

ITEM (A) PEARSON STREET, GLADESVILLE

SUBJECT: NO PARKING ZONES

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

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

PROPOSAL

Council received requests from residents of Pearson Street, Gladesville regarding improvement of two-way traffic flow in their street. In response, Council proposed to install four (4) 'No Parking' zones on Pearson Street between Victoria Road and Ashburn Place, Gladesville. Following the community consultation, residents of Pearson Street did not support the removal of on-street parking.

Therefore, Council proposes no changes be made to parking restrictions on Pearson Street between Victoria Road and Ashburn Place, Gladesville.

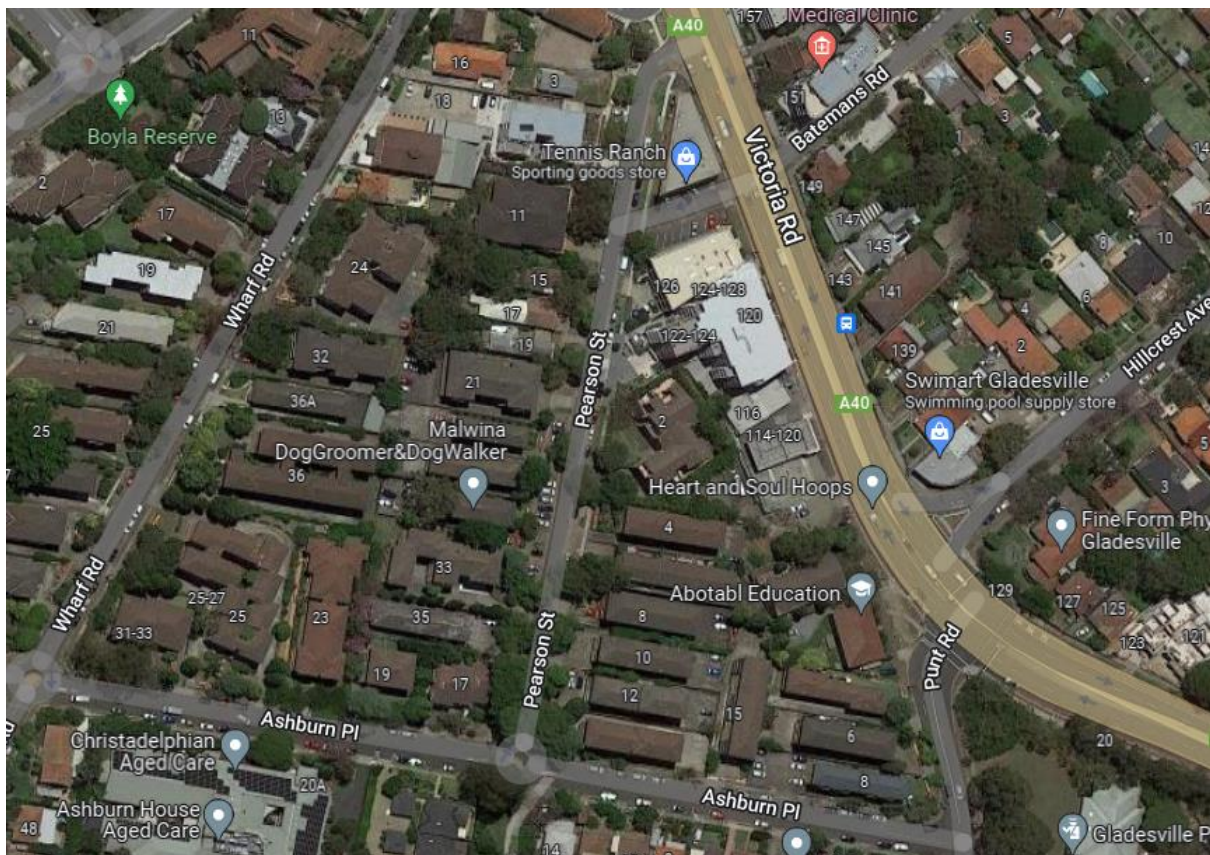


Figure 1: Proposed Location

DISCUSSION

The majority of Pearson Street provides access to high rise residential development. Pearson Street between Ashburn Place and Victoria Road has a constrained road carriageway width of 6m with indented 90-degree parking on the western side of the road and parallel parking on the eastern side.

There is good visibility along the roadway and the road carriageway parking spaces generally create a tight, alternating weaving pattern. This encourages oncoming vehicles approaching each other to slow down and give way to each other to continue their travel path.

Parking surveys confirm that the street's parking utilisation is in the order of 95 percent and there has been an additional demand for parking as a result of recent development activity. As there is a marginal amount of spare capacity the road carriageway parking spaces are being occupied more frequently or for longer periods.

Due to the high demand for parking drivers park inappropriately on the constrained road carriageway, either by parking directly opposite the 90-degree indented parking bays and/or adjacent to the parallel parking bays. This obstructs vehicular access to the indented parking bay spaces on both sides of the street, vehicular access to private driveways and the two-way traffic flow along Pearson Street.

The installation of the four (4) proposed 'No Parking' zones on Pearson Street will improve traffic flow and driveway access for residents.

The proposed 'No Parking' zone locations are:

- Kerbside between indented parking between 15 and 19 Pearson Street.
- Kerbside between 126 and 128-130 Victoria Road.
- Kerbside between 126 driveway and parallel parking at 120 Pearson Street.
- Kerbside between 6 and 10 Pearson Street.

In 2019, a similar proposal for a series of 'No Parking' zones was presented to residents which, did not go ahead due to the lack of community support. Since then, there has been changes to the area and continuing requests from the community to improve traffic flow and driveway access.

Due to the lack of community support, no parking changes are proposed on Pearson Street between Victoria Road and Ashburn Place, Gladesville.

