

ITEM (A): QUARRY ROAD, RYDE
SUBJECT: PROPOSED PEDESTRIAN CROSSING
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.

Council was successful in gaining funding through the Local Roads and Community Infrastructure Program Phase One program for a pedestrian crossing to be provided on Quarry Road that will provide safe passage across Quarry Road from the car park associated with Yamble Reserve. It should be noted that this car park is significantly used by the local community in addition to the new school community associated with the Smalls Road Public School.



Figure 1: Proposed Location of Zebra Crossing

PROPOSAL

It had initially hoped that the pedestrian crossing could have been provided closer to the roundabout of Quarry Road with Smalls Road, however the height differential between the car park and the street itself precluded this being feasible as the levels involved would have made it very difficult for a disabled user to avail of the facility. It was thus determined that the crossing should be sited after the ingress point to the car park as the levels at this location would make the facility disabled compliant.



No on-street parking will be lost as a result of the proposed facility as currently existing full time No Stopping restrictions are in force along the full length of this section of Quarry Road.



Figure 2: Site Location



Figure 3: Proposed Location

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on vehicular and pedestrian numbers. The subject location will be predominantly used by school children attending Smalls Road Public School thus a reduced warrant can be applied. This warrant states in two counts of one-hour duration immediately before and after school hours:

(a) $P \geq 30$ AND (b) $V \geq 200$ a pedestrian (Zebra) Crossing may be installed.

Counts undertaken on Friday 5th February 2021 indicates that both vehicular and pedestrian warrants have been met.

8am – 9am	Pedestrian Volume = 43	Vehicular volume = 345
2pm – 3pm	Pedestrian Volume = 38	Vehicular volume = 285

