



ITEM (A) KHARTOUM ROAD, MACQUARIE PARK

SUBJECT: RELOCATION OF EXISTING BUS ZONE & BUS STOP

ELECTORATE: RYDE
 WARD: CENTRAL
 ROAD CLASS: NON-Classified

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below

INTRODUCTION

Development consent was issued for a 15-storey commercial building (and associated off-street parking and loading facilities) at 85-91 Waterloo Road, Macquarie Park on 30 July 2021. **Figure 1** below illustrates the site location within the context of the surrounding road network:

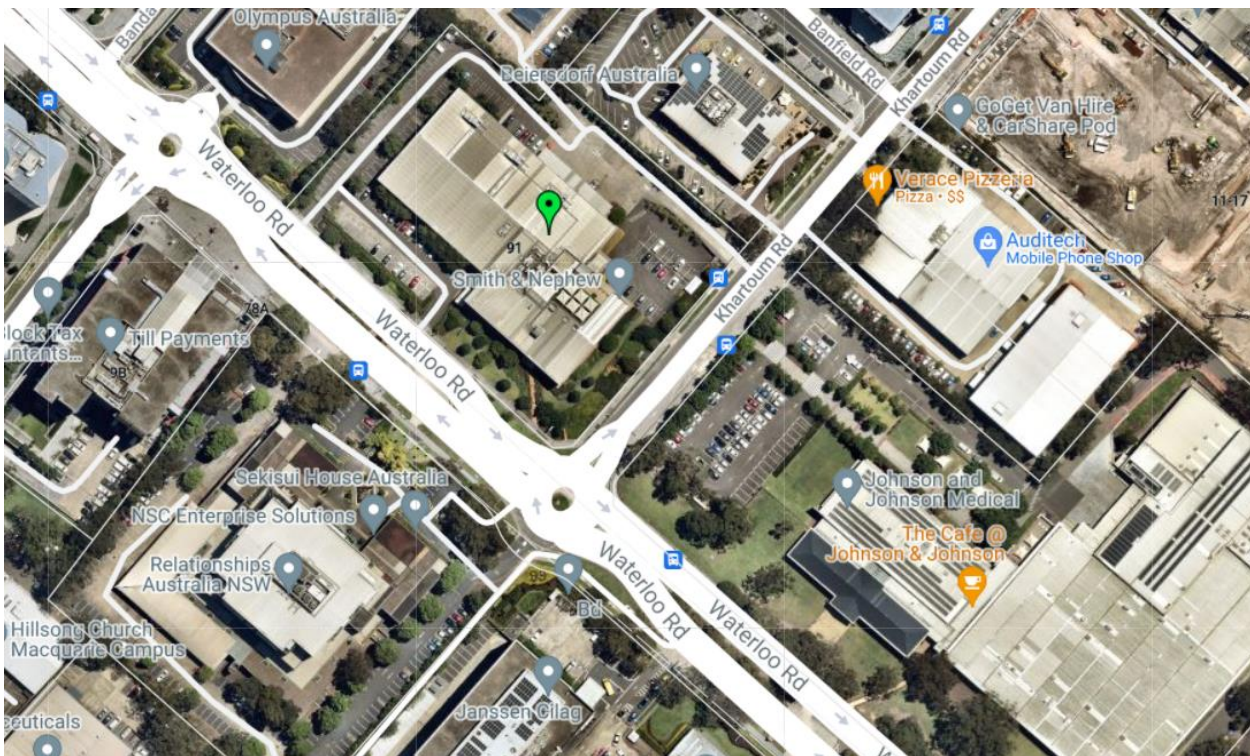


Figure 1 - Site Location

The approved development involves the construction of a new driveway connecting with Khartoum Road approximately 10m south of the northern property boundary, which encroaches on an existing bus stop (ID No.: 2113214) and bus zone along the western side of Khartoum Road, thus requiring the relocation of these facilities. The applicant has submitted a signage and line marking plan showing details of the new location for the existing bus stop and bus zone on Khartoum Road, which requires endorsement by Ryde Traffic Committee and formal approval by Council and STA in accordance with deferred commencement condition 1 of LDA2020/0433.



PROPOSAL

The existing bus zone on the western side of Khartoum Road is proposed to be shifted 2m to the north of the future driveway servicing the approved commercial development. The length of the bus zone is proposed to be 27m. The “NO STOPPING” distance between the end of the bus zone and the departure side of a pedestrian pram ramp associated with an existing pedestrian refuge is proposed to be 4m.

