

Meeting Date: Tuesday 20 March 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 5.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 20 February 2018

Report prepared by: Senior Coordinator - Governance
File No.: CLM/18/1/1/2 - BP18/159

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Works and Community Committee 1/18, held on 20 February 2018, be confirmed.

ATTACHMENTS

1 MINUTES - Works and Community Committee Meeting - 20 February 2018

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 1/18**

Meeting Date: Tuesday 20 February 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 5.00pm

Councillors Present: Councillors Pedersen (Chairperson), Clifton, Gordon, Kim, Lane, Moujalli, Purcell and Zhou.

Apologies: Nil.

Note: Councillor Gordon arrived at the Meeting at 5.04pm during discussion on Item 2. He was not present for consideration or voting on Item 1.

Note: Councillor Moujalli arrived at the Meeting at 5.08pm during discussion on Item 3. He was not present for consideration or voting on Items 1 and 2.

Staff Present: General Manager, Acting Director – Customer and Community Services, Director – Corporate and Organisational Support Services, Acting Director – City Planning and Development, Acting Director – City Works and Infrastructure, Chief Financial Officer, Manager – City Planning, Manager – Parks, Manager – Community Services, Manager – Project Development, Senior Coordinator – Communications, Senior Coordinator – Events, Senior Coordinator – City Activation, Team Leader – Traffic Services, Traffic and Development Engineer, Traffic Engineer, Senior Environmental Sustainability Coordinator, Consultant from GHD, Senior Coordinator – Governance and Executive Assistant to the General Manager.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Meeting held on 21 November 2017

Note: Councillors Gordon and Moujalli were not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Purcell and Clifton)

That the Minutes of the Works and Community Committee 8/17, held on 21 November 2017, be confirmed.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

**2 WEST RYDE TOWN CENTRE AND MEADOWBANK STATION WEST
PEDESTRIAN ACCESS AND MOBILITY PLANS 2017**

Note: Councillor Gordon arrived at the Meeting at 5.04pm during discussion on this Item.

Note: Councillor Moujalli was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That Council adopt the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 as a guide to future prioritisation of capital works relating to Access and Mobility in the above precincts.
- (b) That resourcing of high and medium priority actions listed in the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 are to be considered through future Delivery Plans of Council.
- (c) That resourcing of remaining actions listed in the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 are to be subject to the other external funding sources becoming available and a separate report to Council.

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

**3 MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF RYDE
COUNCIL AND RIVERSIDE BUSINESS CHAMBER**

Note: Councillor Moujalli arrived at the Meeting at 5.08pm during discussion on this Item.

RESOLUTION: (Moved by Councillors Clifton and Zhou)

- (a) That Council support the continuation of the Memorandum of Understanding (MOU) between Riverside Business Chamber and City of Ryde Council.

ITEM 1 (continued)

ATTACHMENT 1

- (b) That Council delegate to the General Manager to execute the updated MOU.

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

4 WEST DENISTONE PARK - Future of Playgrounds

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That Council endorse Option A as outlined in this report.
- (b) That Council write to participants in the consultation thanking them for their submissions and notifying them of this resolution.

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

5 OUTCOMES OF FOOD TRUCK TRIAL

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That Council endorse the continued operation of Food Trucks within the City of Ryde.
- (b) That Council finalise the Food Truck Guidelines used for the Trial and incorporate these into the existing *Mobile Food Vending Approval* process administered by the Environmental Health Team.
- (c) That Council develop a web page and information pack to promote the Food Truck Guidelines, and the requirements for all modes of food truck operation;
- a. Operating in the public domain
 - b. Operating on private commercial land
 - c. Operating as part of an event

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

ITEM 1 (continued)

ATTACHMENT 1

6 REVIEW OF COMMUNITY GRANTS POLICY AND GUIDELINES

RECOMMENDATION: (Moved by Councillors Clifton and Gordon)

- (a) That Council endorse the Community Grants 2018 Policy, Application Guidelines and the amendments as detailed in this report.
- (b) To minimise the impact on existing applications, that Council endorse that for the financial year 2017/18, the Community Grants 2018 Policy and Application Guidelines run concurrently with the Community Grants 2014 Policy and Guidelines.
- (c) That effective from financial year 2018/19, the existing Community Grants 2014 Policy and Guidelines are superseded by the 2018 Community Grants Policy and Guidelines.

Record of Voting

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **27 FEBRUARY 2018** as it is outside the Committee's delegations.

7 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 16 NOVEMBER 2017

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (a) That Council converts 12 metres of the existing 50 metres of 'TAXI ZONE' on the southern side of Pope Street, Ryde to 'NO PARKING EMERGENCY VEHICLES EXCEPTED'.
- (b) That Council:
 - (i) installs a 59 metre 'NO STOPPING' zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood.
 - (ii) installs off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood.
- (c) That Council installs a 5.2 metre 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.
- (d) That Council converts the 6 metres of existing 'NO PARKING' zone outside 8 Olive Street, Ryde to unrestricted parking.
- (e) That Council installs a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.

ITEM 1 (continued)

ATTACHMENT 1

- (f) That Council installs a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.
- (g) That Council approves the temporary closure of Anthony Road and Market Street, West Ryde, to hold the West Ryde Easter Parade and Fair on 24 March 2018.

Record of Voting

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

The meeting closed at 5.40pm.

CONFIRMED THIS 20TH DAY OF MARCH 2018.

Chairperson

2 INVESTIGATION INTO HOSTING 'LIVE SITES' FOR THE FIFA WORLD CUP

Report prepared by: Senior Coordinator - Communications
File No.: GRP/15/1/7 - BP18/226

REPORT SUMMARY

The FIFA World Cup is held every four years and will be held this year during the months of June and July 2018 in Russia. It will be screened free-to-air live on SBS television with the Australian Socceroos successfully qualifying for the Worldwide competition.

At its meeting of 12 December 2017, Council resolved to seek an investigation into the feasibility of hosting 'live sites' for the FIFA World Cup 2018 for the 3 Australian Group (C) games (at a minimum), following consultation with the Festivals and Events Committee prior to being reported to Council for consideration.

The Australian match schedule is as follows:

- Australia v France Game 1 Saturday 16 June at 8.00pm (AEST)
- Australia v Denmark Game 2 Thursday 21 June at 10.00pm (AEST)
- Australia v Peru Game 3 Wednesday 27 June at midnight (AEST)

All games in the FIFA World Cup 2018 match schedule start after 10pm Australian Eastern Standard Time (AEST) with the only exception being Game 1 Australia v France at 8.00pm. If Australia was successful in making it through to the finals, games start at midnight, 1.00am and 4.00am.

Staff investigated 12 sites across the City of Ryde. Options for hosting the FIFA World Cup 2018 'Live Sites' in the City of Ryde were compiled into three categories:

1. Open Space / Parks
2. Town Centres / Plazas
3. Council-owned venues

The City of Ryde Events Team established a criteria to equally assess each site for feasibility including the screening times of the games, on-site facilities, and availability of the venues and services for screening 'live' games. Additional considerations into the investigation included restrictions, the impact on residents/businesses and budget required.

ITEM 2 (continued)

Restrictions that apply to the investigation include:

- Outdoor lighting curfews of 10.15pm
- Noise curfews of 10.00pm Sunday - Thursday
- Noise curfews of 12am Friday - Saturday
- Development Consents such as hours of operation.

Due to restrictions on outdoor locations, that is, light and noise curfews, only Game 1 Australia v France at 8pm was permissible. Any other game of the FIFA World Cup 2018 would require an indoor venue on the condition it ended before midnight. Following the investigation and after consulting with internal stakeholders for park availability and external stakeholders, three options were presented to the Festivals and Events Advisory Committee on Monday 26 February 2018 to obtain their feedback.

1) Option 1 - Game 1 Outdoor Only

Saturday 16 June 8.00pm (Outdoors) at ELS Hall Field 2, North Ryde or Fontenoy Park, Macquarie Park. Budget \$7,500

2) Option 2 - Game 1 Outdoor and Game 2 Indoor

Saturday 16 June 8.00pm (Outdoors) at ELS Hall Field 2, North Ryde or Fontenoy Park, Macquarie Park and Indoor Thursday 21 June 10.00pm (Indoors) at Ryde Community Sports Centre at ELS Hall Park, North Ryde. Budget \$12,500

3) Option 3 - Game 1 and 2 Indoors

Saturday 16 June 8.00pm (Indoors) and Thursday 21 June 10.00pm (Indoors) at Ryde Community Sports Centre at ELS Hall Park, North Ryde. Budget \$10,000

Majority support from the Festivals and Events Advisory Committee was for Option 1 Game 1 Outdoors only Saturday 16 June 8.00pm (Outdoors) at ELS Hall Park Field 2 with the wet weather contingency of screening inside at Ryde Community Sports Centre.

The success of hosting the FIFA World Cup 2018 'live site' outdoor event will inform a further report to consider screening other significant sporting events.

RECOMMENDATION:

- (a) That Council supports the live outdoor screening of the FIFA World Cup 2018 Game 1 on Saturday 16 June at 8.00pm at ELS Hall Park Field 2 with a the wet weather contingency at Ryde Community Sports Centre at ELS Hall Park.

ITEM 2 (continued)

- (b) That \$7,500 is allocated in the next Quarterly Budget Review to host the event.

ATTACHMENTS

- 1 26 February 2018 FIFA WORLD CUP LIVE SITES - Presentation to Festivals and Events Advisory Committee

Report Prepared By:

Liz Berger
Senior Coordinator - Communications

Report Approved By:

Angela Jones-Blayney
Acting Director - Customer and Community Services

ITEM 2 (continued)

Background

At its meeting of 12 December 2017, Council resolved to seek an investigation into the feasibility of hosting 'live sites' for the FIFA World Cup 2018.

- (a) *That the General Manager prepare a report for the Works and Community Committee in consultation with the Festivals and Events Advisory Committee and relevant parties, which outlines the possibility of setting up a live site/s in Ryde for the FIFA World Cup in June 2018.*
- (b) *That the report to investigate the feasibility of such an event/s and possible appropriate location/s.*
- (c) *That the report to consider running the live site/s, at the very least, but not limited to, the 3 Australian Group (C) games.*
- (d) *That a further report be prepared to consider live site/s for significant sporting events outside the FIFA World Cup.*

The FIFA World Cup is held every four years and will be held this year during the months of June and July 2018 in Russia and will be screened free-to-air live on SBS television. The Australian Socceroos have successfully made it into the Worldwide competition.

The Australian match schedule is as follows:

- Australia v France Game 1 Saturday 16 June at 8pm (AEST)
- Australia v Denmark Game 2 Thursday 21 June at 10pm (AEST)
- Australia v Peru Game 3 Wednesday 27 June at midnight (AEST)

All games in the FIFA World Cup 2018 schedule start after 10pm with the only exception of Game 1 Australia v France at 8pm. If Australia was successful in making it through to the finals, games start at midnight, 1am and 4am.

Staff have investigated 12 sites across the City of Ryde. Options for hosting the FIFA World Cup 2018 'Live Sites' in the City of Ryde were compiled into three categories:

- 1) Open Space / Parks**
- 2) Town Centres / Plazas**
- 3) Council-owned venues**

The City of Ryde Events Team established a criteria to equally assess each site for feasibility including the screening times of the games, on-site facilities, and availability of the venues and services for screening 'live' games. Additional considerations into the investigation included restrictions, the impact on residents and budget required.

ITEM 2 (continued)

Restrictions apply to the investigation including:

- Outdoor lighting curfews of 10.15pm
- Noise curfews of 10.00pm Sunday - Thursday
- Noise curfews of 12am Friday - Saturday
- Development Consents such as hours of operation.

The criteria used to assess each site for feasibility included the screening times, restrictions, on-site facilities, availability of the venues and services for screening 'live' games and were divided into two criteria:

CRITERIA 1

8.00pm Screening

10.00pm Screening

Midnight Screening

Development Consents such as Hours of Operation

If the location investigated could meet the times of one or more of the above criteria without restrictions it progressed to the second criteria for suitability.

When assessing the locations against the above criteria it was discovered that only the 8.00pm game was permissible outdoors.

When assessing the locations investigated no location was permissible after midnight.

CRITERIA 2

Toilets (including Accessible facilities)

Car park (including Accessible parking)

Power

Lighting

Walking distance to residents

Transport

All weather conditions

Site Availability

No traffic closure required

Connect with local business

Connect with sporting clubs

ITEM 2 (continued)

The sites investigated for **Open Space / Parks** included:

- Fontenoy Park, Macquarie Park
- Ryde Park, Ryde
- ELS Hall Field 2, North Ryde
- Christie Park, Macquarie Park
- North Ryde Common, North Ryde

Of the above locations investigated, Fontenoy Park at Macquarie Park and ELS Hall Field 2, North Ryde met most of the assessment criteria for an 8.00pm screening only.

The sites investigated at **Town Centres / Plazas** included:

- Eastwood Plaza, Eastwood (Managed by Council)
- West Ryde Plaza, West Ryde (Managed by Council)
- Top Ryde City shopping centre Piazza, Ryde (Managed by Top Ryde City)
- Putney Shops (Road closure required)
- Coxs Road Shops (Road closure required)

Of the above locations investigated, Eastwood Plaza and West Ryde Plaza met most of the assessment criteria for an 8.00pm screening only.

The sites investigated at **Council-owned sites** included:

- Civic Hall and Community Centres (Managed by Council)
- Ryde Community Sports Centre (Managed by YMCA)

Of the above locations investigated, the Civic Hall and Community Centres were unavailable and the Ryde Community Sports Centre (RCSC) met most of the assessment criteria for an 8.00pm and 10pm screening.

Of all the sites investigated no site met the criteria to host a “live site” after midnight.

As a result, a presentation was made the Festivals and Events Advisory Committee on Monday 26 February on the assessment for these 12 ‘live sites’ for feedback.

Due to restrictions on outdoor locations of light and noise curfews, only the Game 1 Australia v France at 8pm was permissible. Any other game of the FIFA World Cup 2018 would require an indoor venue on the condition it ended before midnight.

ITEM 2 (continued)

As such, three options were presented to the Advisory Committee.

- 1) **Option 1 - Game 1 Outdoor Only**
Saturday 16 June 8.00pm (Outdoors) at ELS Hall Field 2, North Ryde or Fontenoy Park, Macquarie Park. Budget \$7,500
- 2) **Option 2 - Game 1 Outdoor and Game 2 Indoor**
Saturday 16 June 8.00pm (Outdoors) at ELS Hall Field 2, North Ryde or Fontenoy Park, Macquarie Park and Indoor Thursday 21 June 10.00pm (Indoors) at Ryde Community Sports Centre at ELS Hall Park, North Ryde. Budget \$12,500
- 3) **Option 3 - Game 1 and 2 Indoors**
Saturday 16 June 8.00pm (Indoors) and Thursday 21 June 10.00pm (Indoors) at Ryde Community Sports Centre at ELS Hall Park, North Ryde. Budget \$10,000

The Advisory Committee requested that Top Ryde City Piazza be added to the investigation however Top Ryde City shopping centre could not confirm at the time of this report if they would be screening the game. The piazza also does not connect with the immediate sporting community and therefore not recommended.

Majority support from the Festivals and Events Advisory Committee was for Option 1 Game 1 Outdoors only Saturday 16 June 8.00pm (Outdoors) at ELS Hall Park Field 2 with the wet weather contingency of screening inside at Ryde Community Sports Centre.

Reasons for this support for Option 1 screening only the 8.00pm game include:

- The 8.00pm timeslot on a Saturday is more suitable for families
- The opportunity to see Australia play at a community event screening the live game was well received
- The screening of the first Australian game would 'kick-off' Australia's involvement in the World Cup 2018
- Screening the game at ELS Hall Park would make great connections with the locals and sporting community.
- Any games screened from 10.00pm onwards (in particular, on weeknights) is unlikely to draw large attendance

The success of hosting the FIFA World Cup 2018 'live site' outdoor event will inform a further report to consider screening other significant sporting events.

ITEM 2 (continued)

Financial Implications

- 1) Option 1 Outdoor Only 8.00pm Game 1 - \$7,500
- 2) Option 2 Outdoor 8.00pm Game 1, Indoor Game 2 10.00pm - \$12,500
- 3) Option 3 Indoor 8.00pm Game 1, Indoor Game 2 10.00pm - \$10,000

The recommendation is to progress Option 1 \$7,500 and request the funds be allocated in the next Quarterly Budget Review to host the event.

ITEM 2 (continued)

ATTACHMENT 1



AN INVESTIGATION INTO HOSTING
'LIVE SITES' FOR THE 2018 FIFA WORLD CUP

FESTIVALS AND EVENTS ADVISORY COMMITTEE 2018

 City of Ryde

Monday 26 February 2018 *Events Team*

ITEM 2 (continued)

ATTACHMENT 1

- 1) Council Resolution**
- 2) FIFA World Cup**
- 3) Criteria**
- 4) Proposed sites**
- 5) Budget Considerations**
- 6) Recommendations**
- 7) What are the next steps?**

 City of Ryde | Events Team

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ITEM 2 (continued)

ATTACHMENT 1

1) Council Resolution

12 December 2017

- a) That the General Manager prepare a report for the Works and Community Committee in consultation with the Festivals and Events Advisory Committee and relevant parties, which outlines the possibility of setting up a live site/s in Ryde for the FIFA World Cup in June 2018.
- b) That the report to investigate the feasibility of such an event/s and possible appropriate location/s.
- c) That the report to consider running the live site/s, at the very least, but not limited to, the 3 Australian Group (C) games.
- d) That a further report be prepared to consider live site/s for significant sporting events outside the FIFA World Cup.

COUNCIL RESOLUTION

We are here:

COUNCIL
RESOLUTION

INTERNAL
CONSULTATION

STAKEHOLDER
CONSULTATION

FESTIVALS & EVENTS
ADVISORY COMMITTEE

WORKS AND COMMUNITY
COMMITTEE

COUNCIL MEETING

ITEM 2 (continued)

ATTACHMENT 1



FIFA WORLD CUP 2018

2) FIFA World Cup

ROUND 1

<u>Game 1</u>	<u>Game 2</u>	<u>Game 3</u>
SATURDAY	THURSDAY	WEDNESDAY
16 June	21 June	27 June
8pm (AEST)	10pm (AEST)	12am Midnight (AEST)
Australia v France	Australia v Denmark	Australia v Peru

 City of Ryde | Events Team

ITEM 2 (continued)

ATTACHMENT 1

FIFA WORLD CUP 2018		
FINALS		
'Round 16'	SUNDAY 1 July MONDAY 2 July	12am Midnight AEST 4am AEST
Quarter Finals	SUNDAY 8 July	4am AEST
Semi Finals	WEDNESDAY 11 July WEDNESDAY 11 July	4am AEST 4am AEST
Third Place Play-off	SUNDAY 15 July	12am Midnight AEST
Finals	MONDAY 16 July	1am AEST

 City of Ryde | Events Team

ITEM 2 (continued)

ATTACHMENT 1

3) Criteria

CRITERIA 1

8pm Screening

10pm Screening

Midnight Screening

- Curfew of lighting from 10.15pm
- Curfew of noise until 10pm (on any other day)
- Curfew of noise until 12am (Friday & Saturday)
- Development Consent

CRITERIA

CRITERIA 2

Toilets (inc Accessible)

Car park (inc Accessible)

Power

Lighting

Walking distance to residents

Transport

All weather conditions

Site Availability

No traffic closure required

Connect with local business

Connect with sporting clubs

ITEM 2 (continued)

ATTACHMENT 1

4) Proposed sites

PROPOSED SITES

OPEN SPACE PARK

- Fontenoy Park
- Ryde Park
- ELS Hall Park (Field 2)
- Christie Park
- North Ryde Common

TOWN CENTRES

- Eastwood Plaza
- West Ryde Plaza
- Coxs Rd Shops
(Road Closure)
- Putney Shops
(Road Closure)

COUNCIL VENUES

- Civic Hall &
Community
Centres
- Ryde Community
Sports Centre at
ELS (managed
by YMCA)

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

FONTENOY PARK

CRITERIA 1

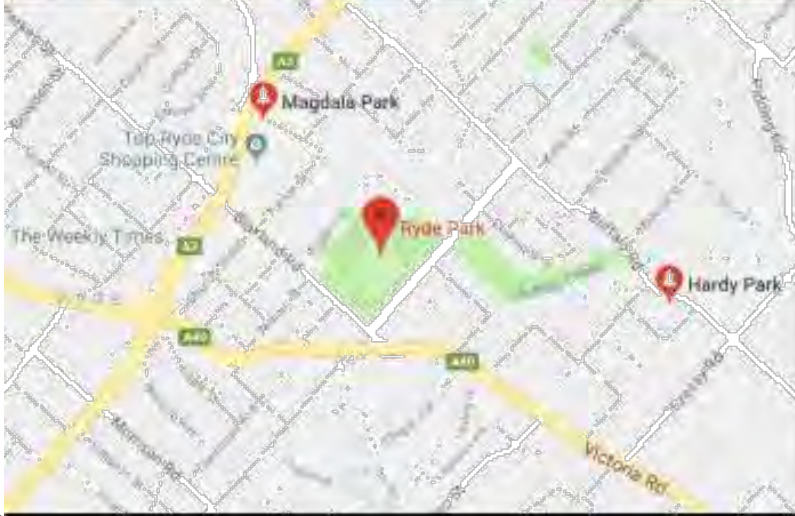
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✗
Walking distance to residents	✓
Transport	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