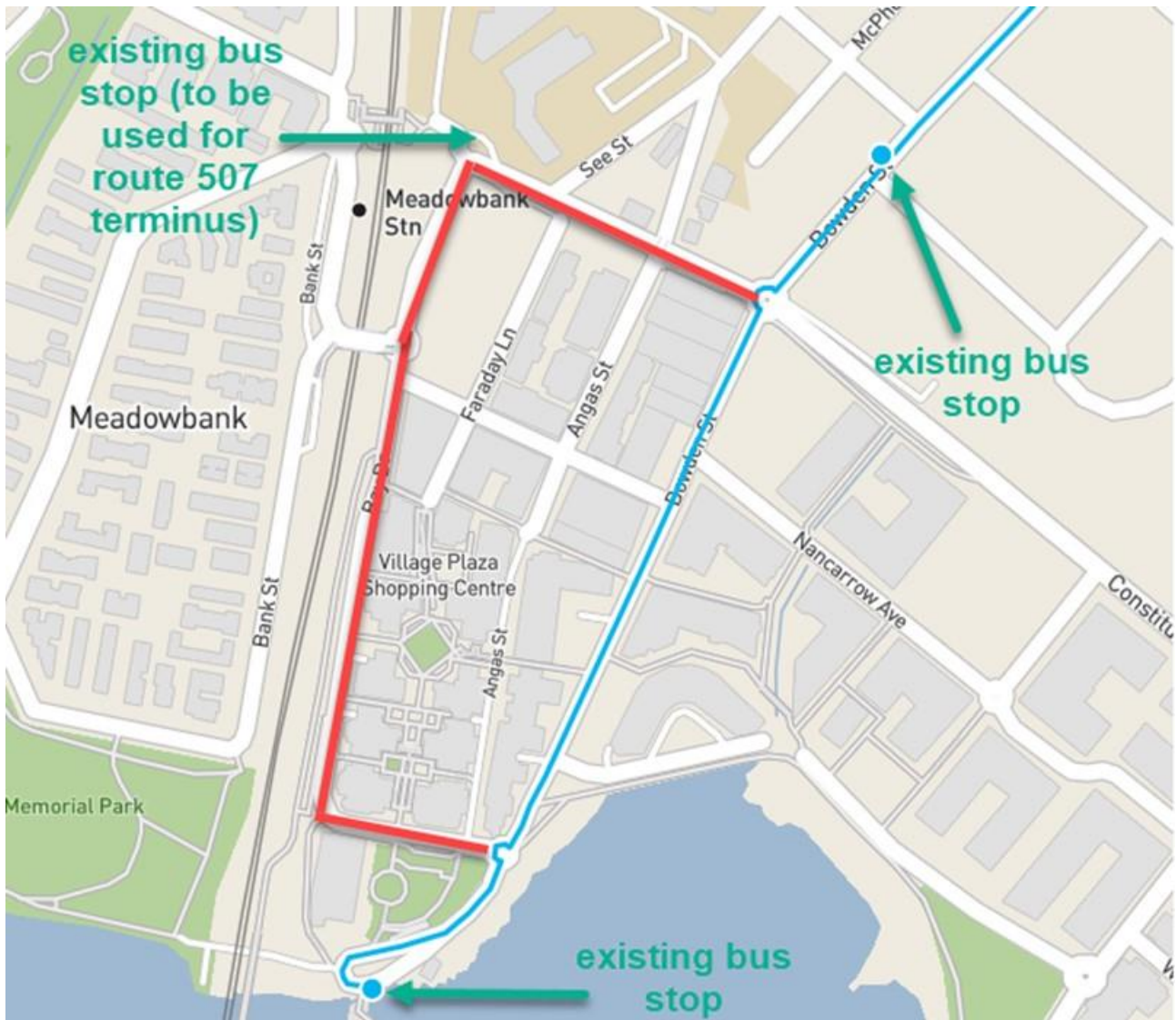


Figure 2: Section of Route along Bay Dr/Railway Rd

Route 518 (relevant section denoted in red) will now operate from Macquarie University to Ryde and Meadowbank Wharf, providing significantly improved local bus access supporting residential development in the Meadowbank area and opening up improved access to Top Ryde and Macquarie Park, as well as improved access to educational facilities and the T9 Northern Line at Meadowbank.

PROPOSAL



Figure 3: Proposed Southbound Location immediately north of Bay Drive

PROPOSAL

It is proposed that the southbound bus zone be located outside 13-15 Railway Road where a two-car space ¼ P 8am – 6pm Mon-Fri & 8.30am-12.30pm Sat zone currently operates



Figure 4: Proposed Northbound Location immediately north of Bay Drive

It is proposed that the northbound bus zone be located immediately north of the roundabout intersection with Bay Drive where currently a ½ P 8am – 6pm Mon-Fri - 8.30am-12.30pm Sat time restricted parking zone operates.

The proposed bus zones will result in the net loss of 3 parking spaces on the western side of the road and 2 spaces on the eastern side of the road.



CONSULTATION

All premises along Railway Road were letterboxed regarding the proposal, with residents/business owners given 14 days to lodge a submission with Council. In total two responses were received from the community, one of which endorsed the proposal, the other indicated that Bay Drive was not suited to bus movements and that Bowden Street should be the preferred route for this service.

The Bay Drive service route for the 518 is required as the main rationale behind this route is that Meadowbank Station and Meadowbank Wharf would be connected.

RECOMMENDATION:

The Ryde Traffic Committee recommends that the following changes be made:

- a) The existing two space $\frac{1}{4}$ P 8am – 6pm Mon-Fri - 8.30am-12.30pm Sat time restricted parking zone outside 12 Railway Road be converted to a full-time bus zone.
- b) Three of the $\frac{1}{2}$ P 8am – 6pm Mon-Fri - 8.30am-12.30pm Sat time restricted parking spaces be converted to a full-time bus zone on the western side of Railway Road immediately north of the roundabout intersection with Bay Drive.

ITEM (C): 79 Falconer Street, WEST RYDE
SUBJECT: PROPOSED ½ P ZONE

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

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

City of Ryde has received a request from the owner of the Café at 79 Falconer Street, West Ryde that consideration be given to installing a ½ P zone outside his property. In response, staff inspected the proposed location and observed that on-street parking on Falconer Street is always at capacity and it was difficult to find parking during business hours.

The on-street parking at this location is unrestricted which makes it difficult for the customers of the surrounding businesses to find short term parking.

