



29 June 2017

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 29 June 2017

Ryde Traffic Committee Meeting

Committee Meeting Room, Level 1A, 1 Pope Street, 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 (6) The Hon. V Dominello MP
Member for Lane Cove (2) The Hon. A Roberts MP

ADVISORS

Sydney Buses Western Region

Committee Members, Advisors and Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email, by 5pm Tuesday 27 June 2017.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor, via email, by 5pm Tuesday 27 June 2017.

Meeting Convenor
Greg Holding - Team Leader Traffic Services
gholding@ryde.nsw.gov.au



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Meeting Date: Thursday 29 June 2017
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

CONFIRMATION OF PREVIOUS MINUTES

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) SOBRAON ROAD, MARSFIELD - TEMPORARY 'BUS ZONE' AT DUNBAR PARK**
- (B) ADELAIDE STREET, WEST RYDE - 'NO STOPPING' ON APPROACH TO VICTORIA ROAD**
- (C) OLIVE STREET, RYDE - 'NO PARKING' AT REVERSE CURVE**
- (D) JUNCTION STREET, RYDE - REVIEW OF PARKING CONTROL MEASURES**
- (E) CAM STREET, NORTH RYDE - 'P DISABILITY ONLY' ZONE**
- (F) WEST RYDE TOWN CENTRE - ON-STREET PARKING REVIEW**
- (G) 1-3 & 2-8 WHARF ROAD, GLADESVILLE - SIGNAGE AND LINEMARKING PLAN**
- (H) 7-11 SMITH STREET, RYDE - UPDATED SIGNAGE PLAN**

MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (I) MATTERS APPROVED UNDER DELEGATION**
- (J) PEDESTRIAN CROSSINGS IN EASTWOOD TOWN CENTRE**

LATE ITEMS

GENERAL BUSINESS



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

SUBJECT: 'BUS ZONE' AT DUNBAR PARK
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2016-02185
OFFICER: J BEGLEY

INTRODUCTION

Council recently considered installing parking control measures in Sobraon Road, Marsfield. It was resolved to only install driveway delineation linemarking at the driveways to assist vehicles entering and exiting their driveways and provide a location for bins to be placed for collection.

Although this is due for review in September 2017, it does not accommodate private buses picking-up and dropping-off at Dunbar Park, which is used extensively between May and September for sports carnivals. Parking is in high demand in the area, due to nearby construction sites. Therefore, it is proposed to install a 'BUS ZONE' directly outside the park for peak periods between May and September.

BACKGROUND

Local residents raised concerns regarding the high demand for parking in Sobraon Road, due to the large number of nearby construction sites. A proposal to install 'NO PARKING 8AM-6PM MON-SAT' on the western side of Sobraon Road was referred to the Works and Community Committee meeting, held on 18 April 2017, with support from the Ryde Traffic Committee. There were concerns regarding the impacts of installing the parking control measures and therefore, Council resolved the following:

- (i) *That Council installs delineated linemarking on driveways along the full length of both sides of Sobraon Road, Marsfield to help improve access.*
- (ii) *That a further review of this solution be undertaken in 12 months time and be reported back to the Works and Community Committee for its consideration.*

The driveway delineation lines have since been installed and will be reviewed after September 2017.

The matter of providing a Bus Zone in Sobraon Road, to drop-off/pick-up students attending school sports carnivals at Dunbar Park, was considered by the Works and Community Committee held on 18 April 2017. Subsequently, the Council resolved the following:

- (a) *That Council refer the matter to the Ryde Traffic Committee to consider the installation of a 50 m 'BUS ZONE 8.30AM-10AM 2PM-3.30PM MAY-AUG, MON - FRI' in Sobraon Road, outside Dunbar Park, Marsfield, for the winter sports season.*



- (b) *Subject to the measures detailed in Part (a) that a review be undertaken from August 2017.*

Discussions with the schools that use Dunbar Park for sporting activities confirmed that the most appropriate times to accommodate buses are from 8.30am to 10am and from 1pm to 3.30pm, on weekdays, between May and September.

CONTEXT

1. Although the basements for the following nearby construction sites are nearing completion, which will make them available for construction workers to park onsite, it is likely that there will be an overspill of parking and parking demand will remain high:

- 108 Herring Road (the Ranch Hotel)..... 100 construction workers
- 110-114 Herring Road (Parkview)..... 250 construction workers
- 126 Herring Road (Saunders Close)..... 100 construction workers.

Furthermore, 120 Herring Road (College site) is due to commence shortly, with 100 construction workers, and the Ivanhoe Estate and 137-143 Herring Road due to come online in the next few years.

Council's Rangers have indicated that enforcing the requirement for construction vehicles to park in the basements has been difficult, due to the inability to identify which vehicles are associated with which site.

2. Dunbar Park is typically used extensively by schools and sporting groups between May and September for sports carnivals. Most of these use buses to drop off their students / participants between 8.30am and 10am and pick up between 1pm and 3.30pm. Groups using buses in 2016 found it increasingly difficult to find an area to drop-off / pick-up passengers, without double parking. Some of the larger schools have in excess of 500 students attending Dunbar Park, which translates to 10 buses dropping off and collecting school children. This results in buses double parking, which places children in a dangerous situation as they then have to weave between parked vehicles when getting on/off buses.

REFERENCES

- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone
- [NSW] *Road Rules 2014* Rule 189 Double Parking



COMMUNITY ENGAGEMENT

All schools that have booked Dunbar Park for sports carnivals were contacted to confirm their school carnival booking dates, number of students who will be attending, the number of buses that will be utilised to convey students to and from Dunbar Park and the expectant drop-off / pick-up times that these buses were scheduled for at the sports carnival.

Residents in the vicinity of Dunbar Park were letterboxed regarding the proposal, as shown in *Figure 1A*. One response has been received, suggesting that dedicated bus parking be provided in the Dunbar Park car park. The car park pavement surface has not been designed to withstand loads from buses.

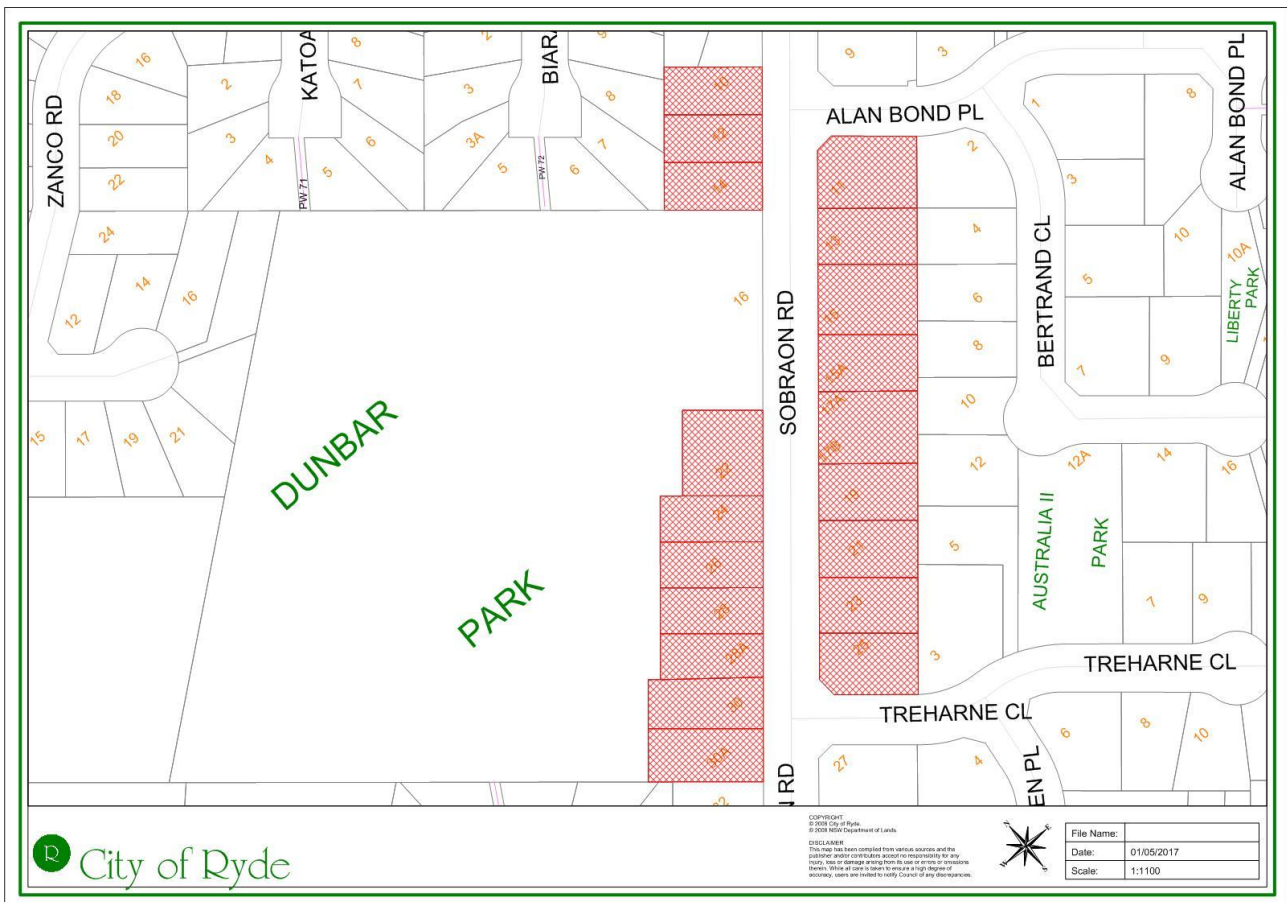


Figure A1 Community engagement distribution

DISCUSSION

The proposed part time May to September bus zone is to be located between the access and egress driveways to Dunbar Park car park. This is approximately 50 m in length and will enable four 12.5 m long buses to park at any one time. The location between the two access driveways also enables the buses to use the driveways as a draw in / draw out facility.