RYDE PARK

CRITERIA 1

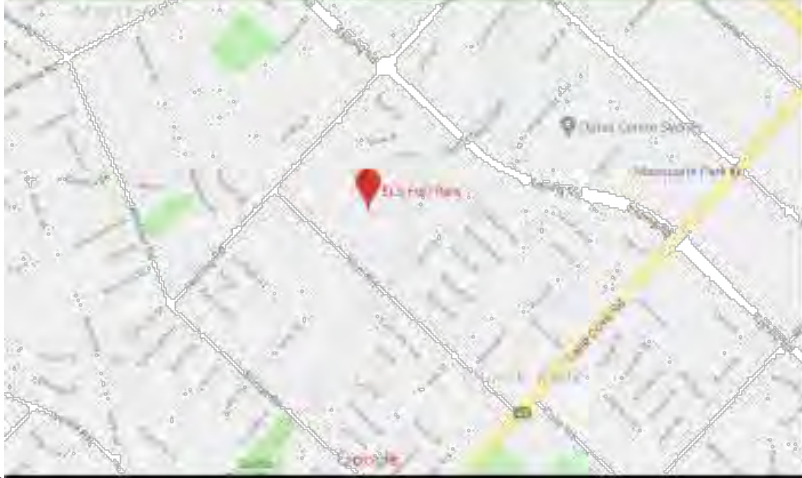
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✗
Power	✗
Lighting	✗
Walking distance to residents	✓
Transport	✓
All weather conditions	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✓
Connect with sporting clubs	✗

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

ELS HALL PARK

CRITERIA 1

8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

CHRISTIE PARK

CRITERIA 1

8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✗
Transport	✗
Site Availability	✗
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

ITEM 2 (continued)

ATTACHMENT 1



NORTH RYDE COMMON

CRITERIA 1	
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗
CRITERIA 2	
Toilets (inc Accessible)	✗
Car park (inc Accessible)	✗
Power	✓
Lighting	✗
Walking distance to residents	✓
Transport	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✗

City of Ryde | Events Team

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

EASTWOOD PLAZA

CRITERIA 1

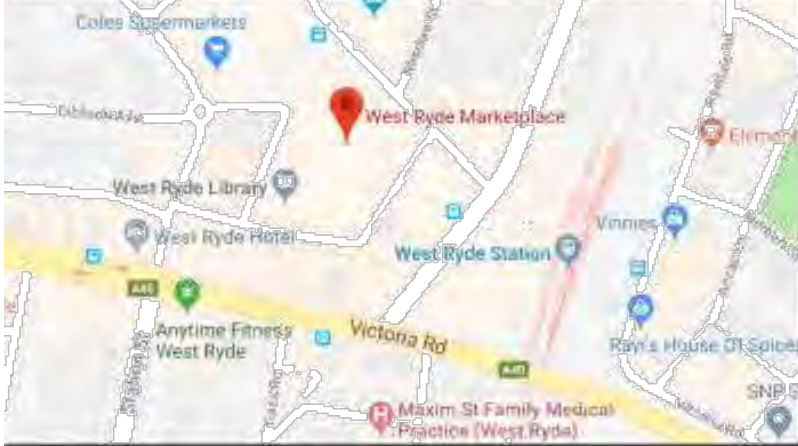
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✓
Site Availability	✓
No traffic closure required	✓
Connect with local business	✓
Connect with sporting clubs	✗

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

WEST RYDE PLAZA

CRITERIA 1

8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✓
Site Availability	✓
No traffic closure required	✓
Connect with local business	✓
Connect with sporting clubs	✗

ITEM 2 (continued)

ATTACHMENT 1

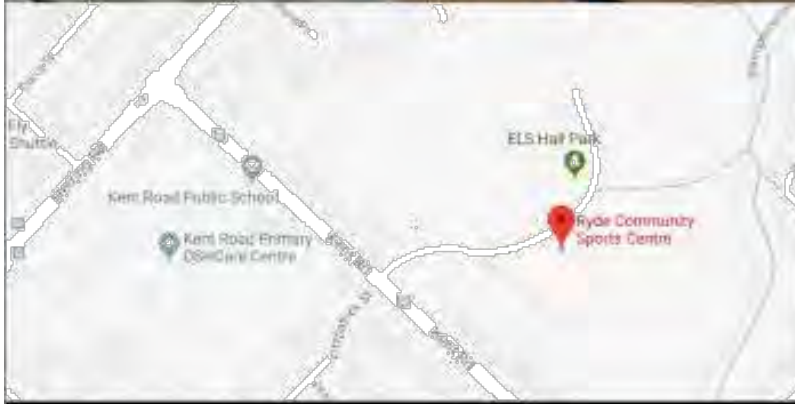
PUTNEY SHOPS / COXS ROAD SHOPS

CRITERIA 1	
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗
CRITERIA 2	
Toilets (inc Accessible)	✗
Car park (inc Accessible)	✓
Power	✗
Lighting	✓
Walking distance to residents	✓
Transport	✓
Site Availability	✓
No traffic closure required	✗
Connect with local business	✓
Connect with sporting clubs	✗

CRITERIA 1	
8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗
CRITERIA 2	
Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✗
Lighting	✓
Walking distance to residents	✓
Transport	✓
Site Availability	✓
No traffic closure required	✗
Connect with local business	✓
Connect with sporting clubs	✗

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

RCSC

CRITERIA 1

8pm Screening	✓
10pm Screening	✓
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✓
All weather conditions	✓
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

ITEM 2 (continued)

ATTACHMENT 1

BUDGET CONSIDERATIONS

5) Budget Considerations

- Infrastructure (Power, Screen hire, toilets, lighting, seating, fencing)
- After hour supplier charges
- Safety (Traffic Control)
- Staff resources and Overtime
- Security Guards
- Licences (APRA and Alcohol)
- Weather contingency (Cancellations)
- Marketing

ITEM 2 (continued)

ATTACHMENT 1

RECOMMENDATIONS

6) Recommendation Outdoor

Based on the time difference of the Live Games from Russia, restrictions are placed on the locations and type of events that can be held during these hours. Based on these restrictions the following recommendations:

Game 1 SATURDAY 16 June
8pm (AEST) Australia v France

OUTDOOR SCREENING

- ELS Hall Park (Field 2)
- Fontenoy Park

ITEM 2 (continued)

ATTACHMENT 1

FONTENOY PARK

CRITERIA 1

8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✗
Walking distance to residents	✓
Transport	✗
All weather conditions	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

ELS HALL PARK (2)

CRITERIA 1

8pm Screening	✓
10pm Screening	✗
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✗
All weather conditions	✗
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

RECOMMENDATIONS

6) Recommendation Indoor Screening

Based on the time difference of the Live Games from Russia, restrictions are placed on the locations and type of events that can be held during these hours. Based on these restrictions the following recommendations:

Game 2 THURSDAY 21 June
10pm (AEST)
Australia v Denmark

Game 3 WEDNESDAY 27 June
12am Midnight (AEST)
Australia v Peru

INDOOR SCREENING

- Ryde Community Sports Centre at ELS (managed by YMCA)

- No screening as there is no facility available

ITEM 2 (continued)

ATTACHMENT 1



City of Ryde | Events Team

RCSC

CRITERIA 1

8pm Screening	✓
10pm Screening	✓
Midnight Screening	✗

CRITERIA 2

Toilets (inc Accessible)	✓
Car park (inc Accessible)	✓
Power	✓
Lighting	✓
Walking distance to residents	✓
Transport	✓
All weather conditions	✓
Site Availability	✓
No traffic closure required	✓
Connect with local business	✗
Connect with sporting clubs	✓

6) Budget Options

Option 1 -
Hold just the one launch
event for the FIFA World
Cup Season

Game 1
OUTDOOR ONLY
SAT 16 June 8pm
Aus v France

Total Cost: \$6,500

Option 2 -
Hold all Australia
Games in Round 1

Game 1 OUTDOOR
SAT 16 June 8pm
Aus v France

Game 2 INDOOR
THUR 21 June 10pm
Aus v Denmark

Total Cost: \$10,500

Option 2 -
Hold all Australia
Games in Round 1

Game 1 INDOOR
SAT 16 June 8pm
Aus v France

Game 2 INDOOR
THUR 21 June 10pm
Aus v Denmark

Total Cost: \$8,000

ITEM 2 (continued)

ATTACHMENT 1



3 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 8 FEBRUARY 2018

Report prepared by: Team Leader - Traffic Services
File No.: GRP/09/3/15 - BP18/79

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Eleven reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 8 February 2018, proposing traffic and parking measures:

- (A) City of Ryde - Waste-collection vehicle access
- (B) Aster Street and Daffodil Street, Eastwood - Travel lanes at horizontal curve
- (C) Gilda Street, North Ryde - Travel lanes at Pittwater Road
- (D) David Avenue, North Ryde - Travel lanes at horizontal curve
- (E) Milroy Street, North Ryde - Travel lanes at Kent Road
- (F) Vimera Road, Marsfield - 'KEEP CLEAR' linemarking at Dayman Place
- (G) Oslo Street, Marsfield - Traffic controls at Yangalla Street
- (H) Intersection of Monash Road and Buffalo Road, Gladesville - Change of priority
- (I) Junction Street, Ryde - Traffic island
- (J) 9 Second Avenue, Eastwood - Signage and linemarking plan
- (K) 11 Porter Street, Ryde - Signage and linemarking plan.

The Minutes of the RTC meeting provide Technical Approval for the proposed measures and are included at the end of this report.

The measures are implemented under the Traffic and Transport Program – Traffic Calming Devices Budget and generally cost less than \$2,000 for each item except where noted in the report.

A further five matters, including General Business, were discussed at the RTC meeting and are included in the Minutes of the RTC meeting for the Council's information.

Council staff are also seeking Delegated Authority from the Council to approve certain changes, as detailed in the report.

ITEM 3 (continued)

RECOMMENDATION:

(a) That Council:

- (i) Installs 'NO PARKING 5AM-11AM TUE' zones at the following locations:
- Farm Street cul-de-sac, Gladesville,
 - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde,
 - Hancott Street cul-de-sac, Ryde,
 - 70 metre on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde,
 - south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac,
 - northern side of Robinson Street, Ryde, including the cul-de-sac, and
 - eastern side of Wharf Road, Gladesville, including the cul-de-sac.
- (ii) Installs no further parking controls to assist waste-collection vehicle access at the following locations:
- Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
 - Blair Street, Orr Street and Linsley Street, Gladesville, and
 - southern section of Clare Street, between Amiens Street and the dead end, Gladesville.

(b) That Council:

- (i) Installs a 21 metre dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood,
- (ii) Installs a 28 metre 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and
- (iii) Installs a 34.5 metre 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood.

(c) That Council:

- (i) Installs an 18 metre dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde,
- (ii) Installs an 18 metre 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and

ITEM 3 (continued)

- (iii) Installs a 34 metre 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.
- (d) That Council:
 - (i) Extends the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 metres to the southwest and by 8 metres to the northwest, and
 - (ii) Extends the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 metres to the southwest.
- (e) That Council extends the existing 10 metres of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 metres.
- (f) That Council installs 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.
- (g) That Council installs a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield.
- (h) That Council converts the priority of the intersection of Buffalo Road and Monash Road, Gladesville, subject to median islands and duplicate 'STOP' signs being installed on both approaches in Monash Road, if they can accommodate bus movements.
- (i) That Council:
 - (i) Installs a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde, and
 - (ii) Installs parking bay linemarking for all parking bay linemarking for all kerbside parking in Junction Street, Ryde.
- (j) That Council approves the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.
- (k) That Council approves the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:
 - Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development.

ITEM 3 (continued)

- (l) That council Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
- Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold.
 - Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.
 - Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.
 - Install a STOP sign and associated linemarking at an intersection without traffic lights.
 - Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Gregory Holding
Team Leader - Traffic Services

Report Approved By:

Harry Muker
Manager - Traffic, Transport and Development

Joe So
Acting Director - City Works and Infrastructure

ITEM 3 (continued)

ITEM (A)

CITY OF RYDE

SUBJECT: WASTE-COLLECTION VEHICLE ACCESS
WARD: WEST, CENTRAL and EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01214

OVERVIEW

Council officers have proactively investigated waste-collection vehicles access, concentrating initially on the Tuesday waste-collection area. Council receives a number of requests each year to install parking controls to assist waste-collection in cul-de-sacs and narrow streets.

A list of cul-de-sacs and narrow roads was developed from Council's Road Register and forwarded to Council's waste-collection contractor, who identified the cul-de-sacs and narrow roads with high parking occupancy, which affects their access.

Proposals were sent to 788 local occupants to install 'NO PARKING 5AM-11AM TUE' on one side of each of the roads identified by the waste-collection contractor. Following analysis of the community feedback, it is recommended that Council proceed with the proposed parking controls in:

- Farm Street cul-de-sac,
- Forsyth Avenue and Griffiths Avenue,
- Hancott Street cul-de-sac,
- Hatton Street,
- Kim Street, including around the cul-de-sac,
- Robinson Street, including the cul-de-sac, and
- Wharf Road, Gladesville, including the cul-de-sac.

INTRODUCTION

Due to continuing growth and developments across the City of Ryde, Council's waste-collection contractor is currently experiencing difficulties in either accessing narrow streets, or manoeuvring within the turning areas of cul-de-sacs. Investigations have previously been undertaken on a case-by-case basis, once parking occupancy has reached a critical point and bins can no longer be serviced. This process is time consuming and Council is unable to make changes in a timely manner.

ITEM 3 (continued)

In order to address the issue in a proactive manner, all roads in City of Ryde have been investigated to see which are narrow (including cul-de-sacs) and experiencing high parking occupancy during waste-collection times. Subsequently, *this Item* seeks approval to install 'NO PARKING 5AM-11AM TUE' in a number of roads within the Tuesday collection area.

BACKGROUND

There are a number of existing locations with 'NO PARKING 5AM-11AM [DAY]' zones on one side of the road to facilitate waste-collection vehicle access. In some rare cases, these parking controls have been installed to provide space for bins to be stored on waste-collection days.

Although these have historically been supported by residents, it has only been once the situation has become untenable, that bins have not been able to be serviced a number of times. Given the turnaround times to investigate, consult, approve and schedule installation, residents have waited up to six months for parking controls to be installed. In the meantime, waste-collection contractors have damaged vehicles and are required to undertake dangerous reversing manoeuvres, creating WH&S issues.

CONTEXT

1. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.
2. Council meets these obligations through a waste-collection contractor. The contract allows the waste-collection contractor to service bins anytime between 5am and 11am on designated weekdays.
3. Council's *Road Register* indicates that 50 out of 150 Council's roads are considered "narrow" in the City of Ryde. 38 cul-de-sacs have been identified in the City of Ryde.
4. Increases in population and private-car ownership, beyond off-street parking capacity, has led to increasing numbers of vehicles being parked on-street, causing access problems for the waste-collection contractor servicing narrow roads in the City of Ryde.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*
- City of Ryde's *Road Register*.

ITEM 3 (continued)

COMMUNITY ENGAGEMENT

The occupants of 788 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the side of the following streets that would affect the least number of parking spaces:

- Beazley Street, Ryde between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
- Blair Street, Orr Street and Linsley Street, Gladesville,
- the southern section of Clare Street, Gladesville, between Amiens Street and the dead end,
- Farm Street, Gladesville cul-de-sac,
- Forsyth Avenue, West Ryde between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue, West Ryde,
- Hancott Street, Ryde cul-de-sac,
- Hatton Street, Ryde,
- Jones Street, Ryde,
- Monash Road, Gladesville (north of Thompson Street), Kim Street and Leawill Place, Gladesville, including the cul-de-sacs of Leawill Place and Kim Street, Gladesville,
- Redshaw Street, Ryde including the cul-de-sac,
- Robinson Street, Ryde including the cul-de-sac, and
- the lower section of Wharf Road, Gladesville including the cul-de-sac.

66 responses have been received in support of the proposed changes and 70 responses have been received in opposition to the proposed changes. A summary of results has been provided in *Table A1*, with more details for each site following.

ITEM 3 (continued)

Table A1 Summary of consultation results

Road	Beazley St	Blair St, Orr St, Linsley St	Clare St	Farm St	Griffiths Av, Forsyth St	Hancott St	Hatton St	Jones St	Monash Rd, Kim St, Leawill PI	Redshaw St	Robinson St	Wharf Rd	Total
Properties consulted	106	260	4	8	90	13	133	74	42	10	29	19	788
Responses received	13	46	2	3	23	3	7	11	12	7	7	2	136
Responses with comments in support	6	17	0	3	14	2	5	3	5	4	5	2	66
Responses with comments objecting	7	29	2	0	9	1	2	8	7	3	2	0	70
No comment provided	93	214	2	5	67	10	126	63	30	3	22	17	652

Beazley Street

Beazley Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified the length of Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, as experiencing high parking occupancy, which inhibits access for their vehicles. Critical locations along this part of Beazley Street have been signposted 'NO PARKING' and 'NO STOPPING', to provide passing opportunities. All properties in Beazley Street have off-street parking.

The occupants of 106 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the north-western side of Beazley Street between Victoria Road and the horizontal curve located midway to Providence Road. Six responses have been received in support of the proposed changes and seven responses have been received in opposition to the proposed changes.

ITEM 3 (continued)

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Monday nights and Tuesday mornings.
- The proposed changes will have a flow-on affect to surrounding streets in the area.
- Bins have previously been serviced.

Respondents have made the following suggestions:

- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.
- Install parking controls on only one side of Beazley Street.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Beazley Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- The proposal is to install 'NO PARKING 5AM-11AM TUE' only on one side of Beazley Street.

Given that:

- some critical areas in Beazley Street have parking control measures, and
- a large number of comments have been received in opposition to the proposed changes,

it is recommended that no further parking controls be installed on Beazley Street to assist waste-collection vehicle access.

ITEM 3 (continued)

Blair Street, Orr Street and Linsley Street

Blair Street, Orr Street and Linsley Street have carriageway widths of 7 m, 8.5 m and 7.6 m, respectively, with unrestricted parking on both sides, except for Linsley Street, which features 'NO PARKING' during school drop-off/pick-up times. The waste-collection contractor has identified the length of Blair Street, Orr Street and Linsley Street, as experiencing high parking occupancy, which inhibits access for their vehicles. Critical locations at intersections and pedestrian crossings have been signposted with statutory 'NO STOPPING' to reinforce the Road Rules. The area is characterised by a large number of walk-up apartment buildings, with one off-street parking space per apartment. The road reserves in this area are not wide enough to widen the carriageway further.

The occupants of 260 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the:

- north-eastern side of Blair Street, between Ross Street and Linsley Street,
- south-western side of Blair Street, between Linsley Street and the dead end,
- south-eastern side of Linsley Street, between Morrison Road and Orr Street,
- north-western side of Linsley Street, between Orr Street and Coulter Street,
- south-western side of Orr Street, between Ross Street and Linsley Street, and
- north-eastern side of Orr Street, between Linsley Street and Orr Street.

Seventeen responses have been received in support of the proposed changes and 29 responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Bins have previously been serviced.

Respondents have made the following suggestions:

- Use smaller waste-collection vehicles.
- Introduce a Resident Parking Scheme.
- Allow free parking in the Coulter Street car park during waste-collection times.
- Collect waste at an alternative time.

ITEM 3 (continued)

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Blair Street, Orr Street and Linsley Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where there is more on-street parking available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- The waste-collection contractor has had trouble servicing bins in Blair Street, Orr Street and Linsley Street for approximately twelve months.
- The use of smaller vehicles would result in higher costs to Council, which would be passed on to land owners via the Environmental Management component of Council rates.
- The provision of special parking for residents in the Coulter Street car park is not a viable option.

Given that:

- some critical areas in Blair Street, Orr Street and Linsley Street have parking control measures to reinforce the Road Rules for parking near intersections, and
- a large number of comments have been received in opposition to the proposed changes,

it is recommended that no further parking controls be installed in Blair Street, Orr Street and Linsley Street to assist waste-collection vehicle access.

Clare Street

Clare Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified the southern section of Clare Street, between Amiens Street and the dead end, as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in the street. All properties in Clare Street have off-street parking.

ITEM 3 (continued)

The occupants of four surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the eastern side of Clare Street between Amiens Street and the dead end, including the cul-de-sac. No responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- The occupants of this section of Clare Street currently take their bins to the top of Clare Street, so that the waste-collection contractor can collect from Amiens Street and it is suggested that this practice continues in-lieu of installing parking control measures.

Given that alternative arrangements have been made to service Clare Street bins from Amiens Street, it is recommended that no parking controls be installed in Clare Street to assist waste-collection vehicle access.

Farm Street

Farm Street has a carriageway width of 7.1 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Farm Street cul-de-sac as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in the street. All properties in Farm Street have off-street parking except, 4 & 6 Farm Street.

The occupants of eight surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' around the Farm Street cul-de-sac. Three responses have been received in support of the proposed changes and no responses have been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Introduce a Resident Parking Scheme.
- Install full-time 'NO PARKING' around the Farm Street cul-de-sac.

The following commentary is supplied in response to the concerns raised and suggestions:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- Installing full-time 'NO PARKING' around the Farm Street cul-de-sac will be investigated as a separate matter.

ITEM 3 (continued)

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' around the Farm Street cul-de-sac.