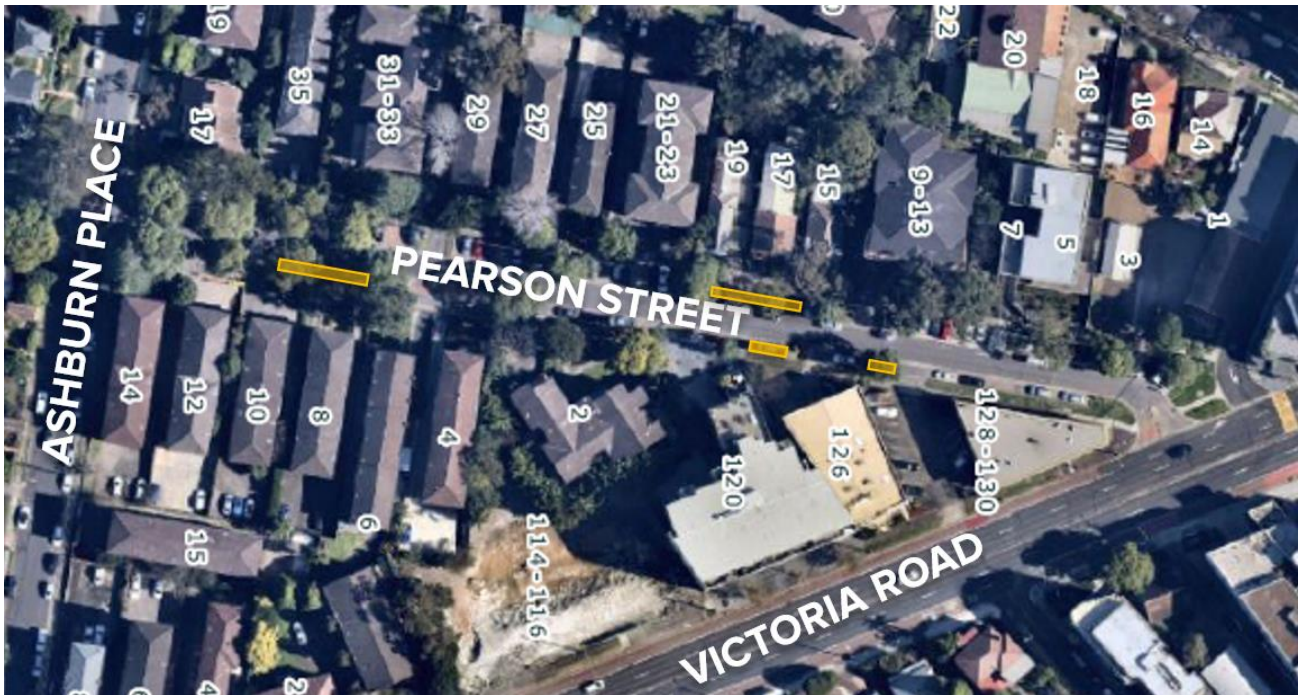


Figure 3: Proposal to install 4 x “No Parking” zones

CONSULTATION

Three hundred (300) surveys were distributed to residents (owners & tenants) as shown in Figure 2 to determine the level of support for the proposal.

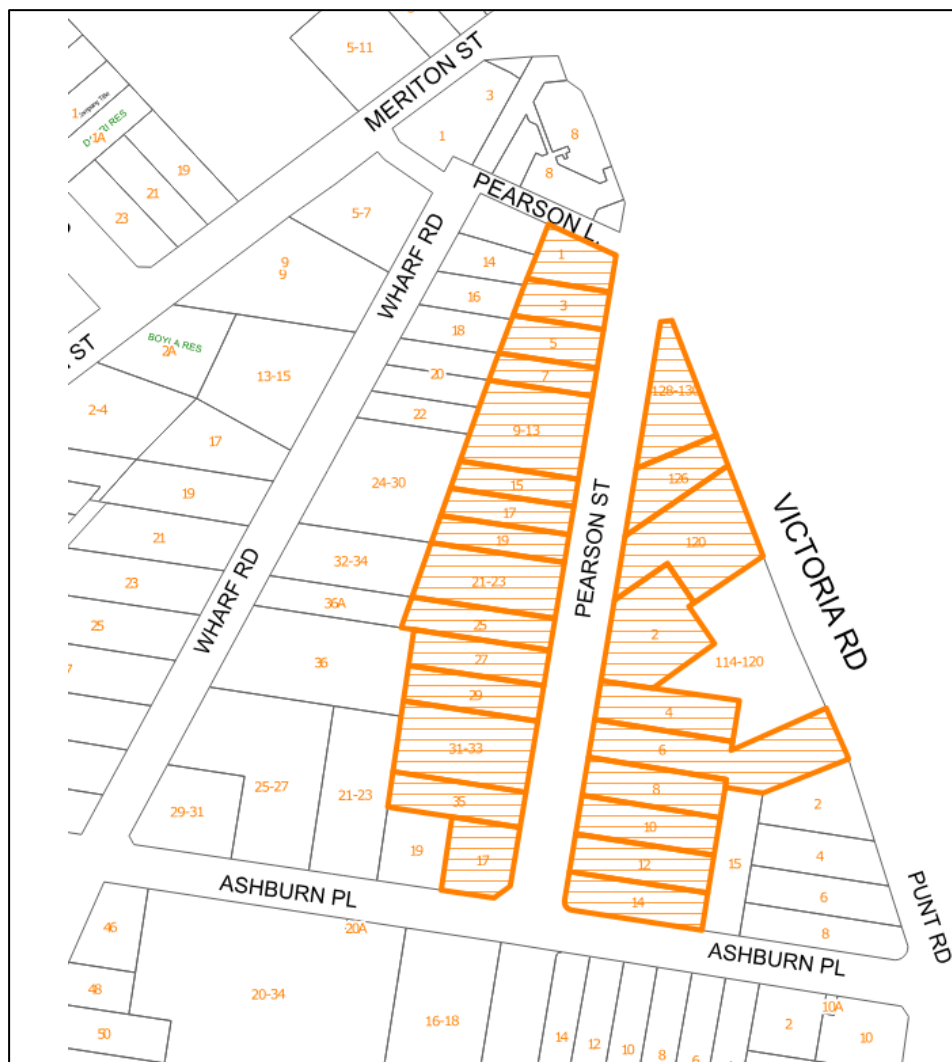


Figure 2: Distribution Map for consultation.

Thirty-one (31) responses were received. A summary of result is provided in Table 1, with more details as follows:

Survey Results - Pearson Street between Victoria Road and Ashburn Place	
Surveys distributed	300
Responses received	31
Support	14
DO NOT support	17

Table 1: Summary of survey results

Of the thirty-one (31) comments received, fourteen (14) supported the proposal, and seventeen (17) did not support the proposal.

The residents who supported the proposal commented that:

- Their driveways are obstructed by parked vehicles,
- The road is not wide enough to turn in and out of their driveways,
- The parked vehicles next to their driveways restrict visibility to oncoming traffic while existing their driveways; and
- The road is too narrow for passing vehicles.

The residents who were not in favour of the proposal commented that:

- There is a high demand of on-street parking on Pearson Street. Removal of on-street parking will alleviate the shortage of parking on their Street.

