



ITEM (A): PORTER STREET, CONSTITUTION ROAD AND NANCARROW AVENUE

SUBJECT: NO PARKING – AUSTRALIA POST VEHICLES EXCEPTED

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

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

PROPOSALS

Council proposes to:

- a) Replace a single 2P parking space with 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 6PM at the property frontage of 13-15 Porter Street, Ryde.
- b) Install a 6m long 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 5PM' on Constitution Road at the rear of 1 Hamilton Crescent, Ryde.
- c) Replace a single 2P parking space with 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 6PM at the property frontage of 20 Nancarrow Avenue, Meadowbank.

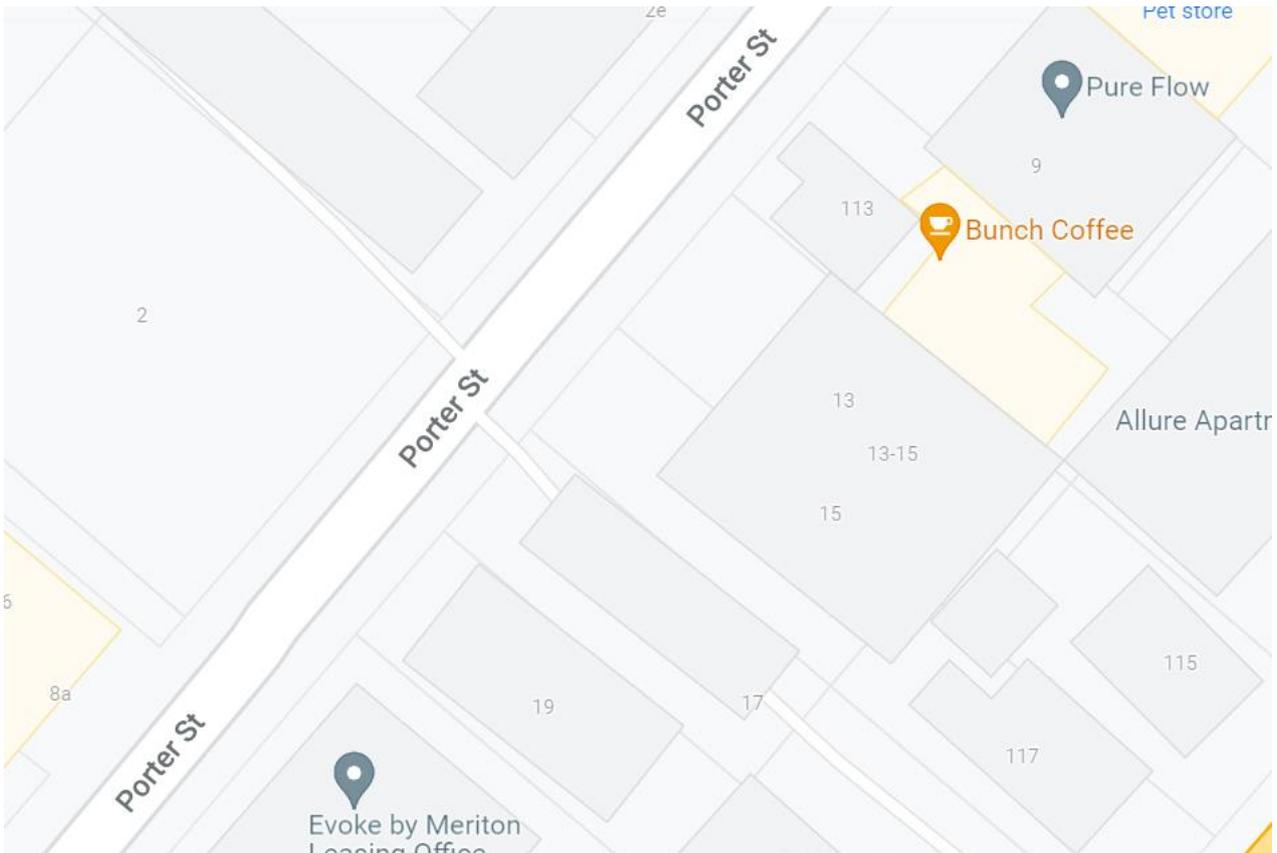


Figure 1: Location Plan – Porter Street

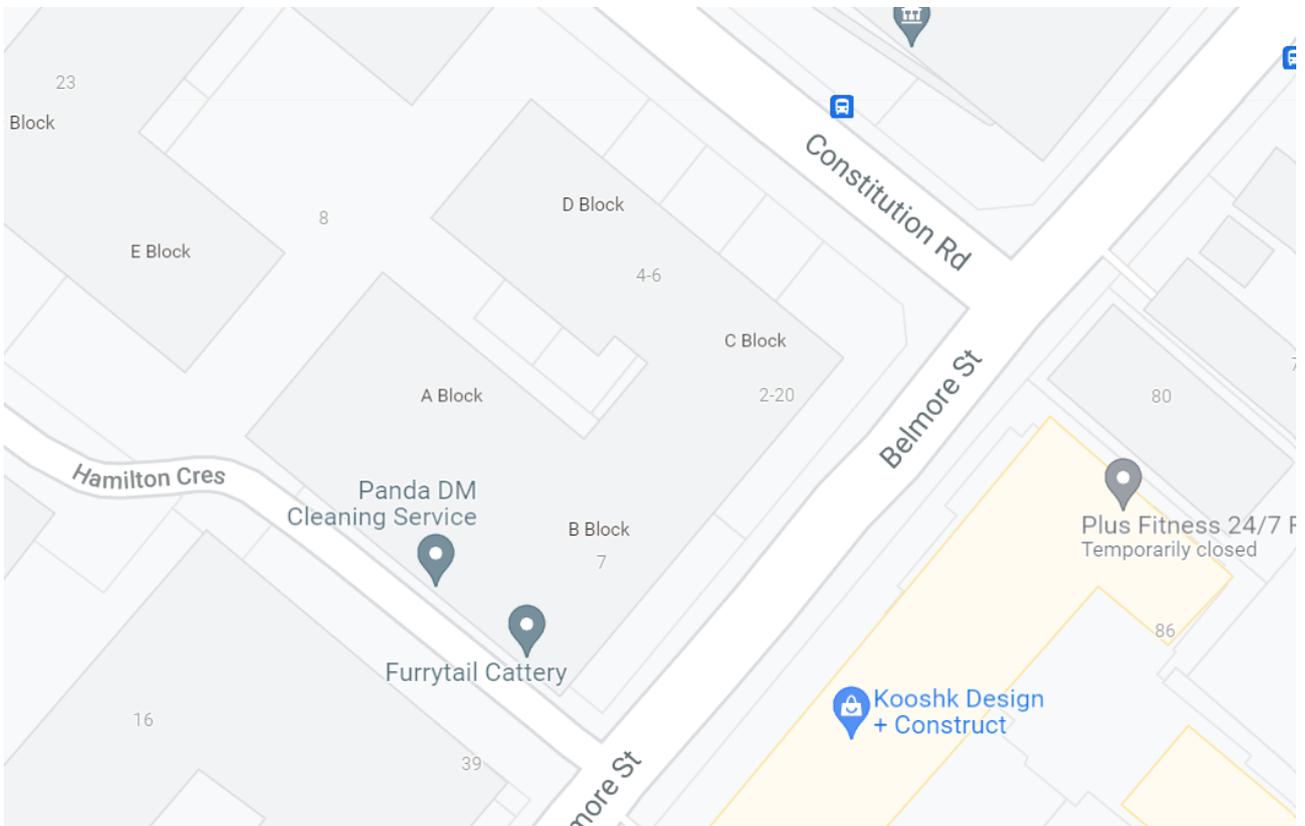


Figure 2a: Location Plan – Constitution Road

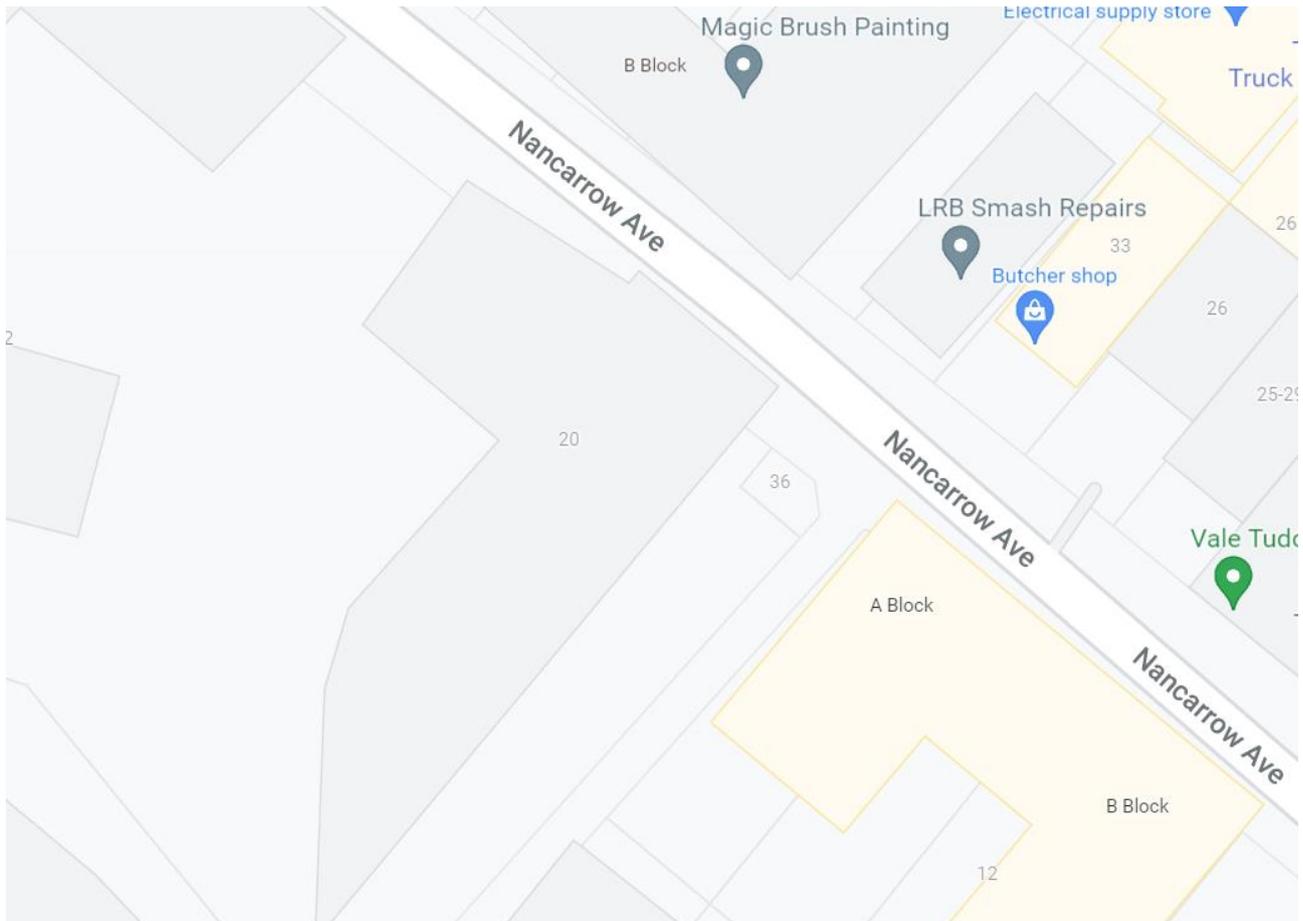


Figure 3b: Location Plan – Nancarrow Avenue

DISCUSSION

Council has received a request from Australia Post to allocate parking spaces for Australia Post vehicles in Porter Street, Constitution Road and Nancarrow Avenue to better serve the growing community in the Meadowbank area.

A site investigation was undertaken to find appropriate parking spaces for Australia Post vehicles in Porter Street, Constitution Road and Nancarrow Avenue. This investigation revealed the very high occupancy rates in these streets means that there is very limited free parking available in which Australia Post can manage its services in this area.

Porter Street: To provide appropriate parking for Australia Post in Porter Street, Ryde, it is proposed to replace a single 2P: Mon – Fri - 8AM to 6PM parking space with No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 6PM at the property frontage of 13-15 Porter Street, Ryde.

Constitution Road: The existing parking on southern side of Constitution Road at the rear of 1 Hamilton Crescent is unrestricted. To provide appropriate parking for Australia Post in Constitution Road, Ryde, it is proposed to convert 6m of the existing unrestricted parking



to No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 5PM in Constitution Road, Ryde at the rear of 1 Hamilton Crescent.

Nancarrow Avenue: The parking on southern side of Nancarrow Avenue at the property frontage of 20 Nancarrow Avenue, Meadowbank is 2P – Mon – Fri – 8PM to 6PM. To provide an appropriate parking for Australia Post in Nancarrow Avenue, Meadowbank, it is proposed to replace a single 2P – Mon – Fri - 8AM to 6PM parking space with No Parking - Australia Post Vehicles Excepted – Mon - Fri – 8AM to 6PM at the property frontage of 20 Nancarrow Avenue, Meadowbank.

The reason why there is a difference in the requested time restrictions between Constitution Road and the other two roads, is purely to tie in with existing parking restrictions on Porter Street and Nancarrow Avenue.

CONSULTATION

Residents of the following properties on Porter Street, Constitution Road, and Nancarrow Avenue were consulted about the proposed changes; however, no adverse responses were received.



Figure 2: Distribution Map – Porter Street

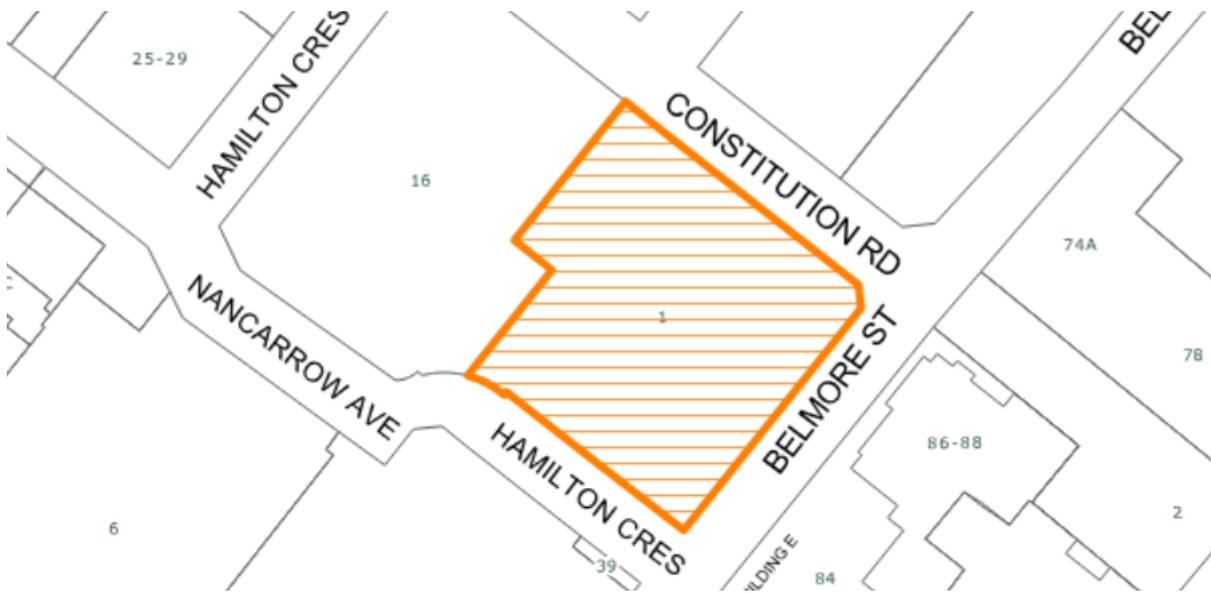


Figure 2a: Distribution Map – Constitution Road



Figure 2b: Distribution Map – Nancarrow Avenue



RECOMMENDATION:

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

- a) Replacing a single 2P parking space with 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 6PM at the property frontage of 13 -15 Porter Street, Ryde.
- b) Installing a 6m long 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 5PM' on Constitution Road at the rear of 1 Hamilton Crescent, Ryde.
- c) Replacing a single 2P parking space with 'No Parking - Australia Post Vehicles Excepted – MON - FRI – 8AM to 6PM at the property frontage of 20 Nancarrow Avenue, Meadowbank.

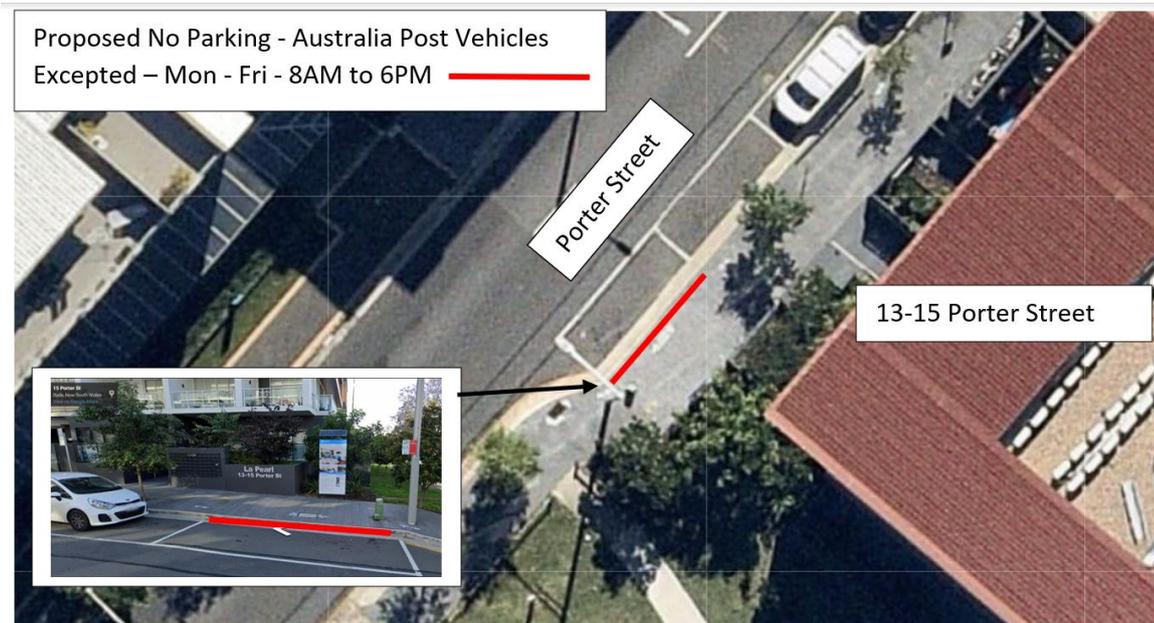


Figure 3: Proposed No Parking –Australia Post Vehicles Excepted in Porter Street, Ryde

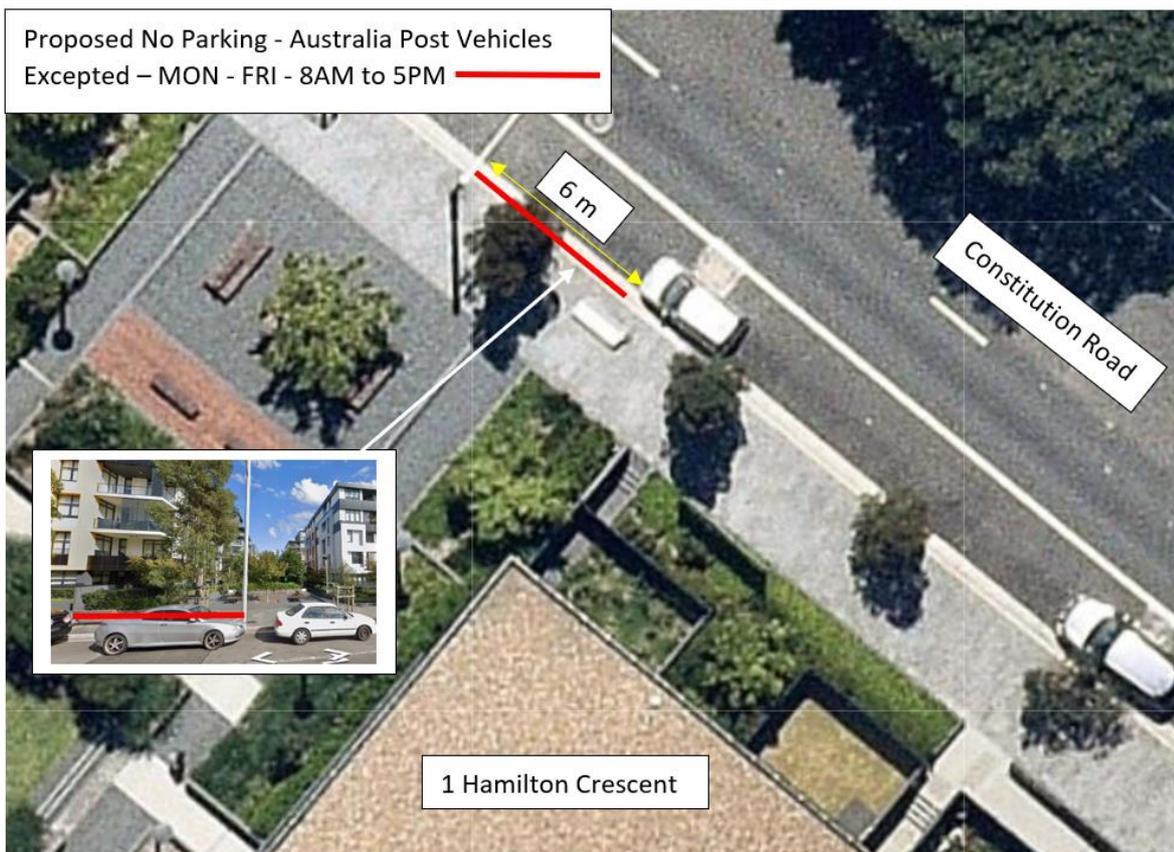


Figure 3a: Proposed No Parking –Australia Post Vehicles Excepted in Constitution Road, Ryde

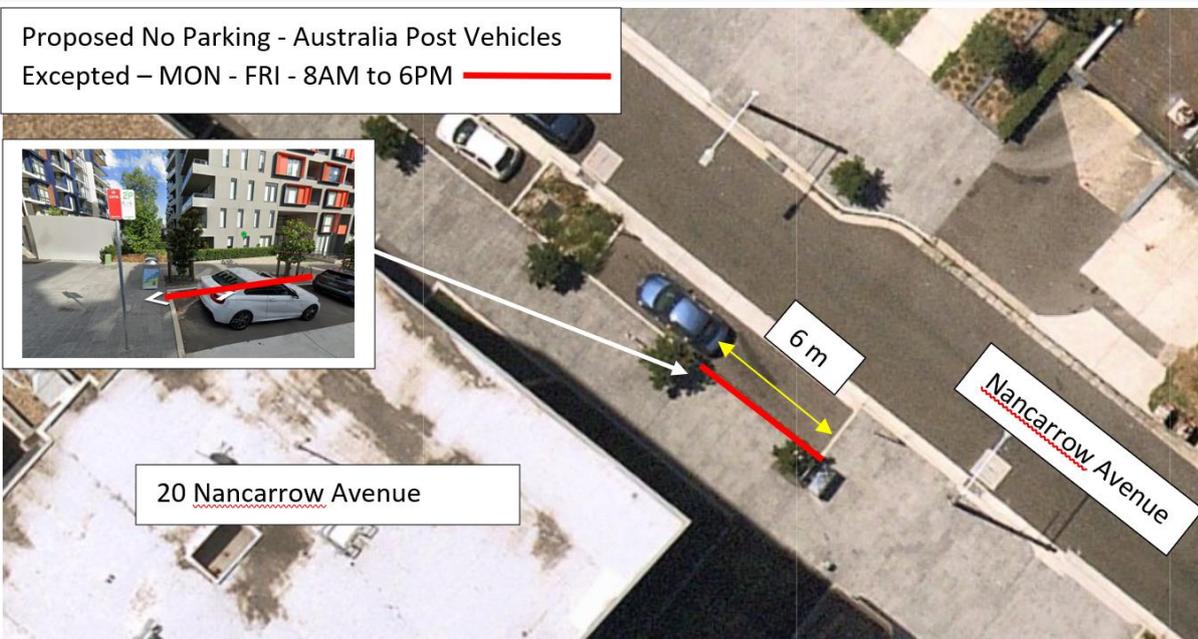


Figure 3b: Proposed No Parking –Australia Post Vehicles Excepted in Nancarrow Avenue, Meadowbank



ITEM (B): KHARTOUM ROAD, MACQUARIE PARK
SUBJECT: PROVISION OF A RAISED CENTRAL MEDIAN WITHIN KHARTOUM ROAD ACROSS THE NORTHERNMOST PRIVATE ROAD ASSOCIATED WITH AN APPROVED MIXED-USE DEVELOPMENT AT 11 – 17 KHARTOUM ROAD, MACQUARIE PARK

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2017/0547, LDA2020/0229 & LDA2021/0035

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

INTRODUCTION

Concept Masterplan (Council Reference: LDA2017/0547 & LDA2020/0229)

Development consent was originally issued by Council on 10 December 2019 (Council reference: LDA2017/0547) for the following works within 11 – 17 Khartoum Road, Macquarie Park:

- A concept masterplan of a mixed-use development, which is proposed to provide a total GFA of 59,769m² over five (5) multi-storey buildings (labelled from A – E on the approved architectural plans). A maximum off-street car parking provision of 987 spaces was stipulated for the entire masterplan development;
- Stage 1 (Building A) – Demolition of existing site structures within the south-western corner of the site to facilitate a new 10 storey commercial/retail building;
- Two (2) northwest/southeast aligned private roads are to be constructed to provide connectivity between Khartoum Road and future Road 22 (refer to part 4.5 of Council's DCP) as well as direct access into the off-street parking areas servicing the future buildings associated with approved masterplan development; and
- A northeast/southwest pedestrian walkway connecting the existing shared use path along the southern side of Talavera Road and the future footpath along the northern side of Road 1 in accordance with Part 4.5 of Council's DCP.

A Section 4.55 modification (Council reference: LDA2020/0229) to LDA2017/0547 was approved by Council on 9 December 2020 for the following alterations and additions:

- Retention of Building A;
- Consolidation of Buildings B, C and D into a single building (New Building B) to occupy the eastern portion of the site;
- Reconfigure and rename Building E to Building C;
- Relocate Building D between Building A and Building C within the western portion of the site;
- An interconnected basement car park for Building A, C and D;



- A reduction in the maximum off-street parking provision from 987 spaces to 765 spaces for the entire site (inclusive of the 294 spaces for Building A);
- Modified internal road network (i.e. the two (2) east/west internal roads will provide access to Khartoum Road only);
- Increase the allowable height for all proposed buildings to 45m; and
- Modifications to several Consent Conditions to facilitate proposed changes mentioned in the above dot points

It is noted that no changes are proposed to the total floor space being 59,769m², with 49,769m² dedicated to Buildings A, C and D (proposed for commercial/retail uses) and 10,000m² dedicated to Building B (proposed to be a new data Storage centre). It is further noted that a separate Development Application is to be lodged with Council for the change in land use associated with Building B.

Figure 1 below illustrates the approved modified layout to the original concept masterplan being an extract of the approved architectural plans prepared by 3XN.

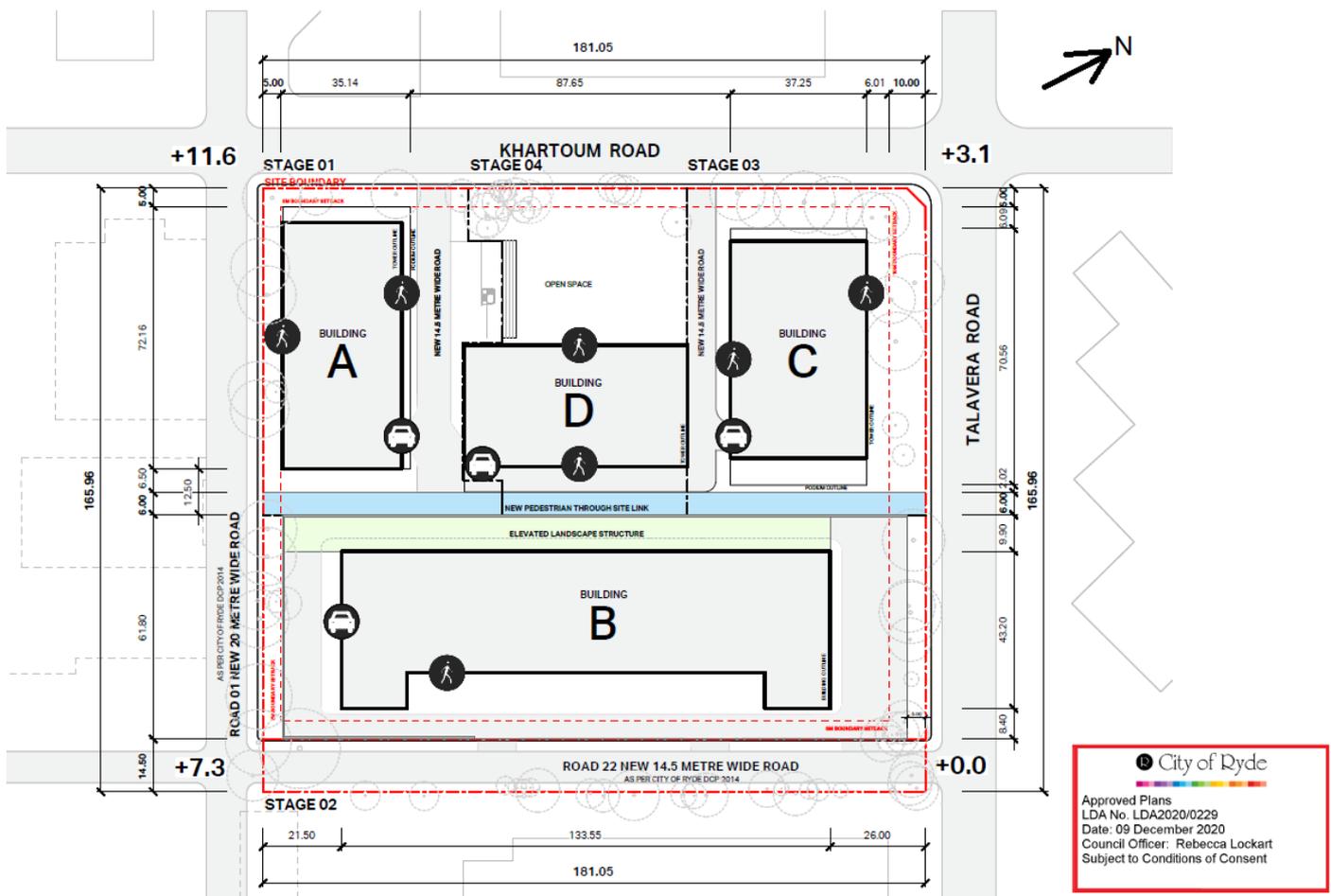


Figure 1 - Site Layout of Concept Masterplan

Building C (Council Reference: LDA2021/0035)

A Development Application (DA) has been lodged for Building C of the approved concept masterplan, which is proposed to occupy the north-western corner of the development site.



The subject DA also involves the construction of the northernmost private access road connecting with Khartoum Road, which is proposed to be located approximately 53m to the south of Talavera Road. **Figure 2** below shows the site layout with respect to the surrounding public road network being an extract of the approved architectural plans prepared by 3XN.

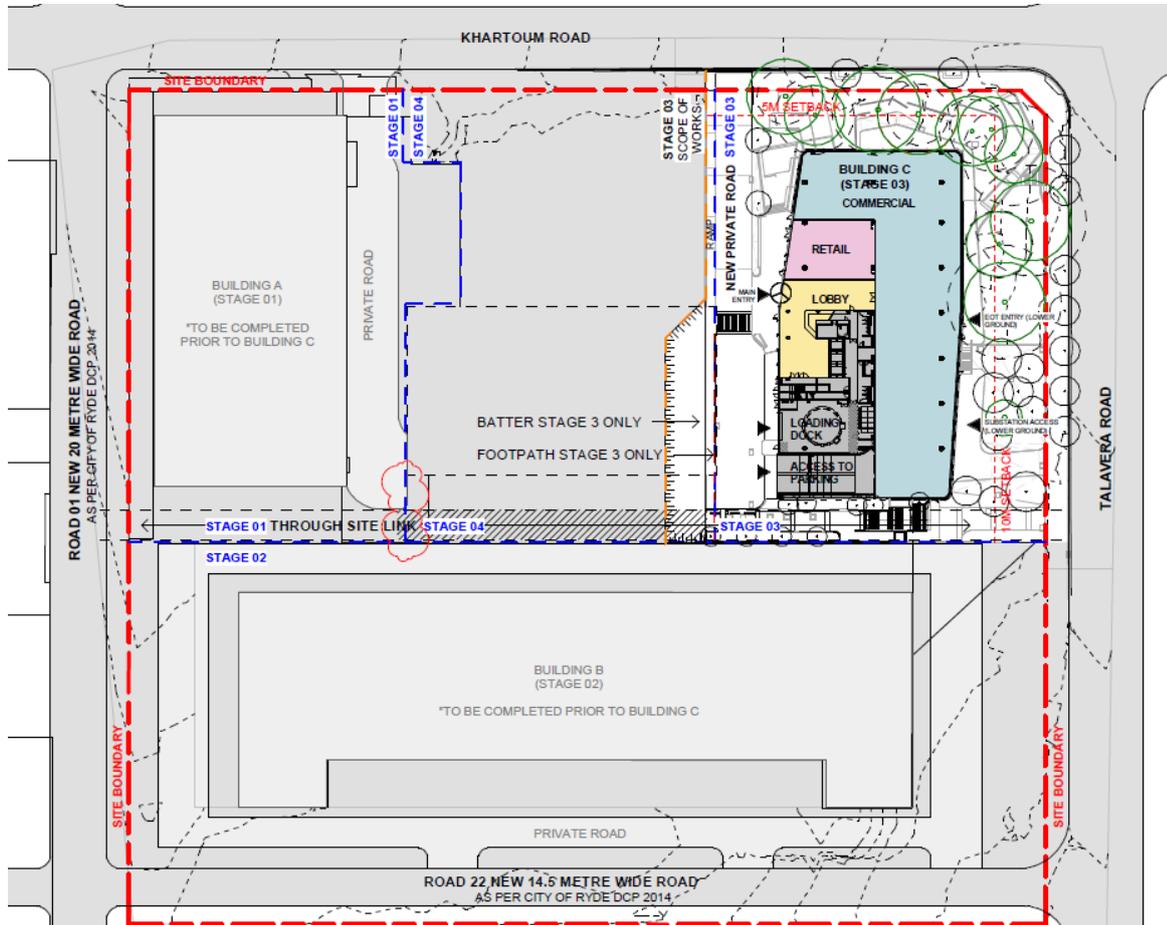


Figure 2 – Building C Site Layout

PROPOSED TRAFFIC MANAGEMENT MEASURE WITHIN KHARTOUM ROAD

In order to mitigate the traffic impacts associated with Building C and the overall concept masterplan on the adjoining public road network (primarily Khartoum Road and Talavera Road), vehicle access movements to and from the site via the northernmost private road is proposed to be restricted to left in/left out (i.e. right turn movements are banned). This is to be implemented through the provision of a raised central median within Khartoum Road, which is to be supplemented by regulatory “ALL TRAFFIC LEFT” signage facing drivers exiting from the northernmost private road and “NO RIGHT TURN” signage facing drivers approaching the northernmost private road from Khartoum Road from the south.

Figure 3 overleaf shows the indicative location of the proposed median and signage in the context of the surrounding public road network.



Figure 3 – Indicative location of proposed central median and supplementary signage

DISCUSSION

The raised central median is proposed to have a width of 600mm and a length of approximately 19m. The median is to be designed and constructed in accordance with City of Ryde Standard Drawing No. CIV.1.1.1 (Revision E) and Transport for NSW's (TfNSW) Technical Drawing No. R0300-01.

Please see concept plan (Drawing No. SKC11.01, Revision 03) provided at the end of this report prepared by Northrop for more details on the median design and signage & line marking arrangements.

The proposed works will not change the existing carriageway width of Khartoum Road (measured between kerb faces), nor will it involve any changes to the existing signal operations at the intersection of Talavera Road and Khartoum Road. Currently, Khartoum Road between Talavera Road and the southern end of the proposed median has the following parking restrictions:

- “NO PARKING” restrictions along the eastern side of Khartoum Road; and
- A combination of “NO PARKING” and “NO PARKING 6AM – 10AM AND 3PM – 7PM, MONDAY TO FRIDAY”/“5P TICKET 10AM – 3PM, MONDAY TO FRIDAY” is provided along the western side of Khartoum Road.



The abovementioned existing on-street parking restrictions make the section of Khartoum Road between Talavera Road and the southern end of the proposed median a dual lane carriageway which accommodates two (2) through lanes of traffic in each direction.