Since undertaking this consultation, the waste-collection contractor has experienced difficulty accessing other parts of Farm Street, due to a recent increase in parking occupancy. Therefore, 'NO PARKING 5AM-11AM TUE' on one side of Farm Street is to be investigated.

Griffiths Avenue and Forsyth Street

Griffiths Avenue and Forsyth Street have carriageway widths of 6.8 m and 7.2 m, respectively, with unrestricted parking on both sides. The waste-collection contractor has identified Forsyth Avenue, between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue as experiencing high parking occupancy, which inhibits access for their vehicles. There are statutory 'NO STOPPING' controls to reinforce the Road Rules for parking near the intersection of Griffiths Avenue and Victoria Road. 14, 20, 26, 59 & 66 Griffiths Avenue and 43 Forsyth Street are the only properties in the area that do not have off-street parking.

The occupants of 90 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the north-western sides of Griffiths Avenue and Forsyth Street, between Victoria Road and Griffiths Lane. 14 responses have been received in support of the proposed changes and 9 responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- The proposed changes are a "revenue-raising exercise".

Respondents have made the following suggestions:

- Use smaller waste-collection vehicles.
- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.
- Widen the carriageway.

ITEM 3 (continued)

The following commentary is supplied in response to the concerns raised and suggestions:

- The use of smaller vehicles would result in higher costs to Council, which would be passed onto land owners via the Environmental Management component of Council rates.
- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Griffiths Avenue and Forsyth Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.
- Road widening is not considered an appropriate treatment to address access issues for a short time period on one day per week.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue.

Hancott Street

Hancott Street has a carriageway width of 8.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Hancott Street cul-de-sac as experiencing high parking occupancy, which inhibits access for their vehicles. There are no other parking controls in Hancott Street. All properties in Hancott Street have off-street parking.

The occupants of thirteen surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' around the cul-de-sac in the southern arm of Hancott Street. Two responses have been received in support of the proposed changes and one response has been received in opposition to the proposed changes.

ITEM 3 (continued)

Respondents have made the following suggestions:

- Collect waste at an alternative time.

The following commentary is supplied in response to the concerns and suggestions raised:

- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' around the cul-de-sac in the southern arm of Hancott Street.

Hatton Street

Hatton Street has a carriageway width of 8.0 m, with unrestricted parking on both sides. The waste-collection contractor has identified the Hatton Street as experiencing high parking occupancy, which inhibits access for their vehicles. There is currently 12 m of '½P 8.30AM-6PM MON-FRI' on the south-eastern side of Hatton Street, northeast of Victoria Road, and 55 m of 'NO STOPPING' on the north-western side of Hatton Street, southwest of Blaxland Road. All properties in Hatton Street have off-street parking.

The occupants of 133 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Hatton Street, between Victoria Road and Blaxland Road. Five responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Monday nights and Tuesday mornings.

Respondents have made the following suggestions:

- Collect waste at an alternative time.

ITEM 3 (continued)

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Hatton Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.

Subsequent investigations have revealed that only 70 m of 'NO PARKING 5AM-11AM TUE' is required, due to the presence of the 55 m of 'NO STOPPING' on the north-western side of Hatton Street, southwest of Blaxland Road.

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 70 m of 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Hatton Street, north-east of Victoria Road.

Jones Street

Jones Street has a carriageway width of 7.5 m, with unrestricted parking on both sides. The waste-collection contractor has identified Jones Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Jones Street, even in the critical locations where trucks would typically find it difficult to manoeuvre (ie, the horizontal curve outside 5 Jones Street). All properties in Jones Street have off-street parking.

The occupants of 74 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-eastern side of Jones Street. Three responses have been received in support of the proposed changes and eight responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Effects on property values.
- Bins have previously been serviced.

ITEM 3 (continued)

Respondents have made the following suggestions:

- Collect waste at an alternative time.
- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Jones Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that a large number of comments have been received in opposition to the proposed 'NO PARKING 5AM-11AM TUE' for the entire length of Jones Street, this parking control will not be pursued. However, the installation of parking controls in the critical areas of Jones Street, particularly the horizontal curve outside 5 Jones Street, will be investigated.

Monash Road, Kim Street and Leawill Place

Monash Road (north of Thompson Street), Kim Street and Leawill Place have carriageway widths of 5.0 m, 7.3 m and 7.5 m, respectively, with unrestricted parking on both sides. The waste-collection contractor has identified Monash Road (north of Thompson Street), Kim Street and Leawill Place, including the cul-de-sacs of Kim Street and Leawill Place, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Monash Road (north of Thompson Street), Kim Street and Leawill Place. All properties in Monash Road (north of Thompson Street), Kim Street and Leawill Place have off-street parking.

ITEM 3 (continued)

The occupants of 42 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the:

- north-western side of Monash Road, between Thompson Street and Kim Street,
- south-western side of Leawill Place, including around the cul-de-sac, and
- south-western and north-western sides of Kim Street, including around the cul-de-sac.

Five responses have been received in support of the proposed changes and seven responses have been received in opposition to the proposed changes:

- two comments in support and five comments opposed the proposed changes in Monash Road, between Thompson Street and Kim Street,
- no comments in support and one comment opposed the proposed changes in Leawill Place, and
- three comments in support and one comments opposed the proposed changes in Kim Street.

Occupants that do not support the proposed changes have raised the following concerns:

- Bins have previously been serviced.
- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.

Respondents have made the following suggestions:

- Opposite side would be preferred.
- Widen the road.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Monash Road, Kim Street and Leawill Place. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- Road widening is not considered an appropriate treatment to address access issues for a short time period on one day per week.

ITEM 3 (continued)

Given the feedback received, it is recommended that 'NO PARKING 5AM-11AM TUE' be installed on the south-western and north-western sides of Kim Street, including around the cul-de-sac. Furthermore, installing parking controls in the critical areas of Monash Road (north of Thompson Street) and Leawill Place, will be further investigated.

Redshaw Street

Redshaw Street has a carriageway width of 7.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified Redshaw Street, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Redshaw Street. All properties in Redshaw Street have off-street parking.

The occupants of ten surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-western side of Redshaw Street, including the cul-de-sac. Given the concerns raised by some residents, the matter has been deferred for further investigation and consultation.

Robinson Street

Robinson Street has a carriageway that varies in width from 6.5 m to 8.4 m, with unrestricted parking on both sides. The waste-collection contractor has identified Robinson Street, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Robinson Street. All properties in Robinson Street have off-street parking.

The occupants of 29 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the northern side of Robinson Street, including the cul-de-sac. Five responses have been received in support of the proposed changes and two responses have been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the suggestions:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available.

ITEM 3 (continued)

Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the northern side of Robinson Street, including the cul-de-sac.

Wharf Road, Gladesville

Wharf Road has a carriageway that varies in width from 6.2 m to 13.3 m, with unrestricted parking on both sides. The waste-collection contractor has identified the lower section of Wharf Road, including the cul-de-sac, as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Wharf Road. All properties in Wharf Road have off-street parking, except 96 Wharf Road (Parramatta River Sailing Club).

The occupants of 19 surrounding properties were notified of a proposal to install 'NO PARKING 5AM-11AM TUE' on the eastern side of Wharf Road, including the cul-de-sac. Two responses have been received in support of the proposed changes and no responses have been received in opposition to the proposed changes.

Given that no responses were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING 5AM-11AM TUE' on the eastern side of Wharf Road, including the cul-de-sac.

DISCUSSION

Of the 150 narrow roads and 38 cul-de-sacs in City of Ryde, the waste-collection contractor has identified 50 roads and 35 cul-de-sacs that are currently experiencing high parking occupancy during waste-collection times that inhibits waste-collection vehicle access.

The first in-depth investigations cover the Tuesday waste-collection area, which has the following 12 narrow roads and 8 cul-de-sacs where parked vehicles inhibit waste-collection vehicles during waste-collection times:

- Beazley Street, Ryde between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
- Blair Street, Orr Street and Linsley Street, Gladesville,
- the southern section of Clare Street, Gladesville, between Amiens Street and the dead end,
- Farm Street, Gladesville cul-de-sac,
- Forsyth Avenue, West Ryde between Victoria Road and Griffiths Lane, and the full length of Griffiths Avenue, West Ryde,
- Hancott Street, Ryde cul-de-sac,
- Hatton Street, Ryde,

ITEM 3 (continued)

- Jones Street, Ryde,
- Monash Road, Gladesville (north of Thompson Street), Kim Street and Leawill Place, Gladesville, including the cul-de-sacs of Leawill Place and Kim Street, Gladesville,
- Redshaw Street, Ryde including the cul-de-sac,
- Robinson Street, Ryde including the cul-de-sac, and
- the lower section of Wharf Road, Gladesville including the cul-de-sac.

The 'NO PARKING 5AM-11AM TUE' zones are proposed to be installed on the side of each of the roads that would affect the least number of parking spaces.

The feedback from occupants has been taken into consideration and it is proposed:

1. To install 'NO PARKING 5AM-11AM TUE' zones at the following locations:
 - Farm Street cul-de-sac,
 - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue,
 - Hancott Street cul-de-sac,
 - 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road,
 - south-western and north-western sides of Kim Street, including around the cul-de-sac,
 - northern side of Robinson Street, including the cul-de-sac, and
 - eastern side of Wharf Road, Gladesville, including the cul-de-sac.
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road,
 - Blair Street, Orr Street and Linsley Street, and
 - southern section of Clare Street, between Amiens Street and the dead end.

ITEM 3 (continued)

Furthermore, the installation of the following parking controls will be further investigated:

1. 'NO PARKING 5AM-11AM TUE' on one side of Farm Street.
2. 'NO PARKING 5AM-11AM TUE' on one side of Redshaw Street, including the cul-de-sac.
3. 'NO STOPPING' at critical areas at the following locations:
 - Jones Street, and
 - Monash Road, north of Thompson Street, and Leawill Place.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to:

1. The installation of 'NO PARKING 5AM-11AM TUE' zones at the following locations:
 - Farm Street cul-de-sac, Gladesville,
 - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde,
 - Hancott Street cul-de-sac, Ryde,
 - 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde,
 - south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac,
 - northern side of Robinson Street, Ryde, including the cul-de-sac, and
 - eastern side of Wharf Road, Gladesville, including the cul-de-sac.

ITEM 3 (continued)

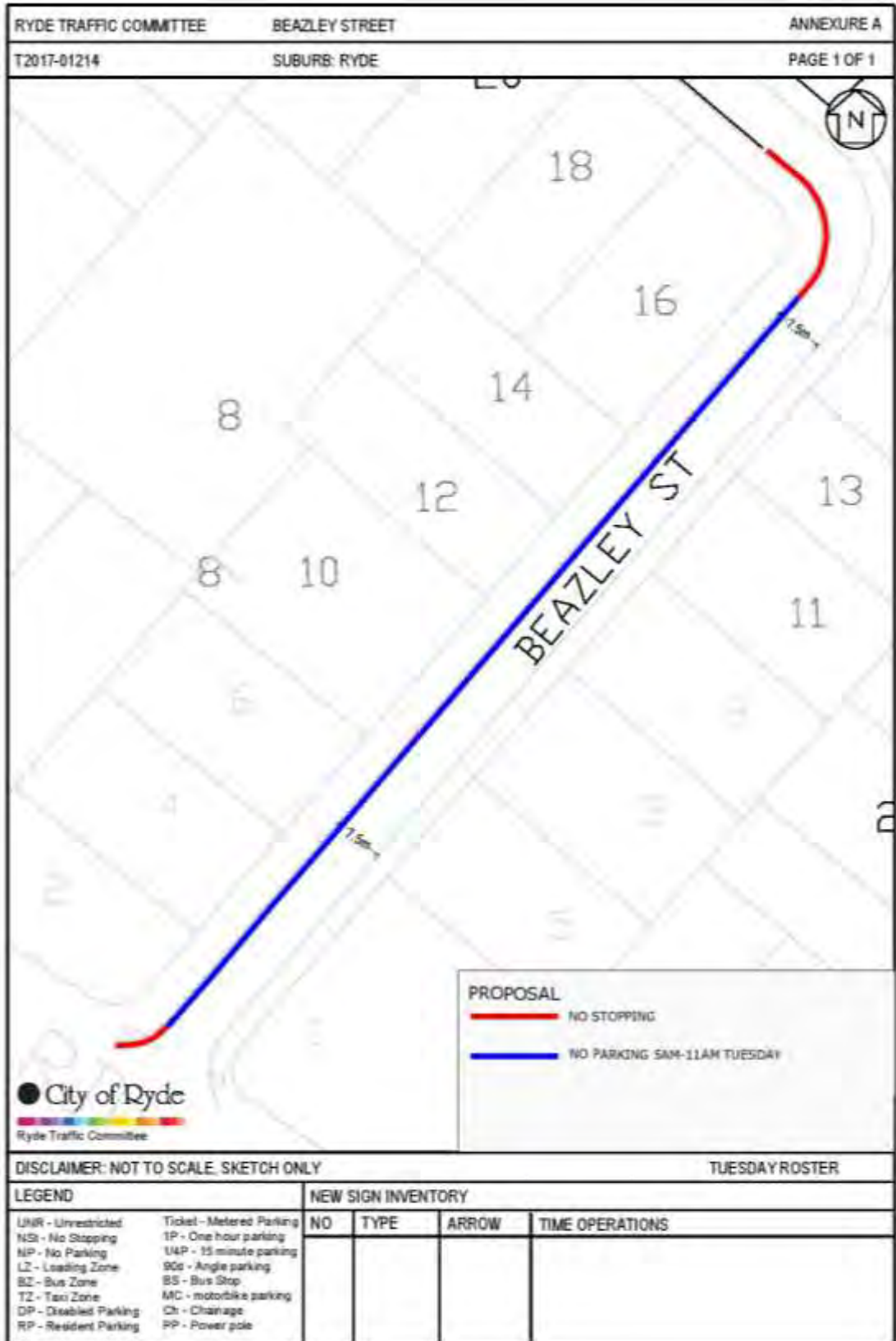
2. The installation of no further parking controls to assist waste-collection vehicle access at the following locations:
 - Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
 - Blair Street, Orr Street and Linsley Street, Gladesville, and
 - southern section of Clare Street, between Amiens Street and the dead end, Gladesville.

RECOMMENDATION

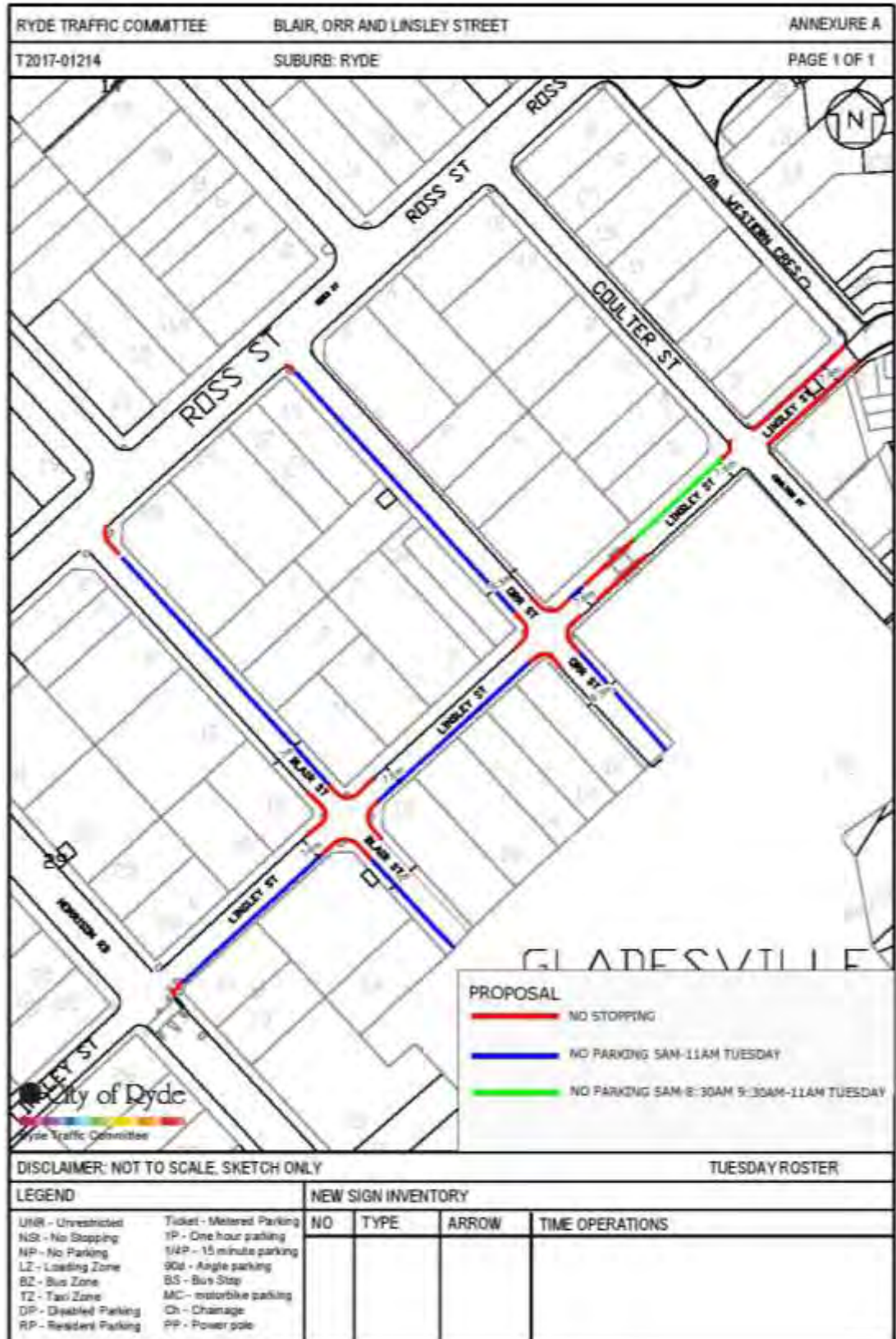
That Council:

1. Installs 'NO PARKING 5AM-11AM TUE' zones at the following locations:
 - Farm Street cul-de-sac, Gladesville,
 - north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde,
 - Hancott Street cul-de-sac, Ryde,
 - 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde,
 - south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac,
 - northern side of Robinson Street, Ryde, including the cul-de-sac, and
 - eastern side of Wharf Road, Gladesville, including the cul-de-sac.
2. Installs no further parking controls to assist waste-collection vehicle access at the following locations:
 - Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde,
 - Blair Street, Orr Street and Linsley Street, Gladesville, and
 - southern section of Clare Street, between Amiens Street and the dead end, Gladesville.