The bus stop is proposed to be relocated 1m to the south of the future development access driveway, which is consistent with the advice provided by STA on 10 December 2021.

Figure 2 illustrates the relocated bus stop and bus zone.

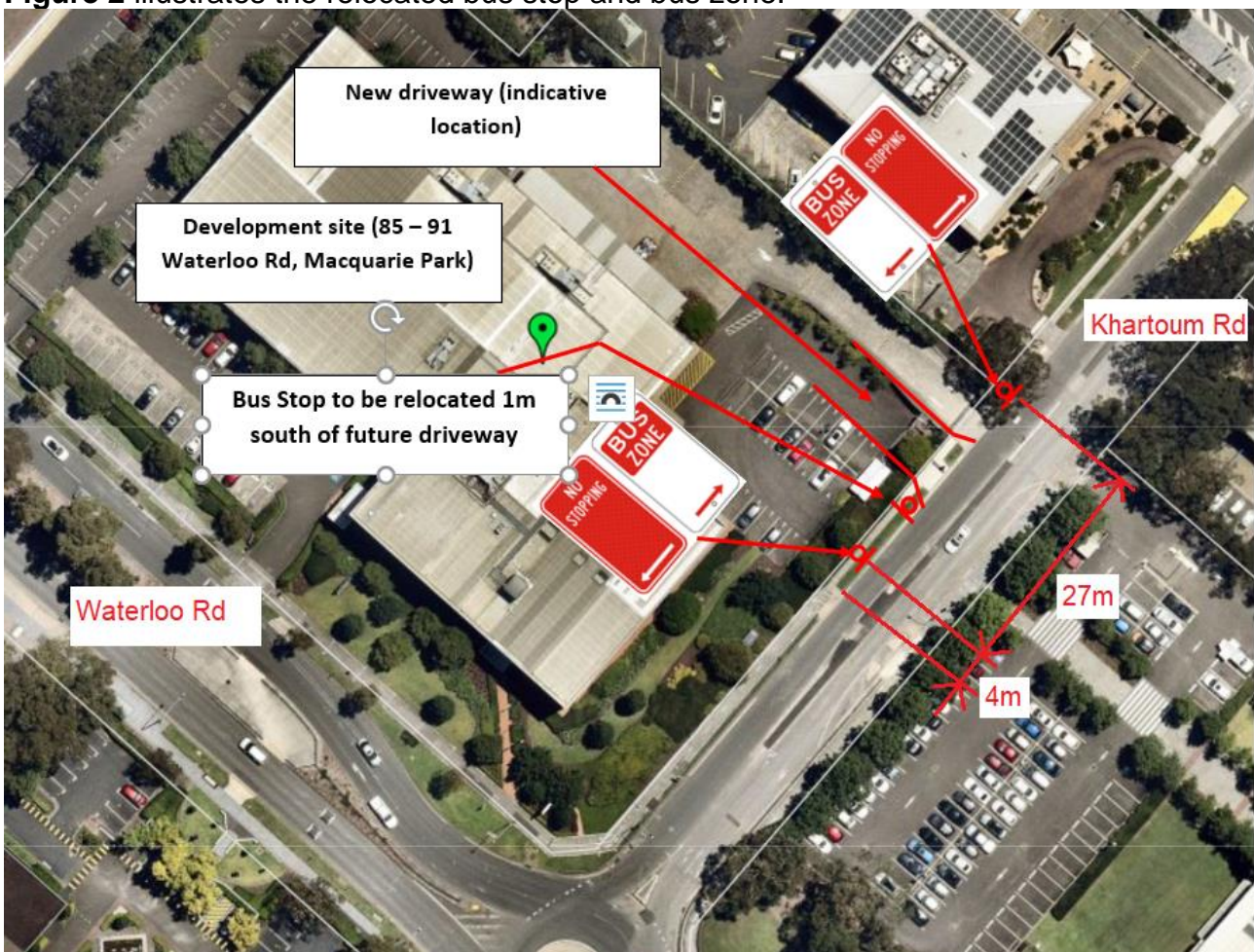


Figure 2 - Location of the relocated Bus Zone and Bus Stop (Khartoum Road)

DISCUSSION

Design

Based on discussions with STA, the longest bus currently serviced at this bus stop/bus zone is an 18m long articulated bus. Section 3.7 of the *State Transit Bus Infrastructure Guide* recommends a minimum length of 40m for a bus zone accommodating an articulated bus, which includes ingress and egress taper lengths. The length of the proposed bus zone (27m)



combined with “NO STOPPING” restrictions to the north (26m) of the start the bus zone and south (59m) of the end of the bus zone will enable an articulated to enter and exit this bus zone, provided road rules are followed by drivers.