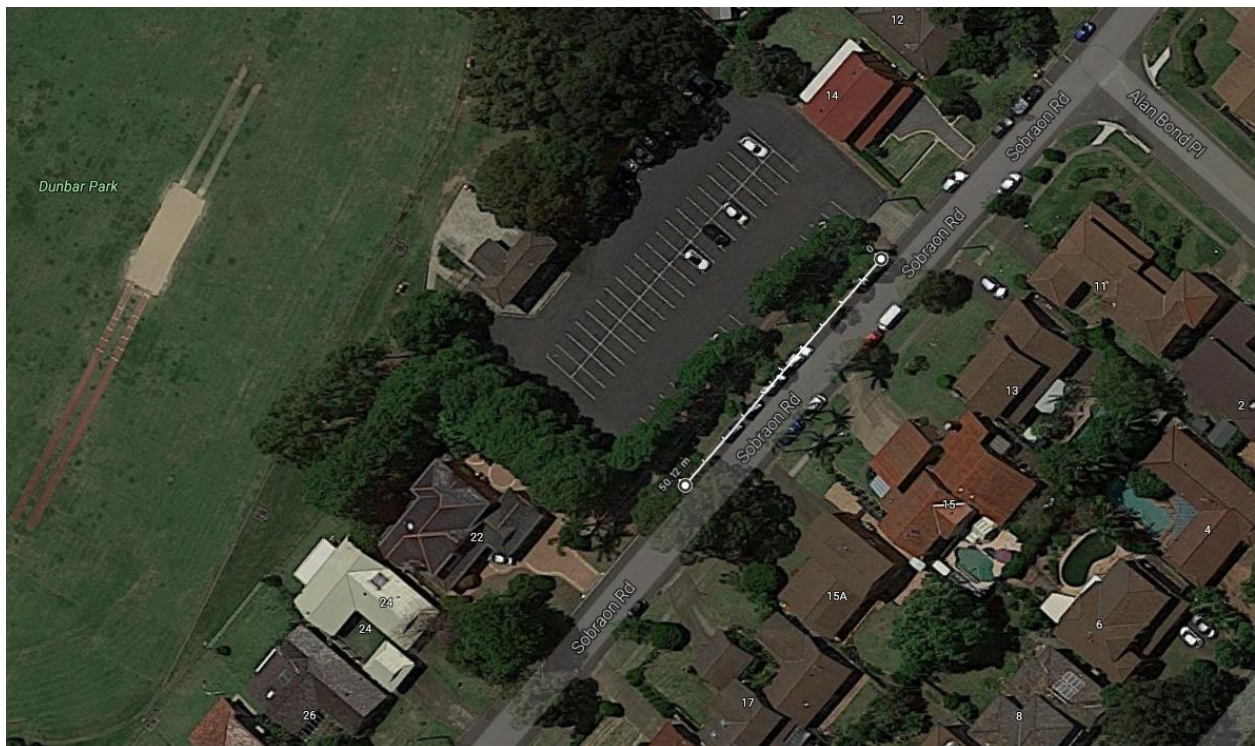


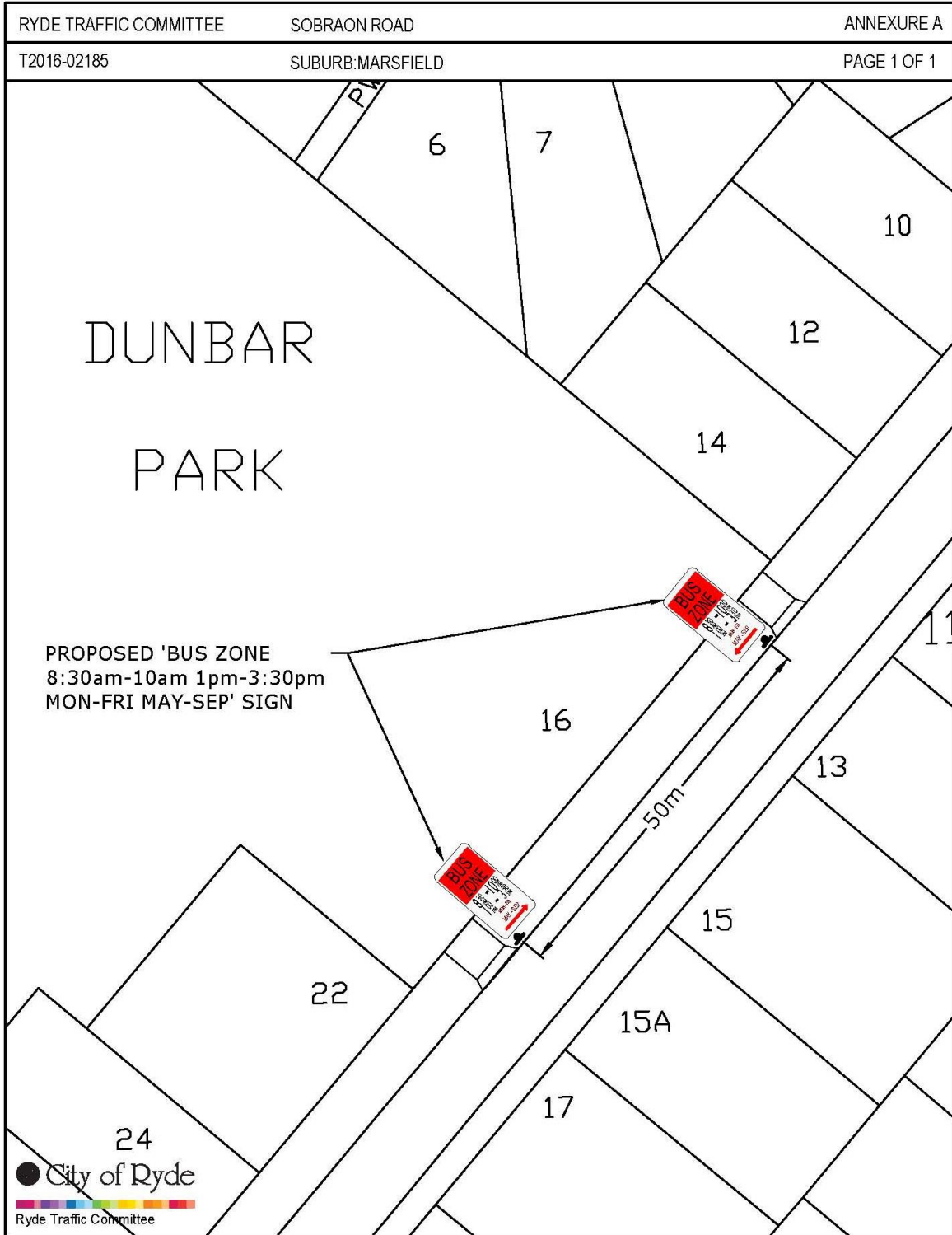
APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To convert the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-10AM 1PM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				
1	BZ	L	8:30-10AM 1PM-3:30PM MON-FRI MAY-SEP		
1	BZ	R	8:30-10AM 1PM-3:30PM MON-FRI MAY-SEP		



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ITEM (B)	ADELAIDE STREET, WEST RYDE
SUBJECT:	'NO STOPPING' ON APPROACH TO VICTORIA ROAD
ELECTORATE:	RYDE
WARD:	CENTRAL & WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2016-02194
OFFICER:	J BEGLEY

INTRODUCTION

City of Ryde has received representations from a number of local residents requesting consideration be given to installing parking control measures to improve traffic flow in Adelaide Street. In response, it is proposed to install parking control measures on approach to the traffic signals.

In association with these changes, 10 m of 'NO STOPPING' will be installed on the western side of Adelaide Street, both sides of Hay Street, to reinforce the existing Road Rules for stopping near an intersection without traffic lights.

These measures compliment the City of Ryde's *Road Safety Plan*, which identifies driver impatience as a factor that contributes to road crashes.

Council has been advised that these measures are not likely to increase traffic flow through the area.

CONTEXT

1. The signalised intersection of Victoria Road / Adelaide Street is one of only two signalised intersections in the City of Ryde council area, located west of the northern railway line, that enables full vehicular movement onto Victoria Road. The other intersection is Wharf Road which is Council's boundary with Parramatta City Council.
2. The intersection of Victoria Road / Adelaide Street is a signalised T intersection with marked foot crossings provided on two arms of the intersection, namely across Adelaide Street and Victoria Road (eastern arm).
3. The northbound carriageway of Adelaide Street between Victoria Road and Hay Street has two delineated lanes that are direction specific.
4. There is a small section of unrestricted parking on Adelaide Street between Victoria Road and Hay Street that facilitates parking for two vehicles. Statutory No Stopping zones and a Bus Zone comprise the remainder of the parking restrictions along this section of Adelaide Street.
5. The No Stopping zone on Adelaide Street immediately north of Hay Street is not signposted.



REFERENCES

- City of Ryde’s *Road Safety Plan*
- [NSW] *Road Rules 2014* Rule 169 No Stopping Signs.
- [NSW] *Road Rules 2014* Rule 183 Bus Zone Signs
- RMS’s *Traffic Signal Design – Appendix E Left turn on red.*

COMMUNITY ENGAGEMENT

The proposed measures were distributed to the occupants shown in *Figure B1*. Two responses were received, both in support of the changes.

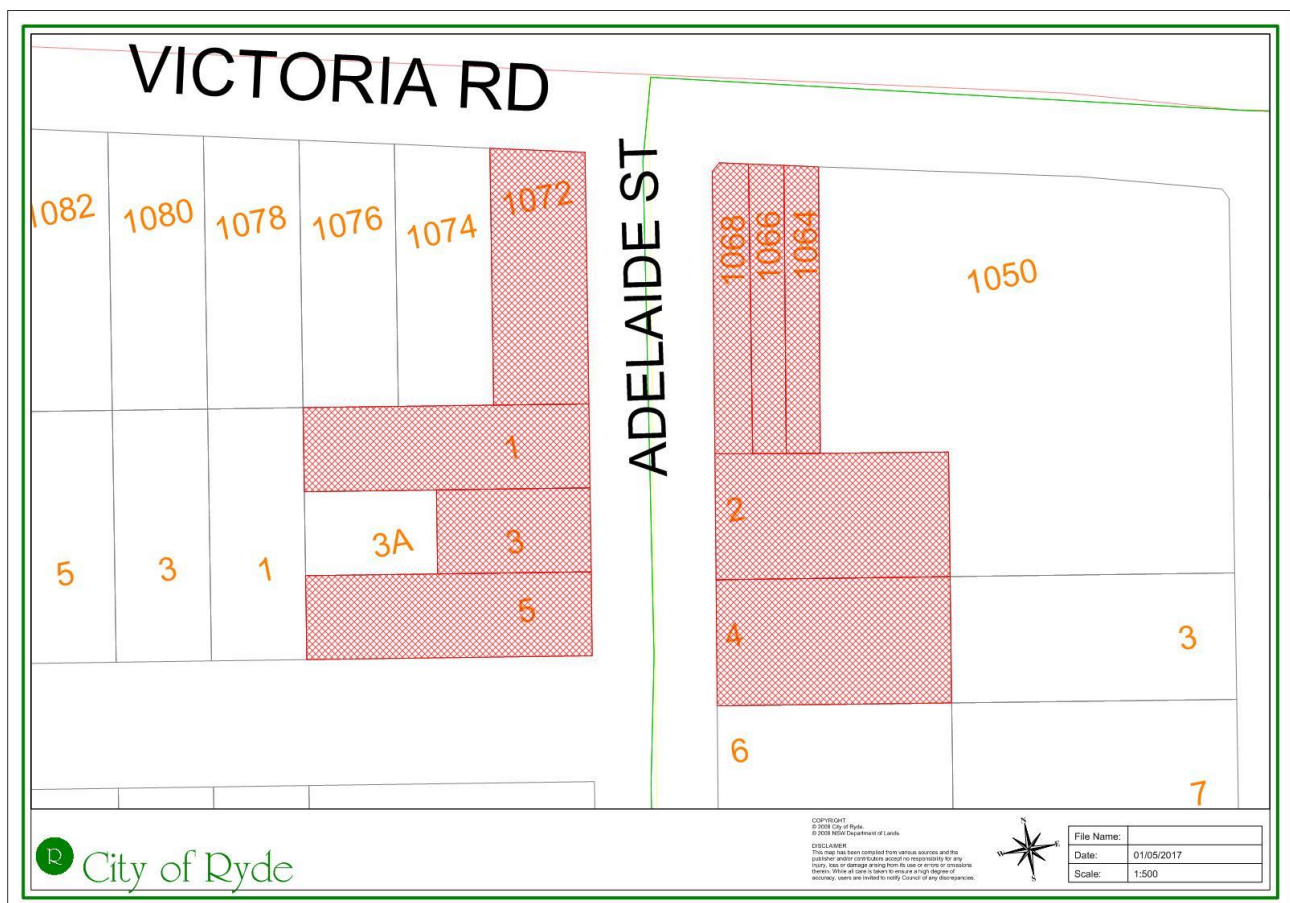


Figure B1 Community engagement distribution

DISCUSSION

Council has been contacted by a number of residents regarding the congestion in Adelaide Street during morning and afternoon peak periods and on weekends, due to vehicles parking in the kerbside lane on approach to the traffic signals at Victoria Road.

A heavy right turn movement from Adelaide Street onto Victoria Road, which is sometimes delayed due to the operation of the marked foot crossing on Victoria Road (eastside), often results in a queue of vehicles which extends along Adelaide Street past the unrestricted



parking zone. Any vehicles parked in the unrestricted zone on Adelaide Street essentially blocks access for all vehicles that are attempting to access the left turn lane.

Council staff visited the subject location during morning and afternoon peak periods and have observed the significant negative impact that parked vehicles in the unrestricted zone has on the operation of the signalised intersection. The queue length on Adelaide Street at times extended south of Hay Street.

Converting this unrestricted parking zone to 'NO STOPPING' would essentially address the localised congestion issue that is presently occurring on Adelaide Street.

All properties in the area have access to off-street parking and there is alternative on-street parking in nearby Hay Street.

Council has also reviewed the feasibility of installing a 'LEFT TURN ON RED PERMITTED AFTER STOPPING' (LTOR) in Adelaide Street at the traffic lights in Victoria Road to improve the operational efficiency of the intersection. Initial investigations indicate that the site meets the criteria under RMS's *Traffic Signal Design-Appendix E: Left turn on red* and therefore, the matter has been referred to RMS.

APPROVALS

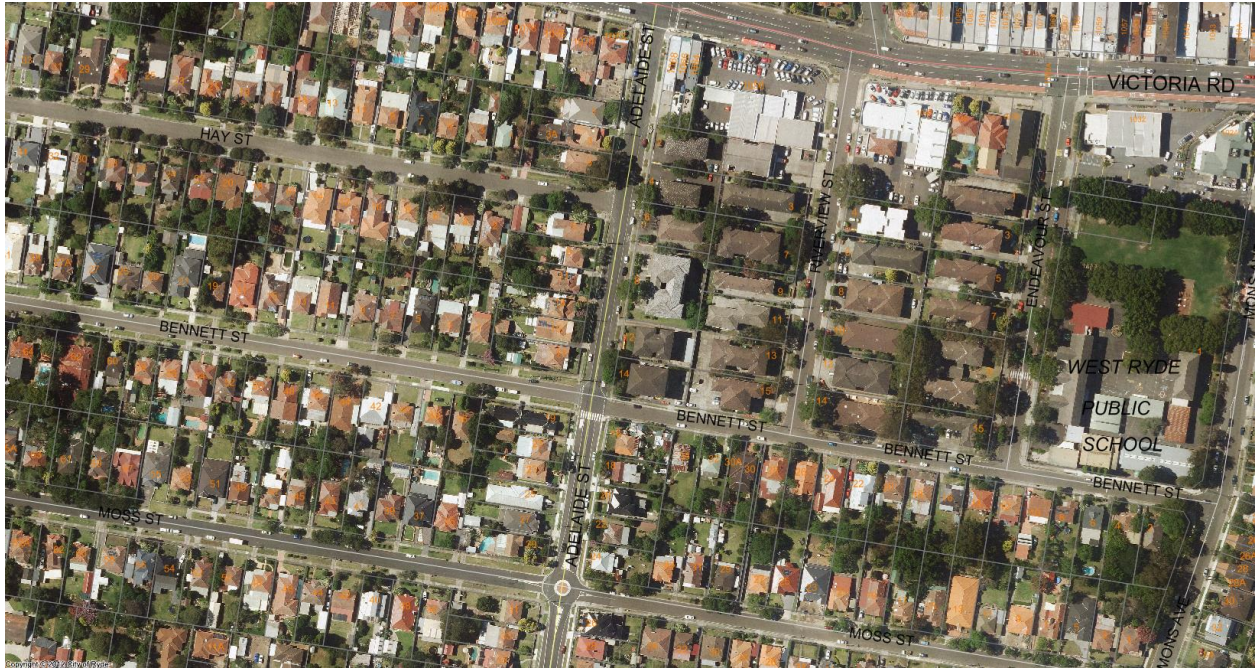
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

