



**ITEM (A)                    2 RHODES STREET, MEADOWBANK**

**SUBJECT:                    TEMPORARY ALTERATIONS TO PARKING RESTRICTIONS**

ELECTORATE:            RYDE  
WARD:                    CENTRAL  
POLICE LAC:            RYDE  
ROAD CLASS:            NON-CLASSIFIED  
REFERENCE:            **SSD-9343**  
OFFICER:                A ZHU

## **INTRODUCTION**

Consent was issued by the State Government on 21 May 2020 for the Meadowbank Education and Employment Schools Project (SSD-9343), within land located at 2 Rhodes Street Meadowbank. The approved development is to provide new learning and administration facilities, a 60 space car park for staff and outdoor recreation, play and sporting areas, which is intended to accommodate a maximum future population of 1,000 primary school students and 1,620 high school students.

GTA Consultants on behalf of the engaged builder (Robert Pizzarotti) has prepared a Construction Traffic and Pedestrian Management Plan (CTPMP) for the *main works* to address Condition B13 of SSD-9343. The duration of the construction activity corresponding to the *main works* is understood to be approximately 20 months.

The CTPMP indicates that the largest vehicles to be used during the construction process are 18.1m long truck and dog combination vehicles and 19m long semi-trailers. The local roads forming the construction vehicle transit route comprise Hermitage Road, Rhodes Street and Mellor Street.

A swept path analysis has been undertaken by GTA Consultants with respect an 18.1m long truck and dog combination vehicle and a 19m long semi-trailer within the local road network forming the transit route. This assessment indicates that such vehicles encroach over the centreline where the road curves at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street, which represents a safety risk due to the restricted sight line to opposing traffic at these locations.

The builder has therefore proposed the temporary deletion of a number of existing on-street parking spaces in the vicinity of Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street in conjunction with the use of traffic controllers to assist with mitigating the risk to other road users associated with the largest construction vehicles travelling to/from the site. The extent of the proposed temporary 'No Stopping' restrictions is illustrated within signage plan prepared by GTA Consultants, which is presented at the end of this report.

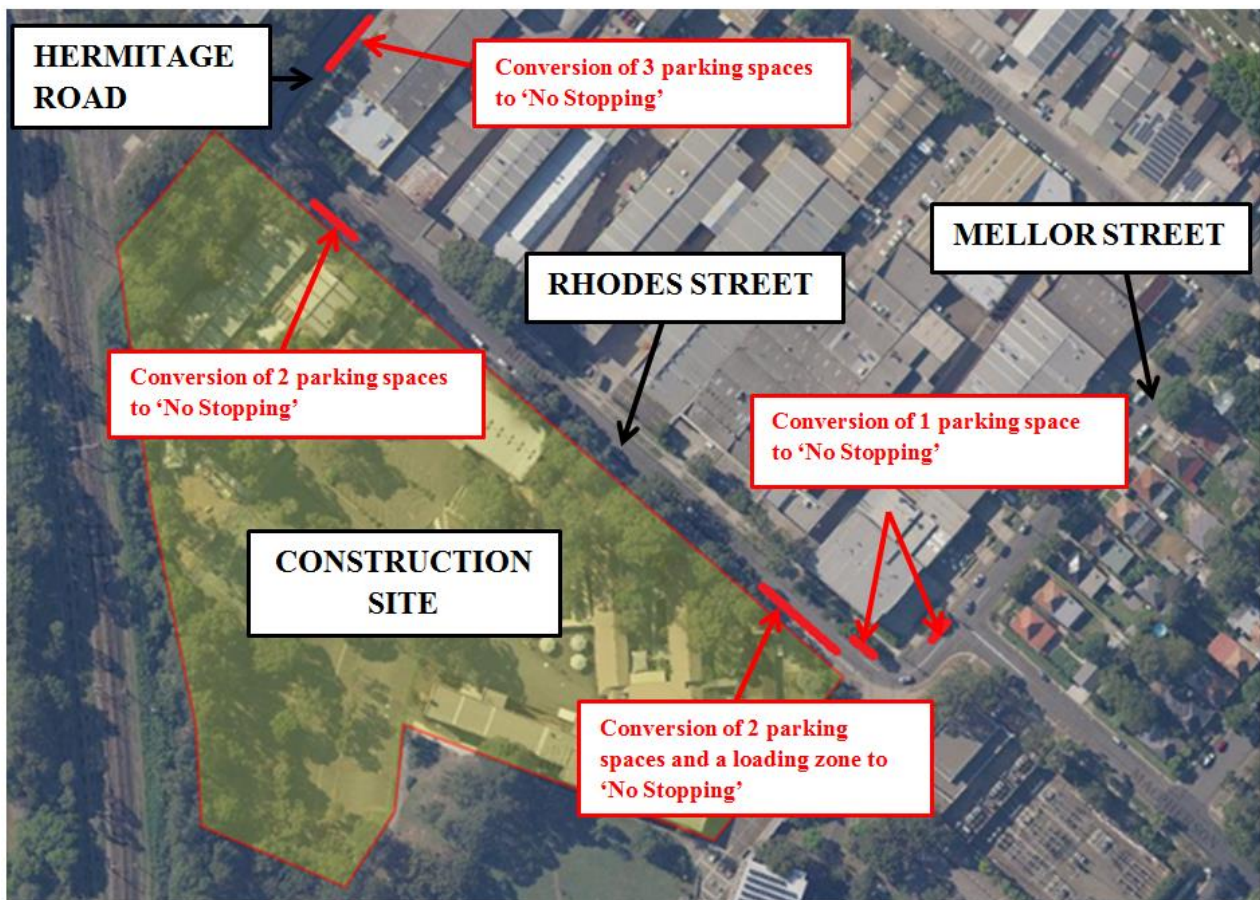


**PROPOSAL**

The following locations are proposed to be temporarily converted to ‘No Stopping’ zones to assist with minimising the impact to other road users and parked vehicles associated with the manoeuvring of an 18.1m long truck and dog combination vehicle and a 19m long semi-trailer within Hermitage Road, Rhodes Street and Mellor Street:

- One (1) unrestricted parking space along the northern side of Rhodes Street to the immediate west of Mellor St;
- Two (2) unrestricted parking spaces and a loading zone along the southern side of Rhodes Street to the immediate west of Tafe campus driveway;
- One (1) unrestricted parking space along the western side of Mellor Street to the immediate north of Rhodes St;
- Two (2) unrestricted parking spaces along the southern side of Rhodes Street to the immediate east of Hermitage Road; and
- Three (3) unrestricted parking spaces along the eastern side of Hermitage Road to the immediate north of Rhodes Street.

**Figure A1** depicts the proposed temporary ‘No Stopping’ locations below, whilst a signage plan prepared by GTA consultants demonstrating how these temporary measures are to be facilitated is provided at the end of this report:



**Figure 1: Proposed Temporary No Stopping Zones**



## DISCUSSION

The proposed temporary 'No Stopping' restrictions are considered to be necessary to address the following safety concerns identified by Council throughout the duration of the construction works following review of the swept paths provided in the CTPMP (Main works) and recent site inspections:

- Restricted sight distance where the road curves at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street to enable a 18.1m long truck and dog combination vehicle or a 19m long semi-trailer to pass an opposing vehicle at these locations;
- The width of the carriageway at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street does not enable a 19m long semi-trailer to pass an opposing vehicle at these locations; and
- Minimise the risk of accidents with vehicles parked in the vicinity of Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street.

The proposed temporary 'No Stopping' measures will result in a loss of nine (9) unrestricted public parking spaces and one (1) loading zone space within Hermitage Road, Rhodes Street and Mellor Street. Based on surveys of existing (pre-covid) parking conditions within these roads reflected in the traffic study prepared by GTA Consultants associated with the school development approved by the State Government, the following is noted:

- Rhodes Street, Hermitage Road and Mellor Street combine to provide a total of 135 parking spaces comprising 127 unrestricted parking spaces, five (5) 2P parking spaces (within Mellor Street to the north of Mulvihill Street) and three (3) spaces signposted as 'No Stopping 3:30pm to 6:30pm, Monday to Friday' (along the western side of Hermitage Road approximately 40m to the south of Victoria Road);
- The peak parking demand generally occurs between 9:00am – 2:00pm; and
- The maximum combined on-street parking demand within Rhodes Street, Hermitage Road and Mellor Street is surveyed to be 128 spaces or 95%. In this regard, up to eight (8) public parking space vacancies were identified within these local roads during peak parking periods.

It is noted that the proposed temporary parking restrictions are to be lifted (with any loss in on-street parking to be reinstated) following the completion of the construction works.

All residents who will be impacted by the above proposal have been notified by letter drop and a 'Have Your Say' page was provided on Council's website for feedback from the general community. No responses have been received on the proposal.



## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The temporary 'No Stopping' parking restrictions within Hermitage Road, Rhodes Street and Mellor Street reflected in the attached signage plan be endorsed, with all costs associated with the implementation of the above works borne by the builder.
- b) The builder is also required to ensure the measures outlined within the approved signage plan are to be implemented, prior to the commencement of any construction activity associated with the main works.



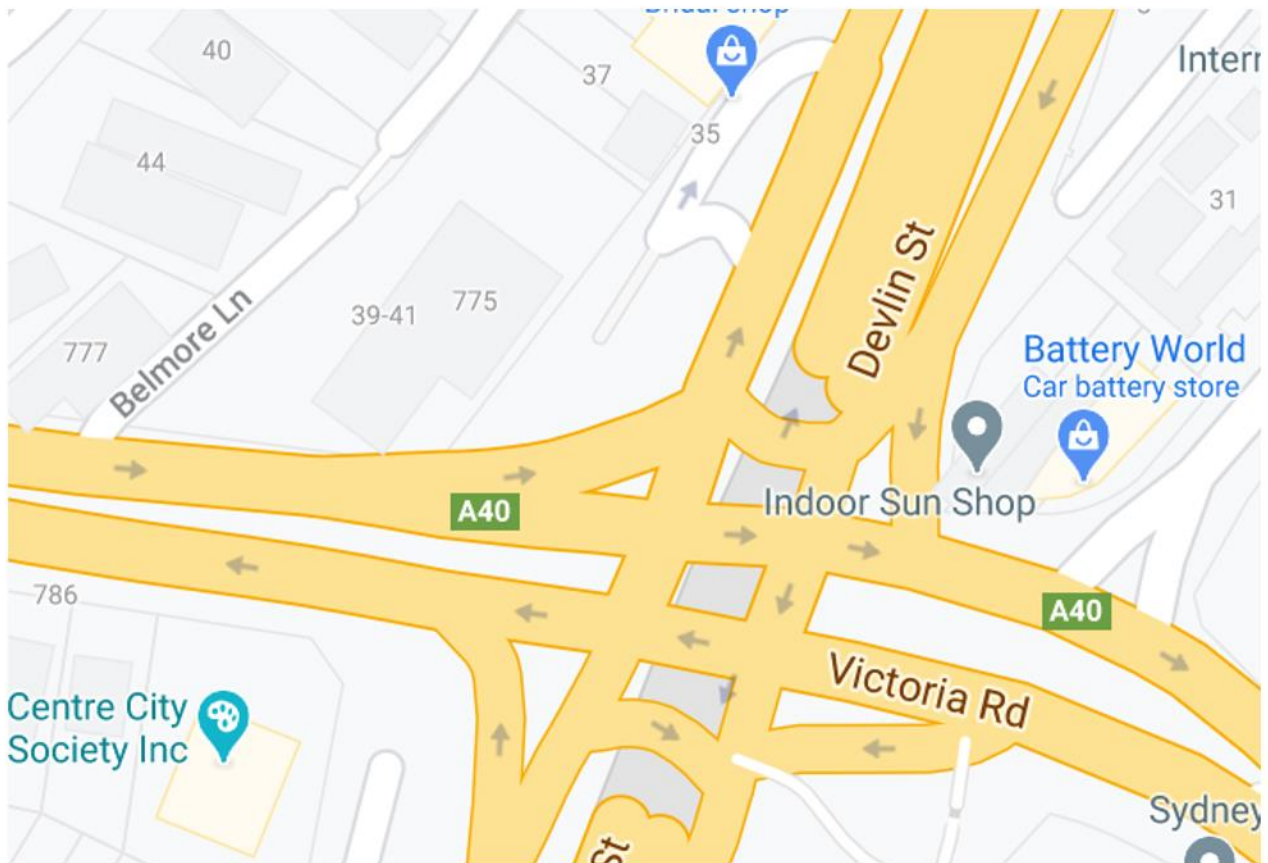
**ITEM (B):** 39 DEVLIN STREET, RYDE  
**SUBJECT:** PARKING RESTRICTIONS

**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00373

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

**DISCUSSION:**

Council has received a request from the Station Commander of the Ryde Fire Station to investigate improving the accessibility of the emergency fire appliances to the buildings fire boosters located on the corner of south-eastern elevation of The Stellar Apartments (39 Devlin Street, Ryde).



**Figure 1: Location Plan**



In response to this request, a site investigation was undertaken where it was observed that when vehicles are parked at this location, they significantly restrict the accessibility of fire engine and associated emergency appliances during a fire call.

To eliminate this risk, it is proposed that the following changes be undertaken outside 39 Devlin Street, Ryde (see sketch plan attached):

- Conversion of three on-street 1P - 8:30AM-3PM MON-FRI & 8:30AM-2:30PM SAT parking spaces to No Stopping outside 39 Devlin, Ryde



**Figure 2 Proposed Restrictions**

**Recommendation:**

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

- a) Three on-street 1P - 8:30AM-3PM MON-FRI & 8:30AM-2:30PM SAT parking spaces be converted to No Stopping outside 39 Devlin Street, Ryde.

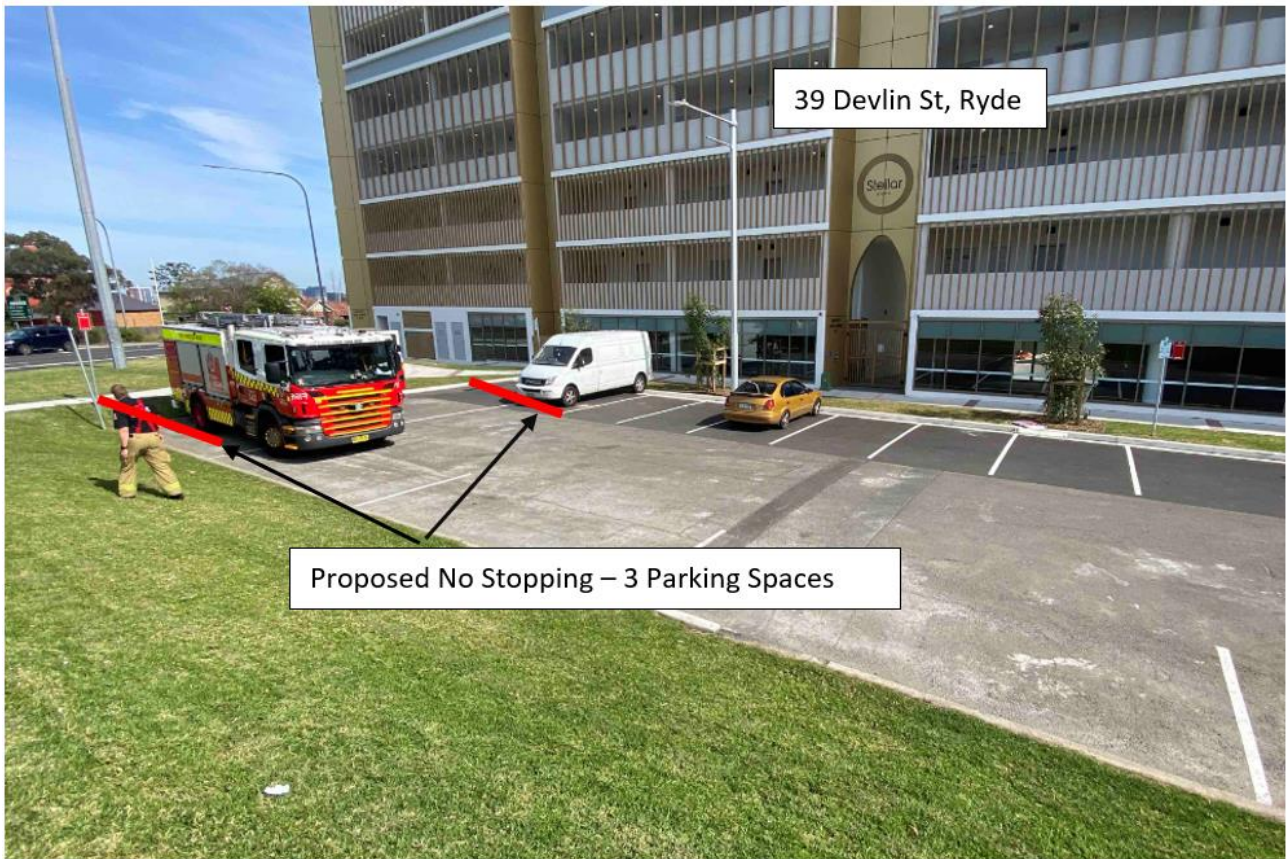


Figure 3: Proposed Restrictions:



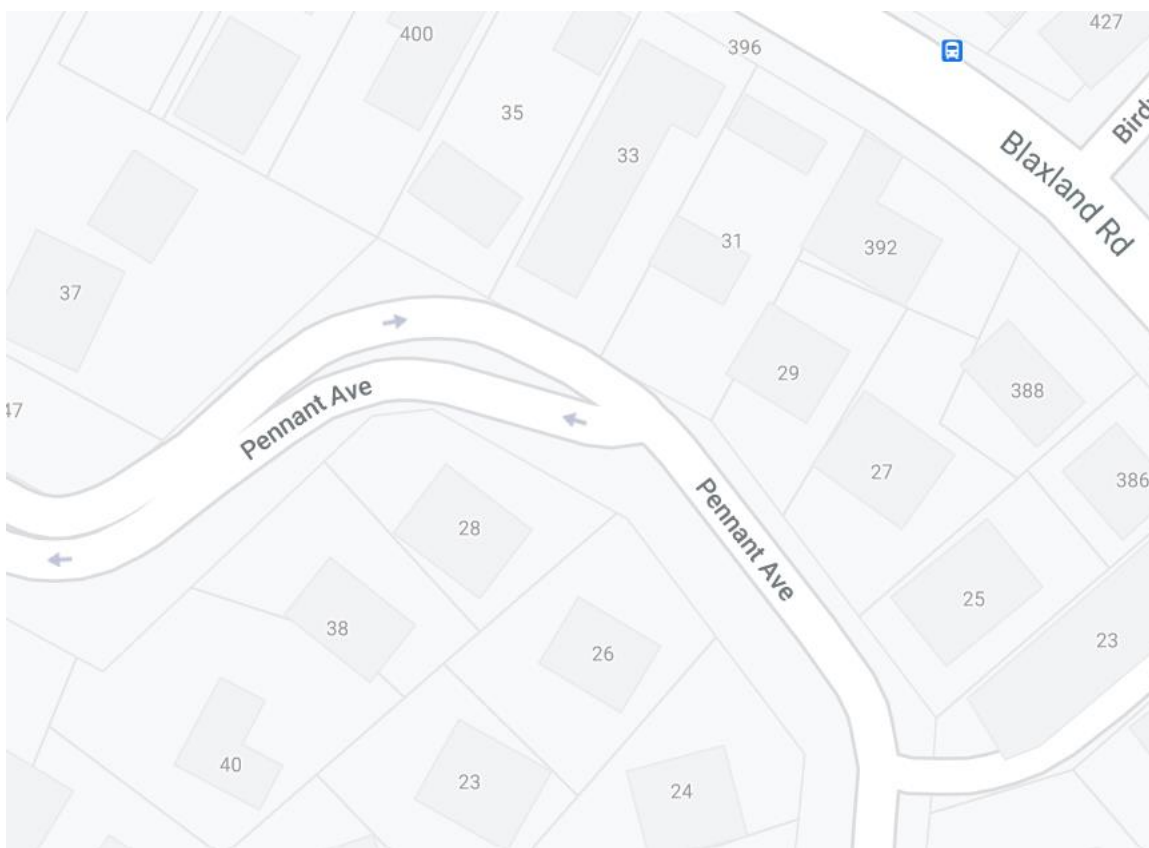
**ITEM (C): PENNANT AVENUE, DENISTONE**  
**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00384

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

**DISCUSSION:**

Council has received several requests from local residents to investigate improving the accessibility of the community services buses and the emergency vehicles to the properties located on the southern side of the one-way section of Pennant Avenue, Denistone.



**Figure 3: Location Plan**

In response to this request, a site investigation was carried out where it was observed that when vehicles are parked where Pennant Avenue splits into a one-way section, they restrict the accessibility of westbound community services buses and emergency vehicles wanting to take a U-turn into the southern side of Pennant Avenue.



To eliminate this safety risk and improve the accessibility of vehicles taking a U-turn at this location, it is proposed that the following parking restrictions be implemented (see sketch plan attached):

- Installation of 15 metres No Stopping zone along the southern side, outside No. 42 Pennant Avenue, Denistone;
- Installation of 5 metres No Stopping along the face of the median island.



**Figure 4 Proposed Restrictions**

**Recommendation:**

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

- b) 15 metres No Stopping zone be installed along the southern side, outside No. 42 Pennant Avenue, Denistone; and
- c) 5 metres No Stopping zone be installed along the face of the median island.



**Figure 3: Proposed Restrictions:**



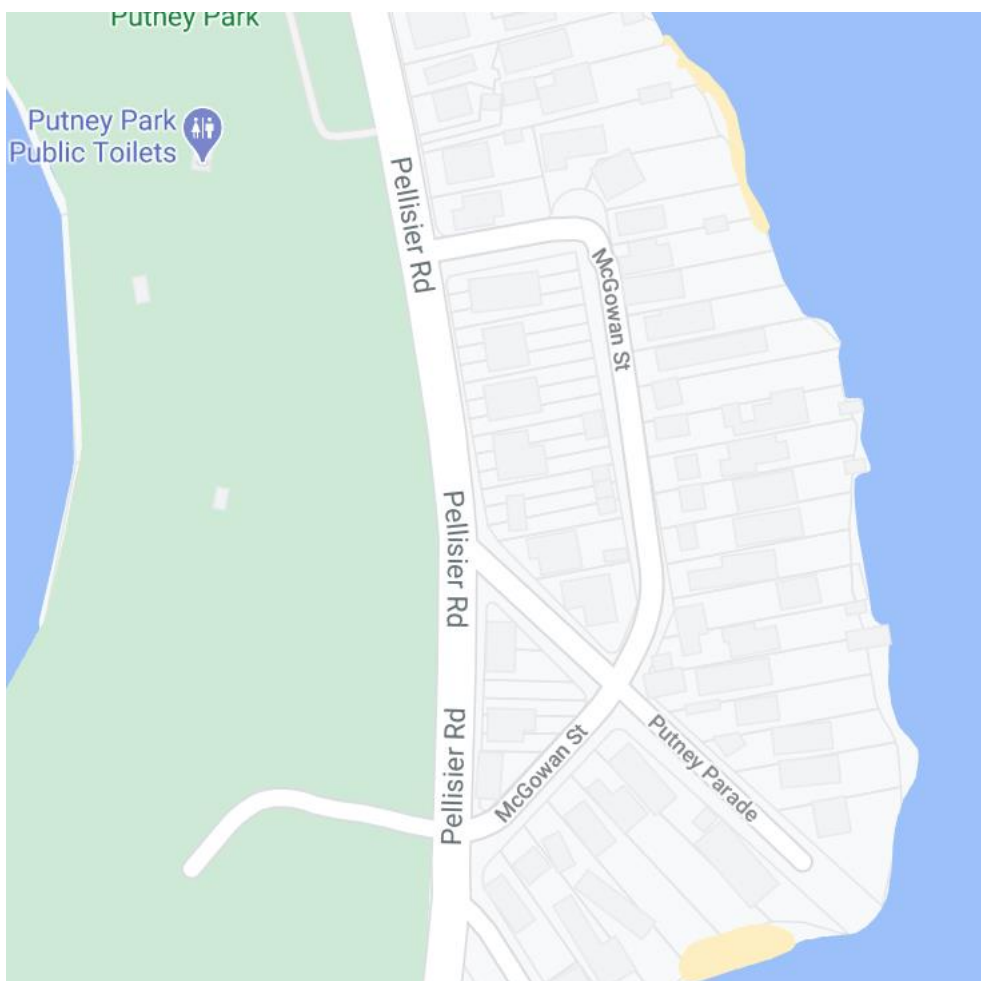
**ADVISORY ITEM (D):**                      **PELLISIER ROAD, PUTNEY**  
**SUBJECT:**                                      **INTERSECTION TREATMENT**

ELECTORATE:        RYDE  
 WARD:                CENTRAL  
 ROAD CLASS:        NON-CLASSIFIED  
 REFERENCE:         T2020-00738

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

**DISCUSSION:**

Council has received a request from a local resident to investigate the opportunities for improvement of road safety in Pellisier Road at its intersections with Putney Parade and McGowan Street, Putney.



**Figure 5: Location Plan**

In response to this request, a site investigation was undertaken where it was observed that the driver sightlines were restricted by parked vehicles within 10 metre of the intersections.



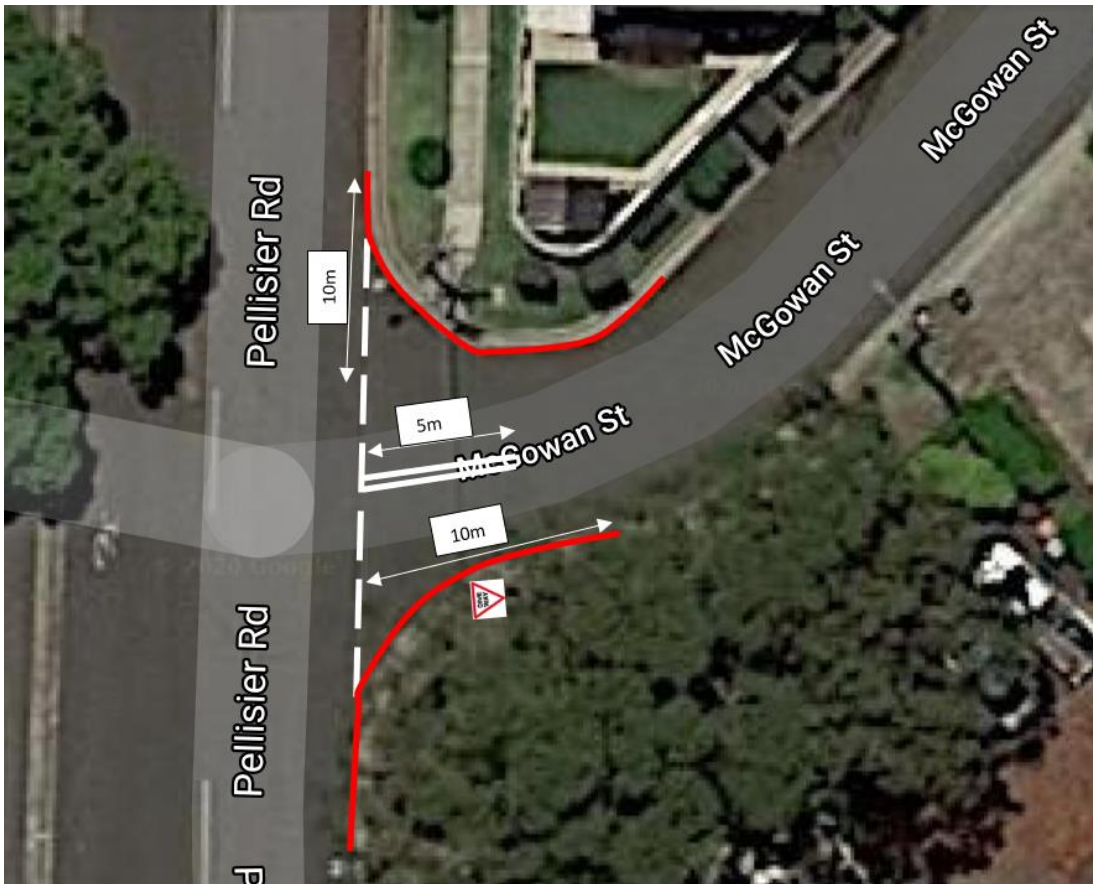


Figure 3: Proposed Restrictions:

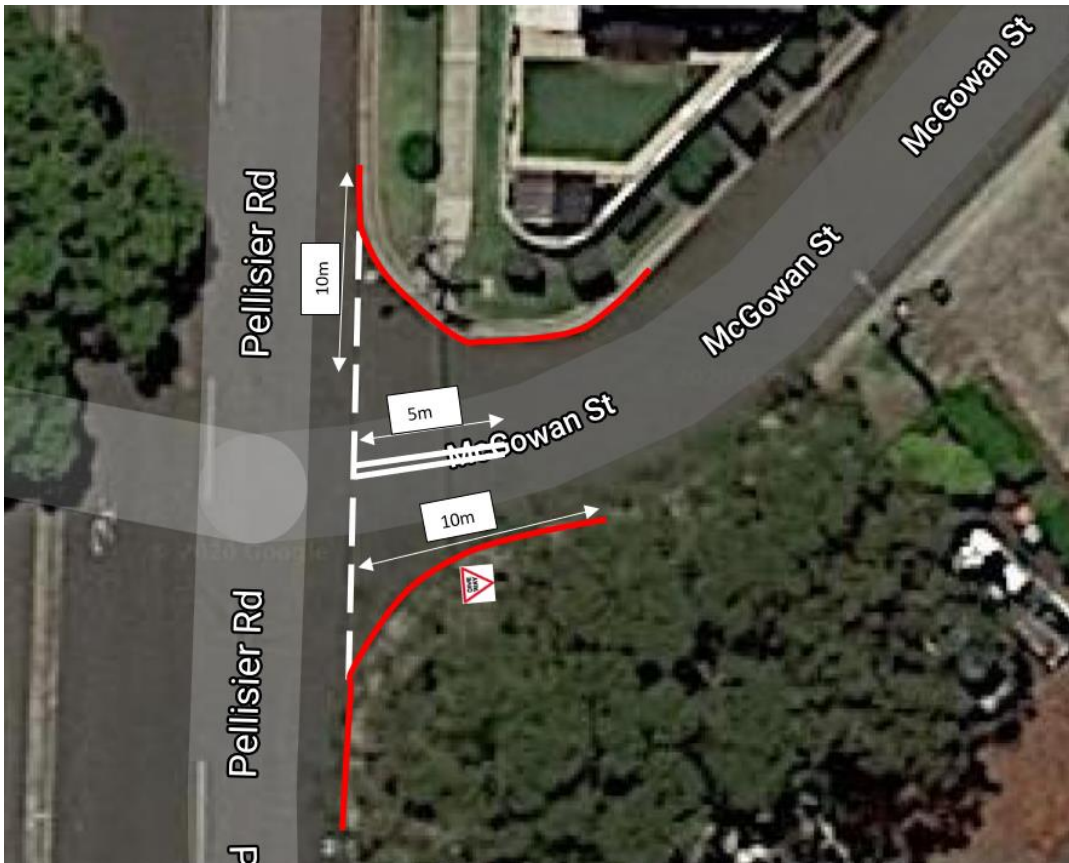


Figure 4: Proposed Restrictions:

**Recommendation:**

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

- d) Statutory 10 metre No Stopping be installed at the intersections of Putney Parade and McGowan Street at Pellisier Road;
- e) Give Way signs and associated delineation be installed in Putney Parade and McGowan Street at Pellisier Road;
- f) 5 metre double barrier lines be installed in Putney Parade and McGowan Street at Pellisier Road;

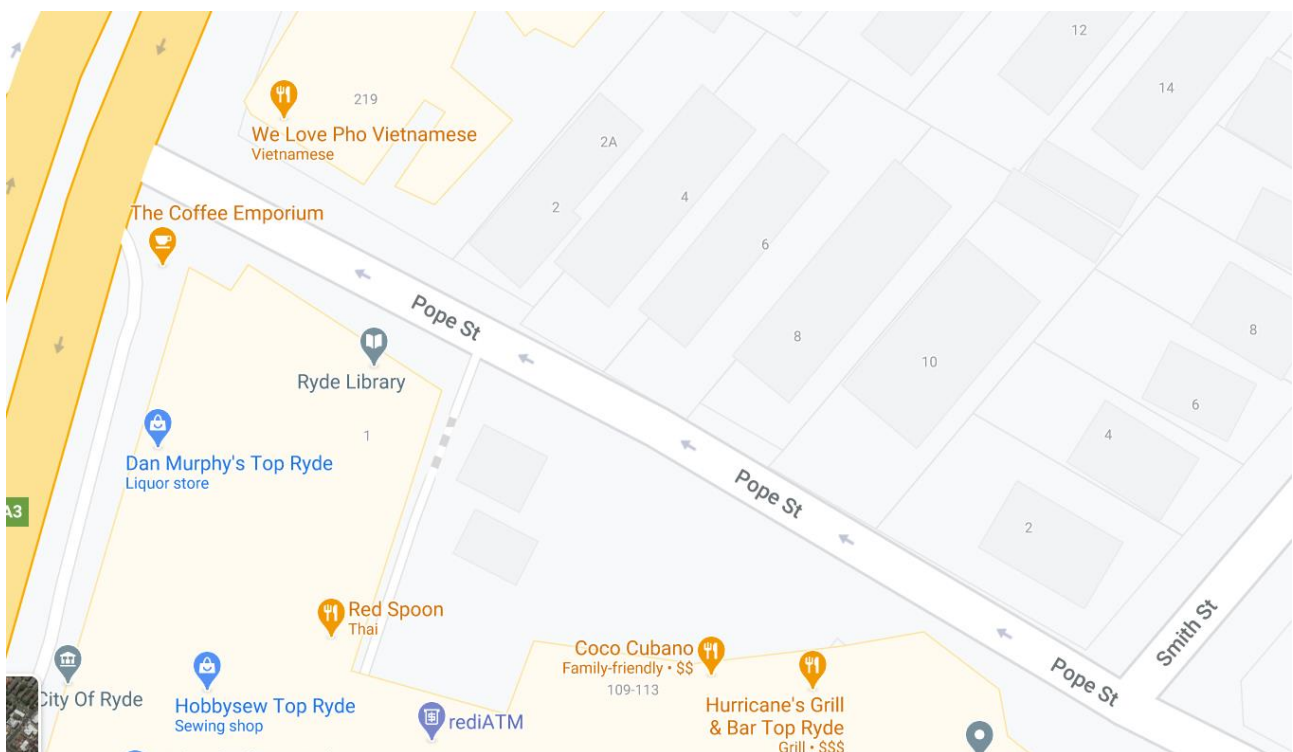


**ITEM (E):** POPE STREET, RYDE  
**SUBJECT:** 'P DISABILITY ONLY' ZONE  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00791

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

**DISCUSSION:**

Council was contacted by a resident who has requested a disabled parking space be provided outside Top Ryde Centre in Pope Street. Previously Council had installed an accessible taxi rank at the same location by converting a 'P-DISABILITY ONLY' parking space.



**Figure 6: Location Plan**

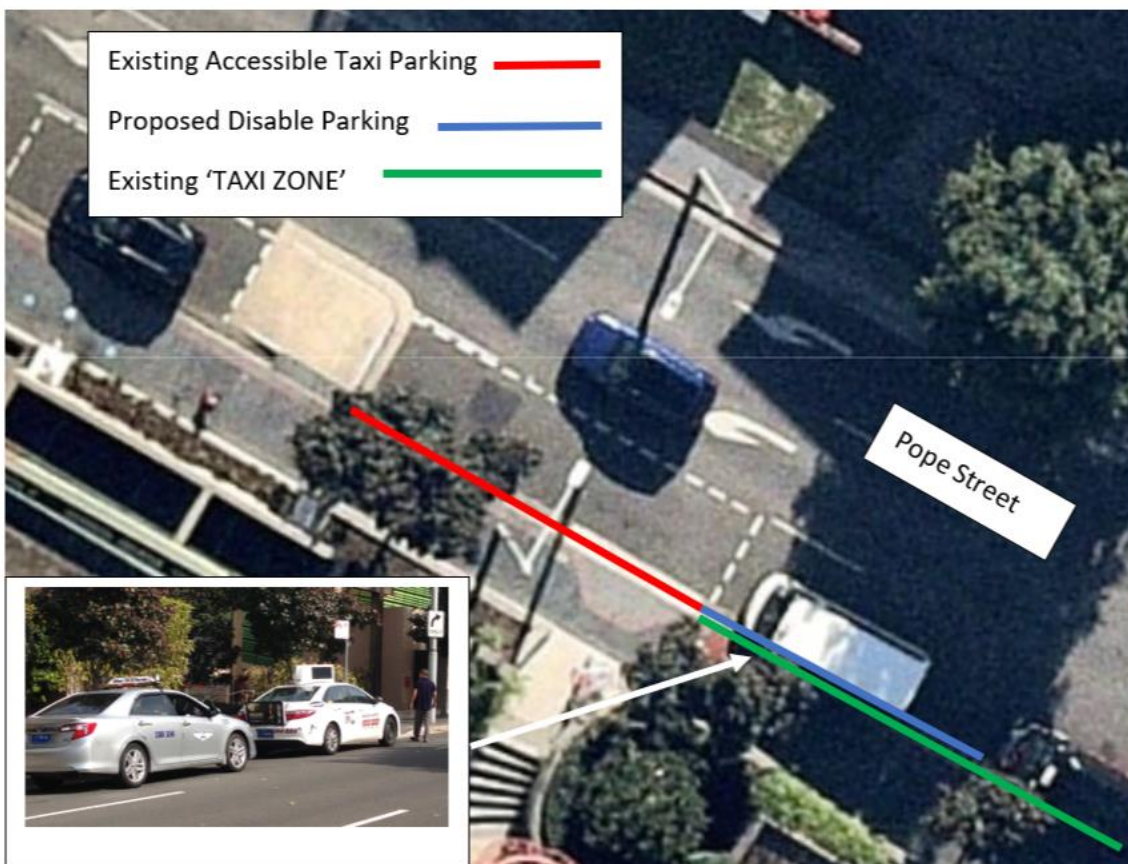
In response to this request, a site investigation was undertaken, and it was observed that there are 5 taxi ranks at this location that are not always fully occupied. Converting one of the taxi rank spaces into a 'P-Disability only' zone will improve parking availability for residents a disability.

NSW Taxi Council was notified and has raised no objection to the proposed changes.

To address this issue, it is proposed that the following changes be undertaken outside Top Ryde Centre in Pope Street, Ryde (see sketch plan attached):

- Conversion of a single 'TAXI ONLY' rank to a 'P-DISABILITY ONLY' zone outside Top Ryde Centre in Pope Street, Ryde

At its meeting held on 26 June 2018, the Council delegated Authority to Council staff to approve the installation of 'P DISABILITY ONLY' zones in Town Centres, Small Centres and Neighbourhood Centres. Should the proposed disabled parking space be supported by Ryde Traffic Committee, the matter will be considered approved for installation.



**Figure 7 Proposed Restrictions**

**Recommendation:**

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

- a) A single 'TAXI ONLY' rank be converted to a 'P-DISABILITY ONLY' zone outside Top Ryde Centre in Pope Street, Ryde



**ITEM (H): TALAVERA ROAD, MACQUARIE PARK**  
**SUBJECT: INSTALLATION OF MEDIAN**

ELECTORATE: RYDE  
 WARD: WEST  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: LDA2018/0269

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

An approved development at 112 Talavera Road, Macquarie Park for a 27 storey and a 6 storey building consisting of 221 residential units, 261m<sup>2</sup> of retail space, a childcare centre and an underground carpark is nearing completion

This site has a proposed access off Talavera Road shown below.



**Figure 8: Driveway access to 112 Talavera Road.**

A condition placed on this development by Roads and Maritime Services in 2018 (SYD18/01105/03) is that the driveway off Talavera Road be restricted to left in/ left out only. The main concern at this location is the disruption of the right turn bay for the signals at Talavera Road and Christie Road 130m to the west of the driveway access.

Alteration to the driveway access to incorporate a splay with a central island was considered as an option, however as this driveway must accommodate Council's waste collection vehicles it would still be possible to make a right turn into, and out of the site in smaller passenger vehicles.

A limitation to the movement by signage control is not considered to be an effective solution due primarily to the potential location of signage, and requirement of enforcement to ensure compliance.

After reviewing the location and operation of the site it is considered the only viable solution to ensure this left in left out arrangement is the installation of a median to physically prevent the movement of vehicles.

An identical treatment to the one proposed is installed in the vicinity and it is intended to replicate this arrangement on the same alignment. The existing median terminates 50m to the west of the driveway access.



**Figure 2: Existing median on Talavera Road**

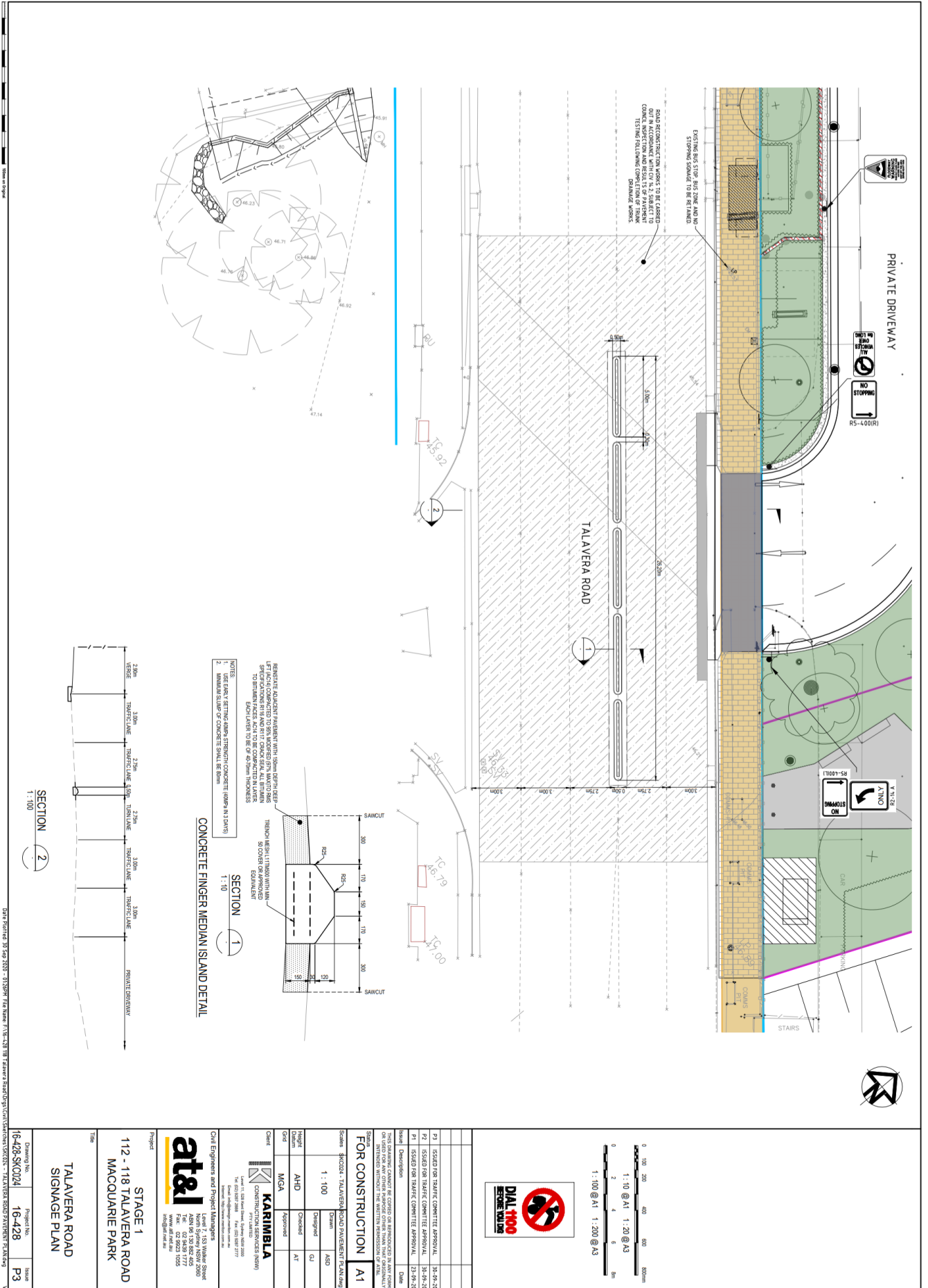
The median is intended solely as a vehicle control measure and is too narrow to allow the installation of signage, or to accommodate pedestrian movements. The median is to be formed by back to back SF kerb profile constructed in 40MPa concrete.

As this work is part of the development approval it will be paid for in full by the developer.

**Recommendation:**

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

- a) That 26.2m section of central median be installed on Talavera Road across the driveway access of 112 Talavera Road in accordance with attached drawing 16-428-SKC024



**ITEM (G) FONTENOY ROAD, MACQUARIE PARK****SUBJECT: DO NOT QUEUE ACROSS INTERSECTION****ELECTORATE: RYDE****WARD: CENTRAL****ROAD CLASS: NON-CLASSIFIED****REFERENCE: T2019-01237****DISCUSSION**

Councillor Lane moved the following Notice of Motion at the 25 February 2020 Council Meeting

That Council staff:

- (a) *arrange an on-site meeting with residents of the Macquarie Gardens strata complex (corner Lane Cove and Fontenoy Roads, North Ryde) to discuss their ongoing parking and vehicular access issues, inviting Councillors to attend if they so wish.*
- (b) *then undertake any investigation work that results from the on-site meeting, including to continue discussions with interested residents and Councillors.*
- (c) *report back to Council with details of solutions that are agreeable to the majority of residents of the Macquarie Gardens strata complex.*

As a result of the COVID-19 pandemic, no on-site meetings with residents were held for some time. As the risks to public safety subsided in New South Wales, a site meeting was organised and held on Thursday 16<sup>th</sup> July 2020. This meeting was held between a small number of attendees to minimise any risk of virus transmission; Council staff, the Strata Management, and four members of the Macquarie Gardens residential complex. The issues discussed at the meeting and resulting outcomes are below.

- ***KEEP CLEAR at access driveways to Tuckwell Park***

The proposal for KEEP CLEAR to be marked at the access and egress driveways associated with Tuckwell Park was discussed. This proposal was rejected at the October 2019 meeting of the Ryde Traffic Committee as it does not meet the criteria outlined in the RMS Delineation manual. Those present at the meeting were advised of the KEEP CLEAR criteria and accepted that it could not be installed. Attendees were however advised that in lieu of KEEP CLEAR pavement characters, “Do Not Queue Across Intersection” signage could be installed at the two access driveways to Tuckwell Park. All at the meeting accepted this as a viable alternative.



**Figure 9: Location Plan**

- **Disabled Parking Spaces**

The provision of a disabled parking space at the pedestrian access to 1 Fontenoy Road was discussed. Given the number of disabled parking permits that are in operation within the City of Ryde, there is a high probability that were Council to install a disabled parking space as requested, it would be of limited benefit for residents or visitors due to use by all other motorists with disabled parking permits. There is a large amount of resident and visitor parking located within the property making it more appropriate for the strata management to convert one of its own visitor parking spaces to a disabled parking space.

The Strata Management representative indicated that they were considering the above option for a disabled space to be provided within their own property boundary. All accepted that the issue had now been addressed.

- **Utilisation of Land for Private Parking Purposes**

Council staff have been liaising with members of the strata body in relation to this matter for the last 2 years. The matter was discussed at the meeting, with the previous advice reiterated, i.e. that the land at the rear of Macquarie Gardens is Council owned community land zoned RE 1 – Public Recreation. Use of this area for car parking is not permitted under the Local Government Act (1993) as it is not consistent with the stated objectives, nor the adopted plan of management for this parcel of community land.

To enable legal use of the area for private car parking, the land would need to be reclassified as Operational Land and follow a public hearing process. In general, the wider community do not support the reclassification of community land to operational, and further to this there are some residents within the complex who have complained about cars parking on the land as it detracts from their amenity.

Those present at the meeting were fully aware of the above information and were advised to discuss the matter with the Manager Parks should they require further information in relation to their desire to purchase the land.



**Figure 10 Proposed Signage at access / egress points to Tuckwell Park Car Park**

City of Ryde staff have delegated authority from Council to approve the following changes to prescribed traffic control devices without referral to the Works and Community Committee for approval by Council:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR line marking 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.