Future Development Driveway

It is noted that the bus stop is proposed to be relocated 1m south of the future driveway servicing the approved commercial development. As buses typically stop with the front door of the bus in line with the bus stop, the front of the bus would slightly encroach over the development driveway by approximately 2m (which is the distance between the front of the bus and its front door based on Section 2.2 of the *State Transit Bus Infrastructure Guide*).

The new development driveway is proposed to have a width of 9m. The slight encroachment of a bus extending across this driveway is therefore not expected to impede on the ability of vehicles to enter and exit from this driveway.

Bus Operations

The proposed relocation of this existing bus stop/bus zone approximately 10m south of its current location is not expected to alter the current operations of bus routes serviced at this bus stop/bus zone.

Pedestrian/Cyclist Safety

Figure 7 of AS1742.10 recommends a “NO STOPPING” length of 5m on the departure side of a pedestrian pram ramp associated with an existing refuge within Khartoum Road. The proposed relocated bus zone will result in 4m of “NO STOPPING” between the northern side of the pram ramp and the southern end of the bus zone. This variation to Figure 7 of AS1742.10 is acceptable for the following reasons:

- 1) A person crossing from the pram ramp at the western side of Khartoum Road to the refuge at the centre of Khartoum road would need to pay attention to northbound traffic. The line of sight of the person looking south (at northbound traffic) would not be obstructed by a bus temporarily stopping within the relocated bus zone.
- 2) The bus stop/bus zone predominantly services standard buses being 12.5m in length. As such, it is expected that at minimum 5m of kerb space along the western side of Khartoum Road on the departure side of the pram ramp is expected to be unoccupied most of the time.

STA Concurrence

STA have reviewed the design of the relocated bus stop and bus zone and have indicated in their email to Council on 10 December 2021 that they concur with the proposed design.



RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The existing bus zone and bus stop on Khartoum Road adjacent to the frontage of 85-91 Waterloo Road be relocated and installed in accordance with the signage and line arrangements shown in Figure 2.
- b) All works associated with the proposed new bus stop & bus zone be provided by the developer at no cost to Council.



ITEM (B): WASTE COLLECTION – 184-186 MORRISON ROAD, PUTNEY
SUBJECT: NO PARKING – WASTE VEHICLES EXCEPTED – MONDAY

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below.

PROPOSAL

Council is proposing to convert 17 metres of unrestricted parking to ‘NO PARKING – WASTE VEHICLES EXCEPTED – MONDAY – 5AM – 11AM’ along the property frontage of 184-186 Morrison Road, Putney.