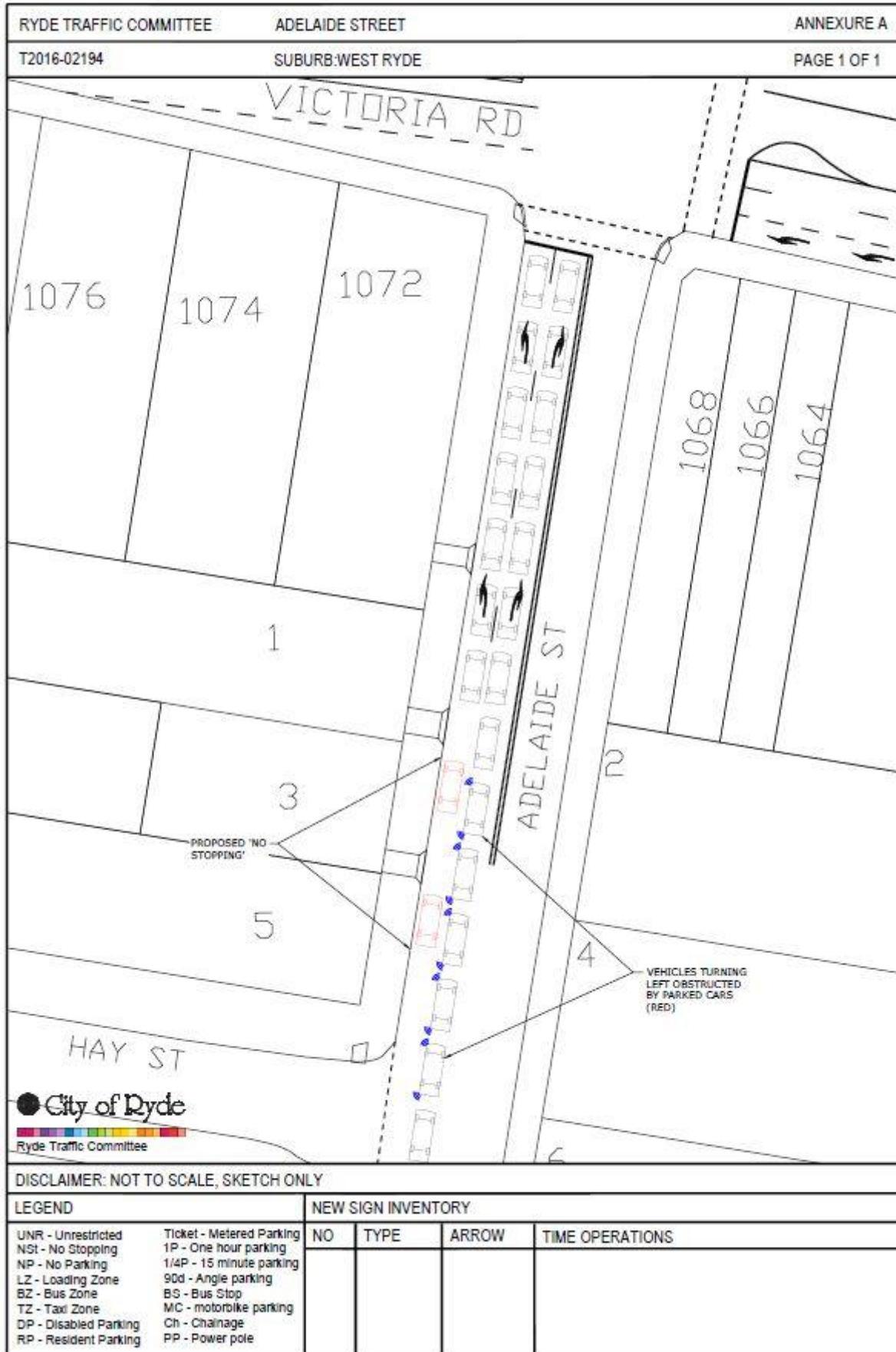
The installation of LTOR can only be authorised by the Network Operations division of RMS and is governed by the criteria in RMS's *Traffic Signal Design-Appendix E: Left turn on red*.

The 10 m of 'NO STOPPING' in Adelaide Street at the intersection of Hay Street reinforces the existing Road Rules for stopping near an intersection without traffic lights and therefore, no approvals are required for their installation.

PROPOSAL

To convert the existing 20 m of unrestricted parking on the western side of Adelaide Street, between Hay Street and Victoria Road, West Ryde, to 'NO STOPPING'.







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ITEM (C)	OLIVE STREET, RYDE
SUBJECT:	'NO PARKING' AT REVERSE CURVE
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017-00157
OFFICER:	A MENDIS

INTRODUCTION

City of Ryde has received representation from a resident of Olive Street requesting consideration be given to improving road safety around the reverse curve in Olive Street, Ryde.

The carriageway along Olive Street is 7.4 m wide and kerbside parking is regularly at high occupancy. It is proposed to install 'NO PARKING' zones to improve driver sight distance to approaching traffic on the reverse curve on both approaches.

Investigations have also revealed that a 'NO STOPPING' zone has also been approved as part of a previous development at 10-12 Olive Street.

CONTEXT

1. Olive Street has a 7.4 m carriageway and parking is currently unrestricted throughout the reverse curve.
2. Olive Street has a speed limit of 50 km/h.

REFERENCES

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

COMMUNITY ENGAGEMENT

The proposed parking control measures were distributed to all 63 properties in Olive Street. Eight responses were received, including a petition with nine signatures, all in support of the changes and the following suggestions were made:

- Two requests to extend the proposed 'NO PARKING' zones up to 7 Olive Street and 12 Olive Street.
The proposed parking controls have been kept to a minimum, to minimise the effects on local residents.
- Two requests to install double barrier lines and blisters in the middle of Olive Street to reduce driver speeds.



The carriageway is 7.4 m wide which is not wide enough to maintain two separated travel lanes and one parking lane.

- One request to install speed humps to reduce driver speeds.

A traffic speed survey will be undertaken in Olive Street and if driver speeds are significantly over the speed limit, the matter will be referred to the Police in the first instance, as is current practice throughout City of Ryde.

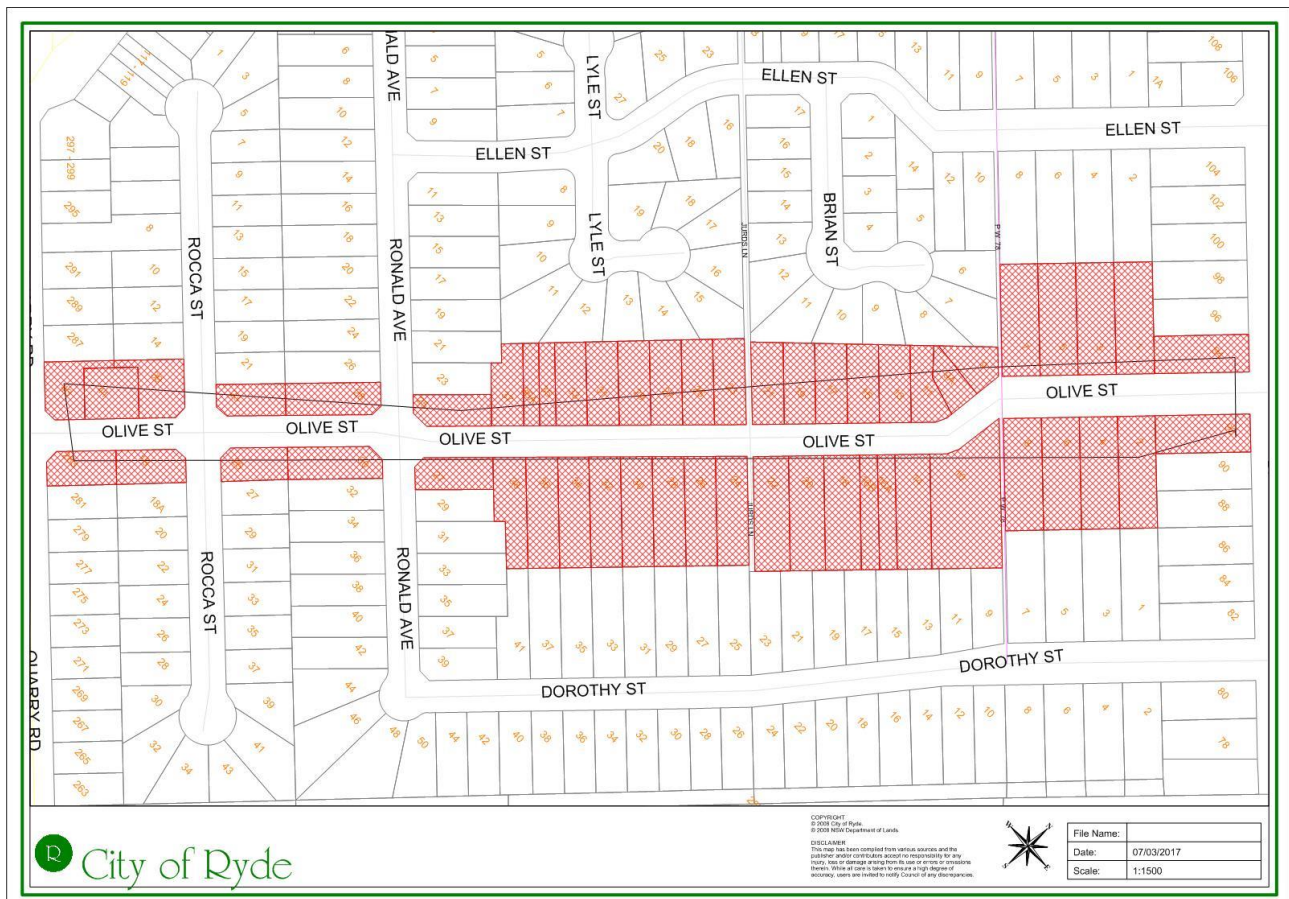


Figure C1 Community engagement distribution

DISCUSSION

Sight lines for drivers to see oncoming vehicles are regularly blocked by parked vehicles around the reverse curve in Olive Street. To improve the safety of road users and accessibility for waste-collection vehicles, it is proposed to install ‘NO PARKING’ zones:

- outside 9A to 11 Olive Street, and
- outside 8 Olive Street and 10-12 Olive Street.

Investigations have also revealed that a ‘NO STOPPING’ zone has previously been approved by Council, through the Conditions of Consent for LDA 108/2007 at 10-12 Olive Street:



92. *No Stopping restrictions for a minimum length of 6m along the northern side and 10 metres along the southern side from the edge of the driveway splay (the limit of the No Stopping restriction along the southern side would be the boundary line with the adjacent property).*

These works will be completed in association with the proposed measures.

