

City of Ryde

TRAFFIC COMMITTEE

AGENDA

THURSDAY, 19 MARCH 2009.

LATE ITEM



**RYDE TRAFFIC COMMITTEE
02 / 09**

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LATE ITEM

DENISTONE ROAD, EASTWOOD

Change of entry/exit direction from the Ryde Hospital car park

File No COR2009/205

Council's Traffic Engineer – Access reports 18 March 2009.

Report

Mr Robert Carroll, Asset Services Manager at Ryde Hospital has written to Council seeking consideration to a change in the direction of movement in the hospital car park that is accessed from Denistone Road.

Background

The current car parking arrangements arose in response to approval of the Ambulance Station under Local Development Application No. 2006/847. The application was approved by the Minister for Planning on 10 December 2007 (Crown Consent)

The State Government has subsequently introduced State Environmental Planning Policy (SEPP) (Infrastructure) in December 2007. One aim of the Infrastructure SEPP is to identify works that may be carried out by a public authority without the need for consent. The definition of a "public authority" is as contained in Clause 4 of the Environmental Planning and Assessment Act and includes a Government Department. NSW Health (and therefore Northern Sydney Health) is a "public authority" for the purposes of the ISEPP.

Under Schedule 1 of Clause 20 of the Infrastructure SEPP, the following works are identified as exempt development:

Car parks	Must be open (unenclosed) car parking (but may include associated gates including security booths and boom gates).
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If NSW Health is satisfied that the ISEPP applies in this case, then a change to the operation of the car park as described in Mr Carroll's letter would not require Council consent. In such circumstances, works such as line-marking and the installation of traffic control devices (such as speed bumps) on hospital land would also appear to be covered by the ISEPP.

However, as the application was considered by the Ryde Traffic Committee prior to determination, it is considered appropriate to seek the views of the Committee before recommending a course of action. At the Ryde Traffic Committee on 8 February 2007 the development application for the new Ambulance Station on Denistone Road was approved.

The construction of the Ambulance Station courtyard fence has created a blind corner coming into and out of the existing child care centre. Access to the spaces designated for disabled persons parking is difficult and requires travel past the blind spot identified above. The proposal is to reverse the direction of access to and from the car park so that vehicles leaving the site can see vehicles using the lane to the child care centre.

All the affected land is on the hospital site but access and egress is onto Denistone Road.

Consideration

The recent construction of the new Ambulance Station included an adjustment to the former car park arrangements shown in the photograph below (March 2006).



Ryde Hospital Car park – March 2006

Mr Carroll has identified a number of problems with the operation of the new car parking arrangements. These include

- A blind spot for vehicles leaving the existing childcare centre
- The same blind spot exists for vehicles moving past the Ambulance Station courtyard, travelling west. The reason for this is that the courtyard fence is built to the edge of both access lanes.
- Access to parking for the disabled is circuitous and difficult to access with the current direction of flow.
- Large delivery vehicles find it difficult to manoeuvre within the hospital grounds including moving around the blind spot.

The proposed changes will not impede the movement of ambulances to and from the Ambulance Station. The only operational change required for the Ambulance Station is the direction of entry to the separate ambulance entry off the car park. The direct access to Denistone Road remains two-way (in and out) for vehicles using the Ambulance Station car park. Ambulances returning to the station will have a slightly longer manoeuvre but this will only be when any emergency task is completed.

Traffic and parking were issues that were considered as part of the assessment of the above application. The Consent Plans include a layout plan for the car park with the direction of travel indicated. There is no specific condition relating to direction of travel. The proposal does not affect or change traffic volumes, hours of operation, noise or

other aspects of the proposal. The directional sweep of headlights will change but given the distance from adjoining premises should not create a nuisance.

Mr Carroll believes that the current problems can be alleviated simply by reversing the current direction of flow for vehicles to and from Denistone Road (refer to plans **ATTACHED**).

RECOMMENDATION:

- (a) That Council supports the request to change entry access locations on both the access road and Denistone Road in accordance with the Ryde Ambulance Service (Site Plan) – Part B.

Submitted for the consideration of the Committee.

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

LATE ITEM

**TRAFALGAR PLACE, MARSFIELD
Parking Controls**

File No: D09/15333

Council's Senior Traffic Engineer – Access reports 18 March 2009

Report

Councillor Li has received representations from a resident of Trafalgar Place, Marsfield in respect of a recent infringement notice issued by Council's parking rangers due to parking non compliance within the cul-de-sac.

Background

Cars have parked in the cul-de-sac at Trafalgar Place without incident since the construction of the cul-de-sac, which was undertaken in the early 1970's, (estimated) in either a parallel or angled parking arrangement.

Consideration

The Road Users' Handbook (RTA Publication) stipulates that angle parking to the kerb is permissible if indicated by signs and markings (see **ATTACHED**).

Given that historically there has not been any issues reported of cars restricting access for visitors and residents and that the large turning radius encourages the use of angled parking which promotes greater parking efficiency, that angled parking should be encouraged.

It is recommended that parking controls be signposted within the confines of the cul-de-sac stipulating "90 degree parking – front to kerb" to mitigate any further confusion in respect of allowable parking configurations.

RECOMMENDATION:

- (a) That Council approves the installation of parking signs stipulating "90 degree parking – front to kerb" along the cul-de-sac at the end of Trafalgar Place, Marsfield.
- (b) That parking bays be painted on the roadway.

Submitted for the consideration of the Committee.

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

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On a one-way street, you may also park on the right hand side of the road.

■ ANGLE PARKING

Angle park at the kerb if indicated by signs or marking lines.

Always park at an angle of 45 degrees unless a sign or road marking indicates differently.

Always park your vehicle in the same direction as shown on the sign. When a sign does not give a direction you must park front to kerb.



NEVER LEAVE CHILDREN IN A PARKED VEHICLE

You must not leave children alone in a vehicle. A baby left in a hot car will suffer from dehydration and may even die.

A toddler can release the handbrake or set fire to things with the lighter. Do not leave your pet animals in a closed car because they can suffer or die just as a child can.

Extract from the Road Users' Handbook (RTA Publication)