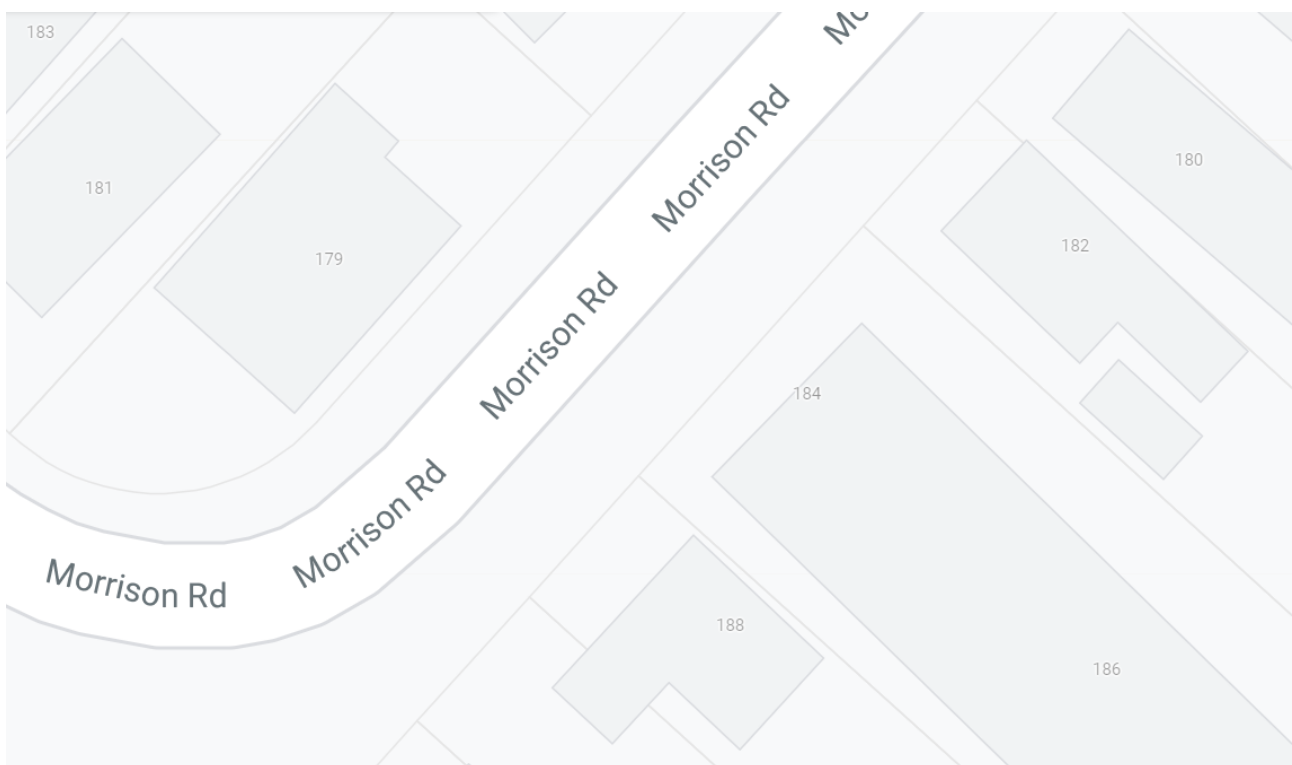


Figure 1: Location Plan

DISCUSSION

Council received a request from the residents of 184-186 Morrison Road indicating that the waste collection service has been disrupted on many occasions in the past due to parked vehicles. Upon confirming with Council’s Waste Department, it was revealed that the waste collection contractor had missed the bins on several occasions due to the heavy traffic flow and the bins being obstructed by parked vehicles at this location. It should be



noted that there is currently an existing 'No Parking Waste Vehicles Excepted Monday 5AM – 11AM' zone along the property frontage of 188 Morrison Road for waste-collection services.

Council seeks to extend the 'No Parking - Monday 5AM – 11AM' restriction along the property frontage of 184-186 Morrison Road, Putney to offer a better and safer waste-collection service.

CONSULTATION

Given that the proposed parking improvements are limited to the property frontage of affected residents who have made the request, no community engagement was necessary.

RECOMMENDATION:

The Ryde Traffic Committee recommends that the following changes be made in Morrison Road, Putney:

- a) Install a 17.5 metre long 'NO PARKING – WASTE VEHICLES EXCEPTED – MONDAY 5AM – 11AM' zone at the property frontage of 184-186 Morrison Road, Putney.

