

AGENDA

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File No:	COR2009/206 – D14/	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr George Dedes, Group Manager – Public Works, City of Ryde.	

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Proposed Parking Controls

“No Stopping”/ “No Parking” zone

- (A) McCallum Avenue, East Ryde
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- (D) Maxim Lane, West Ryde
- (E) Whiteside Street, North Ryde
- (F) Gordon Crescent, Denistone
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Request for Modifications to Parking Restrictions

- (H) Maxim Street, West Ryde

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REQUEST FOR “NO STOPPING” AND “NO PARKING”

- ITEM (A) MCCALLUM AVENUE, EASTRYDE**
File Number: CRM 1506830

 - ITEM (B) AGINCOURT ROAD, MARSFIELD**
File Number: D13/ 85859

 - ITEM (C) PORTER STREET, RYDE**
File Number: LDA2012/0097

 - ITEM (D) MAXIM LANE, WEST RYDE**
File Number: CRM 1549789

 - ITEM (E) WHITESIDE STREET, NORTH RYDE**
File Number: D13/102830

 - ITEM (F) GORDON CRESCENT, DENISTONE**
File Number: CRM 1536362

 - ITEM (G) GERARD LANE, GLADESVILLE**
File Number: CRM 1533538
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ITEM (A) MCCALLUM AVENUE, EASTRYDE – REQUEST FOR “NO STOPPING”

Summary Report

Council has received correspondence from a resident of McCallum Avenue with regards to poor sight visibility of cars when turning from Rene Street to McCallum Avenue. The resident has requested a review of traffic conditions with a view of implementing a “No Stopping” zone around this intersection to reduce the risk of vehicles colliding with parked cars or exiting vehicles.

Consideration

The average carriageway width of Mccallum Avenue is approximately 7 metres, kerb to kerb, and there is on-street parking on both sides of the street. Rene Streets and Mccallum Avenue are connected via a smooth curve. Driveways of No. 4 Rene Street and No. 22 Mccallum Avenue are located within the intersection connecting the two streets and are 14.5 metres apart.

An investigation was recently undertaken along Mccallum Avenue, particularly at the intersection of Rene Street and Mccallum Avenue. The result of the investigation revealed that due to the curvature of this intersection it is frequently mistaken as a bend rather than an intersection. Vehicles are often parking within the 14.5 metres gap between the two driveways making it difficult to see oncoming traffic as well as vehicles that may be exiting either one of the two driveways due to reduced sight visibility. Manoeuvring through the intersection is also challenging when cars are parked within the above mentioned space as the parked car is not visible to turning vehicles (turning left out of Rene Street in to Mccallum Avenue).

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Wallace Street indicates that there has been no incident recorded in the most recent 5 year period (i.e. from 2008 to 2012 inclusive).

There is no evidence of previous safety concerns in accordance to the accident history; however, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

That Council install “No Stopping” signs along Mccallum Avenue for approximately 14.5 metres to cover the space in between the driveways of No. 4 Rene Street and No. 22 Mccallum Avenue.

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ITEM (B) AGINCOURT ROAD, MARSFIELD– REQUEST FOR EXTENSION OF “NO STOPPING” ZONE

Summary Report

Council has received correspondence from a resident of Agincourt Road requesting that the “No Stopping” zone near the intersection of Culloden Road be extended for four meters to include the recently installed kerb ramp close to this intersection. Vehicles currently park in front of the ramps making access for pedestrians difficult.

Consideration

A kerb ramp has recently been constructed close to the intersection of Culloden Road and Agincourt Road in order to improve access to and from the footpath for elderly and parents with prams. There are no parking restrictions on the east side of Agincourt Road which encourages commuters to park in front of the ramp and block access to it. There is an existing statutory “No Stopping” sign 5.5 metres to the west of the ramp, in order to preserve access to and from the ramp council is proposing to relocate this “No Stopping” sign to the east of the ramp covering a total length of 20 Metres from the intersection of Culloden Road.