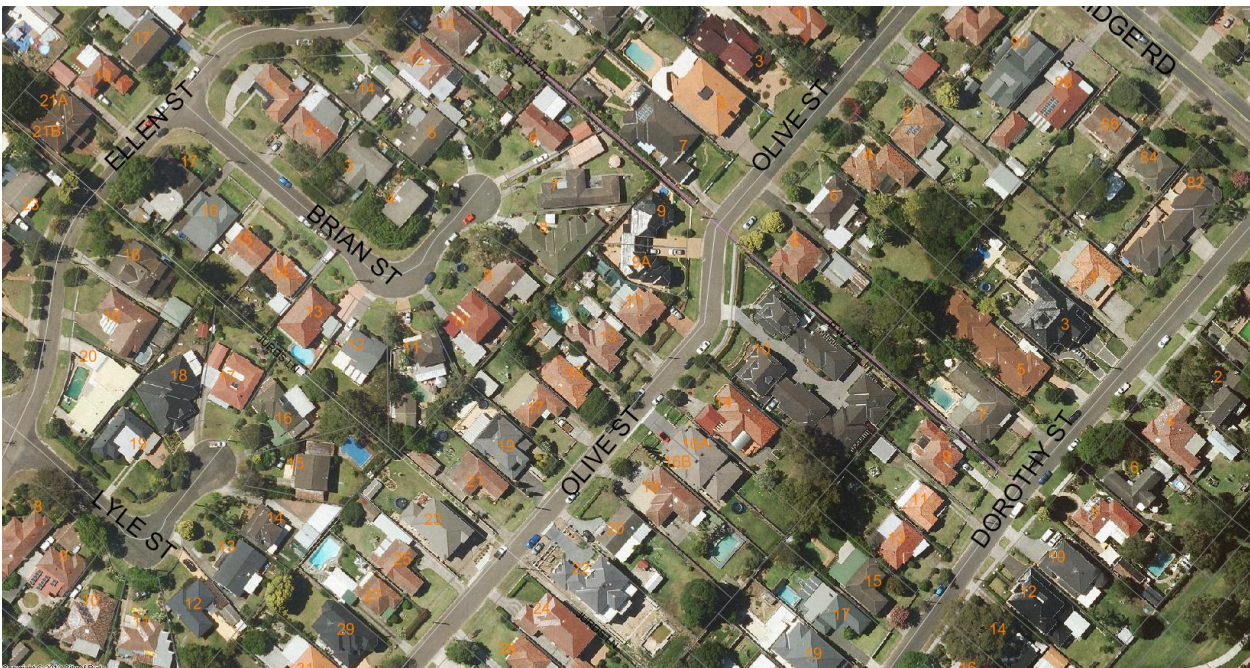
APPROVALS

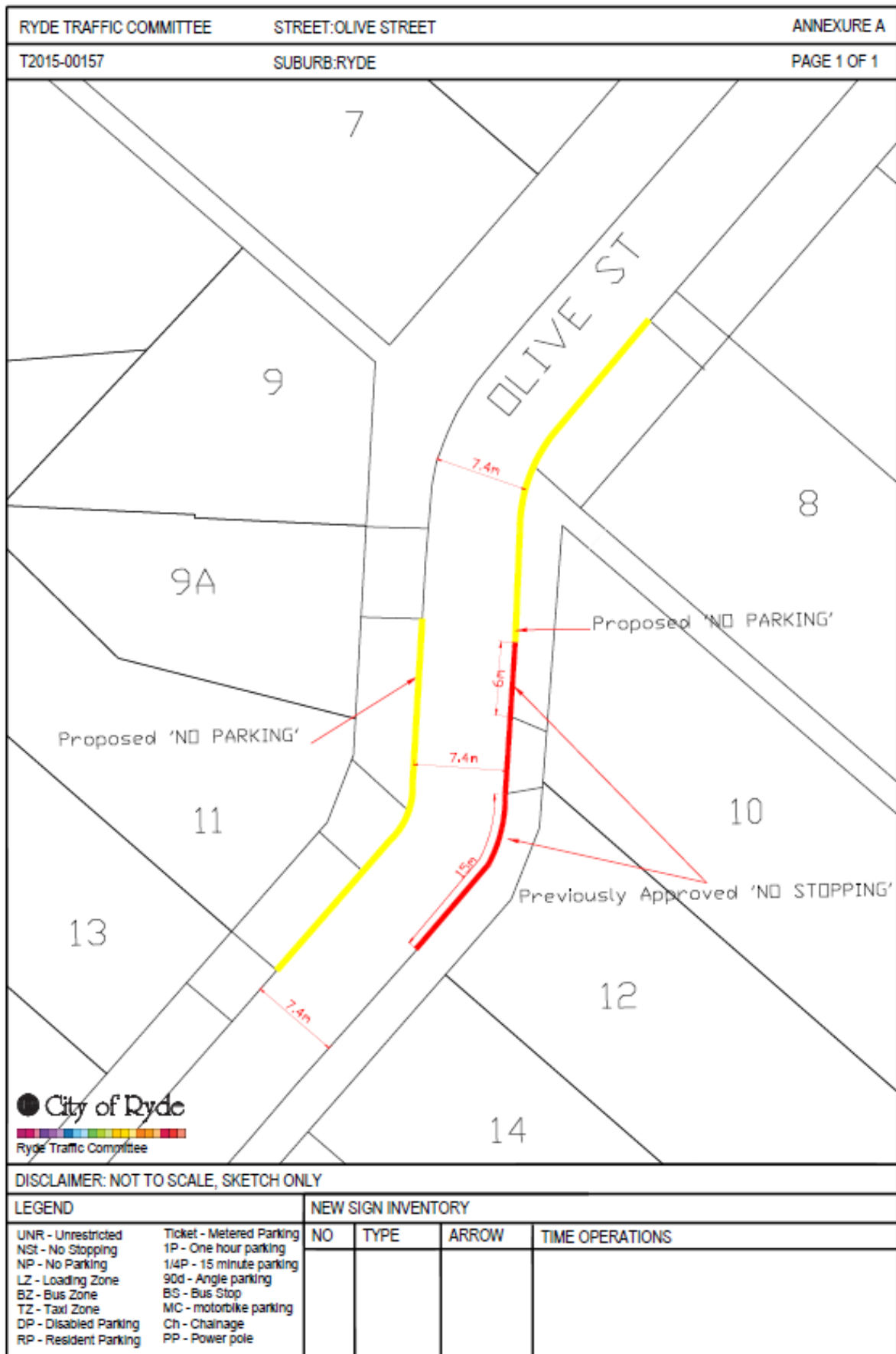
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To convert the remaining unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

1. outside 11 to 9A Olive Street, and
2. outside 8 to 10-12 Olive Street.







ITEM (D)	JUNCTION STREET, RYDE
SUBJECT:	REVIEW OF PARKING CONTROL MEASURES
ELECTORATE:	LANE COVE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017-00631
OFFICER:	A MENDIS

INTRODUCTION

City of Ryde has received representation from the residents at 11 and 13 Junction Street, Ryde requesting consideration be given to installing parking control measures in the short section of kerb between their driveways. A previously installed 'P MOTOR BIKES ONLY' zone has proven ineffective.

It has also been observed that the nearby kerbside northwest-bound traffic lane is 3.5 m wide, adjacent to a continuous dividing (BB) line. It is proposed to change the existing 'NO PARKING' control to 'NO STOPPING' to reduce the incidence of stopped vehicles from blocking the travel lane.

BACKGROUND

Linemarking was installed in the kerbside parking between the driveways at 11 and 13 Junction Street in August 2013, as a "soft measure" to indicate to drivers that the area was not suitable for parking. This is the standard treatment used in City of Ryde in the first instance and is generally very effective.

However, this treatment was ineffective and in April 2015, the current 4 m 'P MOTOR BIKES ONLY' zone was installed.

CONTEXT

1. Junction Street is a two-way road, which runs between Church Street and Belmore Street, with traffic lights at both ends.
2. There is limited on-street parking in the area close to a number of concurrent urban-renewal projects that are under construction along Porter Street.
3. The northwest-bound and southeast-bound lanes of Junction Street are 3.5 m and 5 m wide, respectively, and there is an existing double-barrier line in Junction Street between Belmore and Porter Streets.



DISCUSSION

Kerbside parking between the driveways at 11 and 13 Junction Street

The section of kerbside parking between the driveways at 11 and 13 Junction Street is 4 m long, which is not long enough to park a standard B85 vehicle. The intention of the current 'P MOTOR BIKES ONLY' zone was to disallow vehicles from parking, except for motorcycles, and blocking the driveway access.

These measures have proven ineffective, with vehicles continuing to park between the driveways. Council's Parking Officers have issued infringement notices to 20 vehicles parked over the driveway of 11 Junction Street during the last two years. It is likely that the large amount of construction in the area is a major contributing factor and it is anticipated that this will continue for the next two years. Therefore, it is recommended that any changes be reviewed in two years' time.

To address the ongoing issue of vehicle parking across the driveway of 11 Junction Street, it is proposed to convert the 'P MOTOR BIKES ONLY' zone, including across the driveways themselves, to 'NO STOPPING'.

Northwest-bound travel lane parking controls

Site investigations have also revealed that there is an existing 'NO PARKING' zone on the northwest-bound lane of Junction Street, between Porter Street and Belmore Street, which is only 3.5 m wide. As the northbound vehicles are unable to pass vehicles that have been stopped to drop-off/pick-up goods/passengers, without crossing the double barrier line, it is appropriate to convert this existing 'NO PARKING' zone to 'NO STOPPING'.

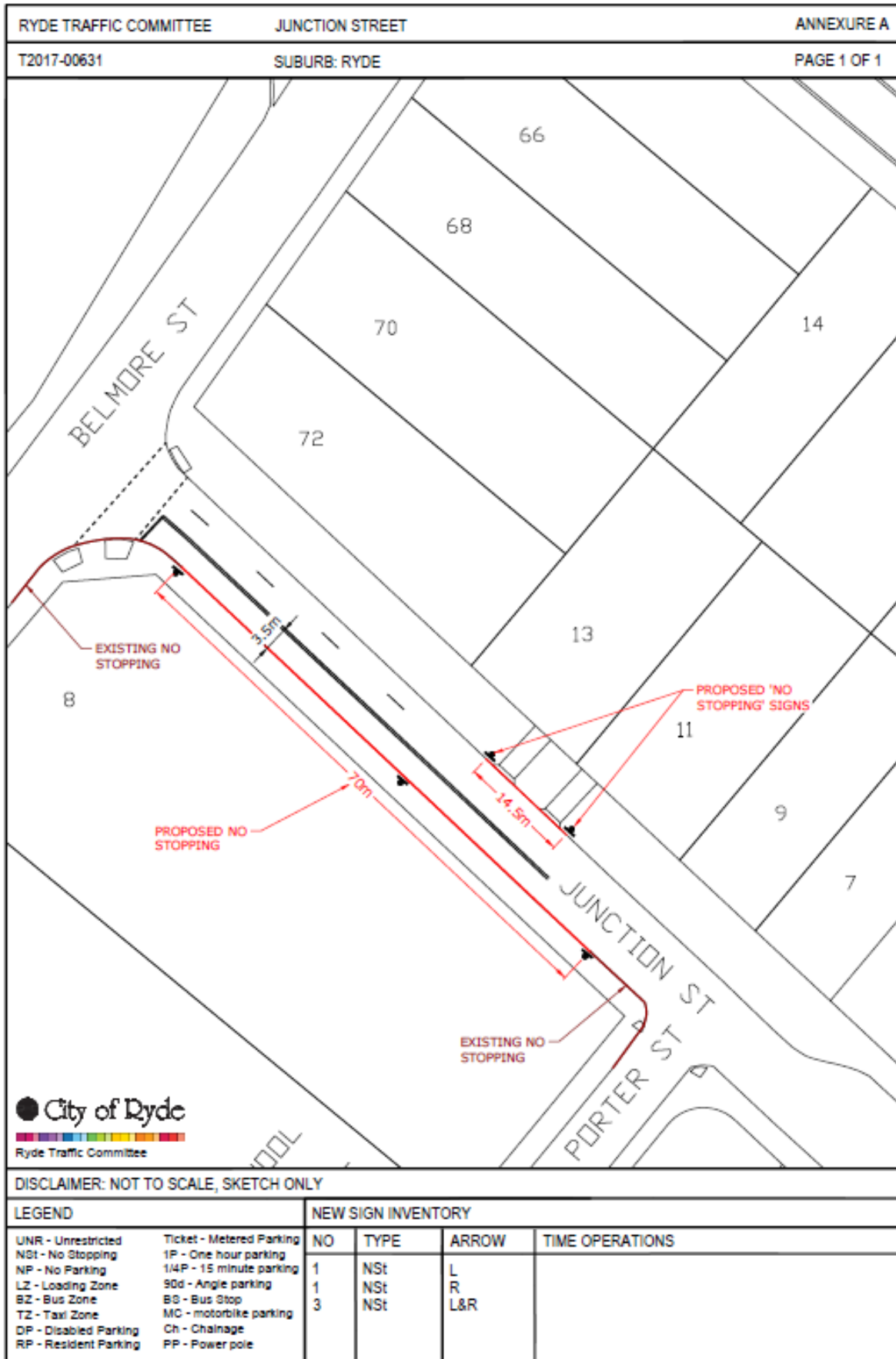
APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

1. To install a 14.5 m 'NO STOPPING' zone on the north-eastern side of Junction Street, across and between the driveways of 11 & 13 Junction Street, Ryde.
2. To convert the existing 'NO PARKING' zone on the south-western side of Junction Street, between Porter Street and Belmore Street, Ryde, to 'NO STOPPING'.





**ITEM (E) CAM STREET, NORTH RYDE**

SUBJECT: 'P DISABILITY ONLY' ZONE
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00319
OFFICER: H CHOUDHRY

INTRODUCTION

This Item proposes the installation of a 'P DISABILITY ONLY' zone for use by residents in the Cam Street, North Ryde area. In association with these changes, 10 m of 'NO STOPPING' will be installed in Cam Street at Cam Lane, to reinforce the existing Road Rules for stopping near an intersection without traffic lights, which also satisfies a request to widen the travel lanes near the bend at Avon Road.

CONTEXT

1. Cam Street is a two-way road, with 7.5 m wide carriageway.
2. There is time restricted kerbside parking '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' permitted on both sides of street.
3. The kerbside parking between new 10 m No Stopping and the driveway of 4 Cam Street is 17 m long.

REFERENCES

- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities
- [NSW] *Road Rules 2014* Rule 206 Time extension for people with disabilities
- Australian Standards' AS2890.5 - *Section 4.5 - On Street Parking - Parking for people with disabilities.*
- [NSW] *Road Rules 2014* Rule 170 Stopping at or near an intersection.

DISCUSSION

Given there is no footpath provided outside 2, 4 & 6 Cam Street, therefore, it is not proposed to install a kerb ramp.

APPROVALS

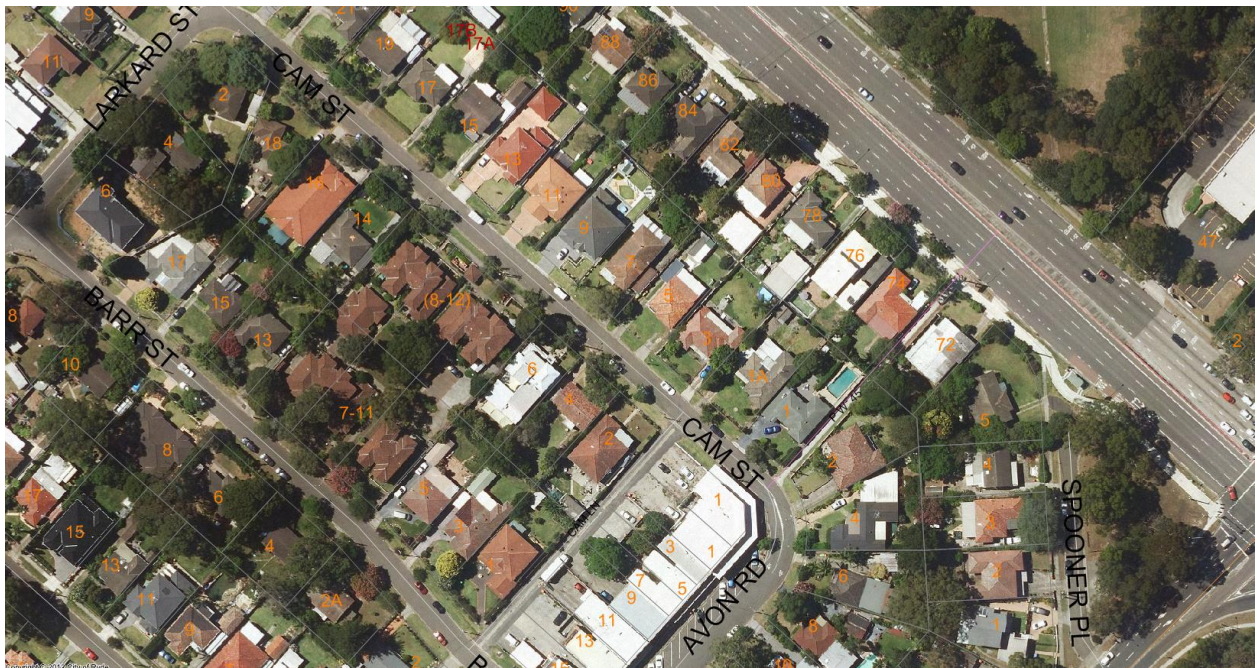
Should the proposed 'P DISABILITY ONLY' zone be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