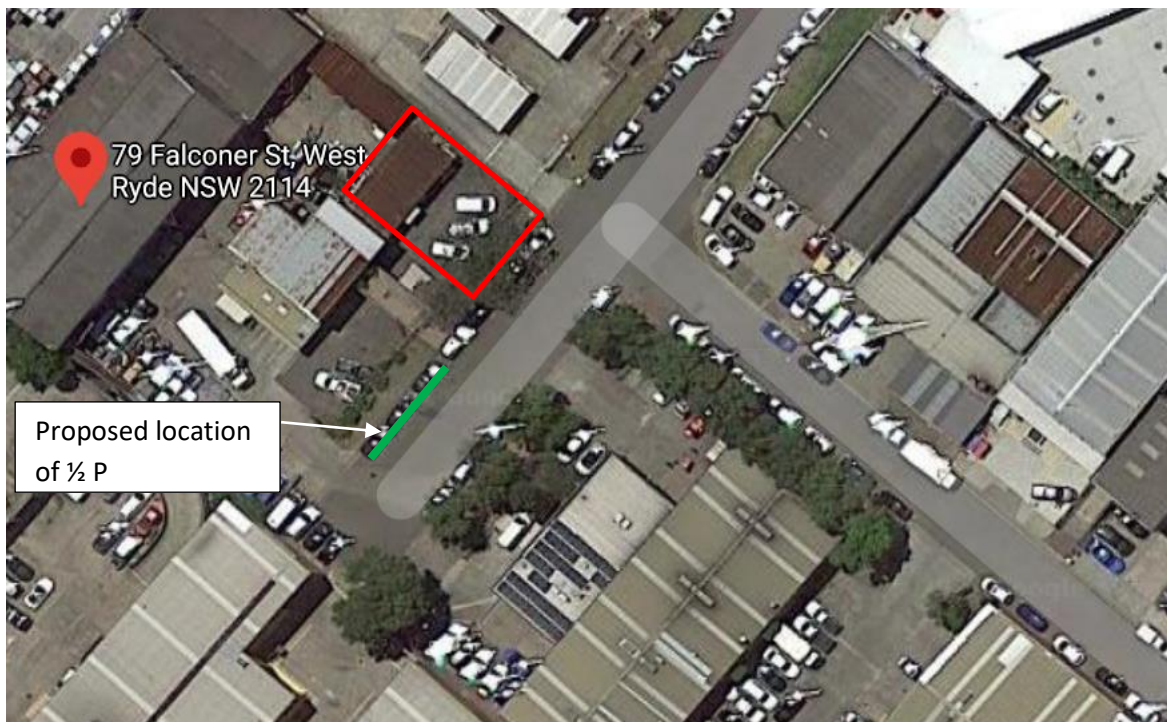


Figure 1: Location of Proposed ½ P Zone



PROPOSAL



Figure 2: Proposed Location of ½ P Zone

To improve the parking turnover at this location, it is proposed that three existing unrestricted on-street parking spaces adjacent to the driveway of 79 Falconer Street, West Ryde be converted to ½ P 7am – 6pm Mon – Fri & 7am – 12:30pm Sat.

CONSULTATION

Properties shown in the map below were letterboxed regarding the proposal, with residents/business owners given 14 days to lodge a submission with Council. Council received 40 responses in relation to its letter box drop, with 4 responses in favour of the proposal and 36 responses against the proposal.

Given the level of opposition to the above proposal, the suggested proposal for three time restricted parking spaces will not be proceeded with.

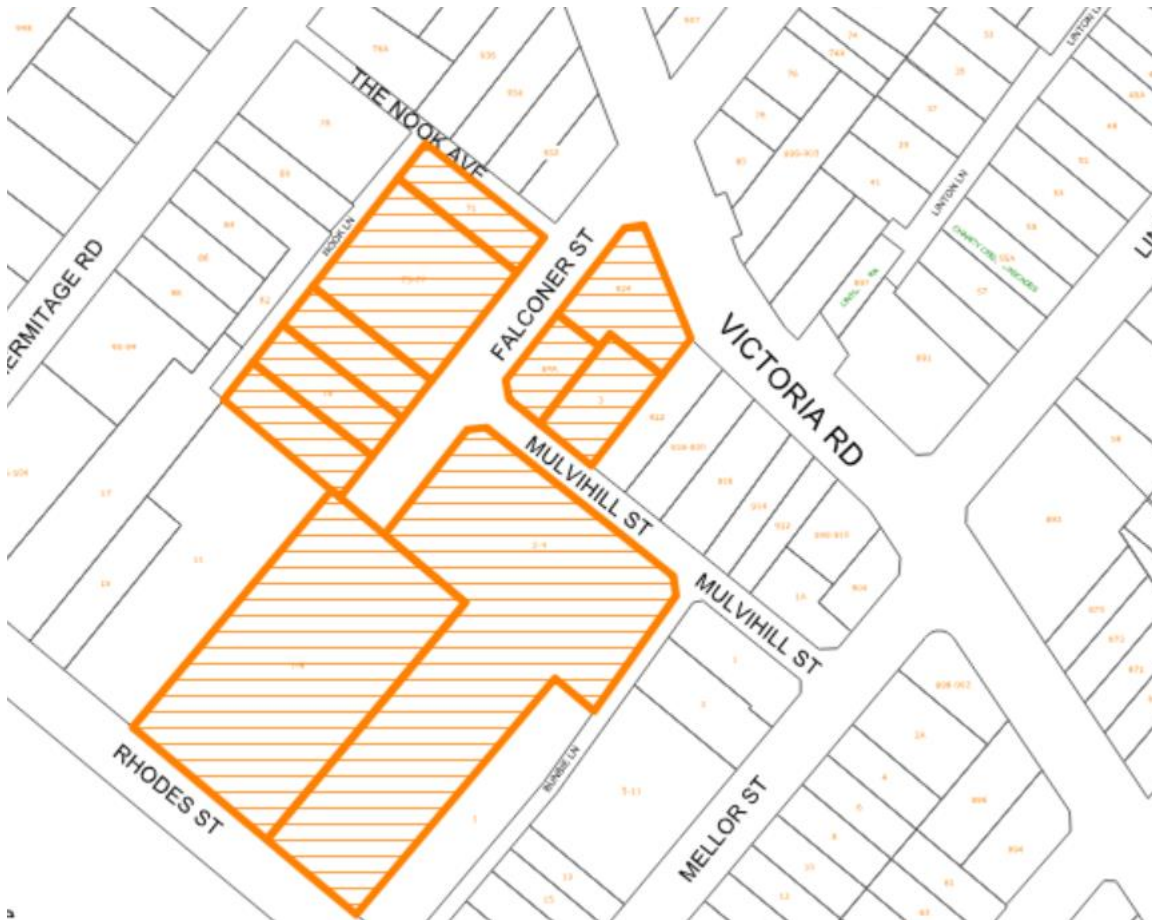


Figure 3: Distribution Map

RECOMMENDATION

The Ryde Traffic Committee recommends:

- a) That no changes be made to the existing parking controls on Falconer Street, West Ryde.