COUNCIL PROPOSAL

That Council relocate the existing “No Stopping” sign 5.5 metres to the east to include the length of the newly installed ramp for a total length of 20 metres from the intersection of Culloden Road and Agincourt Road

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ITEM (C) PORTER STREET, RYDE– REQUEST FOR “NO PARKING” ZONE

Summary Report

Porter Street is typical of many roads throughout the City of Ryde having the road pavement width between kerbs (7.5m in this case) too narrow to provide for two way traffic and parking both sides. When streets like this reach high parking occupancy levels, passing traffic becomes a hazard. It is proposed to introduce “No Parking” on the east side until the street is progressively widened through consent requirements.

Consideration

The issue of narrow road pavement and two way traffic with parking was recognised in the planning for the development of the properties on the west side of Porter Street, with the requirement on consents for the dedication of extra road width on their frontage and widening of the road pavement by 2m to allow kerb side parking.

With the completion of developments at the southern end of the street, and activation of more consents including 125-135 Church Street (Meriton site), the situation has reached a critical point with construction traffic. Further, once occupied these developments will generate high on street parking usage and increased bi-directional traffic, creating an on-going problem.

It is proposed to introduce No Parking on the east side of Porter Street on the existing sections until such time as they are physically widened with the adjoining development. The restriction needs to be on the east side as this is the side that will have the widening, the east side already has higher use for adjoining residential properties, and the west side has kerb extensions around mature trees precluding a through travel lane.

An alternative to the parking controls would be to change Porter Street to One Way, most likely south bound to deal with rat running and potential intersection problems at Junction Street. This is not preferred as it could have significant effects on traffic patterns around the streets in the area and inter-action with Church Street.

The properties on the east side have onsite parking available, although there are several commercial premises which may also utilise on street parking, the amount of which would be reduced. These property owners and occupants will be consulted about the implementation process of the parking controls, although not proceeding will not be an option given the significant safety risks involved.

It is noted the parking restriction is only interim until such time as development occurs, and parking could be progressively re-introduced to the east side in the widened sections.

Accident History

A review of RMS accident data from 2008 to 2012 revealed that one accident was recorded already for Porter Street.

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Implement “No Parking” on the east side Porter Street from Well Street to Junction Street, and that restriction to be reviewed for its removal in sections that are widened as development occurs.

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ITEM (D) MAXIM LANE, WEST RYDE – REQUEST FOR “NO STOPPING” ZONE

Summary Report

Council has received correspondence from a resident of Maxim Lane requesting that “No Stopping” signs be posted at the intersection of Maxim Lane and Gaza Road to improve sight distance and vehicle manoeuvrability around this intersection.

Consideration

Maxim Lane is a residential street which travels in an east-west direction, with a small bend at the mid-block location. The average carriageway width of Maxim Lane is approximately 7.5 metres, kerb to kerb, and there is on-street parking on both sides of the street. Maxim Lane has a 50km/h speed limit. Maxim Lane is within close proximity to the shopping district on Victoria Road.

An investigation was recently undertaken along Maxim Lane, particularly at the intersection with Gaza Road. The investigation revealed that there are vehicles parking near the intersection of Gaza Road.

This makes it difficult for vehicles to enter or exit Maxim Lane due parked cars on both sides of the road. Furthermore, the wooden fencing on the northern side of Maxim Lane limits the sight distance such that exiting vehicles cannot see parked vehicles until they begin turning into Maxim Lane.

It was also noted that the driveway of 4 Gaza Road is located within Maxim Lane and within 10 metres of Gaza Road. Due to the layout of the intersection, vehicles that park close to the driveway make it difficult for residents to enter and exit the premises.

Notwithstanding the above, providing “No Stopping” signs on the northern side of Maxim Lane for the first 10 metres, under the statutory requirement, from the intersection of Gaza Road will improve a driver’s ability to see parked vehicles when entering into Maxim Lane from Gaza Road. Providing “No Stopping” on the southern side of Maxim Lane for 12 metres from the intersection of Gaza Road, so as to accommodate the driveway of 4 Gaza Road, will improve the residents’ ability to enter and exit their property.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Maxim Lane indicates that there have been no incidents recorded in the most recent 8 year period (i.e. from 2004 to 2012 inclusive). There is no evidence of previous safety concerns in accordance to the accident history. However, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

That Council install “No Stopping” signs for 10 metres on the northern side of Maxim Lane, from the intersection of Gaza Road, and for approximately 12 metres along the

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southern side of Maxim Lane, from the intersection of Gaza Road, 2 metres further west of the driveway of 4 Gaza Road.