RECOMMENDATION

Given the majority of the residents (55%) are against the proposal, Ryde Traffic Committee recommends that:

- a) No changes be made to on-street parking on Pearson Street between Victoria Road and Ashburn Place, Gladesville.

ITEM (B): ST. ANNES STREET, RYDE
SUBJECT: CHANGE TO PARKING RESTRICTIONS

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

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

PROPOSAL

Council proposes to make the following on-street parking changes along the southern side of St Annes Street, adjacent to no. 5 St. Annes Street, Ryde:

- a) Convert a 6-metre-long unrestricted parking space to a 15-minute parking zone,
- b) Replace the existing “No Stopping” signs on either side of the driveway servicing no. 5 St Annes Street with “No Parking” signs.



Figure 1: Location Plan

DISCUSSION

Council received a request from the building manager of Sky Garden Apartments at 5 St. Annes Street to provide an on-street disabled parking space adjacent to the building entrance to facilitate access for disabled residents. There are 10 apartments in the building

accommodating tenants that are National Disability Insurance Scheme (NDIS) participants with a high level of physical disability in wheelchairs.

A formal submission was also made and tabled at the Council Meeting in March 2022, by Stryder, a community transport organisation specialising in assisting frail elderly people and people with disabilities with accessible transport. Stryder requested a dedicated disabled parking area to allow wheelchair-accessible vehicles and minibuses to pick-up and drop-off in front of the property. Due to the high parking occupancy rate on St. Annes Street, people with disabilities cannot find parking for pick-up and drop-off near the main pedestrian entrance of 5 St. Annes Street.

At the Council Meeting in March 2022, it was resolved to investigate appropriate measures to be implemented in the public domain outside the Sky Gardens Apartments at 5 St Annes Street to improve disabled access to the building.

Subsequently, an engineering consultant was engaged to undertake an independent investigation into the traffic and safety implications of providing an on-street disabled parking space at 5 St Annes Street.

St Annes Street is 7-metres-wide with parking on both sides of the street. The provision of a 3.2 metre wide disabled parking space in accordance with Australian Standards means that the street would be narrowed to 1.8 metres wide (7 metres minus 3.2 metres and minus another 2.0 metres for parallel parking on the northern side of the street). A width of 1.8 metres is insufficient width for a vehicle to fit within the street. Due to high demand for parking spaces, removal of parking on the northern side is not favoured by the nearby residents and visitors and is not recommended as a viable option.

In order to provide an indented disabled parking bay whilst allowing for the same road carriageway width for passing motorists, the footpath would need to be reduced in width from 2.4 metres to 1.1 metres which is too narrow for wheelchair users.

Due to the constrained road width and footpath, it is not viable to provide disabled parking spaces along St Anne Street.

The report recommended the following options be considered to allow for pick-up and drop-off to occur on the southern side of St Annes Street, which may be suitable for some of the disabled residents as well as able-bodied residents of the Sky Apartments. It would also provide additional short-term parking for visitors to the area:

Option 1 - Install 2-hour parking along the southern side of St. Annes Street (10 parking spaces) in front of the property.

Option 2 - Install a 6-metres-long, 15-minute restricted parking space.

In addition to the above, the report also recommended replacing the existing “No Stopping” zone across the driveway access of 5 St. Annes Street with “No Parking” to allow pick-up and drop-off.



Figure 2: 2P restrictions not supported by residents

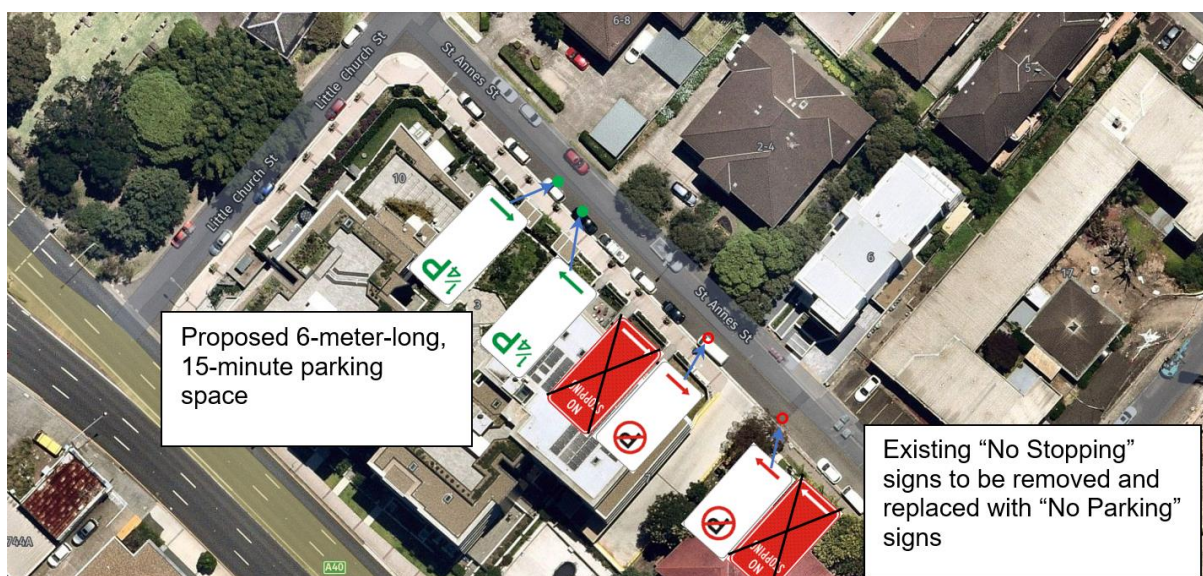


Figure 3: Proposed Changes (Supported by residents)

CONSULTATION

As indicated in Figure 4, Council consulted with the surrounding properties seeking their support on options 1 or 2, allowing two weeks for feedback and enquiries.

Fourteen (14) responses were received in support of option 2 for the installation of a 6-metres-long, 15-minute parking space. Majority of the responses in support of option 2 indicated the proposal will improve disability access whilst having the least impact on the unrestricted on-street parking along the street. The two (2) responses from residents favoured option 1, in which they shared their view that more short-term parking along the street be provided for more turnover as the parking occupancy rate is high in the area. No

objections were received from rest of the residents of St Annes Street regarding both options 1 and 2.