Should the Ryde Traffic Committee endorse the proposal, then the required works can be installed.



**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) "Do Not Queue Across Intersection" signage be installed at the access and egress driveways serving the Tuckwell Park car park, Macquarie Park.



**ITEM (H) KENT ROAD, RYDE**

**SUBJECT: PARKING RESTRICTIONS**

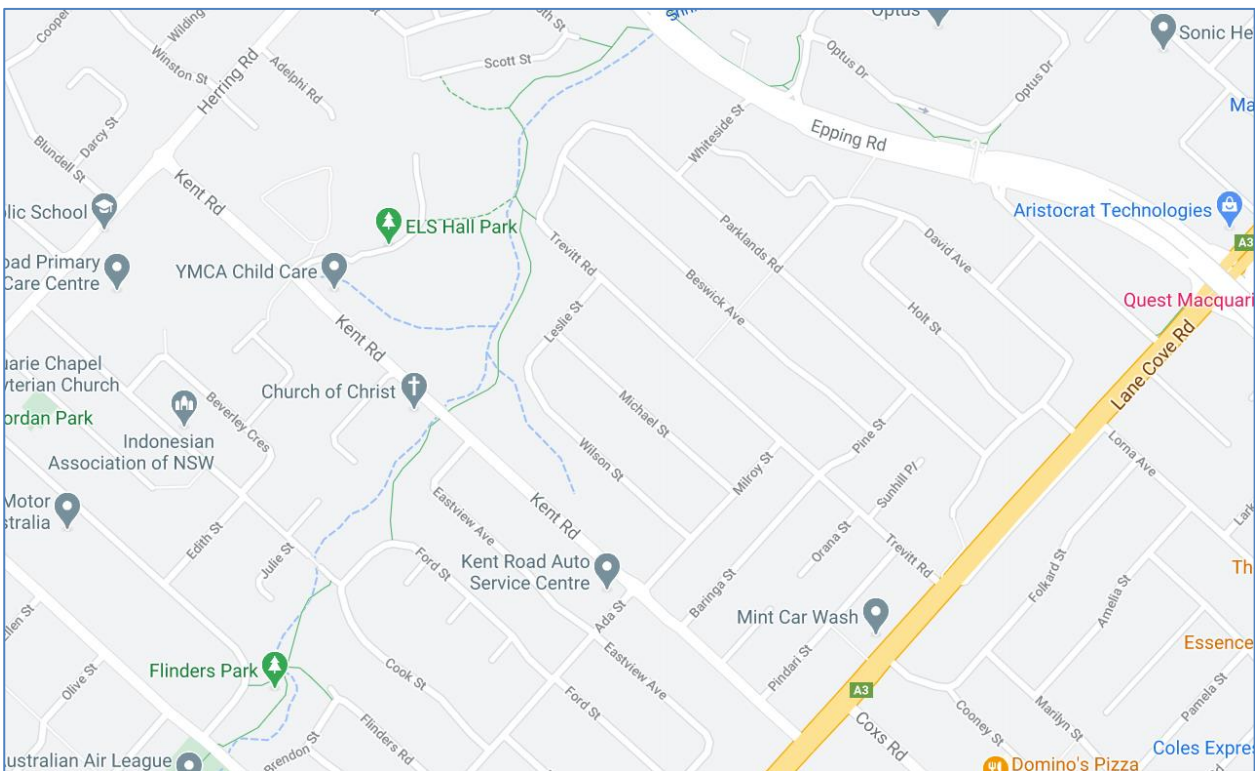
ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: D20/117913, CRM 2394102

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

**Background:**

Council has been contacted by two local residents on Kent Road in Marsfield regarding vehicles parking in narrow spaces adjacent to their driveways and restricting access into their property.

As shown in Figure 1 below, Kent Road is a 50km/h local road linking Lane Cove Road and Herring Road. There is a high demand for on-street parking on the weekend for sporting events at ELS Hall Park.



**Figure 11: Locality Map – Kent Road, Marsfield.**



**Discussion:**

A site audit was carried out along Kent Road between Herring Road and Ada Street. As per AS2890.5:2020 – On Street Parking, three sections (between driveways) were identified that did not meet the minimum requirement of 5.4m for a single car park space.

To maximise the use of on-street parking, Council proposes that these narrow spaces be converted to motorcycle parking spaces only. This would address residents' concerns about driveways being blocked and sights lines being impeded without the loss of any potential on-street parking.

**Proposal:**

The three sections identified in Figure 2 & 3 are to be converted to motorcycle parking only. These spaces will be sign posted and line marked with 1m x 2.1m bays perpendicular to the kerb. This will result in 5 motorcycle spaces being provided.



**Figure 2: Proposed motorcycle parking spaces at 96 & 104 Kent Road, Marsfield.**



Figure 3: Proposed motorcycle parking spaces at 93 Kent Road, Marsfield.

As part of the works, it is proposed that maintenance be carried out on the existing driveway delineation lines. This will include remarking faded lines and installing new lines where driveways have been relocated.

**Recommendation:**

That the Ryde Traffic Committee recommends that:

- a) *Motorcycle Parking Only* zones be installed along the frontages of:
  - 93 Kent Road (1 Motorcycle space)
  - 96 Kent Road (1 Motorcycle space)
  - 104 Kent Road (3 Motorcycle spaces)



**ITEM (I):**               **VARIOUS STREETS, CITY OF RYDE**  
**SUBJECT:**           **FIXED CAR SHARE SPACES**

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

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

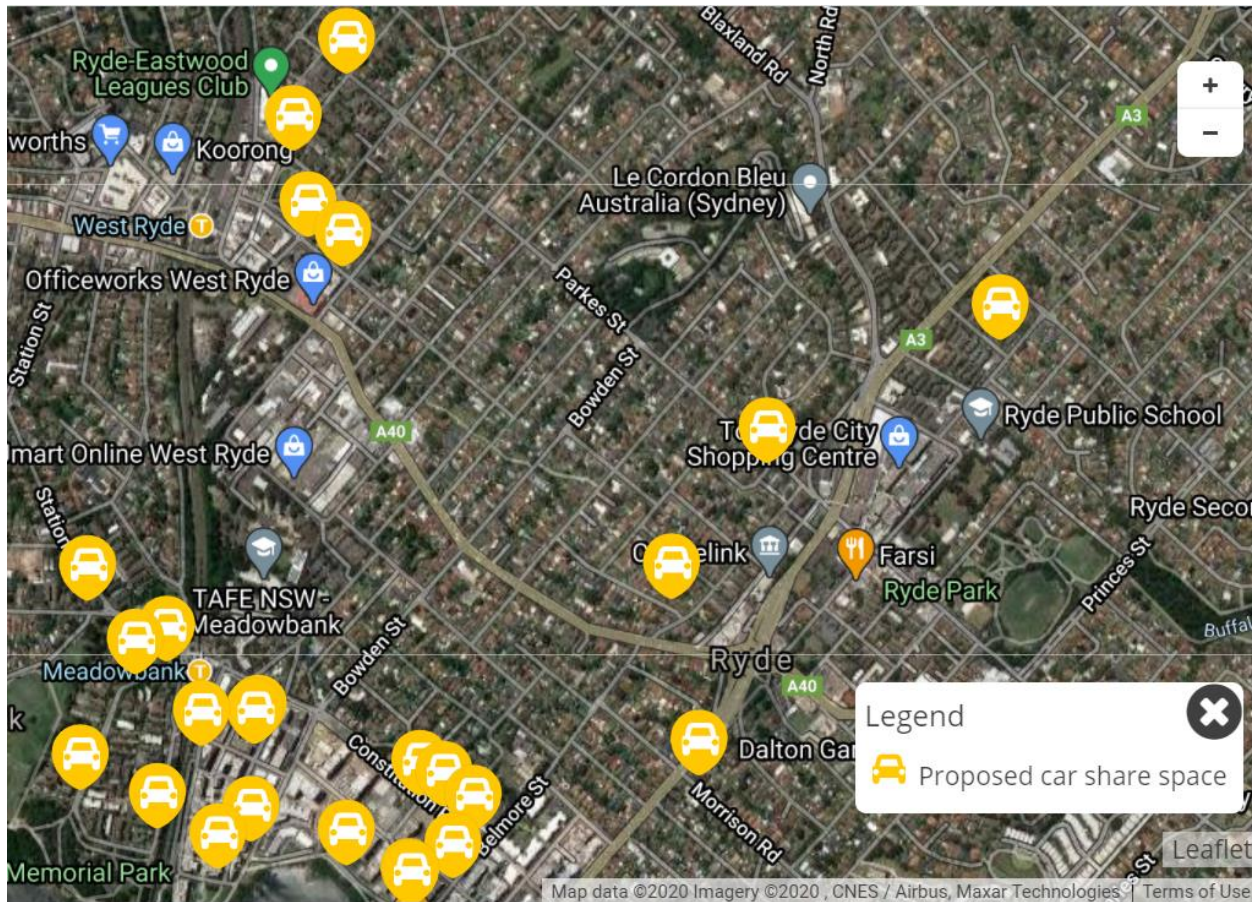
### **BACKGROUND**

In May 2018, Council adopted the current *Fixed Space Car Share Guidelines and Policy* as a position to enable and promote car sharing availability in our City.

The City of Ryde invited applications from eligible car share operators to establish/manage and operate fixed car share spaces within the Council area. Submissions for this year closed on 28 February 2020. Council received submissions from 2 car share operators namely GoGet and PopCar for consideration to be given for 33 fixed spaces distributed across West Ryde, Meadowbank and Ryde. These locations were preliminary assessed by Council's Environment and Transport teams against Council's current *Fixed Space Car Share Guidelines (Jan 2020)* with reference to existing carriageway constraints, population need for the mode in specific areas, parking controls, proximity to public transport and proposed catchment.

As a result of the preliminary assessment by Council and subsequent alternative locations proposed by the car share operators, a total of 25 fixed car share spaces (across 23 locations), all located on unmetered and/or unrestricted parking areas, were deemed suitable to be considered as possible car share locations. It was determined that these proposed locations would be subject to a public consultation process, with the results tabled at the Ryde Traffic Committee for recommendation and subsequent resolution by Council.

The proposed car share parking spaces are located at a variety of locations across West Ryde, Meadowbank and Ryde as identified in the below map (Figure 1).



**Figure 12: Indicative Location of Car Share Spaces**

**DISCUSSION**

Car share provides an opportunity for community-based greenhouse gas emission reductions which are consistent with Council’s Community Strategic Plan objectives of: “A City of Environmental Sensitivity - to encourage and enable all our residents to live a more environmentally sensitive life”. Car share also provides an opportunity for a reduction in localised single passenger car traffic congestion and parking demand, consistent with Council’s “A City of Connections”, “A City of Liveable Neighbourhoods” and “Our community has the option to safely and conveniently drive, park, cycle or walk around their city.”

The increased use of sustainable transport modes such as car sharing options for our community and visitors delivers on regional sustainable transport goals and objectives under long-term strategies released by the New South Wales Government and Greater Sydney Commission.



The public application process for car share operators conducted by the City of Ryde earlier this year was in accordance with both Council's *Fixed Space Car Share Guidelines* and *Car Share Policy*, adopted in May 2018 and publicly available on Council's [website](#). The adopted *Guidelines*, which sets the details of the implementation of Council's Car Share Policy and refers to fixed parking spaces located on-street and within Council-owned carparks and has also considered cost recovery models for Council through set fees and charges that will be paid by car share operators for successful applications (all relevant information can be accessed [here](#)).

According to Council's *Car Share Policy*, some of the objectives and benefits of car sharing include:

- *Using on-street parking spaces more efficiently*: by reducing the parking demand created by underused private vehicles, freeing up spaces for other users or where parking is constrained;
- *Reducing traffic congestion, vehicle trips and greenhouse gas emissions*: by reducing vehicle kilometres travelled, and shifting travel to more fuel-efficient vehicles;
- *Reducing the growth in private car ownership*: by using car share vehicles, car share users defer or reduce their private car ownership;
- *Increasing social inclusion*: by enabling access to a variety of vehicles to households who could not otherwise afford them;
- *Increasing health*: as people opt to walk and cycle more.

Car share parking space serves multiple members, thus reducing the need for parking spaces that would otherwise be needed if everyone owned and parked their private vehicles on the road.

## CONSULTATION

Council sought community feedback for 25 fixed car share spaces across 23 locations. The Council 'Have Your Say' period occurred from 3 September to 23 September 2020 where the community could provide feedback via an online survey. The consultation was promoted through the City of Ryde's Have Your Say website, flyers to directly adjoining or nearby residents, local newspaper and signage at proposed fixed car share locations.

Some of the viewpoints expressed by respondents through the consultation process include:

- Fixed car share spaces would impact on the already limited on-street parking;
- Car share spaces are needed to improve access;
- Concerns that car share spaces would be removing parking currently used by residents;
- People should be incentivised to use car share facilities;



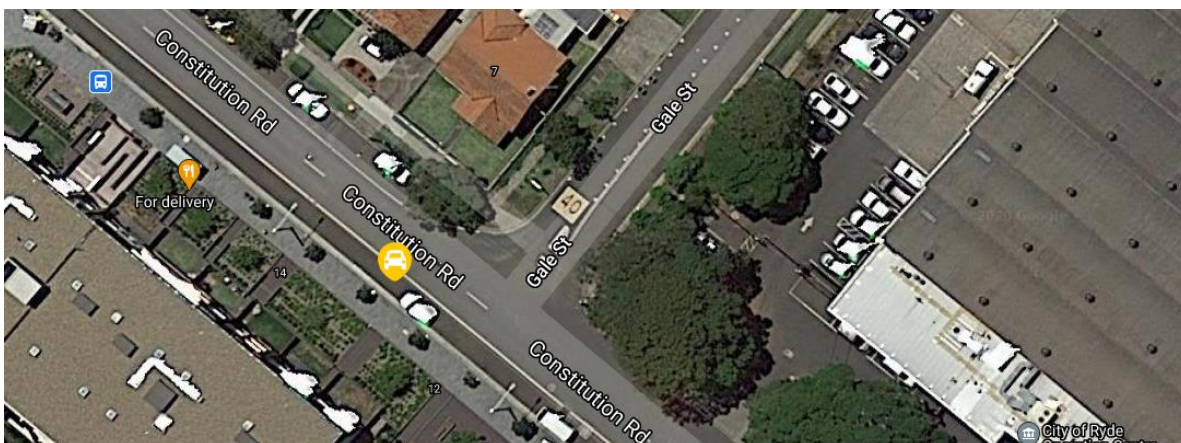
- Car share spaces should be installed in public car parks, shopping centres.

The attached dashboard report (Appendix A) provides further details on the community feedback received during the public consultation. It is important to note that respondents were able to select multiple locations to provide feedback on, and it was optional to provide specific comments.

With the public consultation concluded, it was determined that the following 11 (eleven) locations **WOULD NOT** be recommended for approval based on community objection of **60% or more** when considered the number of votes against these proposed spaces along with unsupportive comments from residents:

- Location 3: 303 Morrison Road, Ryde (75% rejection rate);
- Location 5: 5 Anderson Avenue, Ryde (75% rejection rate);
- Location 7a: 13 Angas Street, Meadowbank (76% rejection rate);
- Location 7b: 13 Angas Street, Meadowbank (76% rejection rate);
- Location 8a: 1 Rothesay Ave, Ryde (71% rejection rate);
- Location 8b: 1 Rothesay Ave, Ryde (71% rejection rate);
- Location 9: 21 Bay Drive, Meadowbank (75% rejection rate);
- Location 10: 91 Constitution Road W, Meadowbank (60% rejection rate);
- Location 11: 143 Bowden Street, Meadowbank (67% rejection rate);
- Location 13: 17 Meadow Crescent, Meadowbank (70% rejection rate);
- Location 20: 22-26 Herbert Street, West Ryde (67% rejection rate).

The following location plans refer to the 14 (fourteen) fixed car share spaces that are **recommended for approval**. Further details on the assessed applications and determinations following community feedback, along with outcomes, is provided below and in the attached dashboard report (Appendix A).



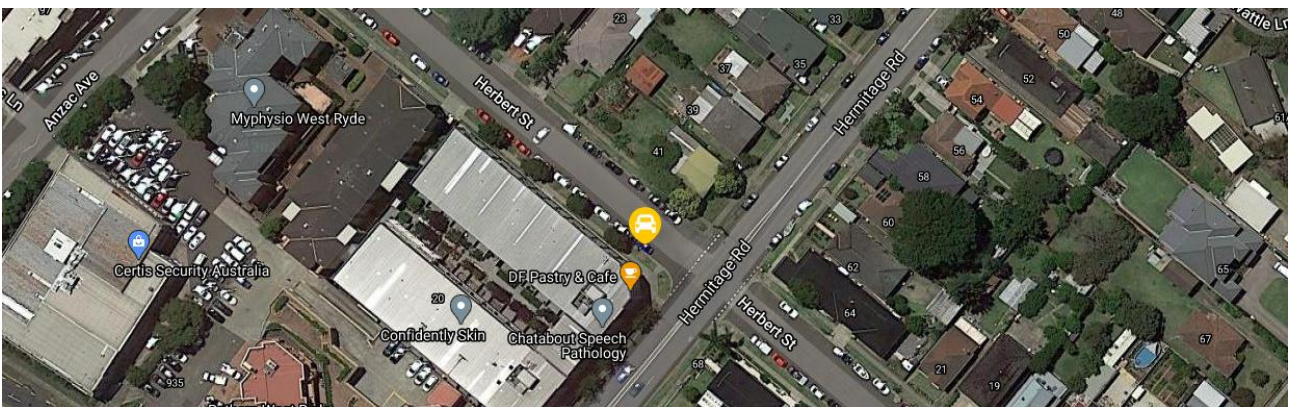
**Location 1 @ 14 Constitution Road, Ryde**



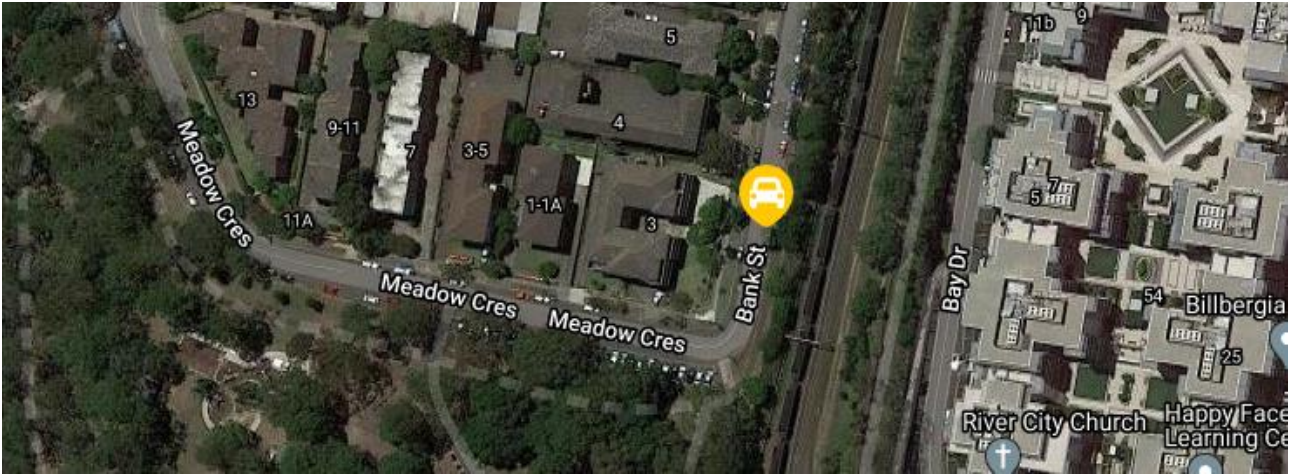
Location 2 @ 45 Meadowbank Crescent, West Ryde



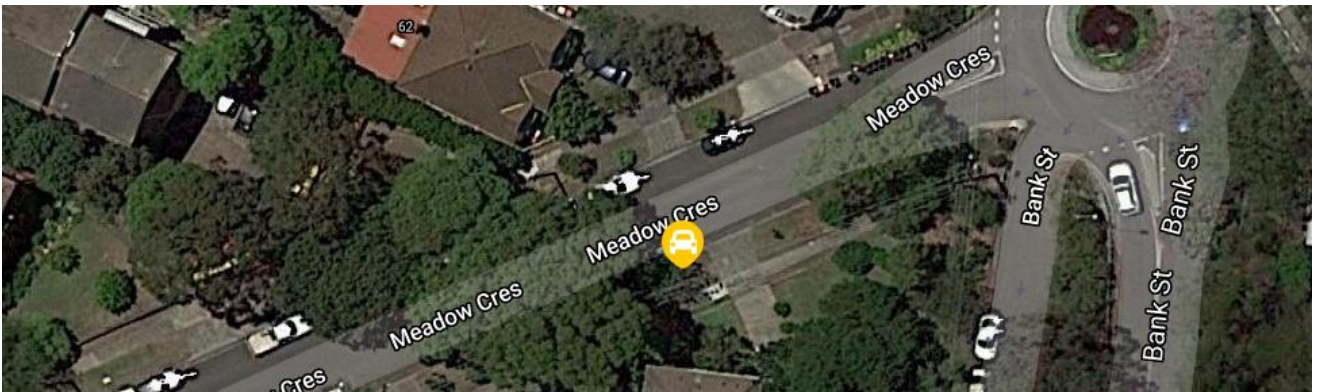
Location 4 @ 1-3 Lee Avenue, Ryde



Location 6 @ 20 Herbert Street, West Ryde



**Location 12 @ 1-3 Bank Street, Meadowbank**

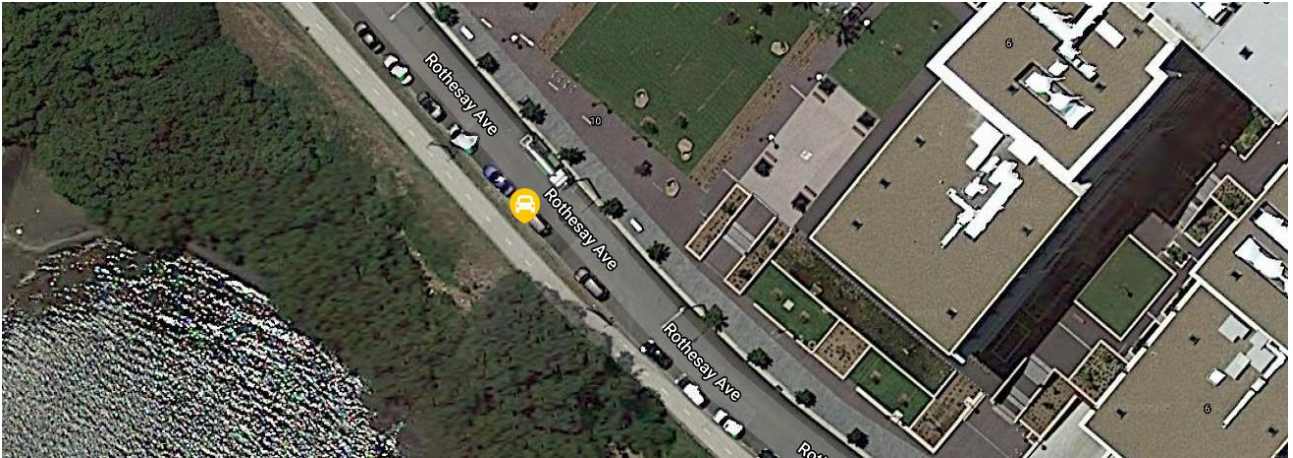


**Location 14 @ Meadowbank Crescent E side outside at 21-22 Bank St, Meadowbank**

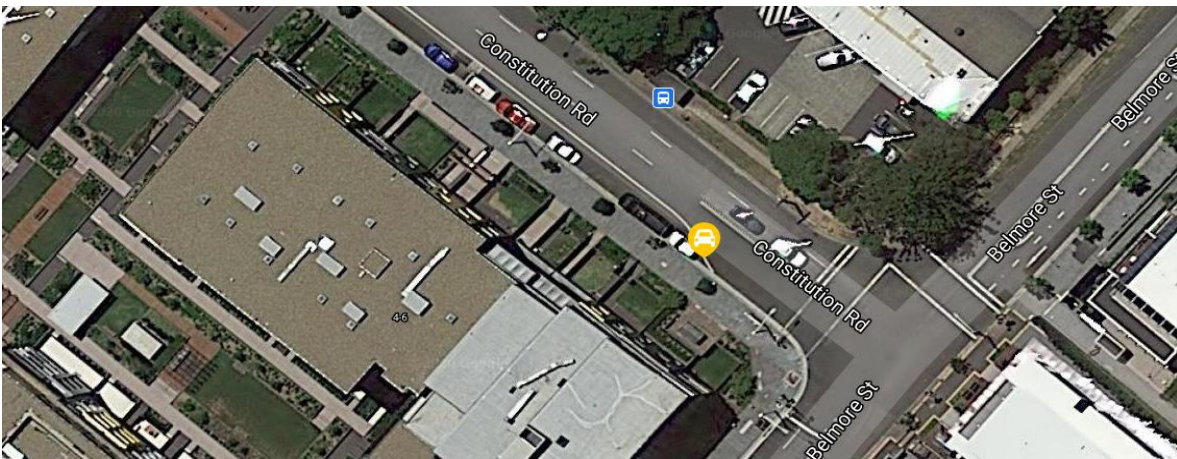


**Location 15 @ 90 Belmore Street (E-side), Ryde**

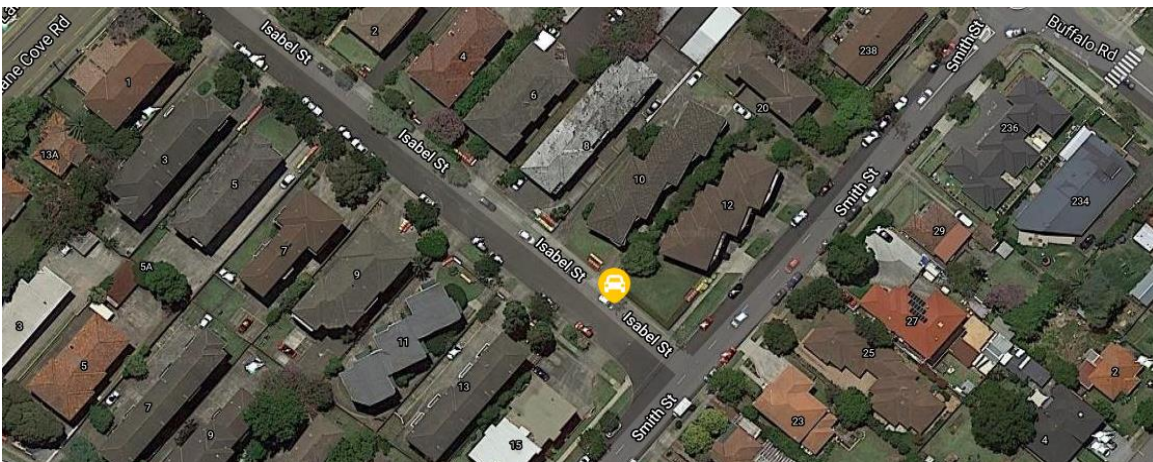




Location 16 @ 9 Rothesay Avenue, Ryde



Location 17 @ Constitution Road cnr Belmore St, Ryde



Location 18 @ 12 Isabel St, Ryde



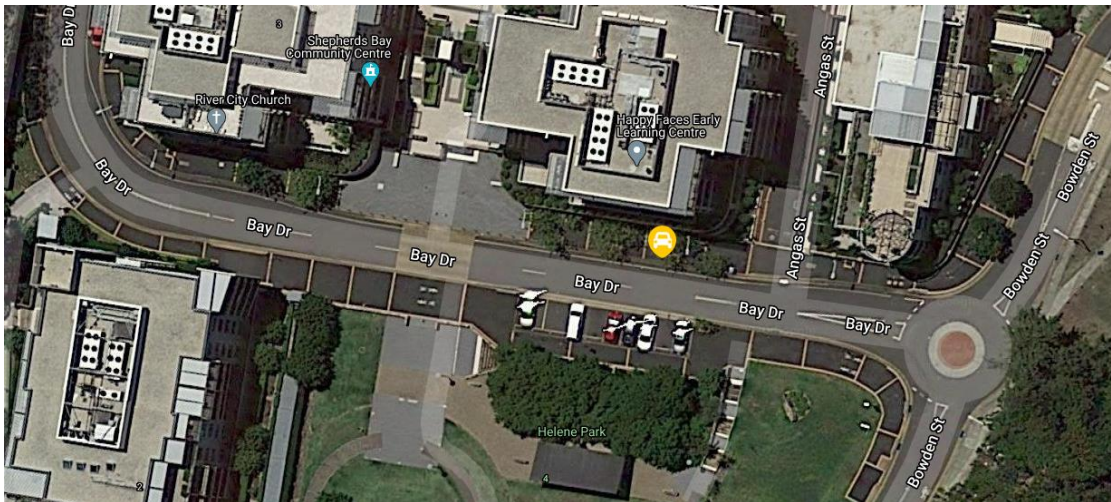
**Location 19 - Hamilton Crescent W, cnr Constitution Rd, Ryde**



**Location 21 - Opposite 31 Wattle Street, West Ryde**



**Location 22 @ 30-32 Forster Street, West Ryde**



**Location 23 @ 4 Bay Drive, Meadowbank**

In conclusion, out of the 25 proposed fixed car share spaces across 23 different locations, the recommendation to the Ryde Traffic Committee is for fixed car share spaces to be approved at 14 (fourteen) locations under this round of application. The distribution of the new fixed car share spaces is as follows:

- Popcar to be selected as operator at locations 1,2,4,6 and 23; and
- GoGet to be selected as operator at locations 12,14,15,16,17,18,19, 21 and 22.

These recommended locations are consistent with Council’s *Fixed Space Car Share Guidelines* and are determined to have met the overarching need for providing an additional means of public transportation service at these locations for current and future community.

Whilst Council recognises that some locations are deemed unfavourable by some residents who have raised concerns with loss of one car space on the street or preferring location to be elsewhere, the recommended locations have demonstrated to Council that they met the needs for approval as against the program objective. Determination of these fixed car share spaces also considers population growth and potential future users who may access to use this alternative transport mode by enabling provision of it in these areas. This is consistent with Council’s adopted position to provide these services across the City to increase use of these modes as an additional mode of transportation service in these areas.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

1. The following locations be authorised for single use fixed car share parking:
  - Location 1 - 14 Constitution Road Ryde
  - Location 2 - 45 Meadowbank Crescent, West Ryde
  - Location 4 - 1-3 Lee Avenue, Ryde



- Location 6 - 20 Herbert St West Ryde
  - Location 12 - Opp 1-3 Bank Street, Meadowbank
  - Location 14 - Meadow Crescent E side outside 21-22 Bank St, Meadowbank
  - Location 15 - 90 Belmore Street (E side), Ryde
  - Location 16 - 9 Rothesay Avenue, Ryde
  - Location 17 – Constitution Road cnr Belmore St, Ryde
  - Location 18 - 12 Isabel St, Ryde
  - Location 19 - Hamilton Crescent W, cnr Constitution Rd, Ryde
  - Location 21 - Opp 31 Wattle Street, West Ryde
  - Location 22 - 30-32 Forster Street, West Ryde
  - Location 23 - 4 Bay Drive, Meadowbank.
2. All approved fixed car share locations be delineated in accordance with Council's *Fixed Space Car Share Guidelines (Jan 2020)*, with the required payment of the applicable setup and annual fees and charges by the car share operators to Council, upon which Council will also issue a Car Share Vehicle Parking Authority to each of the approved locations.

## Appendix A

### FIXED CAR SHARE SPACES

#### Community Engagement Overview



Car sharing supports community transport and sustainability goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to sustainable transport modes, resulting in better air quality and lower carbon emissions due to reduced traffic fumes.

During early 2020 Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

Council sought community feedback for 25 fixed car share spaces across 23 locations. The Have Your Say period occurred from 3 September to 23 September 2020 where the community could provide feedback via an online survey on the Have Your Say webpages. The consultation was promoted through the City of Ryde's Have Your Say website, flyers to directly affected residents, local newspaper and signage at the proposed fixed car share locations.

Through the online survey, many respondents expressed they did not support the proposed fixed car share spaces due to limited parking and car share spaces taking away from resident parking in the area. Alternative locations were often proposed, such as public car parks, including Council, shopping center or commuter car parks or in higher density areas. Alternatively, comments of support noted the fixed spaces are needed to improve access to and incentivise the use of car share facilities.

Please note:

- Respondents were able to select which location(s) they provided feedback for; therefore the sample size varies for each location. Furthermore, it was optional to provide a comment, hence the number of comments may not total to the number of responses.
- A small sample size was received for each proposed location; hence this should be taken into consideration when viewing the results and subsequent decision making.



**52**  
ONLINE  
SUBMISSIONS



**2**  
EMAIL  
SUBMISSIONS



**2**  
EMAIL & ONLINE  
SUBMISSION

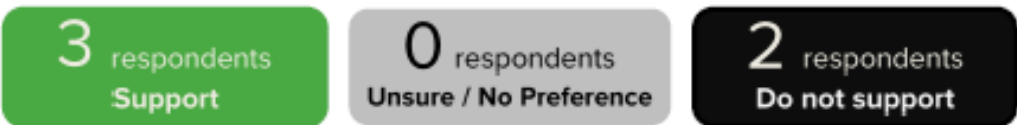
# FIXED CAR SHARE SPACES

## Community Engagement Results



Please indicate whether you support or do not support the proposed fixed car share space?

### Location 1: 14 Constitution Road, Ryde (5 responses)

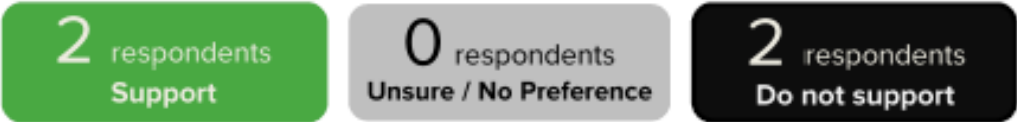


Comments:

**2 supportive comments:** noted that population and traffic has increased in the area and support more car share.

**1 unsupportive comment:** noted it is already difficult to find parking in the area.

### Location 2: 45 Meadowbank Crescent, West Ryde (4 responses)

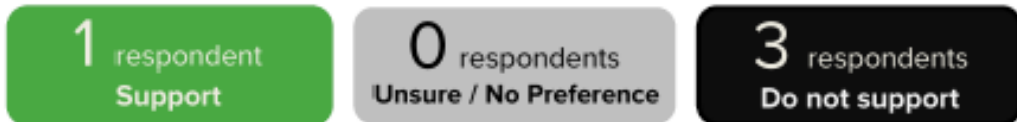


Comments:

**1 supportive comment:** noted strong support for a car share space.

**2 unsupportive comments:** noted parking in the area is already limited and there are better alternative locations, such as Meadowbank Station commuter carpark.

### Location 3: 303 Morrison Road, Ryde (4 responses)



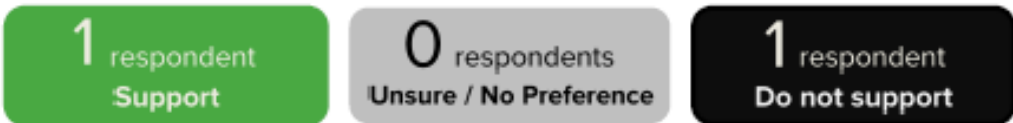
Comments:

**2 unsupportive comments:** noted a shortage of street parking in the area and a car share space would take away from resident parking. Alternative locations were suggested including Kissing Point ferry wharf, Civic Centre car park or closer to the shopping centre.



**Please indicate whether you support or do not support the proposed fixed car share space?**

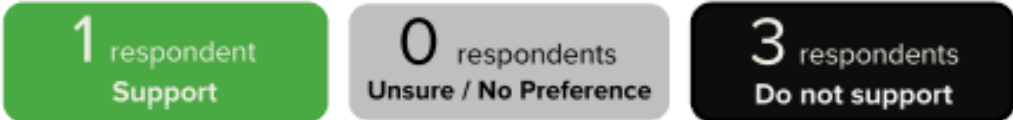
**Location 4: 1-3 Lee Avenue, Ryde (2 responses)**



Comments:

**1 unsupportive comment:**  
noted the street is too narrow for two-way traffic with limited parking for residents, and suggested moving the space to a wider street (e.g. Shepherd or Bowden Street) or closer to Location 5 on Belmore Street.

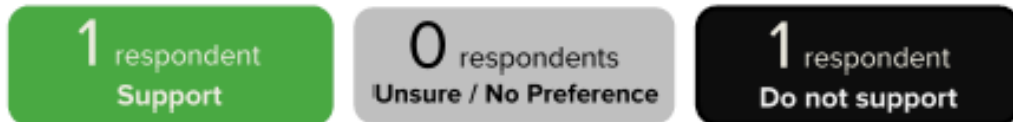
**Location 5: 5 Anderson Avenue, Ryde (4 responses)**



Comments:

**3 unsupportive comments:**  
noted the limited parking in the area due to residential apartments. Other concerns included impact on residents, traffic congestion and use of car share during a pandemic.

**Location 6: 20 Herbert Street, West Ryde (2 responses)**



Comments:

**1 unsupportive comment:**  
noted a space at the station would be more beneficial.

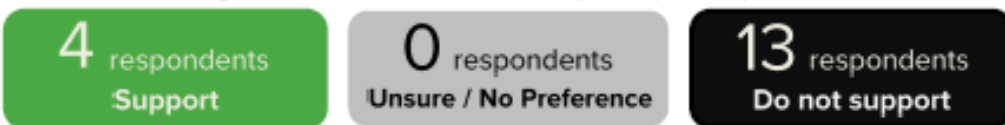
# FIXED CAR SHARE SPACES

## Community Engagement Results



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 7a and 7b: 13 Angas Street, Meadowbank (17 responses)**



Comments:

**10 unsupportive comments:** noted there is limited street parking for residents, particularly due to apartments and construction in the area. Suggestions for alternative locations included the shopping centre/Coles car park and accessible or timed parking spaces on Angas Street.

**Location 8a and 8b: 1 Rothesay Avenue, Ryde (7 responses)**



Comments:

**1 supportive comment:** noted keeping the space clear for safety.

**5 unsupportive comments:** noted limited parking in the area due to apartments and visitors. Other concerns included obstructed views and traffic with suggestions for the space to be a no parking/stopping zone and Nancarrow Avenue as an alternative.

**Location 9: 21 Bay Drive, Meadowbank (12 responses)**



Comments:

**1 supportive comment:** noted more car share spaces are needed and that residents not considering those who do not own a car.

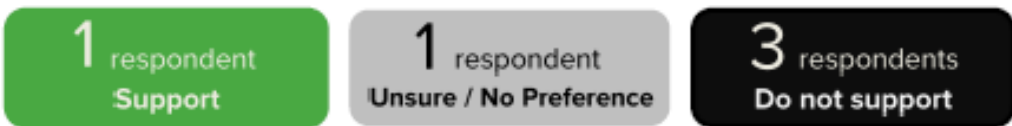
**7 unsupportive comments:** noted limited resident parking and a car share space will impact resident, accessible and service provider parking. Suggestions for alternative locations include in Council, shopping centre or commuter car parks and Faraday Lane.





**Please indicate whether you support or do not support the proposed fixed car share space?**

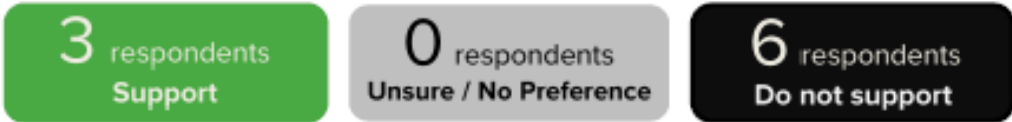
**Location 10: 91 Constitution Road W, Meadowbank (5 responses)**



Comments:

**3 unsupportive comments:**  
noted that low residential housing is not a suitable location and will impact resident parking and property values. Alternative locations were suggested including near apartments, Ausgrid site, opposite shops/station and Meadowbank Park car park.

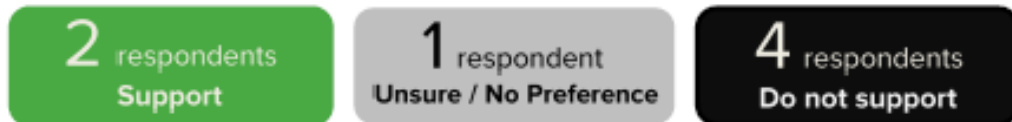
**Location 11: 143 Bowden Street, Meadowbank (9 responses)**



Comments:

**4 unsupportive comments:**  
noted a car share space would take away from resident and visitor parking, which is already limited due to apartments and recreational visitors.

**Location 12: Opposite 1-3 Bank Street, Meadowbank (7 responses)**



Comments:

**4 unsupportive comments:**  
noted limited street parking for residents and visitors in the areas, which a car share space would take away from. An alternative location includes Meadowbank commuter car park.

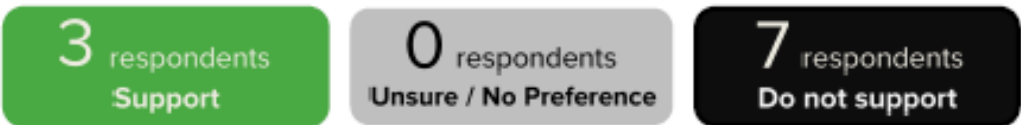
# FIXED CAR SHARE SPACES

## Community Engagement Results



Please indicate whether you support or do not support the proposed fixed car share space?

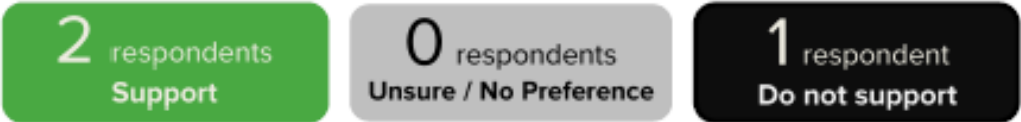
**Location 13: 17 Meadow Crescent, Meadowbank** (10 responses)



Comments:

**4 unsupportive comments:**  
noted this space would take away from the already limited resident parking and that there are better alternatives (e.g. further up the road towards the park).

**Location 14: Meadow Crescent outside 21-22 Bank Street, Meadowbank** (3 responses)



Comments:

**1 unsupportive comment:**  
noted this space would take away from the already limited resident and visitor parking and that there are better alternatives.

**Location 15: 90 Belmore Street E, Ryde** (4 responses)



Comments:

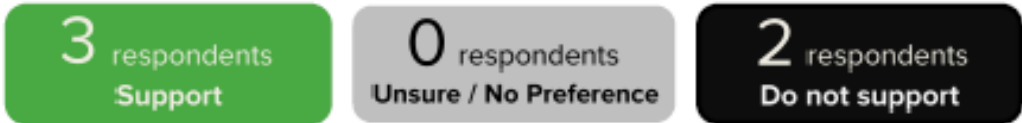
**1 supportive comment:**  
noted to control the parking and allow space for driving.

**2 unsupportive comments:**  
noted traffic congestion and issues in the narrow street and a shortage of street parking for residents.



**Please indicate whether you support or do not support the proposed fixed car share space?**

**Location 16: 9 Rothesay Avenue, Ryde (5 responses)**

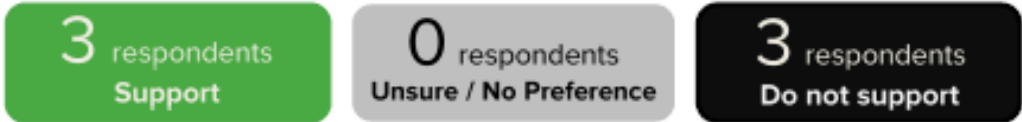


**Comments:**

**2 supportive comments:** noted this as an appropriate place for a fixed car share space and to control the parking.

**2 unresponsive comments:** noted difficulty parking in the area and traffic congestion due to parking on both sides of the road.

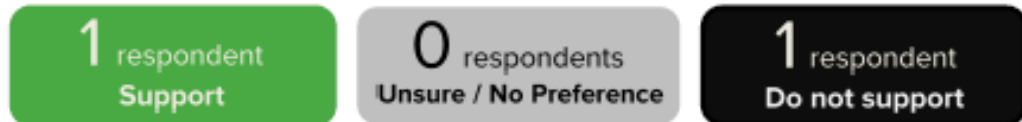
**Location 17: Constitution Road corner Belmore Street, Ryde (6 responses)**



**Comments:**

**2 unresponsive comments:** noted difficulty parking and heavy traffic in the area.

**Location 18: 12 Isabel Street, Ryde (2 responses)**



**Comments:**

**1 unresponsive comment:** noted there is limited parking and a car share space will attract strangers and noise to the area.

# FIXED CAR SHARE SPACES

## Community Engagement Results



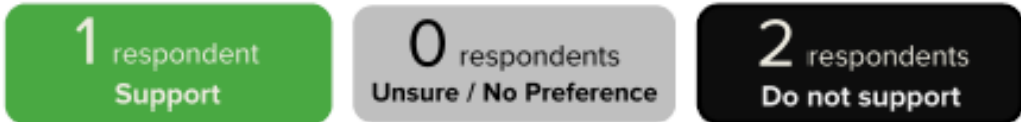
Please indicate whether you support or do not support the proposed fixed car share space?

**Location 19: Hamilton Crescent W corner Constitution Road, Ryde (3 responses)**



Comments: *No comments*

**Location 20: 22-26 Herbert Street, West Ryde (3 responses)**



Comments:

**2 unresponsive comments:**  
noted a car share space is not needed and will add to traffic congestion in the area. Alternative locations were suggested including higher on Herbert Street, closer to the station or apartment buildings.

**Location 21: Opposite 31 Wattle Street, West Ryde (2 responses)**



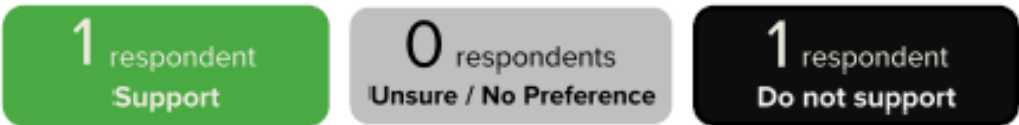
Comments:

**1 unresponsive comment:**  
suggested 31 Wattle Street or closer to the Ryde Eastwood Leagues Club as alternative locations.



**Please indicate whether you support or do not support the proposed fixed car share space?**

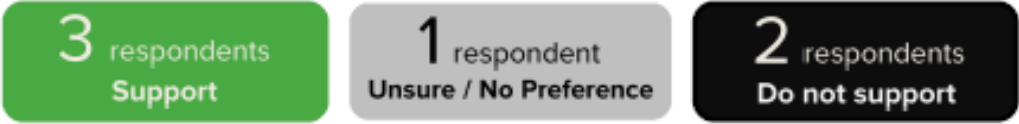
**Location 22: 30-32 Forster Street, West Ryde (2 responses)**



Comments:

**1 unsupportive comment:** noted this space would take away from the already limited resident parking and noted illegal parking in the area.

**Location 23: 4 Bay Drive, Meadowbank (6 responses)**



Comments:

**2 unsupportive comments:** noted difficulty parking on this street and there is only parking available for delivery vans.

**Do you have any general or overall comments regarding the proposed fixed car share locations? (n=29)**

*Will reduce availability of on-street parking for residents*  
*Increased apartments and constructions in the area*  
*Use Council, shopping, commuter spaces, not residential*  
*Car share not needed in the proposed locations*  
*Currently limited on-street parking*  
*Need/like more car share spaces*  
*Incentivise others*  
*Support car share concept*  
*Improve access to car share facilities*

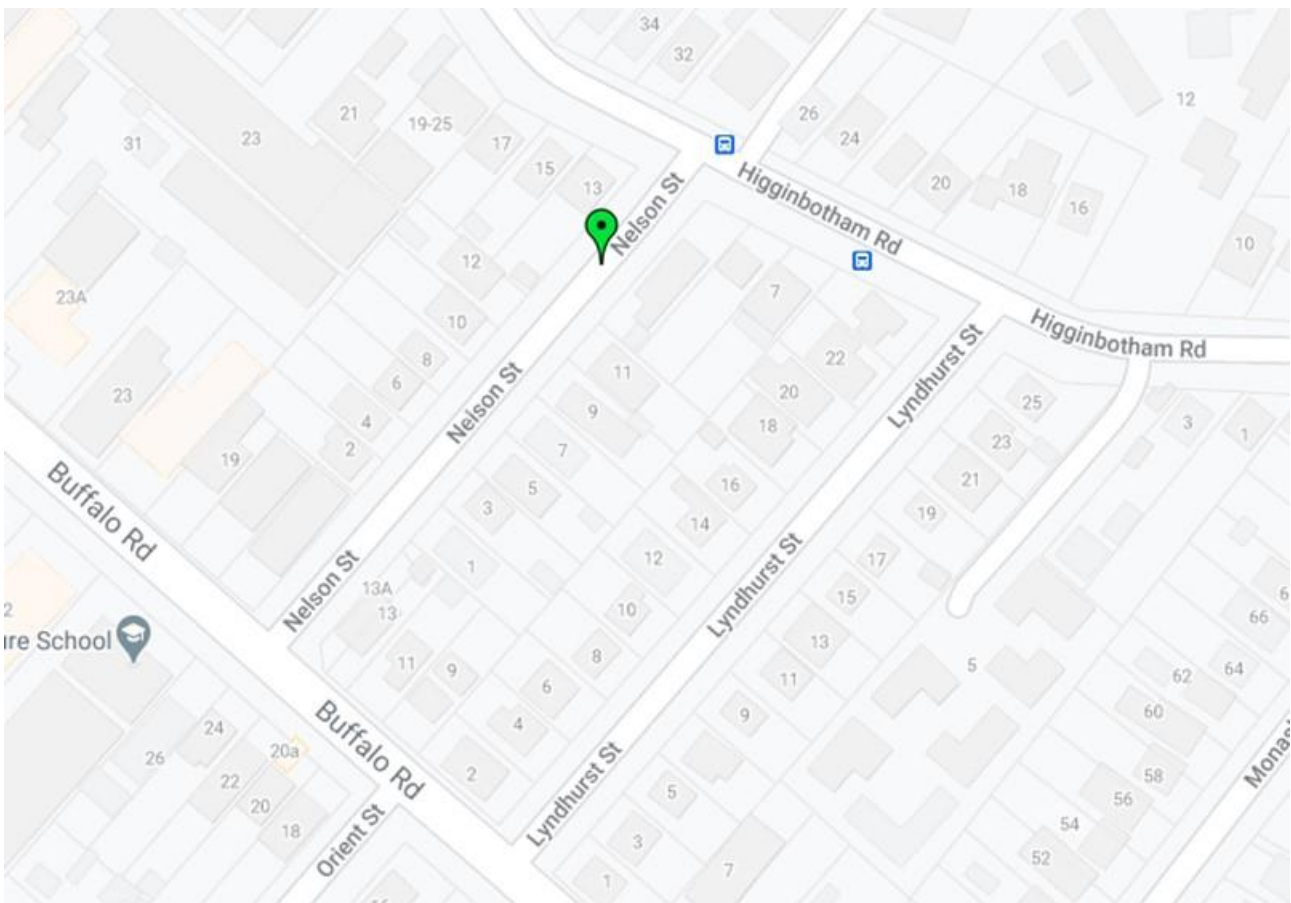
Note: Size is representative of theme frequency, reflecting themes ranging between n=2 and n=11

**ITEM (J): NELSON STREET, GLADESVILLE**  
**SUBJECT: RESIDENT PARKING SCHEME**

ELECTORATE: LANE COVE  
WARD: EAST  
ROAD CLASS: NON-CLASSIFIED

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

Nelson Street is a local residential street located between Buffalo Road and Higginbotham Road, Gladesville. While the street is predominantly residential in nature, there is a commercial component to the street located towards the Buffalo Road end of the street. On site observations indicate that all on-street parking spaces in the street are regularly filled throughout the working week.



**Figure 13: Location Plan**



## DISCUSSION:

Currently there are ten (10) 90-degree angled parking spaces that front the commercial component of the street on the western side of the street, with these parking spaces subject to the following restrictions namely 2P 8am – 6pm Mon-Fri. The parallel parking area adjacent to the 90-degree parking zone has a residential frontage where the following parking restrictions apply 2P 7am -5pm Mon-Fri. No parking restrictions are in force along the eastern side of the street.



**Figure 14 90 degree and parallel parking**

Council has received representation from residents of the street who wish their street to be considered for inclusion into a resident parking scheme. Council adopted its parking permit policy in December 2019 which details a two-step criteria process for a street to be considered as a suitable candidate for a resident parking scheme.

- An on-street parking utilisation survey must indicate that 85% of the available on-street parking spaces on both sides of the street are being utilised.
- Surveys to identify this utilisation rate are undertaken at three (3) time periods (morning, lunchtime, afternoon) on any three (3) days of a normal week (does not include holidays and special event periods) to gauge the parking demand along the subject street.

Site observations undertaken in July 2020 indicated that on-street parking in the street between 8am and 6pm on weekdays currently is well above the 85% criteria required. Since the street met the first parking utilisation criteria, Council undertook consultation with the residents and property owners to establish the level of support for such a scheme. Consultation would need to establish that a minimum of 51% of properties in the street are in support of the proposed scheme.



All residents and property owners in the street were thus letterboxed as to whether they wished their street to be included into a resident parking scheme. Residents were letterboxed on 10 August 2020 and were given until the 11<sup>th</sup> September 2020 to voice their opinion. The results of the consultation process indicated that seven (7) of the twelve (12) properties in the street were supportive of the scheme which exceeds the 51% support criteria required for the resident parking scheme to be endorsed.

Council’s permit parking procedures manual states that if all properties in the street have access to at least 2 off-street parking spaces and thus would only be entitled to a single visitor parking permit, then only one side of the street will be included in the resident parking scheme. The other side of the street would remain unrestricted.



**Figure 15 Proposed RPS on western side of Nelson Street**

A review of the available off street parking provision on the street was undertaken which indicated that all properties have access to 2 off-street parking spaces, and thus the proposed resident parking scheme in the street will only operate on the western side of the street and will not include the 90 degree parking area as per the plan shown above.





## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- b) The western side of Nelson Street that is currently signed posted as 2P 7am-5pm Mon – Fri be incorporated into the Zone 9 resident parking scheme and will operate as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted.
- c) All residents of Nelson Street be advised of Council's decision.

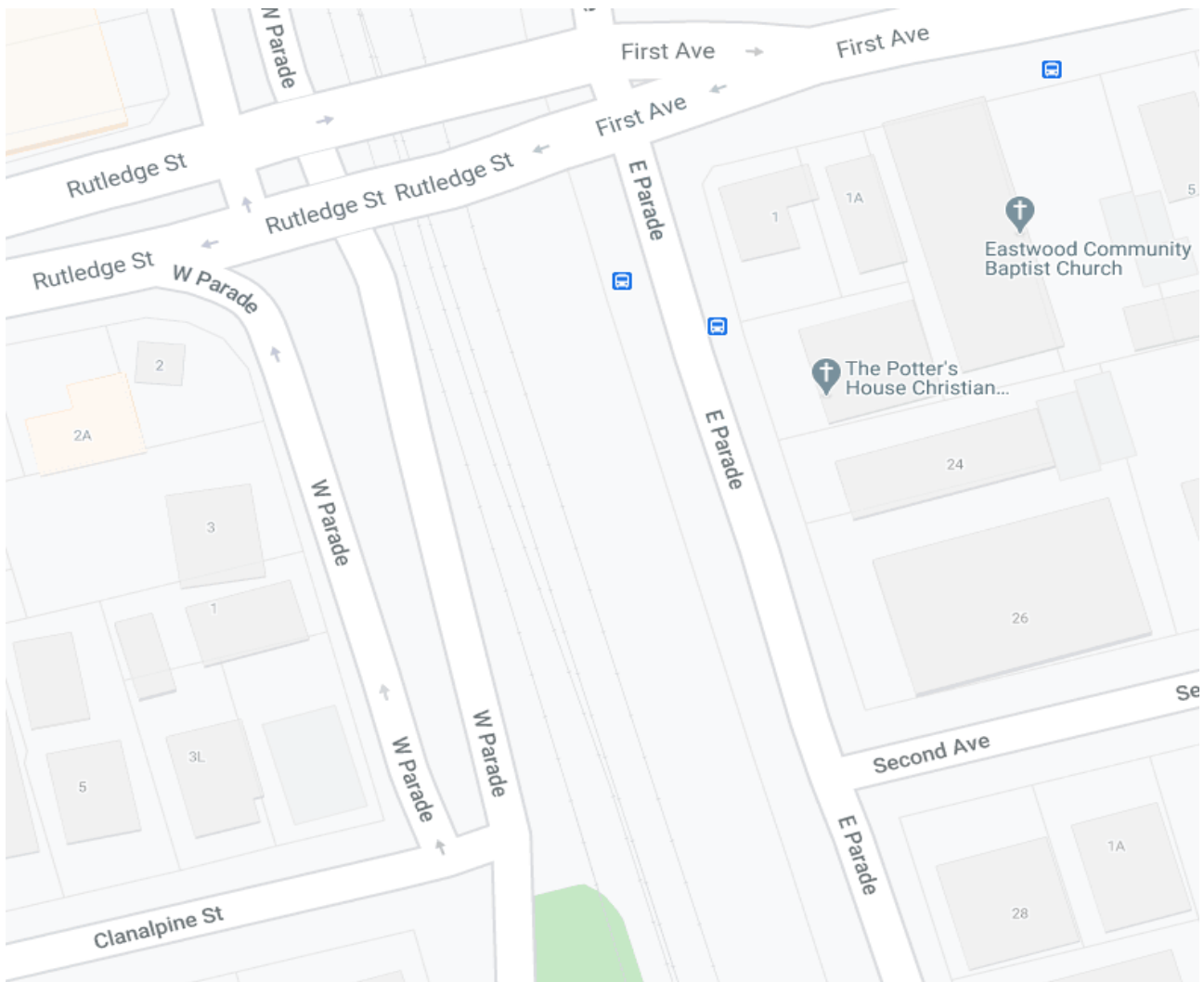


**ITEM (K): WEST PARADE / CHATHAM ROAD / CLANALPINE STREET**  
**SUBJECT: INTERSECTION UPGRADE**

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

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

The Transport Services Division of Council reviews all intersections within the City of Ryde as to functionality and readability by motorists. It assesses whether improvements can be made that will assist through traffic movement and whether improvements can be made to improve the road safety environment for pedestrians and cyclists.



**Figure 16: Location Plan**



**DISCUSSION:**

The intersection of West Parade/Chatham Road/Clanalpine Street is located immediately south of Rutledge Street and is one of the more challenging intersections within the City of Ryde for motorists to negotiate. It is considered that this intersection merits investigation to determine a more user-friendly intersection layout.



**Figure 17:** *Intersection of West Parade/Chatham Road/Clanalpine Street*

West Parade/Chatham Road is classified as a collector road under Council’s Road Hierarchy Plan and serves as a major north south connecting route linking Eastwood and West Ryde. The posted speed limit through the intersection is 50km/h, with a 3 Tonne limit applying along this section of West Parade/Chatham Road. A bi-directional separated cycle path runs along the eastern alignment of West Parade/Chatham Road, which then converts to an off-road cycle path facility approximately 50m south of the intersection with Clanalpine Street

While crash data for the period 2014 – September 2019 (the latest crash data that is currently available to Council) reveals that there has only been one injury related crash as having occurred at this intersection, the aerial view of the intersection indicates that there is considerable potential for confusion and conflict between vehicles due to the ambiguity



in the operation of the above intersection. The West Parade northbound carriageway immediately north of Clanalpine Street splits into a one-way section of roadway that intersects with Rutledge Street, while the other section continues down through the underpass with Rutledge Street.

Given the width of the intersection it was determined that a modified roundabout would be the preferred intersection treatment for this intersection. A concept design sketch of the proposed roundabout is attached which demonstrates how the roundabout will be accommodated within the intersection. It is considered that the proposed facility will significantly improve road legibility for all road users of the intersection. There will be no loss of on-street parking associated with the proposed facility.

The proposed roundabout has been designed to accommodate the turning paths of a 12.5m standard bus which will address the left turn movement from Clanalpine Street into West Parade and right turn movement from West Parade into Clanalpine Street associated bus routes M543 and M544.



**Figure 18: Street view - Looking South at Subject Intersection**



**Figure 19: Street view – Looking North at the Subject Intersection**



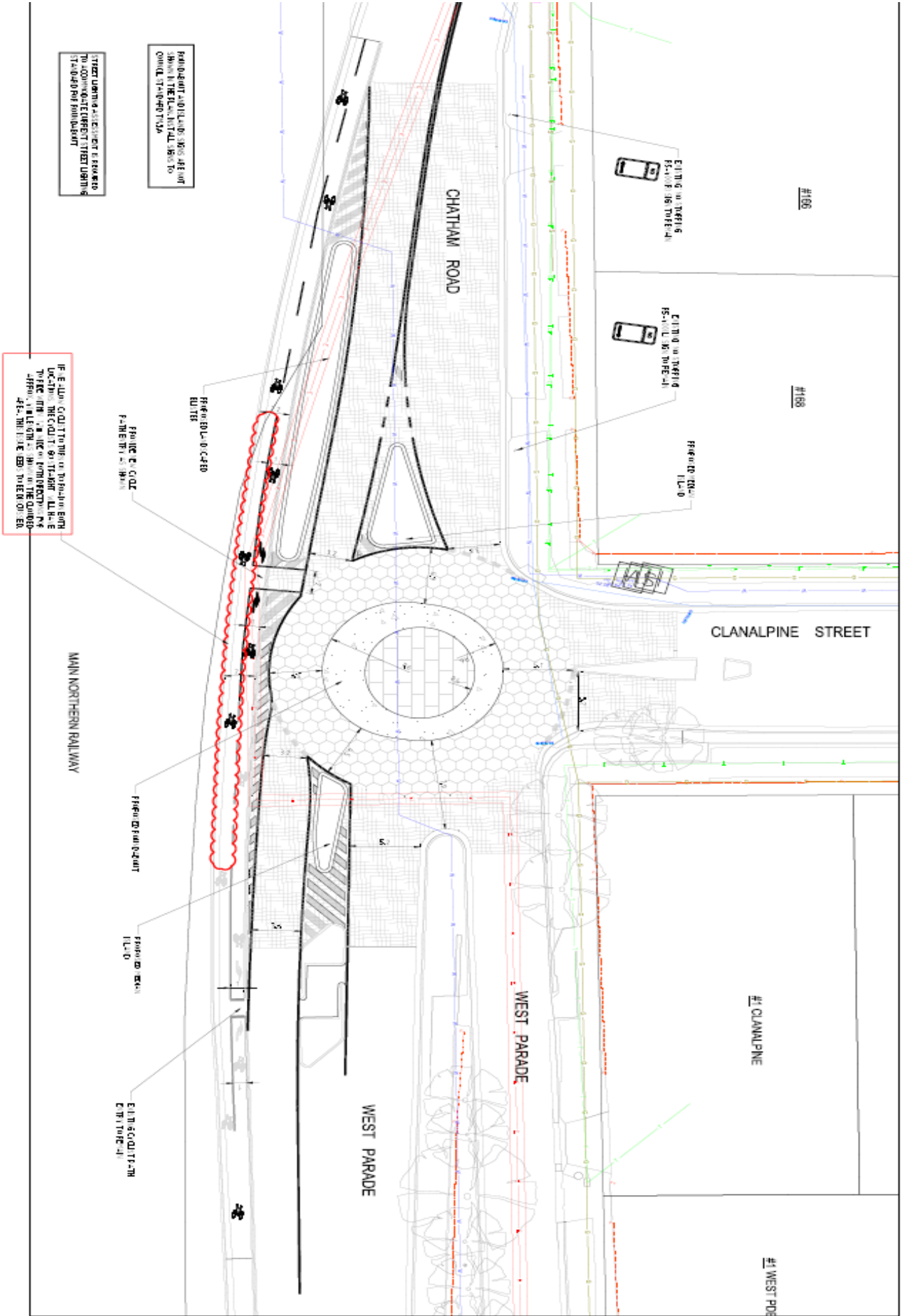
**Figure 20: Street view – Looking East from Clanalpine Street**

While the presence of residential driveways at or near a roundabout is not ideal, carriageway limitations means that there is only 1 residential driveway at 168 Chatham Road that will be partially impacted by the proposed roundabout. All residents directly impacted by the proposed roundabout will be consulted during the detailed design component of the project.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- d) Approval in principle be given for a roundabout to be installed at the intersection of West Parade/Chatham Road/Clanalpine Street.
- e) Residents be consulted during the detailed design phase of the project.





**ITEM (L): CHATHAM ROAD / BUENA VISTA AVENUE**  
**SUBJECT: INTERSECTION UPGRADE**

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

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

The Transport Services Division of Council reviews all intersections within the City of Ryde as to functionality and readability by motorists. It assesses whether improvements can be made that will assist through traffic movement and whether improvements can be made to improve the road safety environment for pedestrians and cyclists.



**Figure 21: Location Plan**



**DISCUSSION:**

The intersection of Chatham Road /Burmah Road /Buena Vista Avenue is one such intersection where consideration of an updated intersection layout is considered appropriate.



**Figure 22:** *Intersection of Chatham Road/Burmah Road/Buena Vista Avenue*

As can be seen in the aerial above there is considerable potential for confusion and conflict between vehicles due to the ambiguity in the operation of the above intersection. It is only Chatham Road that has been clearly defined, with access from Buena Vista Avenue and Burmah Road onto Chatham Road and each other open to interpretation.

Given the width of the intersection it was determined that a modified roundabout would be the preferred intersection treatment for this intersection. A concept design sketch of the proposed roundabout is attached which demonstrates how the roundabout will be accommodated within the intersection. It is considered that the proposed facility will





significantly improve road legibility for all road users of the intersection. There will be minimal loss of on-street parking as residential properties on the eastern side of Chatham Road are currently prohibited from parking outside their properties due to the existing carriageway constraints on Chatham Road.



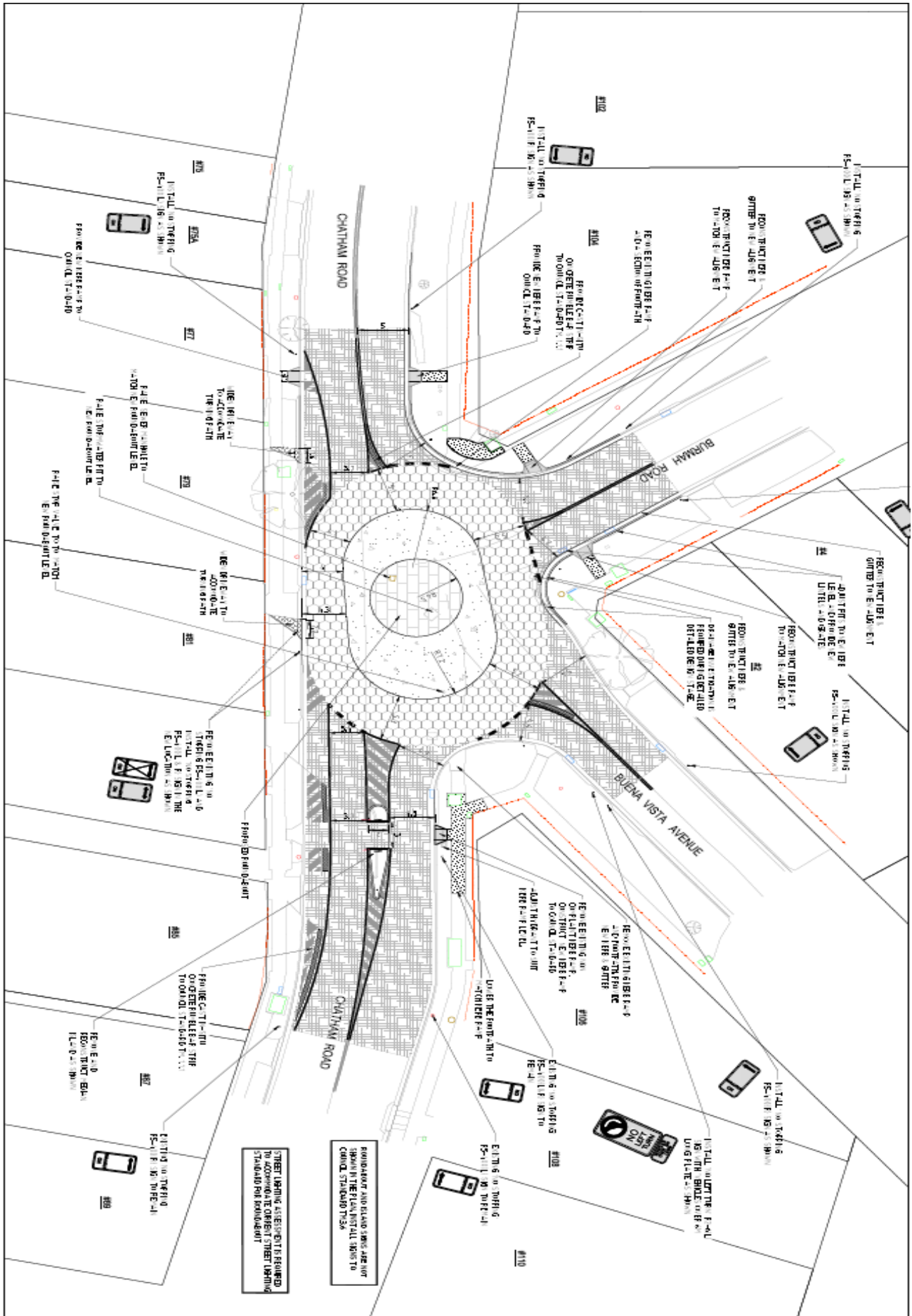
**Figure 23: Street view of Subject Intersection**

While the presence of residential driveways at or near a roundabout is not ideal, carriageway limitations means that some driveways on the eastern side of Chatham Road will fall within the extent of the roundabout. The proposed roundabout has been designed such that all access to and from residential driveways will be maintained. All residents directly impacted by the proposed roundabout will be consulted during the detailed design component of the project.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- f) Approval in principle be given for a roundabout to be installed at the intersection of Chatham Road/Buena Vista Avenue/Burmah Road.
- g) Residents be consulted during the detailed design phase of the project.





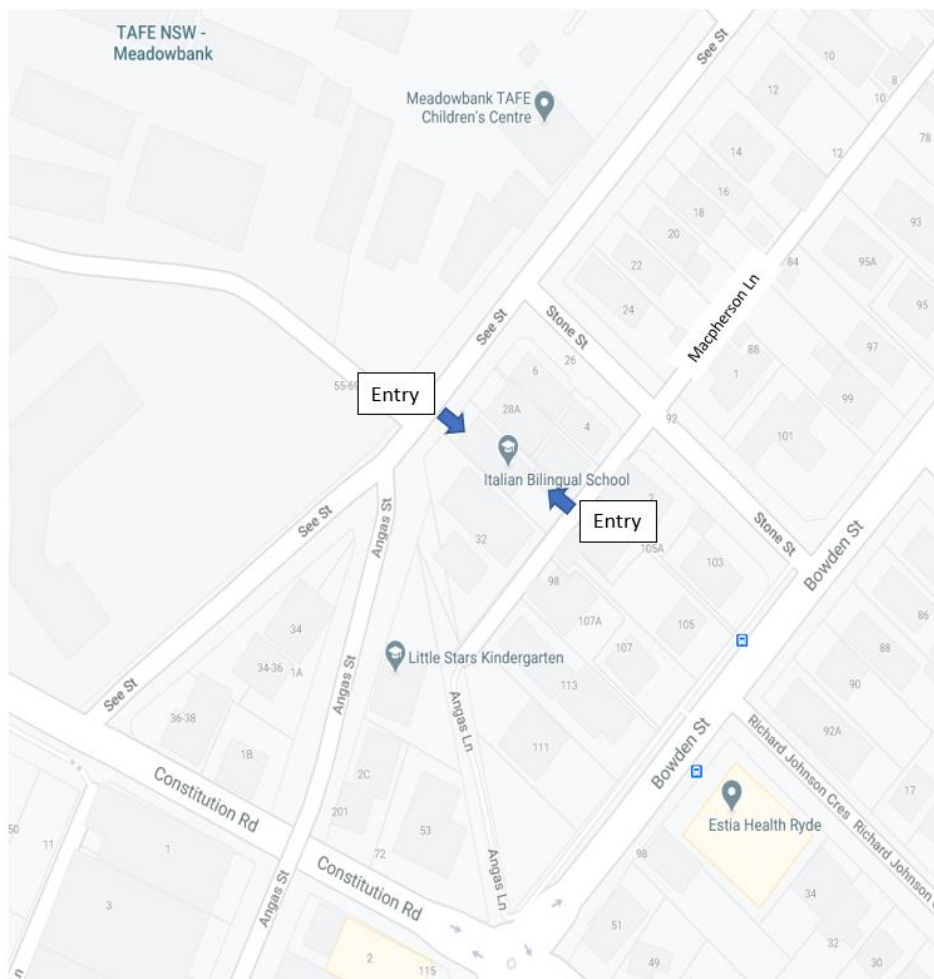
**ITEM (M): STONE STREET AND ANGUS STREET, MEADOWBANK**  
**SUBJECT: PARKING RESTRICTIONS**

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:**

Council has received requests from the Italian Bilingual School to investigate the provision of a Kiss & Ride zone for the school and improved access to parking in the surrounding streets. In response to these requests, a site investigation was undertaken to assess the feasibility of providing a Kiss & Ride zone along the school frontage and to review the parking conditions around the school.



**Figure 24: Location Plan and school entry points.**



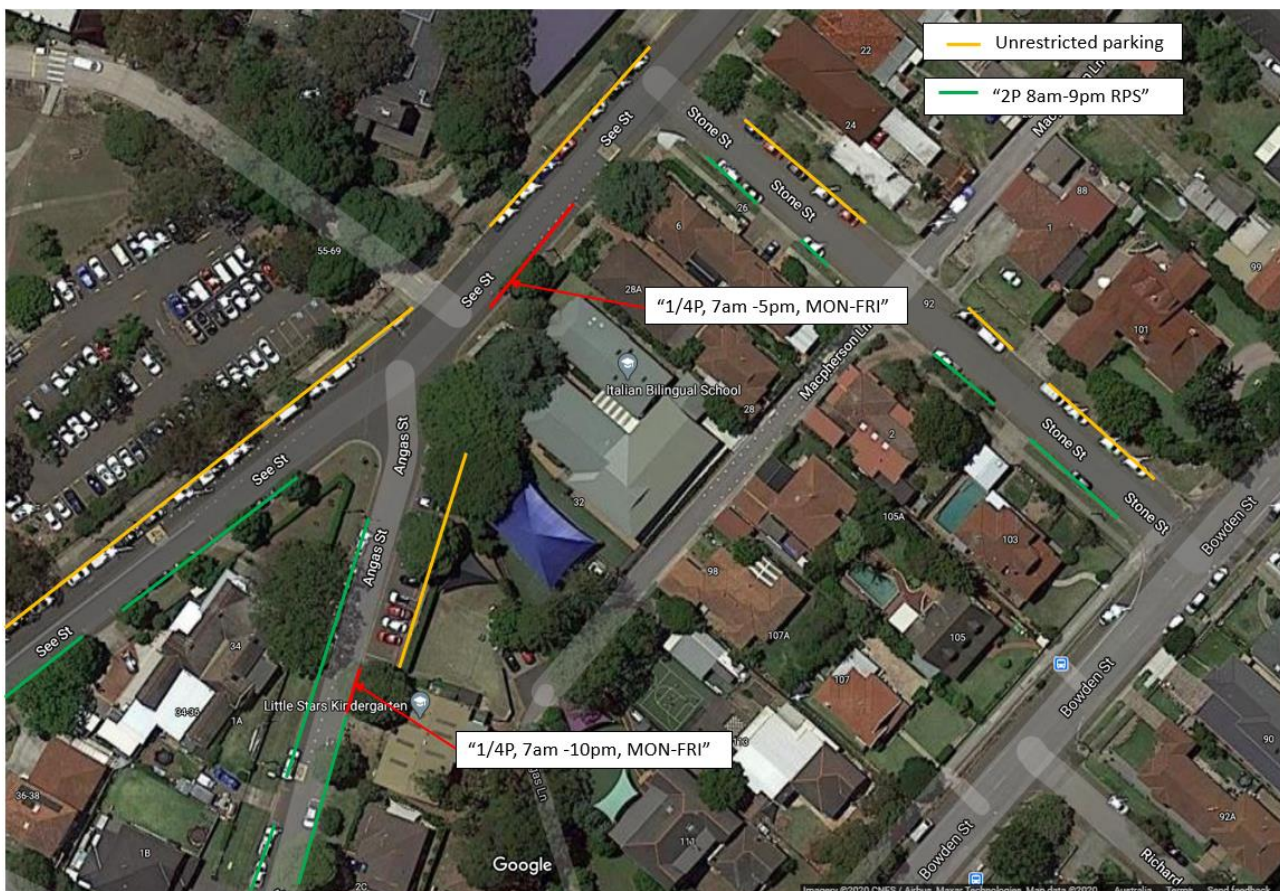
The Italian Bi-Lingual School is an independent school with around 150 students attending from throughout the greater Sydney area. As students generally do not live within walking distance, there is a greater percentage of students being dropped off and picked up by car.

The school utilises both the See Street and McPherson Lane entrances for student access, with parents parking and walking children to the school gate. Refer to Figure 1.

The school currently has access to four 1/4P spaces on the See Street school frontage. There is unrestricted parking along north-east side of Stone Street in the vicinity of the back entrance to the school, the south-west side being part of a 2P Resident Parking Scheme (RPS), and unrestricted 90-degree parking on the Angus Street school frontage.

On Angus Street, there is a childcare centre/Kindergarten and a Scout Hall located south of the school with two 1/4P 7am-10pm Monday-Friday spaces along this frontage. The remaining Angus Street forms part of a 2P RPS.

The unrestricted parking areas are generally occupied by construction, TAFE and staff vehicles, thus leaving parents with limited options to park and walk their children to the school gate.



**Figure 2: Existing parking restrictions in vicinity of the school.**

The only viable location for a Kiss & Ride facility is the 90-degree angle parking area in Angus Street. This location provides an indented area for vehicles to undertake drop-off and pick-up activities without impacting on through traffic. However, there is currently no footpath at this location, thus parents /children must walk on the road to reach the access gate to the school.



**Figure 3: Street view of 90 Degree Indented Parking Area in Angus Street**

The following changes are being proposed as an interim solution as shown in Figure 4;

- Installation of *1/4P 8am-9.30am & 2.30pm-4pm School Days* on the school side of Stone Street, between See Street and Bowden Street;
- Relocation of the existing 2P RPS parking on the north east- side of Stone Street between See Street and Bowden Street to the opposite side of Stone Street;
- Installation of *1/4P 7am-9.30am & 2.30pm-6pm School Days* in the 90-degree angle parking area of Angus Street.



**Figure 4: Interim proposal.**

It is also proposed that Council seek funding to install a footpath and associated kerb improvements along the Angus Street school frontage. Once footpath is installed, the 90-degree parking area be converted to a parallel parking arrangement and operate as a “Kiss & Ride” zone with the following restrictions *No Parking 8am-9.30am & 2.30pm-4pm School Days* as shown in Figure 5:



Figure 5: Final proposal with “Kiss & Ride” zone and parallel parking.

**Consultation:**

No consultation with residents is required as the areas are currently covered by a Resident Parking Scheme (RPS) and along the school frontage only. The change in parking restrictions have also resulted in 2 additional RPS spaces being provided.

**Recommendation:**

The Ryde Traffic Committee recommends the following:

- a) Installation of “1/4P 8am-9.30am & 2.30pm-4pm School Days” on the south-west side of Stone Street, between See Street and Bowden Street;
- b) Relocation of the existing 2P Resident Parking Scheme (RPS) on the south-west side of Stone Street between See Street and Bowden Street to the north-east side of Stone Street;
- c) Installation of “1/4P 7am-9.30am & 2.30pm-6pm School Days” in the 90-degree indented angle parking area of Angus Street as an interim.
- d) Installation of a footpath and associated kerb improvements along the Angus Street school frontage. Following the installation of a footpath, the 90-degree parking area be converted to a “Kiss & Ride” zone and parallel parking with the installation of “No Parking 8am-9.30am & 2.30pm-4pm School Days”