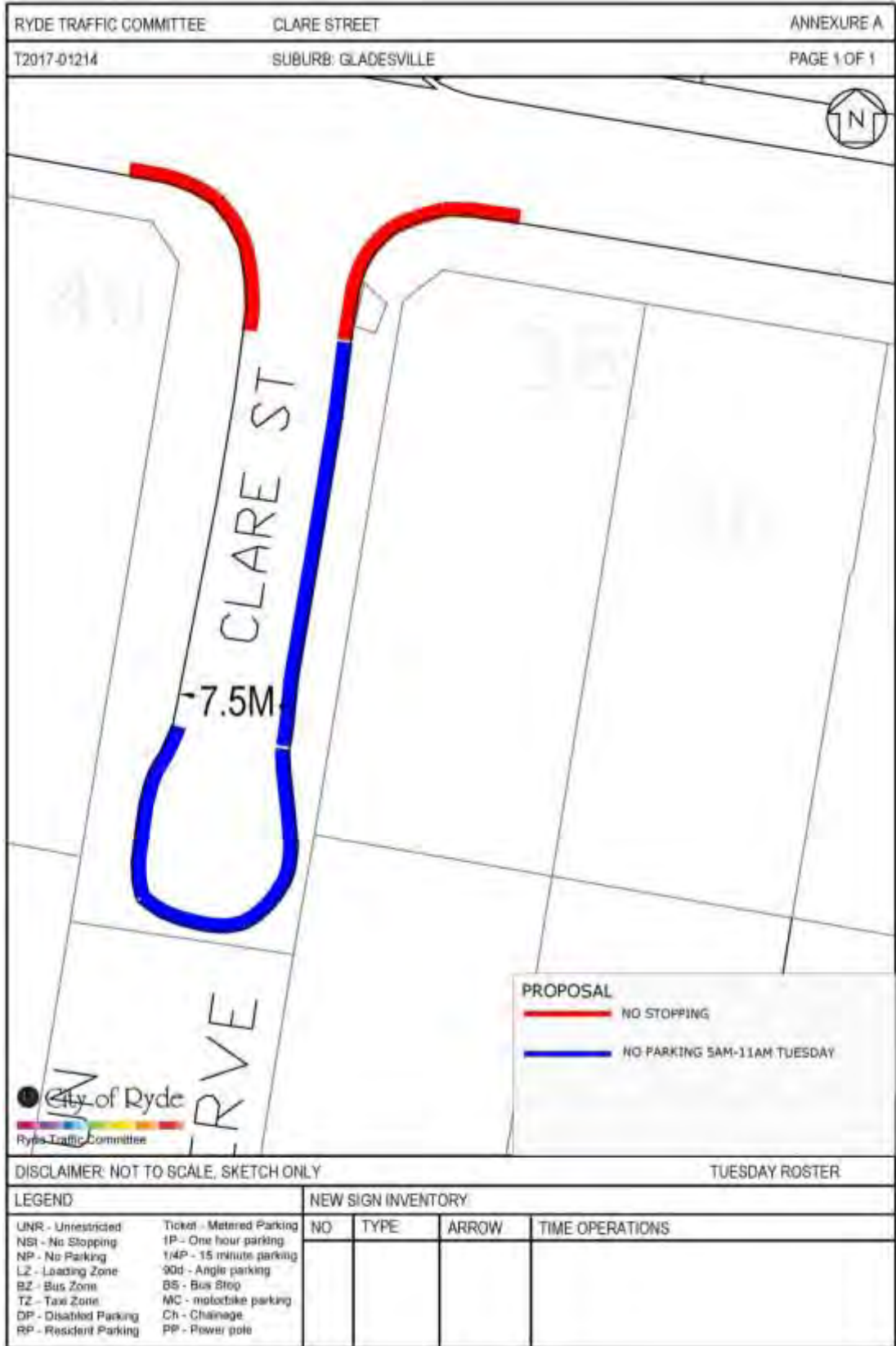
ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)



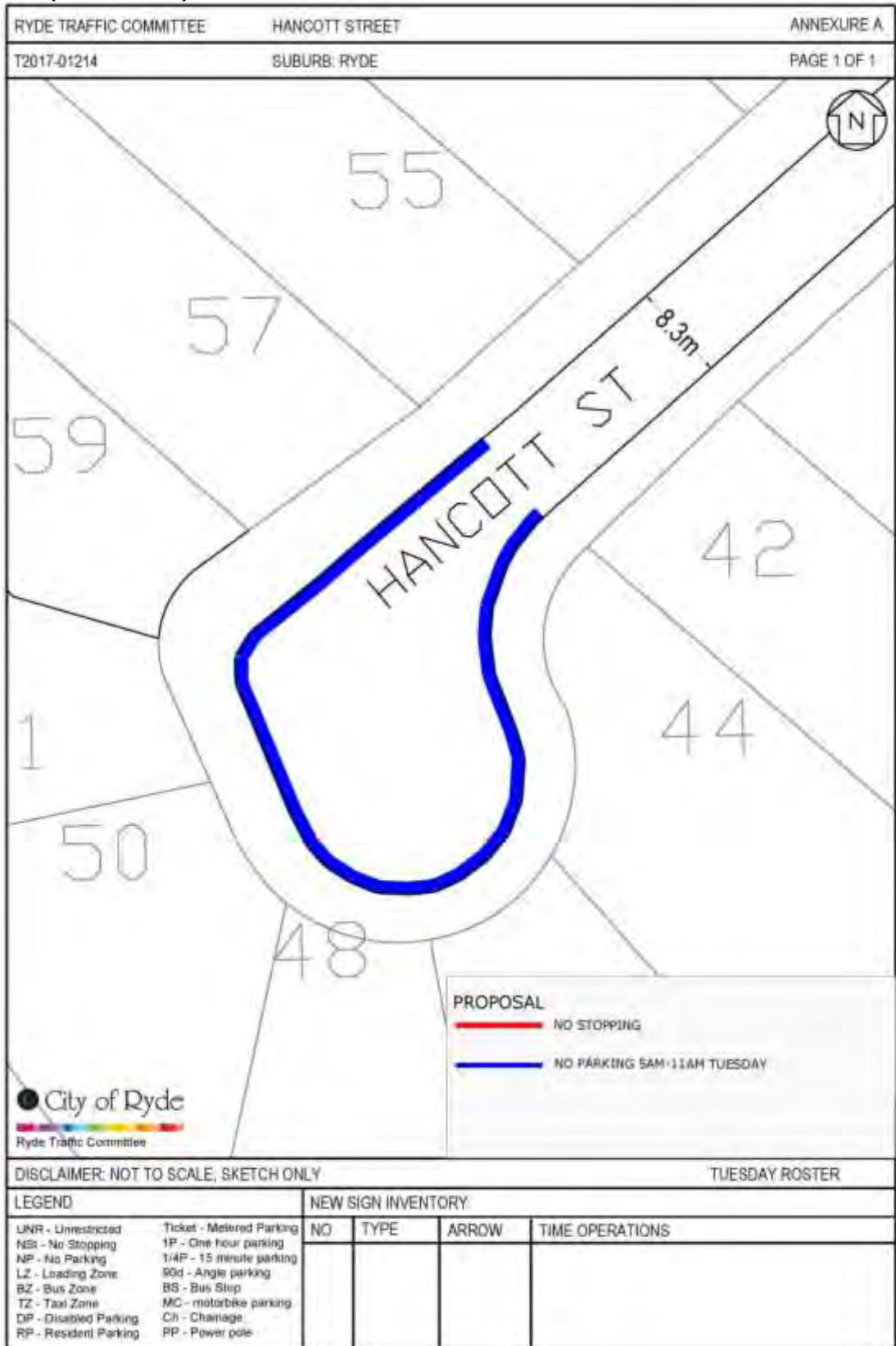
ITEM 3 (continued)



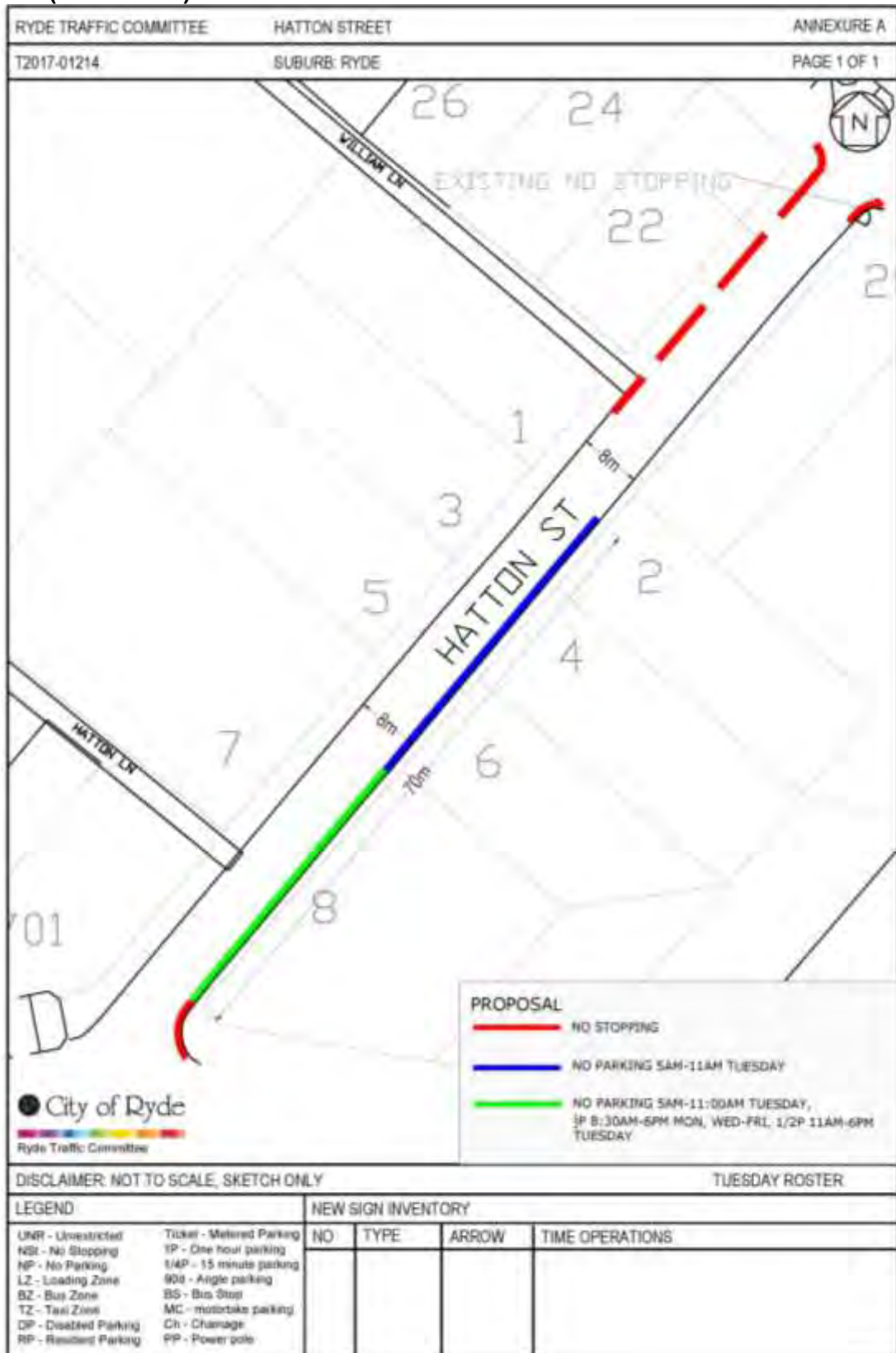
ITEM 3 (continued)



ITEM 3 (continued)



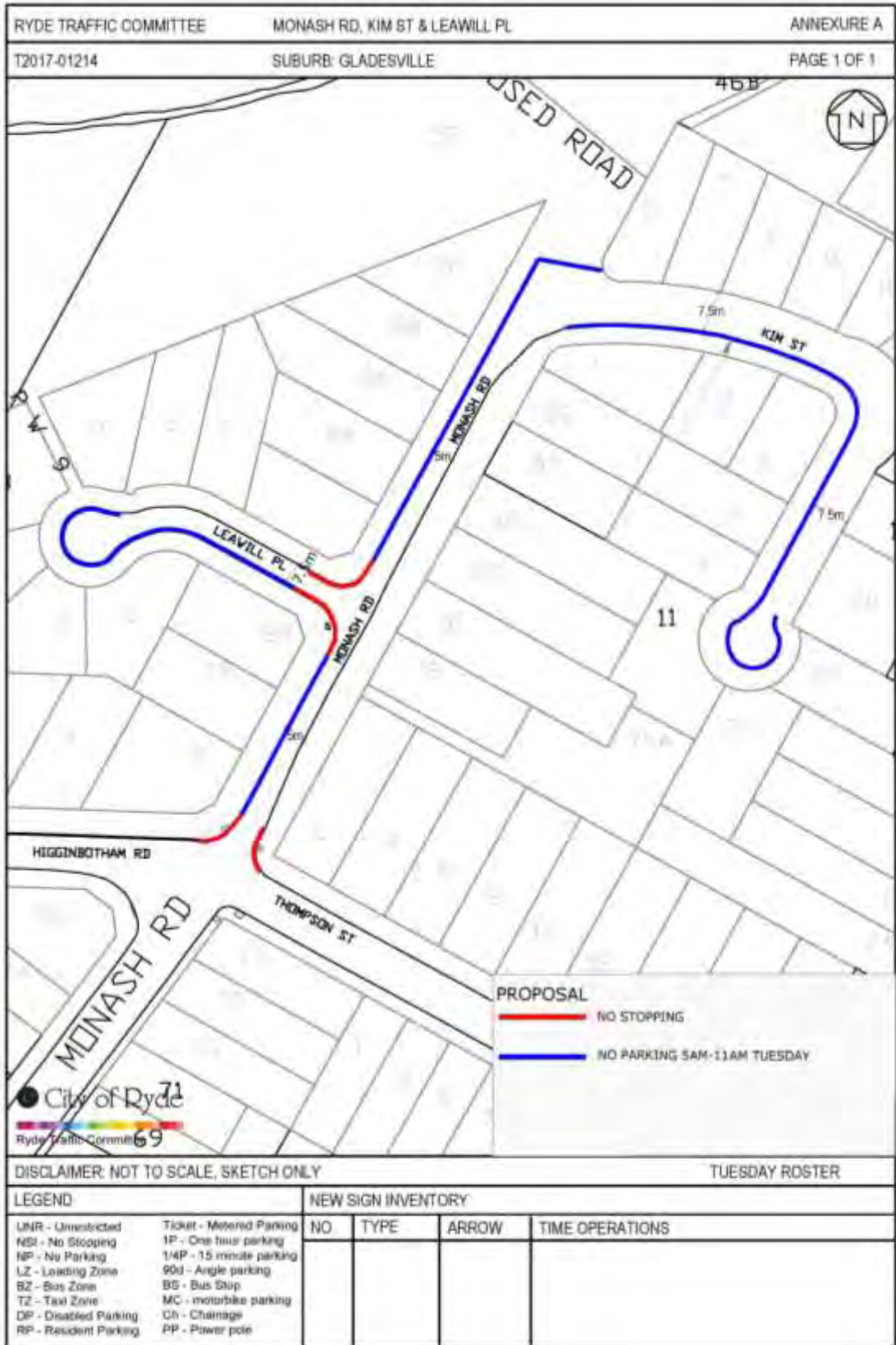
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ITEM 3 (continued)



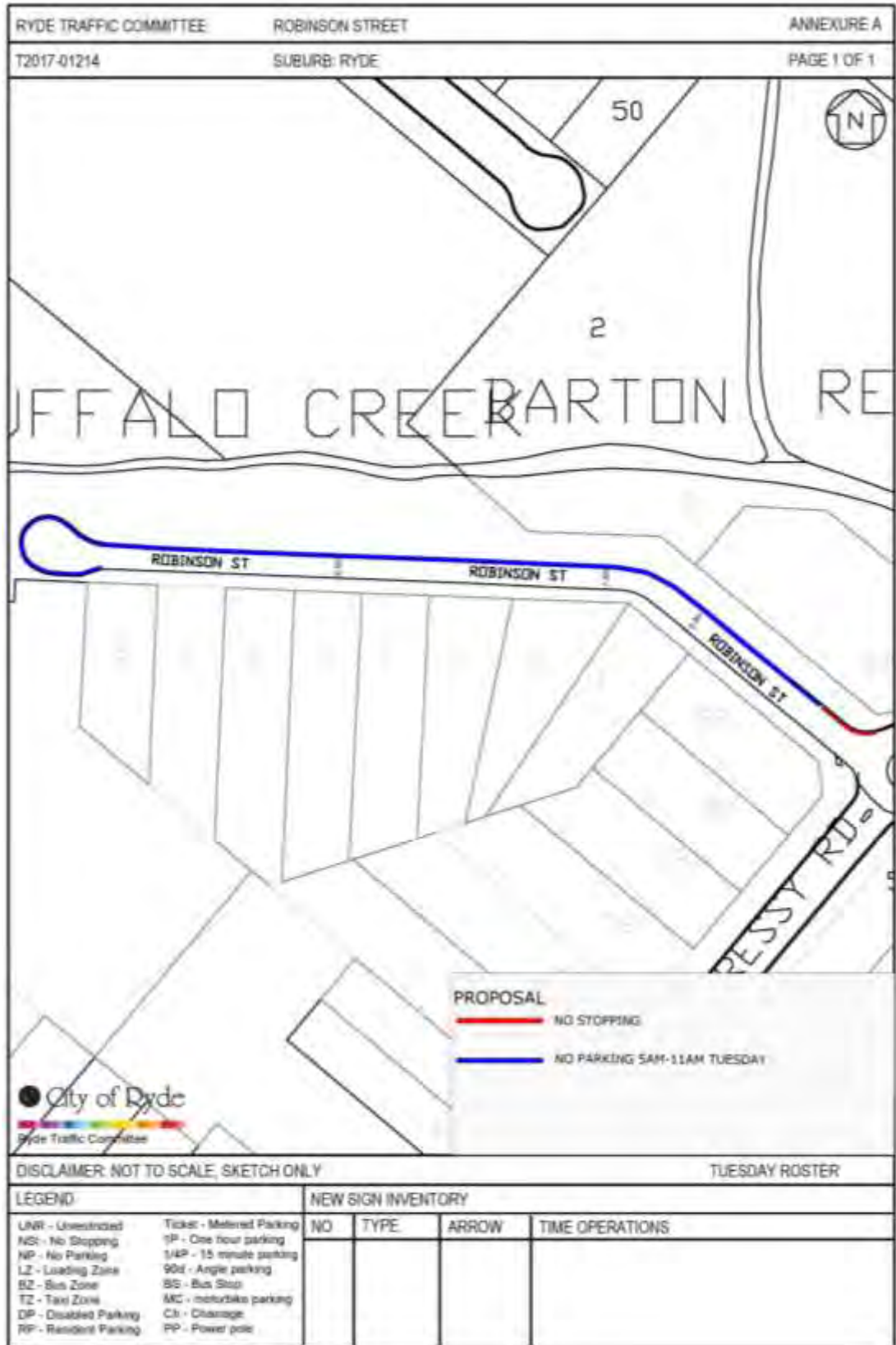
ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (B) ASTER STREET AND DAFFODIL STREET, EASTWOOD

SUBJECT: **TRAVEL LANES AT HORIZONTAL CURVE**
WARD: **WEST**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **CRM-2004894 & T2017-01544**

OVERVIEW

It is recommended that Council installs 'NO STOPPING' and dividing linemarking at the intersection of Aster Street and Daffodil Street, Eastwood, to create two opposing travel lanes. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install dividing linemarking and/or rumble bars, 'NO STOPPING' in similar situations.

INTRODUCTION

City of Ryde has received representation from a resident of Daffodil Street requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, to improve safety. The existing configuration creates a road environment that could lead to an increased likelihood of head-on collisions.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

CONTEXT

Aster Street is a two-way local road with approximately 7 m wide carriageway and unrestricted parking is permitted on both sides of the street.

ITEM 3 (continued)

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

The occupants of twelve surrounding properties were notified of the proposal, as shown in *Figure B1*. One comment has been received in support and one in opposition to the proposed changes. A further three comments have been received, providing qualified support.

The occupants that do not support the proposed changes have raised the following concerns:

- Loss of on-street parking.

The occupants that have provided qualified support have made the following suggestions:

- Extend the proposed parking controls to include the frontage of 4 Aster Street, thereby not enabling a boat trailer to be parked at this location.
- Reduce the length of the 'NO STOPPING' on the inner radius by approximately 6 m.
- Introduce a Resident Parking Scheme.

The following commentary is supplied in response to the concerns and suggestions raised:

- When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passing vehicles. This increases the likelihood of:
 - drivers needing to reverse back around the horizontal curve, when confronted with oncoming traffic, and
 - head-on collisions.

ITEM 3 (continued)

Furthermore, access for larger vehicles, such as emergency vehicles, is inhibited. It is noted all properties in the area have off-street parking for multiple vehicles. The re-allocation of kerbside parking has been minimised to provide two travel lanes at the horizontal curve only.

- Installing parking controls to prevent particular vehicles, such as boat trailers, from parking at certain locations only encourages those vehicles to be moved elsewhere.
- A minimum of 3 m of width is required between dividing (BB) lines and kerbside parking, for traffic to avoid travelling in the opposing travel lane. Therefore, the 'NO STOPPING' zones need to terminate 6 m beyond the dividing (BB) lines.
- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available and all properties in the area have off-street parking for multiple vehicles.



Figure B1 Community engagement distribution

ITEM 3 (continued)

DISCUSSION

In order to address the issues raised, it is proposed to install the following measures at the intersection Aster Street and Daffodil Street:

- a 21 m dividing (BB) line around the horizontal curve,
- a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve, and
- a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve.

These measures will provide two 3.5 m wide travel lanes for opposing traffic.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can Delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then Delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

RTC COMMENTS

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of:

1. a 21 m dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood,

ITEM 3 (continued)

2. a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and
3. a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood.

RECOMMENDATION

That Council:

1. Installs a 21 metre dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood,
2. Installs a 28 metre 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and
3. Installs a 34.5 metre 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood.
4. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
 - Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

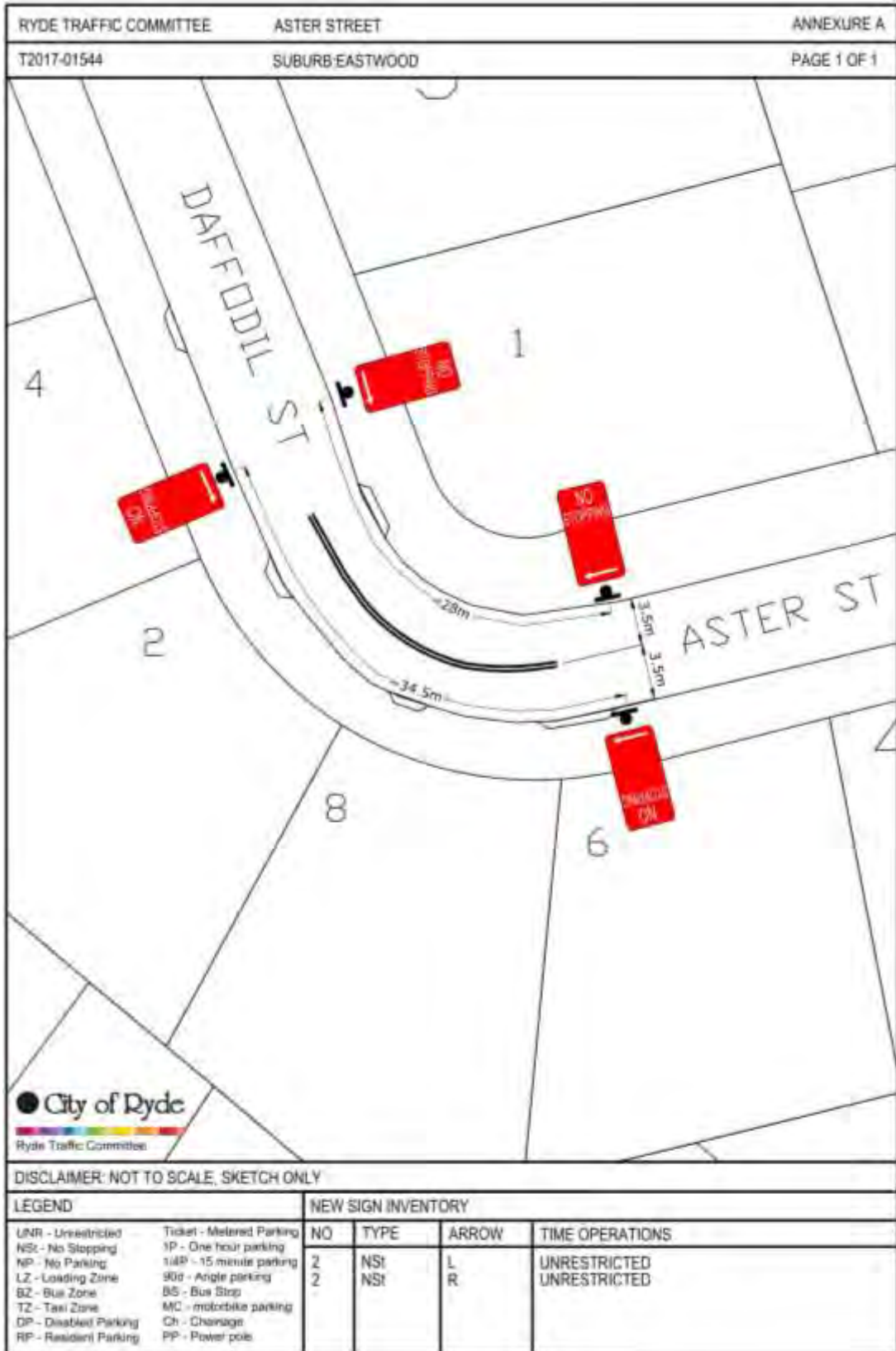
ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (C) GILDA STREET, NORTH RYDE

SUBJECT: TRAVEL LANES AT PITTWATER ROAD
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2014253 & T2017-01724

OVERVIEW

It is recommended that Council installs 'NO STOPPING' and dividing linemarking in Gilda Street, near the intersection with Pittwater Road, North Ryde, to create two opposing travel lanes. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install dividing linemarking and/or rumble bars, and 'NO STOPPING' in similar situations.

INTRODUCTION

City of Ryde has received representation from a resident of Gilda Street requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes in Gilda Street, near the intersection with Pittwater Road, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

CONTEXT

1. Gilda Street is a local road, with a posted speed limit of 50 km/h.
2. Parking in Gilda Street is unrestricted.
3. Pittwater Road is classified as a regional road with a posted speed limit of 60 km/h.

ITEM 3 (continued)

4. Gilda Street is a narrow local road located off Pittwater Road and sees considerable usage by commuters who either park in the street, or use it as a turnaround area to travel back towards Epping Road in order to gain access to the North Ryde Business Park via Rickett Street.
5. The vertical alignment of Gilda Street drops away quite significantly from its intersection with Pittwater Road, and when combined with parked vehicles, leads to localised congestion between those vehicles entering and those leaving Gilda Street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

The occupants of three surrounding properties were notified of the proposal, as shown in *Figure C1*. Two comments have been received in support of the proposed changes.

ITEM 3 (continued)

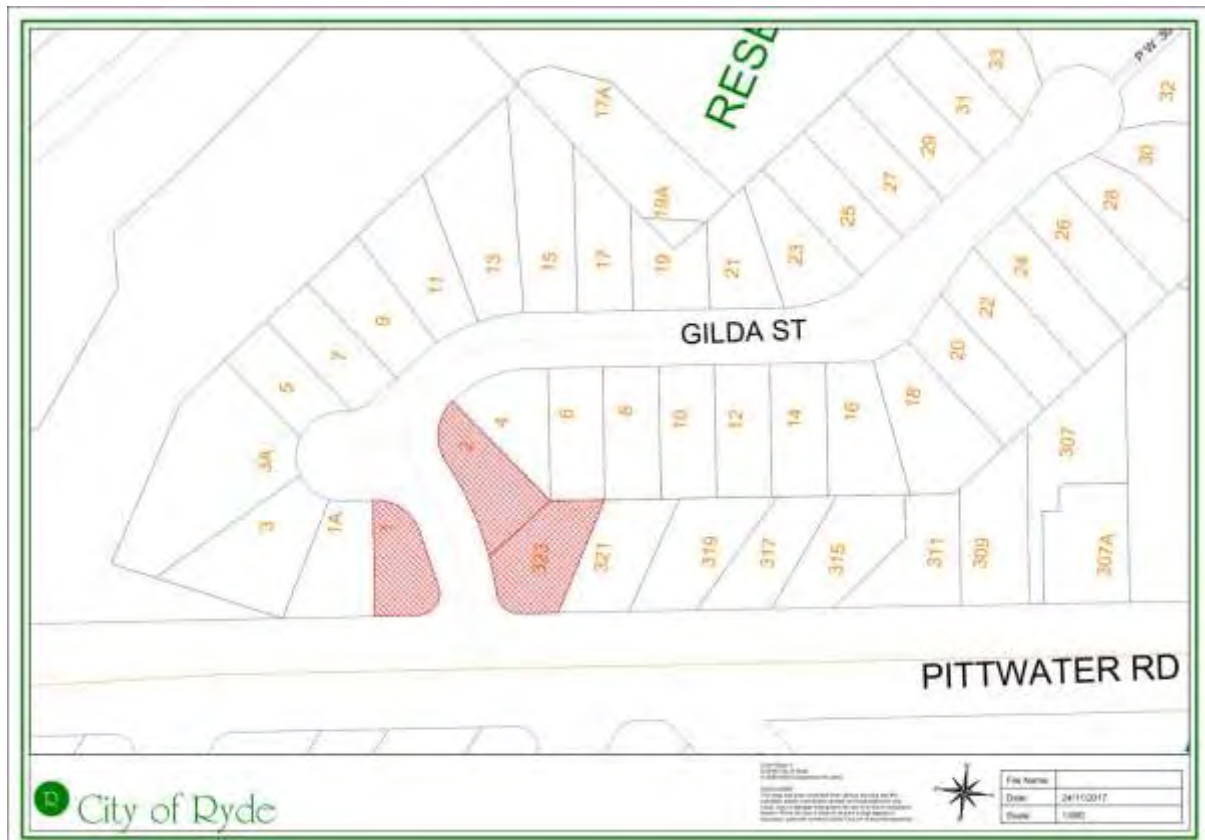


Figure C1 Community engagement distribution

DISCUSSION

In order to address the issues raised, it is proposed to install the following measures in Gilda Street, at Pittwater Road:

1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street,
2. an 18m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, and
3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.

These measures will provide two 3.0 m wide travel lanes for opposing traffic.

ITEM 3 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

RTC COMMENTS

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of:

1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde,
2. an 18 m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and
3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.

ITEM 3 (continued)

RECOMMENDATION

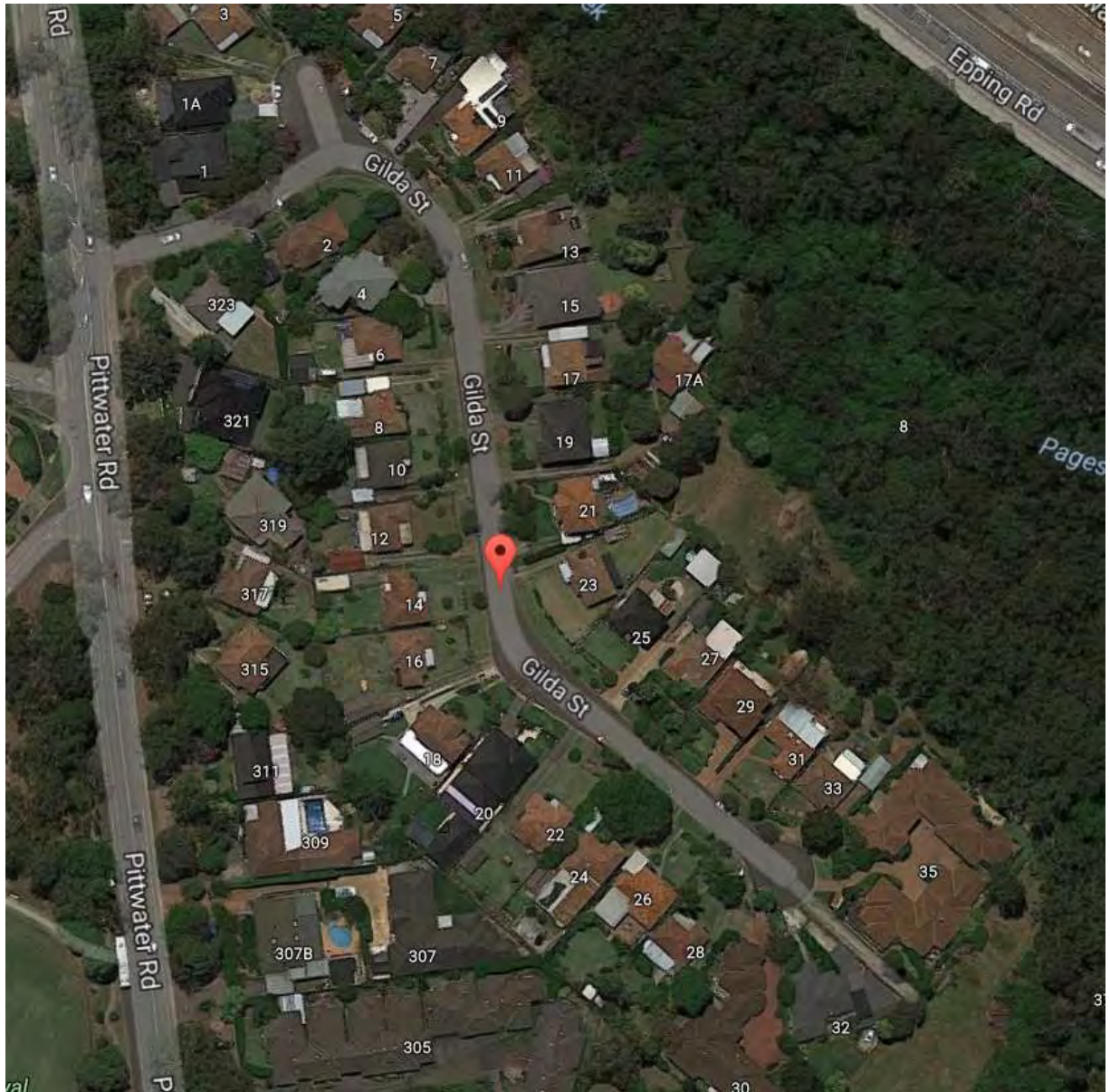
That Council:

1. Installs an 18 metre dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde,
2. Installs an 18 metre 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and
3. Installs a 34 metre 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde.

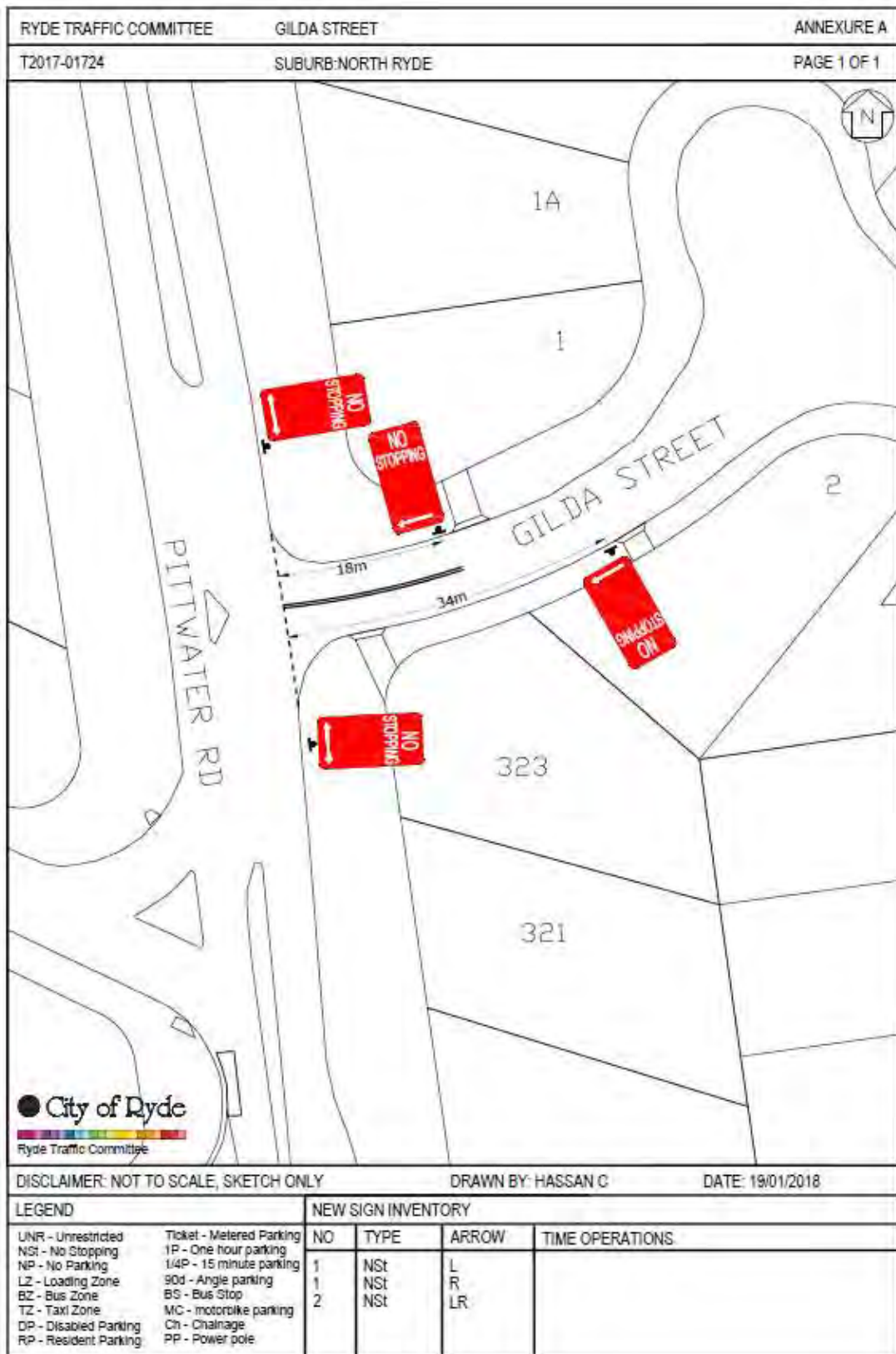
Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:• Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and

- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (D) DAVID AVENUE, NORTH RYDE

SUBJECT: TRAVEL LANES AT HORIZONTAL CURVE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2015378 & T2017-01747

OVERVIEW

It is recommended that Council extends the traffic and parking controls to provide two opposing travel lanes around the horizontal curve in David Avenue, North Ryde, to create two opposing travel lanes. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install dividing linemarking and/or rumble bars, and 'NO STOPPING' in similar situations.

INTRODUCTION

City of Ryde has received representation from a resident of Holt Avenue requesting consideration be given to extending the traffic and parking controls to provide two opposing travel lanes around the horizontal curve in David Avenue, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

BACKGROUND

Council has previously installed dividing (BB) linemarking on the horizontal curve in David Avenue. However, the associated 'NO STOPPING' controls have been located too close to end of the dividing (BB) linemarking and motorists are forced to cross the dividing (BB) linemarking if vehicles are parked just outside the 'NO STOPPING' zones.

ITEM 3 (continued)

CONTEXT

1. David Avenue is a local road with a speed limit of 50 km/h and a 6 m wide carriageway.
2. All properties have access to off-street parking.

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

The occupants of eight surrounding properties were notified of the proposal, as shown in *Figure D1*. Council has received one comment in support of the proposed changes, with no comments in opposition.

ITEM 3 (continued)

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

RTC COMMENTS

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

1. Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
2. Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the extension of:

1. the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 m to the southwest and by 8 m to the northwest, and
2. the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 m to the southwest.

RECOMMENDATION

That Council:

1. Extends the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 metres to the southwest and by 8 metres to the northwest, and
2. Extends the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 metres to the southwest.
3. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and

ITEM 3 (continued)

- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.



ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (E) MILROY STREET, NORTH RYDE

SUBJECT: TRAVEL LANES AT INTERSECTION WITH KENT ROAD
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2008053 & T2017-01604

OVERVIEW

It is recommended that Council extends the parking controls in Milroy Street, at the intersection of Kent Road, North Ryde, to provide two opposing travel lanes. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install dividing linemarking and/or rumble bars, and 'NO STOPPING' in similar situations.

INTRODUCTION

City of Ryde has received representation from a resident of Kent Road requesting that consideration be given to extending the parking controls to provide two opposing travel lanes in Milroy Street, at the intersection of Kent Road, North Ryde, thereby reducing the likelihood of head-on collisions and improving road safety. It has been found that vehicles must cross the dividing (BB) linemarking, to access Milroy Street from Kent Road. These double centrelines are required on approach to the traffic island at Kent Road.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing line marking (e.g. BB lines) and/or dividing strip (e.g. rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold, and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

ITEM 3 (continued)

CONTEXT

1. Milroy Street is a local road with a posted speed limit of 50 km/h and a 6.4 m wide carriageway.
2. '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED' parking restrictions are in operation on both sides of Milroy Street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

The occupants of two surrounding properties were notified of the proposal, as shown in *Figure E1*. Council has received one comment in support of the proposed changes, with no comments in opposition.

ITEM 3 (continued)

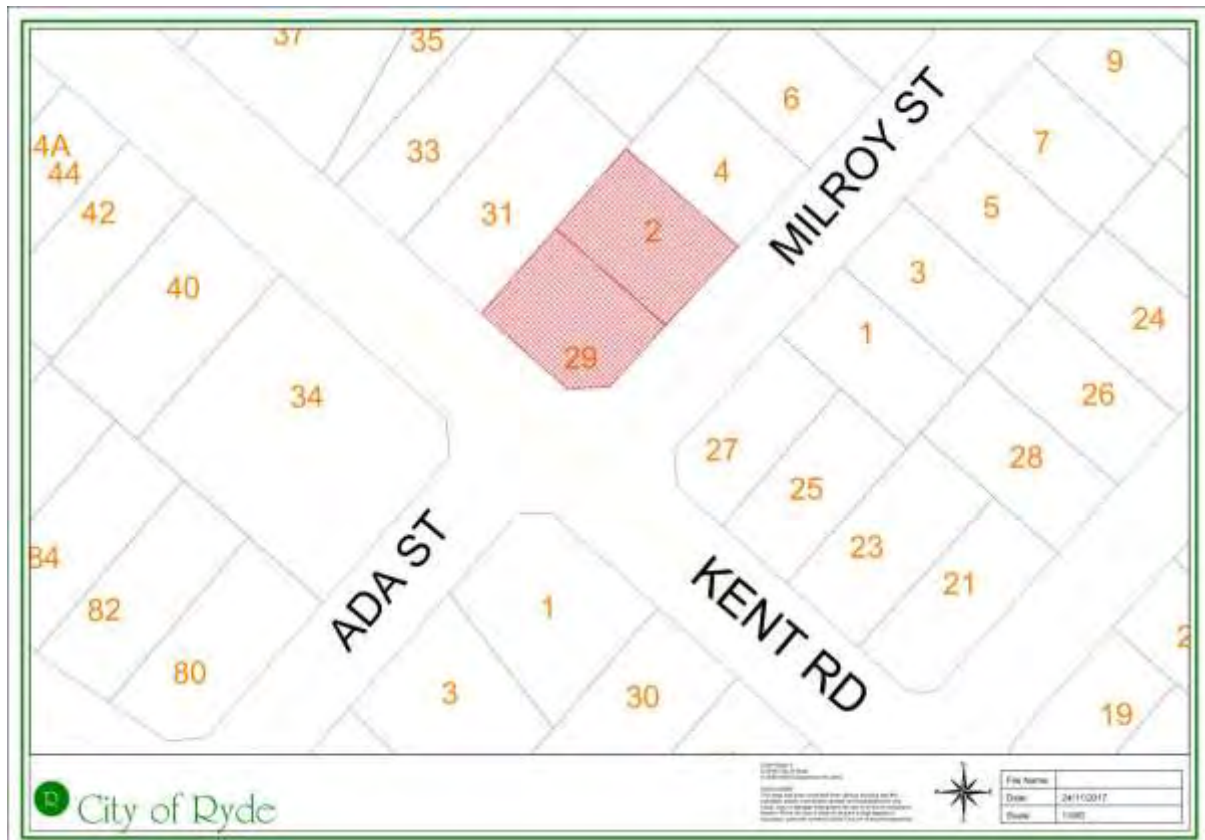


Figure E1 Community engagement distribution

DISCUSSION

In order to address the issues raised, it is proposed to extend the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street at Kent Road to 15 m. These changes will maintain two travel lanes for opposing traffic, without the need for vehicles to cross the existing dividing (BB) linemarking.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

ITEM 3 (continued)

RTC COMMENTS

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
- Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the extension of the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 m.

RECOMMENDATION

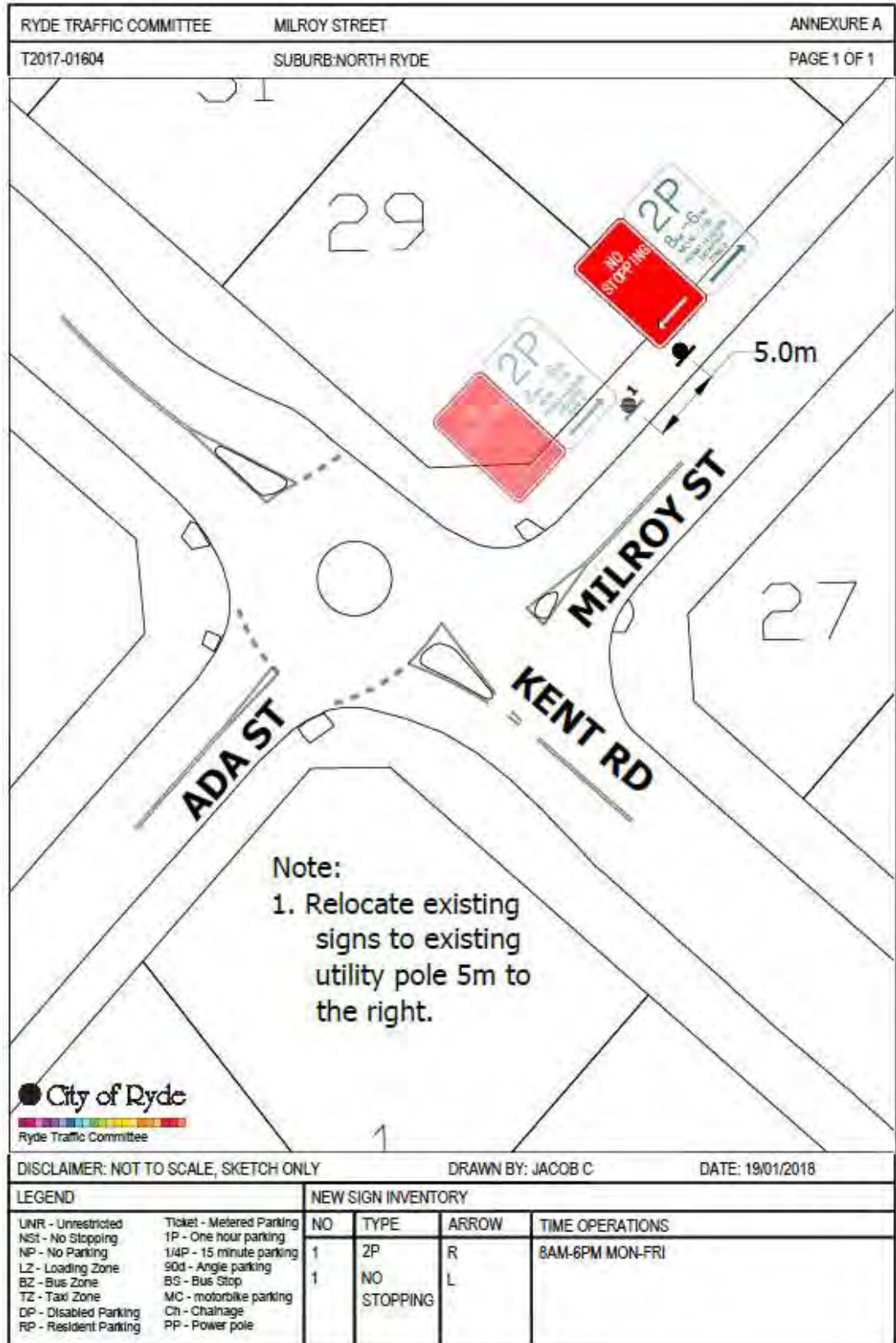
That Council:

1. Extends the existing 10 metres of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 metres; and
2. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and
 - Install NO STOPPING to create two travel lanes at a curve, bend, crest, or intersection.

ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (F) VIMIERA ROAD, MARSFIELD

SUBJECT: 'KEEP CLEAR' LINEMARKING AT DAYMAN PLACE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017- 01061

OVERVIEW

It is recommended that Council installs 'KEEP CLEAR' linemarking in Vimiera Road, at the intersection of Dayman Place, Marsfield, to help prevent drivers queuing across the intersection. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install 'KEEP CLEAR' linemarking and/or 'DO NOT QUEUE ACROSS INTERSECTION' signs in similar situations.

INTRODUCTION

City of Ryde has received representation from residents of Dayman Place requesting consideration be given to installing 'KEEP CLEAR' linemarking in Vimiera Road, at the intersection of Dayman Place, Marsfield.

Council officers receive a number of requests from residents to install 'DO NOT QUEUE ACROSS INTERSECTION' signage or 'KEEP CLEAR' markings in similar situations throughout the City of Ryde. It is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

BACKGROUND

To address these issues, a 'DO NOT QUEUE ACROSS INTERSECTION' sign was installed in Vimiera Road, facing south-westbound traffic at Dayman Place. Council has since been contacted to advise that drivers continue to queue in Vimiera Road, across Dayman Place.

ITEM 3 (continued)

CONTEXT

1. Vimiera Road is a four-lane, two-way road, comprised of two travel lanes and two parking lanes.
2. Vimiera Road and Dayman Place are both local roads with a posted speed limit of 50 km/h.
3. All vehicular movements are permitted at the intersection of Epping Road and Vimiera Road.
4. Vimiera Road offers direct access to Macquarie University, Macquarie Shopping Centre and M2 Motorway.
5. Dayman Place is a local road that intersects with Vimiera Road and Epping Road.
6. Dayman Place operates under a left-in/left-out arrangement at Epping Road, thus westbound traffic in Epping Road, wishing to access Dayman Place, must turn right at Vimiera Road and then right into Dayman Place. This right turn from Vimiera Road into Dayman Place is often delayed, due to vehicles queuing in Vimiera Road, causing vehicles to queue back through the signalised intersection with Epping Road.

REFERENCES

- [NSW] *Road Rules 2014 Rule 96 Keep clear markings*
- RMS's *Delineation – Section 9 – Messages on Pavements (including bus lane treatments)*
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993.*

COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

DISCUSSION

The following criteria for installing 'KEEP CLEAR' linemarking is outlined in RMS's *Delineation Section 9 - Messages on Pavement (Including Bus Lane Markings)*:

- Unsignalised intersections, which are frequently blocked by traffic queues, mainly on the approach to traffic signals or railway level crossings.
- Car park entrances which are frequently blocked by traffic queues.

ITEM 3 (continued)

- Emergency vehicle station accesses, which may be blocked by traffic queues.
- 'KEEP CLEAR' pavement markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.
- 'KEEP CLEAR' markings must NOT be provided to allow vehicles to turn left from a side street or car park.
- 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area.
- Where the criteria for the installation of 'KEEP CLEAR' markings cannot be met, the alternative option is to install the advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign.

Recent site inspections revealed that the southbound queue of vehicles on Vimiera Road from its signalised intersection with Epping Road extended past the intersection of Vimiera Road and Dayman Place. Right turn vehicles wishing to access Dayman Place were prevented from doing so, and as Vimiera Road is only one lane northbound, queues formed extending back towards Epping Road

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

ITEM 3 (continued)

RTC COMMENTS

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.

RECOMMENDATION

That Council:

1. Installs 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.; and
2. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (G) OSLO STREET, MARSFIELD

SUBJECT: TRAFFIC CONTROLS AT THE INTERSECTION WITH YANGALLA STREET

WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01936

OVERVIEW

It is recommended that Council installing a 'GIVE WAY' sign in Oslo Street at Yangalla Street, Marsfield, to reinforce the requirement to give way at this T-intersection. Although some objections have been received, these are mainly concerning the loss of on-street parking and all properties in the area have off-street parking.

Furthermore, to address these issues in a timely manner, staff are seeking Delegated Authority from the Council to install 'STOP' and/or 'GIVE WAY' signs in similar situations.

INTRODUCTION

City of Ryde has received representation from a resident of Yangalla Street requesting consideration be given to installing traffic controls at the intersection of Oslo Street and Yangalla Street, Marsfield, to reinforce the requirement to give way at this T-intersection.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install a STOP sign and associated linemarking at an intersection without traffic lights, and
- Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.

CONTEXT

Oslo Street is a short cul-de-sac street which flares out at its intersection with Yangalla Street, both of which have a speed limit of 50 km/h.

ITEM 3 (continued)

REFERENCES

- [NSW] *Road Rules 2014* Rule 67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights
- [NSW] *Road Rules 2014* Rule 69 Giving way at a give way sign or give way line at an intersection (except a roundabout)
- [NSW] *Road Rules 2014* Rule 72 Giving way at an intersection (except a T-intersection or roundabout)
- RMS's *Delegation to Councils - Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

DISCUSSION

'GIVE WAY' signs and 'STOP' signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals, by allocating priority to traffic on one of the intersecting roads. Australian Standard *AS1742.2 MUTCD Part 2 Traffic control devices for general use* specifies that these signs are used as follows:

- 'GIVE WAY' or 'STOP' signs shall be provided at all intersections with four or more legs.
- 'GIVE WAY' or 'STOP' signs shall be provided at any three way intersection where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example at a Y-junction.
- 'GIVE WAY' or 'STOP' signs should be used for road safety reasons at un-signalised intersections where the continuing road (i.e. bar of the T) is an arterial road or sub-arterial road.
- 'STOP' signs shall be provided instead of 'GIVE WAY' signs on any controlled approach where sight distance is substandard.
- 'STOP' signs shall not be used where intersection sight distance is adequate for 'GIVE WAY' signs.

In all other cases, 'GIVE WAY' signs are not required if the T-intersection rule operates satisfactorily and there is no requirement for 'STOP' signs due to reduced intersection sight distance. In determining whether a 'STOP' sign is required on the minor road, the sight distance, in either direction along the major or uncontrolled road as shown in the figure below is less than the distance given for the corresponding major road speed.

ITEM 3 (continued)

All state roads agencies in Australasia have adopted Austroads' *Guide to Traffic Management* series, to provide consistency throughout the region. This agreement means that the Austroads' guides and the Australian Standards, which are referenced in them, are the primary reference material for RMS.

RMS has also released a supplement to each of the Austroads' guides and to Australian Standard *AS1742.2 MUTCD Parts 1-15*, to clarify, add to, or modify the reference material by exception. RMS states that it accepts the principles in the Australian Standards, with variations documented in the supplements under the following categories:

- RMS Enhanced Practice: RMS practices, which enhance the Australian Standards.
- RMS Complementary Material: RMS traffic reference material - including manuals, technical directions and other reference material to be read in conjunction with the Australian Standards - that complements the Australian Standards.
- RMS Departures: RMS traffic practices that depart from the Australian Standards.

If there are any differences in practice between *the Supplement* and other RMS material, RMS applies *the Supplement*. This difference in practice comes into play when deciding whether 'STOP' signage should be installed over the standard 'GIVE WAY' signage.

RMS has chosen not to use the sight distance criteria as outlined in Australian Standard *AS1742.2*, as outlined in *Figure G1*, when determining whether an intersection meets the criteria for a 'STOP' sign and, instead, utilises a more restrictive sight distance profile as shown in *Figure G2*.

In the case of Oslo Street and Yangalla Street, both of these streets have an urban speed limit of 50 km/h. Using the Australian Standards sight distance profile for Oslo Street, a 'STOP' sign would not be considered warranted; however, if the RMS sight distance profile is utilised, then a 'STOP' sign is warranted.

Using the RMS sight distance profile would result in the majority of intersections requiring 'STOP' signage and associated linemarking, as sight distance is measured from the driver being 10 m back from the edge of the through road carriageway, whilst Australian Standards has the driver at 3 m back from the edge of the through road carriageway. This would seem not only impractical from installation, maintenance and enforcement perspectives, but also represents an unrealistic profile of intersection use.

ITEM 3 (continued)

Council awaits advice from RMS regarding the rationale behind their supplement and intends to use the Australian Standard unless otherwise advised.

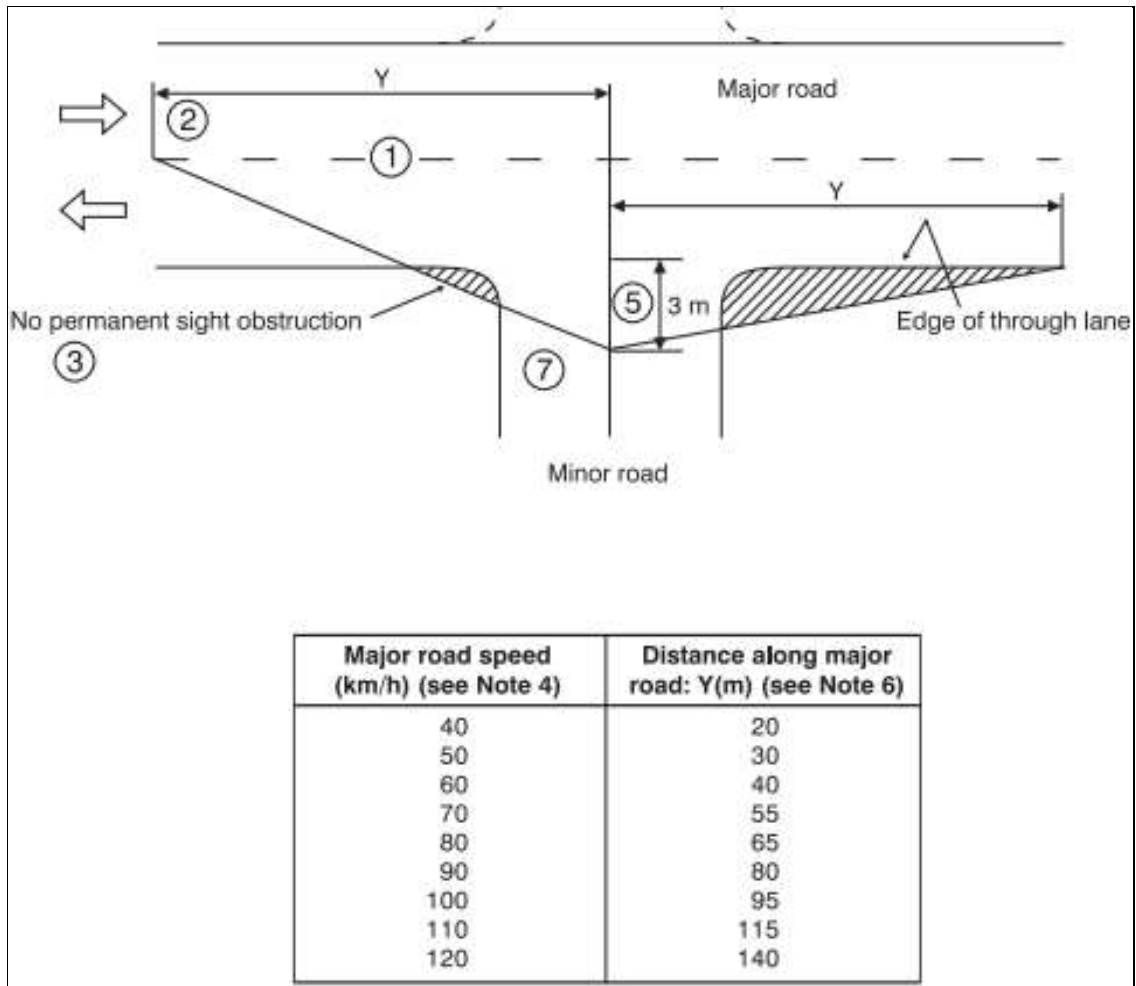


Figure G1 Australian Standard's sight distance profile for 'STOP' signs

ITEM 3 (continued)

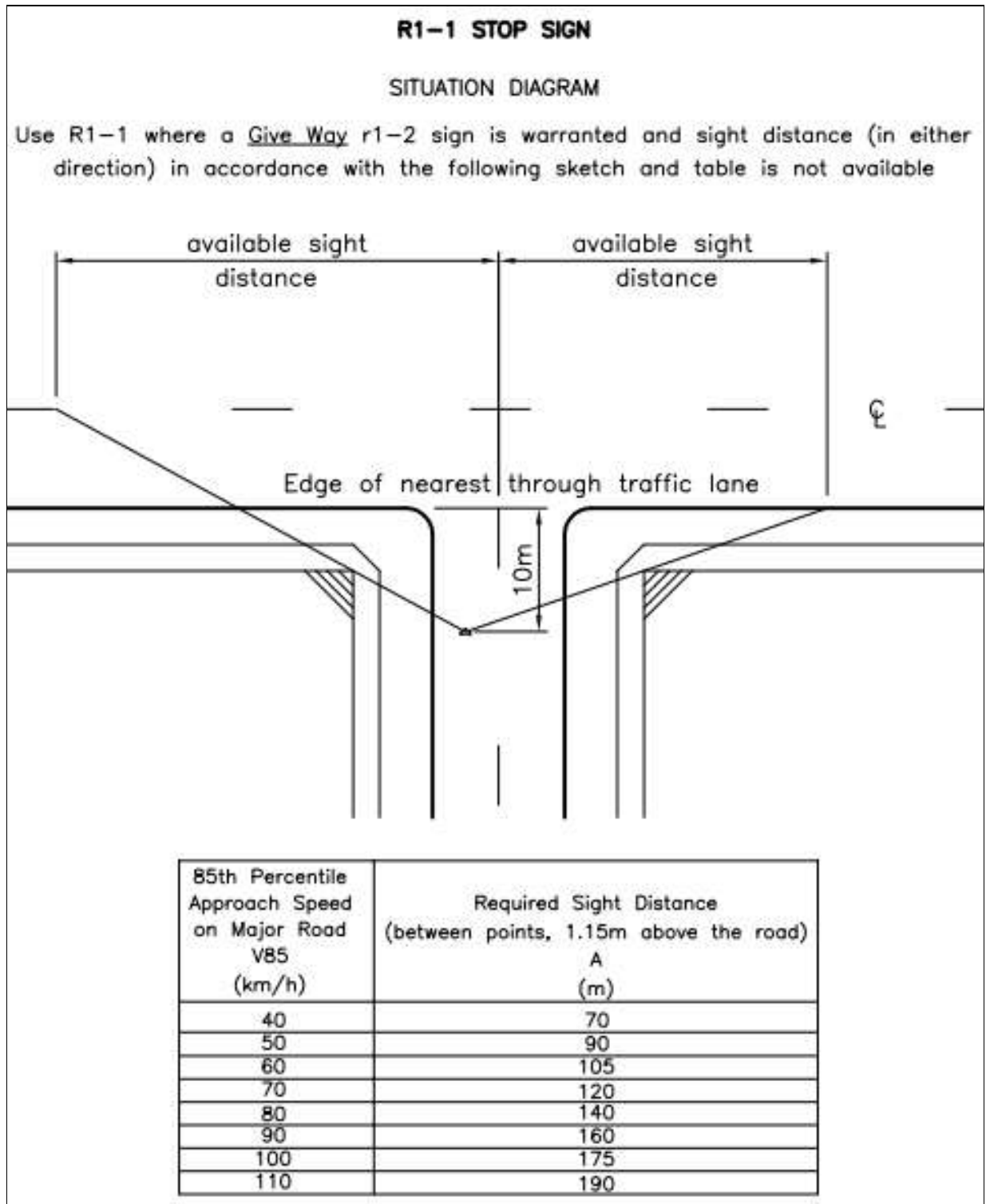


Figure G2 RMS's sight distance profile for 'STOP' signs

ITEM 3 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

RTC COMMENTS

The RMS representative advised that RMS's 'STOP' sign criteria applies to intersections with main (State and Regional) roads.

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install a STOP sign and associated linemarking at an intersection without traffic lights; and
- Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield.