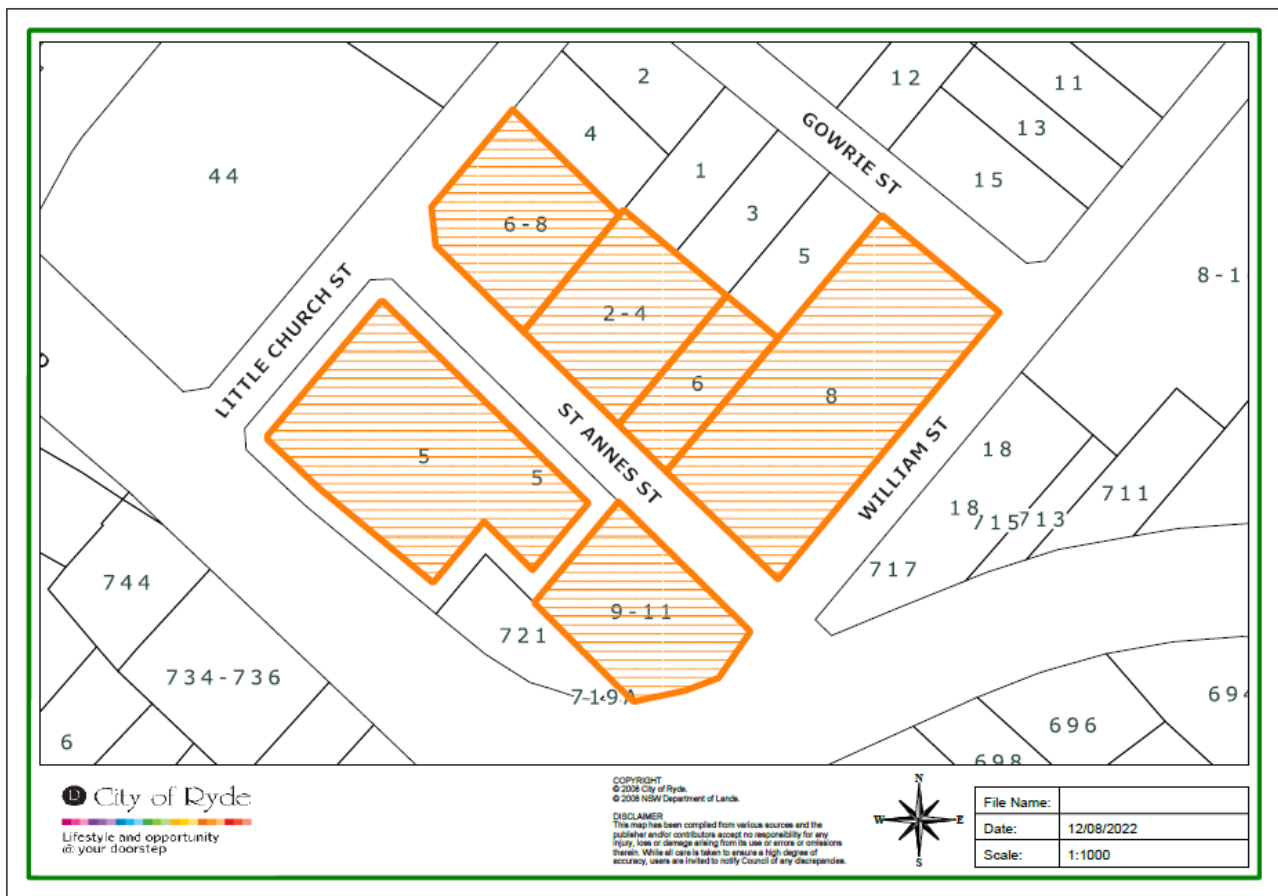


Figure 4: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a- A 6-metre-long unrestricted parking space be converted to a 15-minute restricted parking at the property frontage of 5 St Annes Street, Ryde.
- b- The existing “No Stopping” zone across the driveway servicing no. 5 St Annes Street be replaced with “No Parking” signage.

ITEM (C): COBHAM LANE, MELROSE PARK
SUBJECT: NO PARKING RESTRICTIONS

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

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

PROPOSAL

Council is proposing to install “No Parking” on the southern side of Cobham Lane, West Ryde.



Figure 1 – Location Plan

DISCUSSION

Council has received numerous requests to regulate the parking on Cobham Lane, Melrose Park. There is currently No Parking installed on the northern side of the lane. This proposal will remove all the parking on the lane.

Cobham Lane is 4.3m wide causing parked vehicles to encroach on the minimum access for emergency vehicles, which require a 3m wide travel lane. Vehicles parking at this location are technically committing an offence under the Australian Road Rules by parking within 3m of an obstruction.

As this is a No Parking zone, it will still be able to be utilised as a pick-up and drop-off area, and for deliveries to the residential properties.

