

19 March 2020

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 19 March 2020

Ryde Traffic Committee Meeting

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

MEMBERS

City of Ryde (Chair) Manager -Transport Services
Transport for New South Wales (TfNSW)North West Precinct
NSW Police ForceRyde Local Area Command
Member for Ryde (4 items) The Hon. V Dominello MP
Member for Lane Cove (4 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, Wednesday 18 March 2020.

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 12 noon, Tuesday 17 March 2020.

Meeting Convenor
John Begley – Senior Coordinator – Transport Services
jbegley@ryde.nsw.gov.au



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Meeting Date: 19 March 2020
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) HERRING ROAD, MARSFIELD – EXTENSION OF EXISTING MEDIAN ISLAND
- (B) VICTORIA ROAD, GLADESVILLE – SIGNAGE AND LINEMARKING PLAN
- (C) ETHEL STREET AND MAY STREET, EASTWOOD – TEMPORARY PARKING RESTRICTIONS
- (D) WINBOURNE STREET, WEST RYDE – CHANGES TO PARKING RESTRICTIONS
- (E) BUFFALO ROAD, GLADESVILLE – ‘P DISABILITY ONLY’ ZONE
- (F) KULGOA AVENUE AND PRICE STREET, RYDE – INTERSECTION TREATMENT
- (G) ROAD SAFETY PROGRAM UPDATE

ADVISORY ITEMS

ITEM 1 **MATTERS APPROVED UNDER DELEGATION & ELECTRONIC TRAFFIC COMMITTEE PROCESS**

GENERAL BUSINESS



ITEM (A) 92 HERRING ROAD, MARSFIELD

SUBJECT: EXTENSION OF EXISTING MEDIAN ISLAND
ELECTORATE: RYDE
WARD: WEST & CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00204 & LDA2018/0262
OFFICER: J QUAN

INTRODUCTION

The developer of 92 Herring Road, Marsfield has submitted a proposal to extend the existing median in front of the subject site to satisfy Condition 21 of LDA2018/262. The change requires approval from the Ryde Traffic Committee.

PROPOSAL

That the median island on the southbound approach to the Herring Road/Dora Street roundabout be extended by 8.5m to enforce a left in/out arrangement at 92 Herring Road, Marsfield.



Figure A1: Location Plan

DISCUSSION

City of Ryde approved a residential development at 92 Herring Road, Marsfield comprising of three dwellings and seven parking spaces. Condition 21 of LDA2018/262 specified that:

Public Domain Works - Council Approval.

“To facilitate access to and from the approved development without interfering the flow of traffic in Herring Road, the following works shall be undertaken in association with the development at no cost to Council;

Extension of the existing concrete median island in Herring Road across the frontage of the development site north-easterly direction and further 2.0m from the north-eastern edge of the driveway. The width and the height of median shall be as required by Council’s Traffic Section.”

Herring Road has an approx. 8.5m wide carriageway at the subject site’s frontage with a 5.5m wide northbound lane and a 3m wide southbound lane. Details of the proposal are provided in **Figure A2**.

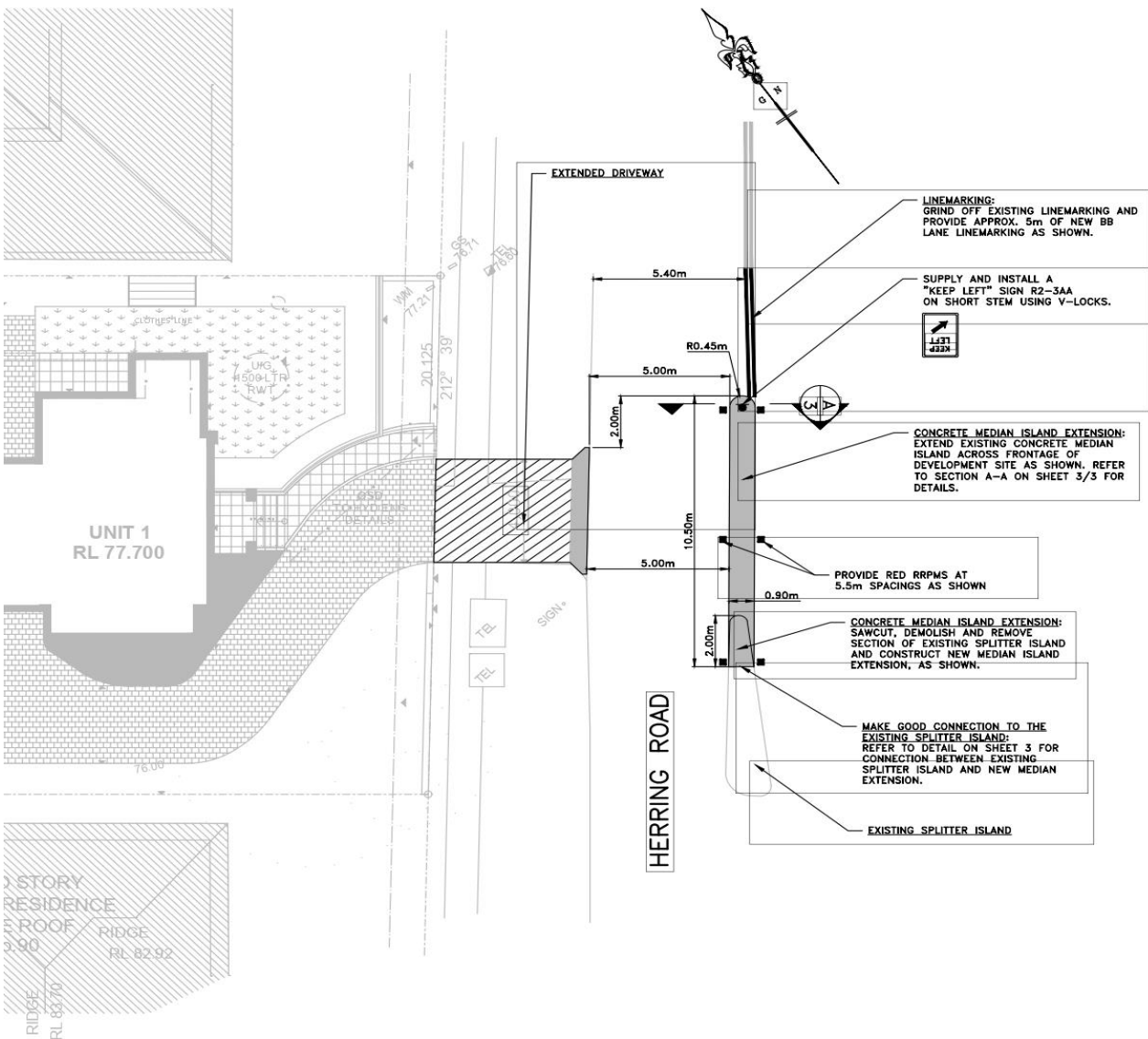


Figure A2: Details of Proposed Extension of Median Island



The proposed median island extension aligns with the existing double barrier lines; and thus does not restrict the width of the southbound lane. The height and type of the proposed extension will match the existing SF kerb type, as shown below in **Figure A3**.

Proposed Kerb Type

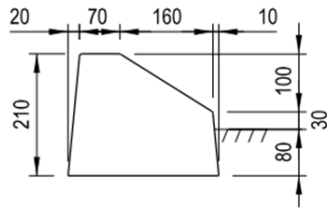
SF	RAISED MEDIANS AND TRAFFIC ISLANDS	0.043	
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Figure A3: Proposed Kerb Type

There are no driveways on the eastern side of Herring Road that will be impacted by the proposed median island extension

RECOMMENDATION

The Ryde Local Traffic Committee recommends that the median island on the southbound approach to the Herring Road/Dora Street roundabout be extended by 8.5m to enforce a left in/out arrangement at 92 Herring Road, Marsfield. All works be undertaken by the developer at no cost to Council.



ITEM (B) 459 & 461-495 VICTORIA ROAD, GLADESVILLE

SUBJECT: SIGNAGE AND LINEMARKING PLAN
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
REFERENCE: T2020-00203 & LDA2015/214
OFFICER: J QUAN

INTRODUCTION

The developer of 459 & 461-495 Victoria Road, Gladesville, Stage 1 (Bunnings Warehouse) has submitted signage and line marking plans, covering the subject site’s frontage along Frank Street and College Street to satisfy Condition 109 of LDA2015/214. The changes require approval from the Ryde Traffic Committee.

PROPOSAL

Approval be given to the attached signage and line marking plan covering the subject site’s frontage along Frank Street and College Street, Gladesville.

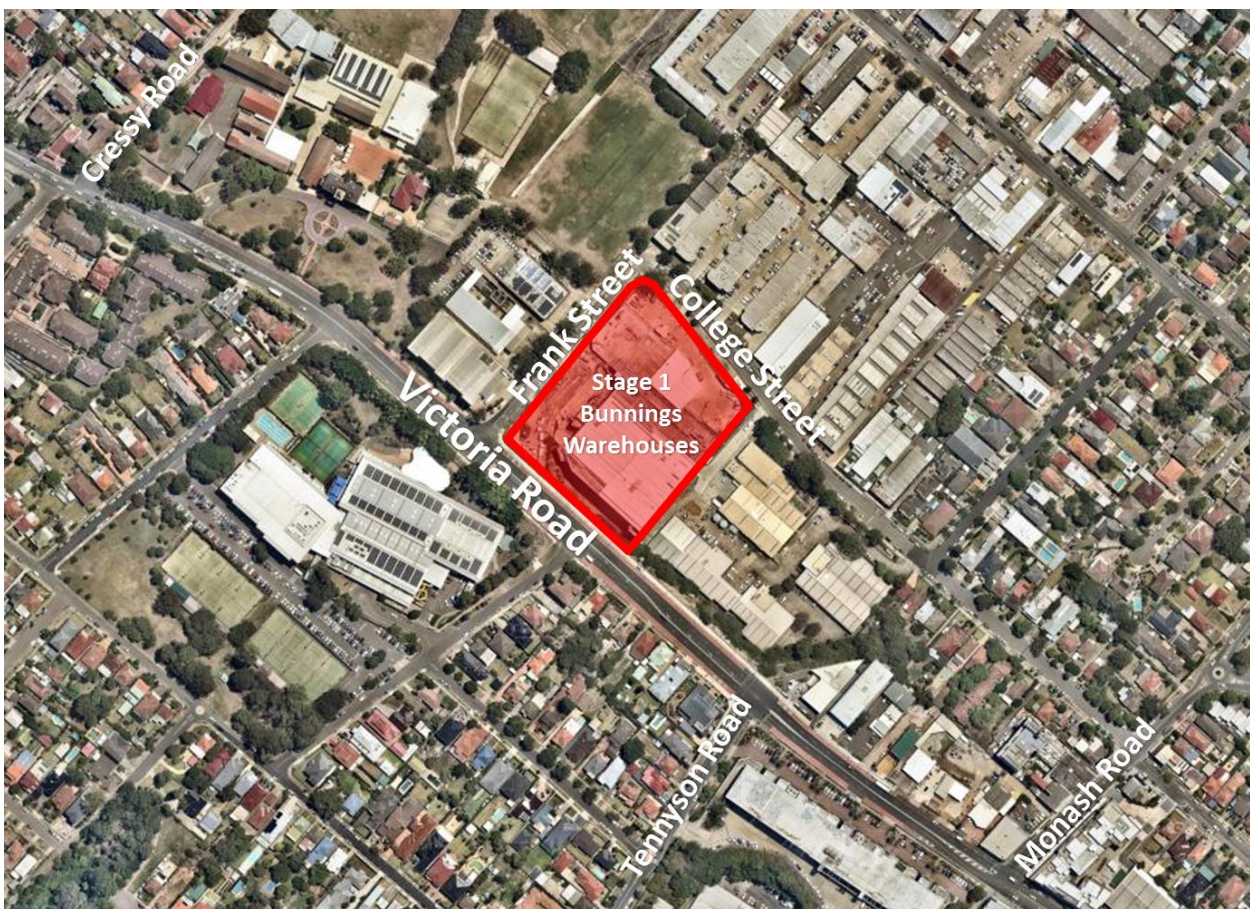


Figure B1: Location Plan



DISCUSSION

City of Ryde has approved the commercial developments at 459 & 461-495 Victoria Road, Gladesville, comprising of a Bunnings Warehouse, a bulky goods Homemaker Centre and a childcare centre across three stages. The Bunnings Warehouse as Stage 1, is planned to be occupied around mid 2020. Prior to occupation, the developer is to implement the approved changes to signage and line marking along the subject site's frontage, as per the requirement of Condition 109 of LDA2015/214:

Signage and Linemarking - External. A plan demonstrating the proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate for Stage 1.

NOTE: The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.

Three access driveways are associated with the Stage 1 Bunnings Warehouse. The primary general access point into the Bunnings development is provided off Frank Street, with loading dock access provided off College Street. A secondary general access point is located further east along College Street towards the road closure point.

Frank Street

It is anticipated that the majority of patrons will use the Frank Street driveway as their primary access to and from the Bunnings car park. As part of the development, the signalised intersection of Victoria Road / Frank Street has been widened in order to provide three southbound lanes on Frank Street. A copy of the Transport for NSW (TfNSW) approved TCS plan is shown in **Figure B2**.

The signage and line marking plan proposes a right turn bay on Frank Street northbound, which divides the northbound carriageway into one 3m wide through-lane and one 2.8m wide right turn lane. The taper of the right turn bay is proposed to start 30m north of the Victoria Road intersection and therefore is not within the scope of the approved TCS plan.

KEEP CLEAR pavement marking is also proposed across the three southbound lanes on Frank Street at the Bunnings car park access point to prevent it being blocked by vehicles queuing back from the signalised intersection of Victoria Road/Frank Street.

Full time *No Stopping* restrictions are proposed on both sides of Frank Street. This recommendation is in accordance with the findings of the *Pedestrian and Road Safety Study* carried out by Arup on behalf of the developer:

"Sight-lines from the Holy Cross College driveway to College Street were observed to be obstructed by the temporary fencing and the kerbside parking. The limited sight distances may result in a collision risk for motorists travelling into Frank Street with any crossing pedestrians or motorists accessing the driveway."

The signage and line marking plan for Frank Street is shown in **Figure B3**.



College Street

Two access driveways are proposed off College Street, with the western driveway providing access to the loading dock and the eastern driveway providing access to the basement car park. The loading dock is designed to accommodate heavy vehicles up to 19m long semi-trailers. It should be noted that in addition to the Bunnings Warehouse, the existing industrial developments on the northern side of College Street also generates a considerable amount of heavy vehicle movements. The Frank Street/College Street bend has been widened by the developer as part of the infrastructure upgrades.

Turning movements for two opposing 19m semi-trailers require the removal of 3 existing parking spaces along the Frank Street/College Street bend. Note that the outbound semi-trailer swept path has minor encroachment into the footpath due to the limited width of the access driveway. Council's Public Domain Section has instructed the developer to widen the driveway to accommodate this movement.

With the exception of the loss of 3 on-street parking spaces on the Frank Street /College Street bend, no other parking changes are proposed on College Street, west of the closure point. *GIVE WAY TO PEDESTRIANS* signage and other guidance signs are proposed at all three access driveways to inform the patrons and minimise the possibility of vehicle-pedestrian conflicts.

The signage and line marking plan for College Street is presented in **Figure B4**.

The swept path of semi-trailers turning simultaneously at the Frank Street/College Street bend is presented in **Figure B5**.

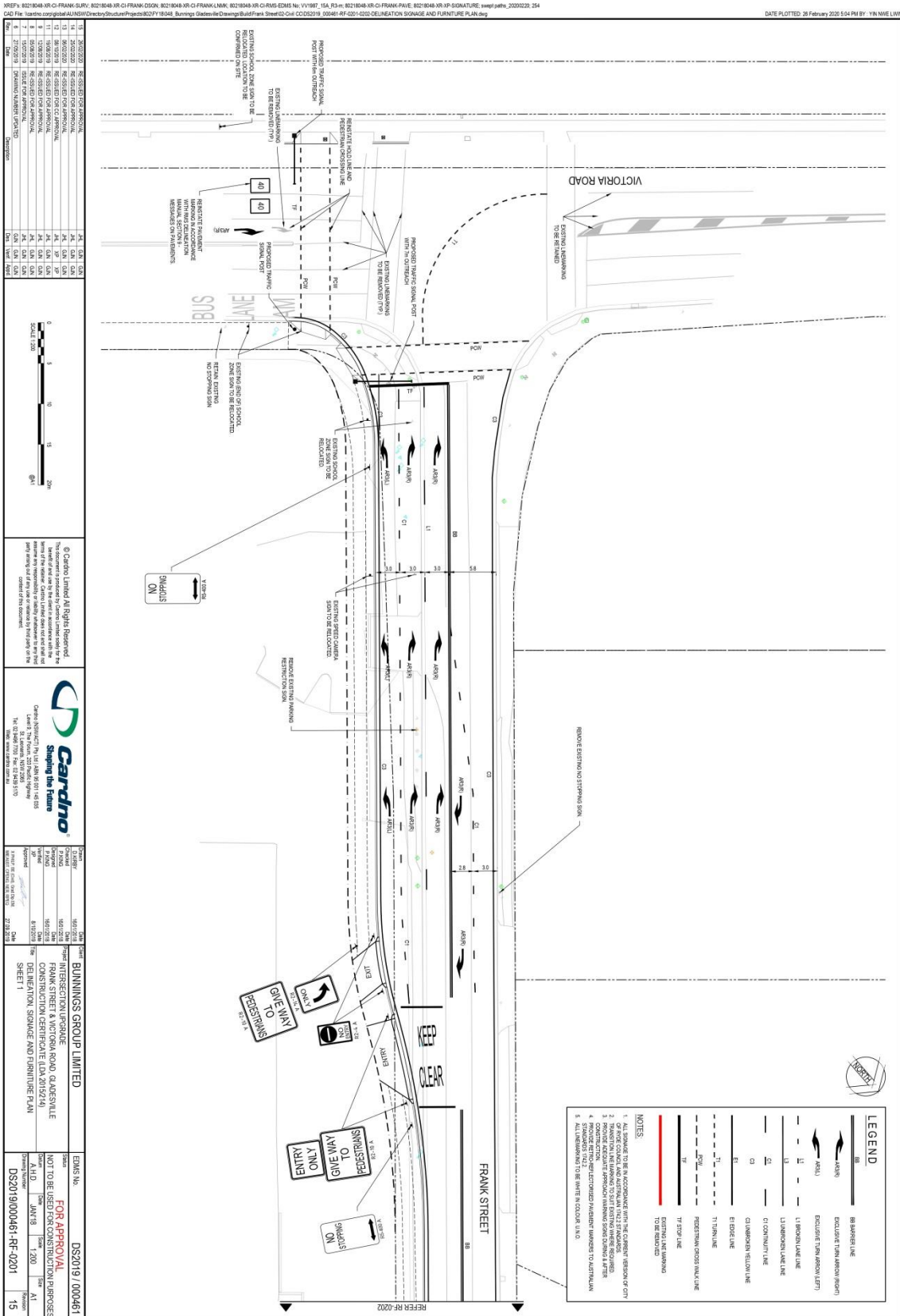


Figure B3: Proposed signage and line marking plan– Frank Street

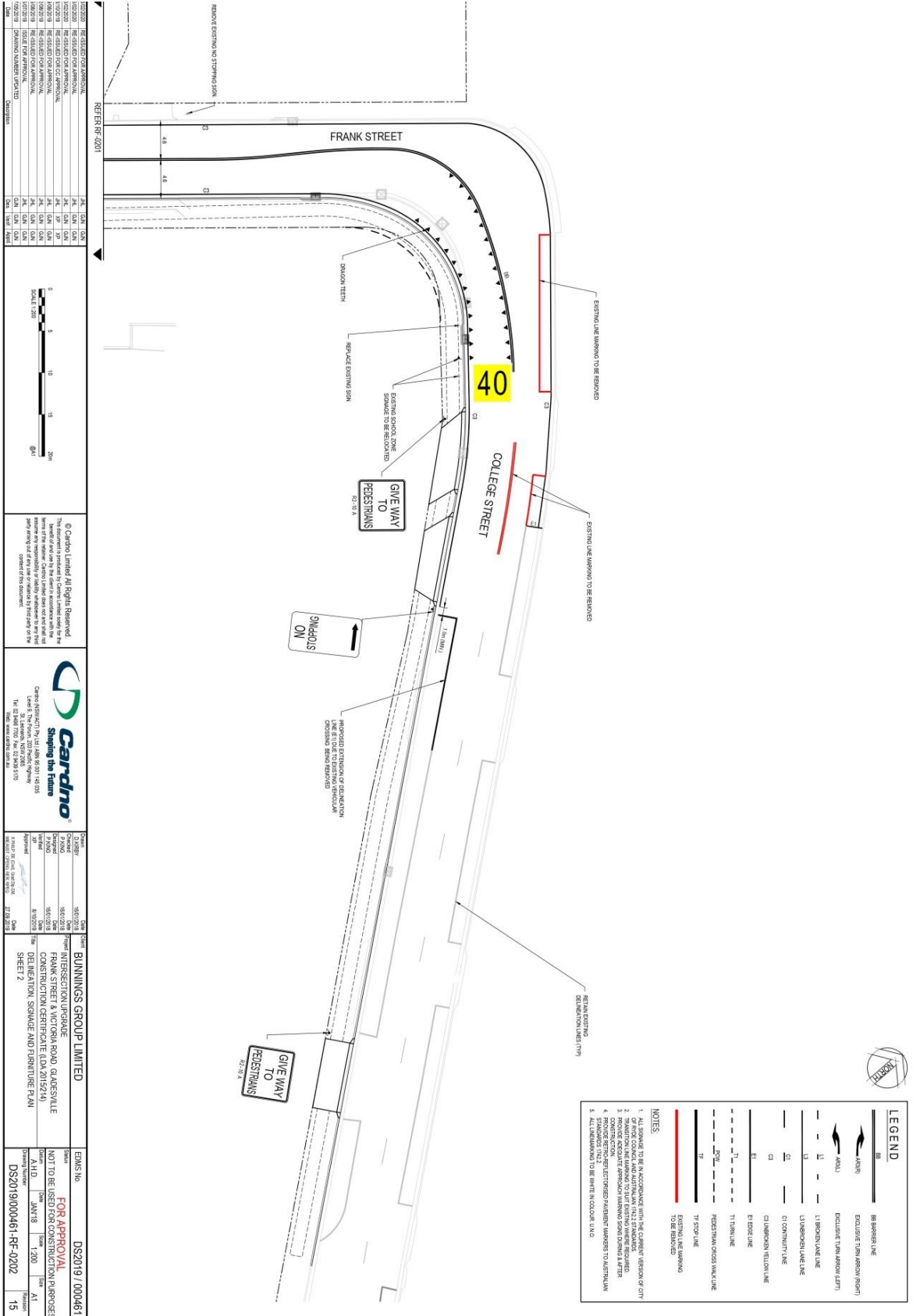


Figure B4: Proposed signage and line marking plan – College Street

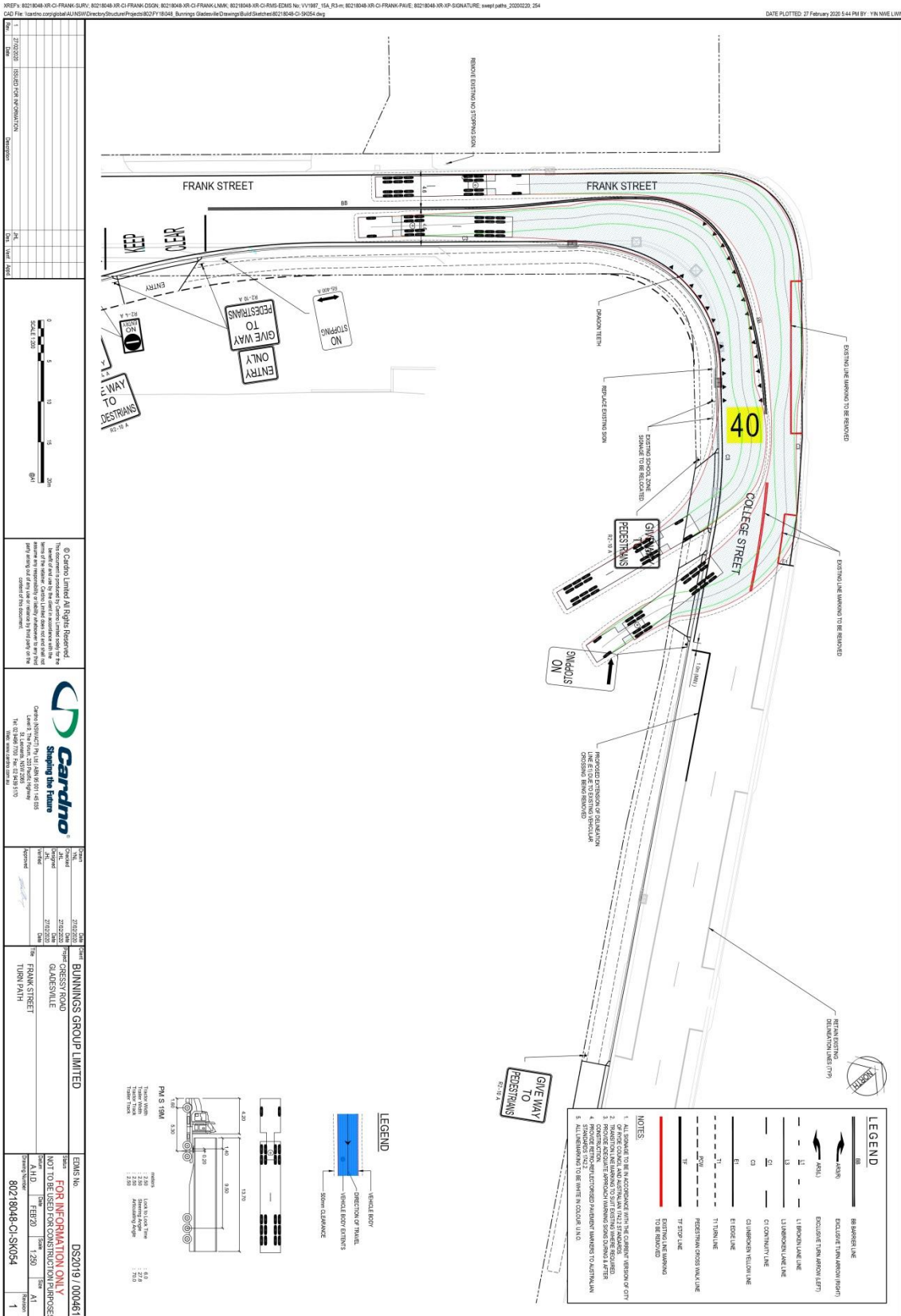


Figure B5: Swept Path – 19m Semi-trailers turning at Frank Street/College Street



RECOMMENDATION

The Ryde Local Traffic Committee endorses the attached signage and line marking plans (Drawing No: DS2019/000461-RF-0201 & DS2019/000461-RF-0202) for 459 & 461-495 Victoria Road, Gladesville, with all costs associated with the implementation of the above works borne by the developer.



ITEM (C) ETHEL STREET AND MAY STREET, EASTWOOD

SUBJECT: **TEMPORARY PARKING RESTRICTIONS**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
REFERENCE: T2020-00202 & LDA2019/73
OFFICER: I ZAGVOZKINE

INTRODUCTION

City of Ryde is planning to commence construction works for the new public car park at 53-71 Rowe Street, Eastwood from mid 2020. During the construction period, the existing public car park will be unavailable to the general public. Council proposes to convert existing unrestricted parking in Ethel and May Streets to time restricted parking to accommodate the short term parking demand for local businesses. It is envisaged that the new car park will come back on line by December 2020.

PROPOSAL

The following changes to parking restrictions be undertaken in Ethel and May Streets

- Convert all unrestricted parking spaces along Ethel Street, Eastwood to 2P 8am – 6pm Mon-Sun.
- Convert 19 unrestricted parking spaces along the eastern side of May Street, Eastwood to 2P 8am – 6pm Mon-Sun.



Figure C1: Location of Existing Rowe Street car park



DISCUSSION

The at grade council carpark at 53-71 Rowe Street, Eastwood currently has a capacity of 49 parking spaces, with 2 hours of free parking. Council intends to upgrade this to a multi-storey car park with a capacity of approx. 150 parking spaces. To address the loss of short term parking during the construction period of the new car park, Council proposes to temporarily convert unrestricted parking on May Street and Ethel Street to *2P 8am – 6pm Mon-Sun*.

Site inspections indicate that Ethel Street and May Street are primarily residential streets with some retail/commercial buildings at the western end of each street. The majority of the residential properties are 3 storey buildings all of which provide access to off-street parking.

It is proposed that all unrestricted parking spaces along both sides of Ethel Street (approx. 30 spaces) be converted to *2P 8am – 6pm Mon-Sun* as shown in **Figure C2**. The remaining 19 parking spaces are proposed to be accommodated on the eastern side of May Street as shown in **Figure C3**.

The time restrictions associated with these new parking zones coincide with that which operated at the Rowe Street car park. The above temporary restrictions will ensure that the needs of both commercial and residential communities are both accommodated.

It should be noted that the above restrictions are of a temporary nature and will only come into force once the Rowe Street car park goes off line. The loss of all day unrestricted parking opportunities in close proximity to Eastwood Railway Station is made up for by the extension of the 90 degree parking zone on East Parade between Third and Fourth Avenue; Eastwood.



Figure C2: Proposed 2P Zone in Ethel Street



Figure C3: Proposed 2P Zone in May Street

Residents in May and Ethel Streets have been letterboxed regarding the above proposal.

RECOMMENDATION

Ryde Local Traffic Committee recommends that for the duration of the closure of the Rowe Street car park.

- All unrestricted parking spaces (approx. 30) along Ethel Street, Eastwood be converted to *2P 8am-6pm Mon-Sun*.
- 19 unrestricted parking spaces on the eastern side of May Street be converted to *2P 8am-6pm Mon-Sun*.



ITEM (D) WINBOURNE STREET, WEST RYDE

SUBJECT: CHANGES TO PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01918
OFFICER: M ILYAS

INTRODUCTION

City of Ryde has received a request from the director of the childcare centre on Winbourne Street that consideration be given to converting the existing Kiss & Ride zone outside 8-10 Winbourne Street, West Ryde to 1/4P parking zone during school days to assist parents and carers of children attending the childcare centre.

PROPOSAL

That the unrestricted parking zone on the western side of Winbourne Street, West Ryde be converted to *1/4P- 8am to 9:30am & 2:30pm to 6pm Mon-Fri.*



Figure D1: Location Plan



DISCUSSION

Site observation indicates that the existing *Kiss & Ride* zones along the eastern side of Winbourne Street are well utilised by parents and carers of children attending Marsden High School and Ermington Public School in both the morning and afternoon school zone periods.

The requirement at all child care centres that children have to be signed in and out means that *Kiss and Ride* zones do not address the needs of parents with children attending the Goodstart Daycare Centre.

To address this safety concern, Council is proposing to convert the unrestricted parking zone outside No: 11 Winbourne Street to *1/4P – 8am to 9:30am & 2:30pm to 6pm Mon – Fri*. While the proposed zone is located on the opposite side of the road to the Goodstart Daycare Centre, there is a raised pedestrian crossing located 50m north of the proposed zone which provides safe passage for pedestrians to cross Winbourne Street.



Figure D2: *Proposed location of the 1/4 P zone on the western side of Winbourne Street. A raised pedestrian crossing is located 50m north of the proposed zone*

All residents who will be impacted about the above proposal have been letterboxed. No responses have been received.

RECOMMENDATION

The Ryde Local Traffic Committee recommends that the existing unrestricted parking zone outside 11 Winbourne Street, West Ryde be converted to *1/4P-8am to 9:30am & 2:30pm to 6pm Mon – Fri*.



ITEM (E) BUFFALO ROAD, GLADESVILLE

SUBJECT: ‘P DISABILITY ONLY’ ZONE
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: LANE COVE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-0181
OFFICER: J BEGLEY

INTRODUCTION

Council was contacted by a resident who has requested a disabled parking space be provided outside her property at 36 Monash Road, Gladesville. The frontage of her property on Monash Road is presently contained within a *No Stopping* zone, thus her side frontage on Buffalo Road has been investigated for the provision of the disabled zone.

PROPOSAL

That a disabled parking space be provided on Buffalo Road immediately south of the access driveway serving 36 Monash Road.

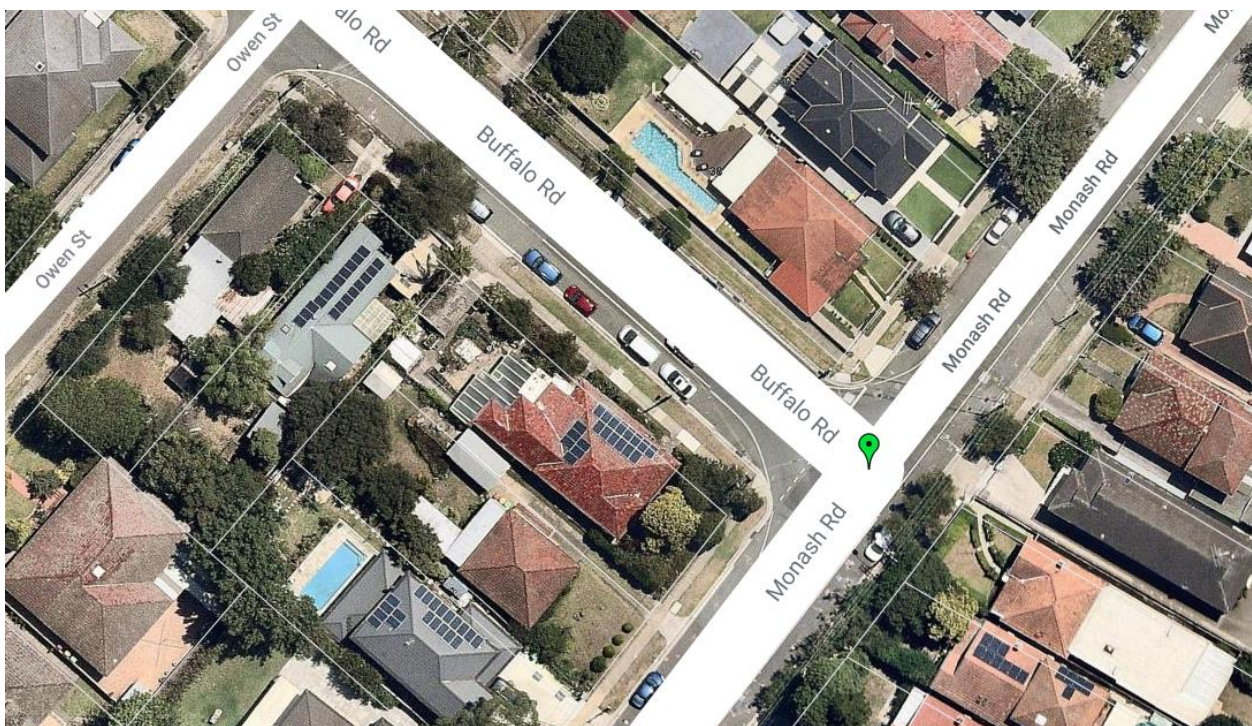


Figure E1: Location Plan



DISCUSSION

Council generally does not authorise a disabled parking space outside a resident's home if they have access to off street parking. While this resident has access to off street parking her disability is quite severe which means that her garage cannot accommodate her modified vehicle.

The resident's property has a dual frontage onto Monash and Buffalo Roads. The Monash Road frontage is located within a *No Stopping* zone, thus the proposed disabled zone will be located in Buffalo Road immediately south of the access driveway to the resident's property.



Figure E2: *Proposed Disabled Parking Zone along Buffalo Road frontage of 36 Monash Road*

The resident has been advised that the disabled space is not for her exclusive use, as any motorist with a valid mobility parking scheme permit is permitted to park in this disabled parking space.

APPROVALS

At its meeting held on 26 June 2018, the Council delegated Authority to Council staff to approve the installation of 'P DISABILITY ONLY' zones in Town Centres, Small Centres and Neighbourhood Centres. Should the proposed disabled parking space be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

RTC RECOMMENDATION

The Ryde Local Traffic Committee recommends that a 7.8m long dedicated disabled parking space be installed on Buffalo Road immediately south of the driveway serving No: 36 Monash Road, Gladesville.

ITEM (F) KULGOA AVENUE AND PRICE STREET, RYDE

SUBJECT: INTERSECTION TREATMENT
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00087
OFFICER: M ILYAS

INTRODUCTION

City of Ryde has received representation from a local resident expressing safety concerns with vehicles cutting the corner and not giving way at the intersection of Kulgoa Avenue and Price Street, Ryde.

PROPOSAL

The intersection of Kulgoa Avenue and Price Street, Ryde be formalised by installing *Give Way* signage and delineation and double barrier (BB) line marking.



Figure F1: Location Plan

DISCUSSION

Kulgoa Avenue and Price Street are classified as local streets with carriageway widths of 12.4m. Site observations indicate that the statutory *No Stopping* restrictions have been extended at the intersection to improve sight distance. Site observations however also

indicate that there is a high incidence of vehicles cutting the corner, with vehicles on Price Street not giving way to vehicular traffic on Kulgoa Avenue.

To address these safety concerns, it is proposed to formalise the intersection by installing Give Way signage and line marking on Price Street at Kulgoa Avenue. Existing double barrier (BB) line marking will be remarked and augmented by Raised Reflective Pavement Markers (RRPM's).



Figure F2: Proposed Changes on Price Street at Kulgoa Avenue.

RECOMMENDATION

The Ryde Local Traffic Committee recommends that *Give Way* signage and line marking on Price Street at Kulgoa Avenue with existing double barrier (BB) lines remarked and augmented by Retrofit Reflective Pavement Markers (RRPM's).