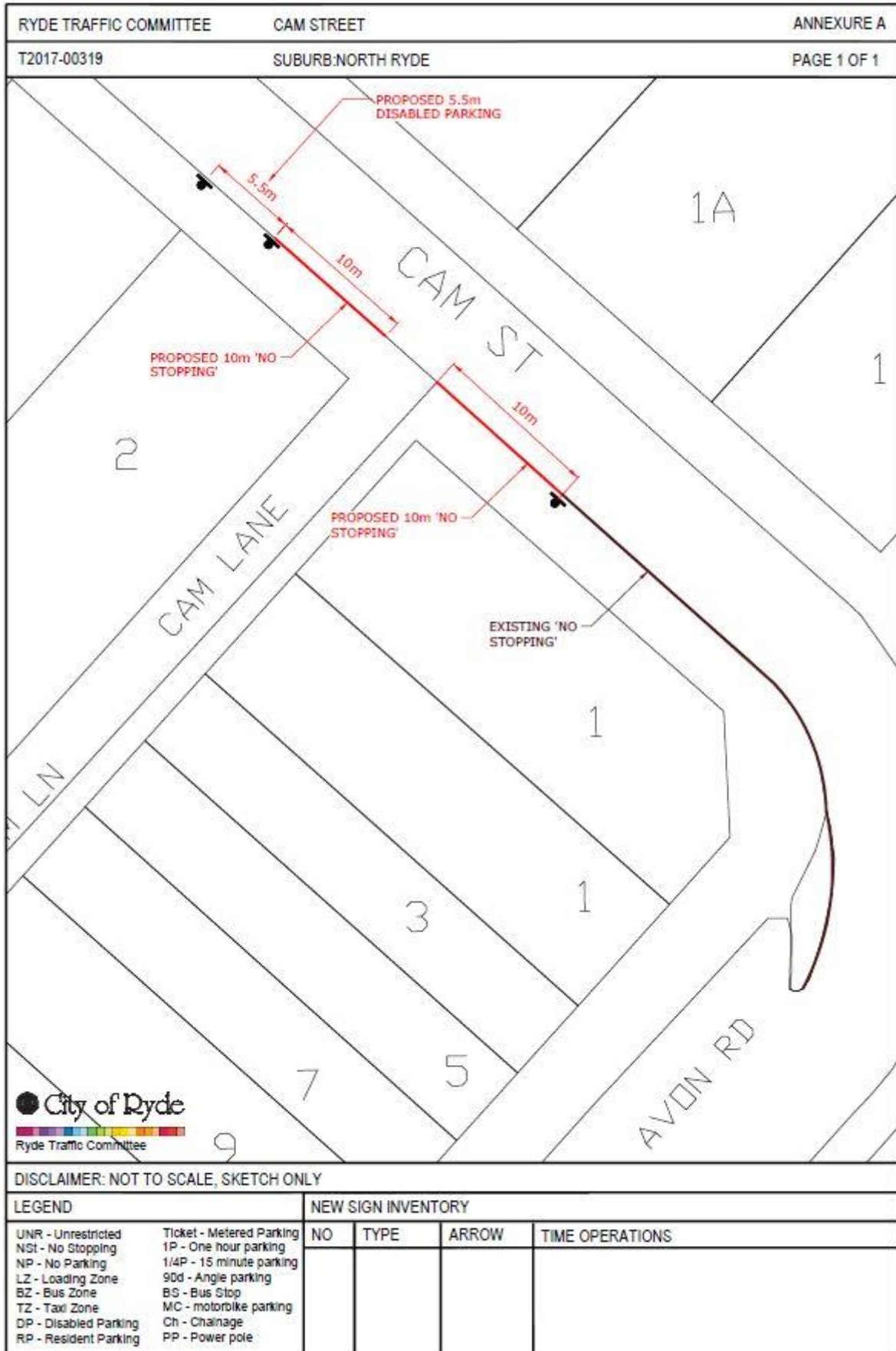


The 10 m of 'NO STOPPING' in Cam Street at the intersection of Cam Lane reinforces the Road Rules near an intersection without traffic lights and therefore, no approvals are required for their installation.

PROPOSAL

To convert 5.5 m of the existing two-hour parking on the south-western side of Cam Street, outside 2 Cam Street, North Ryde, to a 'P DISABILITY ONLY' zone, to be reviewed annually and removed once the resident leaves.







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ITEM (F)	WEST RYDE TOWN CENTRE
SUBJECT:	ON-STREET PARKING REVIEW
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2015-00920
OFFICER:	G HOLDING & A MENDIS

INTRODUCTION

A number of temporary changes were made to the on-street parking in West Ryde Town Centre during the Coles Development, as approved by the Council. Following recent community consultation, *this Item* proposes to retain these measures on a permanent basis and designate three new spaces as half-hour parking in Anthony Road.

BACKGROUND

West Ryde Town Centre is bounded by West Parade to the east, Anthony Road to the northeast, Betts Street to the northwest, and Chatham Road to the west.

The West Ryde Coles development occupies a pre-existing 176 space, two-hour, free Council car park. Before building activities commenced, the Council approved the following temporary parking changes:

- A free, two-hour off-street car park was opened at 8 Anthony Road.
- Six spaces of half-hour parking in Graf Avenue, two spaces of one-hour parking in Chatham Road, two spaces of one-hour and half-hour parking in Anthony Road were installed to improve parking turnover.
- Two-hour parking was installed in the “residential fringe” of Anthony Road, Chatham Road and Dickson Avenue.

Upon completion of the Coles development:

- Coles has provided a 307 space, off-street car park, which is free for the first two hours. Council owns 194 spaces and the entire car park is operated by private operator under licence agreement.
- The temporary, free, two-hour off-street car park at 8 Anthony Road has been decommissioned.



WEST RYDE TOWN CENTRE

Bitzios Consulting was engaged to survey the parking and businesses in the area. These investigations revealed the following:

- There are 65 on-street parking spaces in the town centre, with time restrictions between five minutes and one hour:
 - “Kiss & Ride”one space
 - five-minute timed parkingone space
 - quarter-hour timed parking eight spaces
 - half-hour timed parking46 spaces
 - one-hour timed parking six spaces
 - ‘P DISABILITY ONLY’three spaces
- The on-street parking is well utilised during peak periods, with overall average occupancy of 78% and 80%, for Thursday and Saturday, respectively, in the town centre.
- The Coles car park is generally under-utilised, with occupancy rates of approximately 20% during business hours.
- The businesses surveyed were generally in favour of increasing the time limit for on-street parking.
- A small number of businesses in Anthony Road have requested an increase in the number of ‘P DISABILITY ONLY’ spaces near their premises.
- A small number of businesses have requested permits for their staff to park in the Coles car park, which is not possible under the Licence Agreement.

The results of the review, including on-street and off-street parking occupancy, were presented to the West Ryde Chamber of Commerce at their meeting on 24 May 2017. Two options were tabled at the meeting:

Option 1: No change to the current on-street parking time limits in West Ryde Town Centre.

Option 2: Increasing the current time limits of the existing on-street parking areas in West Ryde Town Centre.

Fourteen attendees voted in favour for Option 1 and two attendees voted in favour of Option 2.

There are currently two ‘P DISABILITY ONLY’ spaces in Anthony Road, near 14 Anthony Road. Recent reviews identified an opportunity to increase the supply of on-street parking in Anthony Road, by utilising the space previously occupied by an electrical substation near the intersection of Anthony Lane. Works, which include improving the access to the two existing ‘P DISABILITY ONLY’ spaces, are due to commence shortly. It is proposed that the other remaining three spaces be designated to half-hour parking, in keeping with the remaining parking controls in the area.



RESIDENTIAL FRINGE OF ANTHONY ROAD, CHATHAM ROAD & DICKSON AVENUE

There is merit in retaining the two-hour parking controls on a permanent basis, as they increase:

- availability of on-street parking for visitors, and
- passing opportunities for two-way traffic in Dickson Avenue.

A survey was distributed to the occupants of Anthony Road, Chatham Road and Dickson Avenue. A summary of responses is provided in *Table D1*.

Table D1 Summary of survey results

Location	Anthony Road	Chatham Road	Dickson Avenue	Total
Surveys distributed	21	22	18	61
Responses received	6	12	14	32
Support	4	8	10	22
DO NOT support	2	4	3	9
Undecided	0	0	0	0
Not specified	0	0	1	1

Comments received from those respondents in favour of the proposal include:

Anthony Road

- This will prevent people constantly encroaching over my driveway.

Chatham Road

- Keep cars moving, otherwise the cars will stay there all day and block the traffic.
- If it is removed there would be no parking available during business hours Mon-Fri as the parking would be taken up by commuters using public transport.

Dickson Avenue

- Stops all day parking for rail commuters & allows sensible parking time for genuine shoppers. Traffic in Dickson Avenue is ridiculous for a narrow suburban street. This restricted parking does allow some respite for traffic to keep moving when parking bays are not permanently full.
- If the two-hour parking is removed then we will be inundated with commuter parking again.
- I have replaced my car side mirror three times in the last couple of years, due to cars parked all day and two cars trying to pass. I would like our whole street two hours parking.



- I suggest one sided parking because when raining at night it is difficult to drive car simultaneously on each side.
- Dickson Avenue is not wide enough for parking on the roadside.

Comments received from those respondents NOT in favour of the proposal include:

Chatham Road

- We like as many people as possible to park their vehicles, when going to work.
- As my family grows older we have more cars to park and would appreciate being able to park close to our home and not be limited to two hours.

Dickson Avenue

- The two-hour parking was bad from the start, you were not fair to the people living here.
- When cars are parked on both sides of the street through traffic is significantly slowed, and makes the street safer.
- You only need two hours between 1-5 Dickson which is closer to the shops.

Taking into consideration the survey results, above, it is proposed that the two-hour parking controls be retained in on a permanent basis.

For permits to be issued under Resident Parking Schemes, RMS requires properties to have only one or no off-street parking available. As a large portion of the properties in this area have two or more off-street parking spaces, a Resident Parking Scheme is not a suitable parking solution for the area.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 168 No Parking signs
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated
- Australian Standards' *AS 2890.1:2004 Part 1 : Off-street car parking*
- Austroads' *Guide to Traffic Management Part 11: Parking.*

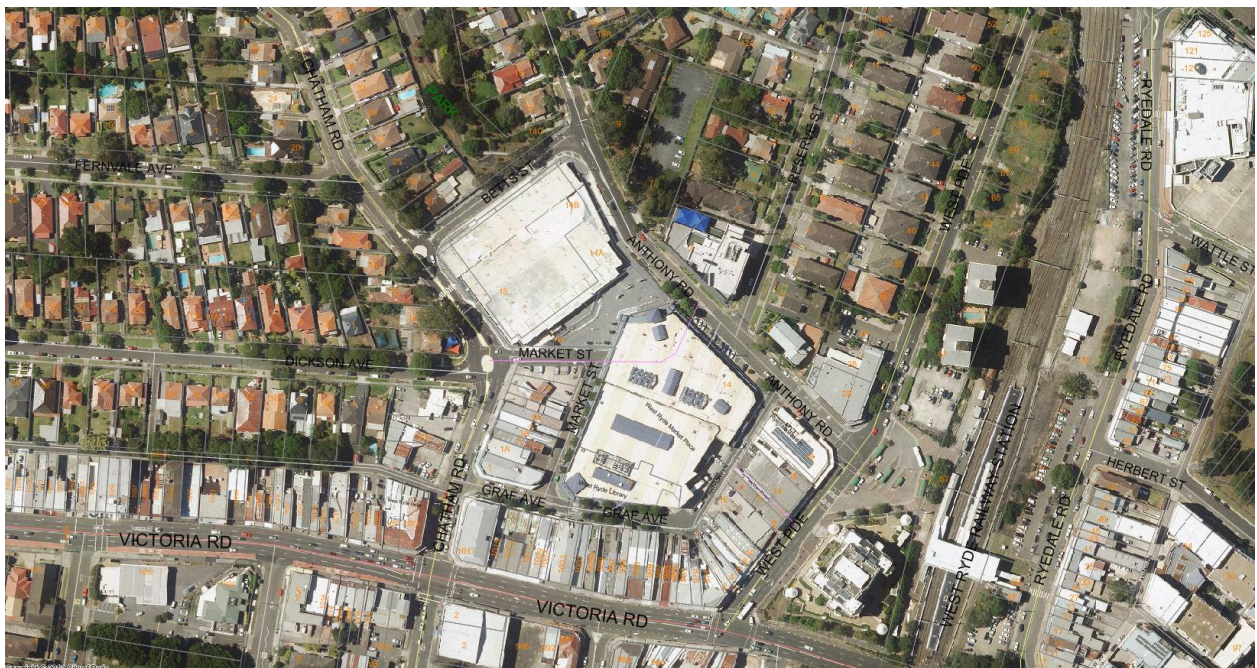
APPROVALS

The current parking control measures were approved by the Council as a temporary measure and no further approvals are required for removal. Should the proposal to retain these measures on a permanent basis be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals. However, the parking controls will be removed if they are not approved to be retained on a permanent basis.

PROPOSAL

1. To retain the following parking control measures in the West Ryde Town Centre on a permanent basis:
 - six spaces of half-hour parking in Graf Avenue,
 - two spaces of one-hour parking in Chatham Road, and
 - two spaces of one-hour and half-hour parking in Anthony Road.
2. To retain the existing two-hour parking controls in Anthony Road, Chatham Road and Dickson Avenue, West Ryde.
3. To install three spaces of '½P REAR TO KERB' on the south-western side of Anthony Road, outside 14 Anthony Road, West Ryde.