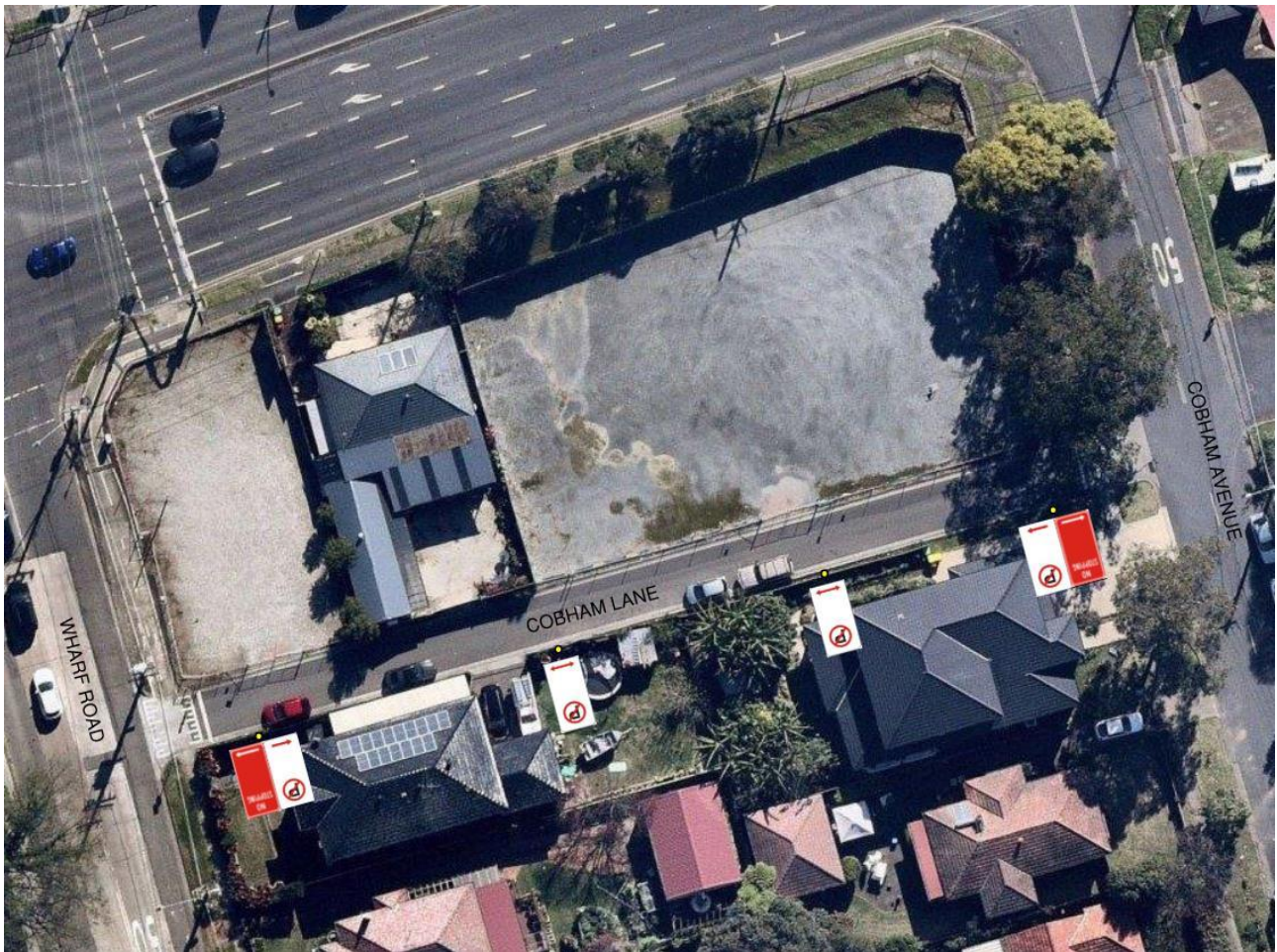


Figure 2 – Proposed parking restrictions on Southern side of Cobham Lane.

CONSULTATION

Notification letters were distributed to the surrounding properties and allowed two weeks for feedback and enquiries. Council has received two submissions supporting the proposal and three objections.

The nature of the objections identified the loss of parking and access adjacent to residential properties with requests to make this resident parking only.

Each of the objections raised the issue of the parking generated by the Melrose Park development on Wharf Road in Parramatta LGA as a particular problem in the area.

Given the constrained nature of the laneway and the legal requirement for access, it is recommended that the installation proceed, and residents be advised of the capacity for No Parking areas to be used as a pick-up and drop-off area.

Council proposes to proceed with the installation because it is illegal to park within 3 metres of an obstruction.

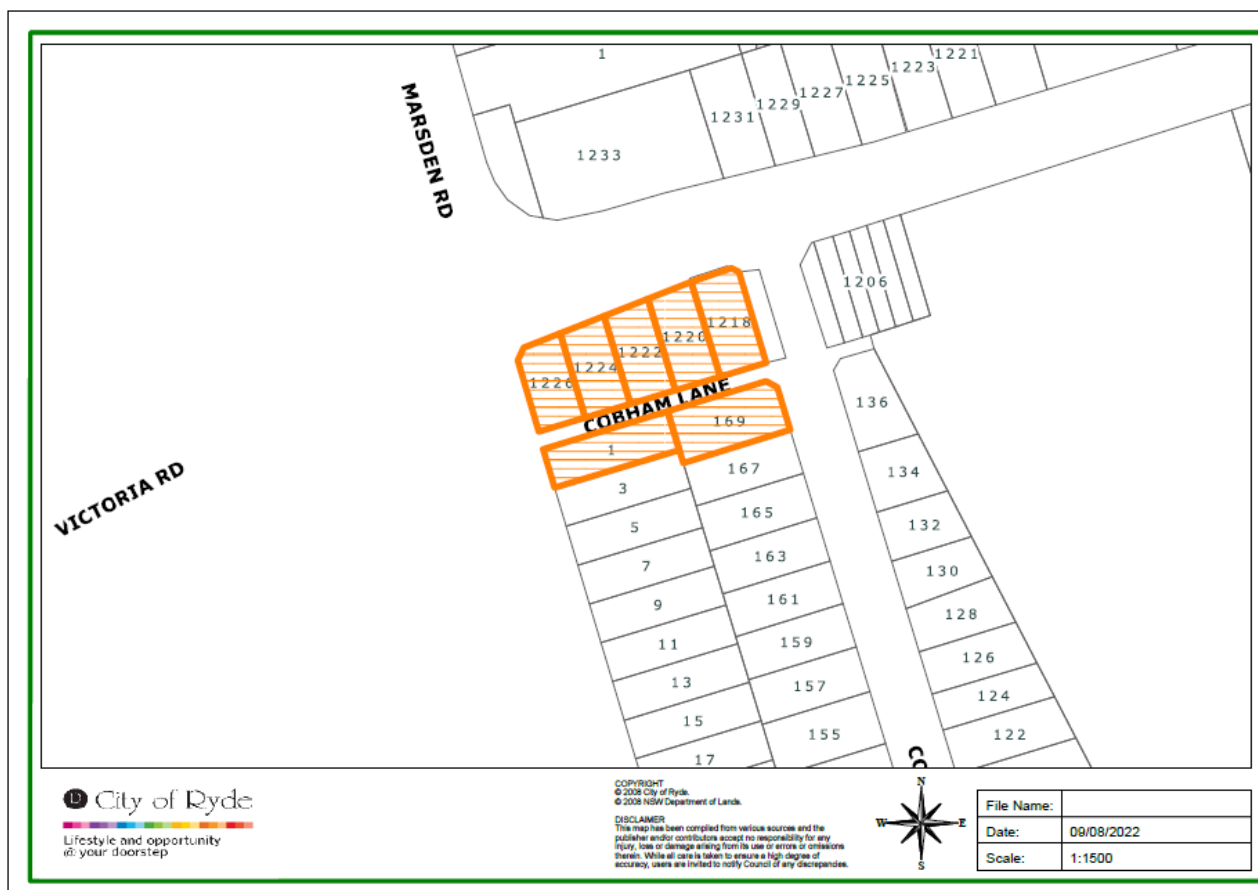


Figure 3 – Distribution Map

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- A 72m long section of “No Parking” restrictions be installed on the southern side of Cobham Lane between the existing No Stopping zones at Cobham Avenue and Wharf Road.