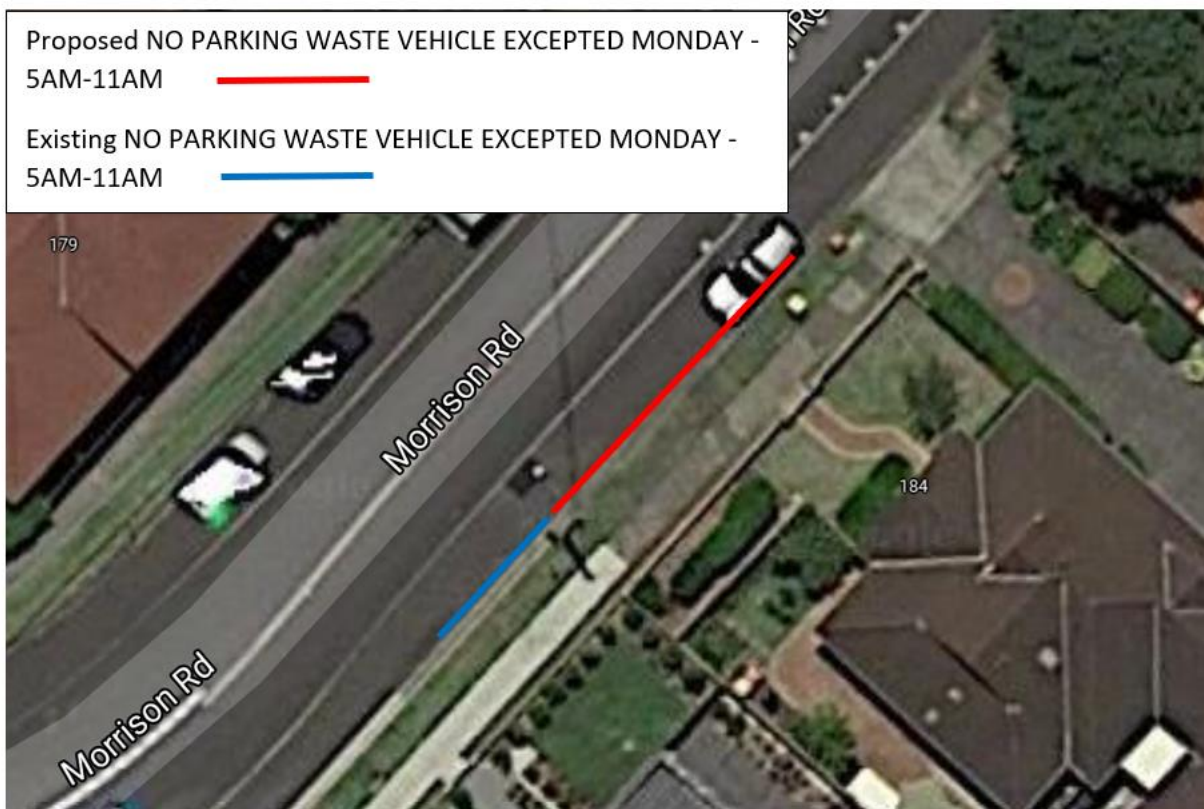


Figure 3: Proposed No Parking – Waste Vehicles Excepted in Morrison Road, Putney



ITEM (C): HERRING ROAD, MARSFIELD
SUBJECT: EXTENSION OF NO STOPPING RESTRICTIONS
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

PROPOSAL

Council is proposing to extend the No Stopping restrictions on the southern side of Herring Road by 20m west of the intersection of Kent Road, Marsfield.

DISCUSSION

Council has recently revised the line marking arrangements on Herring Road, shifting the centre line to provide for sufficient width for kerbside parking and a through travel lane.



Image 1. Street view showing current restrictions.

The line was shifted as the previous arrangement required vehicles, especially buses, to cross the centre line to manoeuvre around parked vehicles. As this was occurring along the frontage of Kent Road Public School it created an inherent safety risk exacerbated by the congestion associated with the school pick up and set down.



The revised arrangement left 9.5m of kerb (one parking space) where parking impedes the travel lane. The lane width here is only 3.3m between the face of kerb and the Centre (BB Line). This distance is insufficient to allow for kerb side parking and a travel lane and thus parking here is in contravention of the NSW Road Rules.

It was not possible to alter the line marking arrangements along the full length as the configuration of the entry/exit lanes at the roundabout at Kent Road and Herring Road could not be shifted.

The proposed extension of 20m includes the driveway access of No.63 and No.65 Herring Road. The current restrictions in the area include 9.5m of ¼P 8am-9.30am 2.30pm-4pm School Days Only.

CONSULTATION

This is a safety issue which requires immediate action, as such there has been no resident consultation.

If approved residents immediately adjacent to the proposed restriction will be advised by letter prior to the installation of restrictions.