ITEM (D): PRINCES STREET, RYDE

SUBJECT: PROPOSED WALKWAY

ELECTORATE: RYDE

WARD: WEST

ROAD CLASS: NON-CLASSIFIED

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

Council has been requested to provide a safe pedestrian link across Princes Street, Ryde. Princes Street, Ryde north of Victoria Road, is a wide boulevard that is noted for the wide central median that divides the northbound and southbound carriageways. The western side of the carriageway adjoins Ryde Park, with the eastern side having a residential frontage. The central median provides a safe place to wait for pedestrians traversing the road. Gaps are provided in the central median at intersecting side streets to afford vehicular traffic access to either carriageway.

Site observations indicate that there is some pedestrian movement across Princes Street at this location, however the numbers would not support the installation of a zebra crossing as the associated pedestrian/vehicular warrants would not be met. A zebra crossing would also necessitate the loss of a significant amount of on-street parking which is not warranted. It is considered that the proposal is the optimum solution for pedestrians based on existing circumstances.

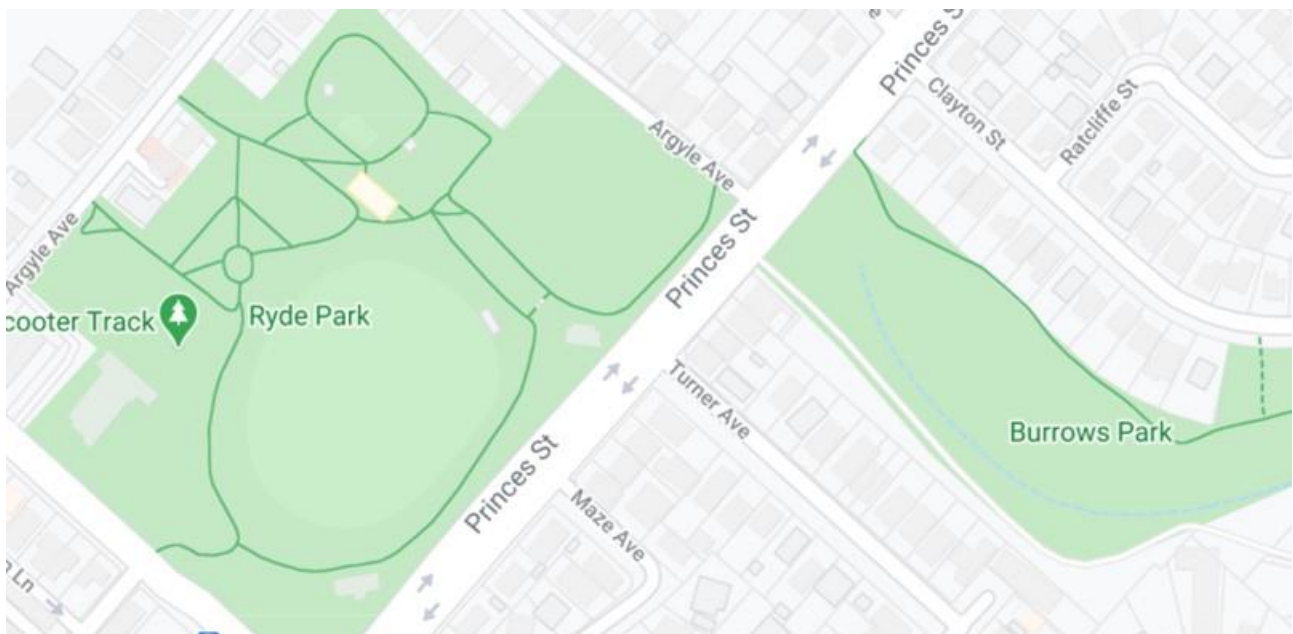


Figure 1: Location Plan



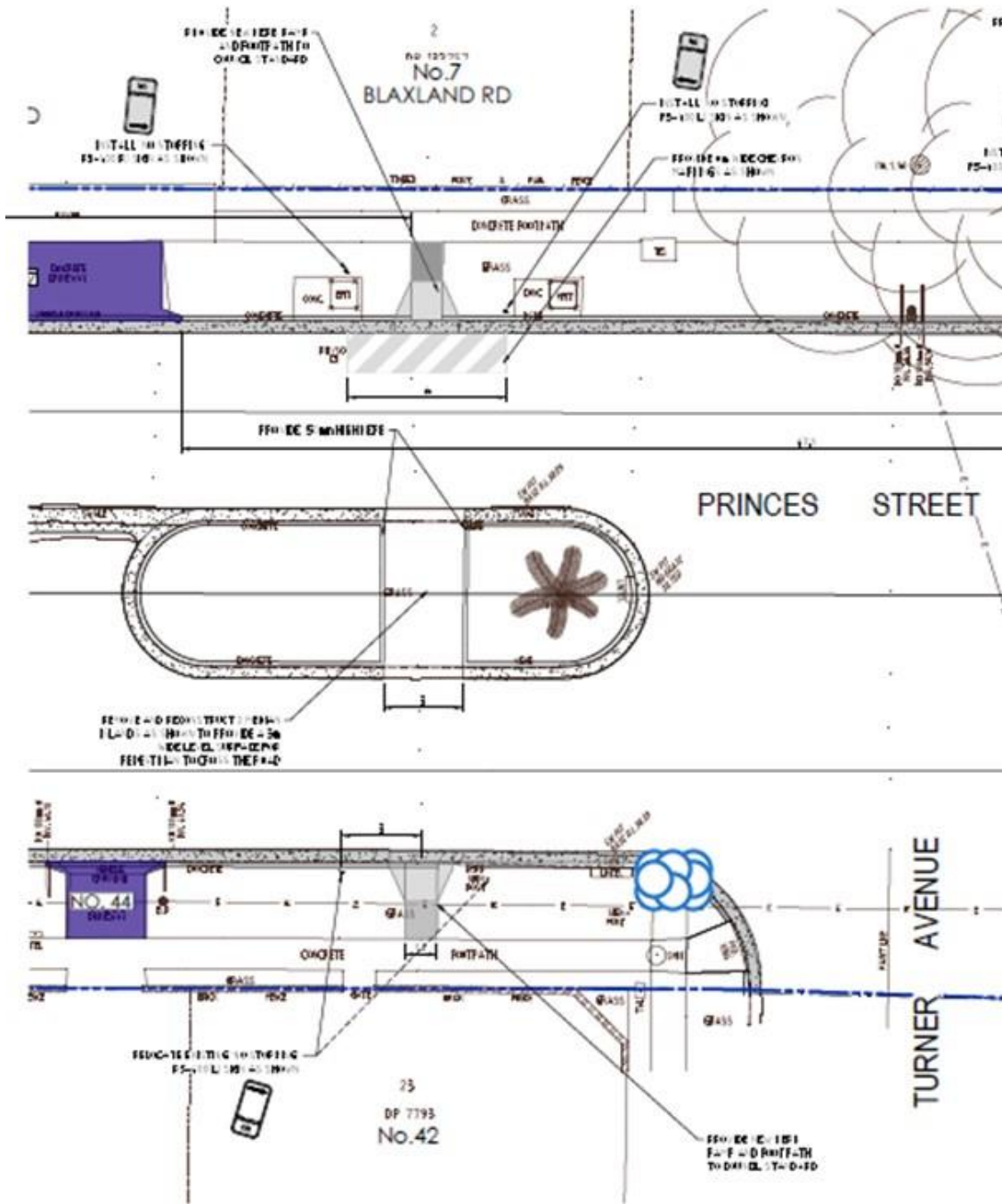
Figure 2: Intersection of Princes Street/Turner Avenue



Figure 3: Street view of crossing location, south of intersection with Turner Avenue

CONSULTATION

The residential property at 42 Princes Street is the only property that is directly affected by the proposed works, with only an extension of the existing No Stopping restriction by 3m necessitated to ensure optimum lines of sight are achieved, A notification letter has been sent to the resident regarding the proposed works..





RECOMMENDATION:

The Ryde Traffic Committee recommends that the following changes be made:

- c) An at grade pathway be constructed through the central median on Princes Street directly outside that will link up with two kerb ramps on either side of the road
- d) No Stopping restrictions be installed 3m on either side of these kerb ramps to assist with sight distance lines.
- e) An advanced warning sign that indicates “Pedestrians” are likely to be crossing be located on both approaches to this crossing point.



ITEM (E): KENT ROAD, NORTH RYDE
SUBJECT: INDENTED KISS & RIDE ZONE
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

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

Council’s Transport Division has been undertaking a review of traffic and road safety facilities across schools throughout the council area. One such school is the Kent Road Public School located on Kent Road in North Ryde. Staff has previously tendered a report regarding an upgrade of facilities on Herring Road along the school frontage which was endorsed by Council.

An on-going issue in the local area has been the localised congestion that occurs on the western end of Kent Road associated with the school’s Kiss and Drop. The School has recently seen an upgrade of its facilities within school grounds which was seen as an opportune time to discuss what could be done to address localised traffic and parking issues on Kent Road.



Figure 1: Location Plan

Council met with the School, School Infrastructure NSW and its consultants Taylor Thompson Whitting (TTW) to discuss options to address traffic and parking issues on Kent Road. It was initially considered that it may be possible to relocate the existing wombat crossing in a westerly direction towards Herring Road to facilitate an extended Kiss and Drop zone. However, a road safety audit undertaken by TTW advised against this proposal due to location of existing bus zone and positioning of existing access driveways.

PROPOSAL

Council recently undertook extensive improvement works on Herring Road to improve traffic and road safety issues for parents and carers attending Kent Road Public School. These works included relocation of the centre lines on Herring Road between Agincourt Road and Kent Road to facilitate a Kiss and Drop Zone, signage of statutory No Stopping restrictions and provision of pedestrian fencing in the vicinity of the wombat crossing on Herring Road.