ITEM (D): **SOBRAON ROAD, MARSFIELD**

SUBJECT: **NO STOPPING RESTRICTIONS**

ELECTORATE: RYDE

WARD: WEST

ROAD CLASS: NON-CLASSIFIED

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

PROPOSAL

Council is proposing to implement the following traffic management measures at the intersection of Sobraon Road and Zanco Road, Marsfield to improve traffic safety at this location:

- a) The existing “No Stopping” zone on the western side of Sobraon Road to the immediate south of its intersection with Zanco Road be extended by 10 metres. A Giveaway hold line be installed on Zanco Road at its intersection with Sobraon Road, Marsfield,
- b) The “No Stopping” zones on Sobraon Road to the immediate north and south of Zanco Road be supplemented with dividing barrier (BB) centrelines to reinforce the “No Stopping” restrictions.

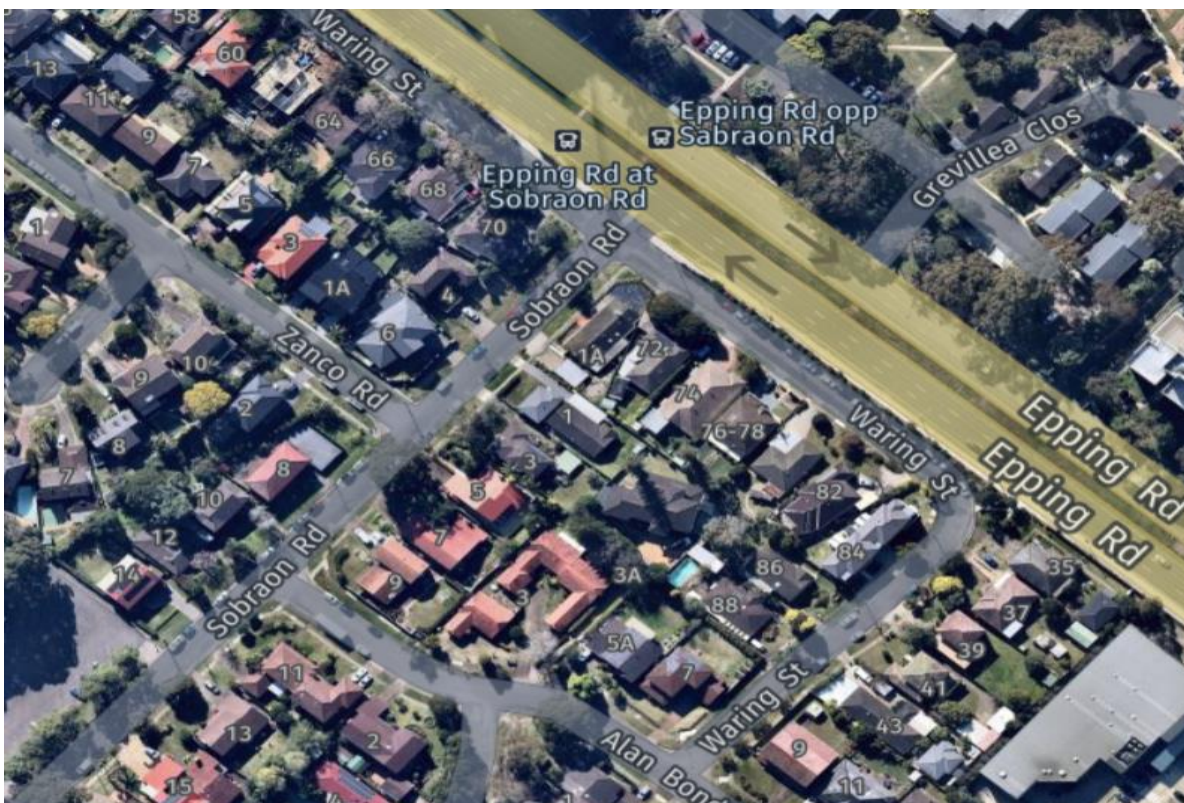


Figure 1 – Location Plan

DISCUSSION

Council has received numerous requests to improve the operation of the intersection of Sobraon Road and Zanco Road, Marsfield. The nature of the concern in this area is the sight distance between vehicles travelling north towards Epping Road and those on Zanco Road.

Observations of the site indicate that the main utilisation of parking on this section of Sobraon Road and the unrestricted sections of Zanco Road are by trades vehicles. Drivers have been observed occupying these spaces early in the morning and walking to/across Epping Road to access areas in Macquarie Park and nearby construction sites.

Parking in this location has been an ongoing concern with Council previously marking driveway delineation lines at all properties to deter encroachment onto residential driveways.

In addition to the proposed restrictions Council proposes to highlight the intersection by marking intersection hold line (TB lines) and a short section of BB line on Sobraon Road, within the existing No Stopping area at the intersection. This will not change the existing priority or control of the intersection



Figure 2 – Proposed parking restrictions on western side of Sobraon Road.

CONSULTATION

Notification letters were distributed to the surrounding properties and allowed two weeks for feedback and enquiries. Council has received one objection to the proposal. No other objections were received.

The objection is related to the loss of parking. The comment received identified that the area was frequently parked out by non-resident vehicles and that the loss of any spaces in the area would exacerbate this issue. This was received from a resident on the opposite side of Sobraon Road, in closer proximity to Epping Road, which does experience the highest demand for parking.