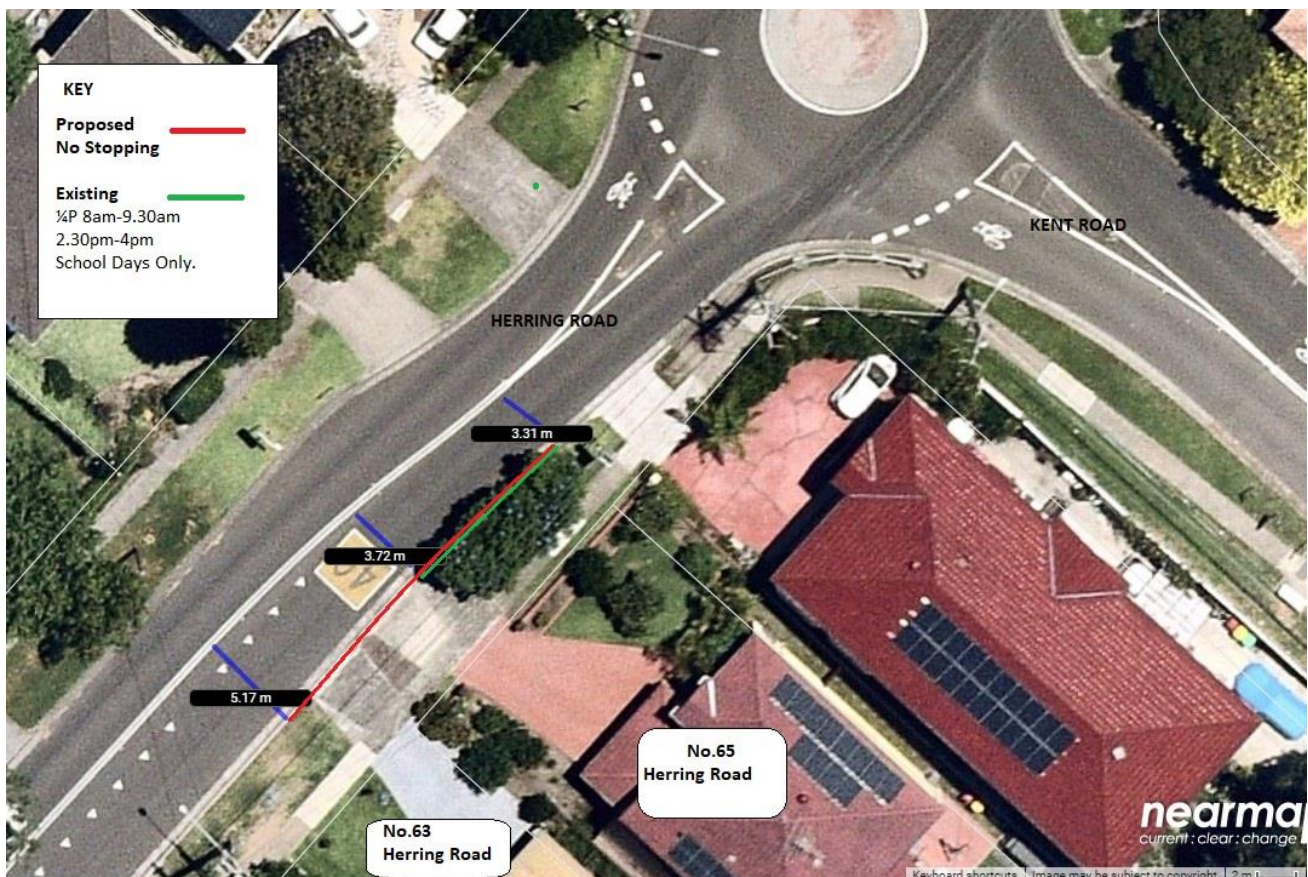


Figure 1: Herring Road – site plan



RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The existing No Stopping restrictions on the eastern side of Herring Road be extended by 20m south of the intersection with Kent Road.

ITEM (D): PLUNKETT STREET, MARSFIELD
SUBJECT: NO PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

PROPOSAL

Council is proposing to install 15m of No Parking on the southern side of Plunkett Street, Marsfield.

DISCUSSION

Plunkett Street experiences significant parking demand due to its proximity to Pioneer Park. This can in extreme circumstances result in vehicles attempting to park in the 3.5m section of kerb between the driveways of No.2 and No.4 Plunkett Street.



Image 1. Proposed No Parking Restrictions – Plunkett Street.



CONSULTATION

No consultation was required as the matter was requested by the directly affected residents of Nos 2 & 4 Plunkett Street, Marsfield.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) 15m of No Parking be installed across the two driveways associated with Nos 2 & 4 Plunkett Street, Marsfield.



ITEM (E) 17 THOMPSON ST, GLADESVILLE

SUBJECT: REMOVAL OF BUS STOP

ELECTORATE: RYDE
WARD: EAST WARD
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below

INTRODUCTION

The following Notice of Motion was tabled at the Council meeting of 23rd November 2021

**1 BUS STOP IN FRONT OF 17 THOMPSON STREET, GLADESVILLE -
Councillor Roy Maggio**

Note: Councillor Clifton left the meeting at 9.09pm and did not return. She was not present for voting on this Item.

Note: Councillor Yedelian OAM left the meeting at 9.09pm and was not present for voting on this Item.

Note: Councillor Maggio tabled a petition with 33 signatures in relation to this Item and a copy is ON FILE.

RESOLUTION: (Moved by Councillors Maggio and Pedersen)

- (a) That staff be requested to liaise with TfNSW to investigate whether the bus stop in front of 17 Thompson Street, Gladesville can be removed or relocated.
- (b) That staff report back to Councillors on the outcome once investigations are completed.

Record of Voting:

For the Motion: Unanimous

The above Notice of Motion was accompanied by a petition with 33 signatures who have requested that the recently reinstated bus stop outside No:17 Thompson Street be removed on safety grounds.

The bus stop at 17 Thompson Street is located 22m from the intersection of Thompson Street/Westminster Road. When a standard bus of 12.5m stops at the J-stem it partially blocks access to the pram ramp. The splitter island associated with the roundabout also means that following vehicles cannot overtake the bus. Articulated bus vehicles at 18.96m



not only block access to the pram ramp but would also impact on the operation of the roundabout intersection of Thompson Street/Westminster Road.

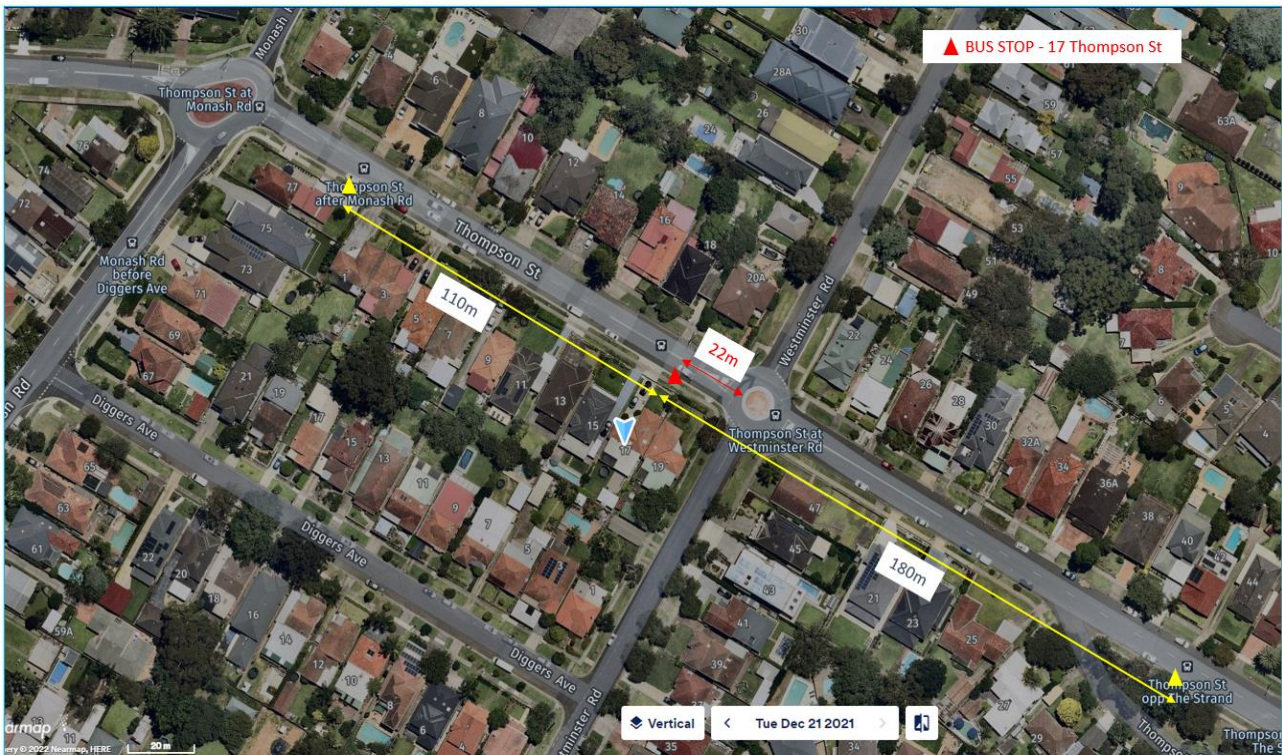


Figure 1 – Bus Stop at 17 Thompson Street Gladesville

DISCUSSION

The bus stop at 17 Thompson Street is located between two existing bus stops, one of which is located 110m in a westerly direction, whilst the other is located 180m away in an easterly direction. Under *State Transit Bus Infrastructure Guide*, bus stops are generally placed between 200m to 400m to reduce journey times and passenger delays. Therefore the bus stop at 17 Thompson Street is technically redundant under these guidelines. Removing the bus stop would result in a 290m spacing between the stops which is within the spacing requirement.

As per the Notice of Motion requirement, consultation has been undertaken with TfNSW, State Transit Authority (STA) and Busways as regards whether the bus stop in question should be removed or relocated.

There has been some discussion as to whether or not a bus stop has been operating outside No 17 Thompson Street. A review of Google streetview imagery for 2007, 2009, 2013, 2017 and 2020 indicates that there has been no J-stem or bus marker in the vicinity of 17 Thompson Street to indicate that a bus stop operates at this location.