ITEM (G) ROAD SAFETY PROGRAMS UPDATE

SUBJECT: JANUARY – FEBRUARY 2020
ELECTORATE: RYDE, LANE COVE
WARD: ALL
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
OFFICER: L PEARs

INTRODUCTION

City of Ryde has a full time Road Safety Officer who undertakes a variety of road safety programs targeting all sections of the community. Below is an overview of programs undertaken in the last two months.

TfNSW & Council Funded Programs

Child Car Seat Safety Checking Days:

A minimum of four checking days are held each year. Around 25 cars are checked per session. The 3 February 2020 checking day was held at Blenheim Park and was fully booked.

Safer Driving for Seniors:

Council runs a minimum of three workshops per year. The workshops cover low risk driving, road rules refresher, new vehicle technology and approaching the Aged Driving test. A workshop was held on 12 February 2020 as part of Council’s Seniors Festival events with 36 people attending.



Council Funded Programs

Skate Safe:

In response to concerns about young people skating and scootering down Constitution Road West to get to the skate park, the first stage of an awareness campaign to encourage skaters to use the footpath instead of the road has been developed with the tagline – “Roads Wreck Decks”.



Fence banners have been installed around the skate park and information was distributed at the Vans Skate Jam on 28 February. Professional skaters from Vans and The Totem Collective talked to young skaters about safety and handed out stickers with the *Roads Wreck Decks* messages.



Speeding:

Four Speed Check Trailers have been in place in various locations; however there were ongoing technical issues. Trailers were recently repaired after faults in solar charging devices were identified. Are now expected to be fully deployed on a rotating schedule based on requests and known hotspots.



School Zone Safety Program:

Term 1 School Zone Safety Newsletter distributed to all primary schools. Collaboration with Hornsby and Lane Cove Councils undertaken. School resources list distributed from which schools can order free signage, banners, information brochures and Kiss & Ride resources. Confirmed program for next round of school reviews – Northcross Christian School, St Kevin’s Primary School, St Charles Primary School and Eastwood Heights Public School.

Fleet Driver Induction

Currently working with Council’s Fleet Operations on an induction kit for staff using fleet vehicles to ensure staff are aware of driver responsibilities, low-risk driving and general road safety information.



Community Events

Immunisation Clinic

Distributed information on child car seats, road safety for 0-5 year olds, school zone safety and general road safety information at Immunisation Clinics in January and February.

Lunar New Year – Saturday 8 February 2020

Planned to distribute fans with pedestrian safety messaging in English, Chinese and Korean. Looking at distributing Harmony Day event in March.

Macquarie University O-Week – 20, 21, 24 February 2020

Joint Council stall with Waste & Community Services. Promoting information and resources for young drivers, drivers on overseas licences and cyclists On Friday 21 February the TfNSW Crash Car Display was in place to promote messages around speeding. Engaged with around 500 people over the three days.





Figure G1: TfNSW Crash Display showing impacts of a 60 kph crash as opposed to a 100kph crash

School Zone Road Safety Resources

The following resources are available at no cost to schools. Please complete order form, scan and email to schooltraffic@ryde.nsw.gov.au

Parking and traffic rules / safety tips for school zones
 Double sided A4 document provides an easy to read quick reference guide to the important road safety rules within school zones while also explaining why the rules are there.

English: Qty _____
 Chinese: Qty _____
 Korean: Qty _____

Stepping Out Safety flyers
 DL Flyers with information for pedestrians and drivers on rules and safety around pedestrian refuges and children's crossings.

English: Qty _____
 Chinese: Qty _____
 Korean: Qty _____

School Zone fence banners
 Fence banners (90cm x 395cm) designed to target specific issues. Schools may order one each of any that are relevant.

Slow Down: _____
 U-turns: _____
 Bus Zone: _____

Kiss & Ride Zone corrugate signs
 Designed to be attached to school fence adjacent to the Kiss & Ride zone. Up to two per school.

Available in English only (50cm x 80cm) or English, Korean and Chinese (57.5cm x 54.1cm)

English only: Qty _____
 3 languages: Qty _____

Drop-off Pick-Up Starts Here
 Corrugate wraparound sign designed to be attached to the pole with the Kiss & Ride No Parking signage. Aims to encourage parents to pull up at the start of the zone before dropping off / picking up children.

Size 180cm x 27cm. One per school.
 Corrugate: _____

Safety gear for Kiss & Ride marshalls
 Hats, hi-vis vests, hi-vis rain gear and sunscreen are available for staff/volunteers marshalling children in Kiss & Ride zones.
 2 sets per school.

Medium: Qty _____
 Large: Qty _____

To download PDF versions of brochures and for additional information on school zones, parking rules and safety, go to www.ryde.nsw.gov.au/schoolzones

For more information on resources or school safety education materials, please contact:

Lisa Peans
 Road Safety Officer
 City of Ryde
 ph: 9952 8307
peans@ryde.nsw.gov.au

Name of School: _____

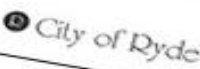


Figure G2 School Road Safety Resources



RECOMMENDATION

The Ryde Local Traffic Committee notes the report


ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2* below, were approved under Delegation. The matters outlined in *Table 3*, below, were approved under Electronic Traffic Committee process.

Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Hermitage Rd & Goodwin St	10m Statutory No Stopping	Rule 167	April 2020

Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date
Hermitage Rd & Goodwin St	Install double barrier lines (BB lines) at the intersection on Hermitage Rd & Goodwin St	NA	6 Mar 2020

Table 3 Matters Approved under Electronic Traffic Committee Process

Item	Location	Parking Control Measure	Consultation	Installation Date
H	3A-8 Railway Road, Meadowbank	Formalising existing bus stop by installing Bus Zone – 11pm to 6am	Notification dated 11 Mar 2020	April 2020