RECOMMENDATION

That Council:

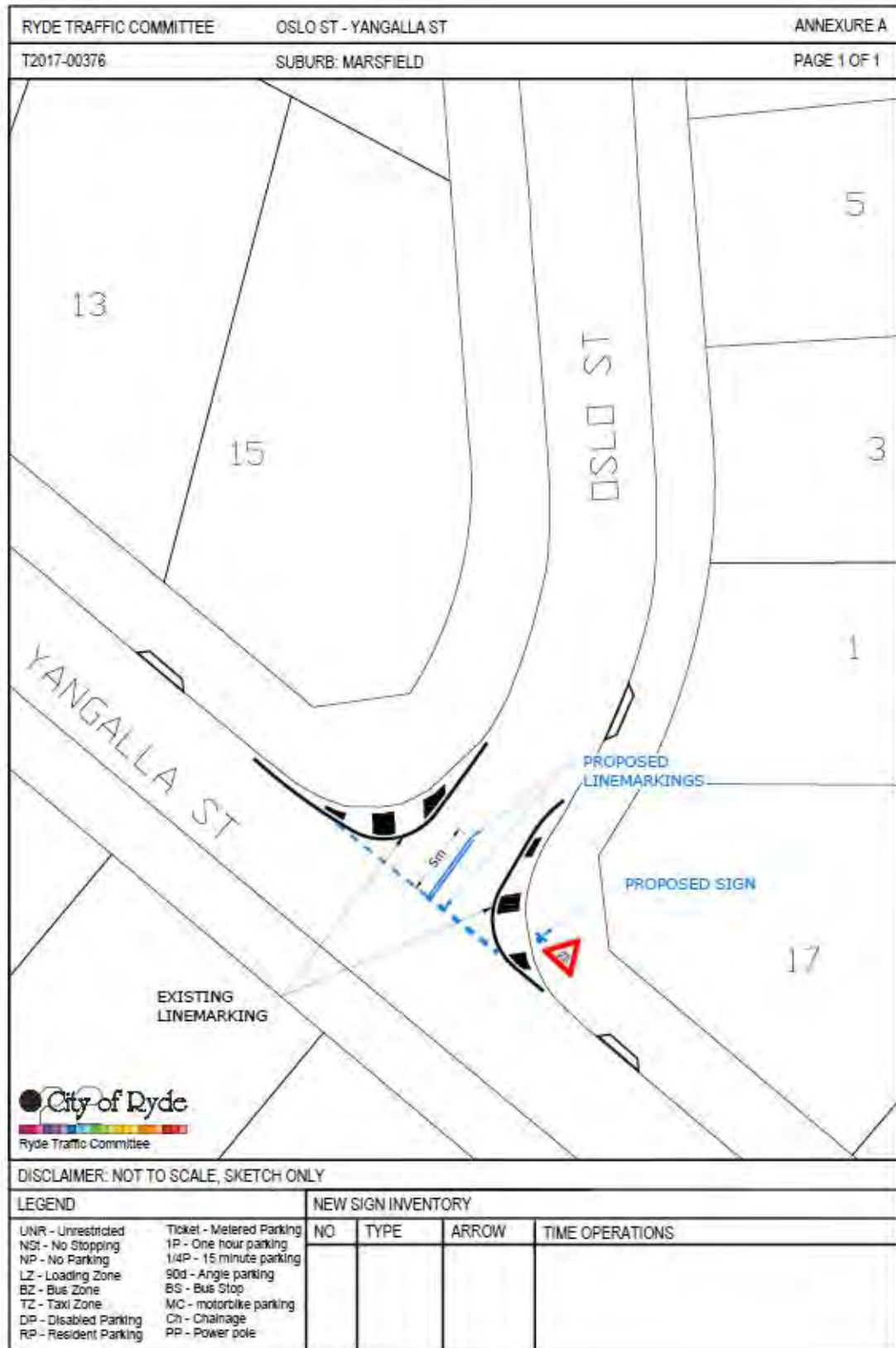
1. Installs a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield; and

ITEM 3 (continued)

2. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install a STOP sign and associated linemarking at an intersection without traffic lights; and
 - Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (H) INTERSECTION OF MONASH ROAD AND BUFFALO ROAD, GLADESVILLE

SUBJECT: CHANGE OF PRIORITY
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-1820759 & T2016-00750

OVERVIEW

The Council has approved the installation of a roundabout at the intersection of Buffalo Road and Monash Road, Gladesville. It has since been found, through the detailed design process, that a roundabout is not possible at this location, without a change to the existing Road Rules, in combination with land acquisition. Therefore, other options have been investigated and it is recommended that Council converts the priority at this intersection in-lieu of installing a roundabout.

BACKGROUND

In considering a suite of traffic measures, related to the Bunnings Development and surrounds, Council resolved the following at its meeting held on 28 April 2015:

- (d) *That a Roundabout at Monash/Buffalo Road intersection be included in the 2016/2017 City of Ryde Delivery Plan with the funds drawn from the Section 94 reserve.*

CONTEXT

1. Monash Road and Buffalo Road are two-way local roads, each with approximately 6 m wide carriageway where parking is unrestricted on both sides.
2. Monash Road meets Buffalo Road in a T-intersection configuration.
3. The intersection is currently controlled by a 'STOP' sign and associated linemarking in Buffalo Road, giving priority to Monash Road.

REFERENCES

- [NSW] *Road Rules 2014* Rule 115 Driving in a roundabout to the left of the central traffic island
- RMS Guide to Traffic Generating Developments *October 2002*.

ITEM 3 (continued)

COMMUNITY ENGAGEMENT

Given that Ryde Traffic Committee has requested that a number of significant changes be included in the design of the proposed measures, a final draft design is yet to be developed for consultation at the time of authoring this report. Consultation results will be available at the Works and Community Committee.

DISCUSSION

Analysis has confirmed that the intersection experiences a high right-in / right-out movement, which is suited to a roundabout. A number of design iterations have been considered for a roundabout at this intersection. It has been found that it is not possible to build a roundabout without:

- moving a historic alignment stone,
- moving and/or undergrounding high-voltage and low-voltage overhead power lines
- allowing buses to cross the centre of the centre island, thereby in contravention of the Road Rules, and
- land acquisition.

Therefore, a roundabout is not practical and other options have been investigated:

1. Status-quo remain

For the purpose of determining whether the change of priority scheme will create a better impact to the intersection performance, retaining the existing control has been considered.

2. Change priority

Changing the priority road in the intersection from Monash Road to Buffalo Road has been considered, after initial observation that a majority of vehicles which use the intersection during peak hours come from Buffalo Road. Traffic volume surveys conducted at the said intersection on 14 November 2017 confirmed the initial observations.

With year 2031 identified by the Bunnings Gladesville Traffic and Parking Study as a typical planning horizon used in studies aligned to future population and employment projections, year 2031 projected volume of the subject intersection was extracted from the study. SIDRA intersection capacity analysis was carried out for all three options ('status-quo remain'; 'change priority'; 'roundabout') using 2017 and 2031 AM and PM peak volumes to realise long-term effects of the considered options. SIDRA analysis of the provided the results in *Table H1*.

ITEM 3 (continued)

Table H1 Results of SIDRA analysis

Option	Year	AM Peak		PM Peak	
		Delay*	LoS*	Delay*	LoS*
1 Status-quo remain	2017	48.3 s	D	50.2 s	D
	2031	369.9 s	F	673.1 s	F
2 Changed priority	2017	25.0 s	B	31.3 s	C
	2031	39.0 s	C	502.8 s	F
3 Roundabout	2031	6.5 s	A	10.0 s	A

*** Table H1 notes:**

- Level of Service (LoS) is defined by Austroads' Guide to Traffic Management Part 3 Traffic Studies and Analysis as "a qualitative stratification of the performance measure or measures representing quality of service. A LOS definition is used to translate complex numerical performance results into a simple stratification system representative of road users' perceptions of the quality of service provided by a facility or service (HCM 2016). These service measures include speed and travel time, delay, density, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general, there are six levels of service, designated A to F, with LOS A representing the best operating condition and service quality from the users' perspective (i.e. free-flow) and LOS F the worst (i.e. forced or breakdown flow or having reached a point that most users would consider unsatisfactory, as described by a specific service measure value or a combination of service measure values)."
- RMS's Guide to Traffic Generating Developments provides the following definitions for each Level of Service, based on the (superseded) Austroads' Guide to Traffic Engineering Practice Part 2 Roadway Capacity:

Level of Service A – This, the top level is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.

Level of Service B – This level is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although general level of comfort and convenience is little less than that of Level of Service A.

Level of Service C – This service level is also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within traffic stream. The general level of comfort and convenience declines noticeably at this level.

Level of Service D – The level is close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.

Level of Service E – This occurs when traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic-jam.

Level of Service F – This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs and queuing and delays result.

ITEM 3 (continued)

3. *Delay and Level of Service (LoS) is provided for the:*
- *worst-case movement for the 'status-quo remain' option and 'changed priority' option, and*
 - *average delay for the roundabout option.*

The following commentary is provided for the results:

1. **Change priority**

The 2017 volumes for both AM and PM peak period shows improvement, compared to the 'status-quo remain' option. This implies that if the 'change priority' option is implemented very soon, it will result in significant improvement in terms of the capacity of the intersection.

The 2031 volumes for both AM and PM peak period shows improvement compared to the 'status-quo remain' option. However, even though the 'change priority' option demonstrates a decrease in worst-movement delay, thus improving the capacity of the intersection, this scheme will still give the intersection an unacceptable Level of Service (F) in year 2031 during the PM peak period. RMS's *Guide to Traffic Generating Developments* specifies that other control modes are required for a 'GIVE WAY' or 'STOP' sign controlled intersection, once it reaches Level of Service E.

2. **Roundabout**

This option provides a Level of Service A between 2017 and 2031. However, given that the 'roundabout' option is currently not feasible, and the 'change priority' option provides positive results in the current traffic condition, threshold PM peak volumes that will give an acceptable Level of Service was obtained for the 'change priority' option. A trial-and-error approach was undertaken to obtain the volume increase from 2017 volumes that will give the intersection Level of Service D, just before reaching Level of Service E, using SIDRA. It was identified that the acceptable threshold for the 'change priority' option is when volumes of all movements increase by 33% from year 2017.

Construction of a roundabout is still considered the solution that will give optimum improvement to the intersection. However, since land acquisition is not considered feasible for the time being, a medium-term solution of changing the priority road from Monash Road to Buffalo Road is proposed. Once implemented, Council will monitor the traffic volumes in the intersection from time to time (possible every year or two) particularly the volume of Monash Road, north of the intersection, which is expected to have the worst movement as per SIDRA analysis, to check if the volumes reach the threshold of 33% increase from 2017. By then or when another solution is deemed feasible; another traffic study will be conducted by the traffic team using current traffic volumes.

ITEM 3 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

Council resolved to install a roundabout at this location, to be funded from the Section 94 Reserve. The estimated cost of the roundabout was \$400,000, which was allocated to the project and included in Council's 2016/2017 Delivery Plan. Given the complexities of installing a roundabout at this location, the project was carried into the 2017/18 Financial Year. It has since been found that a roundabout cannot be installed at this location. The proposed alternative measures are estimated to cost \$50,000. If the proposed alternative measures are approved, the budget will be adjusted at the next Quarterly Review and works will be undertaken in the 2017/18 Financial Year.

RTC COMMENTS

The RMS representative confirmed that, until any new Road Rules are adopted by the NSW State Government, the current Road Rules will be considered for all prescribed traffic control devices.

The State Transit representative advised that 12.5 m rigid buses and 19.5 m articulated buses use this intersection.

The RMS and NSW Police Force representatives requested that Council consider adjusting the design to include a central median on both approaches in Monash Road, to accommodate duplicate 'STOP' signs.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the conversion of the priority of the intersection of Buffalo Road and Monash Road, Gladesville, subject to median islands and duplicate 'STOP' signs being installed on both approaches in Monash Road, if they can accommodate bus movements.

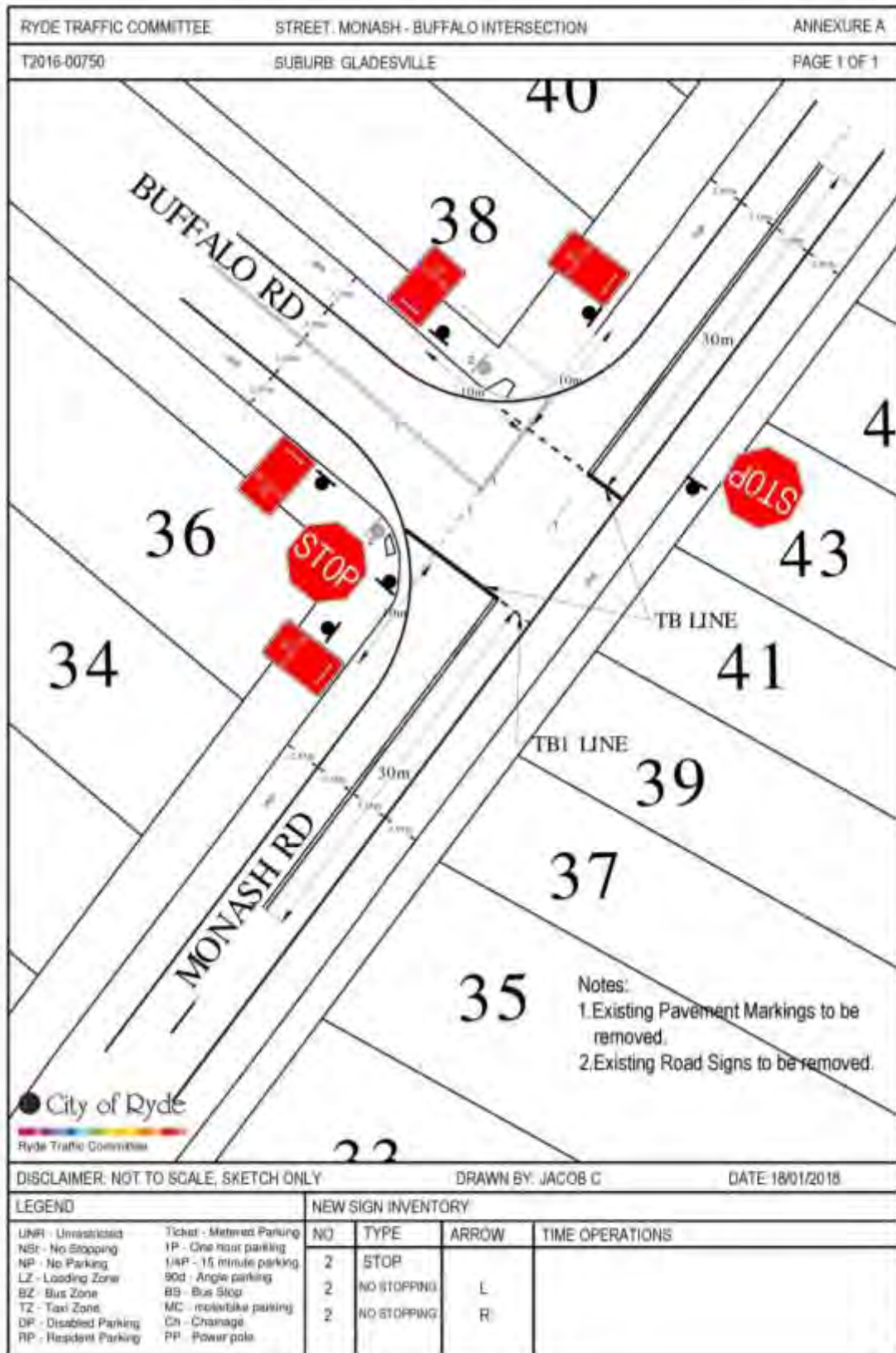
RECOMMENDATION

That Council converts the priority of the intersection of Buffalo Road and Monash Road, Gladesville, subject to median islands and duplicate 'STOP' signs being installed on both approaches in Monash Road, if they can accommodate bus movements.

ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (I)	JUNCTION STREET, RYDE
SUBJECT:	PARKING CONTROLS
WARD:	EAST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK- 11685 & T2017-01082

OVERVIEW

It is recommended that Council installs a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde. This follows a number of iterations to the parking controls at this location, to help prevent drivers from parking at this location and overhanging the driveway.

INTRODUCTION

City of Ryde has received representation from the residents of 11 & 13 Junction Street, Ryde requesting consideration be given to installing a concrete island in the parking lane, between their driveways, to prevent vehicles from parking in the small kerbside parking space and overhanging at least one of the driveways. Council has installed 'NO STOPPING' and bow-tie linemarking at this location; however, these measures have not been successful in deterring drivers from parking at this location.

BACKGROUND

The parking controls at this location have undergone a number of iterations:

- Unrestricted,
- 'P MOTOR BIKES ONLY', and
- 'NO STOPPING' (current).

CONTEXT

1. Junction Street is a two-way street with a carriageway width of 9.3 m, with:
 - 'NO STOPPING' parking control measures on the south-western side,
 - 'NO STOPPING' parking control measures in between the driveways of 11 & 13 Junction Street, and
 - unrestricted for the remainder of north-eastern side.
2. On-street parking in the area is generally at 90-95% occupancy throughout the day due to surrounding developments.

ITEM 3 (continued)

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No stopping signs
- [NSW] *Road Rules 2014* Rule 198 Obstructing access to and from a footpath, driveway etc.
- [NSW] *Road Rules 2014* Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island.

COMMUNITY ENGAGEMENT

The residents of 11 & 13 Junction Street have both requested the proposed changes.

DISCUSSION

It has been observed that the 'NO STOPPING' signs and linemarking measures have not addressed the issue of vehicles parking at this location and overhanging the adjacent driveways. Therefore, it is proposed that a concrete island be installed to deter illegal parking.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

The proposed measures are estimated to cost \$10,000. If these measures are approved, they will be designed and installed in the 2018/19 Financial Year, to be funded from the Traffic and Transport Program - Traffic Calming Devices Budget.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde.

ITEM 3 (continued)

ADDITIONAL INFORMATION

The resident at 11 Junction Street has since requested that a similar concrete island be installed in the parking lane, southeast of their driveway, to prevent drivers from parking too close and over the driveway. Given that this arrangement would be highly unusual, it is recommended that Council installs parking bay linemarking for all kerbside parking in Junction Street. Should this additional parking control be approved by the Council, it will need to be ratified by Ryde Traffic Committee (which can be completed via an electronic meeting), and can be installed shortly thereafter.

RECOMMENDATION

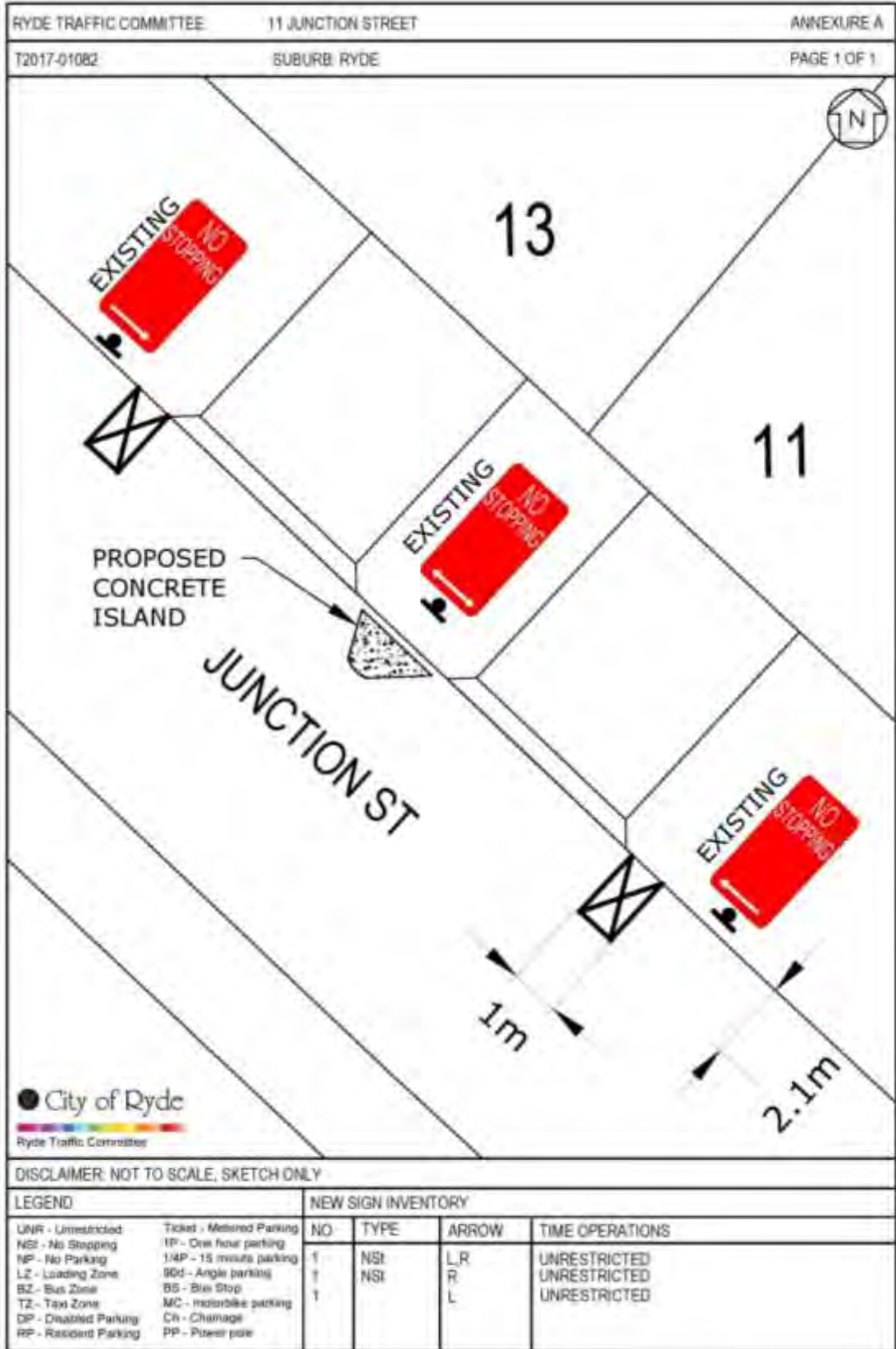
That Council:

1. Installs a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde, and
2. Installs parking bay linemarking for all parking bay linemarking for all kerbside parking in Junction Street, Ryde.

ITEM 3 (continued)



ITEM 3 (continued)



ITEM 3 (continued)

ITEM (J)	9 SECOND AVENUE, EASTWOOD
SUBJECT:	SIGNAGE AND LINEMARKING PLAN
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	LDA 2014/0134 and T2017-01968

OVERVIEW

It is recommended that Council approves the attached Signage and Linemarking Plan to satisfy the Conditions of Consent of the Developer for 9 Second Avenue, Eastwood.