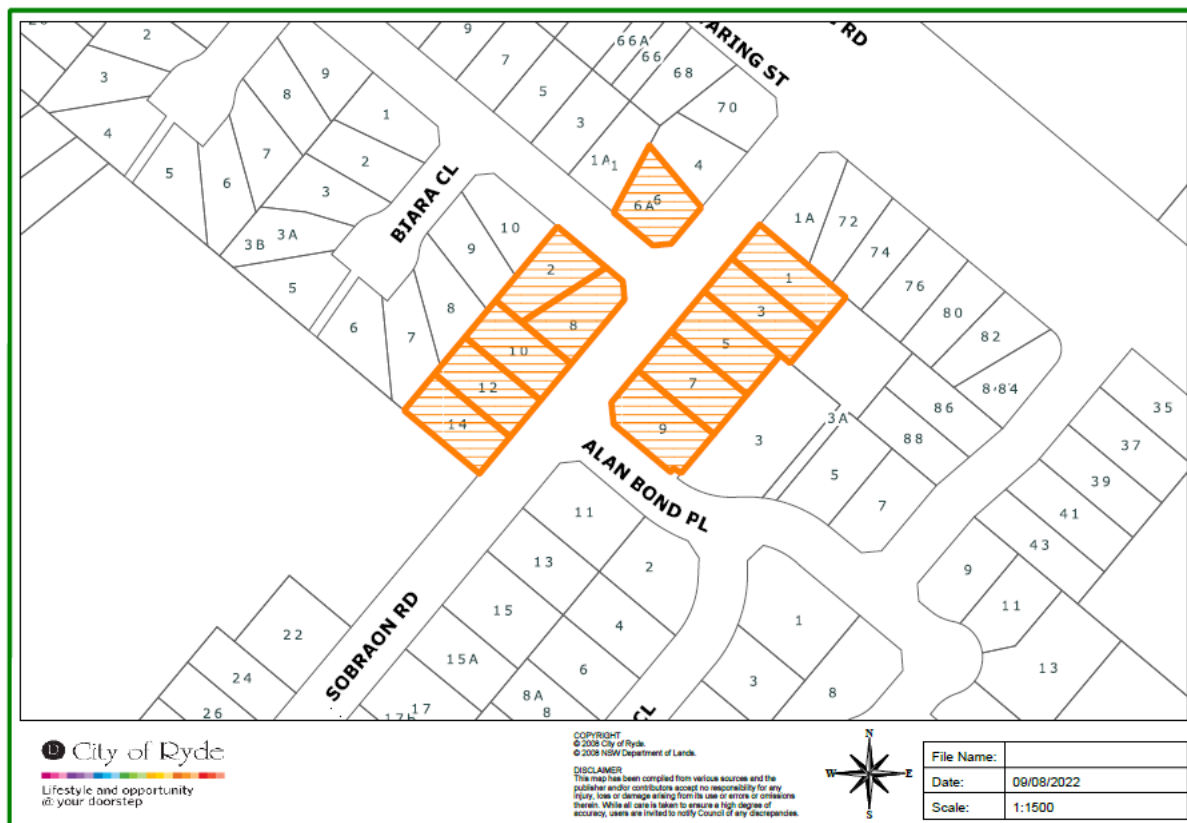


Figure 3 – Distribution Map

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- The existing “No Stopping” zone on the western side of Sobraon Road to the immediate south of its intersection with Zanco Road be extended by 10 metres,
- A Giveway hold line be installed on Zanco Road at its intersection with Sobraon Road, Marsfield,
- The “No Stopping” zones on Sobraon Road to the immediate north and south of Zanco Road be supplemented with dividing barrier (BB) centrelines to reinforce the “No Stopping” restrictions.

ITEM (E): RYEDALE ROAD, WEST RYDE
SUBJECT: EXISTING BUS ZONE LENGTH

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

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

PROPOSAL

Council is proposing to replace the 10 metres of existing Bus Zone with 1 hour parking on the western side of Ryedale Road, West Ryde, opposite the commercial area.

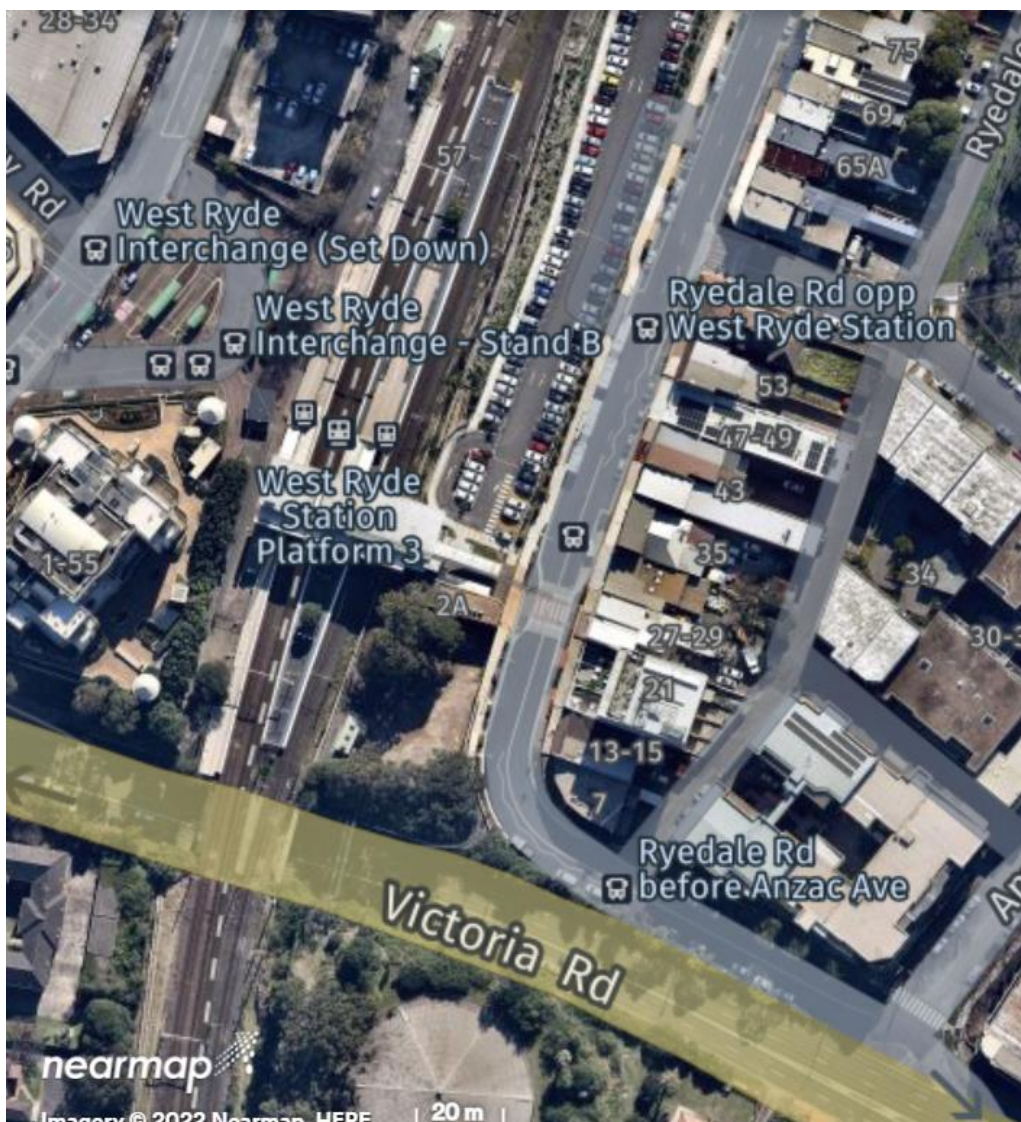


Figure 1 – Location Plan

DISCUSSION

Council has negotiated with Busways in an effort to maximise the parking availability on Ryedale Road in the vicinity of the commercial area and West Ryde station.