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ITEM (E) WHITESIDE STREET, NORTH RYDE – REQUEST FOR “NO STOPPING”

Summary Report

Council has received correspondence from a resident of Whiteside Street requesting that a “No Stopping” zone be introduced opposite the driveway of 1 Whiteside Street, to improve the safety of drivers exiting or entering the driveway.

Consideration

Whiteside Street is a residential street which travels in a north-south direction. The average carriageway width of Whiteside Street is approximately 7 metres, kerb to kerb, and there is on-street parking on both sides of the street. Whiteside Street has a 50km/h speed limit. Whiteside Street is on the southern side of Epping Road. On the northern side is the commercial district of Macquarie Park.

An investigation was recently undertaken along Whiteside Street which revealed that there is a community facility at this location and the driveway into this facility is approximately 3.5 metres wide. Combined with the narrow entry point, this makes it difficult for the community bus to negotiate the driveway. As such, there have been multiple incidents where the community bus has scratched vehicles on the opposite side of the road.

The aerial photo demonstrates that there are not many vehicles parked opposite No.1 Whiteside Street. This image was taken in April 2012. As such it should be noted that the parking demand in this area has increased, and on three (3) separate sight visits it was observed that the space opposite No.1 Whiteside Street was occupied.

A field trial of the community bus was performed on Thursday 16 January 2014, to determine the turning path required for the vehicle to adequately manoeuvre the driveway without damaging parked cars. The field trial showed that, the 5 metre community bus has a turning circle that leaves approximately 1.5 metres between the vehicle and the opposite kerbside. (See attached)

Further to that, due to the high parking demand in the area, alternatives to the removal of parking were offered. This involved the negotiation of the vehicle using the driveway opposite 1 Whiteside Street.

The field test demonstrated a difficult scenario due to the lack of visibility when reversing the community bus. This is mostly contributed to by the impaired patrons who use the bus making it strenuous to focus on the surroundings. With that in mind, it becomes a hazard to negotiate the bus across the road into the opposite property’s driveway.

Providing a “No Stopping” zone on the kerbside opposite 1 Whiteside Street will increase the width of the roadway, thereby enabling the community bus to enter and exit the property without damaging other vehicles. However, this will result in the loss

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of two (2) on-street parking spaces which will impact on the parking demand, as the local area serves the high parking demand associated with the commercial buildings on the northern side of Epping Road.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Whiteside Street indicates that there have been no incidents recorded in the most recent 8 year period (i.e. from 2004 to 2012 inclusive). However, there have been minor incidents reported by the community centre. (See attached insurance claim)

The only evidence of previous safety concerns in accordance to the accident history are the claims put forward by the community facility; however, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

That Council install "No Stopping" signs along Whiteside Street starting from the driveway of number 65 Parklands Road heading north for 18 metres (inclusive of 10 metre "No Stopping" zone".

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ITEM (F) GORDON CRESCENT, DENISTONE – REQUEST FOR “NO STOPPING” ZONE

Summary Report

Council has received correspondence from a resident of Gordon Crescent requesting that the “No Stopping” zone, around the bend near No.9 Gordon Crescent, be sign posted to prevent drivers from parking too close to the bend and reducing sight visibility of oncoming cars.

Consideration

Gordon Crescent is a residential street which travels in a north-south direction, with a 45 degree bend at the mid-block. The average carriageway width of Gordon Crescent is approximately 8 metres, kerb to kerb, and there is on-street parking on both sides of the street. Gordon Crescent has a 50km/h speed limit. Gordon Crescent has direct access to the Denistone Railway Station located at the southern end of the street.