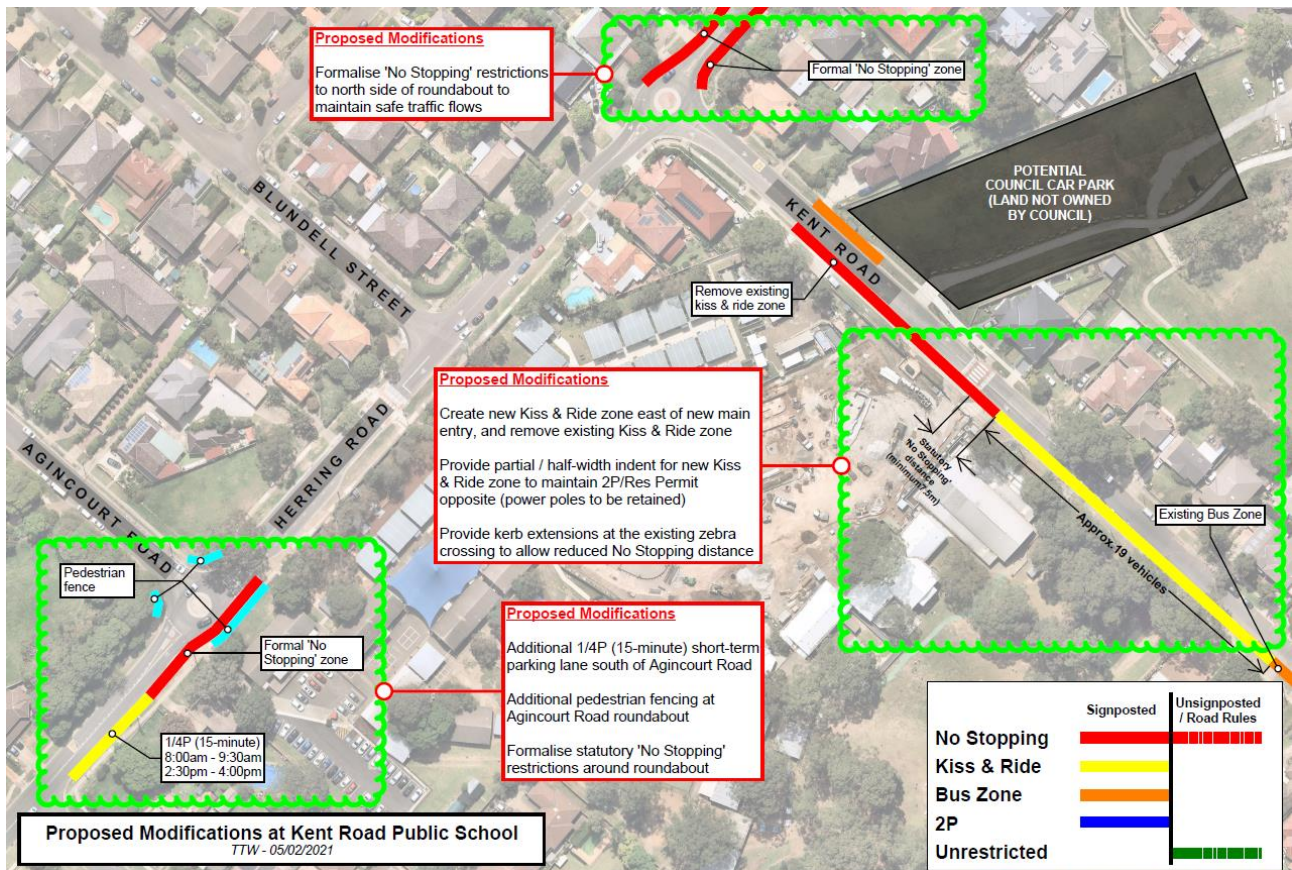


Figure 2: Proposed Improvements

It is proposed that an indented half width Kiss and Drop Zone be provided along the full length of the school’s frontage on Kent Road to improve the traffic congestion along this section of roadway as denoted by the yellow zone. In addition to these works Council is proposing to delineate the statutory No Stopping zone on Herring Road north of the



roundabout intersection with Kent Road. Council is also proposing to install a 1/4P Mon-Fri 8am-8:30am & 2:30pm-4pm zone on the eastern side of Herring Road south of Agincourt Road to provide another safe area to drop off and collect children attending the school.

CONSULTATION

Council was advised by Schools Infrastructure NSW on 19 February 2021 that it will fully fund the design and construction of the proposed indented Kiss and Drop Zone along the school's frontage on Kent Road.

Council will fund the signage and delineation works proposed on Herring Road. The matter of the provision of additional pedestrian fencing on Herring Road at Agincourt Road will be considered at a later stage.

RECOMMENDATION

The Ryde Traffic Committee recommends that the following changes be made:

- f) An indented Kiss and Drop Zone be provided on the Kent Road Public School road frontage with the design and construction of the above facility to be fully funded by Schools Infrastructure NSW.
- g) All statutory No Stopping zones on Herring Road to be signposted.
- h) A ¼ P Mon-Fri 8am – 9.30am & 2.30pm-4pm zone be created on the eastern side of Herring Road immediately south of Agincourt Road.