The existing bus zone on the western side of Ryedale Road is 60 metres long which can be reduced by 10m without compromising the efficiency and safety of bus service operations at this location.

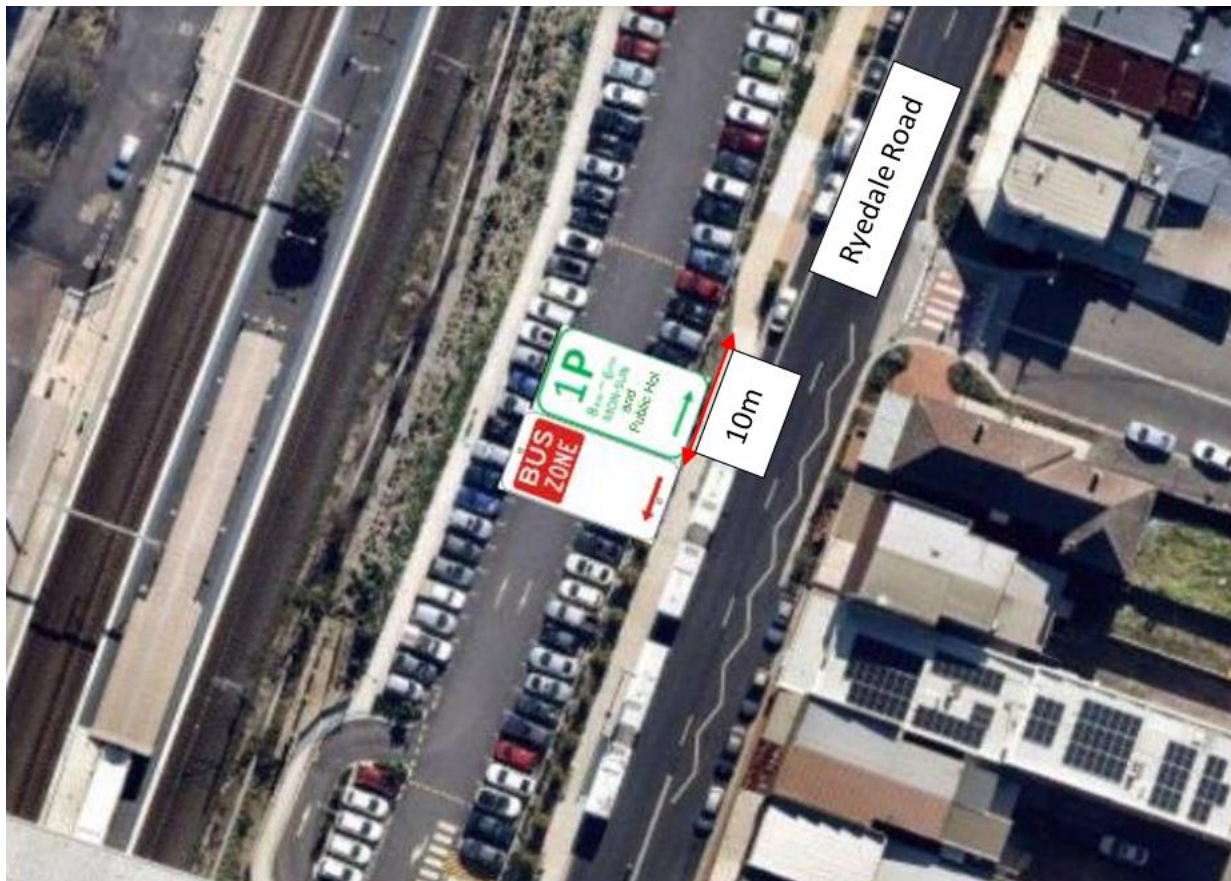


Figure 2 – Proposed parking restrictions on Ryedale Road

CONSULTATION

This proposal originates from requests for additional parking in the vicinity of the commercial area on Ryedale Road. There was no community consultation undertaken because no properties were affected directly.

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The “1P 8am-6pm Mon-Sun and Public Holidays’ on the western side of Ryedale Road, West Ryde be extended by 10 metres to replace the existing bus zone.

ITEM (F) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table L1* will be installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Intersection of Boulton Street and Morrison Road, Putney	1. 10m of "NO STOPPING" on both sides of Boulton Street	Rule 170 Stopping at or near an intersection	Oct 2022
Intersection of Myra Avenue and Adams Street, Ryde	2. 15m of No Stopping on the inside curve on Myra Avenue opposite intersection of Adams Street	Rule 170 Stopping at or near an intersection	Oct 2022
Intersection of Parklands Road and Whiteside Street, North Ryde	3. 10m of No Stopping on Parklands Road at intersection of Whiteside Street (*may require adjustment to suit driveway at No.63 Parklands)	Rule 170 Stopping at or near an intersection	Oct 2022

Table L1 - Parking control measures installed to reinforce existing controls under Road Rules 2014.

ITEM (G): **ROAD SAFETY UPDATE**
SUBJECT: **ROAD SAFETY PROGRAMS**

ELECTORATE: RYDE / LANE COVE
WARD: ALL

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

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

Councils are still waiting on confirmation of funding for nominated 2022-2023 projects under the Local Government Road Safety Program.

COUNCIL FUNDED PROGRAMS

School Zone Safety Program

Council is working with Ryde Public School to prepare parents and students for changes to their Kiss & Ride area and to improve safety at pick-up time around the school. The Road Safety Education Officer from the Department of Education will be working with teachers to provide additional support and learning for students while Council provides information and resources for parents. The new arrangements are expected to begin in Term 4.

Go Active 2 School

Council is partnering with the Department of Education to relaunch Go Active 2 School, an active travel program aimed at encouraging more children and parents to walk to and from school. The program initially rolled out to most primary schools in the Ryde Local Government Area between 2010 and 2016. Over the past few years Council has focused on improving pedestrian and cycling infrastructure around schools before preparing to roll out the program again. Two schools have been nominated to take part in the initial program which will begin rollout in Term 4.

2023 Road Safety Calendar

The annual road safety calendar is a collaboration between City of Ryde, Hornsby, Lane Cove, North Sydney and Northern Beaches Councils. Next year's calendar is currently being finalised to go to print in early September for distribution in October.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted.