



15 September 2016

File: COR2009/206

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**NOTICE OF MEETING**

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**You are advised of the following meeting:**

**Thursday 15 September 2016**

**Ryde Traffic Committee Meeting**

**Bayview Meeting Room, Level 1, 3 Richardson Place, North Ryde - 10.00am**

**MEMBERS**

City of Ryde (Chair)..... Director City Works and Infrastructure  
Roads and Maritime Services of NSW ..... Sydney North Region  
NSW Police Force ..... Ryde Local Area Command  
Member for Ryde (8 items)..... The Hon. V Dominello MP  
Member for Lane Cove (5 items)..... The Hon. A Roberts MP

**ADVISORS**

Sydney Buses ..... Western Region

Committee members and advisors are invited to attend the next meeting of the Traffic Committee. Alternatively, please forward comments on any matter to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email [gholding@ryde.nsw.gov.au](mailto:gholding@ryde.nsw.gov.au) by 5pm Tuesday 13 September 2016. If no comments are received, it is intended to deal with the matters in accordance with the Agenda proposals.

Councillors with an interest in any Agenda item should forward comments to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email [gholding@ryde.nsw.gov.au](mailto:gholding@ryde.nsw.gov.au) by 5pm Tuesday 13 September 2016.



**Meeting Date:** Thursday 15 September 2016  
**Location:** Bayview Meeting Room, Level 1, 3 Richardson Place, North Ryde  
**Time:** 10.00am

## NOTICE OF BUSINESS

### APOLOGIES

### DECLARATIONS OF INTEREST

### CONFIRMATION OF PREVIOUS MINUTES

### MATTERS ARISING FROM PREVIOUS MINUTES

### MATTERS FOR CONSIDERATION

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<b>ITEM (A)</b>	<b>MEADOW CRESCENT, MEADOWBANK</b>
SUBJECT:	WASTE-BIN COLLECTION ACCESS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2016-01275
OFFICER:	P JOHNSON

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<b>ITEM (B)</b>	<b>PARKLANDS ROAD, NORTH RYDE</b>
SUBJECT:	WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2016-01413
OFFICER:	P JOHNSON

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**ITEM (C) BAVIN AVENUE, RYDE**  
SUBJECT: WASTE-COLLECTION VEHICLE MANOEUEVERING ACCESS  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D16/89477 & T2016-01240  
OFFICER: P JOHNSON

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**ITEM (D) ARRAS PARADE, RYDE**  
SUBJECT: 'P DISABILITY ONLY' ZONE  
ELECTORATE: LANE COVE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1824804 & T2016-00817  
OFFICER: G HOLDING

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**ITEM (E) GORDON CRESCENT, DENISTONE**  
SUBJECT: TIMED PARKING CONTROL MEASURES  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D16/54849 & T2016-00857  
OFFICER: P JOHNSON

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**ITEM (F) MORRISON ROAD, PUTNEY**  
SUBJECT: TIMED PARKING CONTROL MEASURES  
ELECTORATE: LANE COVE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: HELPDESK-9618 & T2016-00990  
OFFICER: G HOLDING

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**ITEM (G) MACQUARIE PARK**  
SUBJECT: TRIAL OF SHORT TERM PARKING AND CAR SHARE  
ELECTORATE: RYDE AND LANE COVE  
WARD: CENTRAL AND EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: T2016-01148  
OFFICER: A MENDIS

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**ITEM (H) SOBRAON ROAD, MARSFIELD**  
SUBJECT: PARKING AND ACCESSIBILITY  
ELECTORATE: RYDE  
WARD: WEST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1823709 & T2016-00797  
OFFICER: P BASTAWROUS

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**ITEM (I) CAMBRIDGE STREET, GLADESVILLE**  
SUBJECT: LOCAL AREA TRAFFIC MANAGEMENT  
ELECTORATE: LANE COVE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1753080 & T2015-01518  
OFFICER: S WOOD

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**ITEM (J) QUARRY ROAD, RYDE**  
SUBJECT: PEDESTRIAN REFUGE REPLACEMENT  
ELECTORATE: LANE COVE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1834258 & T2016-00982  
OFFICER: A MENDIS

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**ITEM (K) KHARTOUM ROAD, MACQUARIE PARK**  
SUBJECT: SIGNAGE AND LINEMARKING PLAN APPROVAL  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: LDA2013/106 & T2016-01437  
OFFICER: K YOON

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**ITEM (L) SMITH STREET, RYDE**  
SUBJECT: SIGNAGE AND LINEMARKING PLAN APPROVAL  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D16/102446 & T2016-01398  
OFFICER: P BASTAWROUS

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## **EXTRA ITEMS**

## **GENERAL BUSINESS**

## **ADVISORY ITEMS**

1. TERRY ROAD AND MIDSON ROAD - TRAFFIC CONTROL SIGNAL UPGRADE
2. CITY OF RYDE'S *PERMIT PARKING POLICY* (RESIDENT PARKING SCHEME)
3. LUCKNOW ROAD, NORTH RYDE - SIGNAGE & LINEMARKING PLAN



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**ITEM (A) MEADOW CRESCENT, MEADOWBANK**

**SUBJECT: WASTE-BIN COLLECTION ACCESS**  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: T2016-01275  
OFFICER: P JOHNSON

**OVERVIEW**

City of Ryde has received representation from a resident of 31 Meadow Crescent and Council's waste-collection contractor requesting consideration be given to installing parking control measures outside 31 Meadow Crescent, Meadowbank, to provide an area for residents to store their bins for collection.

Whereas Council's waste-collection contractor previously collected bins from within the property, this service has ceased, due to safety reasons, and residents are required to position their bins on the road reserve for collection.

**CONTEXT**

1. Due to the close proximity to Meadowbank Station, parking is regularly at capacity in Meadow Crescent.
2. The parking in Meadow Crescent is currently unrestricted.
3. 31 Meadow Crescent has its 240 L bins serviced on Mondays.
4. Waste bins were previously stored within the apartment complex, with the waste-collection contractor servicing the bins from this location. Due to WH&S issues this service had to be ceased and residents are required to position their bins on the road reserve for collection.

**REFERENCES**

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

**CONSULTATION**

A total of 58 dwellings at 29, 31 & 33 Meadow Crescent were notified of the proposed changes. Although no comments have been received, which is understood to be undeclared support, City of Ryde staff intend to notify all 58 dwellings before the matter is considered by Council.

**DISCUSSION**

Council's waste-collection contractor is no longer able to service the bins within 31 Meadow Crescent, as the terrain is too steep for workers to safely traverse. Residents are now required to position their bins on Meadow Crescent. Due to the location having no verge they have no room to place the bins without impeding vehicular access to 31 Meadow Crescent.

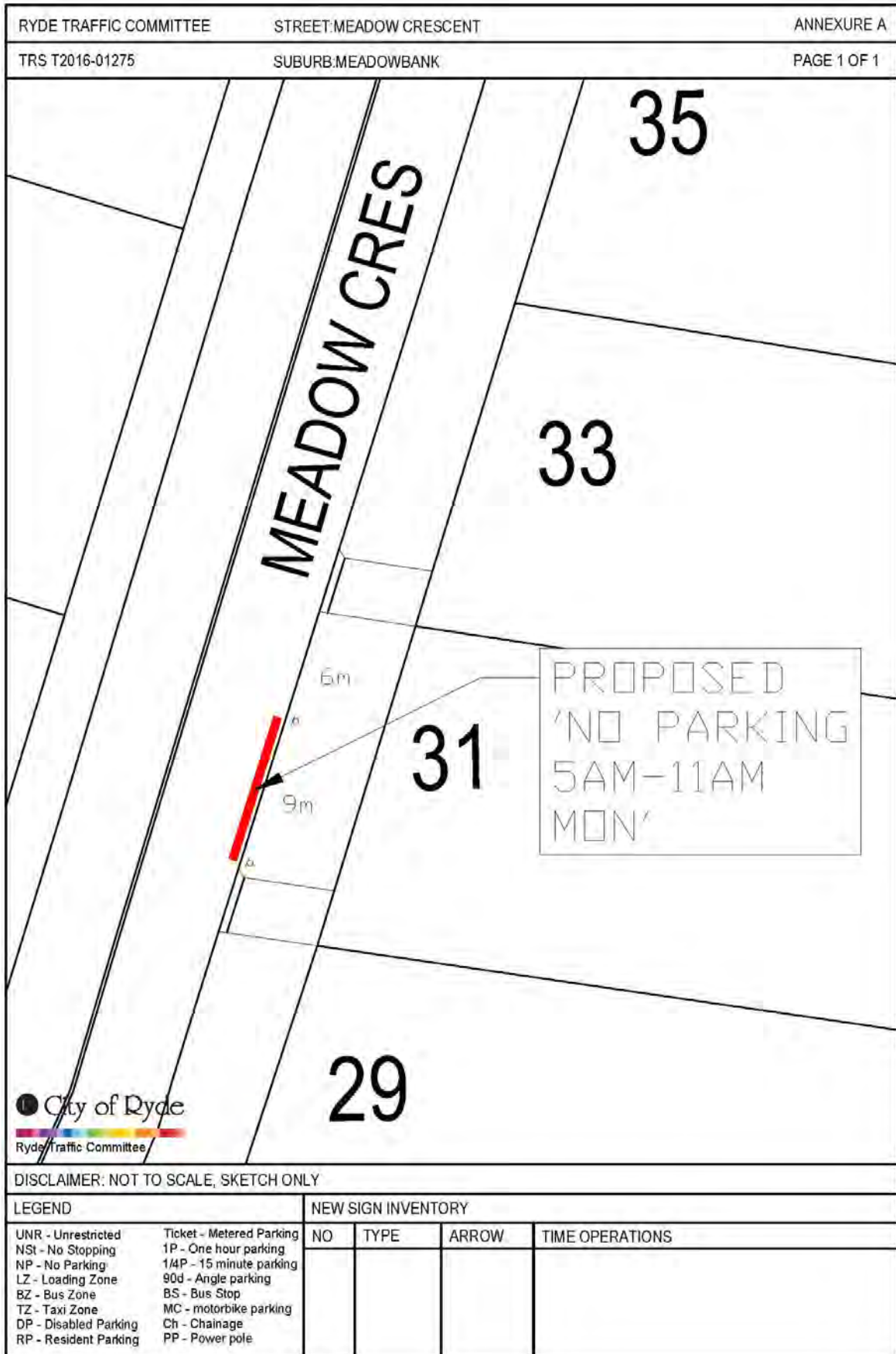
Installing 'NO PARKING 5AM-11AM MON' will temporarily remove one parking space to enable room for bins to be situated, without impeding access to 31 Meadow Crescent.

**PROPOSAL**

To install a 9 m 'NO PARKING 5AM-11AM MON' zone outside 31 Meadow Crescent, Meadowbank.









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<b>ITEM (B)</b>	<b>PARKLANDS ROAD, NORTH RYDE</b>
<b>SUBJECT:</b>	<b>WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	T2016-01413
<b>OFFICER:</b>	P JOHNSON

## OVERVIEW

City of Ryde has received representation from Council's waste-collection contractor requesting consideration be given to installing parking control measures in Parklands Road, North Ryde to improve manoeuvring access for their vehicles.

The Parklands Road carriageway is narrow and kerbside parking has recently become heavily used in the area, due to an increase in construction activity nearby.

## BACKGROUND

Due to the location's close proximity to the Macquarie Park precinct and the Whiteside development, Parklands Road has become congested on both sides of the carriageway due to parked vehicles.

## CONTEXT

1. Parklands Road is a local road with a 7.1 m wide carriageway.
2. There are two-hour parking control measures on both sides of Parklands Road, as part of a Resident Parking Scheme.
3. Bins are collected on Fridays in the area.
4. Despite the current parking control measures, increased construction activities in the area have resulted in parking regularly being at capacity in Parklands Road.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- RMS's *Permit Parking*
- *Road Transport (General) Regulation 2013* Regulation 95 Parking permits

## CONSULTATION

The occupants of the 27 surrounding properties have been notified of a proposal to install a 190 m 'NO PARKING 5AM-11AM FRI' zone on the southern side of Parklands Road, between Whiteside Street and Beswick Avenue. Three comments were received, all in opposition to the proposed changes. The main issues raised were:



- Whiteside Development contractors and Optus staff parking in Parklands Road,
- the loss of parking as a result of the proposed changes, and
- requests for “Resident Parking Only”.

In order to reduce the impact of the changes and partially address concerns regarding the loss of parking, the length of the proposed ‘NO PARKING 5AM–11AM FRI’ zone has been reduced to 80 m. This will cover the critical area of kerbside road space on the inner radius of the bend in Parklands Road, between 82 Parklands Road and 86 Parklands Road.

Councils are unable to install “Resident Only Parking”, under the RMS mandatory guidelines, but may consider reducing the time limit to one hour.

Although the occupants that have not responded are understood to be providing undeclared support, City of Ryde staff intend to notify all 27 properties before the matter is considered by Council.

## **DISCUSSION**

Even with the current two-hour parking control measures on both sides of Parklands Road, the parking is regularly at capacity. With vehicles parked on both sides, a single, two-way travel lane of approximately 2.9 m remains, causing difficulties for Council’s waste-collection vehicles attempting to access the street, especially around the bend between Whiteside Street and Beswick Avenue.

The Whiteside Development has been notified that, as a condition of their consent, all work related vehicles must utilise the basement level carpark upon its completion.

Installing ‘NO PARKING 5AM-11AM FRI’ on the inner radius of the bend in Parklands Road, between 82 Parklands Road and 86 Parklands Road, will remove the obstructive parking in the most critical length of Parklands Road and provide Council’s waste-collection vehicles improved access.