ITEM (F): WATTS ROAD, RYDE
SUBJECT: 2P (8AM-6PM, MON-FRI, 8AM-12:30PM, SAT)
ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED

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

BACKGROUND

Council has been requested by residents at 123 North Road Eastwood to provide two designated disabled parking spaces adjacent to their driveway on Watts Road. This is a development covered by State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. There are currently 4 parking spaces on the premises for 8 tenants with 5 of the 8 tenants with Mobility Parking permits.

The subject property is located on the corner of North Road and Watts Road where the driveway is located on Watts Road. Watts Road between North Road and Ronald Avenue is mostly unrestricted. There is a small section of “No Parking” on the south west approach. Refer to diagram below.



Figure 1: Watts Road – Existing parking conditions.



PROPOSAL

Generally, Council does not provide designated disabled parking spaces on local roads as it is expected that housing developments makes provisions for such facilities.

Notwithstanding the above, given the proximity to nearby commercial land uses, a 2 space, 2P (8AM-6PM, MON-FRI, 8AM-12:30PM, SAT) time restricted zone can be created immediately east of the access driveway to 123 North Road on Watts Road.

Importantly, motorists with a valid disabled parking permit can park for an unlimited period of time in parking zones where the time restriction is 1P or greater. Thus, any residents with valid mobility parking permits will be able to park for an unlimited time period in this zone.



Figure 2: Proposed 2P zone.

CONSULTATION:

Consultation was not required as the change is along the frontage of the subject property only.



RECOMMENDATION:

The Ryde Traffic Committee recommends that the following changes be made:

- a) Convert 2 spaces of unrestricted parking to 2P (8AM-6PM, MON-FRI, 8AM-12:30PM, SAT) on the western side of Watts Road immediately north of North Road.



ITEM (G)	MORRISON ROAD, RYDE
SUBJECT:	PROPOSED PEDESTRIAN CROSSING
ELECTORATE:	LANE COVE
WARD:	CENTRAL
ROAD CLASS:	NON-CLASSIFIED

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

Council has received representation from residents requesting consideration be given to installing a pedestrian crossing at the existing pedestrian refuge in Morrison Road, Ryde.

PROPOSAL

This report provides an update on the recently completed traffic and pedestrian counts that were undertaken to assess whether the location meets the warrants for a pedestrian crossing.

When considering the installation of pedestrian crossings, TfNSW, and hence Ryde Traffic Committee, considers the number of pedestrians crossing and vehicles passing a potential site. The TfNSW warrants for a standard pedestrian crossings are:

In three separate one-hour periods on a typical day:

- Pedestrians crossing (P) ≥ 30 , and
- Vehicles passing (V) ≥ 500 , and
- $P \times V \geq 60,000$.

The $P \times V$ value can be reduced to 45,000 if Council can demonstrate "special circumstances". There are no special circumstances at this location.

Traffic and pedestrian counts were undertaken on Thursday 4 February 2021. A summary of results is provided in *Table 1*. The results demonstrate that the minimum pedestrian volumes do not meet the TfNSW warrants for a pedestrian crossing.