An investigation was recently undertaken along Gordon Crescent, particularly at the bend in front of 9 Gordon Crescent. The result of the investigation revealed that there are existing double lines around the bend for a length of 20 metres, 10 metres leading south and 10 metres leading north. Vehicles were observed to be parking within 10 metres of the bend. This is presumed to be from a lack of understanding of the Australian Road Rules which specify parking within 3 metres of a double line is prohibited.

It was noted, that when vehicles park within close proximity to the bend, it becomes difficult to see oncoming traffic due to reduced sight visibility. However, the eastern kerbside (the kerb opposite No.9 Gordon Crescent) already has a posted “No Stopping” zone around the bend.

Notwithstanding the above, providing a “No Stopping” zone on the western kerbside (the kerb adjacent to No.9 Gordon Crescent) will improve sight visibility around the bend, however it will also increase the carriageway around this bend and may lead to concerns regarding speeding. In saying that, due to the ‘sharp’ nature of the bend, it isn’t expected to impact on the speed which drivers are negotiating the bend.

Alternatively, realigning the centre BB lines and reallocating the “No Stopping” to the kerbside adjacent to No.9 Gordon Crescent will provide the required three (3) metres either side of the BB lines, whilst also maintaining provisions for parking along the kerbside opposite to No.9 Gordon Crescent which will also increase parking availability.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Gordon Crescent indicates that there have been no incidents recorded in the most recent 8 year period (i.e. from 2004 to 2012 inclusive).

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There is no evidence of previous safety concerns in accordance to the accident history; however, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

- (i) That Council realign the Centre (BB) lines one (1) metre to the south to allow for a three metre traffic lane in both directions around the bend near No. 9 Gordon Crescent, whilst also maintaining a parking lane of two (2) metres, subject to community consultation.
- (ii) That Council reallocate the "No Stopping" to the southern kerb, subject to community consultation.

If the consultation returns in opposition of the above treatment option:

- (i) That Council realign the Centre (BB) lines one (1) metre to the north to allow for a three metre traffic lane in both directions around the bend near No. 9 Gordon Crescent, whilst also maintaining a parking lane of two (2) metres, in line with the current "No Stopping" layout of the bend.

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ITEM (G) GERARD LANE, GLADESVILLE – REQUEST FOR “NO STOPPING”

Summary Report

Council has received correspondence from a resident of 8 Gerard Lane requesting a “No Stopping” zone near their driveway. This section of Gerard Lane is a dead end street with on street parking. Vehicles currently park just before the driveway of the resident making it difficult for residents’ vehicles to enter and exit their property.

Consideration

This 80 metre section of Gerard Lane is a dead end predominantly residential street with a north-south configuration. The average carriageway width of Gerard Lane is approximately 4.9 metres, kerb to kerb, with on-street parking on the western side of the street. Gerard Lane is approximately 50 metres from Victoria Road.

Vehicles were observed at multiple times parked near the driveway of 8 Gerard Lane. Furthermore, the configuration and width of the road does not provide adequate turning width and it was also observed that vehicles would reverse out of this street. “No Stopping” signs have been installed at the northern end of Gerard Place across the road from the multi- unit apartments.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Gerard Lane indicates that there have been no incidents recorded in the most recent 8 year period (i.e. from 2004 to 2012 inclusive).

There is no evidence of previous safety concerns in accordance to the accident history. However, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

That Council install “No Stopping” signs along Gerard Lane for approximately four (4) metres south of 8 Gerard Lane.

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REQUEST FOR MODIFICATIONS TO PARKING RESTRICTIONS”

ITEM (H) **MAXIM STREET, WEST RYDE**

File number: D13/89172

Summary Report

Council has received correspondence from the coordinator of an aged day care centre which operates the Uniting Church Hall at 7 Maxim Street, West Ryde. The coordinator has requested for community buses to be included in the existing restrictions outside their property to assist with the safe dropping off and picking up of the elderly visitors.