ATTACHMENT 1 West Ryde Town Centre Street Parking and Consultation Review





West Ryde Town Centre
Existing Parking Restrictions

LEGEND	
—	No Parking
— 8 SPACES	1/4P
— 46 SPACES	1/2P
— 6 SPACES	1P
— NO SPACE	2P
— 1 SPACE	Kiss & Ride
— 3 SPACES	Disabled
— 60m	Loading Zone
— 1 SPACE	P 5min



West Ryde Town Centre
Proposed Parking Restrictions

LEGEND	
—	No Parking
— 8 SPACES	1/4P
— 36 SPACES	1/2P
— 18 SPACES	1P
— NO SPACE	2P
— 1 SPACE	Kiss & Ride
— 4 SPACES	Disabled
— 60m	Loading Zone
— 1 SPACE	P 5min

**ITEM (G) 1-3 & 2-8 WHARF ROAD, GLADESVILLE**

SUBJECT: SIGNAGE AND LINEMARKING PLAN
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00507
OFFICER: P BASTAWROUS

INTRODUCTION

The developers at 1-3 Wharf Road and 1-8 Wharf Road, Gladesville have submitted signage and linemarking plans for their adjoining sites. In order to satisfy the Conditions of Consent, the plans must be approved by Ryde Traffic Committee and Council.

BACKGROUND

The Conditions of Consent for DA 2012/417 at 1-3 Wharf Road include:

111. **Road Dedication.** *The new laneway shall be dedicated as Public Road, prior to issue of any Occupation Certificate. The cost of dedication and associated administrative registration where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection of the completed public infrastructure works.*
112. **Line Marking and Signage Plan for the new road.** *To safely manage traffic flows in site, a line marking and signage plan prepared by a traffic engineer for the existing and new public road is to be submitted to Council for approval by the Local Traffic Committee. Once approved the line marking and signage is to be completed prior to the issue of an Occupation Certificate.*
113. **Right of Way in Meriton Street.** *Prior to the issue of any Occupation Certificate, a 3 metre wide right of way is to be created adjacent to Meriton Street. This right of way is to be accessible at all times to members of the public. Terms regarding the creation of the ROW are to be submitted to and approved by Council prior to the lodgement at the Lands and Property Information Office with evidence regarding effective registration being submitted to Council prior to the issue of any Occupation Certificate.*
114. **Right of Way to be created.** *A 3 metre right of way for public access shall be created within the plaza. The location of the ROW is to be along the eastern boundary of the site as shown on level 01 plan numbered DA2.05 Rev E. The ROW is to be accessible at all times to members of the public. Terms regarding the creation of the ROW as well as the location of the ROW are to be submitted to and approved by Council prior to the lodgement at the Lands and Property Information Office with evidence regarding effective registration being submitted to Council prior to the issue of any Occupation Certificate.*

The Conditions of Consent for LDA 2013/220 at 2-8 Wharf Road include:



119. **Road Dedication.** *The dedication of land to Council for public road of approximately 2m wide along the entire southern boundary of the site to facilitate an 8m wide Pearson Lane road width. The dedication shall occur prior to the issue of any Occupation Certificate and the associated administrative registration costs where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection of the completed public infrastructure works.*

CONTEXT

1. Wharf Road has previously been closed to through traffic, whilst remaining open to pedestrians at the Victoria Road / Meriton Street intersection.
2. The intersection of Pearson Lane and Victoria Road has previously been configured to create a left-out only at Victoria Road.
3. The development sites at 1-3 Wharf Road and 2-8 Wharf Road were subject to Voluntary Planning Agreements, whereby Council transferred ownership of:
 - the eastern footpath of Meriton Street, adjacent to the site, and the western half of Wharf Road, between Pearson Lane and Meriton Street / Victoria Road, to 1-3 Wharf Road, and
 - Pearson Lane and the eastern half of Wharf Road, between Pearson Lane and Meriton Street / Victoria Road, to 2-8 Wharf Road.
4. The following right of ways and road dedications are required prior to issuing an occupation certificate:
 - the pre-existing Pearson Lane is to be returned to Council, plus an additional 2 m wide road dedication, to create an 8 m wide Pearson Lane,
 - a 6 m wide right of way in Wharf Road plaza (3 m from each site),
 - a 3 m wide right of way along Meriton Street footpath, adjacent to 1-3 Wharf Road, and
 - a new road dedication at the southern end of 1-3 Wharf Road.

These dedications are in line with City of Ryde's *Ryde Development Control Plan 2014 – Part 4.6 Gladesville Town Centre*.

REFERENCES

- [NSW] *Road Rules 2014* Rule 67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights
- [NSW] *Road Rules 2014* Rule 68 Stopping and giving way at a stop sign or stop line at other places
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs.



DISCUSSION

The attached plans satisfy Council staff requirements, with the exception of requiring the laneways to be signposted 'NO STOPPING', and include:

- Pearson Lane with a 5.5m wide carriageway, designated one-way, eastbound, and 'NO STOPPING' along both sides,
- The new road with a 5 m wide carriageway, designated one-way, eastbound, and 'NO STOPPING' along both sides, and
- A pedestrian plaza in Wharf Road, between Pearson Lane / the new road and Victoria Road / Meriton Street.

APPROVALS

The applicants require approval of the signage and linemarking plans to satisfy the Conditions of Consent.

No further approvals are required for the road configuration and geometry.

PROPOSAL

To approve the following signage and linemarking plans:

- Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
- Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 1-3 Wharf Road, subject to both sides of Pearson Lane being signposted 'NO STOPPING', Gladesville.

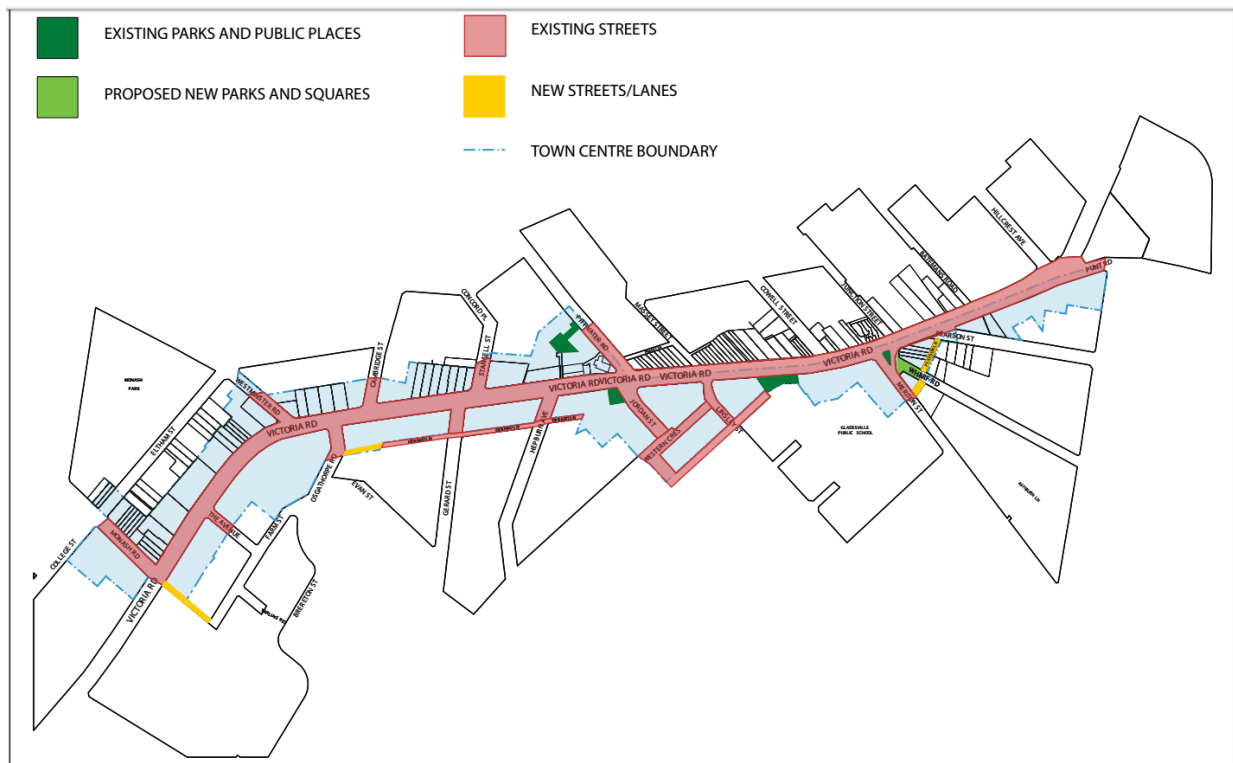
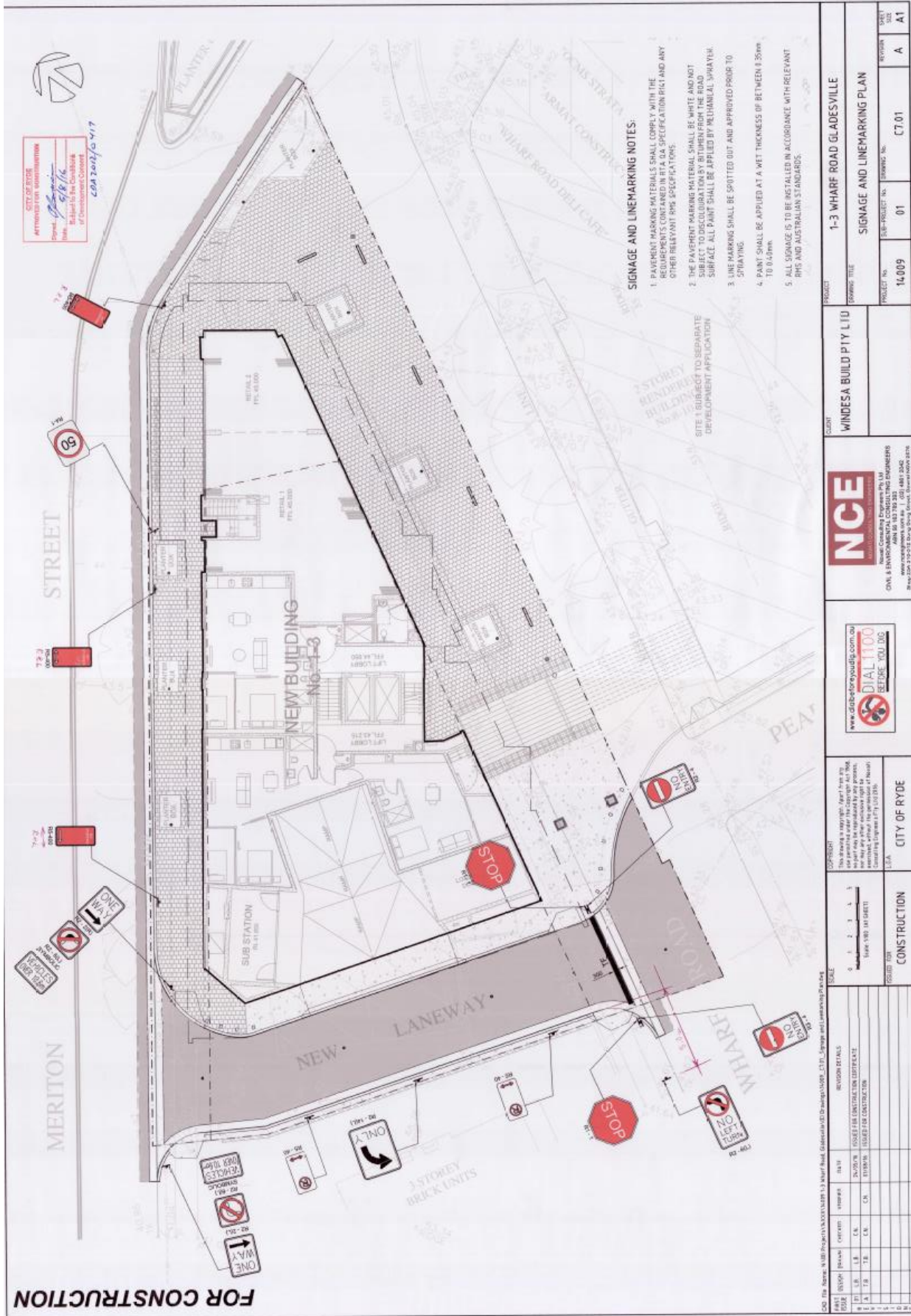
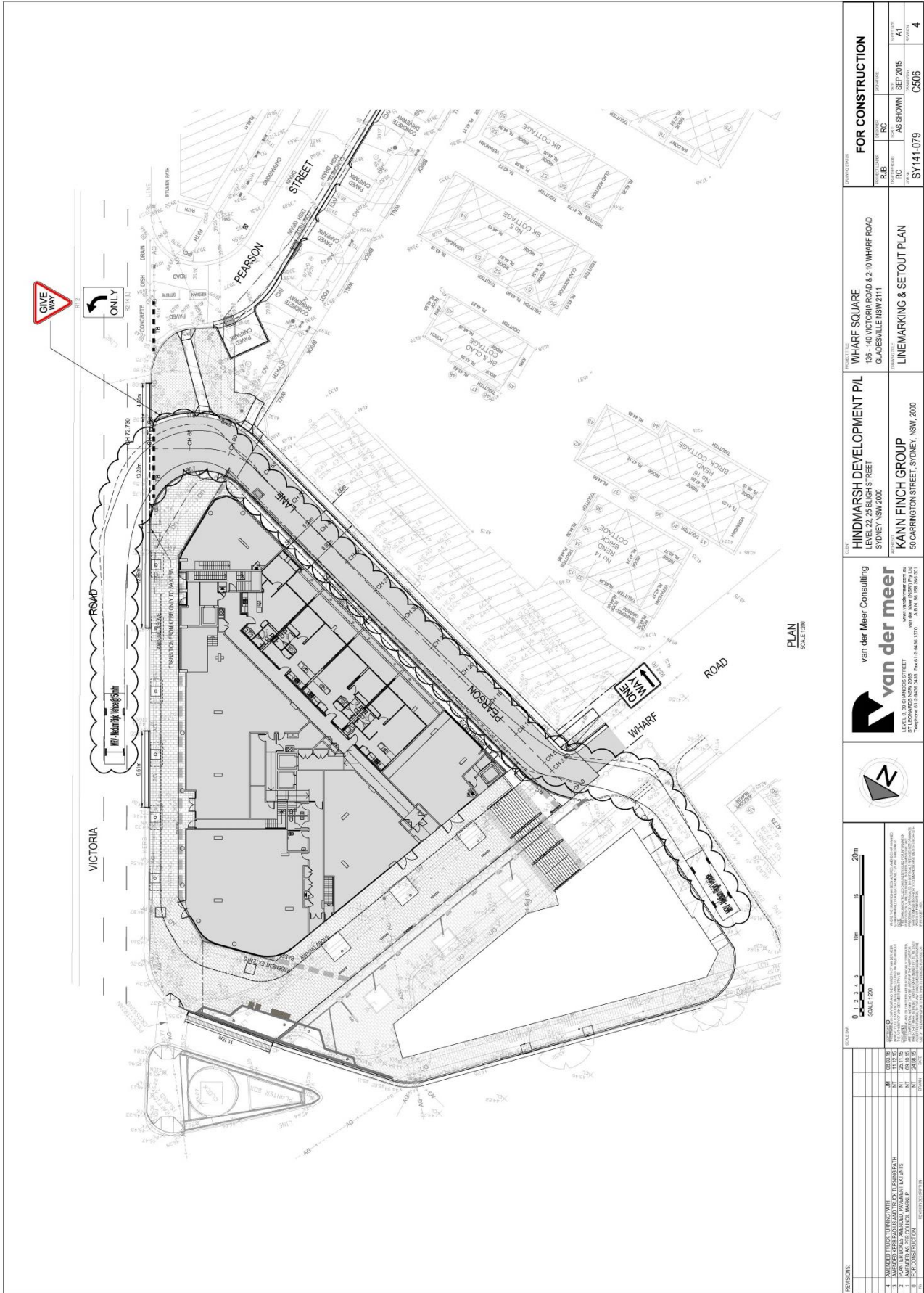