INTRODUCTION

The Developer for 9 Second Avenue, Eastwood has submitted a Signage and Linemarking Plan for the area surrounding their site, to satisfy Condition 40 of their Development Consent. The changes require approval by the Council, via Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA2014/134 at 9 Second Avenue, Eastwood include:

- 40. *Signage Plan - Waste Lay Bay.*** *A suitably prepared signage plan for the waste lay bay area shall be submitted and approved by Council prior to the issue of the Construction Certificate.*

CONTEXT

1. There is an indented on-street loading bay being provided by the applicant for the servicing of waste for the site.
2. The site comprises multiple separated dwellings including single and double storey residences.
3. To assist with traffic movement along Young Parade, the proposal intends to install 'NO PARKING' along the remainder of the street on the site frontage.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No Stopping Signs
- [NSW] *Road Rules 2014* Rule 168 No Parking Signs.

ITEM 3 (continued)

COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

DISCUSSION

The plan has been reviewed internally by City of Ryde staff and is deemed adequate, provided that the applicant meets *Disability Discrimination Act 1992 (DDA)* compliance requirements at the Bus Stop, which are separate to this approval.

APPROVALS

The applicants require approval of the Signage and Linemarking Plans to satisfy the Conditions of Consent.

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

The works will be carried out and funded by the Developer.

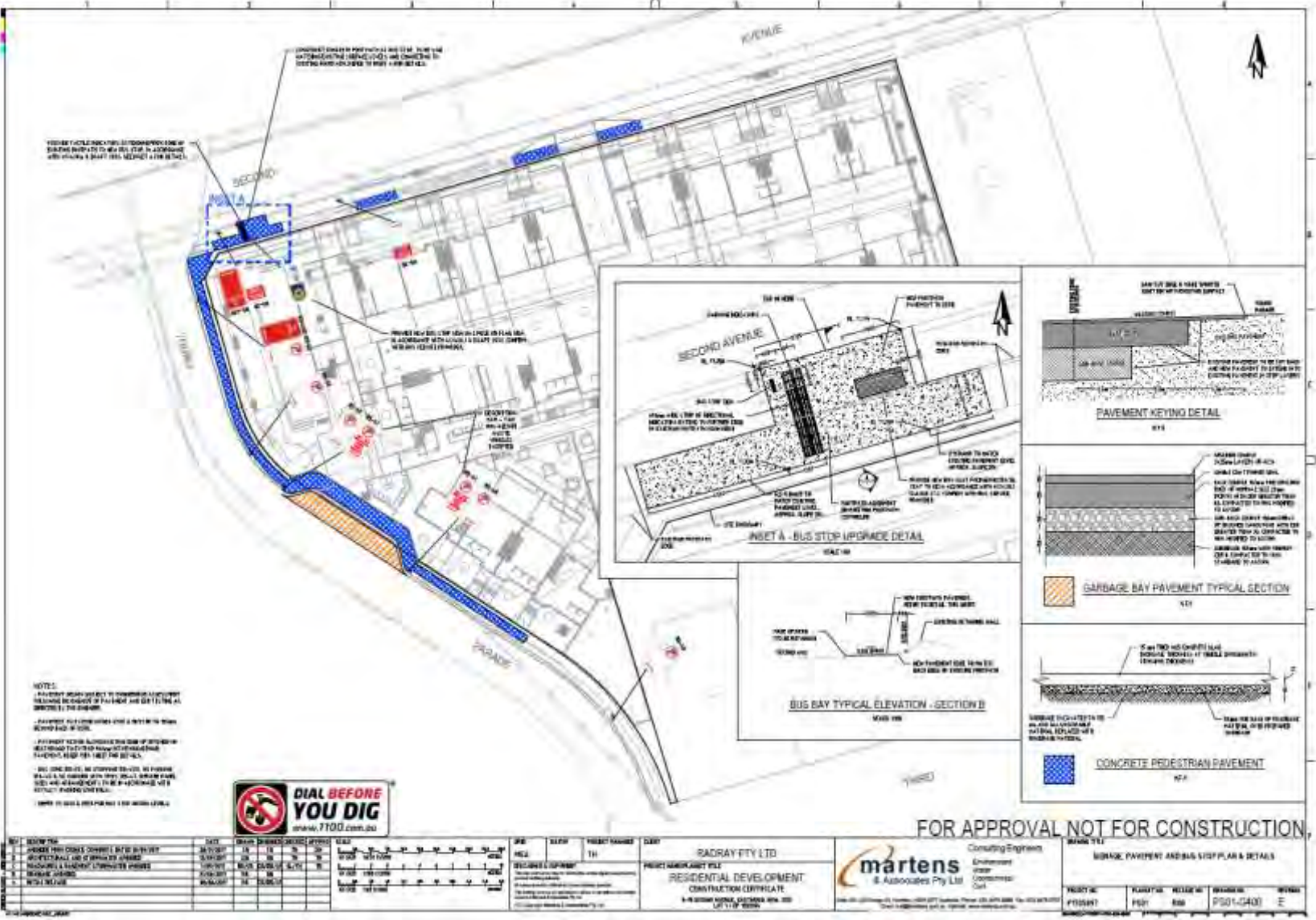
RTC RESOLUTION

That the Ryde Traffic Committee agrees to the approval of the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.

RECOMMENDATION

That Council approves the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.

ITEM 3 (continued)



<p>NOTES:</p> <p>1. PAVEMENT KEYS TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT.</p> <p>2. PAVEMENT KEYS TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT.</p> <p>3. PAVEMENT KEYS TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT.</p> <p>4. PAVEMENT KEYS TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT.</p> <p>5. PAVEMENT KEYS TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT AND NEW PAVEMENT TO BE LAYED TO EXISTING PAVEMENT TO BE KEPT.</p>		<p>FOR APPROVAL NOT FOR CONSTRUCTION</p>	
<p>DIAL BEFORE YOU DIG www.7100.com.au</p>		<p>martens & Associates Pty Ltd Consulting Engineers Endeavour Street Cronulla NSW 2230</p>	
<p>CLIENT: RADRAY PTY LTD PROJECT NAME: RESIDENTIAL DEVELOPMENT - CONSTRUCTION UPGRADE ADDRESS: 8-16 PARK AVE, RYDE NSW 1510</p>		<p>DATE: 15/03/2018 SCALE: 1:100</p>	

ITEM 3 (continued)

ITEM (K)	11 PORTER STREET, RYDE
SUBJECT:	SIGNAGE AND LINEMARKING PLAN
WARD:	CENTRAL
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	LDA 2014/0502 and T2017-01707

OVERVIEW

It is recommended that Council approves the attached Signage and Linemarking Plan, subject to some minor adjustments, to satisfy the Conditions of Consent of the Developer for 11 Porter Street, Ryde.

INTRODUCTION

The Developer for 11 Porter Street, Ryde has submitted a Signage and Linemarking Plan for the area surrounding their site, to satisfy Condition 5 of their Development Consent. The changes require approval by the Council, via Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA 2014/0502 at 11 Porter Street, Ryde include:

- 5. **Signage** - not approved unless shown on plans. This consent does not authorise the erection of any signs or advertising structures not indicated on the approved plans. Separate approval must be obtained from Council for any additional signs, unless such signage is "exempt development".*

CONTEXT

- Porter Street is to be widened from 8 m to 9.5 m.
- The proposal intends to provide one unrestricted parking space along the frontage of the site.
- The proposal intends to provide 'NO PARKING' adjacent to the driveway to enable better access for vehicles and waste trucks.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs.

ITEM 3 (continued)

COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken.

DISCUSSION

The plan has been reviewed internally by City of Ryde staff and is deemed adequate, subject to the chevron linemarking being removed from adjacent to the driveway and installation of Council's standard bow-tie treatment.

APPROVALS

The applicants require approval of the Signage and Linemarking Plans to satisfy the Conditions of Consent.

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

The works will be carried out and funded by the Developer.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the approval of the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:

- Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development.

RECOMMENDATION

That Council approves the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:

- Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development.

ITEM 3 (continued)

MINUTES

Subject:	RYDE TRAFFIC COMMITTEE
File No:	COR2009/206
Document Ref:	D18/27209
Venue:	Committee Meeting Room
Date:	8 February 2018
Time:	10.00am
Chair:	Mr Harry Muker
Meeting Support:	Ms Linda Smith
Staff Convenor:	Mr Greg Holding
Meeting Length:	1 hours 30 minutes

Representatives

Present	Apology	Name	Position Title	Organisation
x		Mr Harry Muker	Manager Traffic Transport and Development	City of Ryde
x		Mr Jamie Schokman	Network & Safety Officer	RMS
x		Acting Sergeant Jason Hanson		NSW Police Force
x		Senior Constable Peter Calabretta		NSW Police Force
x		Mr Peter Graham OAM - representing The Hon. V Dominello MP	Member for Ryde	Member of NSW Parliament
	x	Ms Zorica Kaye-Smith - representing The Hon. A Roberts MP	Member for Lane Cove	Member of NSW Parliament

ITEM 3 (continued)

Attendees

Name	Position Title	Organisation
Councillor Peter Kim	Councillor	City of Ryde
Mr Greg Holding	Team Leader Traffic Services	City of Ryde
Ms Kelly Yoon	Senior Traffic and Development Engineer	City of Ryde
Mr Patrick Bastawrous	Traffic and Development Engineer	City of Ryde
Mr John Begley	Traffic Engineer	City of Ryde
Mr Hassan Choudhry	Traffic Engineer	City of Ryde
Mr Muddasir Ilyas	Traffic Engineer	City of Ryde
Mr Muhammad Abdat	Junior Traffic Engineer	City of Ryde
Mr Jacob Carreon	Junior Traffic Engineer	City of Ryde
Ms Linda Smith	Executive Assistant - Mayor & Councillors	City of Ryde
Mr Egwin Herbert	Western Regional Traffic & Service Manager	Sydney Buses

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	<p>DISCLOSURES OF INTEREST</p> <p>There were no disclosures of interest.</p>
	<p>CONFIRMATION OF PREVIOUS MINUTES</p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 16 November 2017, previously circulated, were confirmed.</p> <p>Confirmation: /Majority</p>
	<p>MATTERS ARISING FROM THE MINUTES</p> <p>There were no matters arising from the minutes.</p>

ITEM 3 (continued)

A	<p>CITY OF RYDE</p> <p>SUBJECT: WASTE-COLLECTION VEHICLE ACCESS ELECTORATE: LANE COVE and RYDE WARD: WEST, CENTRAL and EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-01214 OFFICER: M ILYAS</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To install 'NO PARKING 5AM-11AM TUE' zones at the following locations: <ul style="list-style-type: none"> • Farm Street cul-de-sac, Gladesville, • north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde, • Hancott Street cul-de-sac, Ryde, • 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde, • south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac, • northern side of Robinson Street, Ryde, including the cul-de-sac, and • eastern side of Wharf Road, Gladesville, including the cul-de-sac. 2. To install no further parking controls to assist waste-collection vehicle access at the following locations: <ul style="list-style-type: none"> • Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde, • Blair Street, Orr Street and Linsley Street, Gladesville, and • southern section of Clare Street, between Amiens Street and the dead end, Gladesville. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to:</p> <ol style="list-style-type: none"> 1. The installation of 'NO PARKING 5AM-11AM TUE' zones at the following locations: <ul style="list-style-type: none"> • Farm Street cul-de-sac, Gladesville, • north-western side of Forsyth Avenue, between Victoria Road and Griffiths Lane, and north-western side of Griffiths Avenue, West Ryde, • Hancott Street cul-de-sac, Ryde, • 70 m on the south-eastern side of Hatton Street, north-east of Victoria Road, Ryde,
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ITEM 3 (continued)

	<ul style="list-style-type: none"> • south-western and north-western sides of Kim Street, Gladesville, including around the cul-de-sac, • northern side of Robinson Street, Ryde, including the cul-de-sac, and • eastern side of Wharf Road, Gladesville, including the cul-de-sac. <p>2. The installation of no further parking controls to assist waste-collection vehicle access at the following locations:</p> <ul style="list-style-type: none"> • Beazley Street, between Victoria Road and the horizontal curve located midway to Providence Road, Ryde, • Blair Street, Orr Street and Linsley Street, Gladesville, and • southern section of Clare Street, between Amiens Street and the dead end, Gladesville. <p>VOTING: Majority</p>
<p>B</p>	<p>ASTER STREET AND DAFFODIL STREET, EASTWOOD</p> <p>SUBJECT: TRAVEL LANES AT HORIZONTAL CURVE</p> <p>ELECTORATE: RYDE</p> <p>WARD: WEST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: CRM-2004894 & T2017-01544</p> <p>OFFICER: H CHOUDHRY</p> <p>PROPOSAL</p> <p>To install:</p> <ol style="list-style-type: none"> 1. a 21 m dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, 2. a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and 3. a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood. <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p>

ITEM 3 (continued)

	<ul style="list-style-type: none"> • Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and • Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the installation of:</p> <ol style="list-style-type: none"> 1. a 21 m dividing (BB) line around the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, 2. a 28 m 'NO STOPPING' zone on the inner radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood, and 3. a 34.5 m 'NO STOPPING' zone on the outer radius of the horizontal curve at the intersection of Aster Street and Daffodil Street, Eastwood. <p>VOTING: Majority</p>
<p>C</p>	<p>GILDA STREET, NORTH RYDE</p> <p>SUBJECT: TRAVEL LANES AT PITTWATER ROAD ELECTORATE: LANE COVE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-2014253 & T2017-01724 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To install:</p> <ol style="list-style-type: none"> 1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, 2. an 18 m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and 3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde. <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p>

ITEM 3 (continued)

	<ul style="list-style-type: none"> • Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and • Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the installation of:</p> <ol style="list-style-type: none"> 1. an 18 m dividing (BB) line in Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, 2. an 18 m 'NO STOPPING' zone on the northern side of Gilda Street, between Pittwater Road and the driveway at 1 Gilda Street, North Ryde, and 3. a 34 m 'NO STOPPING' zone on the southern side of Gilda Street, between Pittwater Road and the driveway at 2 Gilda Street, North Ryde. <p>VOTING: Majority</p>
D	<p>DAVID AVENUE, NORTH RYDE</p> <p>SUBJECT: TRAVEL LANES AT HORIZONTAL CURVE</p> <p>ELECTORATE: RYDE</p> <p>WARD: CENTRAL</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: CRM-2015378 & T2017-01747</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To extend:</p> <ol style="list-style-type: none"> 1. the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 m to the southwest and by 8 m to the northwest, and 2. the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 m to the southwest. <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p>

ITEM 3 (continued)

	<ul style="list-style-type: none"> • Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and • Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the extension of:</p> <ol style="list-style-type: none"> 1. the existing 'NO STOPPING' zone on the inner radius of the horizontal curve in David Avenue by 5 m to the southwest and by 8 m to the northwest, and 2. the existing 'NO STOPPING' zone on the outer radius of the horizontal curve in David Avenue by 5 m to the southwest. <p>VOTING: Majority</p>
<p>E</p>	<p>MILROY STREET, NORTH RYDE</p> <p>SUBJECT: TRAVEL LANES AT INTERSECTION WITH KENT ROAD</p> <p>ELECTORATE: LANE COVE</p> <p>WARD: CENTRAL</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: CRM-2008053 & T2017-01604</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To extend the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 m.</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p> <ul style="list-style-type: none"> • Install dividing linemarking (eg BB lines) and/or dividing strip (eg rumble bars marked at each side by a continuous line) at a curve, bend, crest, intersection, pedestrian crossing, pedestrian refuge or threshold; and • Install 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection.

ITEM 3 (continued)

	<p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the extension of the existing 10 m of 'NO STOPPING' on the north-western side of Milroy Street, at Kent Road, North Ryde, to 15 m.</p> <p>VOTING: Majority</p>
F	<p>VIMIERA ROAD, MARSFIELD</p> <p>SUBJECT: 'KEEP CLEAR' LINEMARKING AT DAYMAN PLACE</p> <p>ELECTORATE: RYDE</p> <p>WARD: WEST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2017- 01061</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To install 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p> <ul style="list-style-type: none"> • Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR linemarking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the installation of 'KEEP CLEAR' linemarking on Vimiera Road at its intersection with Dayman Place, Marsfield.</p> <p>VOTING: Majority</p>

ITEM 3 (continued)**G OSLO STREET, MARSFIELD**

SUBJECT: TRAFFIC CONTROLS AT THE INTERSECTION WITH YANGALLA STREET

ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01936
OFFICER: J BEGLEY

PROPOSAL

To install a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield.

RTC COMMENTS

The RMS representative advised that RMS's 'STOP' sign criteria applies to intersections with main (State and Regional) roads.

The Ryde Traffic Committee noted City of Ryde staff intentions to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install a STOP sign and associated linemarking at an intersection without traffic lights; and
- Install a GIVE WAY sign and associated linemarking at an intersection without traffic signals.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the installation of a 'GIVE WAY' sign and associated linemarking in Oslo Street at the intersection with Yangalla Street, Marsfield.

VOTING: Majority

ITEM 3 (continued)

H	<p>INTERSECTION OF MONASH ROAD AND BUFFALO ROAD, GLADESVILLE</p> <p>SUBJECT: CHANGE OF PRIORITY ELECTORATE: LANE COVE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-1820759 & T2016-00750 OFFICER: J CARREON</p> <p>PROPOSAL</p> <p>To convert the priority of the intersection of Buffalo Road and Monash Road, Gladesville, as shown on the attached plan.</p> <p>RTC Comments</p> <p>The RMS representative confirmed that, until any new Road Rules are adopted by the NSW State Government, the current Road Rules will be considered for all prescribed traffic control devices.</p> <p>The State Transit representative advised that 12.5 m rigid buses and 19.5 m articulated buses use this intersection.</p> <p>The RMS and NSW Police Force representatives requested that Council consider adjusting the design to include a central median on both approaches in Monash Road, to accommodate duplicate 'STOP' signs.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the conversion of the priority of the intersection of Buffalo Road and Monash Road, Gladesville, subject to median islands and duplicate 'STOP' signs being installed on both approaches in Monash Road, if they can accommodate bus movements.</p> <p>VOTING: Majority</p>
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ITEM 3 (continued)

I	<p>JUNCTION STREET, RYDE</p> <p>SUBJECT: PARKING CONTROLS ELECTORATE: RYDE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK #11685 & T2017-01082 OFFICER: M ILYAS</p> <p>PROPOSAL To install a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde.</p> <p>RTC RESOLUTION That the Ryde Traffic Committee agrees to the installation of a concrete island in the parking lane, between the driveways to 11 & 13 Junction Street, Ryde.</p> <p>VOTING: Majority</p>
J	<p>9 SECOND AVENUE, EASTWOOD</p> <p>SUBJECT: SIGNAGE AND LINEMARKING PLAN ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: LDA 2014/0134 and T2017-01968 OFFICER: P BASTAWROUS</p> <p>PROPOSAL To approve the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.</p> <p>RTC RESOLUTION That the Ryde Traffic Committee agrees to the approval of the attached Signage and Linemarking Plan 16153 C05 (Revision 02), prepared by ADG Pty Ltd, on behalf of Pier Property Corporation, at 9 Second Avenue, Eastwood.</p> <p>VOTING: Majority</p>

ITEM 3 (continued)

K	<p>11 PORTER STREET, RYDE</p> <p>SUBJECT: SIGNAGE AND LINEMARKING PLAN ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: LDA 2014/0502 and T2017-01707 OFFICER: P BASTAWROUS</p> <p>PROPOSAL</p> <p>To approve the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:</p> <ul style="list-style-type: none"> • Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the approval of the attached Signage and Linemarking Plan 150431 (Revision C014), prepared by Jones Nicholson Consulting Engineers, on behalf of KLF Group Pty Ltd, at 11 Porter Street, Ryde, subject to:</p> <ul style="list-style-type: none"> • Removal of the painted chevron adjacent to the driveway and installation of Council's standard bow-tie treatment, to be approved by Council's Manager Traffic, Transport and Development. <p>VOTING: Majority</p>
L	<p>MATTERS APPROVED UNDER DELEGATION</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted this <i>Advisory Item</i>.</p>

ITEM 3 (continued)

M	<p>SOBRAON ROAD, MARSFIELD</p> <p>SUBJECT: PARKING CONTROLS REVIEW ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-9840 & T2016-01452 OFFICER: P BASTAWROUS</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this <i>Advisory Item</i>.</p>
N	<p>WINBOURNE STREET, WEST RYDE</p> <p>SUBJECT: LATM SCHEME REVIEW ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-1963173 & T2017-00756 OFFICER: P BASTAWROUS</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this <i>Advisory Item</i>.</p>
O	<p>MORRISON ROAD, PUTNEY</p> <p>SUBJECT: LATM SCHEME REVIEW ELECTORATE: LANE COVE WARD: CENTRAL and EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-01727 OFFICER: G HOLDING</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this <i>Advisory Item</i>.</p>

ITEM 3 (continued)

P	<p>GENERAL BUSINESS</p> <p><u>Victoria Road at Irvine Street</u></p> <p>The Police made a request for a No Right Hand Turn sign stating “No Right Hand Turn between 6am and 10am” at the above intersection due to crash history at this site.</p> <p>An extended phasing of the lights at the intersection of Blaxland and Victoria Road is also sought.</p> <p><u>Blaxland Road at Anzac Ave crash data</u></p> <p>RMS advised that it is investigating reports of a slippery surface at the above location.</p>
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The next ordinary meeting of the Ryde Traffic Committee will be held on 19 April 2018.

The meeting concluded at 11.30am.