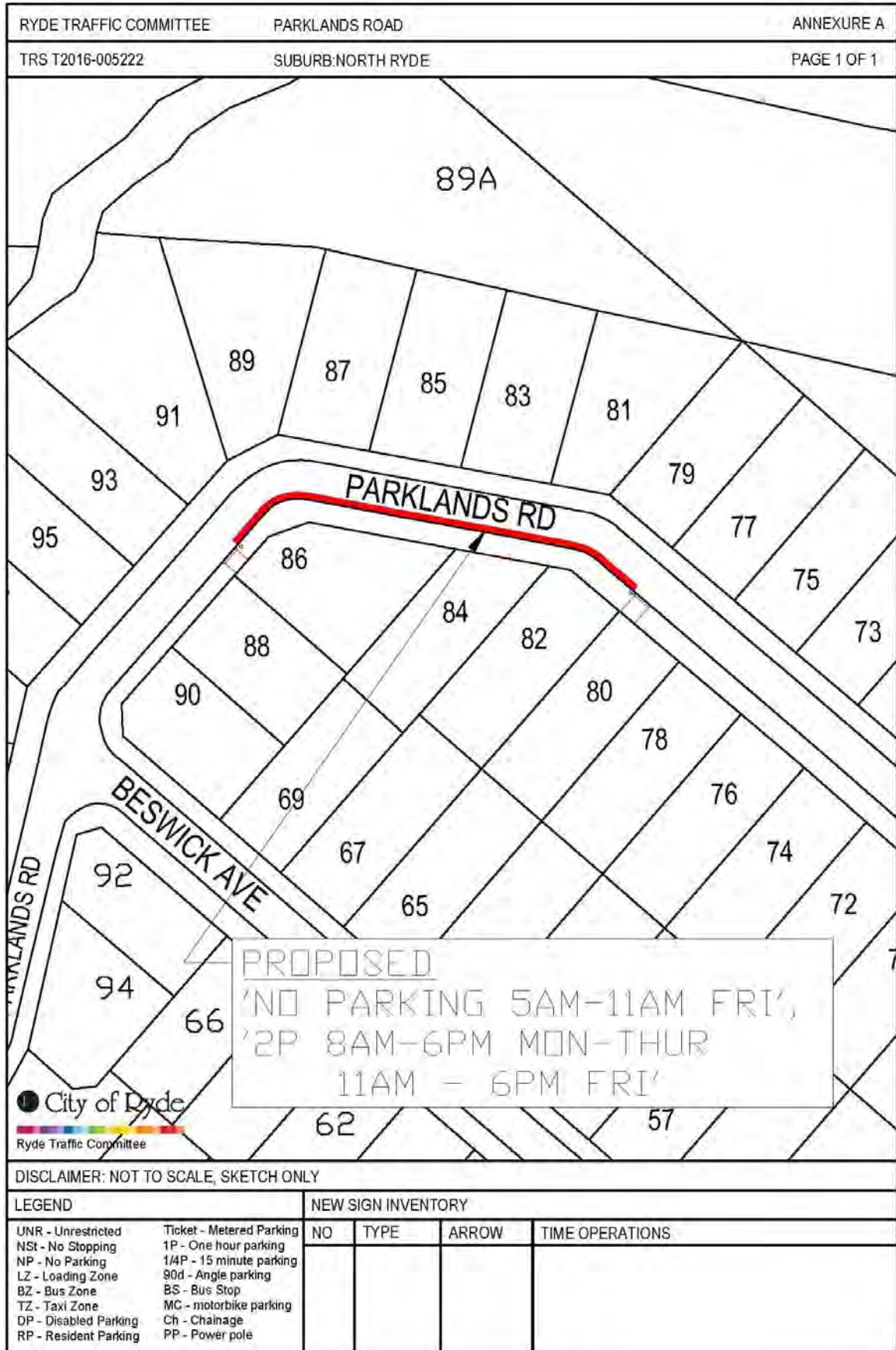
If the proposed parking restrictions are not installed, then Council’s waste-collection contractor may legitimately refuse to service bins in the area.

## **PROPOSAL**

To install an 80 m ‘NO PARKING 5AM–11AM FRI’ zone in Parklands Road, on the inner radius of the bend between 82 Parklands Road and 86 Parklands Road, North Ryde.









<b>ITEM (C)</b>	<b>BAVIN AVENUE, RYDE</b>
<b>SUBJECT:</b>	<b>WASTE-COLLECTION VEHICLE MANOUEVERING ACCESS</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D16/89477 & T2016-01240
<b>OFFICER:</b>	P JOHNSON

## OVERVIEW

City of Ryde has received representation from Council's waste-collection contractor requesting consideration be given to installing parking control measures in Bavin Avenue, Ryde to improve manouvering access for their vehicles.

The Bavin Avenue carraigeway is narrow and, despite the presence of timed parking control measures on one side of Bavin Avenue, parking is regularly at capacity.

## CONTEXT

1. Bavin Avenue is a two-way with a 6.8 m wide carriageway.
2. There are two-hour parking control measures on the north-western side of Bavin Avenue, as part of a Resident Parking Scheme.
3. Bins are collected on Tuesdays in the area.
4. Despite the current parking control measures, parking is regularly at capacity in the area.

## REFERENCES

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

## CONSULTATION

The occupants of the fifteen properties in Bavin Avenue have been notified of the proposal. Two comments have been received, one in support of the proposed changes and one in opposition.

A suggested alternative is for residents to store bins in front of their driveway for collection. However, the main issue is that waste-collection vehicles have difficulty accessing the road, due to the narrow carriageway and vehicles parked on both sides.

Although the occupants that have not responded are understood to be providing undeclared support, City of Ryde staff intend to notify all fifteen properties before the matter is considered by Council.





**DISCUSSION**

Even with the current two-hour parking control measures on one side of Bavin Avenue, the parking is regularly at capacity. With vehicles parked on both sides, a single, two-way travel lane of approximately 2.6 m remains, causing difficulties for waste-collection vehicles attempting to access the street.

Installing 'NO PARKING 5AM-11AM TUE' on one side of Bavin Avenue will remove the obstructive parking and provide waste-collection vehicles unimpeded access. The operating hours of the existing '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED' will need to be modified to accommodate the proposed 'NO PARKING 5AM-11AM TUE'.

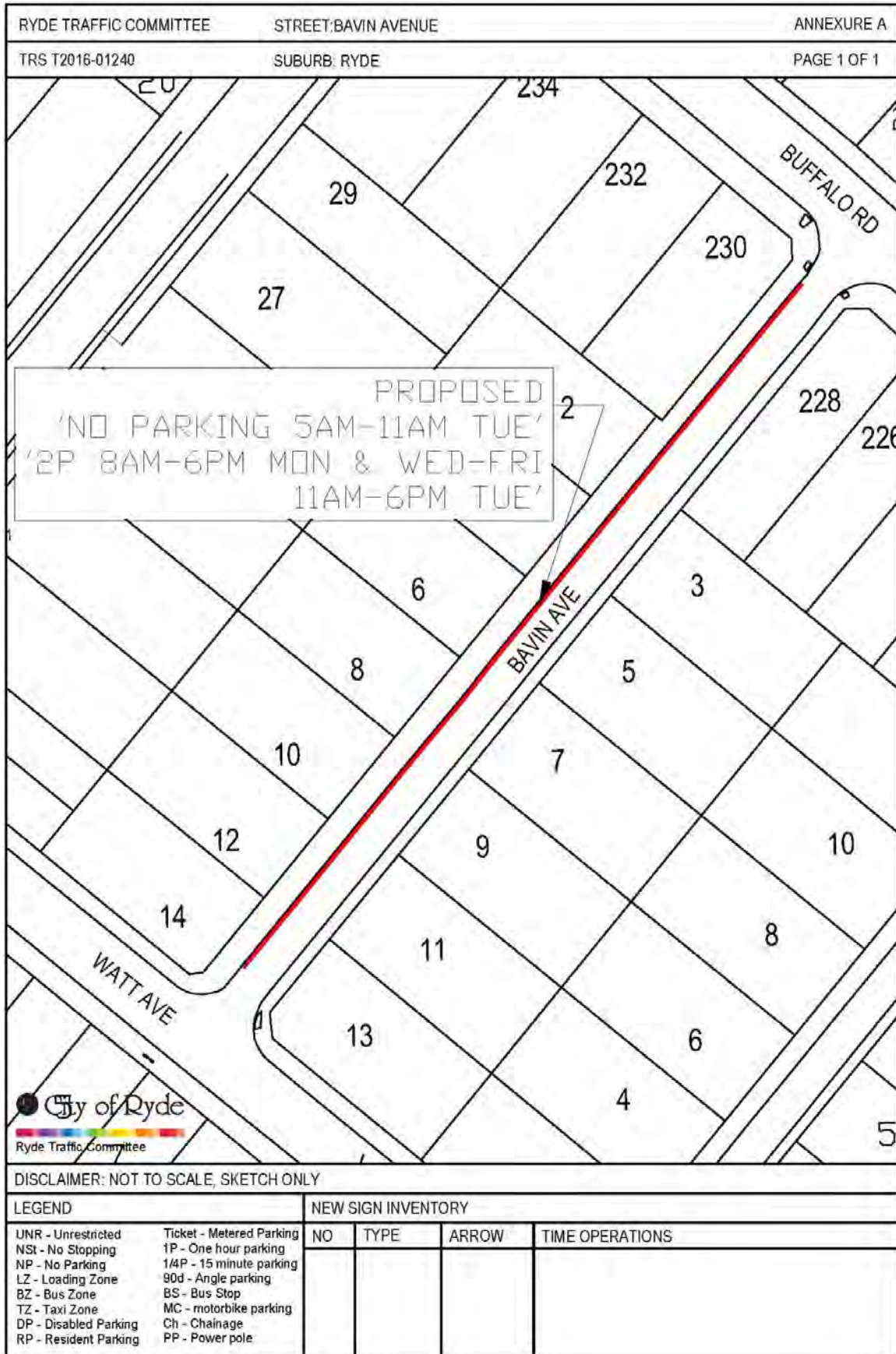
If the proposed parking restrictions are not installed, then Council's waste-collection contractor may legitimately refuse to service bins in the area.

**PROPOSAL**

To convert the existing '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED' on the north-western side of Bavin Avenue, Ryde to 'NO PARKING 5AM-11AM TUE, 2P 8AM 6PM MON & WED-FRI 11AM-6PM TUE PERMIT HOLDERS EXCEPTED'.









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<b>ITEM (D)</b>	<b>ARRAS PARADE, RYDE</b>
<b>SUBJECT:</b>	<b>'P DISABILITY ONLY' ZONE</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-1824804 & T2016-00817
<b>OFFICER:</b>	G HOLDING

## OVERVIEW

City of Ryde has received representation from the resident of 3 Arras Parade, Ryde requesting consideration be given to installing parking control measures to improve access to their house.

The most appropriate parking control measures are one space of 'P DISABILITY ONLY', given that:

- the parking control measures are for the resident's own vehicle,
- the resident has a Mobility Parking Scheme (MPS) card, and
- 3 Arras Parade has no off-street parking.

## CONTEXT

1. The parking in Arras Parade is consistently at capacity, due to nearby businesses.
2. The property has currently no off-street parking and, given the position of the buildings on the property, modifications would not result in off-street parking being provided.
3. Australian Standards recommends the provision of:
  - 6.7 m and 5.5 m long 'P DISABILITY ONLY' zones in middle and end parking bays, respectively, and
  - accessible paths of travel to the target premises.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities
- Australian Standards' *AS 2890.5-1993 Parking facilities - Part 5: On-street parking*

## CONSULTATION

Given that the proposed changes are only outside the property requesting them, no consultation has been undertaken.



**DISCUSSION**

The resident has provided a copy of their Mobility Parking Scheme (MPS) card and vehicle registration.

In order to provide improve access to this premises, it is recommended that a 'P DISABILITY ONLY' zone be installed.

**PROPOSAL**

To install a 5.5 m 'P DISABILITY ONLY' zone in Arras Parade, outside 3 Arras Parade, Ryde.






**ITEM (E) GORDON CRESCENT, DENISTONE**

**SUBJECT:** TIMED PARKING CONTROL MEASURES  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** D16/54849 & T2016-00857  
**OFFICER:** P JOHNSON

**OVERVIEW**

City of Ryde has received representation from a resident of East Parade requesting consideration be given to installing timed parking control measures in Gordon Crescent, Denistone. The proposed changes will provide three spaces of four-hour parking for:

- residents' visitors, and
- a drop-off/pick-up zone for Dentistone Train Station commuters.

**CONTEXT**

1. Gordon Crescent has unrestricted parking on the west side of the street and 'NO STOPPING' on the western side, between 10 and 24 Gordon Crescent.
2. East Parade has unrestricted parking on the southern side of the street and 'NO STOPPING' on the northern side.
3. Both streets are used primarily for commuter parking due to the close proximity to Denistone Station.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated.
- RMS's *Permit Parking*
- *Road Transport (General) Regulation 2013* Regulation 95 Parking permits

**CONSULTATION**

A survey was distributed to local residents to determine the level of support for installing 15.4m of '4P 8.30AM-6PM MON-FRI' in Gordon Street, Denistone.

Properties consulted	15
Responses received	5

Supported	4
Not Supported	1
Undecided	0

The respondent that does not support the proposal has not provided any comments.



Three of the four respondents in favour of the proposed changes have also suggested installing a Resident Parking Scheme in the area. Under the RMS's mandatory guidelines *Permit Parking*, properties with two or more off-street parking spaces are not entitled to any permits. Given that a great majority of dwellings in the area have two or more off-street parking spaces, a Resident Parking Scheme is not supported. The matter is dealt with in greater detail in *Advisory Item 2* of this Agenda.

Although the occupants that have not responded are understood to be providing undeclared support, City of Ryde staff intend to notify all fifteen properties before the matter is considered by Council.

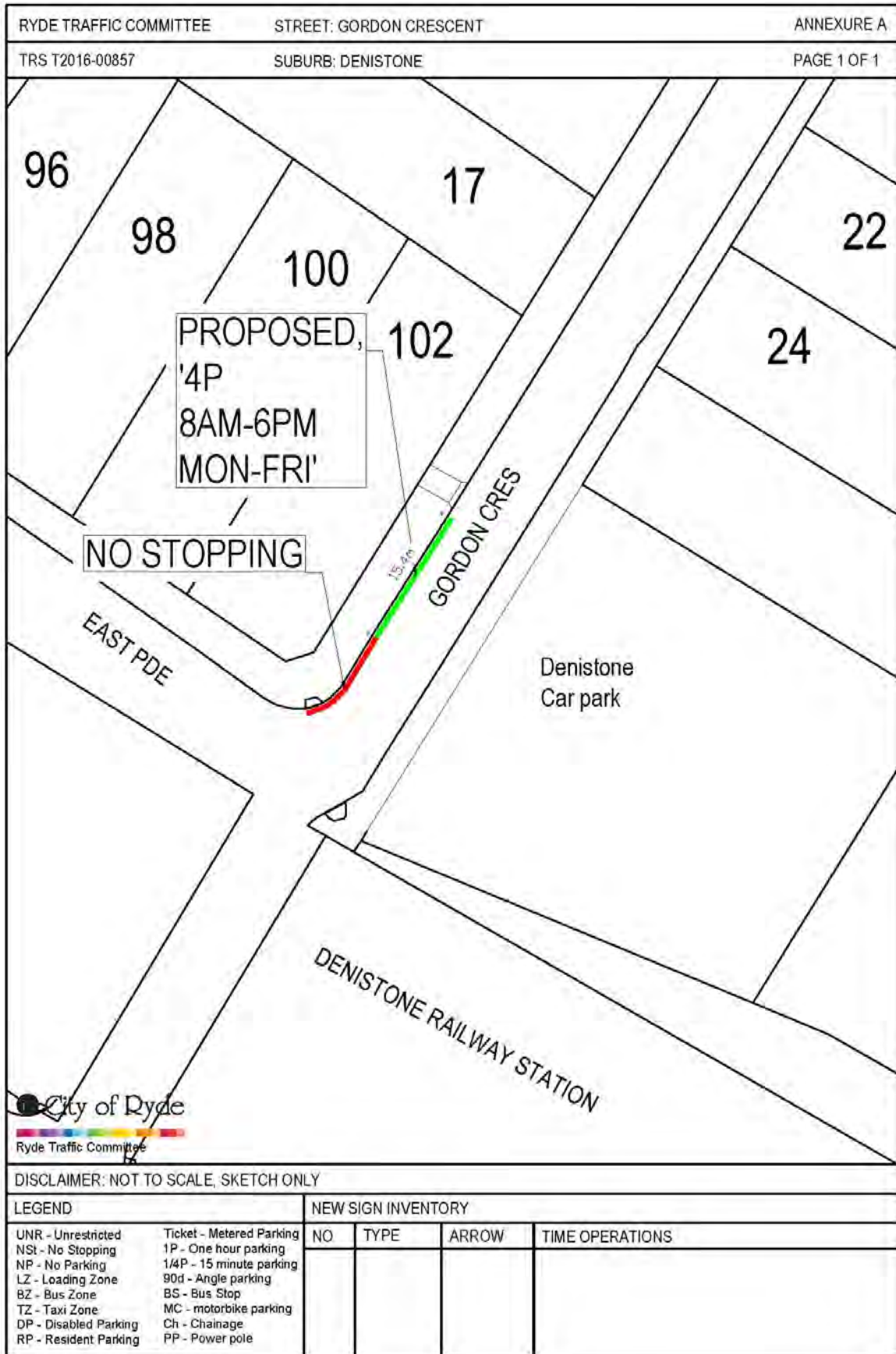
## **DISCUSSION**

Gordon Crescent is located in close vicinity to Denistone Train Station, with parking in the area regularly at capacity. Due to the high occupancy of parking on Gordon Crescent and East Parade, the introduction of timed parking control measures would be beneficial to residents, visitors and commuter pick-ups/drop-offs. Therefore, it is recommended that 15.4 m of unrestricted parking in Gordon Crescent, adjacent to 102 East Parade, be converted to '4P 8.30AM-6PM MON-FRI'.

## **PROPOSAL**

To install a 15.4 m '4P 8.30AM-6PM MON-FRI' zone on the north-western side of Gordon Crescent, northeast of East Parade, Denistone.









<b>ITEM (F)</b>	<b>MORRISON ROAD, PUTNEY</b>
<b>SUBJECT:</b>	<b>TIMED PARKING CONTROL MEASURES</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	HELPDESK-9618 & T2016-00990
<b>OFFICER:</b>	G HOLDING

## OVERVIEW

City of Ryde has received representation from local businesses requesting consideration be given to installing timed parking control measures in Morrison Road, outside 221, 225 & 227 Morrison Road, Putney. 225 & 227 Morrison Road have recently been redeveloped for commercial use and therefore, it is appropriate for timed parking control measures to be installed, in order to provide a turnover of parking for customers.

## CONTEXT

1. Following redevelopment of the properties, the businesses at 225 & 227 Morrison Road have recently opened.
2. There are no sign-posted parking control measures outside 221, 225 & 227 Morrison Road, with the exception of the recently installed 'MAIL ZONE' to service the (red) street post-box outside 227 Morrison Road.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities
- Australian Standards' *AS 2890.5-1993 Parking facilities - Part 5: On-street parking*

## CONSULTATION

The occupants of twenty surrounding business properties were notified of a proposal to extend the existing '½P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' zone on the north-eastern side of Morrison Road, to include the frontages of 221, 225 & 227 Morrison Road.

No objections have been raised to these proposed changes. Besides the initial request for the changes, one comment has been received in support, with the following suggestions made:

- install timed parking control measures on the opposite (residential) side of Morrison Road, and
- install a 'P DISABILITY ONLY' zone to improve access to the nearby medical-related businesses at 227 Morrison Road.



The request to extend the parking control measures to the opposite (residential) side of Morrison Road is not support because:

- although it is normal practice to install timed parking control measures in front of a commercial property, this would be unusual in front of residential properties, and
- residents have not been consulted on the matter.

The request to install a 'P DISABILITY ONLY' zone is supported on the grounds that the patrons of the businesses at 227 Morrison Road, which includes a pharmacy, general practitioner and physiotherapist, are likely to have Mobility Parking Scheme (MPS) cards. Although the occupants that have not responded are understood to be providing undeclared support, City of Ryde staff intend to notify all twenty businesses before the matter is considered by Council.

## **DISCUSSION**

It is preferable to provide a turnover of parking outside the new businesses at 225 & 227 Morrison Road.

Australian Standards recommends the provision of:

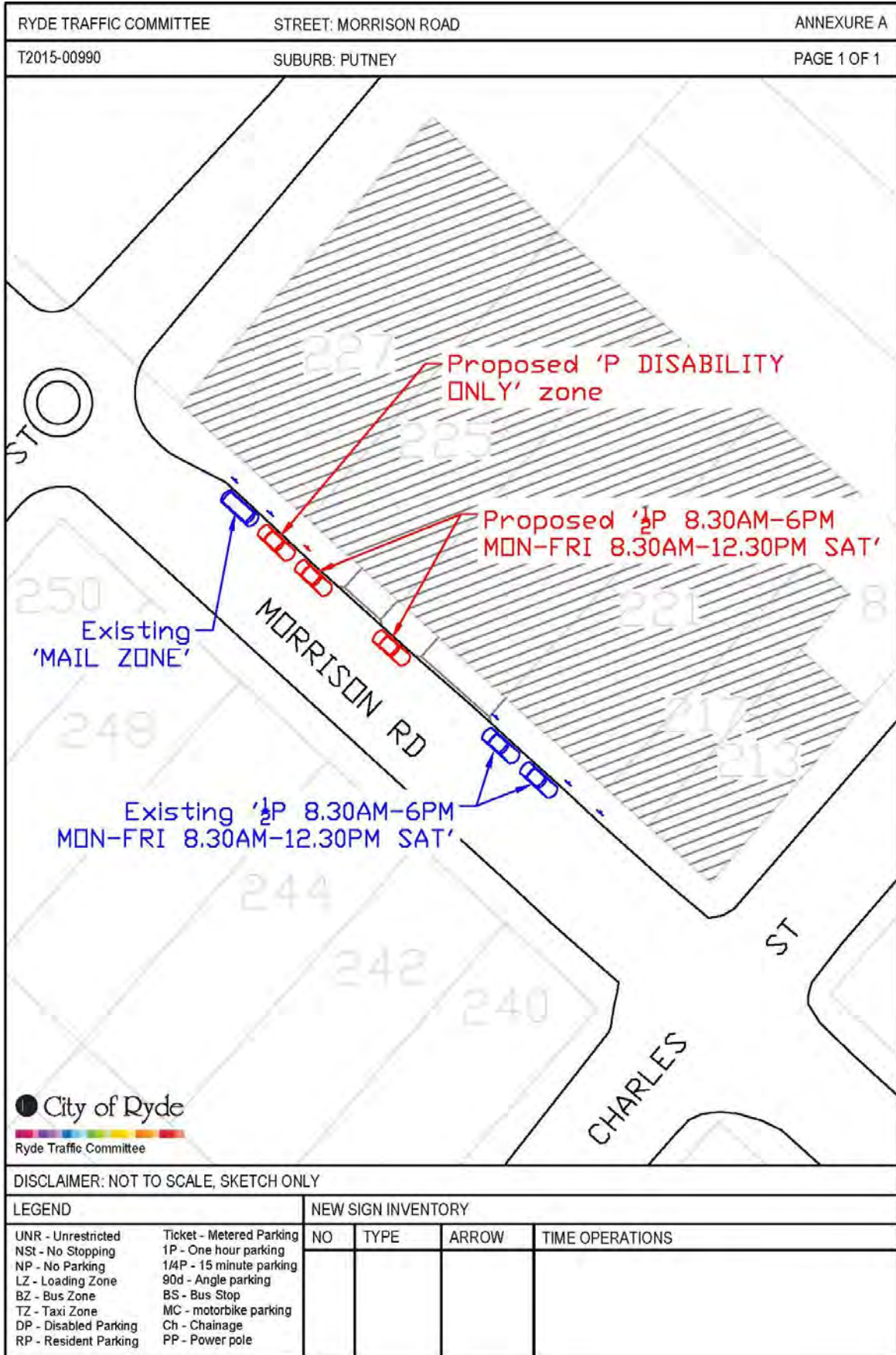
- 6.7 m and 5.5 m long 'P DISABILITY ONLY' zones in middle and end parking bays, respectively, and
- accessible paths of travel to the target premises.

Kerb ramp works will be undertaken as part of the proposal to install a 'P DISABILITY ONLY' zone to provide an accessible path.

## **PROPOSAL**

1. To extend the existing '½P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' zone on the north-eastern side of Morrison Road, to include the frontages of 221 & 225 Morrison Road, Putney.
2. To install a 6.7 m 'P DISABILITY ONLY' zone in Morrison Road, outside 227 Morrison Road, Putney.









<b>ITEM (G)</b>	<b>MACQUARIE PARK</b>
<b>SUBJECT:</b>	<b>TRIAL OF SHORT TERM PARKING AND CAR SHARE</b>
<b>ELECTORATE:</b>	RYDE AND LANE COVE
<b>WARD:</b>	CENTRAL AND EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	T2016-01148
<b>OFFICER:</b>	A MENDIS

## OVERVIEW

Council recently resolved to undertake a study to convert the on-street long-term pay parking in Macquarie Park to short-term pay parking. The report considered by Council outlined the intention for a small trial of the changes to help inform the study.

Hence, this Item formalises the approval to trial:

- converting approximately 5% of the long-term parking in Macquarie Park to short-term parking, and
  - installing one car share space,
- to inform a larger study of parking in the area, to be reported back to Council via Ryde Traffic Committee.

## BACKGROUND

Requests have been received from Optus Administration Pty Ltd and Connect-Macquarie Park (Transport Management Association), on behalf of their members, clients and customers, to increase the turnover of parking in the Macquarie Park area. In considering these requests, as part of the recent pay-parking fee increases, Council at its meeting on 28 June 2016 resolved the following:

*That Council undertake a study as for converting on-street long-term pay parking to short-term pay parking in Macquarie Park and the study is funded from the Macquarie Park Special Levy and that this be subject to a further report to Council, identifying the locations for the short term parking, in November 2016.*

## CONTEXT

1. There are 493 spaces of long-term pay parking, currently signposted '12P TICKET 7AM-7PM MON-FRI' in the Macquarie Park area, distributed as shown in *Table 1*, below.
2. There are two spaces of car share parking, currently signposted 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED' in Saunders Close, Macquarie Park.
3. Although Saunders Close is currently a private road, the intention is for it to be dedicated to Council.



Table 1 Location of long-term pay parking in Macquarie Park

Road Name	'12P TICKET 7AM-7PM MON-FRI' spaces
Giffnock Avenue	103
Lyon Park Road	60
Byfield Street	62
Khartoum Road	70
Eden Park Drive	40
Waterloo Street	30
Talavera Road	15
Coolinga Street	20
Alma Road	18
Wicks Road	56
Plassey Road	19
<b>Total</b>	<b>493</b>

## REFERENCES

- AS/NZS 2890.5:2004 Part 5 : On-Street Parking
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated.
- [NSW] *Road Rules 2014* Rule 207 Parking where fees are payable.

## CONSULTATION

Connect Macquarie Park, who represents a large number of businesses in the area has been consulted regarding the proposed trial. The feedback provided has been incorporated into the proposal.

A communication strategy will be developed to notify businesses in the area before implementing further changes to parking control measures.



## DISCUSSION

During the extensive consultation, in preparation to increase the pay-parking fees in Macquarie Park, it was acknowledged that the lack of short-term parking options is adversely impacting visitors and customers to the precinct. The long-term pay parking has previously been at capacity in the Macquarie Park area. Following an increase in the parking fees in August 2016, site observations have revealed that the occupancy rates have dropped to 90%.

Due to the complexities of on-street and off-street parking in the area, it is proposed to fill the shortfall of short-term parking in the area by converting the existing on-street twelve-hour pay parking to two-hour pay parking on an incremental basis. Following an initial 5% conversion, on a six-month trial basis, a study will be undertaken to appreciate the full impact of the changes and mitigate any risks. The study is likely to investigate, but not be limited to:

- congestion, due to additional circulating traffic looking for a reduced number of long-term parking;
- congestion, due to additional circulating traffic looking for an increased number of short-term parking;
- alternative travel options for drivers, such as early-bird parking and off-street parking provided by businesses;
- displaced parking demand;
- an appropriate time-limit for short term pay parking the area;
- combining pricing changes with time-limit changes, and
- appropriate increments to implement changes, with an aim to maintain 80% occupancy.

