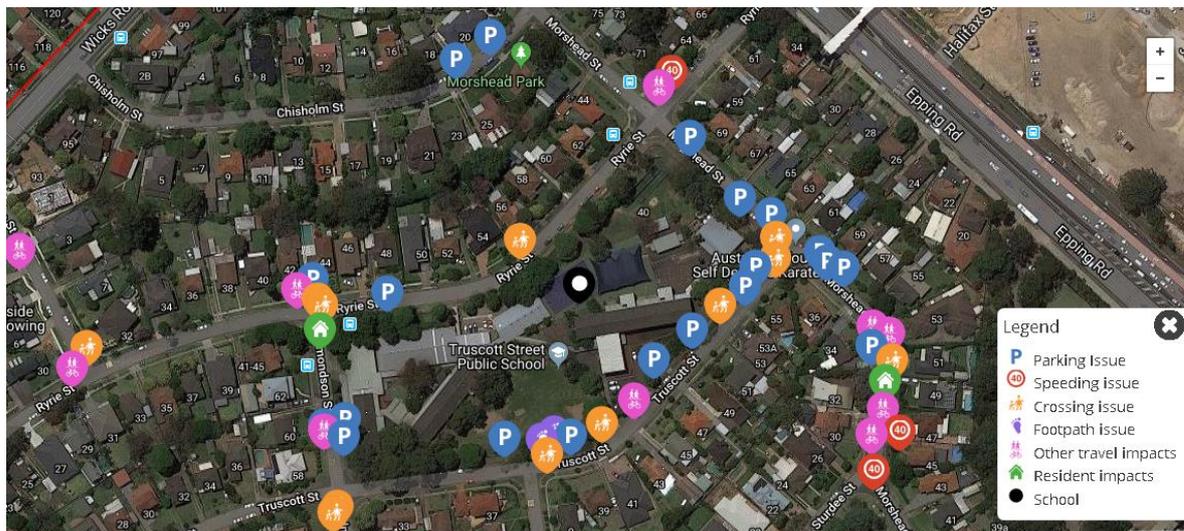
### ITEM 8 (continued)

1. Better manage existing staff resources;
2. Undertake more in-depth investigations within each school catchment area;
3. Budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

### Consultation Process

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Truscott Street Public School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.



**Figure 2: Mapping of Resident Issues**

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at Truscott Street Public School on Tuesday 13 March 2018.

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Community concerns from the information session were noted and responded to – see *Attachment 2*.

**Requirements, Responsibilities and Jurisdictions**

Through the consultation process, the Truscott Street Public School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Epping Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – see *Attachment 3*.

**Investigations**Signage & Delineation Audit

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. Council to advise RMS of location of all speed and school zone related delineation that is non-compliant, with these to be upgraded as a matter of urgency
- Issue 2 Access driveways to the school's Special Needs section on Edmondson Street are not signposted, is one way directional flow required? Discuss with school as to whether this should be marked with one way pavement arrows etc.

**ITEM 8 (continued)**

- Issue 3: The lack of any formal pedestrian crossing facility on any of the four roads that have a school frontage has been investigated. Traffic and pedestrian counts have been undertaken on a number of occasions which reveals that there is no location that currently meets the warrant for a pedestrian crossing or children's crossing facility. The multiple access routes and access points to the School is the principal reason why the basic warrants have not been met.
- Issue 4: There is significant competition for on-street parking on Morshead Street, Truscott Street and Ryrie Road with residents generally opposed to any loss of parking outside their properties. While the recently installed timed restrictions on these streets associated with the rail shutdown have alleviated localised congestion issues, congestion still remains a recurring theme from conversations with residents. Streets in close proximity to the School and where bus routes operate will be investigated as to whether further parking restrictions are warranted.
- Issue 5: Site inspections revealed that there were many inconsistencies with how intersections were signposted, with none of the existing bus zones signposted. A comprehensive upgrade of all signage in the area has now been undertaken, with bus zones signposted, discrepancies in signage removed and more importantly all zones are now closed which allows appropriate enforcement to be undertaken.
- Issue 6: There is an on-going issue of resident driveways being blocked by inappropriate parking by parents and carers. Driveways on streets with a direct school frontage will be considered for driveway delineation lines.

**Crash Analysis**

The roads surrounding Truscott Street Public School were assessed using the 2013 - June 2018 RMS crash dataset. This dataset is populated by reported accidents to NSW Police, and will not include any unreported accidents. It should be noted that all the above crash data is confirmed.

This analysis indicated that the only crashes that have occurred in the vicinity of the school have occurred on Ryrie Street, with no crashes involving pedestrians and none have occurred during school drop off and pick up periods. The crashes that occurred at the intersection of Ryrie Street and Morshead Street were addressed by the installation of a roundabout in 2017 which was fully funded by Federal Blackspot grant.

**ITEM 8 (continued)**



Figure 3: Crash Analysis – 2013 to June 2018

**Proposed Actions**

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Truscott Street Public School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways
- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone

**ITEM 8 (continued)**Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage and intersection delineation.
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Proposed Medium-Term Works

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**ITEM 8 (continued)**  
**Community Engagement**

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

**Funding**

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.