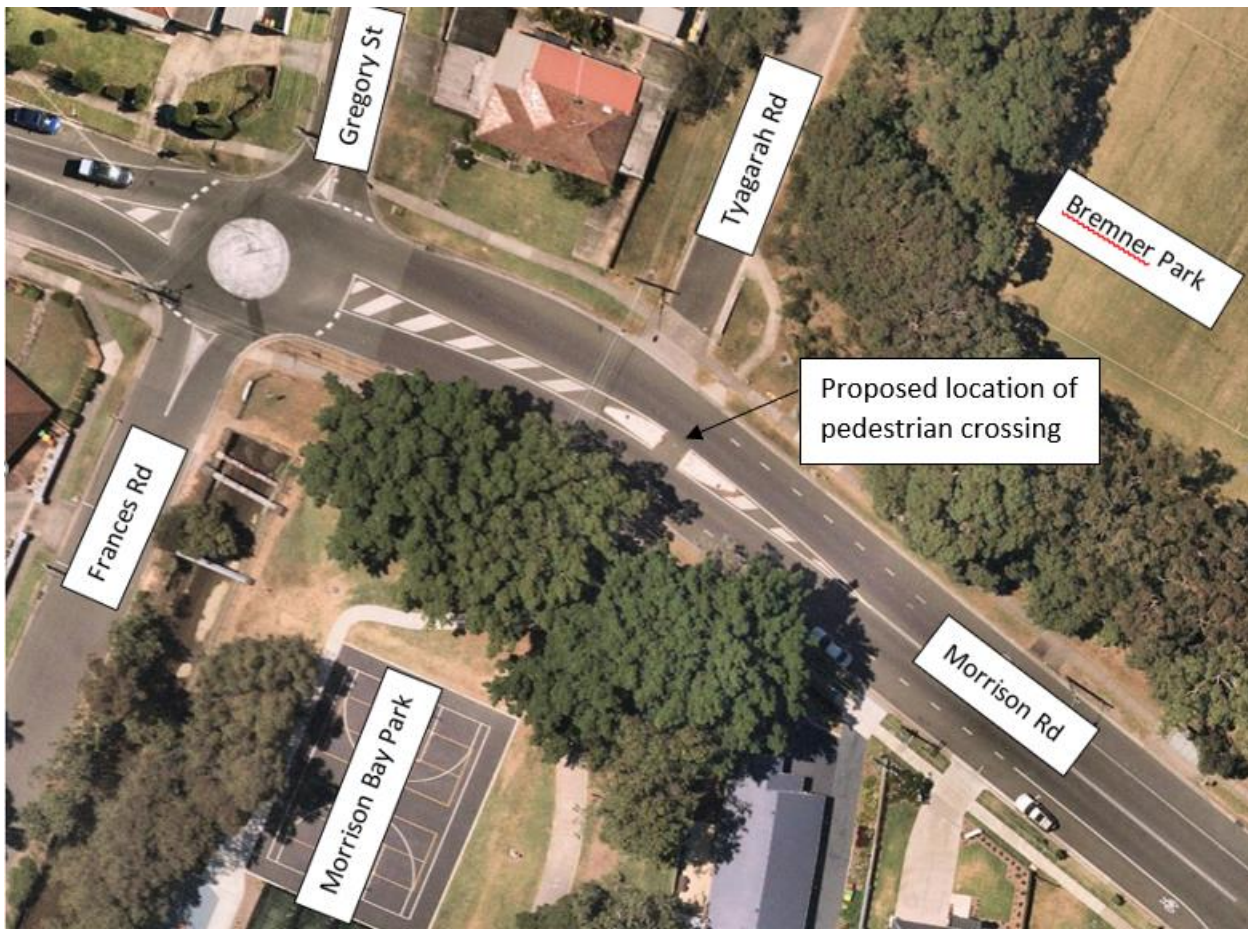


Figure 1: Location Plan

Table 1 Traffic and pedestrian counts at the existing pedestrian refuge in Morrison Road, between Bremner Park and Morrison Bay Park, Ryde.

Time period	Pedestrians crossing (P)	Vehicles passing (V)	P x V
7:00am – 8:00am	13	939	12,207
8:17am – 9:17am	17	841	14,297
12:10pm – 1:10pm	4	359	1,436
2:40pm – 3:40pm	3	814	2,442
3:50pm – 4:50pm	4	1014	4,056

RECOMMENDATION:

The Ryde Traffic Committee recommend:

- a) That no changes be made to the existing pedestrian refuge on Morrison Road at Bremner Park.



ITEM (H): HENDERSON STREET, DENISTONE EAST
SUBJECT: PARKING CHANGES

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

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

DISCUSSION:

Following a request from the Principal of Denistone East Public School, Council installed a temporary 'No Parking 8-9.30am 2.30-4pm School Days' in June 2020 to assist with the additional demands at student drop-off and pick-up times caused by Covid-19 related restrictions in place at schools. The location was originally unrestricted parking.

The changes were implemented under Covid-19 related delegation from Transport for NSW (TfNSW) which, in agreement with the school, was to be in place until August 2020. Council staff reviewed all properties on Henderson Street between Boronia Lane and Kings Road to ensure each property had access to off-street parking. Having determined so, all properties were notified that the temporary changes would be in place for three months.

During this time, the school requested these changes be made permanent to continue to facilitate an additional Kiss & Ride zone. It should be noted that a permanent Kiss & Ride zone was one of the recommendations of the Denistone East Traffic and Parking Matters Report endorsed at the 14 May 2019 Works & Community Committee meeting. However, at the time, the school did not wish to proceed with this proposal and the item was not included in the subsequent report to Traffic Committee for approval.

Following the request by the school for a permanent Kiss & Ride zone, consultation was undertaken with the fourteen properties on Henderson Street between Boronia Lane and Kings Road. In response, a petition was received with signatories from seven properties opposing the permanent changes. It should be noted that one property was outside the consultation area on the other side of Boronia Lane.

As one of the objections raised by residents was that the original temporary time frame advised was not being honoured, Henderson Street reverted to unrestricted parking at the end of September, while staff considered next steps.

Subsequently, a Mayoral Minute was raised at the 24 November 2020 Council meeting and the following resolution was endorsed unanimously:

- (a) *That Council immediately reinstate the No Parking 8-9.30am & 2.30-4pm School Days on Henderson Street along the frontage of Denistone East Public School.*



(b) That Council advise Denistone East Public School and residents on Henderson Street between Boronia Lane and Kings Road of the change.

Council now seeks to make the temporary changes permanent. It should be noted that since the above restrictions have been put in place, Council has not received any feedback from the local community who were initially opposed to the restrictions.

As previously advised all affected residents have access to off -street parking, with the No Parking restrictions only in place during the drop off and pick up times, outside of these hours the area becomes unrestricted.



Figure 1: Location Plan

RECOMMENDATION:

The Ryde Traffic Committee recommends that the following temporary parking restrictions be made permanent:



- a) 'No Parking 8am-9.30am 2.30pm-4pm Schools Days' along the Henderson Street school frontage between Boronia Lane and Kings Road.
- b) 'No Parking' in front of the emergency access driveway on the Henderson Street school frontage.



Figure 2: Proposed Restrictions