Figure 4.6.14 Public Domain Framework Control Drawing





van der Meer Consulting van der meer 50 CARRINGTON STREET, SYDNEY NSW 2000 TEL: (02) 9550 6000 FAX: (02) 9550 6001 www.vandermeer.com.au		HINDMARSH DEVELOPMENT P/L LEVEL 22, 28 BURG STREET SYDNEY NSW 2000 KANN FINCH GROUP 50 CARRINGTON STREET, SYDNEY, NSW, 2000		WHARF SQUARE 139 - 140 VICTORIA ROAD, 2-10 WHARF ROAD GLADESVILLE NSW 2111 LINEMARKING & SETOUT PLAN		FOR CONSTRUCTION DRAWING NO: SY141-079 DATE: 2015 SCALE: AS SHOWN PROJECT: C506 SHEET: 4	
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**ITEM (H) 7-11 SMITH STREET, RYDE**

SUBJECT: UPDATED SIGNAGE PLAN
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00734
OFFICER: K YOON

INTRODUCTION

City of Ryde's Waste Section requesting consideration be given to updating the approved signage plan for the development at 7-11 Smith Street, Ryde.

BACKGROUND

The Conditions of Consent for LDA 2014/378 at 7-11 Smith Street include:

92. Signage and line marking-- External. *A plan demonstrating the proposed signage and line marking within Council's Public Domain (Both on the Road and within the footpath), shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate.*

For waste management, safe easy access must be provided for waste collection vehicles to service the waste containers. "No Parking; 5.00am to 11.00am; Tues; Waste Vehicles Excepted" will be required to be placed on the Smith St frontage to enable the trucks to access the bins for servicing. This signage will be erected by the developer at no cost to Council.

Note: The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.

A signage and linemarking plan, indicating a 14.5 m 'NO PARKING 5AM-11AM TUE WASTE VEHICLES EXCEPTED' zone to allow for bin storage on waste-collection days, was tabled at the Ryde Traffic Committee meeting held on 17 November 2016. Subsequently, Ryde Traffic Committee approved the design of the plan, as per the Conditions of Consent. No further approval was required by the Council.

A review of the number of bins required, and the space they take up, has revealed that the length of the approved 14.5 m 'NO PARKING 5AM-11AM TUE WASTE VEHICLES EXCEPTED' zone is not adequate.



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.

DISCUSSION

The attached plan satisfies Council staff requirements and includes a 26.5m 'NO PARKING 5AM-11AM TUE WASTE VEHICLES EXCEPTED' zone along frontage of 7-11 Smith Street.

APPROVALS

Given that the Council's position on the matter is known, through the Conditions of Consent, an updated signage plan has been provided for Technical Approval by the Ryde Traffic Committee. No further approvals are required by the Council.

PROPOSAL

To approve the attached Signage Plan, prepared by City of Ryde for 7-11 Smith Street, Ryde.

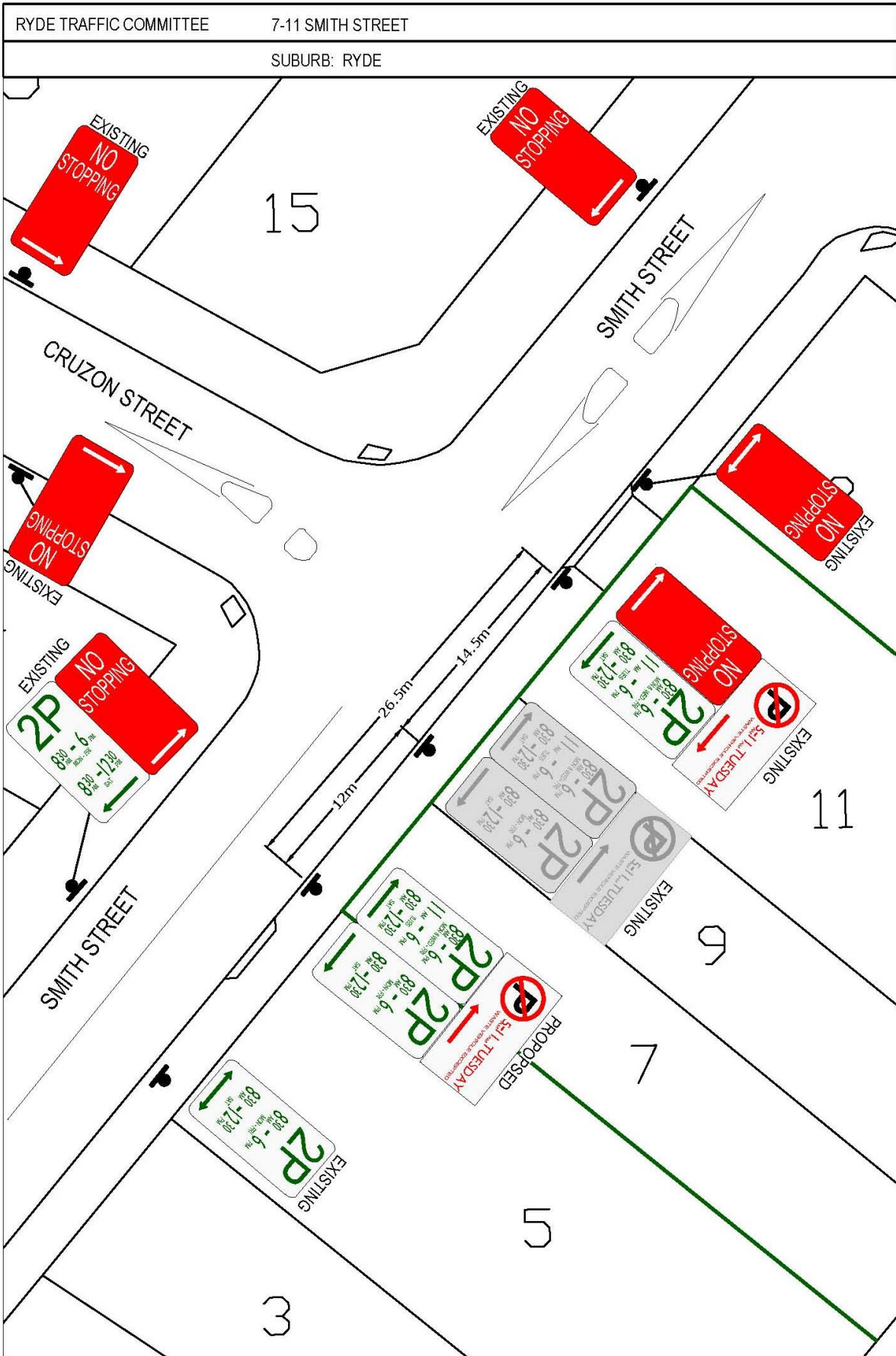


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File Name:	
Date:	19/06/2017
Scale:	1:750




ITEM (I) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table 11* were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

The matters outlined in *Table 12* were approved under Delegation.

Table 11 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date	Reference
Callaghan Street at Badajoz Road, Ryde	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the eastern side of Badajoz Road, south of Callaghan Street. 10 metres of 'NO STOPPING' on both sides of Callaghan Street, east of Badajoz Road. 	Rule 170 Stopping at or near an intersection	Target: June 2017	T2017-00052
Yangalla Street at Oslo Street, Marsfield	<ol style="list-style-type: none"> 10 m of 'NO STOPPING' on the north-eastern side of Yangalla Street, both sides of Oslo Street. 10 m of 'NO STOPPING' on both sides of Oslo Street, northeast of Yangalla Street. 	Rule 170 Stopping at or near an intersection	Target: June 2017	T2017-00376
Barr Street at Cam Lane, North Ryde	10 m of 'NO STOPPING' on the north-eastern side of Barr Street, both sides of Cam Lane.	Rule 170 Stopping at or near an intersection	Target: June 2017	T2017-00319

Table 12 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date	Reference
Callaghan Street at Badajoz Road, Ryde	<ol style="list-style-type: none"> Install a 15 m 'NO STOPPING' zone on the eastern side of Badajoz Road, north of Callaghan Street. Install a 20 m 'BUS ZONE' on the eastern side of Badajoz Road, outside 2-6 Callaghan Street. 	Local residents were notified of the proposed measures, with no objections received.	20 June 2017	T2017-00052



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ITEM (J) PEDESTRIAN CROSSINGS IN EASTWOOD TOWN CENTRE**INTRODUCTION**

The Council has resolved to undertake new traffic and parking surveys to check if the pedestrian crossings in Eastwood Town Centre meet the RMS's criteria for signalised pedestrian crossings, taking into consideration growth in the area. It is recognised that the large numbers of pedestrians currently using the crossings result in significant delays to motorists, including public transport users.

RMS has not delegated approving installing traffic lights to Councils and Local Traffic Committees and Council is therefore seeking Ryde Traffic Committee's agreement with the data analysis.

BACKGROUND

Council regularly receives reports from the public that pedestrians using the pedestrian crossings in Eastwood Town Centre hold up traffic, particularly in the afternoon peak period. Various sites in the Eastwood Town Centre have previously been checked against the RMS's criteria for considering signalised pedestrian crossings:

- City of Ryde's *Eastwood Traffic Management and Access Plan (TMAP) 2008* developed a schedule of works to improve access and circulation through and around the town centre for all road users, over the next 20 years taking into consideration key developments in the area. Various controlled access arrangements were considered and raised pedestrian crossings were chosen to increase pedestrian priority and safety, based on a traffic volume growth rate of 1.0% per annum for State Roads and 0.5% per annum for Local Roads.
- City of Ryde's *Eastwood Pedestrian Access and Mobility Plan (PAMP) 2009* developed a schedule of works to adjust exiting facilities to improve access specifically for pedestrians.
- A 2009 investigation into signalising the pedestrian crossings in Lakeside Road and The Avenue misquoted the RMS's criteria, indicating that that a total of 600 vehicles per hour for both directions would satisfy the requirements.
- 2016 investigations for the town centre's '40 km/h High Pedestrian Activity Area' (HPAA) found that a number of pedestrian crossings did not meet the RMS's criteria.

Following a Notice of Motion from Councillor Li, the following was resolved at the Council meeting held on 25 October 2016:

- (a) That Council requests staff update previously undertaken traffic and pedestrian surveys and consider, via the Ryde Traffic Committee, installing traffic signals at appropriate crossings with high pedestrian activity within the Eastwood Town Centre area, taking into account wherever possible expected population growth in the future.**



- (b) *That a report be forwarded to the Ryde Traffic Committee responding to the request from the Eastwood Chamber of Commerce that a “Left Turn Only” restriction be placed on vehicles exiting Hillview Lane onto West Parade.*

RMS CRITERIA

RMS is the approving authority for all traffic lights in NSW, including signalised pedestrian crossings. RMS has published the following criteria, unchanged since March 2008, to assess a site’s suitability for signalised pedestrian crossings:

As a guide, a signalised mid-block marked foot crossing may be considered if one of the following warrants is met:

- (a) *For each of four one-hour periods of any average day:*
- (i) *the pedestrian flow crossing the road exceeds 250 persons per hour, and*
 - (ii) *the vehicular flow exceeds 600 vehicles per hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles per hour in each direction.*

OR

- (b) *For each of eight one-hour periods of an average day:*
- (i) *the pedestrian flow exceeds 175 persons per hour, and*
 - (ii) *the vehicular flow exceeds 600 vehicles per hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles per hour in each direction, and*
 - (iii) *there is no other pedestrian crossing or signalised pedestrian crossing within a reasonable distance.*

METHOD, RESULTS & ANALYSIS

Traffic and pedestrian counts were undertaken for the following five days, at the eleven existing pedestrian crossings in Eastwood Town Centre:

- Tuesday 7 March 2017,
- Wednesday 8 March 2017,
- Thursday 9 March 2017,
- Saturday 20 May 2017, and
- Sunday 21 May 2017.