Consideration

An investigation was recently undertaken along Maxim Street, particularly at the front entrance of Uniting Church Hall. The result of the investigation revealed that there is an existing “No Stopping wedding or funeral vehicle excepted” zone on the south side of the driveway of the Church Hall which extends for a distance of 16.5 metres. There are also “2P 8:30am-6pm MON-FRI 8:30am-12:30pm SAT” restrictions on the north side of the driveway for a distance of 25 metres.

In order to allow community buses to stop outside the hall to drop off and pick up elderly visitors council is proposing to include “community buses” as part of the exception to the existing “No Stopping” restrictions.

COUNCIL PROPOSAL

That Council replace the existing “No Stopping wedding or funeral vehicles excepted” signs along the frontage of 7 Maxim Street with “No Stopping wedding, funeral vehicles and community buses excepted”.

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REQUEST FOR “2P PARKING”

ITEM (I) BELMORE STREET, RYDE

File number:

Summary Report

Council has received correspondence from the General Manager on behalf of the local business on Belmore Street, to introduce additional parking in front of the Cedrus Lebanese restaurant on Belmore Street to assist in the parking demand and vehicular turnover in the area.

Consideration

Belmore Street is a mixed use street which travels in a north-south direction. The average carriageway width of Belmore Street is approximately 11 metres, kerb to kerb, and there is on-street parking on both sides of the street. Belmore Street has a 50km/h speed limit.

An investigation was recently undertaken along Belmore Street, particularly at the frontage of the Cedrus Lebanese restaurant. The result of the investigation revealed that there are existing unrestricted spaces along the length of Belmore Street from Cedrus heading north to the intersection of Belmore Street and Constitution Road. Directly in front of the restaurant are a “Loading Zone” and one (1) unrestricted parking space.

Across from the Cedrus Lebanese Restaurant there is also a car park which can accommodate twenty one (21) spaces. This car park has a posted restriction of “4P, 8:30 am-6:00pm Mon-Fri”. It was advised, by the owner of Cedrus, that vehicles park all night in this car park after the restricted timing period.

It should be noted that the Meadowbank Employment Area (MEA) has been zoned for combined residential and business use. Further to that, after the installation of the pedestrian refuge south of the intersection of Belmore Street and Rothesay Avenue, it was determined that there was the removal of a number of on-street parking spaces on the west kerb side of Belmore Street.

Notwithstanding the above, providing “2P; 6:00pm-9:00pm; Mon-Sun” parking within the ‘Loading Zone’ and converting the one (1) unrestricted parking space into a timed “2P; 8:30 am-6:00pm; Mon-Sun” space, will provide a total of three (3) timed parking spaces which will improve the vehicular turnover in front of the Cedrus Lebanese restaurant and will assist in the upcoming demand for parking brought in by the developments within the MEA.

Further to that, providing an additional timing restriction of “2P; 6:00pm-9:00pm; Mon-Sun” in conjunction to with the existing “4P, 8:30 am-6:00pm Mon-Fri” parking

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restriction in the car park across from the Cedrus Lebanese Restaurant, will also provide a better turnover of vehicles and will also prevent the expected residents of Belmore Street from parking their vehicles all night and will assist in the upcoming demand for parking brought in by the developments within the MEA.

COUNCIL PROPOSAL

- (i) That Council provide "2P; 6:00pm-9:00pm; Mon-Sun" signs within the "Loading Zone"
- (ii) That Council convert the unrestricted space in front of Cedrus Lebanese Restaurant into a "2P; 8:30 am-6:00pm; Mon-Sun" on Belmore Street.
- (iii) That Council add "2P; 6:00pm-9:00pm; Mon-Sun" in conjunction to with the existing "4P, 8:30 am-6:00pm Mon-Fri" parking restriction in the car park across from the Cedrus Lebanese Restaurant.

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REQUEST FOR EXTENSION OF “TAXI ZONE”

ITEM (J) POPE STREET, RYDE
File number: COR2009-206

Summary Report

Council received a request from the Parking Rangers regarding poor sight visibility of the “Taxi Zone” signage along Pope Street, Ryde, which is causing drivers to perform illegal drop-off and pick-up of patrons to the Top Ryde Shopping Centre.