STA provided the following advice in relation to the bus stop at 17 Thompson Street:

1. *Route and stops were previously operated By Northern Western Bus Company prior to STA taking over the routes /area in Year 2000.*



2. *STA conducted a bus audit throughout the operator's area to ensure we were catering for customer needs and infrastructure met our guidelines.*
3. *Stop in question has been part of the stopping pattern and STA replaced an old-style bus stop flag style to a Pole style to ensure visibility for our drivers and customers.*
4. *Construction of the house number 15 to place and believe this is when the stop disappeared.*
5. *On the 11th May 2021 STA received an email from our customers advising of the bus stop missing at this location.*

Please see below verbatim:

Case Number 01252797

The online route planner shows stop 211155 on Thompson Street Gladesville, near Westminster Street. There is no physical bus stop (there was once, but not for some years). Either a bus stop sign should be installed at this location, or it should be removed from the trip planner.

STA investigated this stop location and history and it clearly stated that it was part of our stopping pattern, hence the decision to return the stop to its original location. STA do not add stops without consulting residents/ council and TFNSW as there is a process we are required to follow.

6. *Emails between STA and resident of House 17 in relation to the stop and their concerns were forwarded on the 25th May and STA offered on several occasions to conduct a site meeting. The resident was not available or not contactable after some time and STA was not contacted after this point.*
7. *The removal of the stop was done illegally or without consultation, hence the issue today when we reinstated the stop after an audit was conducted and a customer complaint was received.*

Busways who are the new operator for the route service have provided the following advice:

- *Not in favour of removing bus stops at the request of a resident, except when it can be shown that the bus stop is in a dangerous location, or that there are safety concerns in relation to a bus stopping, and causing issues to other road users. I have read the email chain and at no time has there been any mention of safety concerns.*
- *This bus stop and the one at No. 24 Thompson Street is ideally located as it provides a stop for passengers coming from Westminster Road. Removing this stop will cause inconvenience to those passengers as they will have an additional 130 to 180 metres of walking distance to the nearby bus stops on Thompson Street.*
- *Normally when bus services travel in both directions on a road, such as Thompson Street, a bus stop has what is called a "partner stop" on the opposite side of the road in the near vicinity. This is for passengers when they board a service, they can alight on the return trip close to where they boarded the service. If the bus stop at N.17 Thompson Street is removed, will Council consider installing/relocating a bus stop to the nearby stop opposite at No. 24 Thompson Street?*



- *If the issue is related to safety concerns then I will abide by the decision of council and agree to the removal of the bus stop, however I would be strongly requesting that a bus stop be installed in the vicinity to replace it.*
- *All removal costs are to be met by either Ryde Council or the resident, and a notice will need to be installed 14 days prior to the removal, advising passengers of the closure and the locations of the nearby bus stops. Once the bus stop has been removed, I can then notify Transport for NSW of the removal and to have the Transit Stop Number, (TSN) removed from all records.*

To address the safety concerns associated with the existing bus stop at 17 Thompson Street, relocating the bus stop in a westerly direction would appear the most straight forward solution. Upon further examination of this proposal relocating the bus stop would require it to straddle the residential driveways serving Nos 15 & 17 Thompson Street resulting in the loss of amenity for both these residential properties. Relocating the bus stop westerly would bring it even closer to the next bus stop which presently is only 110m away. Removal of the bus stop at 17 Thompson Street would require patrons alighting from the next bus stop to face a very steep incline back up the hill to Westminster Road.

PROPOSAL

Having regard to the fact that there is a sister bus stop located at No: 24 Thompson Street and the impact that the loss of a bus stop at 17 Thompson Street will have on the amenity of local residents, it is considered prudent that an alternative location for the bus stop be found.

It is thus proposed that the bus stop be relocated to the eastern side of the roundabout and be located along the Thompson Street side frontage of 47 Westminster Road. This frontage enables the draw in/draw out requirements of an articulated bus to be provided without impacting on the access driveways of any residential properties. It is acknowledged that the resident of 47 Westminster Road will lose access to on-street parking, but the resident has a side frontage onto Westminster Road where they can park in addition to access to off street parking.

The resident of 47 Westminster Road, Gladesville has been advised of the proposal however no response has been received to date.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The bus stop outside No:17 Thompson Street Gladesville be relocated to the eastern side of the roundabout along the Thompson Street side frontage of 47 Westminster Road.
- b) The resident of No: 47 Westminster Road be advised of Council's decision.



Figure 2: Relocation of Bus Stop on Thompson Street side frontage of 47 Westminster Road