Thursday 9 March 2017 yielded the greatest numbers of traffic and pedestrians. Results for the peak four hours on Thursday are shown for each site in *Table J1*. The results for Saturday and Sunday are shown in *Table J2 & J2*, respectively.



The results indicate that although pedestrian volumes are high throughout the day, vehicular volumes do not meet the RMS's criteria for considering signalised pedestrian crossings at any of the sites.

DISCUSSION

Taking into consideration the current zoning and level of development in the area, the Bureau of Transport Statistics estimates population growth in the Eastwood Town Centre to be 3.0% per annum until 2041. Although these changes will result in an increase in vehicular trips, the proximity of Eastwood train station are likely to result in a much lower traffic growth.

RMS typically uses a traffic growth rate of 1.0% per annum for State Roads. However, permanent count stations on the State-Road network indicate that nil growth is currently being experienced on State Roads in the area. RMS has agreed that a rate of 0.5% per annum remains appropriate for the Local Roads in Eastwood Town Centre, as used in the *Eastwood TMAP 2008*. This rate extrapolates to the sites not meeting the RMS's criteria for a number of decades. Network-wide modelling would be necessary to take into account trip generation from future land use.

Preliminary investigations have identified the following issues with signalling the pedestrian crossings:

- Parking may need to be removed to accommodate current design standards.
- Sites 3, 4, 5, 7, 9, 10 & 11 are within 30 m of an intersection and RMS would require the intersection to be fully signalised, as shown in *Figure J2*. Furthermore, this would put Site 8 within 130 m of traffic lights, which RMS generally would not consider appropriate for safety reasons.
- Converting Site 1 to a signalised mid-block pedestrian crossing may affect the operation of nearby roundabouts and the bus interchange.
- Network-wide modelling would be necessary to ensure traffic flow is maintained, by co-ordinating new and existing traffic signal sites.

Increased capacity for vehicles cannot be achieved without additional travel lanes. As Eastwood Town Centre increases in density, the demand for more equitable pedestrian/vehicular interactions will be necessary, which needs to be planned using a network-wide modelling tool.

CONCLUSION

- RMS is the approving authority for signalised pedestrian crossings.
- None of the eleven existing pedestrian crossings in Eastwood Town Centre meet the RMS's criteria for considering signalised pedestrian crossings, even when growth is taken into account.
- A number of issues with installing traffic signals have been identified.



- If signals can be installed, network-wide modelling is necessary to:
 - take into account trip generation from future land use,
 - co-ordinating new and existing traffic signal sites, and
 - ensure pedestrian/vehicular interactions are equitable.

REFERENCES

- RMS's *Delegation to Councils; Regulation of Traffic*
- RMS's *Traffic Signal Design - Section 2: Warrants (Version 1.0 Feb 2008)*.



Figure J1 Existing pedestrian crossing site locations

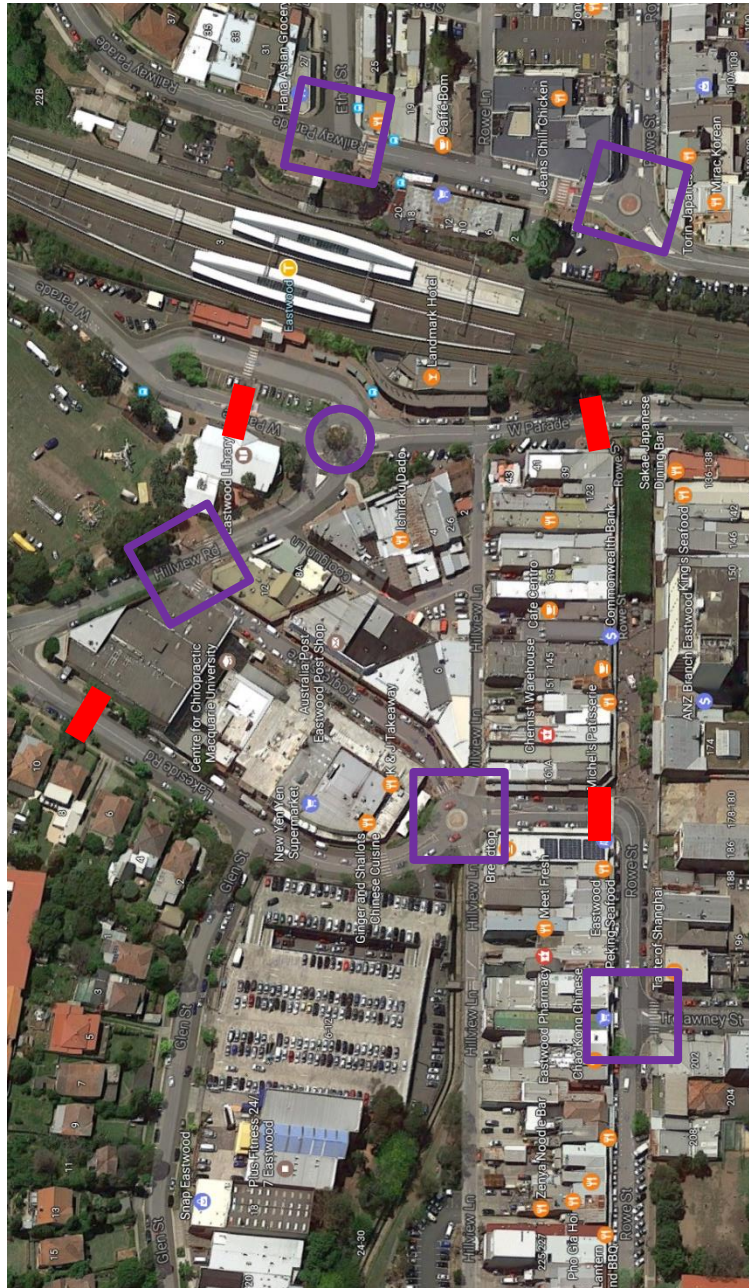


Figure J2 Breakdown of mid-block and intersection sites

Table J1 Traffic and pedestrian count results - Thursday 9 March 2017

Site 1	West Parade (outside Library)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
7.15 - 8.15 am	454	292	281
8.15 - 9.15 am	426	182	434
4.45 - 5.45 pm	676	323	171
5.45 - 6.45 pm	738	294	476
Site 2	West Parade (north of Rowe Street Mall)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
7.45 - 8.45 am	301	553	351
8.45 - 9.45 am	265	538	554
4.45 - 5.45 pm	436	349	686
5.45 - 6.45 pm	407	329	707
Site 3	Hillview Road (east of Progress Avenue)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
7.45 - 8.45 am	192	339	298
8.45 - 9.45 am	359	227	278
3.30- 4.30 pm	522	284	253
4.30 - 5.30 pm	420	305	224
Site 4	Progress Avenue (south of Hillview Road)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
12.00 - 1.00 pm	192	125	
11.00am - 12pm	359	104	
1.15 - 2.15 pm	522	142	
2.15 - 3.15 pm	420	135	
Site 5	Progress Avenue (north of Hillview Lane)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
11.15 -12.15 am	919	147	
12.15 - 1.15 pm	718	136	
2.00 - 3.00 pm	977	143	
3.00 - 4.00 pm	887	133	

*Progress Avenue is one way



Site 6		Lakeside Road (south of Hillview Road)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
12.00 - 1.00 pm	56	296	148
11.00 - 12.00 pm	66	289	147
2.45 - 3.45 pm	99	341	147
3.45 - 4.45 pm	47	327	136
Site 7		Lakeside Road (north of Hillview Lane)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
12.00-1.00 am	432	240	192
1.00-2.00 pm	341	186	155
2.45 - 3.45 pm	452	224	228
3.45 - 4.45 pm	346	192	154
Site 8		The Avenue (north of Rowe Street)	
	(pedestrians/hour)	(vehicles/hour)	(vehicles/hour)
10.15-11.15 am	514	254	160
9.15-10.15 am	408	201	207
2.45 - 3.45 am	499	243	256
3.45 - 4.45 pm	457	251	206
Site 9		Trelawney Street (south of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.45-11.45 am	514	380	152
11.45-12.45 am	408	350	156
3.15 - 4.15 pm	499	450	198
4.45 - 5.45 pm	457	510	117
Site 10		Railway Parade (south of Ethel Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
7.30-8.30 am	275	390	232
8.30- 9.30 am	201	260	204
4.30- 5.30 pm	225	224	151
5.30-6.30 pm	262	305	191
Site 11		Railway Parade (north of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
7.30-8.30 am	153	423	259
8.30- 9.30 am	246	280	205
5.15-6.15 pm	430	314	234
4.30- 5.30 pm	409	250	200

Table J2 Traffic and pedestrian count results - Saturday 20 May 2017

Site 1	West Parade (outside Library)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	590	212	185
11.00 – 12.00 pm	543	235	206
12.30 – 1.30 pm	547	265	205
1.30 - 2.30 pm	576	236	182
Site 2	West Parade (north of Rowe Street Mall)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	700	349	444
11.00 – 12.00 pm	845	379	474
12.15 – 1.15 pm	977	411	444
1.15 - 2.15 pm	1000	357	454
Site 3	Hillview Road (east of Progress Avenue)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	523	276	247
11.00 – 12.00 pm	611	317	294
12.15 – 1.15 pm	619	345	269
1.15 – 2.15 pm	554	283	271
Site 4	Progress Avenue (south of Hillview Road)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
10.00 - 11.00 am	260	133	
11.00 – 12.00 pm	269	154	
12.30 – 1.30 pm	323	179	
1.30 – 2.30 pm	284	137	
Site 5	Progress Avenue (north of Hillview Lane)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
10.00 – 11.00 am	1583	121	
11.00 – 12.00 pm	1529	157	
12.15 – 1.15 pm	1581	177	
1.15 – 2.15 pm	1401	148	

*Progress Avenue is one way



Site 6		Lakeside Road (south of Hillview Road)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	104	346	205
11.00 – 12.00 pm	114	452	267
12.00 – 1.00 pm	110	445	280
1.00 – 2.00 pm	108	449	239
Site 7		Lakeside Road (north of Hillview Lane)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.30 -11.30 am	1217	242	206
11.30 - 12.30 pm	1115	242	216
12.30 – 1.30 pm	1050	258	228
1.30 – 2.30 pm	1042	235	214
Site 8		The Avenue (north of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.15-11.15 am	1524	250	234
11.15-12.15 am	1852	230	220
12.15 – 1.15 pm	1918	211	228
1.15 – 2.15 pm	2025	212	224
Site 9		Trelawney Street (south of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
9.00 – 10.00 am	256	472	154
10.00 – 11.00 am	293	421	171
12.00 – 1.00 pm	420	379	183
1.00 - 2.00 pm	399	382	153
Site 10		Railway Parade (south of Ethel Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
9.30-10.30 am	206	195	231
10.30- 11.30 am	241	238	233
5.00- 6.00 pm	316	307	182
6.00 – 7.00 pm	265	286	269
Site 11		Railway Parade (north of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.45 – 11.45 am	519	262	257
11.45 - 12.45 am	512	271	241
5.00 – 6.00 pm	534	314	220
6.00 – 7.00 pm	633	287	346

Table J3 Traffic and pedestrian count results – Sunday 21 May 2017

Site 1	West Parade (outside Library)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	71	47	34
11.00 – 12.00 pm	83	32	38
2.45 – 3.45 pm	126	43	46
3.45 – 4.45 pm	105	36	39
Site 2	West Parade (north of Rowe Street Mall)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.15 – 11.15 am	611	273	367
11.15 – 12.15 pm	719	264	361
12.30 – 1.30 pm	844	295	370
1.30 - 2.30 pm	853	302	329
Site 3	Hillview Road (east of Progress Avenue)		
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	296	192	220
11.00 – 12.00 pm	374	173	195
12.45 – 1.45 pm	383	245	220
1.45 – 2.45 pm	429	216	189
Site 4	Progress Avenue (south of Hillview Road)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
10.45 - 11.45 am	166	98	
11.45 – 12.45 pm	166	84	
1.00 – 2.00 pm	176	124	
2.00 – 3.00 pm	170	98	
Site 5	Progress Avenue (north of Hillview Lane)*		
Time	Pedestrians / hour	Vehicles / hour	
		westbound	
10.45 – 11.45 am	1213	95	
11.45 – 12.45 pm	1212	97	
12.15 – 1.15 pm	1342	124	
1.15 – 2.15 pm	1252	100	

*Progress Avenue is one way



Site 6		Lakeside Road (south of Hillview Road)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	59	240	143
11.00 – 12.00 pm	53	239	147
12.45 – 1.45 pm	73	307	186
1.45 – 2.45 pm	80	296	147
Site 7		Lakeside Road (north of Hillview Lane)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 -11.00 am	792	154	92
11.00 - 12.00 pm	933	164	131
4.45 – 5.45 pm	810	183	164
5.45 – 6.45 pm	423	218	183
Site 8		The Avenue (north of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.15-11.15 am	1247	210	117
11.15-12.15 pm	1650	222	153
4.45 – 5.45 pm	1400	252	189
5.45 – 6.45 pm	1478	284	192
Site 9		Trelawney Street (south of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	167	314	93
11.00 – 12.00 am	186	386	125
4.00 – 5.00 pm	243	426	146
5.00 - 6.00 pm	259	479	154
Site 10		Railway Parade (south of Ethel Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
9.45 – 10.45 am	134	156	180
10.45- 11.45 am	179	160	174
4.30 – 5.30 pm	186	238	207
5.30 -6.30 pm	183	228	248
Site 11		Railway Parade (north of Rowe Street)	
Time	Pedestrians / hour	Vehicles / hour	
		Northbound	Southbound
10.00 – 11.00 am	255	152	190
11.00 - 12.00 pm	359	166	212
4.30 – 5.30 pm	419	254	281
5.30 – 6.30 pm	519	237	310