The concept plan prepared by Northrop indicates that the existing trafficable pavement width of Khartoum Road between kerb faces (where the median works are proposed) is 12.6m. The introduction of a 0.6m wide median will reduce this existing pavement width from 12.6m to 12m, which is still wide enough to accommodate four (4) 3m wide travel lanes. Table 4.3 of Part 3 (Geometric Design) of Austroads Guide to Road Design (hereafter referred to as "Austroads Guide") indicates that a minimum traffic lane width of 3m is acceptable on low speed roads with low heavy vehicle traffic volumes. Clause 3.2.5 of the *Austroads Guide* specify a low speed environment to be between 31km/h and 69km/h.

It is noted that Khartoum Road has a signposted speed limit of 50km/h. It is further noted that heavy vehicle traffic volumes along Khartoum Road has been identified to constitute approximately 3 – 8% of the total vehicular traffic travelling along this public road. In this regard, Khartoum Road between Talavera Road and Waterloo Road fits the *Austroads Guide* definition of a low speed road with low heavy vehicle traffic demands. As such, the 3m wide travel lanes on either side of the proposed median complies with the minimum *Austroads Guide* standards. The slightly narrowed width at the proposed median location is also expected to assist with deterring speeding along Khartoum Road, thereby improving traffic safety along this route.

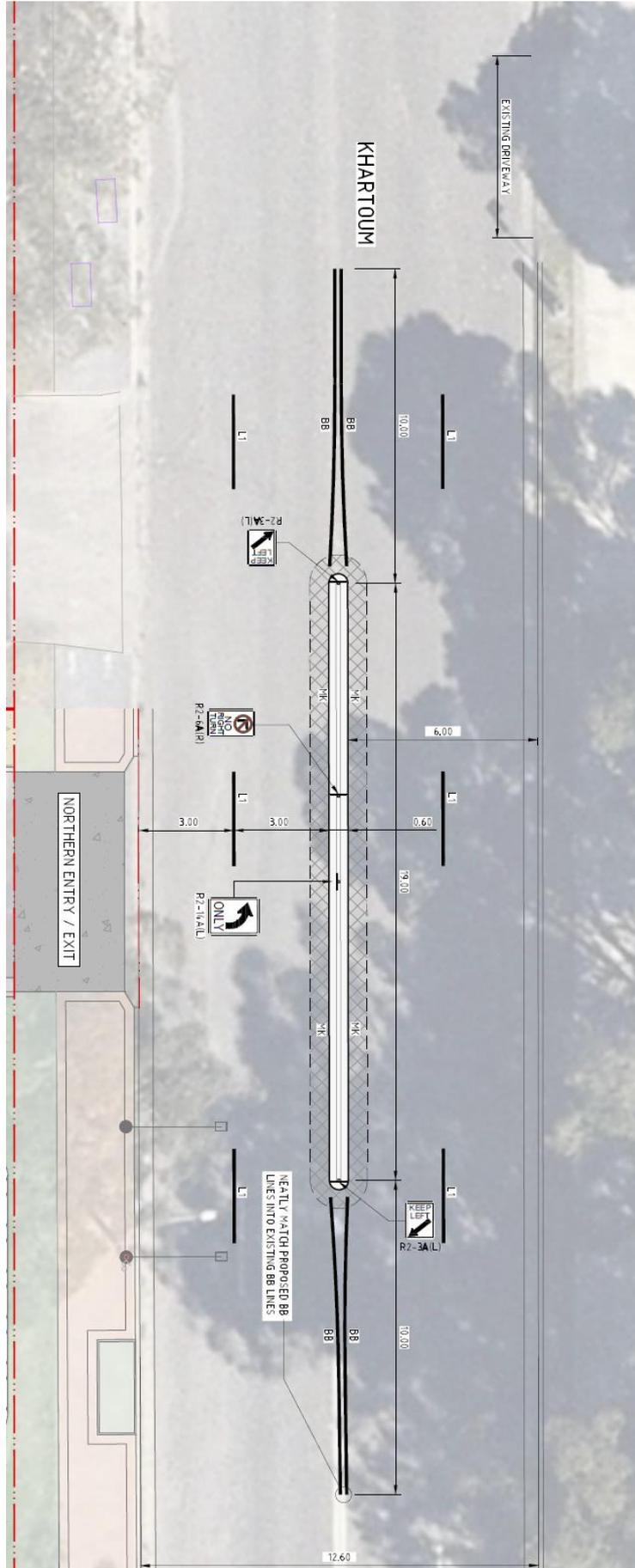
In addition to the above, there are no existing driveways servicing adjacent properties (and/or properties on the western side of Khartoum Road directly opposite the site) that would be affected by the subject proposal. Please refer to Northrop's concept plan on the following page for reference.

The proposed median and signage works within Khartoum Road are to be installed by the applicant at no cost to Council as part of the approval of the development as it directly relates to mitigating the impact of the development traffic on Khartoum Road and at its intersection with Talavera Road.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The proposed median and signage works outlined within Northrop's concept plan (Drawing No. SKC11.01, Revision 03) within Khartoum Road, which will extend across the northern driveway of the future development at 11 – 17 Khartoum Road be supported to restrict access movements via this driveway to left in/left out.
- b) The proposed median and signage works within Khartoum Road is to be designed in accordance with relevant Council and TfNSW technical specifications/standards and installed by the applicant at no cost to Council.





ITEM (C): BUSACO ROAD, MARSFIELD

SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: LOCAL

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

PROPOSAL

Council is proposing to formalise the operation of an existing bus stop (No.212233), adjacent to No1A Busaco Road by the installation of a formalised Bus Zone. This bus stop currently services several scheduled bus routes namely the 292, 293 and 551.

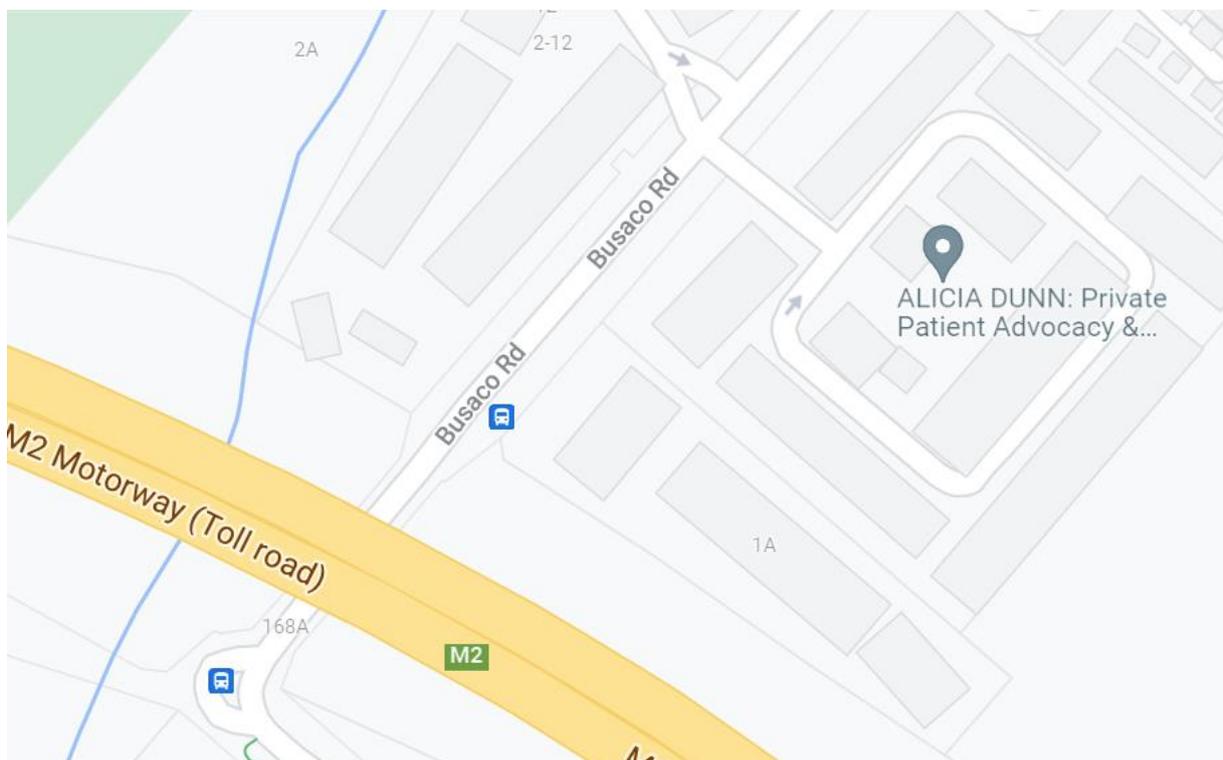


Figure 1. Site Location

This location was previously defined as a bus stop by the location of a J Stem provided by Transport for NSW (TfNSW). This sign has been damaged and has been replaced by a smaller sign. Due to the ambiguous nature of the signage this area is now being viewed as an unrestricted parking area, which is affecting bus operations in the area.

Under the NSW Road Rules a bus stop whether signposted as a bus zone or not is required to be kept free of vehicles for a distance of 20m on approach to the J Stem and



10m on the departure side of the J Stem. Vehicles parked in this area are liable to be infringed.

CONSULTATION

The residents of 1a Busaco Road, Marsfield have been notified that the existing bus stop that fronts their property will be formalised with appropriate bus zone signage as per NSW Road Rules 2014.



Figure 2: Aerial view

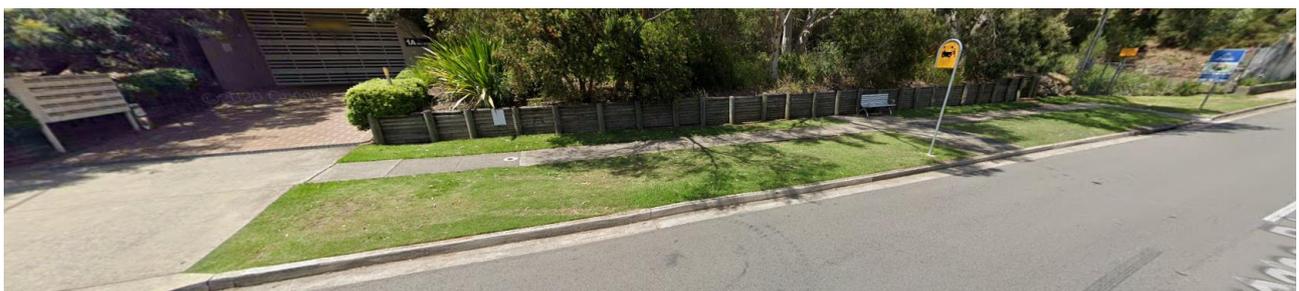


Figure 3: Street view of the existing Bus Stop

RECOMMENDATION

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

- a) A 34m bus zone be installed on the eastern side of Busaco Road between the driveway access of No.1A Busaco Road and the commencement of the BB line.



- b) That TfNSW be requested to reinstate the J Stem at bus stop 212233



ITEM (D):	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

Local Government Road Safety Program

Sydney Region Road Safety Officer network meetings are resuming in November. These forums provide an opportunity for presentations and updates on road safety campaigns and resources from the Centre for Road Safety.

Council is currently mapping additional locations for installation of the LOOK OUT BEFORE YOU STEP OUT pavement vinyls around schools and Eastwood Town Centre.

Child Car Seat Checking Program

The final batch of vouchers in the current tranche have been distributed to residents. The overwhelming majority of recipients this year are first time users of the free service, which is a good result. Another tranche of vouchers will be available in early January 2022.

COUNCIL FUNDED PROGRAMS

School Zone Safety Program

Council's Road Safety Officer and Rangers are working together to provide support for schools from 25 October 2021 when all students return, with a focus on the following:

- Italian Bi-lingual School in Meadowbank – a new Kiss & Ride zone on Angas Street will be in use for the first time. Council created a guide for parents showing travel routes to enter and exit the area and information on the safe use of Kiss & Ride zones.
- Kent Road Public School – the indented Kiss & Ride zone has been recently completed and is now located preceding the raised pedestrian crossing. The new location removes the previous issue of vehicles queuing over the pedestrian crossing to access the Kiss & Ride zone. As the Kiss and Ride zone is now indented, activities associated with this area will have less of an impact on through traffic movements on Kent Road.
- Marist College Eastwood and St Kevin's Primary School, Eastwood – upgrade works on Hillview Road are currently in progress. Council met with the school principals earlier this year to discuss the works and the impact on school traffic. Works along the school frontages have been completed and the primary school Kiss & Ride area will be clear for return to school. Traffic control will be in place to



assist with traffic flow in school zone times.

- Ryde Secondary College – works to install a footpath along the school frontage on Forrest Road are in progress. Council has been working closely with the school to ensure the works, which include road widening and kerb and guttering, are managed to accommodate the needs of the school as best as they can be. The school has been supportive as they have been lobbying for the installation of the footpath for some time.

The latest School Zone Safety Newsletter for Term 4 2021 has been sent to all primary schools. The quarterly newsletter is a collaboration between City of Ryde, Hornsby and Lane Cove councils. See attached.

Active Travel Program – Meadowbank Employment Education Precinct (MEEP)

Council is currently working with stakeholders in a Transport Working Group for the MEEP, including representatives from School Infrastructure NSW, Department of Education, Transport for NSW and consultants involved on the project. A Travel Coordinator is expected to be appointed to work with the school and the group is currently waiting to review a draft transport access guide for the new site.

It should be noted that Council raised a number of concerns about proposed pedestrian crossing locations along Victoria Road in the vicinity of the main school access point that were in original plans and approved for Federal funding but have not received TfNSW approval for installation.

2022 Road Safety Calendar

The 2022 Road Safety Calendar, a joint project of City of Ryde, Hornsby, North Sydney, Willoughby, Lane Cove, Ku-ring-gai, and Northern Beaches Councils, is currently being printed and expected to be delivered in the first week of November 2021. It will be available at Customer Service, City of Ryde libraries, the RALC and through various community organisations and Ryde Police Area Command.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted

Term 4 - 2021

SCHOOL ZONE

Road Safety News

Welcome to the final edition of the School Zone newsletter for 2021! In this edition we will share some bus safety tips for both drivers, parents and carers.

NSW has one of the largest bus fleets in Australia. Buses can't stop quickly because they are large and heavy vehicles, so it's worth remembering the following tips.

Useful driver tips

- Lights flash on buses to warn motorists that buses are picking up and dropping off passengers (often school children)
- Slow down to 40km/h when overtaking or passing a bus displaying flashing lights
- A driver can help keep children safe by:
 1. Sticking to the speed limit and following the road rules in school zones
 2. Slowing down to 40km/h when bus lights are flashing
 3. Looking out for children crossing the road near bus stops in school zones or along bus routes
 4. Giving way to buses when they merge back into the traffic



Useful parent and carer tips

Children are most at risk in the minutes after getting off the bus. Below are some ways you can help reduce this risk:

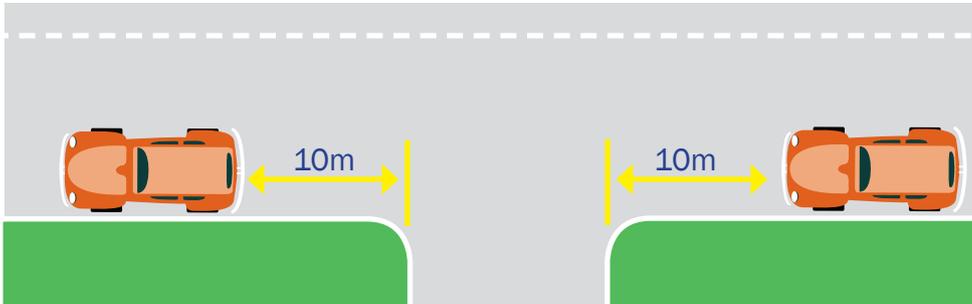
- Always drop off/pick up your child on the same side of the road as the bus stop (but not in the Bus Zone)
- Meet your child at the bus stop (remembering to stand back from the kerb)
- Wait until the bus has gone before choosing a safe place to cross the road



Parking Rules

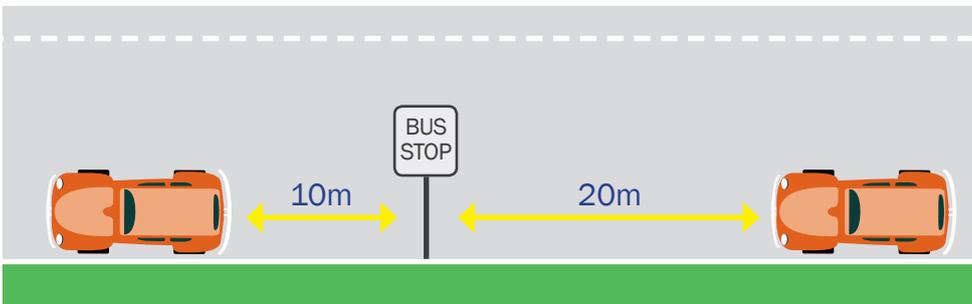
Please park safely and legally on the streets around your school. Park legally so you do not incur parking fines and demerit points. Council's Traffic Compliance Officers enforce parking around schools. If you park contrary to the road rules you will be fined!

You cannot stop or park your vehicle:



Within 10m of an intersecting road at an intersection without traffic lights (20m with traffic lights), unless a sign states you can park there (see image at left).

PENALTIES FROM: \$464
Demerit Points apply in School Zone

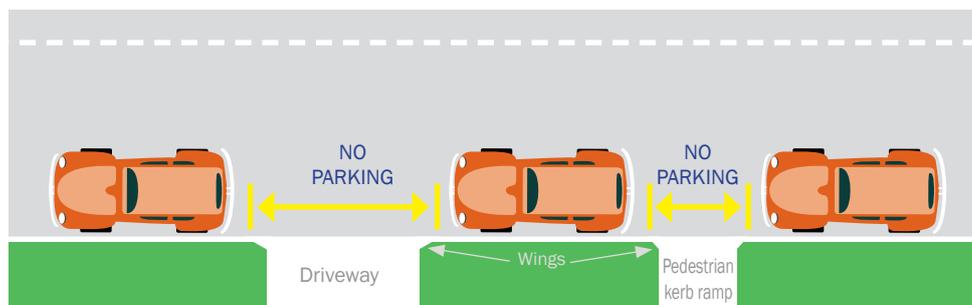


Within 20m before and 10m after a bus stop (see image)

PENALTIES FROM: \$349
Demerit Points apply in School Zone

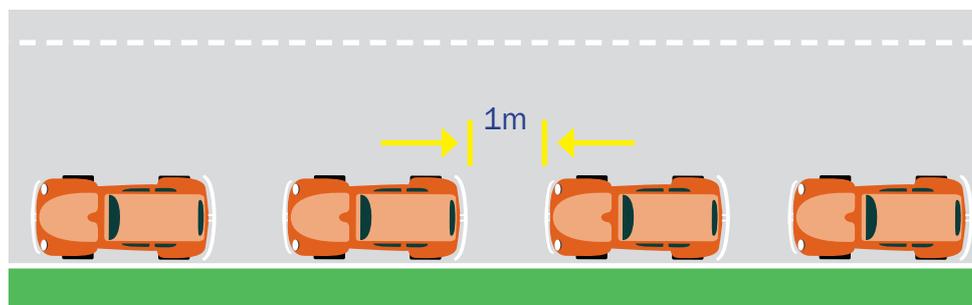
Parallel parking

This is the usual way to park unless signs tell you otherwise. You must park in the same direction as the adjacent traffic and parallel and as close as possible to the kerb.



You can NOT park across driveways or pedestrian kerb ramps. A vehicle can be parked up to the wings on the driveways or ramp (see image)

PENALTIES FROM: \$349
Demerit Points apply in School Zone



You should park at least one metre from any other parked vehicle and entirely within any marked parking lines where provided (see image)

PENALTIES FROM: \$116



ITEM (E): **WICKS ROAD, MACQUARIE PARK**
SUBJECT: **NO PARKING – COUNCIL AUTHORISED VEHICLES EXCEPTED**

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

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

PROPOSALS

Council proposes to install a 22m section of No Parking – Council Authorised Vehicles Excepted on the western side of Wicks Road, Macquarie Park adjacent to Porters Park.

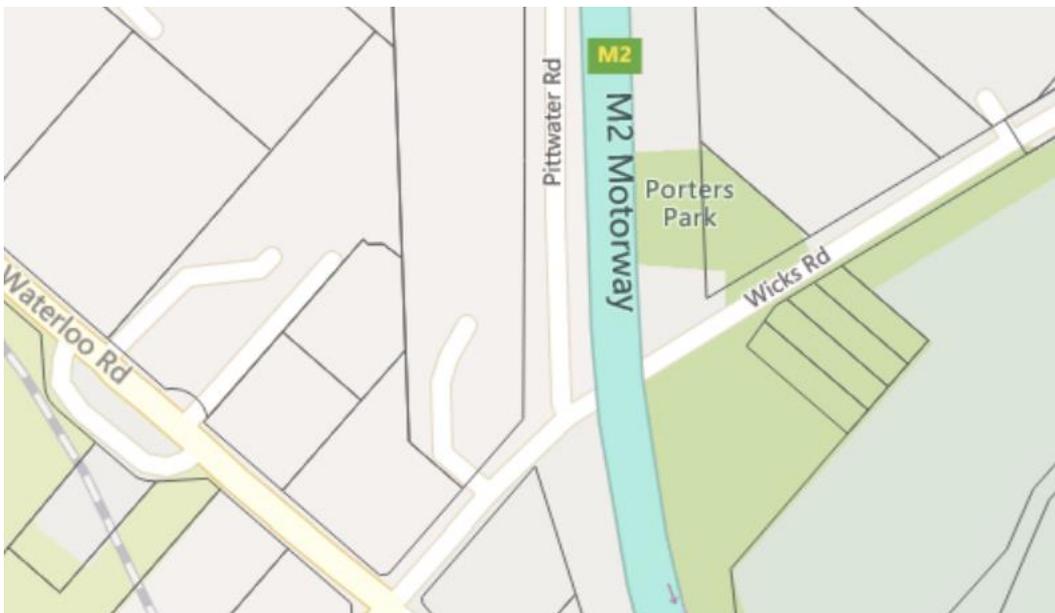


Figure 1: Location Plan – Wicks Road

DISCUSSION

Council has received a request from Council’s Operations Team to provide access to an existing hydrant on Wicks Road.

This water collection facilitates dust mitigation at Porters Creek, which is an EPA requirement.

The western side of Wicks Road at this location is currently signposted as full time No Parking. This change is to permit a Council vehicle to pump water several times a day for 30-minute intervals.



CONSULTATION

As there are no affected property owners who would be impacted by the proposal, no consultation has been conducted on this item.



Figure 2: Location Plan – Wicks Road

RECOMMENDATION:

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

- a) The installation of a 22m section of 'No Parking – Council Authorised Vehicles Excepted' on the western side of Wicks Road, adjacent to Porters Park. The adjoining parking restrictions to be modified to reflect the above change.



ITEM (F) FALCONER STREET, WEST RYDE

SUBJECT: AT-GRADE 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 about the item discussed below.

PROPOSAL

Council is proposing to:

- a) Install an at-grade pedestrian crossing and associated No Stopping restrictions in Falconer Street along the side frontages of 924 and 932 Victoria Road, West Ryde.
- b) raise the existing painted island where the staggered pedestrian crossings meet and install a pedestrian fence where it interfaces with through traffic on, and left turning traffic from Victoria Road.

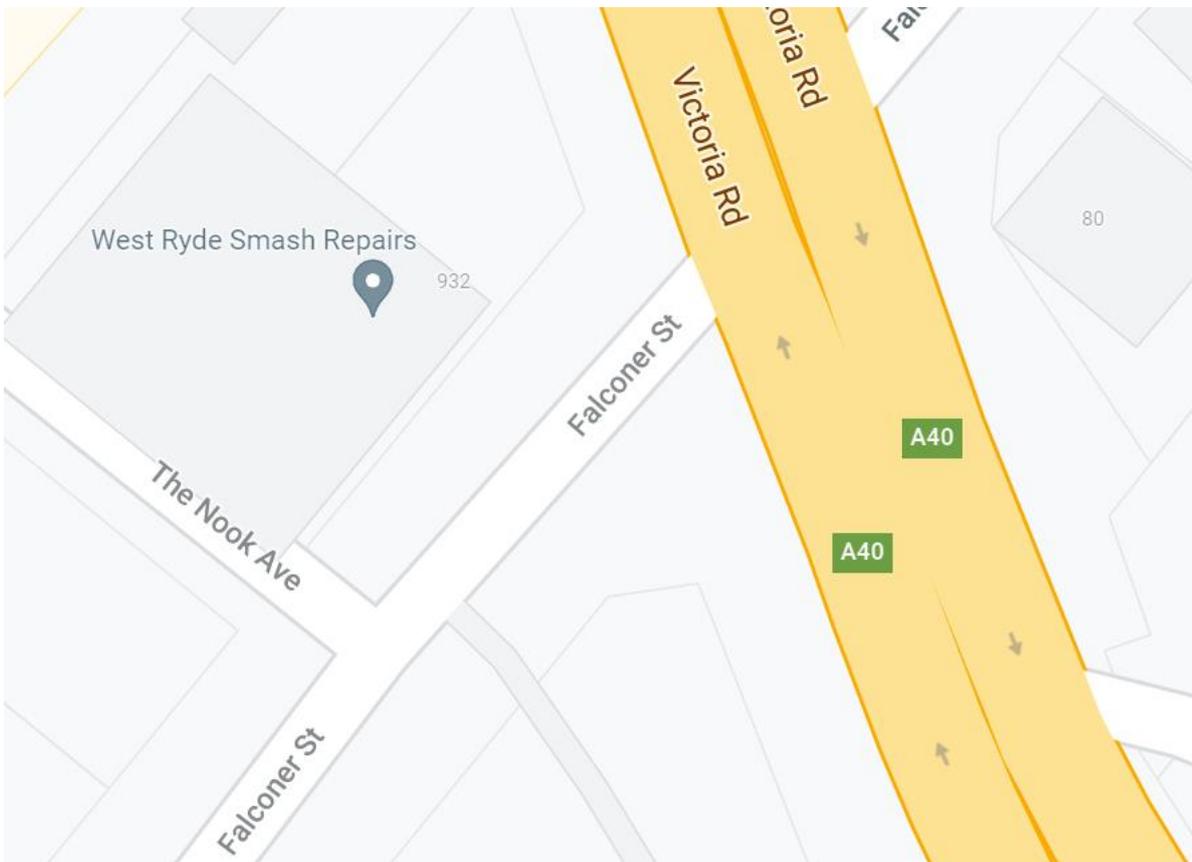


Figure 1: Falconer Street Location Plan



DISCUSSION

Council has been requested to consider the installation of a pedestrian crossing on Falconer Street, West Ryde, to provide a formalised crossing facility for pedestrians across this wide intersection.

It should be noted that the level of pedestrian traffic along Victoria Road and its intersecting side streets is expected to rise significantly when the combined primary and secondary school opens on Rhodes Street, currently scheduled for the first term in 2022.

Council had originally proposed that at grade pedestrian crossings be provided both at the intersection of Falconer Street with Victoria Road and at the intersection of Mellor Street with Victoria Road. While it is Council's desire to have a pedestrian crossing at both the above locations, design concerns associated with the pedestrian crossing at Mellor Street has prompted Council to get endorsement for the Falconer Street location first until the design concerns associated with Mellor Street have been resolved.

Falconer Street and Mellor Street are located between the signalised intersections of Hermitage Road/Victoria Road and Bowden Street/Victoria Road, both of which provide the only safe crossing locations for students of the proposed new school who live north of Victoria Road. It should be noted that as part of the upgrade to pedestrian facilities associated with the new school, SINSW had indicated that a pedestrian crossing should be provided on Mellor Street. The proposed pedestrian crossing on Falconer Street will improve pedestrian safety between the two formalised crossing locations on Victoria Road at Hermitage Road and Bowden Street.

Council has worked with TfNSW in developing an agreed design associated with the proposed staggered pedestrian crossing on Falconer Street. The existing painted island where the staggered pedestrian crossings meet will be raised, with a pedestrian fence provided on the island at the interface between through traffic on Victoria Road and from left turning traffic off Victoria Road.

Given its location within the No Stopping zone associated with intersections, coupled with the number of driveways at this location, there will be minimal loss of on-street parking associated with the above proposal. Site inspections indicate that the proposed installation of the at-grade pedestrian crossing on Falconer Street will result in the loss of two (2) on-street parking spaces along the side frontage of 932 Victoria Road, West Ryde. There will be no loss of on-street parking on the eastern side of Falconer Street.

The proposed pedestrian crossings will be installed as per the RMS technical direction with all associated signage and line marking.

CONSULTATION

Directly impacted Falconer Street and Victoria Road residents have been consulted as regards the installation of the at-grade pedestrian crossing and associated loss of on-street parking. To date no adverse responses have been received from residents.

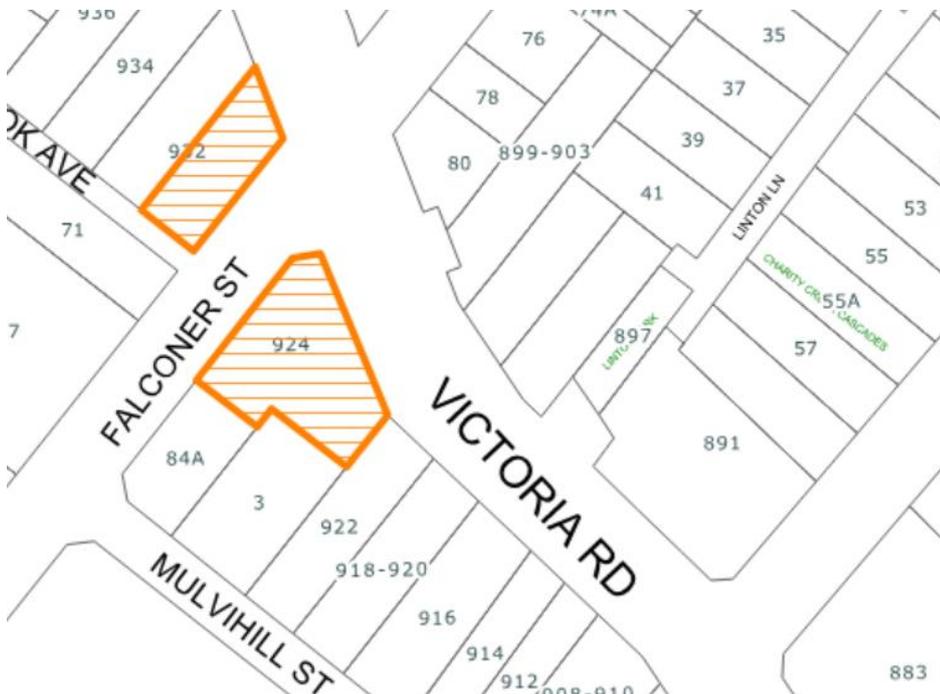


Figure 2: Falconer Street Distribution Map

FUNDING

Council submitted and was successful in gaining funding through the Federal Stimulus Road Safety Program for at grade pedestrian crossings to be installed at both Falconer Street and Mellor Street where they intersect with Victoria Road. While the conditions of the above funding indicate that both pedestrian crossings must be installed by 31st December 2021, there is leeway for the funding to be extended to 30th June 2022.

RECOMMENDATION:

The Ryde Traffic Committee recommends that

- a) An at-grade pedestrian crossing and associated statutory No Stopping restrictions be installed on Falconer Street along the side frontages of 932 and 924 Victoria Road, West Ryde.
- b) The painted island on Falconer Street be raised with a pedestrian fence installed at the interface with through traffic on Victoria Road and left turning traffic from Victoria Road.



c) The above pedestrian crossings be installed as per RMS Technical Directions.

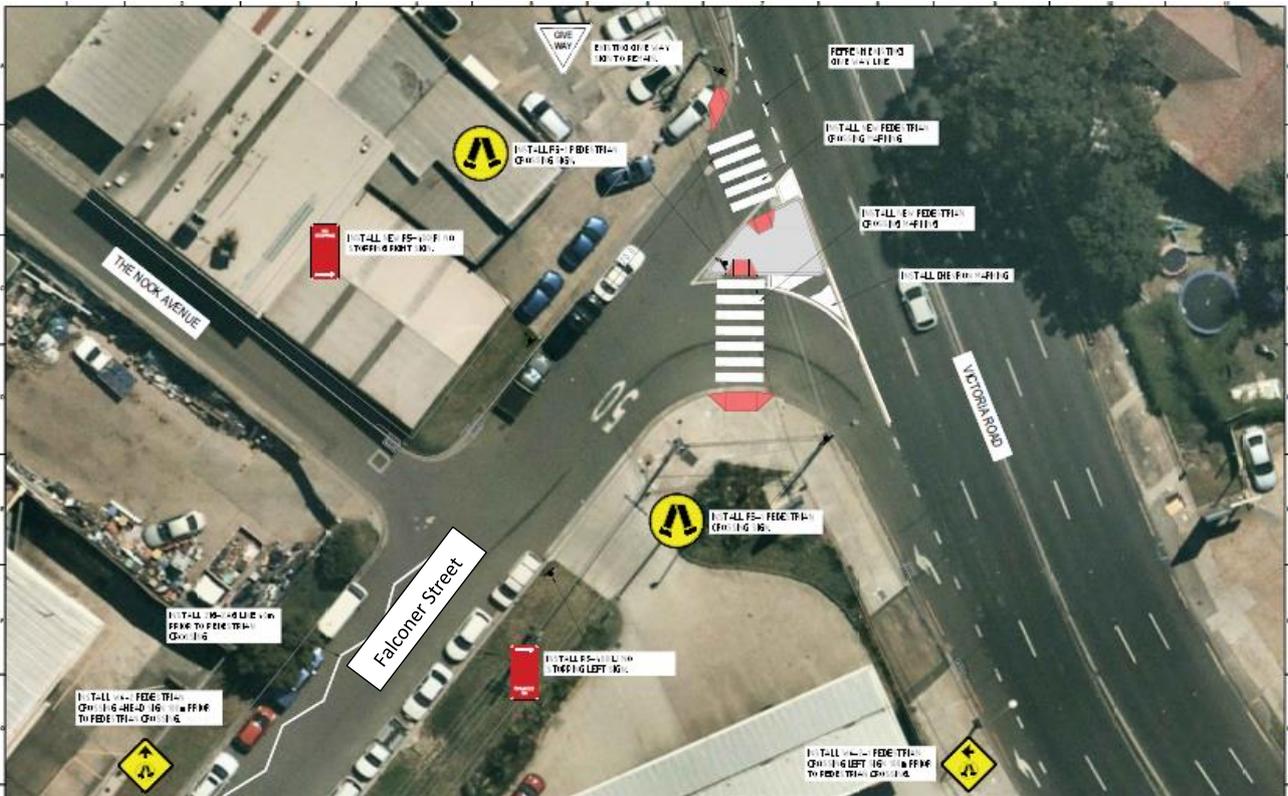


Figure 2: Falconer Street Proposed Plan

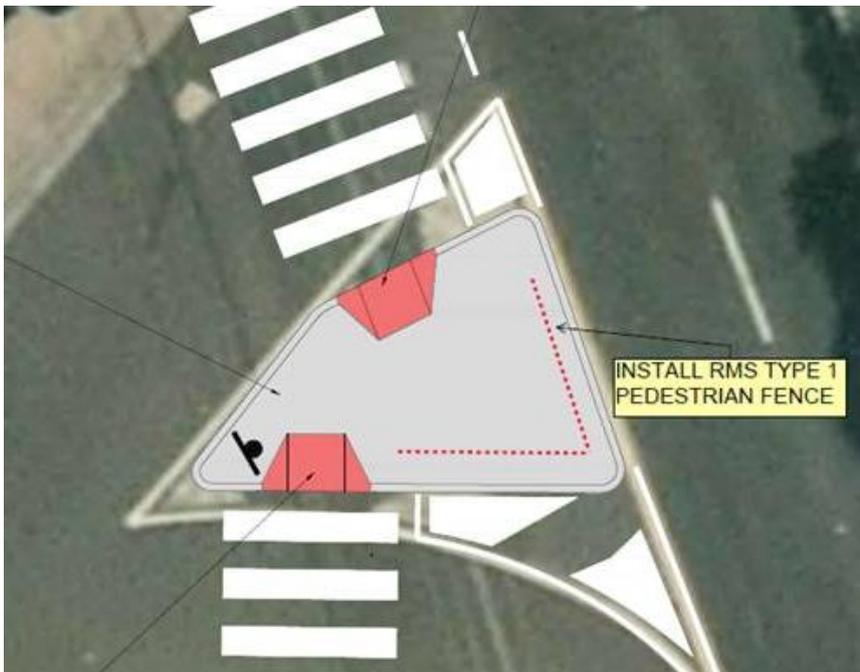


Figure 1: Blow up showing proposed location of pedestrian fence on raised island