Taking into consideration the interested businesses and current occupancy rates, the following locations have been selected to trial the conversion of twelve-hour pay parking to two-hour pay parking:

- 8 of the 103 spaces in Giffnock Avenue,
- 8 of the 60 spaces in Lyon Park Road,
- 8 of the 62 spaces in Byfield Street, and
- 4 of the 40 spaces in Eden Park Drive.

The two-hour time limit has been selected, as it:

- suits the needs of most visitors to Macquarie Park,
- it discourages “meter feeding”, and
- fits well with the enforcement schedule of City of Ryde’s Parking Officers.

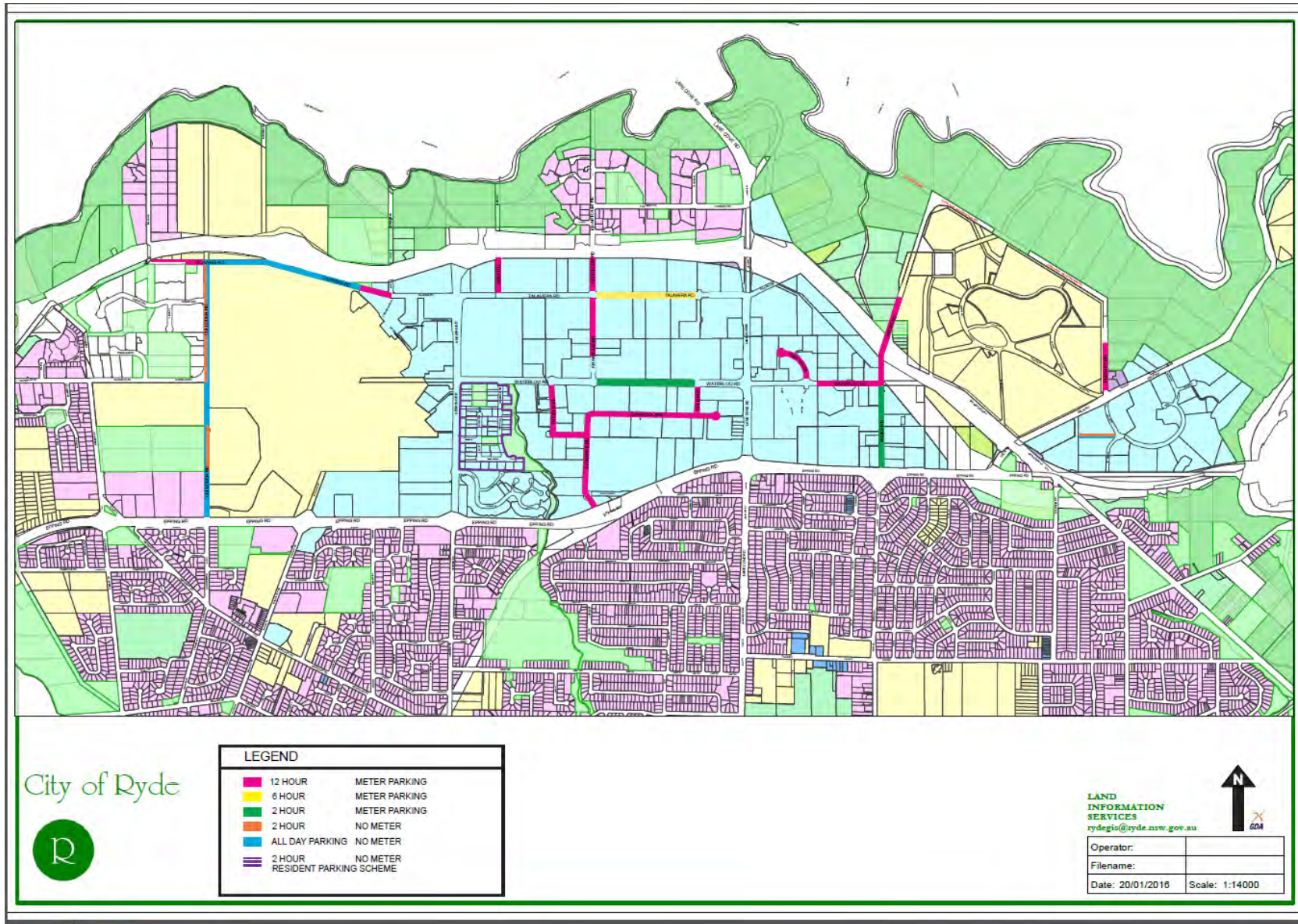


These trial changes provide an opportunity to consider providing on-street Car Share parking. Therefore, it is further recommended to convert one of the twelve-hour parking spaces to a Car Share space on Lyon Park Road on a six-month trial basis. RMS's *Guidelines for the Implementation of On-street Car Share Parking* specifies the signposting of car share spaces as 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE XX'.

## PROPOSAL

1. To undertake the following changes to parking in Macquarie Park, on a six-month trial basis:
  - Convert 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.
2. To report the results of the abovementioned trial to Ryde Traffic Committee.







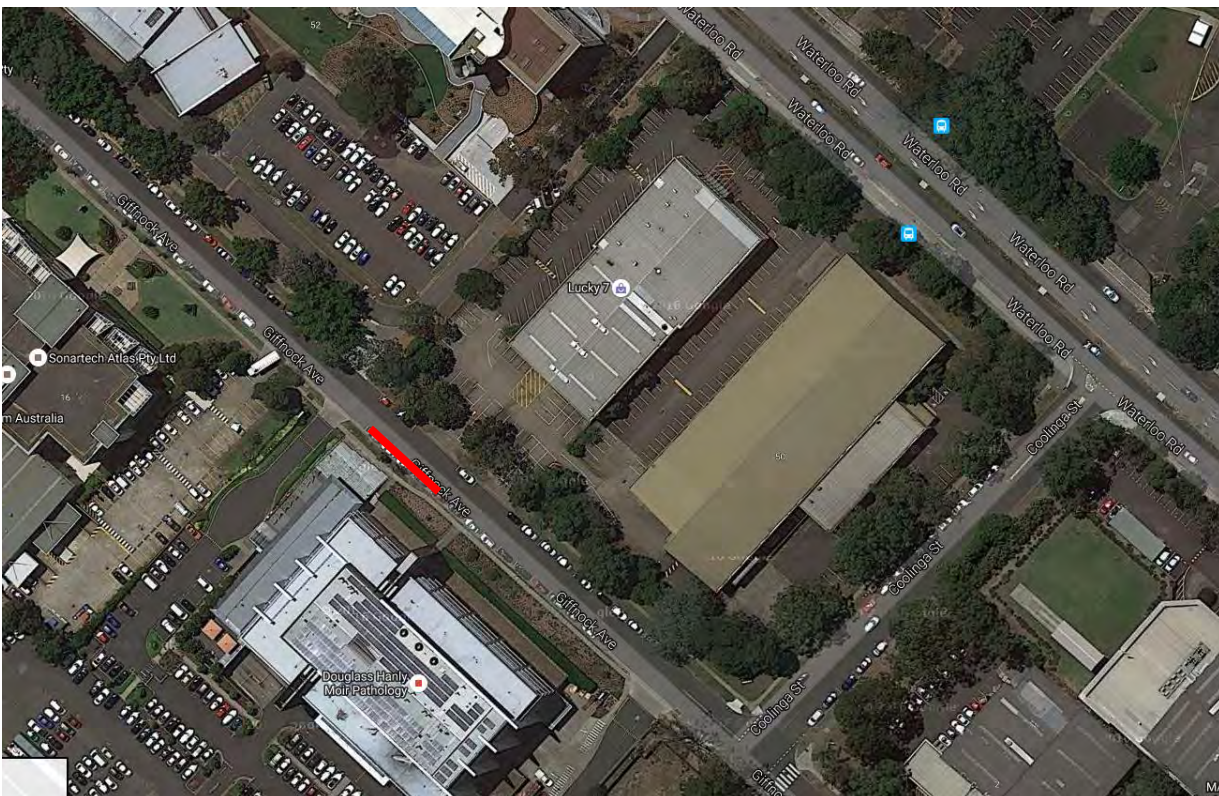


Lyonpark Road, Macquarie Park



Proposed Trial 2P Pay Parking (8 Spaces)

Proposed Trial Car Share Space

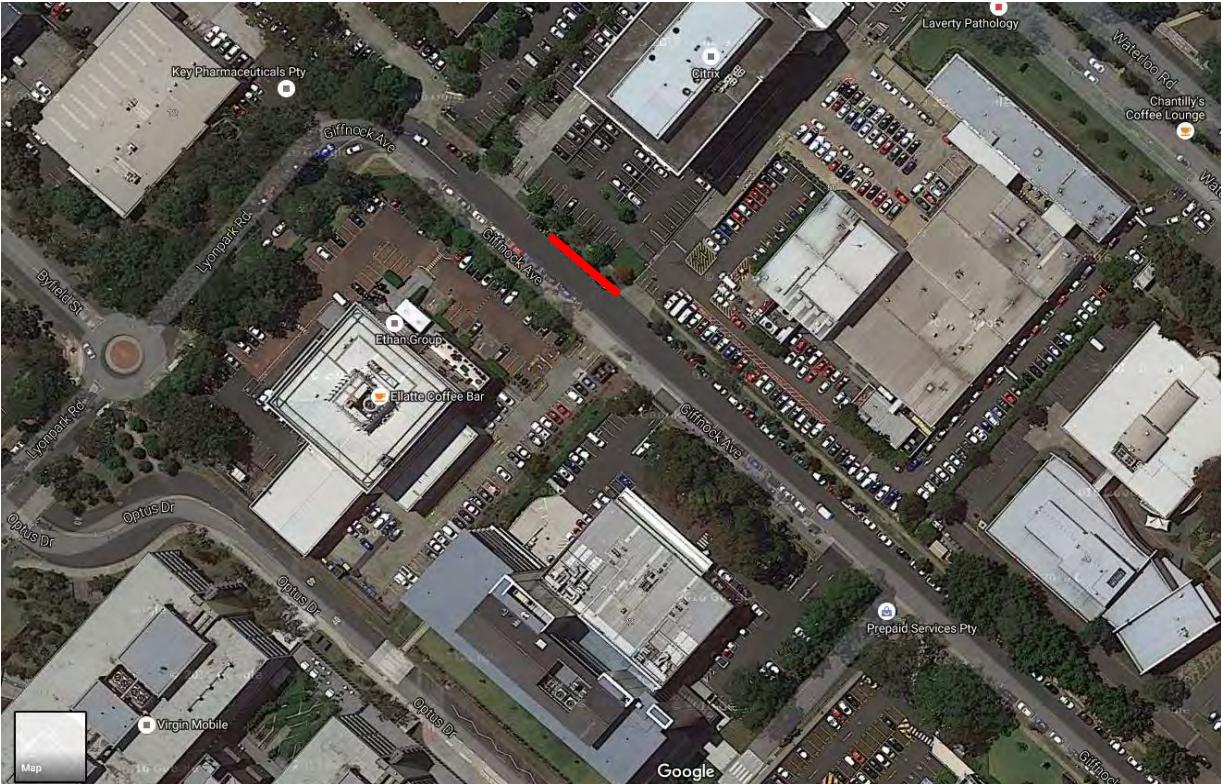


Giffnock Avenue, Macquarie Park

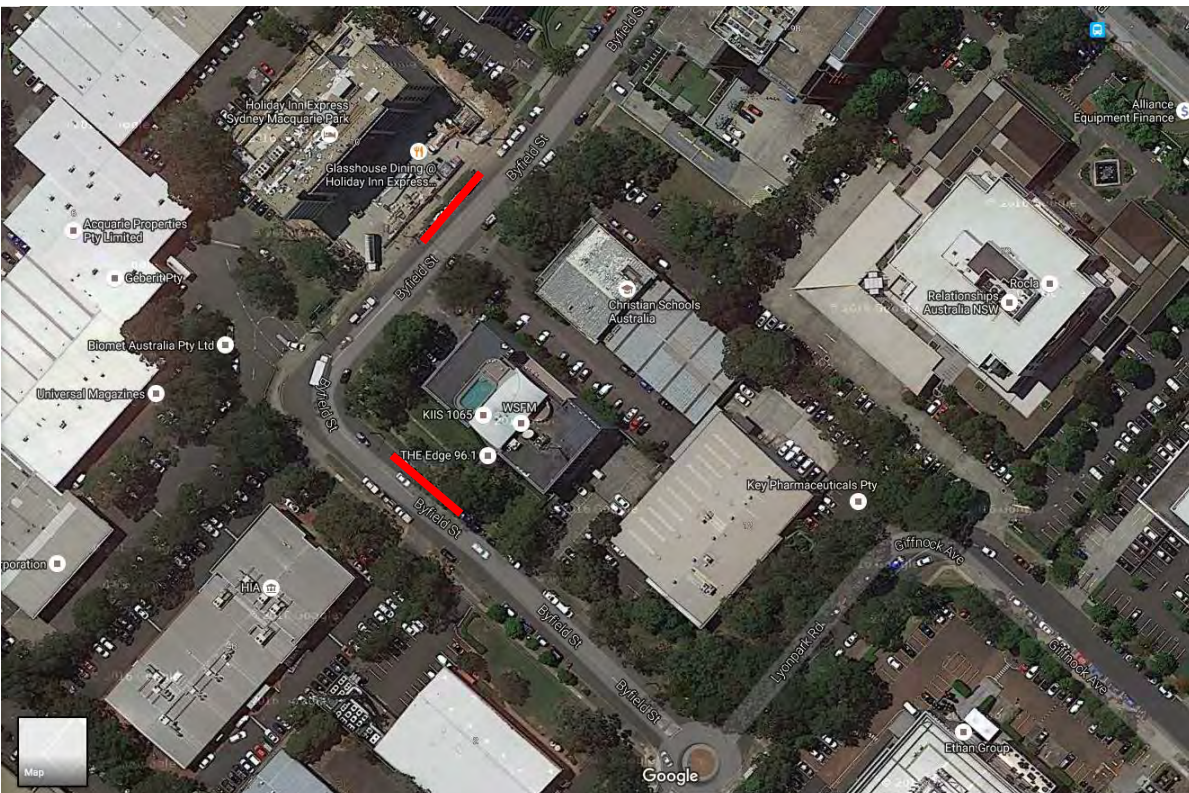


Proposed Trial 2P Pay Parking (4 Spaces)



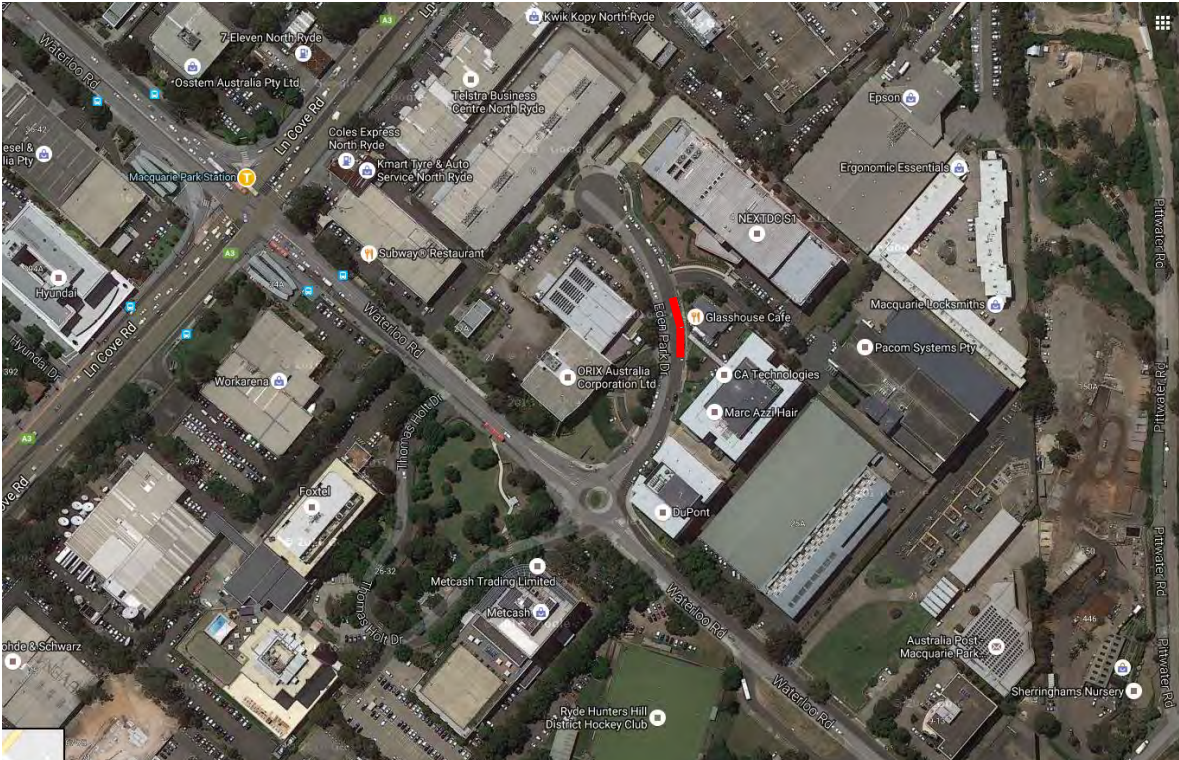


Giffnock Avenue, Macquarie Park  Proposed Trial 2P Pay Parking (4 Spaces)



Byfield Street, Macquarie Park  Proposed Trial 2P Pay Parking (8 Spaces)





Eden Park Drive, Macquarie Park



Proposed Trial 2P Pay Parking (4 Spaces)

**ITEM (H) SOBRAON ROAD, MARSFIELD**

**SUBJECT: PARKING AND ACCESSIBILITY**  
**ELECTORATE: RYDE**  
**WARD: WEST**  
**POLICE LAC: RYDE**  
**ROAD CLASS: NON-CLASSIFIED**  
**REFERENCE: CRM-1823709 & T2016-00797**  
**OFFICER: P BASTAWROUS**

**OVERVIEW**

City of Ryde has received representation from local residents and Council's waste-collection contractor requesting consideration be given to installing parking control measures in Sobraon Road, Marsfield.

Although the road conditions have been in place for a number of decades, there has been a recent increase in parking activity from nearby construction sites in Macquarie Park and Marsfield, causing:

- difficulties for Council's waste-collection contractor servicing bins,
- an increase in head-on conflicts, due to the narrow width of travel lanes,
- difficulties for residents egressing their properties, and
- difficulties for residents and their visitors finding on-street parking near their dwellings.

Given the high parking demand in the area, the proposal helps address most of these issues.

**BACKGROUND**

City of Ryde previously considered introducing a Resident Parking Scheme in Sobraon Road in 2010. However, consultation revealed that the majority of residents did not support a Resident Parking Scheme at the time. Therefore, no further action was taken with regards to the matter.

RMS has since introduced mandatory guidelines for Resident Parking Schemes, which requires properties to have less than two off-street parking spaces to qualify for permits. Given that the majority of properties in the area have two or more off-street parking spaces, properties would not be entitled to any permits.



Within the past few months, construction activity in the surrounding area has increased significantly, leading to:

- increased vehicles trips, thereby increasing instances of head-on conflict, and
- increased parking occupancy in the street, causing:

Increased enforcement activities in the area have not lead to any improvements.

## CONTEXT

1. Sobraon Road is a two-way road with a carriageway width of 9.5 m and no signposted parking control measures.
2. Carriageways of this width have been intentionally constructed to reduce maintenance costs and act as natural traffic calming to slow vehicles whilst travelling through long roads, such as Sobraon Road. It was not foreseen that parking demand would increase beyond the off-street supply.
3. There are currently four large-scale developments within 300 m of Sobraon Road, with an anticipated three additional large-scale developments to come online in the next few years.
4. These sites generally comprise of 100+ units, with seven or more storeys. Developments of this nature are anticipated to take approximately two years to complete, with up to 150 construction personnel per site.
5. The Consent for each of these developments includes conditions requiring:
  - Promoted use of public transport; however, it is difficult to force construction personnel to take public transport being that there is parking available.
  - Construction personnel to park within the basement car parking, once the basement is accessible. This has shown improvement in parking availability in all areas where this condition is being implemented. However, until such time that basement parking is accessible, construction personnel tend to continue parking within the local streets.
6. On-street parking in the area is generally at 85-90% occupancy throughout the day, with 50-60 % after hours.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- RMS's *Permit Parking*
- *Road Transport (General) Regulation 2013* Regulation 95 Parking permits



## CONSULTATION

Surveys were distributed to local residents and businesses to determine the level of support for installing 'NO PARKING' on the north-western side of Sobraon Road.

Properties consulted	63
Responses received	39

		Request for RPS
Supported	24	5
Not Supported	15	9
Undecided	0	0

Fourteen respondents have suggested installing a Resident Parking Scheme in the area. Under the RMS's mandatory guidelines *Permit Parking*, properties with two or more off-street parking spaces are not entitled to any permits. Given that the vast majority of dwellings in the area have two or more off-street parking spaces, a Resident Parking Scheme is not supported. The matter is dealt with in greater detail in *Advisory Item 2* of this Agenda.

Other matters raised mainly involved access to particular properties and these matters will be dealt with directly with those residents.

## DISCUSSION

It is proposed to install 'NO PARKING' control measures between 8am and 6pm Monday to Friday on one side of Sobraon Road.

### Waste Collection

Council's waste-collection contractor is finding it increasingly difficult to service the bins, due to parked vehicles. The proposed parking control measures will allow bins to be stored on one side of the street for collection.

### Head-on Conflicts

Vehicles parked on both sides of Sobraon Road reduce the combined width of travel lanes to 5.3 m, whereas Australian Standards specifies that 5.5 m is suitable for two-way travel. The driveways in the area are not considered long enough to provide passing bays. This combined with increased traffic flow in the area is causing head-on conflicts, particularly for larger vehicles. The proposed parking control measures will provide increased travel lane width for vehicles to pass each other.

### Property Egress

Residents have reported an increase in drivers parking inconsiderately close to their driveways, causing difficulty egressing their properties. The proposed parking control measures will address this issue on one side of Sobraon Road. The matter will be addressed by installing driveway delineation linemarking on the opposite side of the street.





### Resident and Visitor Parking

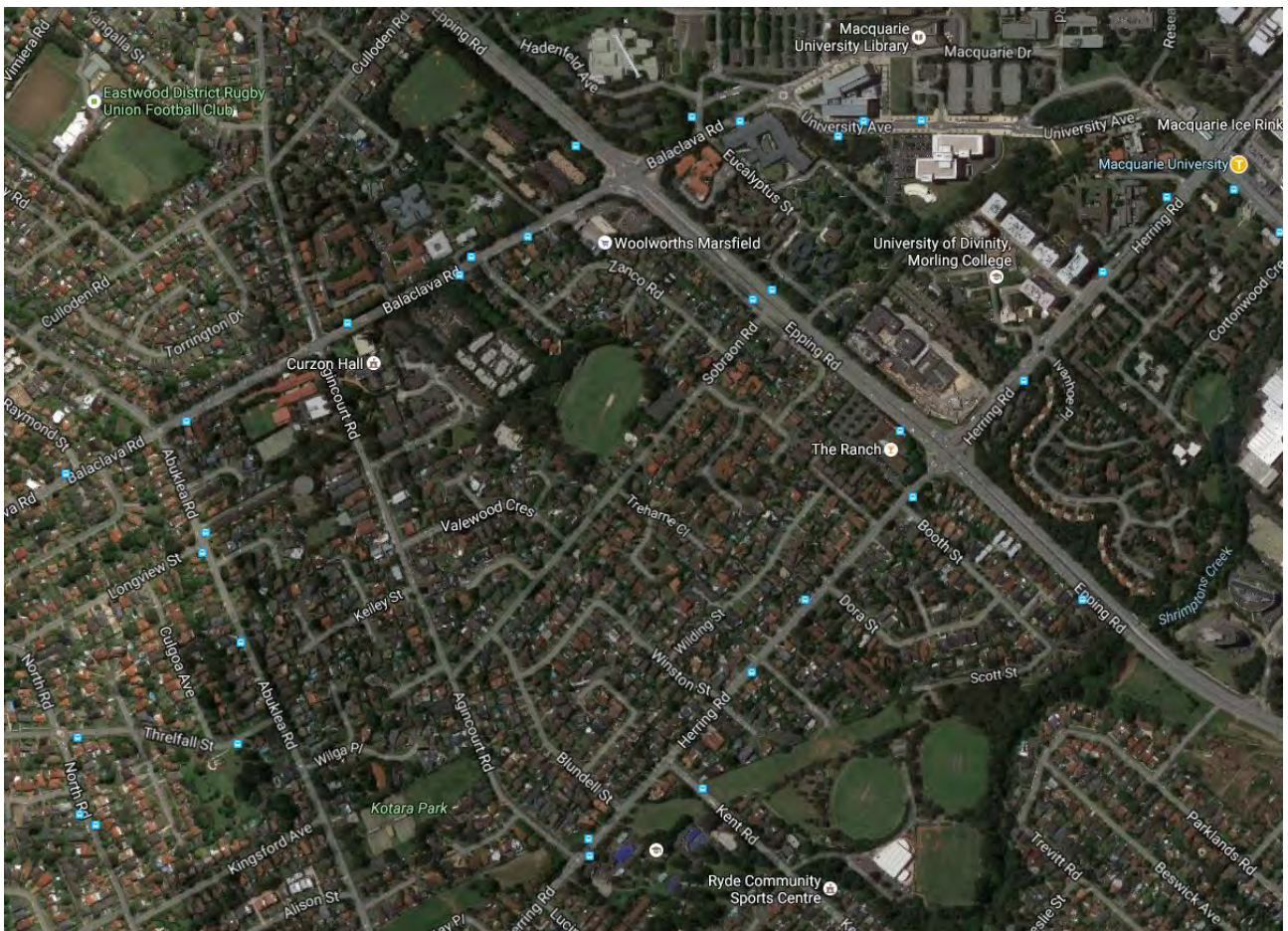
Residents have reported that the increase in parking demand is causing difficulty finding on-street parking near their dwellings during the daytime. Unfortunately, this matter cannot be addressed easily. Although it has been suggested to install a Resident Parking Scheme, RMS's mandatory guidelines do not allow Council to provide permits to properties with two or more off-street parking spaces. Therefore, as outlined in *Advisory Item 2*, the forthcoming review of parking will investigate the matter further.

### Additional Impacts of Proposal

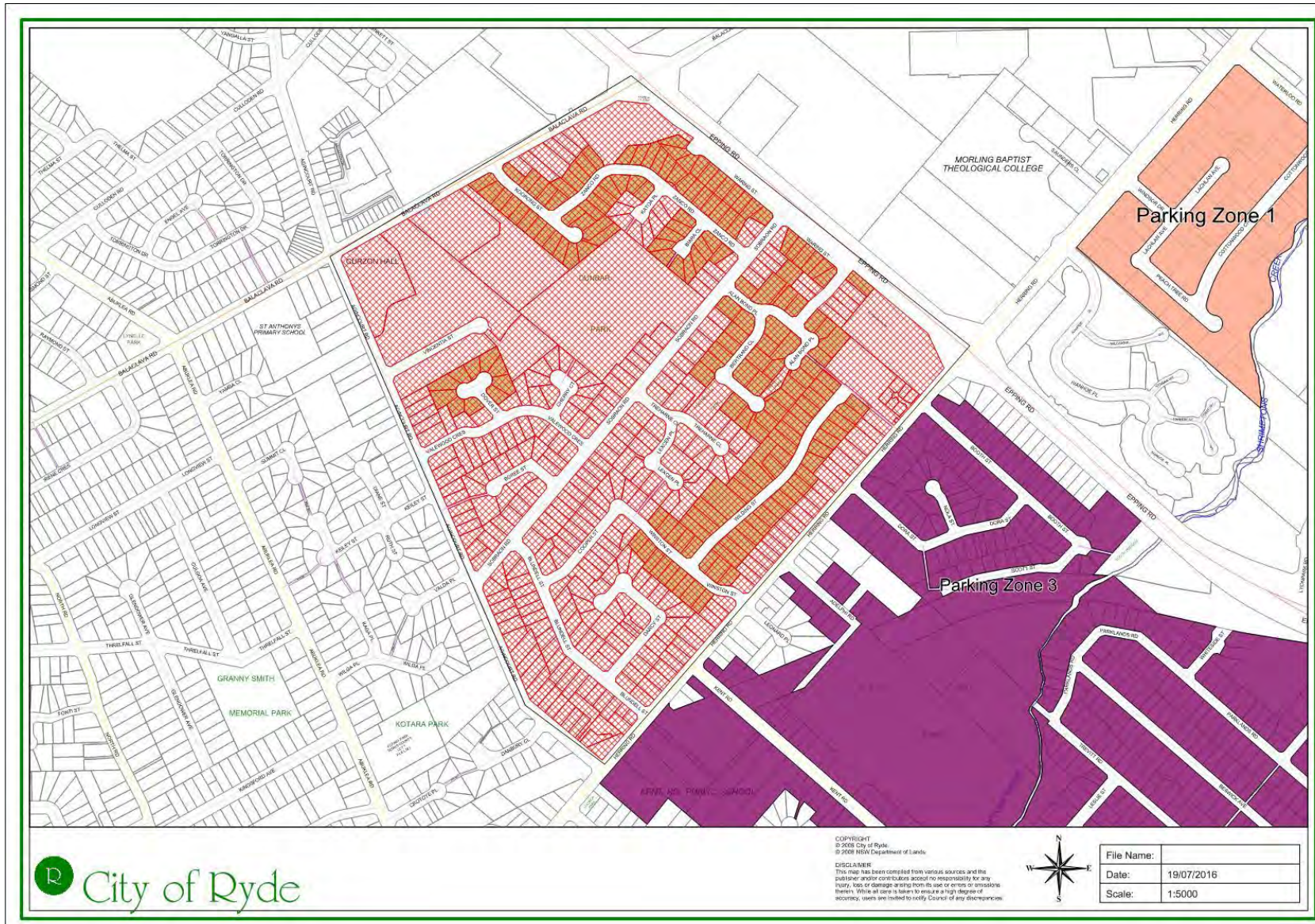
Although construction personnel are parking in other roads in the area, these are not "through roads" and many already have timed parking control measures, as part of long-standing Resident Parking Schemes. Therefore, the abovementioned issues raised are not anticipated to increase due to displaced parking. Notwithstanding, City of Ryde staff will monitor the area post implementation.

### PROPOSAL

To install 'NO PARKING 8AM-6PM MON-SAT' on the north-western side of Sobraon Road, Marsfield.









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<b>ITEM (I)</b>	<b>CAMBRIDGE STREET, GLADESVILLE</b>
<b>SUBJECT:</b>	<b>LOCAL AREA TRAFFIC MANAGEMENT</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-1753080 & T2015-01518
<b>OFFICER:</b>	S WOOD

## OVERVIEW

City of Ryde has received representation from a resident of Cambridge Street requesting consideration be given to installing speed-reduction devices in Cambridge Street, Gladesville. It is proposed to narrow the travel lanes with edge linemarking to help reduce the speed of drivers.

## BACKGROUND

In response to concerns regarding driver speeds, speed surveys carried out in June 2014 demonstrated that the 85th percentile speed of traffic in Cambridge Street was 43 km/h. Further speed surveys in March 2016 revealed that the 85th percentile speed had increased to 53 km/h. These speeds are below the threshold that Council would warrant implementing physical speed-reduction devices. Although the matter was referred to NSW Police Force to consider enforcement activities, the matter was not considered a priority, given that driver speeds were not significantly greater than the signposted speed limit.

## CONTEXT

Cambridge Street is a two-way road, located between Victoria Road and Pittwater Road, with:

1. a signposted speed limit of 50 km/h,
2. a varying carriageway width of between 10.8 m, at the eastern end, and to 11.8 m at the western end,
3. three T-intersections along its length: Oxford Street, Harvard Street and Gerrish Street,
4. predominantly single residential dwellings on the northern side and apartment blocks on the southern side, and
5. a small number of commercial premises comprised of a builder's merchant and fast food restaurants at the western end.



## REFERENCES

- [NSW] *Road Rules 2014* Rule 69 Giving way at a give way sign or give way line at an intersection (except a roundabout)
- [NSW] *Road Rules 2014* Part 3 Speed limits
- Austroads' *Guide to Traffic Management Part 8 – LATM*

## CONSULTATION

The occupants of 161 surrounding properties were notified of the proposal. Two comments have been received regarding the proposed changes, reiterating the concerns of the original request regarding driver speeds. Although the occupants that have not responded are understood to be providing undeclared support, City of Ryde staff intends to notify all 161 properties before the matter is considered by Council.

## DISCUSSION

Given that driver speeds in Cambridge Street have increased to 53 km/h and the NSW Police Force is reluctant to undertake enforcement activities, it is recommended that Council considers “soft” treatments, such as linemarking, to help reduce driver speeds.

Austroads recommends the narrowing of travel lanes, as an effective means to help:

- reduce the driver speeds,
- improve the visibility of pedestrians and vehicles, and
- delineate and protect kerbside parking lanes.

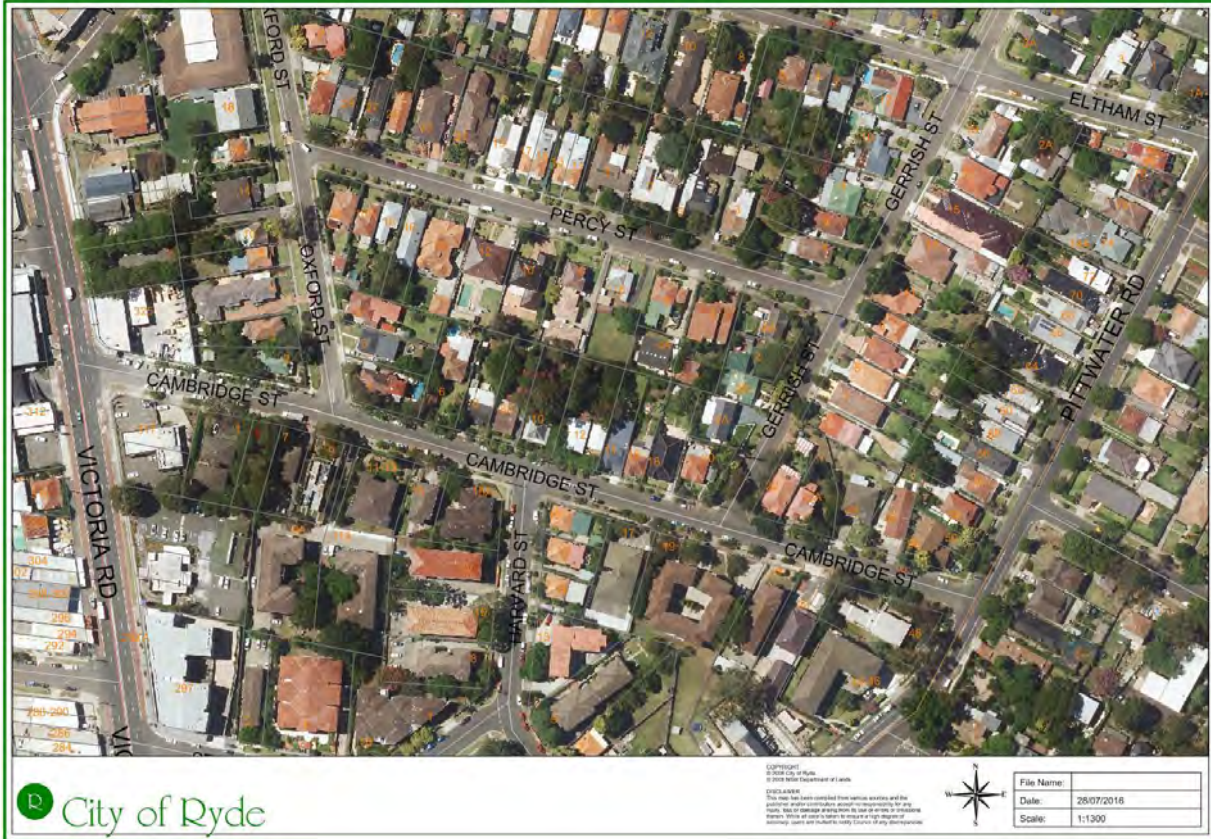
Therefore, it is recommended that travel lanes be delineated and narrowed, through the use of white edge linemarking, with 3.0 m travel lanes. This will provide parking lane widths of between 2.4 m and 2.9 m.

Poor sightlines at side streets were also raised as a concern and have been addressed as a part of the proposed works, by bringing forward the give way linemarking to be in line with the proposed edge linemarking at these locations.

## PROPOSAL

To install continuous edge linemarking along both sides of Cambridge Street, Gladesville, between Victoria Road and Pittwater Road, as shown on the attached plan.











<b>ITEM (J)</b>	<b>QUARRY ROAD, RYDE</b>
<b>SUBJECT:</b>	<b>PEDESTRIAN REFUGE REPLACEMENT</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-1834258 & T2016-00982
<b>OFFICER:</b>	A MENDIS

## OVERVIEW

City of Ryde has recently replaced the pedestrian refuge in Quarry Road, near Dobson Crescent, Ryde, due to poor condition. *This Item* is presented to Ryde Traffic Committee for approval of the design and addresses issues raised by local residents.

## BACKGROUND

To address community concerns regarding the use of Quarry Road by through traffic, three local area traffic management devices were constructed during the early 1980s in Quarry Road, between Lane Cove Road and Pidding Road:

1. a raised threshold at Boyce Street,
2. a raised threshold at Buna Street, and
3. a small pedestrian refuge, with a raised threshold and kerb extensions, at Dobson Crescent.

## CONTEXT

Quarry Road is two-way collector road in Council's road hierarchy, located between North Road and Cressy Road with:

1. a signposted speed limit of 50 km/h,
2. predominantly residential dwellings, and
3. a public bus route, operated by Sydney Buses.

## REFERENCES

- Austroads' *Guide to Traffic Management Part 8 – LATM*
- RMS's Technical Direction *TDT 2001/4A Use of Traffic Calming Devices as Pedestrian Crossings*

## DISCUSSION

Devices 1 & 2, above, have previously been modified to include fencing to bring them up to the current RMS design standards, so they are not confused with formal pedestrian crossings.



The remaining device in Quarry Road, at Dobson Crescent, was considered for replacement due to poor condition. On review, it was found that this facility is used extensively by school children. Therefore, it is preferable to retain a pedestrian facility. In order to upgrade the pedestrian refuge to current RMS standards, the attached design includes:

- the omission of the raised threshold, and
- an increase in pedestrian refuge size.

The pedestrian refuge has since been replaced. Concerns have been raised by a number of local residents, regarding driver speeds in Quarry Road at this location. Traffic speed and volume surveys were undertaken outside 117 Quarry Road and 134 Quarry Road. A summary of the results is shown in *Table 1*, below.

*Table 1 Traffic speed and volume surveys undertaken in August 2016.*

Location	Outside 134 Quarry Road		Outside 117 Quarry Road	
	SE	NW	SE	NW
85th percentile speed (km/h)	50	50	48	47
Average Daily Traffic (vehicles/day)	3871	3465	3759	3989

The results indicate that driver speeds are generally within the speed limit of 50 km/h. Therefore, the reinstatement of speed-reduction devices, such as speed cushions, is not warranted at this point in time.

However, it is intended that further traffic surveys will be undertaken in six months' time, to confirm the traffic conditions (AADT, 85th percentile speed, etc) in Quarry Road, between Lane Cove Road and Woodbine Crescent.

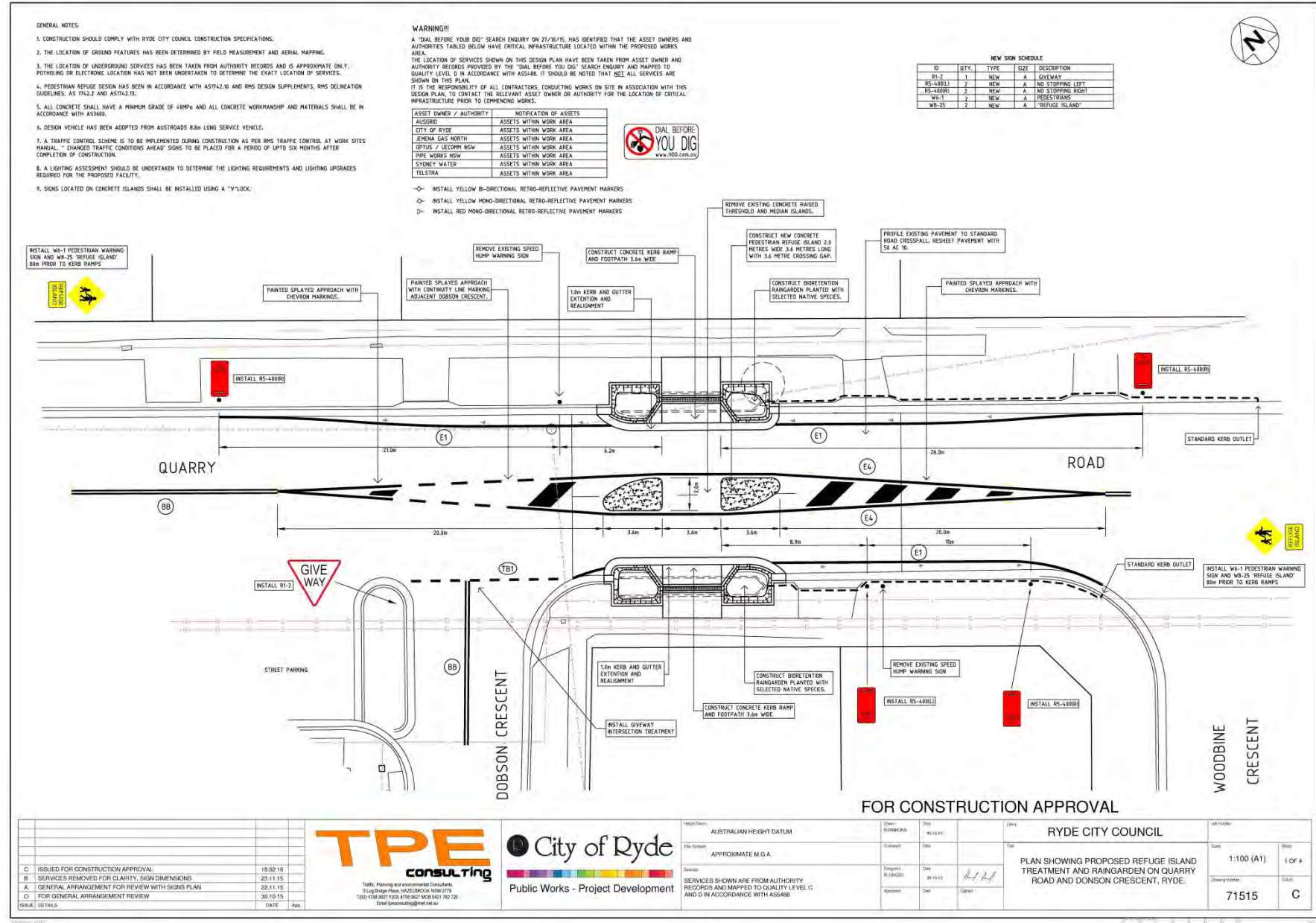
## PROPOSAL

To replace the existing pedestrian refuge in Quarry Road, at Dobson Crescent, Ryde, as shown in the attached plan.











<b>ITEM (K)</b>	<b>KHARTOUM ROAD, MACQUARIE PARK</b>
<b>SUBJECT:</b>	<b>SIGNAGE AND LINEMARKING PLAN APPROVAL</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	LDA2013/106 & T2016-01437
<b>OFFICER:</b>	K YOON

## OVERVIEW

City of Ryde has received representation from the developer at 8 Khartoum Road requesting consideration be given to approving the submitted Signage and Linemarking Plan for Khartoum Road, Macquarie Park.

Council's Conditions of Consent for the Development Application provides Council's position on the matter and *This Item* is presented to Ryde Traffic Committee to seek Technical Approval.

## BACKGROUND

As part of the conditions of consent for LDA2013/106, the applicant is required to have the signage and linemarking plan approved through the Ryde Traffic Committee:

- 41. *Parking Restriction:*** "No Parking" restrictions shall be established on Khartoum Road on approach to Talavera/Khartoum Road intersection for 100m between the hours of 6-10am and 3-7pm to facilitate safe traffic movement as required by the Roads and Maritime Services. The applicant must ensure that occurs in a timely manner as this will require approval of the Ryde Local Traffic Committee (applicant to seek approval through Council's Public Works Department).

## CONTEXT

1. Khartoum Road is a two-way road with approximately 12.0 m wide carriageway.
2. There is an existing 'NO PARKING' zone on the northern side of Khartoum Road for approximately 50 m west of Talavera Road intersection.
3. There is an existing '12P TICKET' parking zone on the northern side of Khartoum Road for six parking spaces, west of the 'NO PARKING' zone.
4. There is an existing 'NO PARKING' zone on the southern side of Khartoum Road for approximately 100 m west of Talavera Road intersection.





## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 – No parking
- [NSW] *Road Rules 2014* Rule 207 – Parking where fees are payable

## CONSULTATION

The occupant at 10-14 Khartoum Road, Macquarie Park was notified of the proposed changes to parking restrictions along Khartoum Road fronting the site.

## DISCUSSION

There is an existing 'NO PARKING' zone on the northern side of Khartoum Road for approximately 50 m west of Talavera Road intersection and no change is proposed to these existing parking control measures.

As per the condition imposed by RMS, it should be noted that *"No Parking" restrictions are required to be installed on Khartoum Road on approach to Talavera/Khartoum Road intersection for 100m between the hours of 6-10am and 3-7pm to facilitate safe traffic movement.*

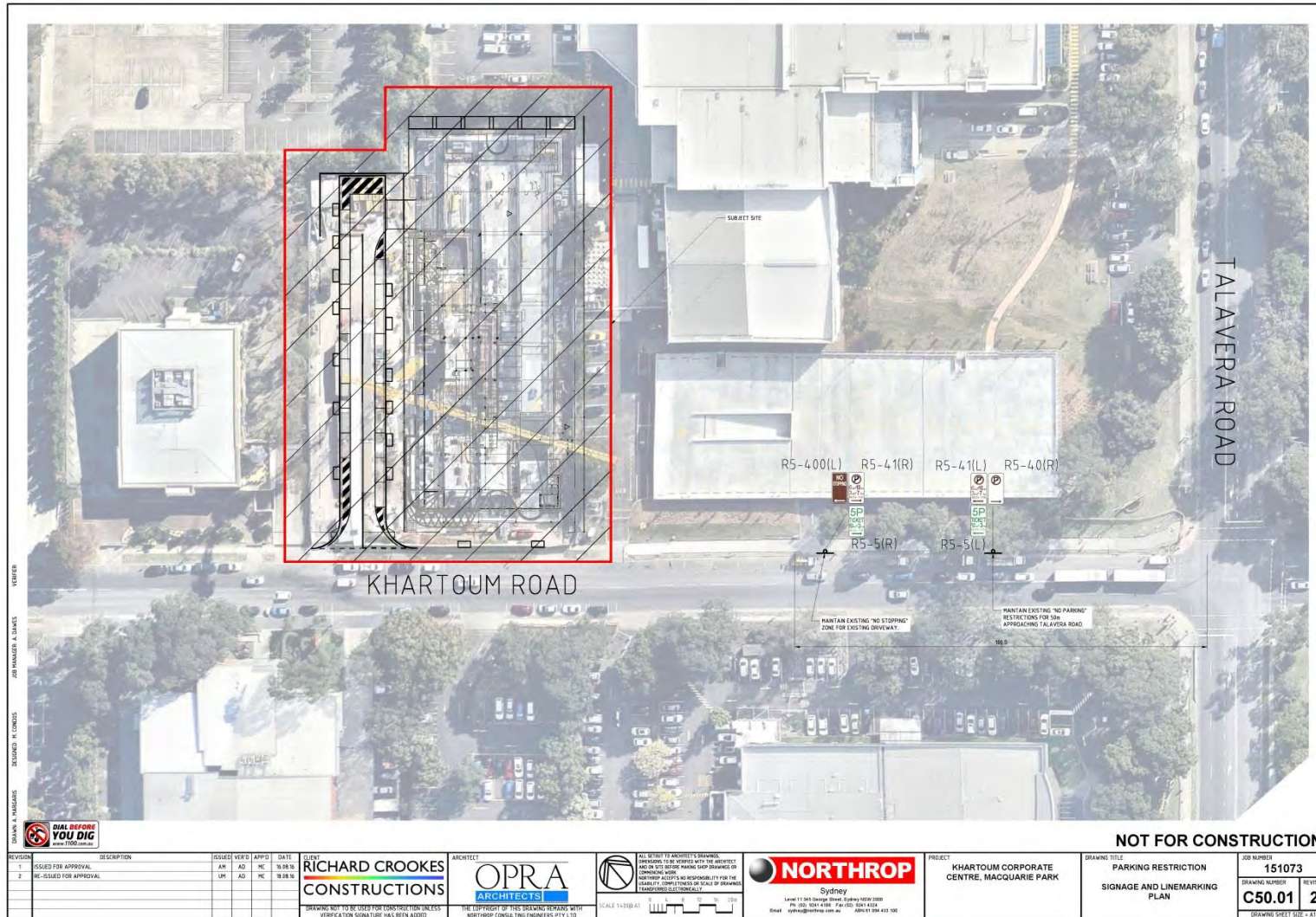
As such, there are six existing spaces of '12P TICKET 7AM-7PM MON-FRI', west of the 'NO PARKING' zone that will be impacted by the proposed 'No Parking' zone. It is proposed to change these six parking spaces to 'NO PARKING 6AM-10AM 3PM-7PM MON-FRI, 5P TICKET 10AM-3PM MON-FRI'. The intent is to provide necessary parking back into the network when the 'No Parking' zone is not in use. This will leave a five-hour period for which to apply parking restrictions in line with that throughout Macquarie Park. The remainder of Macquarie Park is twelve-hour timed pay parking, and hence does not suit the time period. Therefore a five-hour timed pay parking zone is considered most appropriate.

The access driveway for 10-14 Khartoum Road currently has a 'NO STOPPING' zone across the driveway and no changes are proposed to the existing parking control measures across the frontage of the property.

The proposed signage and linemarking plan is in accordance with the requirements of Condition 41 of LDA2013/106.

## PROPOSAL

To approve the attached signage and linemarking plan, prepared by Northrop Consulting Engineers dated 18 August 2016 (Ref C50.01 Revision '2').



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<b>ITEM (L)</b>	<b>SMITH STREET, RYDE</b>
<b>SUBJECT:</b>	<b>SIGNAGE AND LINEMARKING PLAN APPROVAL</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D16/102446 & T2016-01398
<b>OFFICER:</b>	P BASTAWROUS

## OVERVIEW

City of Ryde has received representation from the developer at 8-10 Smith Street requesting consideration be given to approval of a signage and linemarking plans in Smith Street, Ryde.

Council's Conditions of Consent for the Development Application provides Council's position on the matter and *This Item* is presented to Ryde Traffic Committee to seek Technical Approval.

## BACKGROUND

As part of the conditions of consent for LDA2013/448, the applicant is required to have the signage and linemarking plan approved through the Ryde Traffic Committee:

- 85. No Parking Signs:** *'No Parking' are to be erected at no cost to Council along the full frontage of the property on the morning of garbage collection, which is nominally (Tuesday, between the hours of 5am and 11am). The applicant shall make necessary arrangements through Council's Traffic Team to seek approval via the Ryde Local Traffic Committee.*

## CONTEXT

1. Smith Street is a two-way road, with a 10.5 m carriageway and two-hour parking control measures on both sides,
2. Smith Street intersects with Pope Street at the southernmost end and Buffalo Road at the northernmost end.

## REFERENCES

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

## CONSULTATION

Given the low impact of the changes, which are directly outside the site, no consultation has been undertaken. There are currently no occupants within the development. As such, the site directly affected does not require consultation.



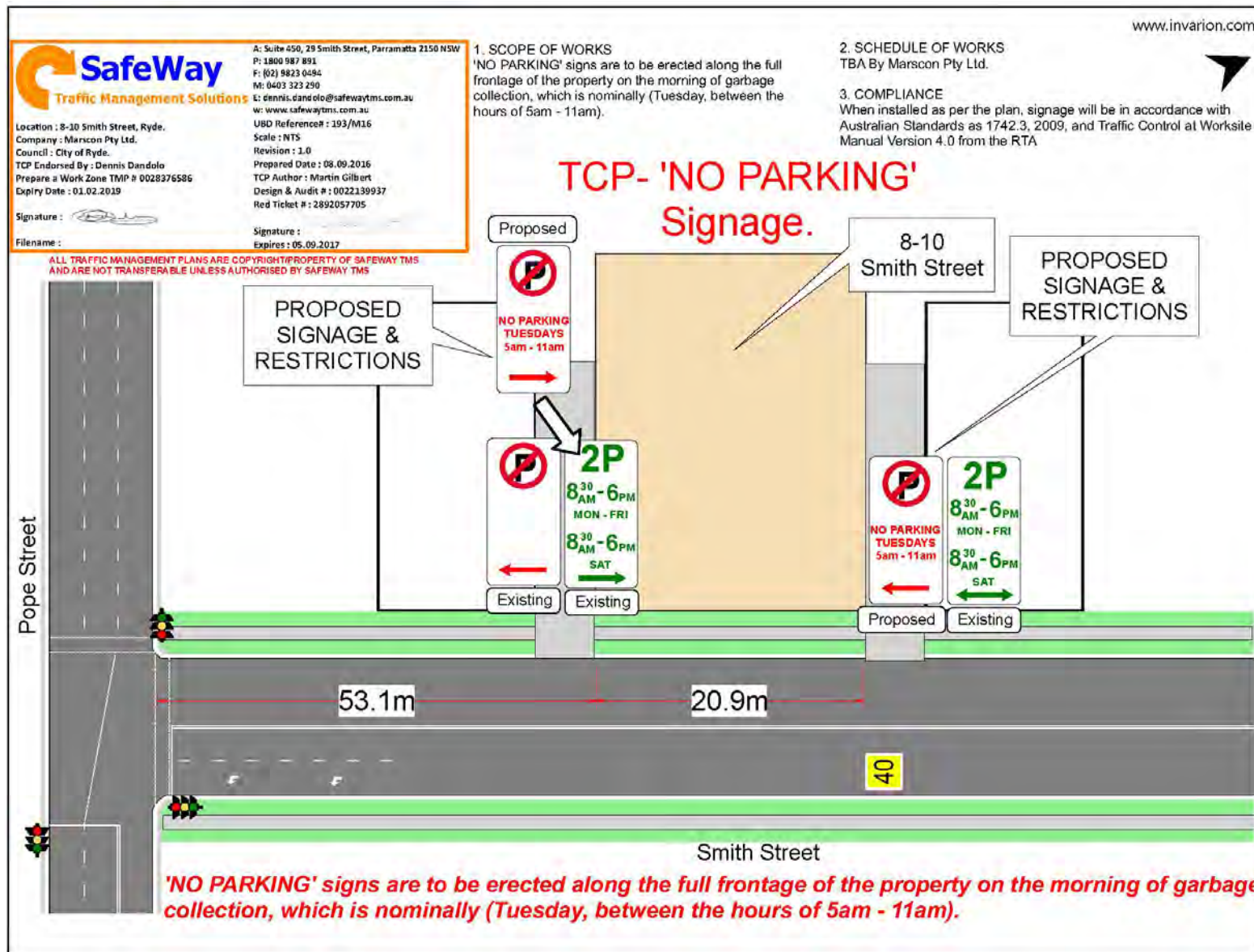
## **DISCUSSION**

To assist with the collection of waste, the applicant has been asked to provide parking control measures during waste-collection periods and maintain the existing two-hour parking control measures outside of these times. Waste collection in the Smith Street area is undertaken on Tuesdays between 5am and 11am.

## **PROPOSAL**

To approve the attached signage and linemarking plan submitted by Safeway Traffic Management Solutions, dated 1 August 2016 (Ref. 193/M16).







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## **ADVISORY ITEM 1 TERRY ROAD AND MIDSON ROAD TRAFFIC CONTROL SIGNAL UPGRADE**

This item provides Ryde Traffic Committee and Council with information regarding traffic control signal upgrade works at the intersection of Terry Road and Midson Road to be undertaken by Parramatta City Council.

The boundary between Parramatta City Council and City of Ryde is along the centreline of the Terry Road road-reserve. Parramatta City Council has advised they will be undertaking the following works, as shown in the attached plan:

- installing a marked pedestrian crossing on the northern leg of the intersection,
- relocation of some signal lantern posts, and
- demolition and reinstatement of existing kerb ramps.

The project is 100% RMS funded, with:

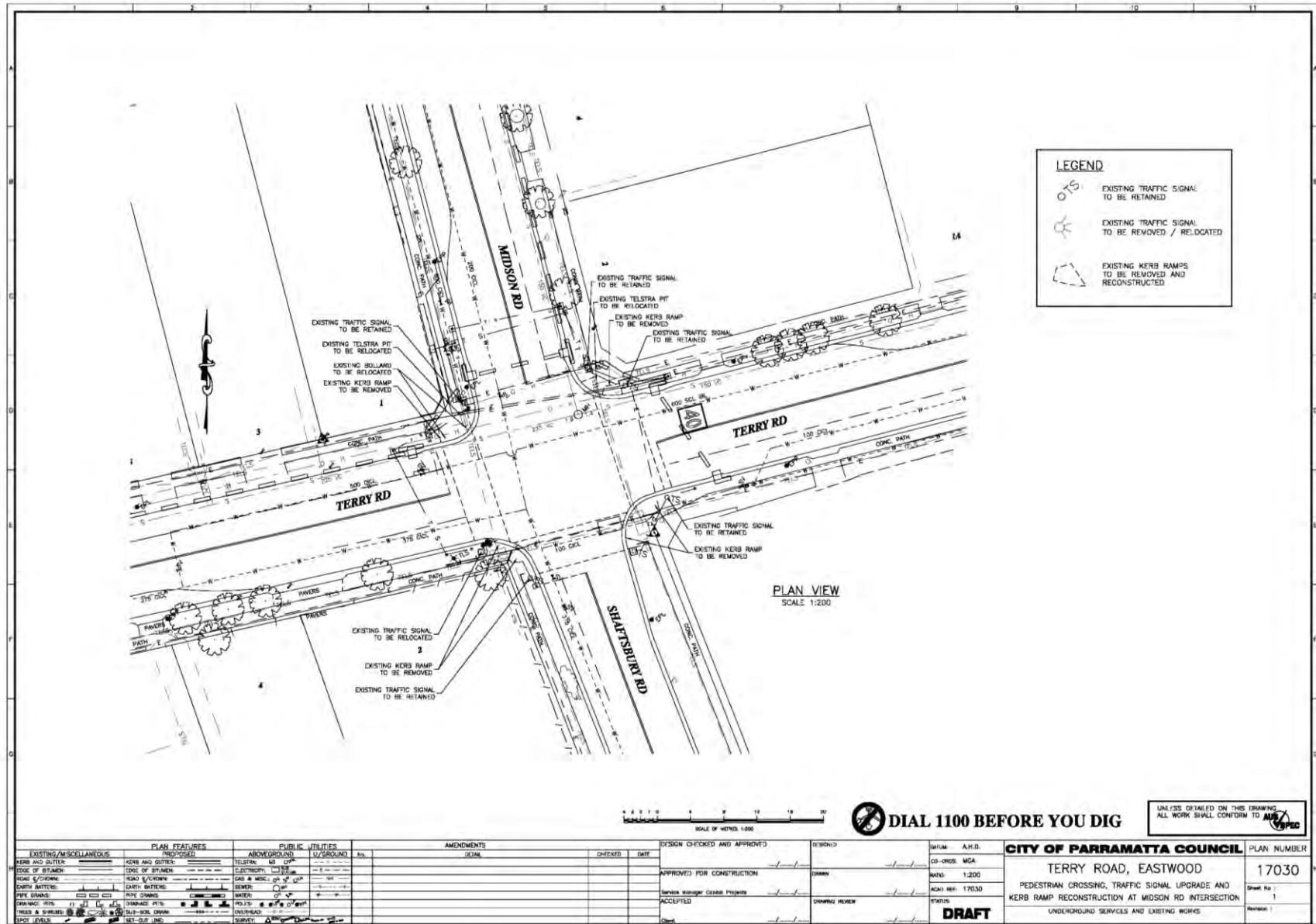
- designs being undertaken and approvals being sought in 2016/17,
- and installation being undertaken in 2017/18.

Parramatta City Council requires the following external approvals to undertake the works:

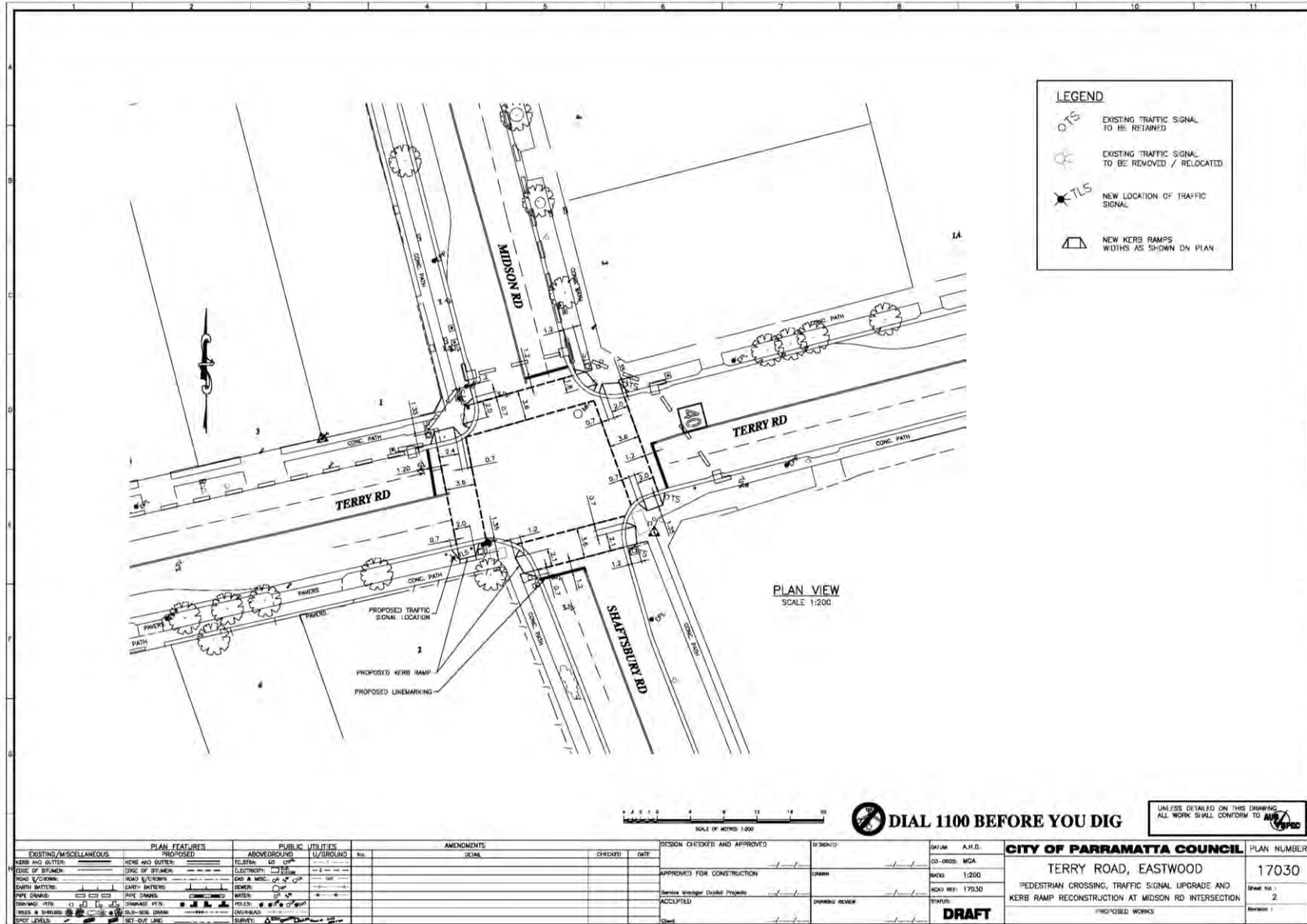
- approval for traffic control signal works from RMS, and
- approval for civil works, such as kerb ramps, on the southern side of Terry Road from City of Ryde, currently delegated to staff.

City of Ryde staff have raised no objection to the project, subject to:

- no changes to the existing parking control measures,
- final civil design drawings be approved by City of Ryde staff,
- four weeks' notification before works commence,
- a (yet to be determined) warranty period on all civil works in City of Ryde, and
- a (yet to be determined) hand-over process of any assets in City of Ryde.









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## ADVISORY ITEM 2 CITY OF RYDE'S *PERMIT PARKING POLICY* (RESIDENT PARKING SCHEME)

This item outlines some of the issues with City of Ryde's *Permit Parking Policy* and advises Council of a forthcoming review to:

1. update the Policy to comply with current RMS mandatory guidelines, and
2. adapt the Policy to suit City of Ryde's needs, within the provisions of the RMS's mandatory guidelines.

Permit Parking Schemes were introduced in City of Ryde in 2006 to provide preferential access to on-street parking for residents and businesses with limited off-street parking. Permit Parking Schemes:

- are operated by Councils under powers delegated by RMS, in accordance with their mandatory guidelines,
- allow Councils to install timed parking control measures, if approved by the Local Traffic Committee, and issue permits that exempt permit holders from the timed parking control measures,
- operate well in medium-density residential areas, located near traffic-generators, such as town centres, learning institutions, railway stations and recreation facilities, and
- were previously widely installed by City of Ryde and other Councils before the RMS's current mandatory guidelines were introduced.

*Permit Parking* is the RMS's **mandatory guideline** for Permit Parking Schemes, under Regulation 95 of the *Road Transport (General) Regulation 2013*, and requires residential properties have less than two off-street parking spaces to qualify for permits. However, these guidelines do not apply retrospectively.

Although City of Ryde's *Permit Parking Policy* indicates that off-street parking requirements are to be taken into consideration, a proposed update in 2009 to align with RMS's permit allocation requirements:

- was not formally adopted by Council, and
- did not intend to include any transitional arrangements for existing permit holders.

Residents with off-street parking continue to be issued with permits. Furthermore, there is currently no database in place to check how many off-street parking spaces each residency has, in order to restrict allocations.

A number of requests have been received from low-density residential areas to introduce a Resident Parking Scheme in their street, where the vast majority have two or more off-street parking spaces. Although there may be support for the changes, implementation would not result in the issuing of any permits. Alternative parking restrictions have been considered in some of these areas, but residents are predominantly not in favour of the changes if no permits can be issued.





Other issues with City of Ryde's current Policy include:

- using the term “zones” instead of “areas”, which complicates signposting,
- zone boundaries being based on Council Ward boundaries, rather than a road network,
- Permit Parking Schemes only being considered in pre-designated zones, and
- businesses being eligible for permits, which may lead to overselling of permits in some areas.

To resolve the issues outlined above, it is recommended that Council undertake a review of the *Permit Parking Policy*. This will involve an inter-Directorate review of permit allocations, zone boundaries and alternatives to Resident Parking Schemes.

Given the increased demand for on-street parking, the Sobraon Road area will be utilised as a “test” street to gauge how the updated policy would apply and associated actions implemented.



### **ADVISORY ITEM 3 LUCKNOW ROAD, NORTH RYDE SIGNAGE AND LINEMARKING PLAN**

City of Ryde has received a copy of the Signage and Linemarking Plan for Lucknow Road, Ryde, from the Developer at 27-37 Delhi Road (AKA the Country Gardens Estate), for comment before being presented to RMS for consideration. Any comments from members of Ryde Traffic Committee are to be provided directly to RMS.

As part of the conditions of consent for LDA2014/77, the applicant is required to have the Signage and Linemarking Plan approved by RMS:

- 38. RMS Requirement.** *To allow for a one-way eastbound movement from Road 38 to Lucknow Road the applicant is to undertake works at the intersections of Lucknow Road/Rivett Road to accommodate the additional traffic at the intersection. Roads and Maritime engaged an independent consultant (URaP International) to undertake a Road Safety Audit of the Intersection of Epping Road, Rivett Road and Lucknow Road dated 16 October 2014 to assess the intersection's current and future operation, a copy of this report is attached. The deficiencies highlighted at the intersection of Lucknow Road/Rivett Road in the report shall be addressed to allow the proposed one-way eastbound movement. The applicant is to prepare plans and submit these plans to Roads and Maritime for approval (in consultation with Council) prior to the issue of the relevant Construction Certificate. These works are to be completed to the satisfaction of Roads and Maritime prior to the issue of any Occupation Certificate.*

The intersection of Lucknow Road and Rivett Road is currently configured that the off ramp from Epping Road is under a GIVE-WAY control, whilst all other approaches are under STOP control. The intersection serves as an entry to the North Ryde Business Park, providing access for a high volume of vehicles coming into the precinct. As part of the Country Gardens development, a new road link (Road 38) is being created to direct traffic from the site south towards Lucknow Road. This will produce additional vehicular volumes at the intersection of Lucknow Road and Rivett Road. Urban Research & Planning International undertook a Road Safety Audit on behalf of RMS in 2014, which raised concerns regarding the safety of the intersection. Subsequently, RMS conditioned the Development Consent, as shown above.

Given the concerns raised by RMS, Council undertook Pedestrian Access and Mobility Plan for the intersection and works were subsequently undertaken to address pedestrian safety.



In response to Condition 38, Ason Group has undertaken a review of the intersection on behalf of the Developer, Country Gardens Australia, which identified the following:

1. Signage at the intersection required updating to comply with the current requirements of the Australian Standards and RMS technical directions.
2. Some signage is either:
  - obstructed by vegetation, or
  - positioned in a manner that drivers may not be aware of the intersection controls until they are close to the intersection.

The attached signage plan attempts to address the issues identified by RMS and Ason Group. City of Ryde staff are satisfied that the attached plan provides an adequate solution to the issues raised by RMS by providing an integrated solution for the one-way configuration.

The Developer is providing additional infrastructure, including fully formed Road 38, with parking bays and control measures.