Consideration

Pope Street is a commercial street which travels in an east-west direction. The average carriageway width of Pope Street is approximately 10 metres kerb to kerb. There is no on-street parking on the street. The southern kerbside is occupied by “Taxi Zone”, “Loading Zone” and “Disabled Parking” sections. Church Street has a 40km/h speed limit.

A meeting was convened onsite on Monday 20 January 2014, with one of the Parking Rangers of the City of Ryde, to discuss the poor visibility of the “Taxi Zone” signage on Pope Street, which makes it difficult for motorists to see the “Taxi Zone” extent, thereby causing shop patrons to drop-off and pick-up passengers illegally.

Further investigation into the concern revealed that the location of the trees along Pope Street on the Southern kerbside restricts the visibility of the signage. Tree trimming was considered as an immediate solution; however, the trees themselves are still large enough to restrict the visibility of the signs.

By relocating the initial “Taxi Zone” sign and post, the one closest to the intersection of Pope Street and Smith Street, four (4) metres to the east, the signage will no longer be obstructed, and the “Taxi Zone” will increase by an additional four (4) metres in length. This will aid motorists to better avoid getting infringements and reduce contesting by those who are.

COUNCIL PROPOSAL

That Council approve the relocation of the “Taxi Zone” sign and post, closest to the intersection of Pope Street and Smith Street, four (4) metres east.

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TRAFFIC PARKING OPTIONS PAPER

ITEM (K) CHURCH STREET, RYDE File number: COR2009-206

Summary Report

Council received correspondence from the business operators of Church Street, Ryde, between Blaxland Road and Victoria Road, raising concerns with respect to the loss of eight (8) short term parking spaces during the 'Church Street Town Centre Upgrade Renewal' project.

Consideration

Church Street, between Blaxland Road and Victoria Road, is a commercial street which travels in a north-south direction. The average carriageway width of Church Street is approximately 9 metres, kerb to kerb, with a reduction in width to approximately 6 metres from the midblock traveling south from Blaxland Road to Victoria Road. There is on-street parking on both sides of the street, with the eastern side allocated through parking bays. Church Street has a 40km/h speed limit.

Consultation was undertaken with a plan, in 2012, with the property owners of this section of Church Street, with the view to convert the street to restaurant and shop use. However, the current business operators have raised concerns regarding the interim parking availability.

A meeting was convened onsite on Friday 6 December 2013, to discuss the options available to reinstate the parking spaces that were lost, and provide a loading zone for deliveries. The attached Traffic Parking Options Paper outlines the investigation into this matter.

The adopted alterations, as per the majority vote by the business operators, six (6) for and two against (2), along Church Street are summarised as follows;

Option 1:

- Provide One (1) combined '1P; 8.30am – 6pm; MON – FRI; 8.30am – 12.30pm; SAT) and 'Taxi Zone; ALL OTHER TIMES' on the western side of Church Street in place of the existing 'Taxi Zone'.
- Provide an additional two (2) Parking spaces within Council's Church Street Car Park, through reconfiguration of marked bays. Provide an additional Motor Bike Space within Council's Church Street Car Park, through reconfiguration of marked bays.
- Provide a combined loading zone with Unrestricted Parking after 6pm, in the existing '2P' Parking bay on the eastern side of Church Street.

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- Convert two (2) of the five (5) '1/2P' spaces to '1P' along the northern side of Gowrie Street east of the intersection with Church Street.
- Convert the five (5) existing unrestricted parking spaces on the northern side of Gowrie Street to '2P' just west of the intersection with Edward Street.
- Provide way-finding signage (according to Australian Standards AS1742.1-2003) to notify patrons of available parking at Argyle Avenue, in the locations demonstrated in the attached plan.

Notwithstanding the above, Council has acted under delegation to implement the preferred option listed in the Traffic Parking Options Paper to provide the shopkeepers with an immediate solution to cope with the demand of parking during the "Christmas Rush".

COUNCIL PROPOSAL

That Council approve the measures in the Traffic Parking Options Paper in light of its recent implementation.

COMMITTEE RECOMMENDATION: