



19 April 2018

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 19 April 2018

Ryde Traffic Committee Meeting

Committee Room 1, 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 ForceRyde Local Area Command
Member for Ryde (8 items) The Hon. V Dominello MP
Member for Lane Cove (6 items) The Hon. A Roberts MP

ADVISORS

Sydney Buses.....Western Region

Committee Members, Advisors and City of Ryde 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 17 April 2018.

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 17 April 2018.

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



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Meeting Date: 19 April 2018
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) FARM STREET, GLADESVILLE – WASTE-COLLECTION VEHICLE ACCESS
- (B) REDSHAW STREET, RYDE – WASTE-COLLECTION VEHICLE ACCESS
- (C) POTTS STREET, RYDE – PARKING CONTROLS
- (D) WHARF ROAD, GLADESVILLE – ‘P DISABILITY ONLY’ ZONE AT ST ANDREW’S GREEK OTHODOX CHURCH
- (E) JUNCTION STREET, MEADOWBANK – WEDDING AND FUNERAL VEHICLE PARKING AT SAINTS MICHAEL AND GABRIEL ANTIOCHIAN ORTHODOX CHURCH
- (F) BANK STREET, MEADOWBANK – ‘NO STOPPING’ ACROSS KERB RAMP
- (G) NORTHCOTT STREET, NORTH RYDE – ‘NO STOPPING’ AT MAVIS STREET AND BRIDGE ROAD
- (H) FONTENOY ROAD, MACQUARIE PARK – PEDESTRIAN REFUGE
- (I) COULTER STREET, GLADESVILLE – PEDESTRIAN-ACTIVATION WORKS
- (J) MONASH ROAD, GLADESVILLE – PARKING CONTROLS
- (K) JONES STREET, RYDE – PARKING CONTROLS
- (L) BARR STREET, NORTH RYDE – INTERSECTION CONTROLS AT AVON ROAD
- (M) FREDERICK STREET, RYDE – INTERSECTION CONTROLS AT HENRY STREET
- (N) 13-15 JORDAN STREET, GLADESVILLE – WASTE VEHICLE ACCESS PLAN

MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (O) MATTERS APPROVED UNDER DELEGATED AUTHORITY

LATE ITEMS

GENERAL BUSINESS



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ITEM (A)	FARM STREET, GLADESVILLE
SUBJECT:	WASTE-COLLECTION VEHICLE ACCESS
ELECTORATE:	LANE COVE
WARD:	EAST WARD
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2046348 & T2018-00284
OFFICER:	H CHOUDHRY

INTRODUCTION

Council is proposing to install full-time parking controls in the Farm Street cul-de-sac, to facilitate U-turns and driveway access, and 'NO PARKING 5AM–11AM TUE' on the northern side of Farm Street, to assist waste-collection vehicles accessing the length of Farm Street, Gladesville.

BACKGROUND

In October 2017, Council requested feedback from local residents regarding a proposal to install 'NO PARKING 5AM–11AM TUE' in the Farm Street cul-de-sac, as part of a program to assist waste-collection vehicles in narrow streets and cul-de-sacs across the City of Ryde.

Council received support from the local community for the proposal to install 'NO PARKING 5AM–11AM TUE' in the cul-de-sac; however, concerns were raised regarding the increase in parking occupancy in Farm Street due to increased building activities in the area. As a result, waste-collection vehicles are now having difficulty accessing the entire length of the street.

Furthermore, it was suggested that Council consider installing full-time parking controls in the cul-de-sac and introduce a Resident Parking Scheme in the area.

CONTEXT

1. Farm Street is a narrow cul-de-sac street with a carriageway width of 7.1 metres and unrestricted parking on both sides.
2. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.
3. Council meets these obligations through a waste-collection contractor. The contract allows the waste-collection contractor to service bins anytime between 5am and 11am on designated weekdays.
4. All properties in Farm Street have off-street parking, except 4 & 6 Farm Street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*
- City of Ryde's *Road Register*.

COMMUNITY ENGAGEMENT

The occupants of 29 surrounding properties were notified of the proposal, as shown in *Figure A1*. Eight comments have been received in support and one in opposition to the proposed changes.

The occupants that do not support the proposed changes have suggested the introduction of a Resident Parking Scheme in lieu of the proposed parking controls. Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. All properties in the area have off-street parking for multiple vehicles, except 4 & 6 Farm Street.

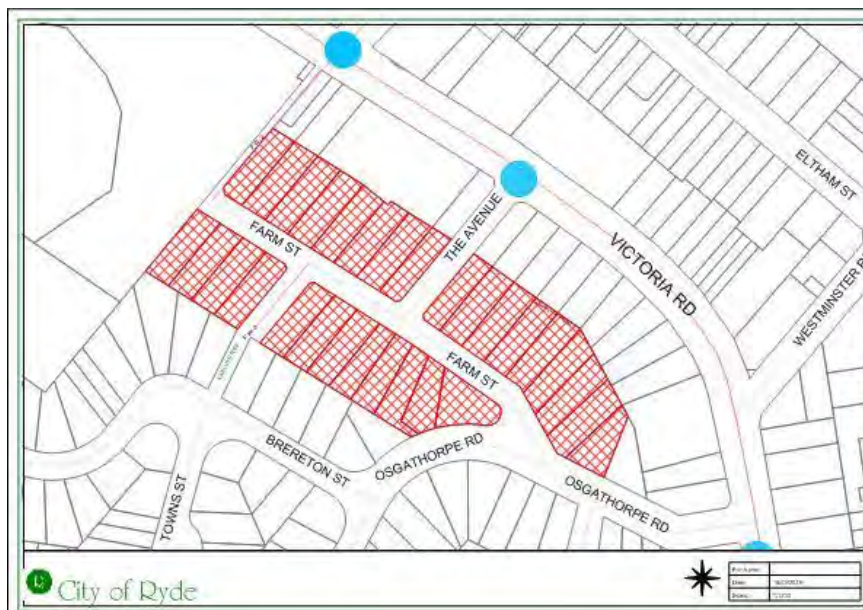


Figure A1 Community engagement distribution



DISCUSSION

In order to address the issues raised from the previous consultation, it is proposed to install the following measures in Farm Street:

- full-time 'NO STOPPING' in the Farm Street cul-de-sac.
- 'NO PARKING 5AM–11AM TUE' on the north side of Farm Street.

In addition to these improvements, 10 metre 'NO STOPPING' zones will be installed at the following intersections, to reinforce the Road Rules for parking near intersections.

- Farm Street and The Avenue, and
- Farm Street and Osgathorpe Road.

The request to introduce a Resident Parking Scheme in Farm Street has also been investigated. Resident Parking Schemes exempt eligible residents' vehicles from the timed parking controls in their area. Legislative requirements allow a maximum of two Resident Parking Permits, less any on-site parking, to be allocated per household.

Given that the majority of households in Farm Street have access to two or more on-site parking spaces, very few households would be eligible to apply for permits, making a Resident Parking Scheme unfit for purpose in Farm Street.

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 and seek the remaining approvals.

PROPOSAL

1. To install 'NO STOPPING' in the Farm Street cul-de-sac, Gladesville.
2. To install 'NO PARKING 5AM–11AM TUE' on the northern side of Farm Street, Gladesville.







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ITEM (B)	REDSHAW STREET, RYDE
SUBJECT:	WASTE-COLLECTION VEHICLE ACCESS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2018-00301
OFFICER:	M ILYAS

INTRODUCTION

Council has investigated installing 'NO PARKING 5AM-11AM TUE' in Redshaw Street, Ryde, including the cul-de-sac, to address access issues of waste-collection trucks.

BACKGROUND

In October 2017, Council requested feedback from local residents regarding a proposal to install 'NO PARKING 5AM-11AM TUE' on the south-western side of Redshaw Street and in the cul-de-sac, as part of a program to assist waste-collection vehicles in narrow streets and cul-de-sacs across the City of Ryde. Given the concerns raised by local residents regarding this initial proposal, a revised proposal has been developed for consideration.

CONTEXT

1. Redshaw Street is a short cul-de-sac street with a carriageway width of 7.3 metres and has unrestricted parking on both sides.
2. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.
3. Council meets these obligations through a waste-collection contractor. The contract allows the waste-collection contractor to service bins anytime between 5am and 11am on designated weekdays.
4. All properties in Redshaw Street have off-street parking.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*
- City of Ryde's *Road Register*.

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents to determine the level of support for installing 'NO PARKING 5AM-11AM TUE' on the south-western side of Redshaw Street including the cul-de-sac. The feedback received indicated majority support for the changes and the following concerns were raised:

- Trailers are parked for a home-based business on the south-western side of Redshaw Street and it would be inconvenient to move these on waste-collection days.

A site meeting was held with some residents of the street and it was agreed that a revised proposal to install the parking controls on the north-eastern side of Redshaw Street.

The occupants of ten surrounding properties, as shown in Figure B1, were notified of the revised proposal to install 'NO PARKING 5AM-11AM TUE' on the north-eastern side of Redshaw Street, including the cul-de-sac. There was only one response received in favour and two respondents did not support the proposed changes. Occupants that do not support the proposed changes have raised the following concerns:

- Trailers are parked on south-western side of the street, which create an access issue for the street.

Respondents have made the following suggestions:

- Convert entire street to 'NO PARKING 5AM-11AM TUE'.
- Remove the roundabout at the cul-de-sac to facilitate the manoeuvre of waste-collection truck.
- Install 'NO PARKING 5AM-11AM TUE' in cul-de-sac only.

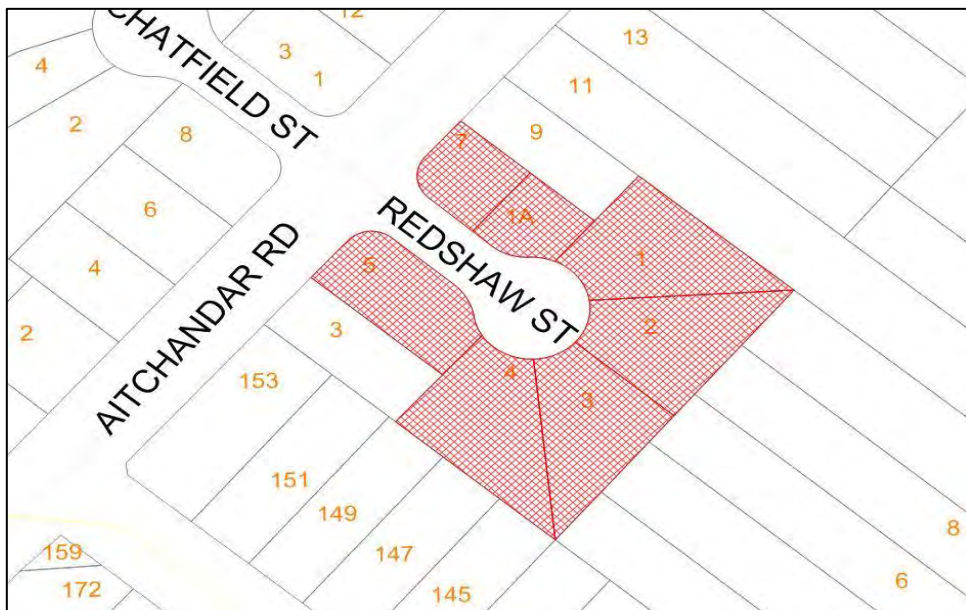


Figure B1 Community engagement distribution

**DISCUSSION**

Due to some concerns raised by local residents regarding which side of Redshaw Street the proposed parking controls should apply, Council is now proposing to install 'NO PARKING 5AM-11AM TUE' on the north-eastern side of Redshaw Street, including the cul-de-sac.

However, taking occupants feedback into consideration, it is recommended that no further parking controls be installed on Redshaw Street to assist waste-collection vehicle access.

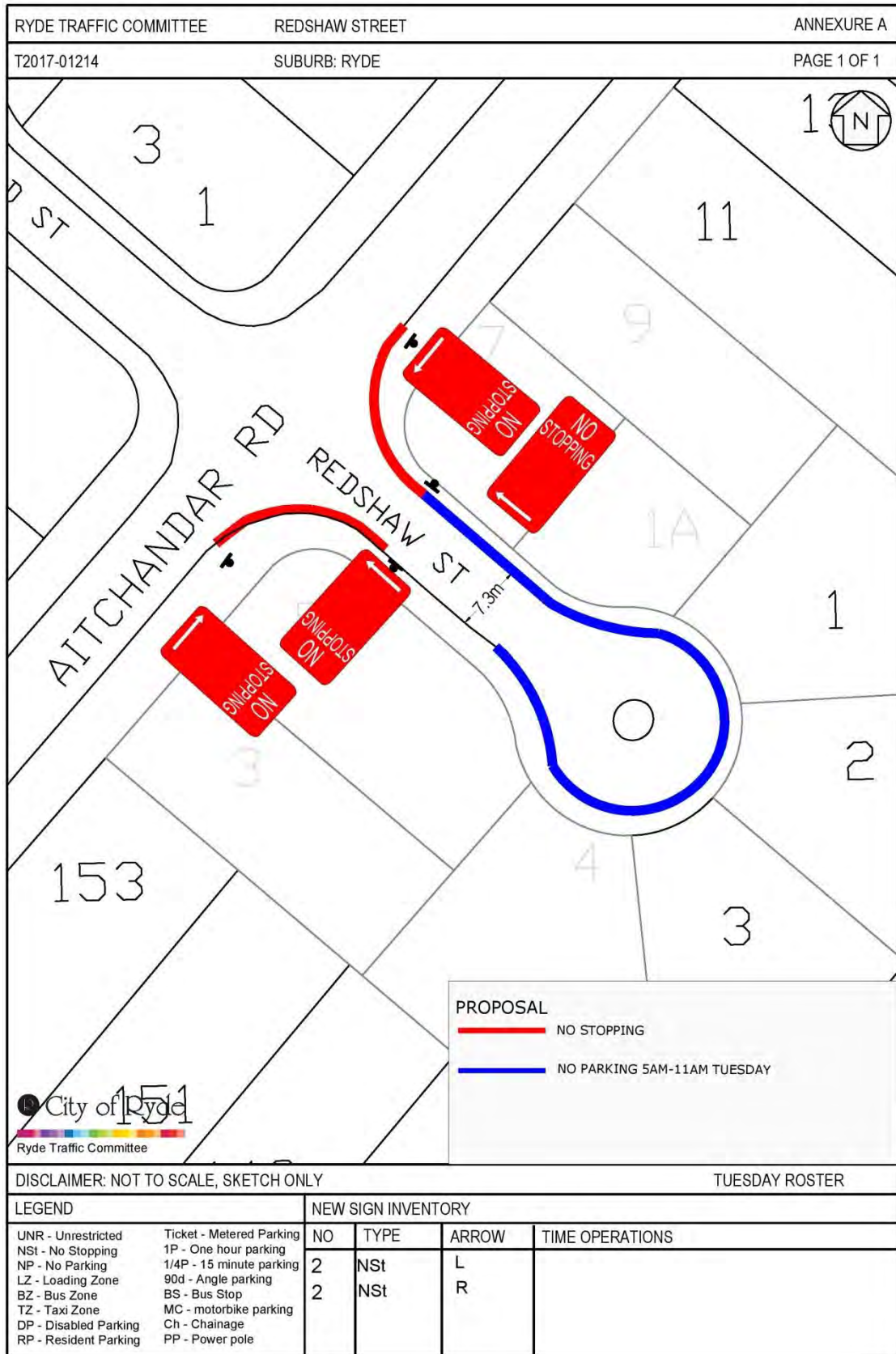
Since the small roundabout at the cul-de-sac is constructed to channelize the turning vehicles and to protect the power pole that is serving a considerable number of properties, it is impractical to remove the existing roundabout at the cul-de-sac.

APPROVALS

Should any 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 and seek the remaining approvals.

PROPOSAL

To take no further action with regards to installing parking controls to assist waste-collection vehicle access in Redshaw Street, Ryde.



ITEM (C)	POTTS STREET, RYDE
SUBJECT:	PARKING CONTROLS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2020603 & T2017-01908
OFFICER:	M ILYAS

INTRODUCTION

City of Ryde has received a request to formalise the parking controls in Potts Street and Acacia Avenue, Ryde. This formalisation will improve pedestrian access to the existing kerb ramps in Acacia Avenue, and reinforce the Road Rules with respect to vehicles parking adjacent to dividing (BB) lines.

CONTEXT

1. Potts Street and Acacia Avenue are two-way local roads, with 7.4 metre wide carriageways and a posted speed limit of 50 km/h.
2. The carriageway at the bend is 8.4 metres wide divided by double barrier lines.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

The occupants of 27 surrounding properties, as shown in *Figure C1*, were notified of the proposal to install 'NO STOPPING' zones on Potts Street. One response was received, which made the following suggestions:

- Change proposed 'NO STOPPING' to 'NO PARKING', because three residents have mobility needs and require community transport services at the door.
- Reduce the speed limit from 50 km/h to 40 km/h.
- The dividing lines marked at the bend are not maintained at an appropriate level.

The following commentary is supplied in response to the concerns raised and suggestions:

- Given that in an emergency community transport services including emergency vehicles / ambulances are allowed to pick-up and drop-off the patients / residents in the 'NO STOPPING' zones, converting 'NO STOPPING' to 'NO PARKING' is not considered necessary.
- Given that the lowering of speed limits from 50 km/h to 40 km/h requires approval of RMS, the request has been referred to RMS for their consideration.



- Site investigation indicate that the dividing (BB) lines at the bend are well maintained and looked after by Council. Installation of 'NO STOPPING' signs along the bend will help to channelize the vehicles to utilise the appropriate lanes along the bend.

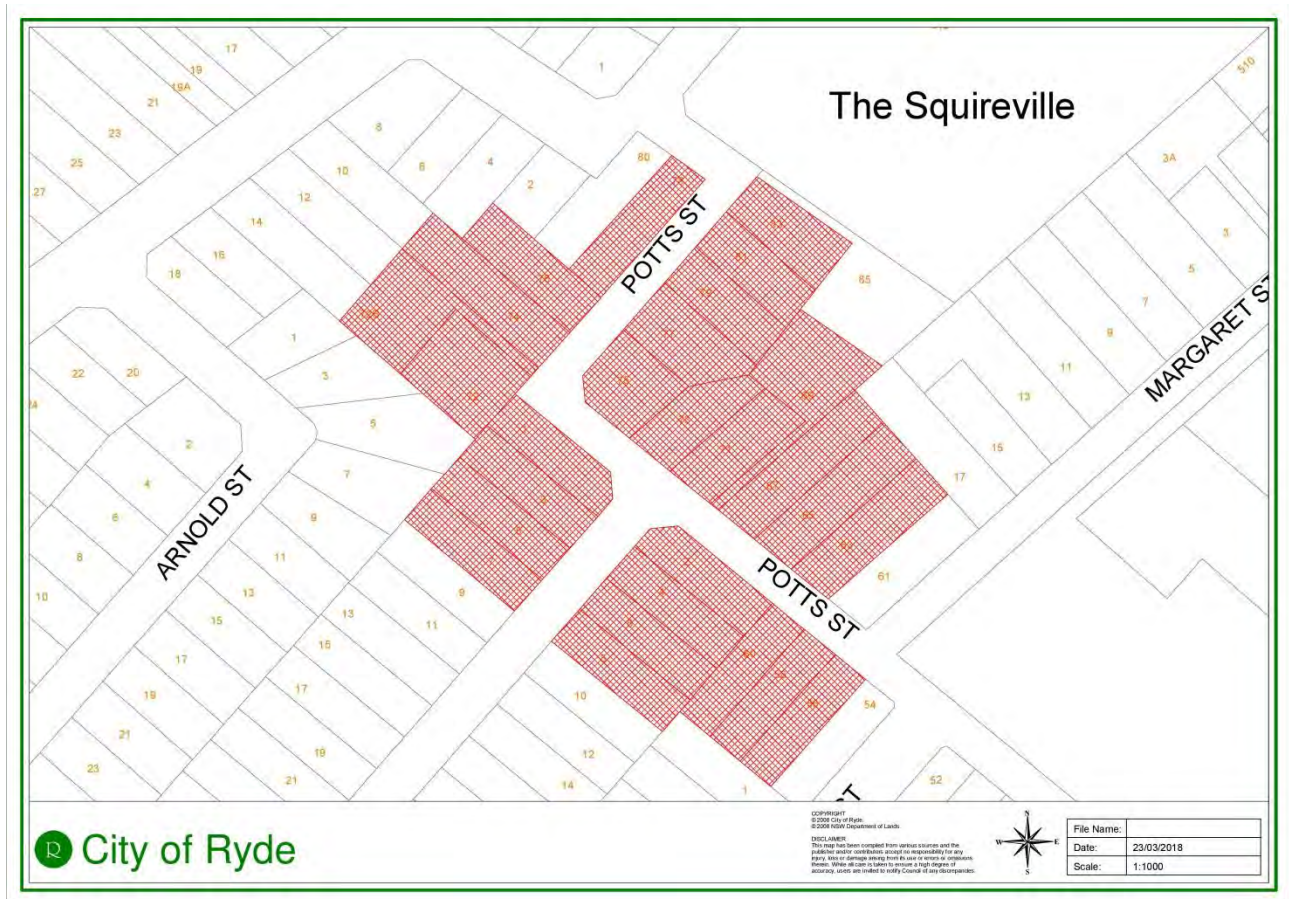


Figure C1 Community engagement distribution

DISCUSSION

To address the issues raised, Council is proposing to install the following parking measures, as shown in the attached plan:

- 'NO STOPPING' on both sides of Potts Street across the frontages of 67 to 75 Potts Street, and
- 15 metres of 'NO STOPPING' on both sides of Acacia Avenue, at its intersection with Potts Street.

APPROVALS

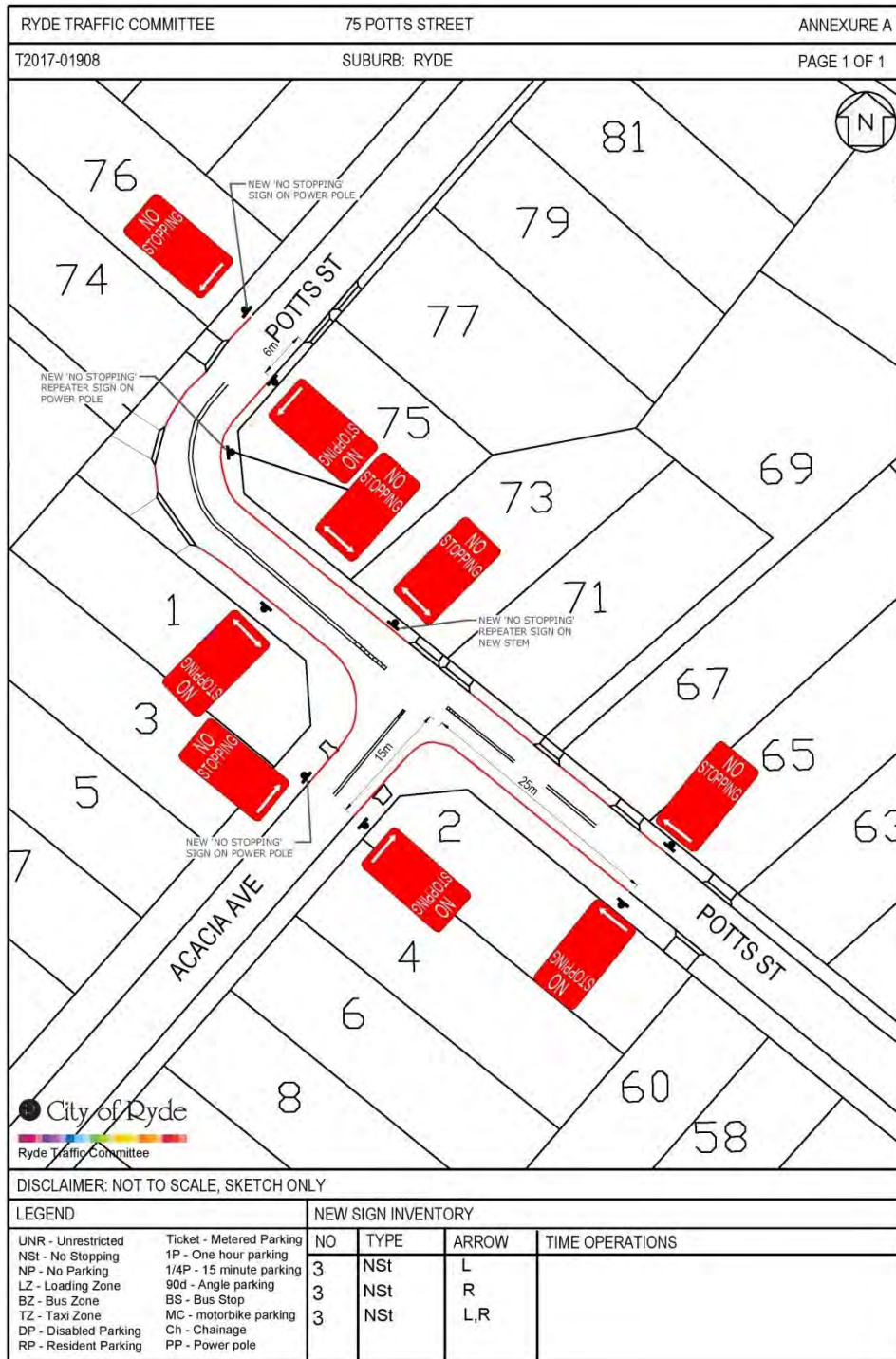
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.



PROPOSAL

To install the following parking controls in Potts Street and Acacia Avenue, Ryde:

- 'NO STOPPING' on both sides of Potts Street across the frontages of 67 to 75 Potts Street, and
- 15 metres of 'NO STOPPING' on both sides of Acacia Avenue, at its intersection with Potts Street.



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	3	NSt	L	
LZ - Loading Zone	90d - Angle parking	3	NSt	R	
BZ - Bus Zone	BS - Bus Stop	3	NSt	L,R	
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



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ITEM (D)	WHARF ROAD, GLADESVILLE
SUBJECT:	'P DISABILITY ONLY' ZONE AT ST ANDREW'S GREEK ORTHODOX CHURCH
ELECTORATE:	LANE COVE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK-12345 & T2018-00056
OFFICER:	M ABDAT

INTRODUCTION

Council has received representation from St Andrews Greek Orthodox Church requesting consideration be given to converting some of the existing 'NO PARKING WEDDING & FUNERAL VEHICLES EXCEPTED' zone in Wharf Road to 'P DISABILITY ONLY', to improve access to the church.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install a 'P DISABILITY ONLY' zone in a Town Centre, Neighbourhood Centre or Small Centre, or near a school, place of public worship, community facility or recreation facility.

BACKGROUND

A site meeting was held with representatives of St Andrew's Orthodox Greek Church, Wharf Road on Monday 22 January 2017, where a number of parking issues and possible options to address these were discussed. Of the issues raised only one was within Council's jurisdiction to act on, that being the provision of a 'P DISABILITY ONLY' zone in Wharf Road.

CONTEXT

1. St Andrews Greek Orthodox Church is located at 18–20 Wharf Road, Gladesville.
2. There is currently 24.3 metres of 'NO PARKING WEDDING & FUNERAL VEHICLES EXCEPTED' across the Wharf Street frontage of the church.



REFERENCES

- [NSW] Road Rules 2014 Rule 168 No parking signs
- [NSW] Road Rules 2014 Rule 203 Stopping in a parking area for people with disabilities

COMMUNITY ENGAGEMENT

Representatives of St Andrew's Greek Orthodox Church are in favour of the proposed changes. Given the low impact of the changes, no further consultation has been undertaken.

DISCUSSION

Given that the installation of the 'P DISABILITY ONLY' zone is to assist with access to the church, the request is supported by Council staff.

Furthermore, the church has advised that residents of the group home, located on the church's site, find it difficult to access the site when there is a church function.

APPROVALS

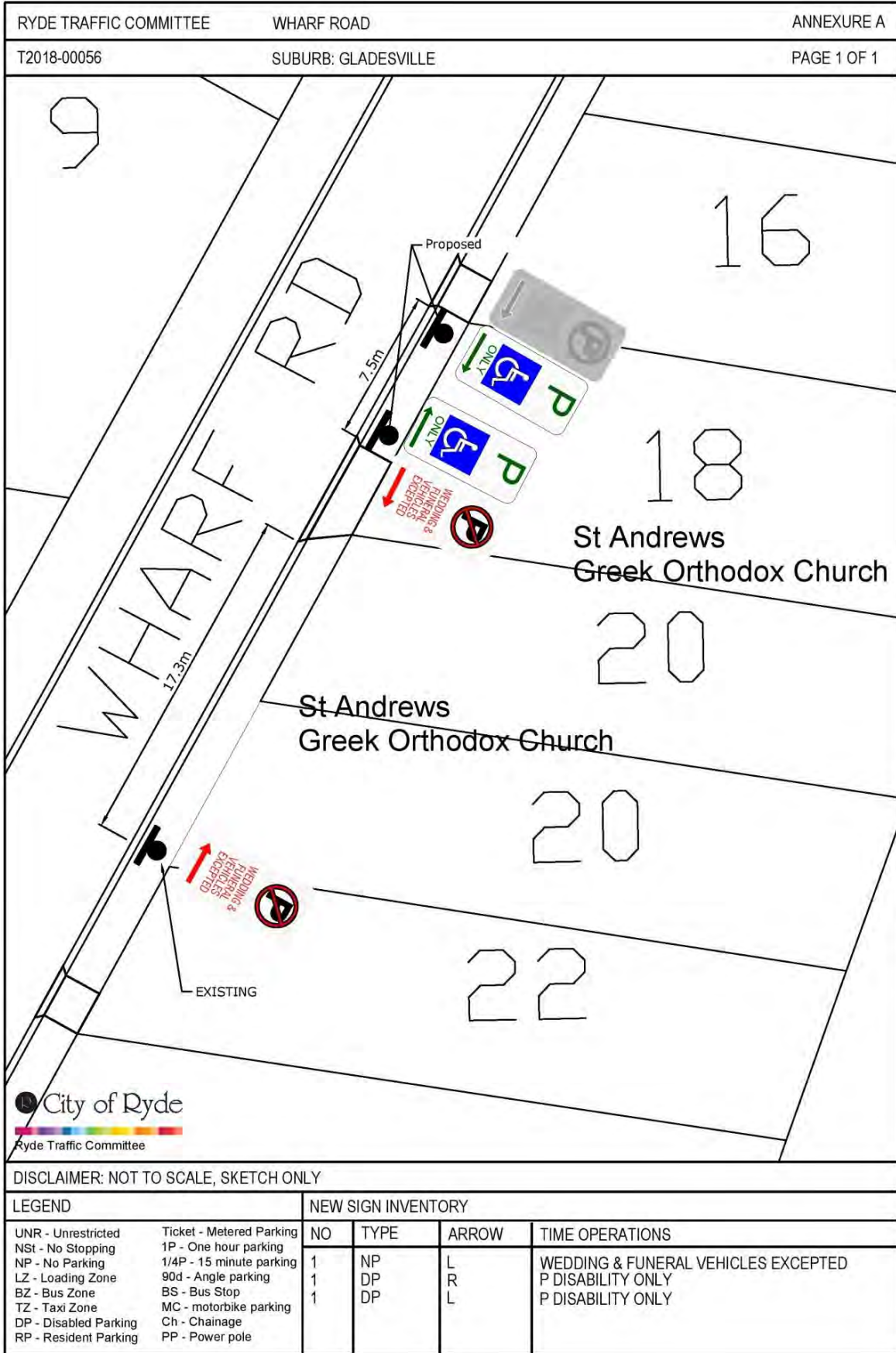
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

PROPOSAL

To convert 7.5 metres of the existing 24.3 metre 'NO PARKING WEDDING & FUNERAL VEHICLES EXCEPTED' zone in Wharf Road, Gladesville to 'P DISABILITY ONLY'.





**ITEM (E) JUNCTION STREET, RYDE****SUBJECT: WEDDING AND FUNERAL VEHICLE PARKING AT SAINTS
MICHAEL AND GABRIEL ANTIOCHIAN ORTHODOX CHURCH****ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-12420 & T2018-00225
OFFICER: M ILYAS****INTRODUCTION**

Council has received representation from Saints Michael And Gabriel Antiochian Orthodox Church, requesting consideration be given to install 'NO PARKING WEDDING & FUNERALS VEHICLES EXCEPTED' across the Church's Junction Street frontage in Junction Street, Ryde.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install a 'NO PARKING WEDDING & FUNERAL VEHICLES EXCEPTED' zone near a Place of Public Worship.

CONTEXT

1. Junction Street is a local road with a posted speed limit of 50 km/h.
2. There are currently no parking controls at this location.

REFERENCES

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

COMMUNITY ENGAGEMENT

Representatives of Saints Michael and Gabriel Antiochian Orthodox Church are in favour of the proposed changes. Given the low impact of the changes, no further consultation has been undertaken.

DISCUSSION

Given the high demand for parking in Ryde and Meadowbank, the church finds it difficult to secure on-street parking for the larger vehicles used at weddings and funerals, which are unable to safely turn around within their site. Other places of public worship in City of Ryde have similar parking controls.

APPROVALS

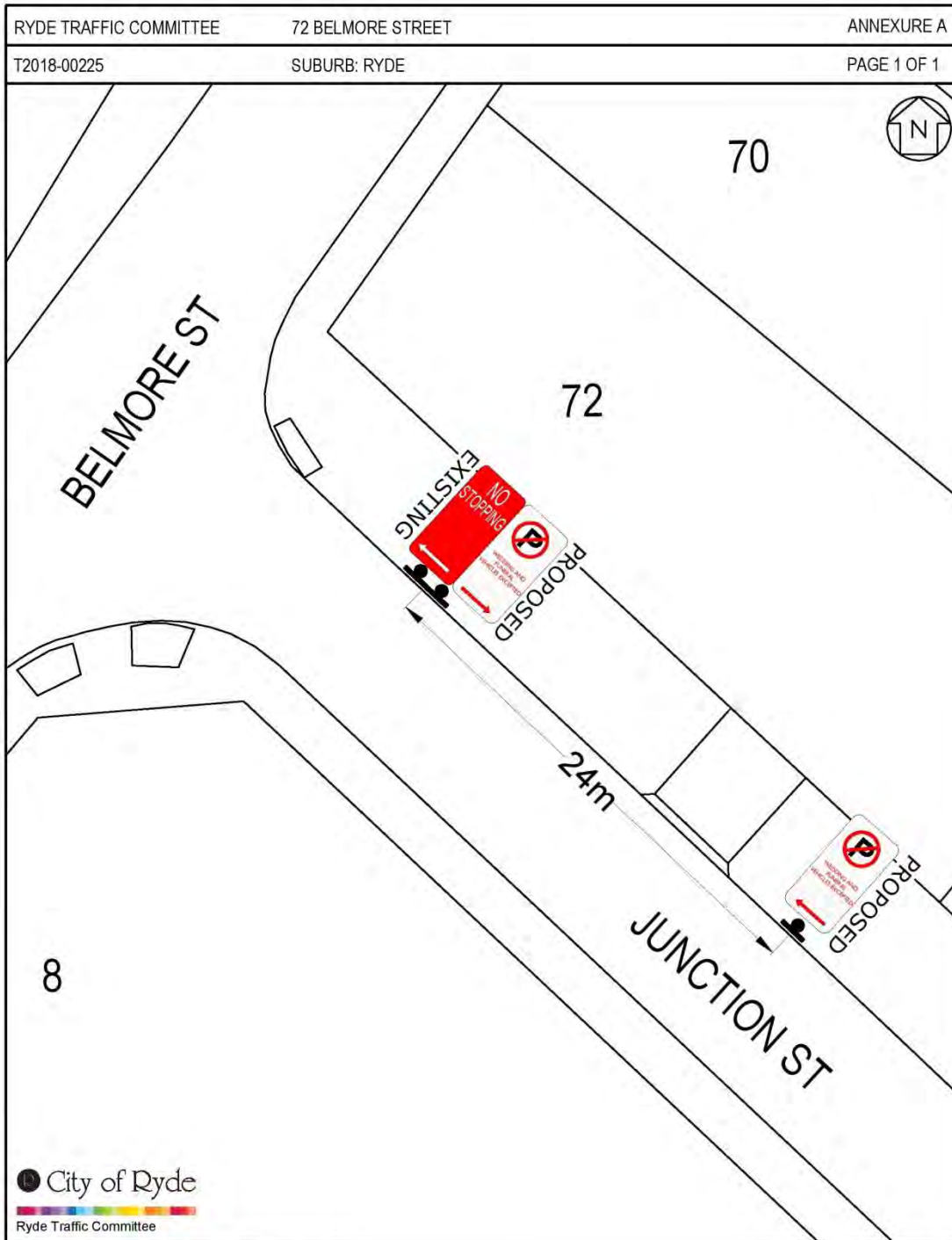
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

Council can Delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

PROPOSAL

To install 30 metres of 'NO PARKING WEDDING & FUNERALS VEHICLES EXCEPTED' in Junction Street, Ryde, across the frontage of Saints Michael and Gabriel Antiochian Orthodox Church.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
1	NSt	L	UNRESTRICTED		
2	NP	L, R			



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ITEM (F) **BANK STREET, MEADOWBANK**

SUBJECT: **'NO STOPPING' ACROSS KERB RAMP**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01728
OFFICER: M ILYAS

INTRODUCTION

Council's Meadowbank Pedestrian Access and Mobility Plan (PAMP) has identified the need to adjust the footpaths and associated kerb ramps in Bank Street, Meadowbank, south of Meadowbank Station. This item recommends the installation of a 24 metre 'NO STOPPING' zone across the new kerb ramp on the western side of Bank Street, to help ensure parked vehicles do not block the kerb ramp.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install parking controls across a kerb ramp.

CONTEXT

1. Bank Street is a local road with a posted speed limit of 50 km/h.
2. The carriageway width at this location is 7.5 metres with unrestricted parking on the eastern side and 'NO STOPPING' on the western side.
3. There is an existing kerb ramp on the western side which will need an upgrade.
4. There is no continuity of footpath for pedestrians on the western side requiring installation of a new kerb ramp on the eastern side.

REFERENCES

- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection.

COMMUNITY ENGAGEMENT

A proposal to install 24 metres of 'NO STOPPING' across the kerb ramp and nearby driveways has been distributed to local residents for comment. The results of community consultation will be tabled at the Traffic Committee meeting.

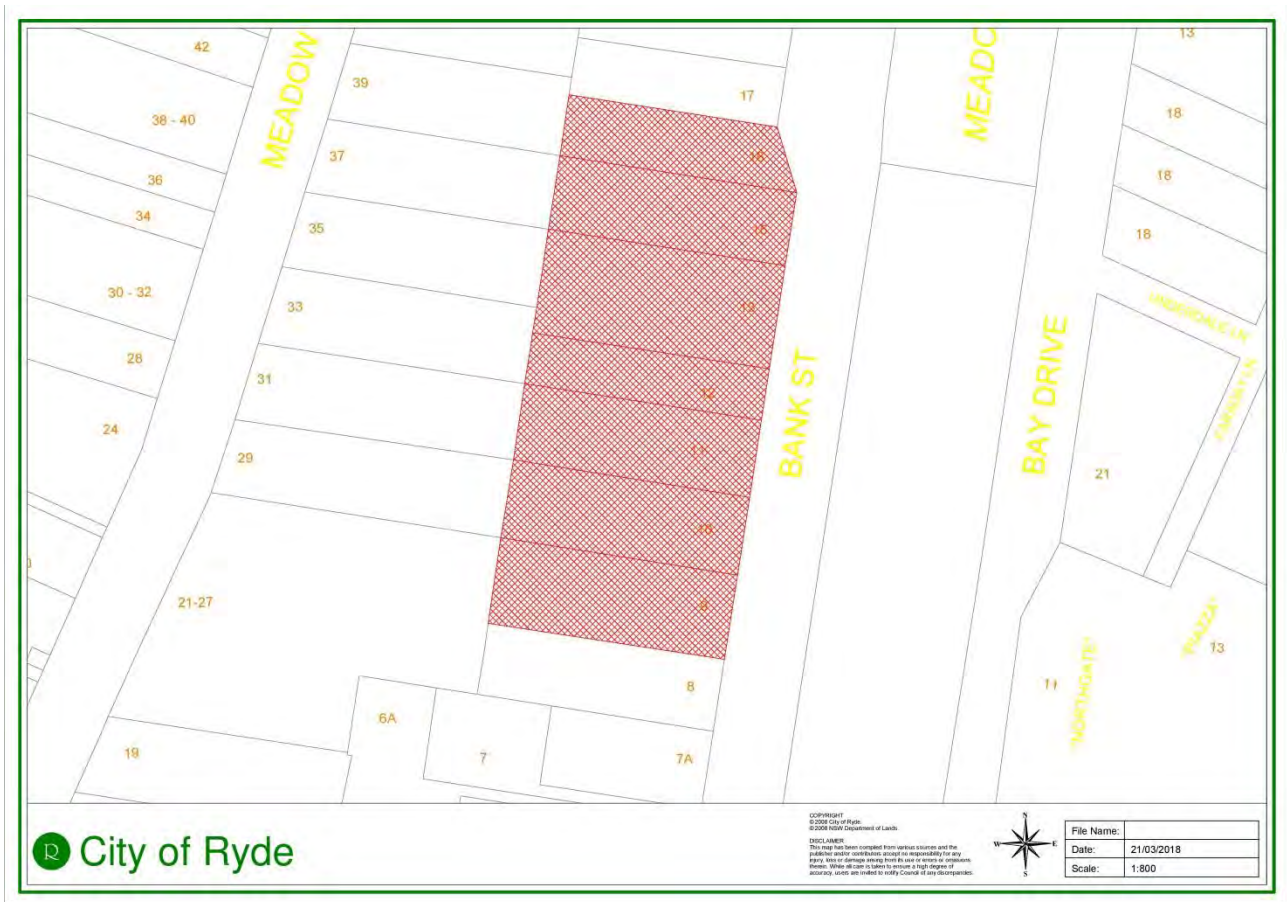


Figure 1 Community engagement distribution

DISCUSSION

Since the existing footpath terminates at the kerb ramp on the western side of Bank Street, pedestrians have to walk along the existing parallel parking where there is no footpath. Therefore, it is not practical to provide a footpath along western side of Bank Street due to existing parallel parking.

For safer movement of pedestrians, it is proposed to construct a new kerb ramp on the eastern side of Bank Street aligned with the existing kerb ramp on the western side. To avoid the kerb ramp being obstructed by parked vehicles, Council proposes to install 24 metres of 'NO STOPPING' on the eastern side of Bank Street across proposed kerb ramps to keep the area clear for pedestrian movement.

The alternative is to remove the parallel parking to provide a footpath on the eastern side.

APPROVALS

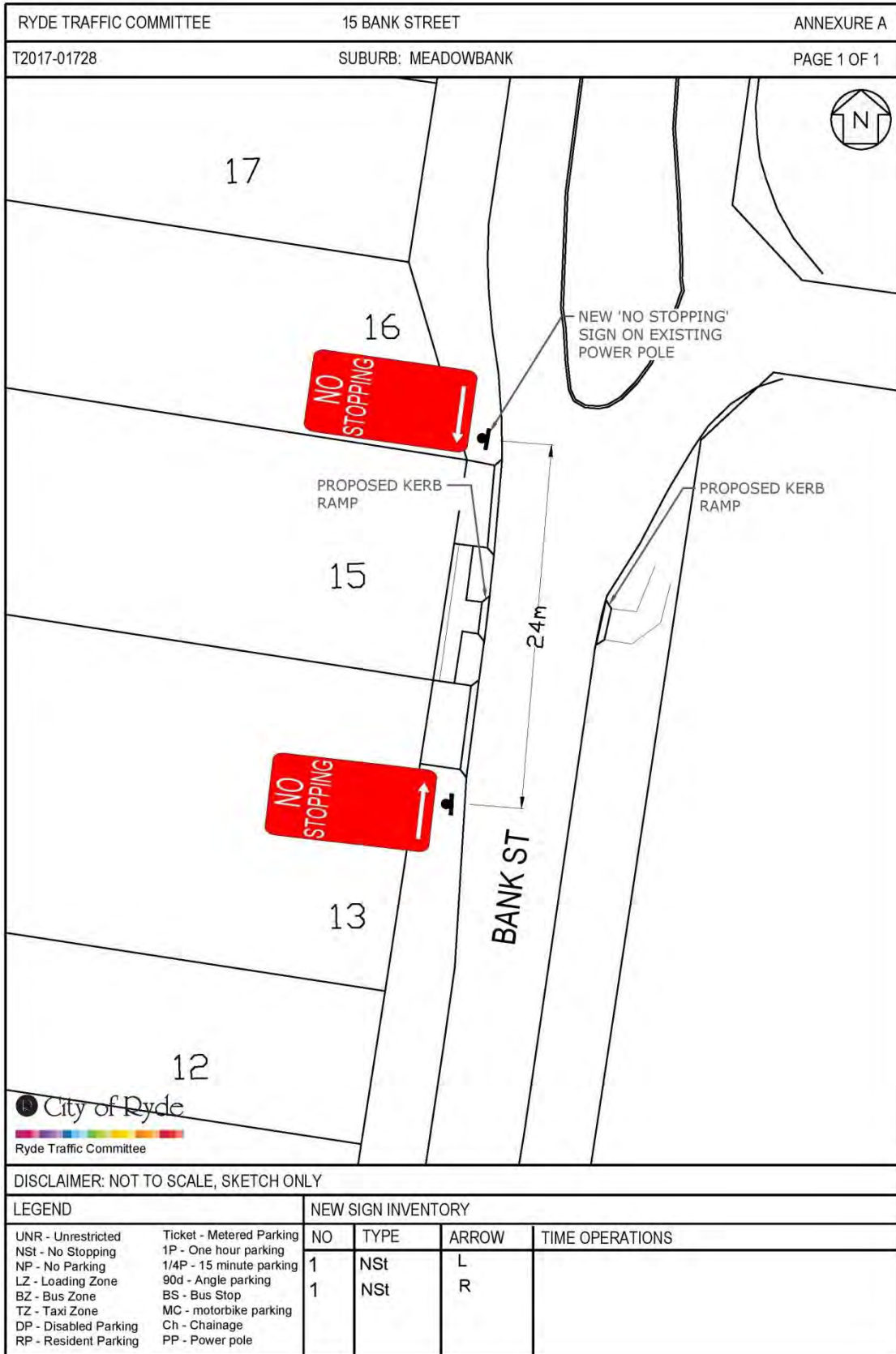
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.



The Council can Delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

PROPOSAL

To install a 24 metre 'NO STOPPING' zone on the western side of Bank Street, Meadowbank.



**ITEM (G) NORTHCOTT STREET, BRIDGE ROAD & MAVIS STREET,
NORTH RYDE**

SUBJECT: **NO STOPPING ACROSS KERB RAMP**
ELECTORATE: LANE COVE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2041544 & T2018-00169
OFFICER: M ABDAT

INTRODUCTION

City of Ryde has received representation from a resident of Northcott Street, requesting consideration be given to installing parking controls to help prevent drivers from parking across the existing kerb ramps at both ends of the street.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install parking controls across a kerb ramp.

CONTEXT

1. Northcott Street, Mavis Street and Bridge Road are local roads with a posted speed limit of 50 km/h.
2. The carriageway width on Northcott Street is 7.5 metres, with unrestricted parking permitted on both sides of the street.
3. The kerb ramps on Northcott Street are stepped back from its intersections with Mavis Street and Bridge Road, located outside the statutory 10 metre 'NO STOPPING' zones.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection
- [NSW] *Road Rules 2014* Rule 198 Obstructing access to and from a footpath, driveway etc.
- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road (except in a median strip parking area).



COMMUNITY ENGAGEMENT

The occupants of 4 surrounding properties were notified of the proposal, as shown in *Figure G1*. One comment has been received in support of the proposed changes and no comments in opposition.



Figure G1 Community engagement distribution

DISCUSSION

The proposal to extend ‘NO STOPPING’ restrictions on both sides of Northcott Street at Bridge Road. is to prevent vehicles from blocking access to the pedestrian kerb ramps, thereby improving pedestrian safety. The existing statutory 10 metre ‘NO STOPPING’ restrictions on Northcott Street at Bridge Road are not adequate, as the kerb ramps are located outside this zone at 13.8 metres from back of kerb.



Council has been advised by a resident that despite the fact that on-street parking is not permitted on Bridge Road, due to the presence of dividing linemarking, some motorists are still parking on Bridge Road. Council will augment the double barrier lines with 'NO STOPPING' signs where vehicles are in breach of *Road Rules 2014* Rule 208.

The narrow carriageway width of both Mavis Street and Northcott Street sometimes results in localised congestion during commuter peak periods. Motorists generally pull into a driveway to allow other vehicles to pass; however, additional room is required on Northcott Street at Mavis Street to accommodate two or more vehicles. Council is thus proposing to extend the 'NO STOPPING' zone on Northcott Street to create a passing zone at this end of the street. A short section of dividing linemarking is proposed on both ends of Northcott Street to encourage correct driver behaviour through both intersections

APPROVALS

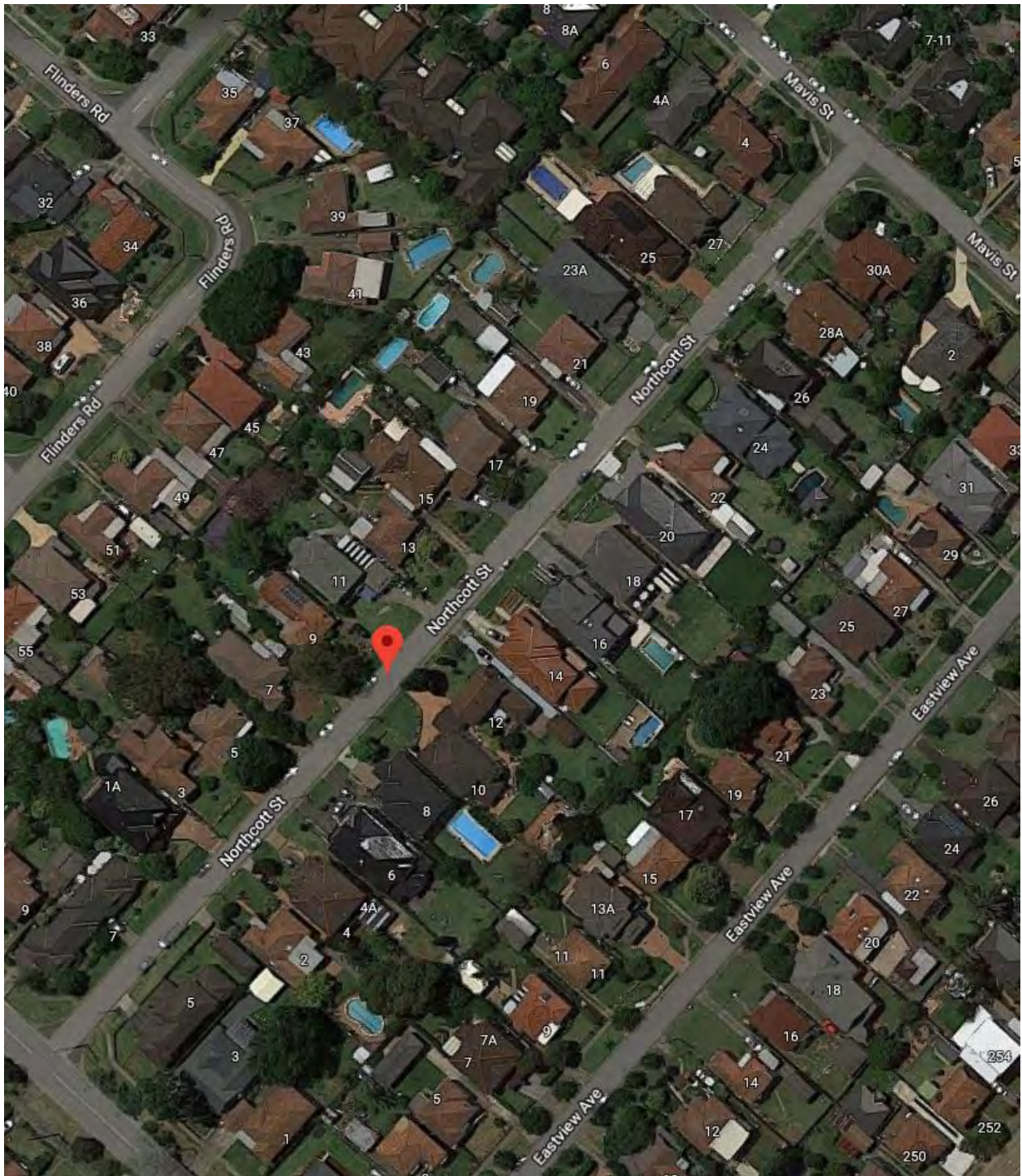
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

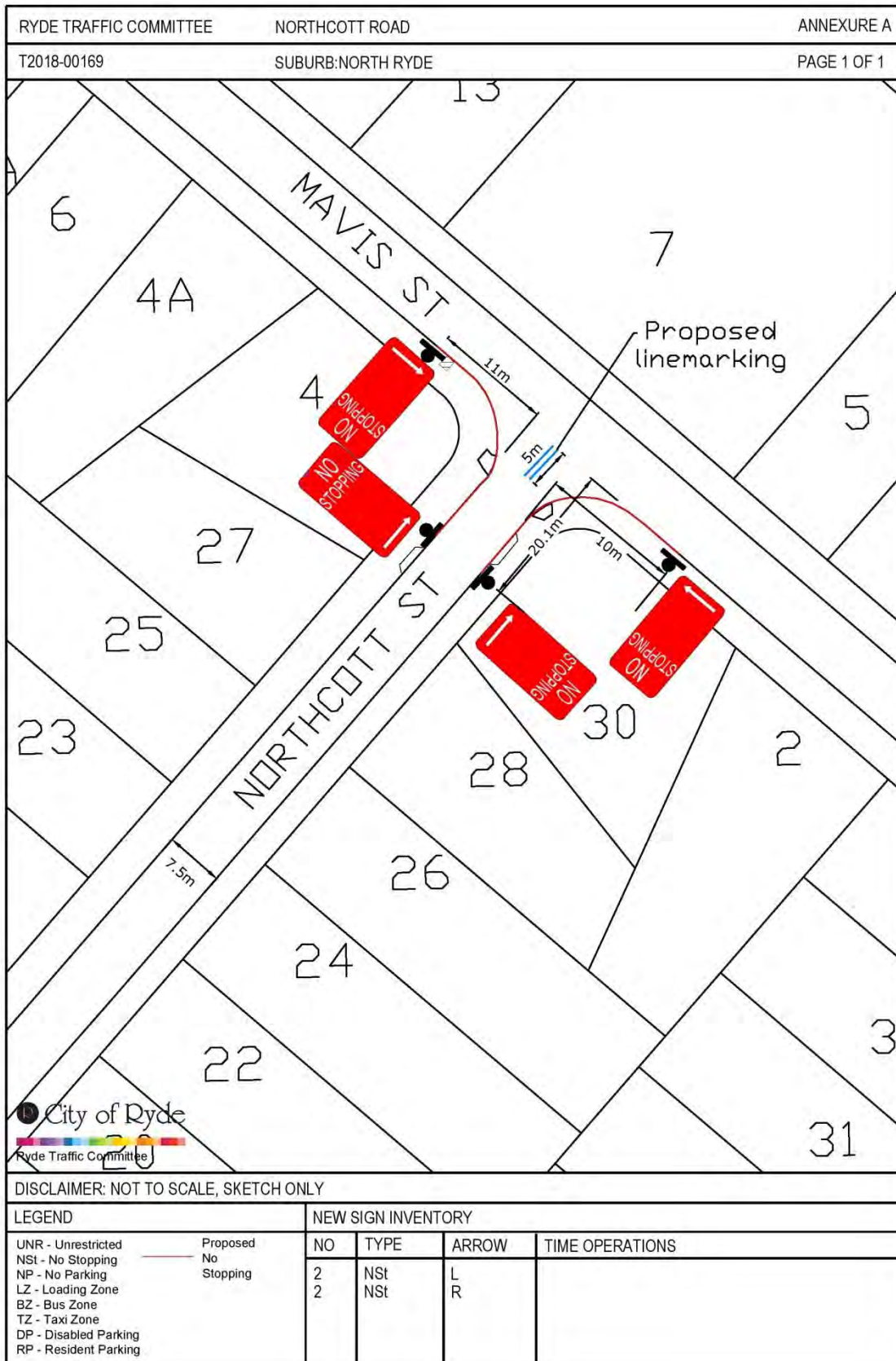
The Council can Delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

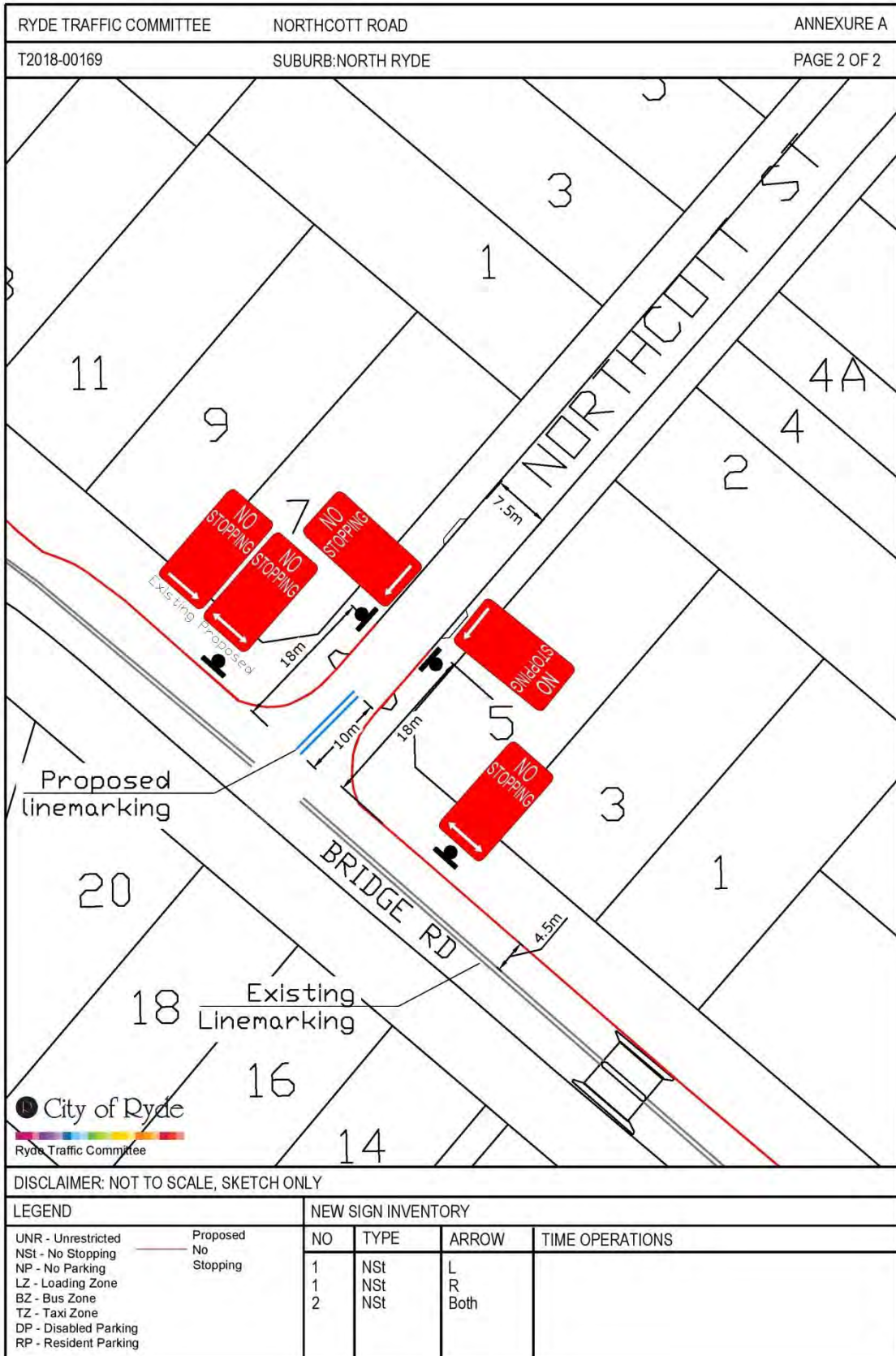
PROPOSAL

To install:

1. 18 metres of 'NO STOPPING' on both sides of Northcott Street, at its intersection with Bridge Road, North Ryde.
2. 20.1 metres of 'NO STOPPING' on both sides of Northcott Street, at its intersection with Mavis Street, North Ryde.
3. 11 metres of 'NO STOPPING' on the southern side of Mavis Street, west of Northcott Street, North Ryde.
4. 10 metres of 'NO STOPPING' on the southern side of Mavis Street, east of Northcott Street, North Ryde.
5. 10 metres of dividing (BB) linemarking on Northcott Street, at its intersection with Bridge Road, North Ryde.
6. 5 metres of dividing (BB) linemarking on Northcott Street, at its intersection with Mavis Street, North Ryde.
7. Additional 'NO STOPPING' signage on Bridge Road, North Ryde, to reinforce existing parking controls that are imposed by the existing dividing (BB) linemarking, under Rule 208 of *Road Rules 2014*.







**ITEM (H) FONTENOY ROAD, MACQUARIE PARK**

SUBJECT: **PEDESTRIAN REFUGE**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-1969510 & T2017-00845
OFFICER: J CARREON

INTRODUCTION

Council has received representation from a number of residents of Fontenoy Road and Tuckwell Place regarding the feasibility of installing a pedestrian crossing on Fontenoy Road in the vicinity of Fontenoy Park. Residents indicate that the playground is well used by families with young children, however, the lack of formal crossing facilities on this section of Fontenoy Road increases the risks associated with crossing the road.

Before a location for a zebra crossing can be considered as a potential crossing location, it must meet minimum pedestrian and vehicular warrants. Traffic and pedestrian counts revealed that the proposed location did not meet RMS warrants for a pedestrian crossing to be installed. In lieu of a pedestrian crossing, a pedestrian refuge with kerb extensions is proposed at the subject location.

CONTEXT

1. Fontenoy Road is a two-way local road, with two 3 metre wide travel lanes and two 3.5 metre wide parking lanes.
2. Unrestricted parking is available on both sides of Fontenoy Road which is well used by both residents and commuters alike.
3. The housing mix along Fontenoy Road is generally medium density residential flat buildings and town house developments.
4. The posted speed limit along Fontenoy Road is 50 km/h.

REFERENCES

- Roads and Maritime Supplement to Australian Standard 1742 *Version 2.4*
- RMS Technical Direction TDT2011/01a Pedestrian Refuges
- New South Wales Bicycle Guidelines



COMMUNITY ENGAGEMENT

The occupants of 141 surrounding properties were notified of the proposal, as shown in *Figure H1*. Fifteen responses were received, with three comments in support of the proposed changes and 12 comments in opposition.

Respondents that do not support the proposed pedestrian refuge have raised the following concerns:

- The proposed pedestrian refuge will result in loss of on-street parking, which is in high demand on Fontenoy Road.
- Crossing Fontenoy Road can be easily achieved and is not a safety concern for them.
- The proposed changes will restrict access to a property.

The following commentary is supplied in response to the concerns raised:

- All residents have access to off-street parking on their own properties.
- Whilst some residents have indicated that crossing Fontenoy Road wasn't a safety concern, it is for others, who might be older, disabled or have young children. The proposed pedestrian refuge will facilitate crossing Fontenoy Road in stages by providing a safe place for pedestrians to wait in the middle of the road. The proponents of the pedestrian refuge were not located in the direct consultation area, but lived in the local area and were frequent visitors to Fontenoy Park.
- The pedestrian refuge has been designed / located such that access / egress from all properties will not be restricted.

It is noted that five of the twelve residents who objected to the proposal, acknowledged that Fontenoy Road needed a pedestrian refuge, just not outside their property.

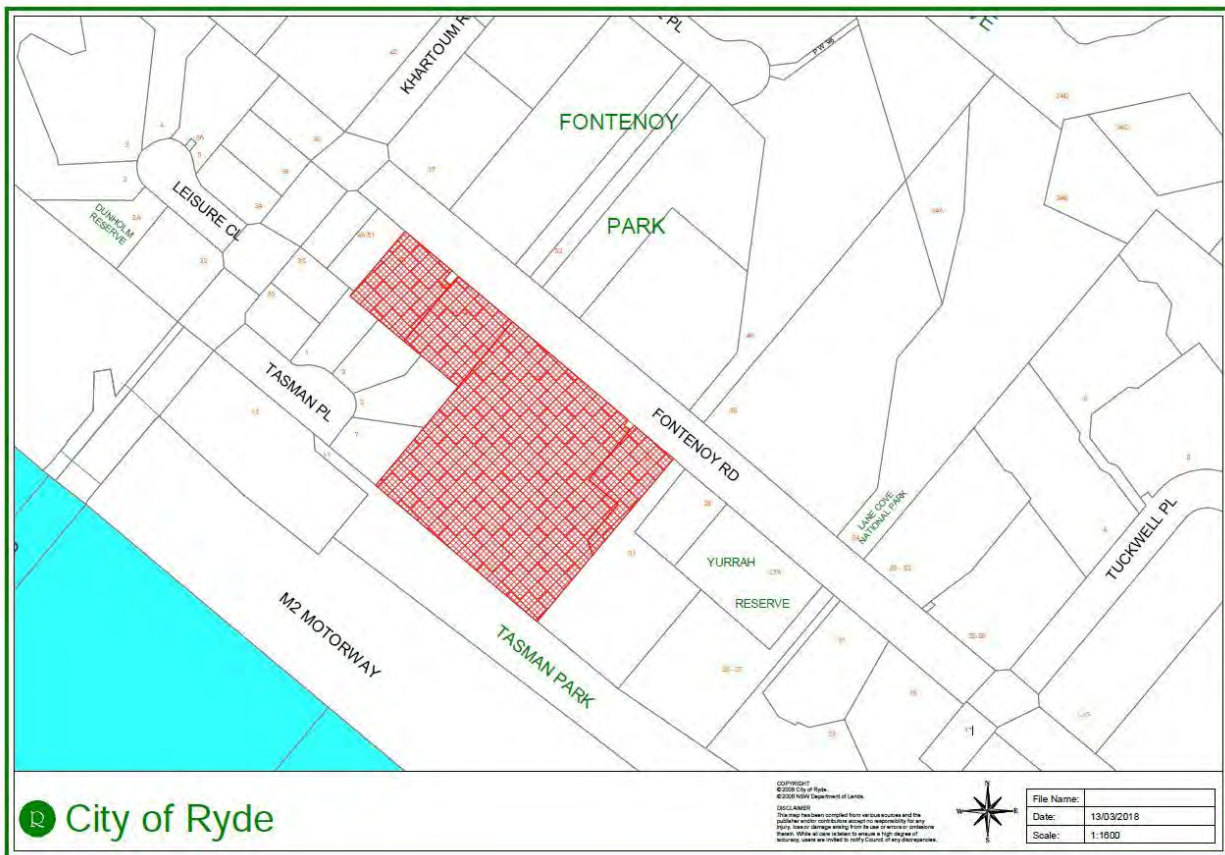


Figure H1 Community engagement distribution

DISCUSSION

Before a location can be considered as a candidate for a pedestrian crossing it must meet RMS's minimum pedestrian and vehicular volumes associated with that facility. Roads and Maritime Supplement to Australian Standard 1742 specifies that a pedestrian (zebra) crossing is warranted where:

In each of three separate one hour periods in a typical day:

- (a) *The pedestrian flow per hour (P) crossing the road is greater than or equal to 30; and*
- (b) *the vehicular flow per hour (V) through the site is greater than or equal to 500; and*
- (c) *the product PV is greater than or equal to 60,000.*

Vehicular and pedestrian and traffic volume counts were conducted in November 2017. Table G1 shows the assessment of the traffic volumes against RMS's warrants. This table indicates that there was no period in which the warrant for a pedestrian crossing was met.



Notwithstanding, as safety of pedestrians is never disregarded, a pedestrian refuge is proposed as an alternative. A pedestrian refuge would make crossing the road easier for pedestrians, by allowing them to cross the road in two stages and negotiate with one direction of traffic flow at a time. The pedestrian refuge location was chosen such that there was no accessibility issues to / from the many residential driveways along the street. The wide parking lanes have also enabled that pedestrian buildouts could be provided, which would facilitate a reduction from 20 metres to 7.5 metres of 'NO STOPPING' on both approaches to the facility.

Table H1 Pedestrian and traffic volume counts for Fontenoy Road, conducted in November 2017

Time	P≥30?	V≥500?	PV≥60000?
6am – 7am	No	No	No
7am – 8am	No	No	No
8am – 9am	No	Yes	No
9am – 10am	No	No	No
10am – 11am	No	No	No
11am – 12pm	No	No	No
12pm – 1pm	No	No	No
1pm – 2pm	No	No	No
2pm – 3pm	No	No	No
3pm – 4pm	No	No	No
4pm – 5pm	No	No	No
5pm – 6pm	No	No	No
6pm – 7pm	No	No	No
7pm – 8pm	No	No	No
8pm – 9pm	No	No	No

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 and seek the remaining approvals.

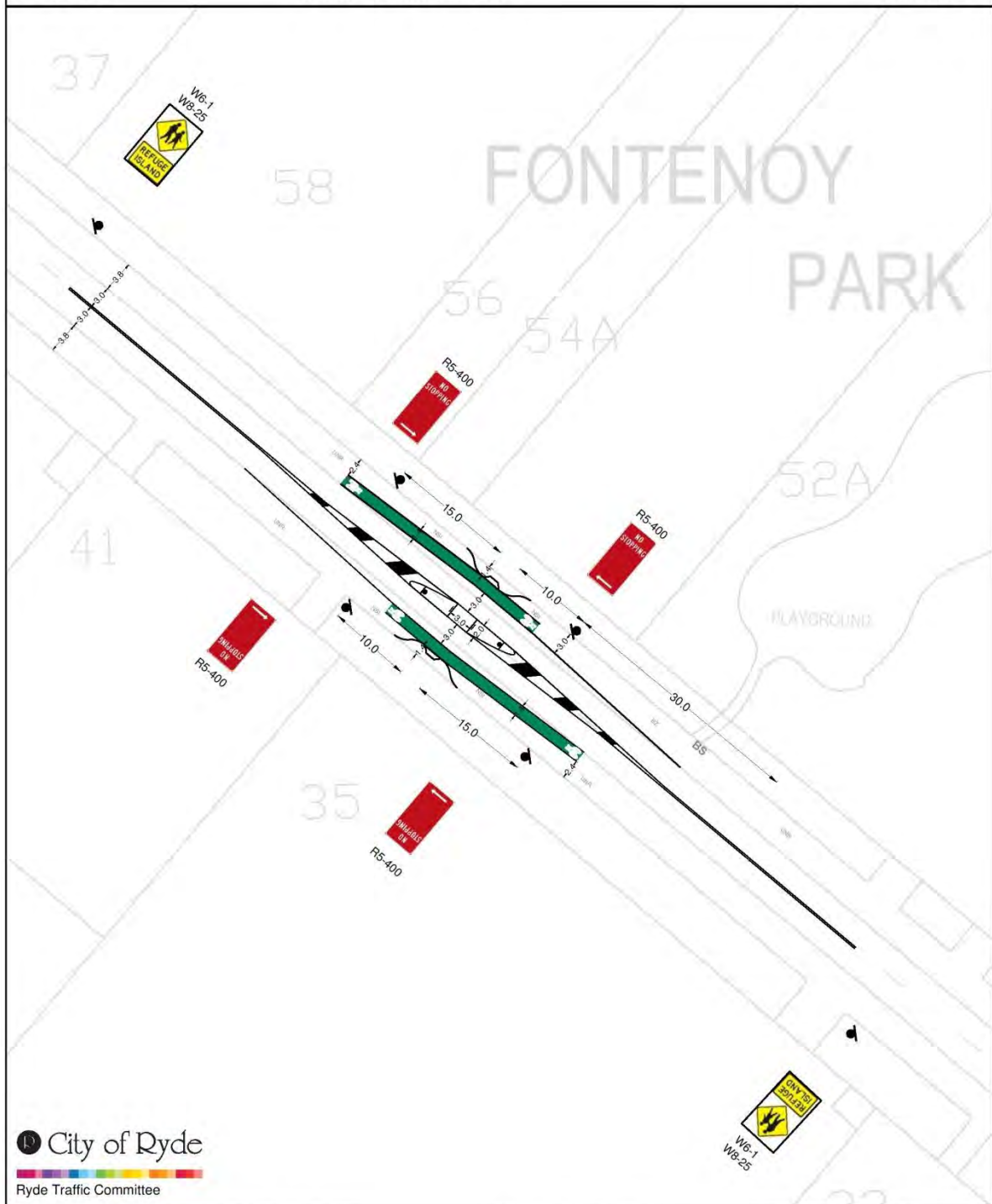
PROPOSAL

To install a pedestrian refuge on Fontenoy Road adjacent to Fontenoy Park as shown in the attached plan.





RYDE TRAFFIC COMMITTEE	FONTENOY ROAD	ANNEXURE A
T2017-00845	SUBURB: MACQUARIE PARK	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY DRAWN BY: JACOB C DATE: 19/02/2018

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	2	R5-400	L	
NSt - No Stopping	1P - One hour parking	2	R5-400	R	
NP - No Parking	1/4P - 15 minute parking	2	W6-1	n/a	
LZ - Loading Zone	90d - Angle parking		W8-25		
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

ITEM (I) COULTER STREET, GLADESVILLE

SUBJECT: **STREETSCAPE WORKS**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-00611
OFFICER: G HOLDING

INTRODUCTION

Coulter Street, between Trim Place and Linsley Street, has been identified for streetscape upgrade works, as part of Council's Town Centre Upgrade Renewal Program for the Gladesville area. The aim of the works is to activate the space, by creating a unique modern and safe pedestrian / vehicle zone with improved materials palette. This investment in creating neighbourhoods that thrive and grow through sustainable design and planning compliments other streetscape works in the Gladesville Town Centre, which are generally being undertaken through private development. Given the substantial scope of changes to traffic and parking controls, the streetscape works are referred to Ryde Traffic Committee for Technical Approval.

BACKGROUND

The existing pedestrian network in Gladesville is concentrated along Victoria Road and is under pressure. Focus on vehicular traffic management along Victoria Road has led to narrow footpaths that do not provide good accommodation for pedestrian traffic. The pedestrian amenity when using Victoria Road is reduced due to the noise, pollution and proximity of the traffic. Pedestrian amenity is also affected by secondary factors such as built form, street trees and street furniture.

City of Ryde's *Gladesville Town Centre Public Domain Technical Manual* identifies the secondary streets and laneways as being underutilised in the Town Centre. There is scope to improve the pedestrian network in Gladesville by better utilising secondary streets and laneways. Recent upgrades to Trim Place have improved pedestrian access down Coulter Street, linking Victoria Road to the Council car park, Gladesville Public School and residential streets.



CONTEXT

1. Coulter Street, between Trim Place and Linsley Street, currently consists of a two-way dead-end street, with no footpath, that provides:
 - vehicular access to the rear of commercial buildings, and
 - a key pedestrian link between Victoria Road, and the Council car park, Gladesville Public School and residential streets.
2. Traffic speed and volume surveys undertaken in March 2017 revealed a seven-day Annual Average Daily Traffic (AADT) of 199 veh/day and 85th percentile speed of 19 km/h.

REFERENCES

- Austroads' *Guide to Traffic Management Part 10 – LATM*
- City of Ryde's *Gladesville Town Centre Public Domain Technical Manual*.

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for the proposed streetscape works. The consultation period closes on 2 April 2018 and results will be tabled at the Ryde Traffic Committee meeting.

DISCUSSION

Coulter Street was initially identified as a potential 10 km/h Shared Zone. Although traffic surveys undertaken in March 2017 indicate that Coulter Street experiences very low vehicular volumes and speeds, the extensive use by reversing trucks precludes it from consideration as a Shared Zone. Council has chosen to proceed with a design that improves pedestrian safety by creating a low speed environment by:

- installing a continuous footpath treatment, with kerb extensions at the intersection of Linsley Street, to create a larger verge and an identifiable entry point / driveway to Coulter Street,
- raising the roadway pavement to the same level of the existing top of kerb, to improve the functional use of space,
- planting trees and using garden beds, to improve visual amenity and soften the space,
- utilising road furniture, including lighting, seating, bins, bollards and bike racks, to activate the space,
- reconfigure existing car parking, to promote better flow and delivery vehicle movement,
- upgrading the stepped access, to improve pedestrian connectivity to Gladesville Public School, and



- upgrading the visual and physical connection with Trim Place, including reconfiguring existing walling, widening path, extending ramp and steps.

These proposed works maintain all existing access and functionality.

APPROVALS

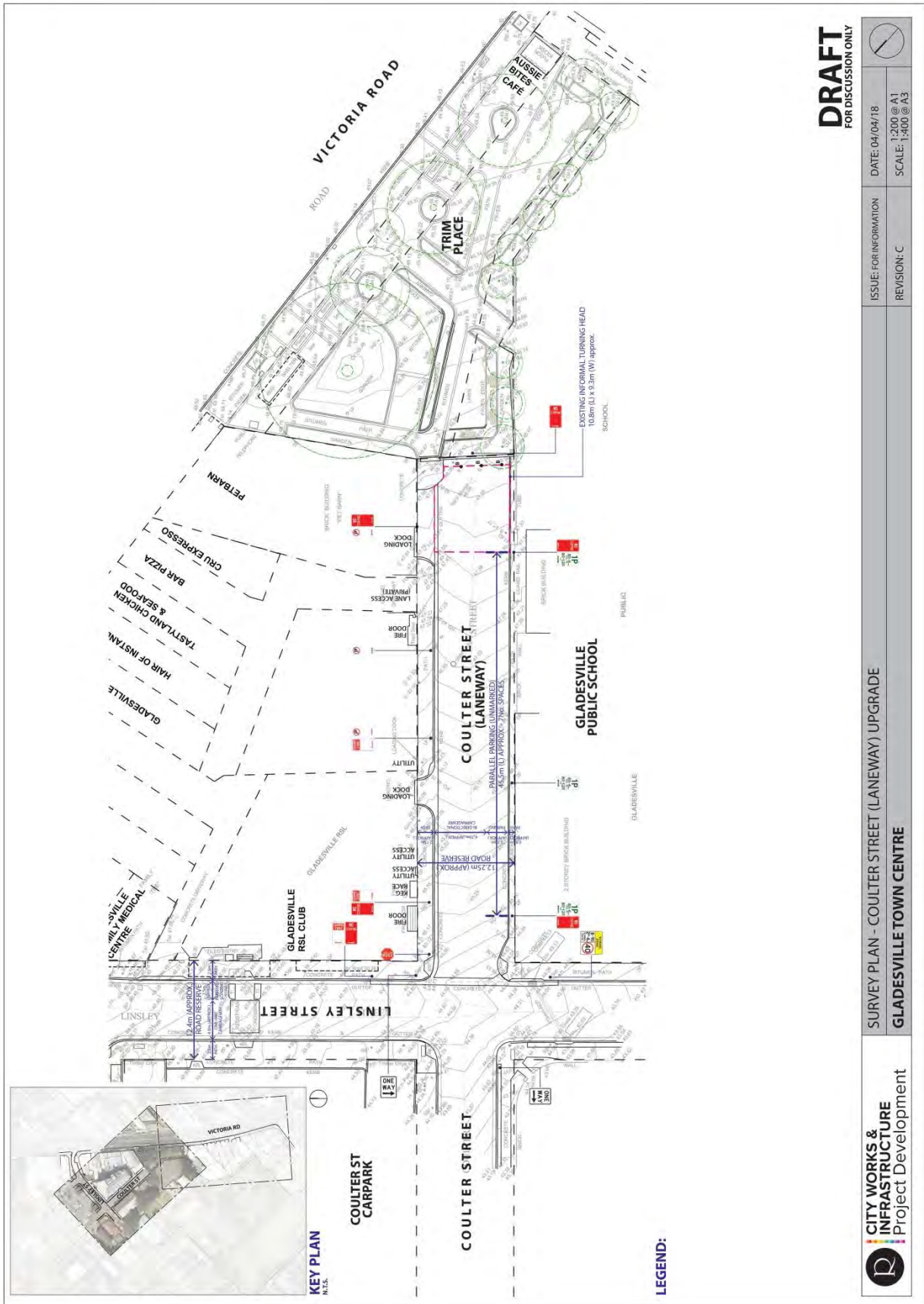
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

PROPOSAL

To approve the streetscape works for Coulter Street, Gladesville, as shown in the attached plan, including:

- installing a continuous footpath treatment, with kerb extensions, at the intersection of Linsley Street,
- raising the roadway pavement to the same level of the existing top of kerb,
- planting trees and using garden beds to improve visual amenity and soften the space,
- utilising road furniture, including lighting, seating, bins, bollards and bike racks,
- reconfigure existing car parking,
- upgrading the stepped access, and
- upgrading the visual and physical connection with Trim Place, including reconfiguring existing walling, widening path, extending ramp and steps.





DRAFT
FOR DISCUSSION ONLY



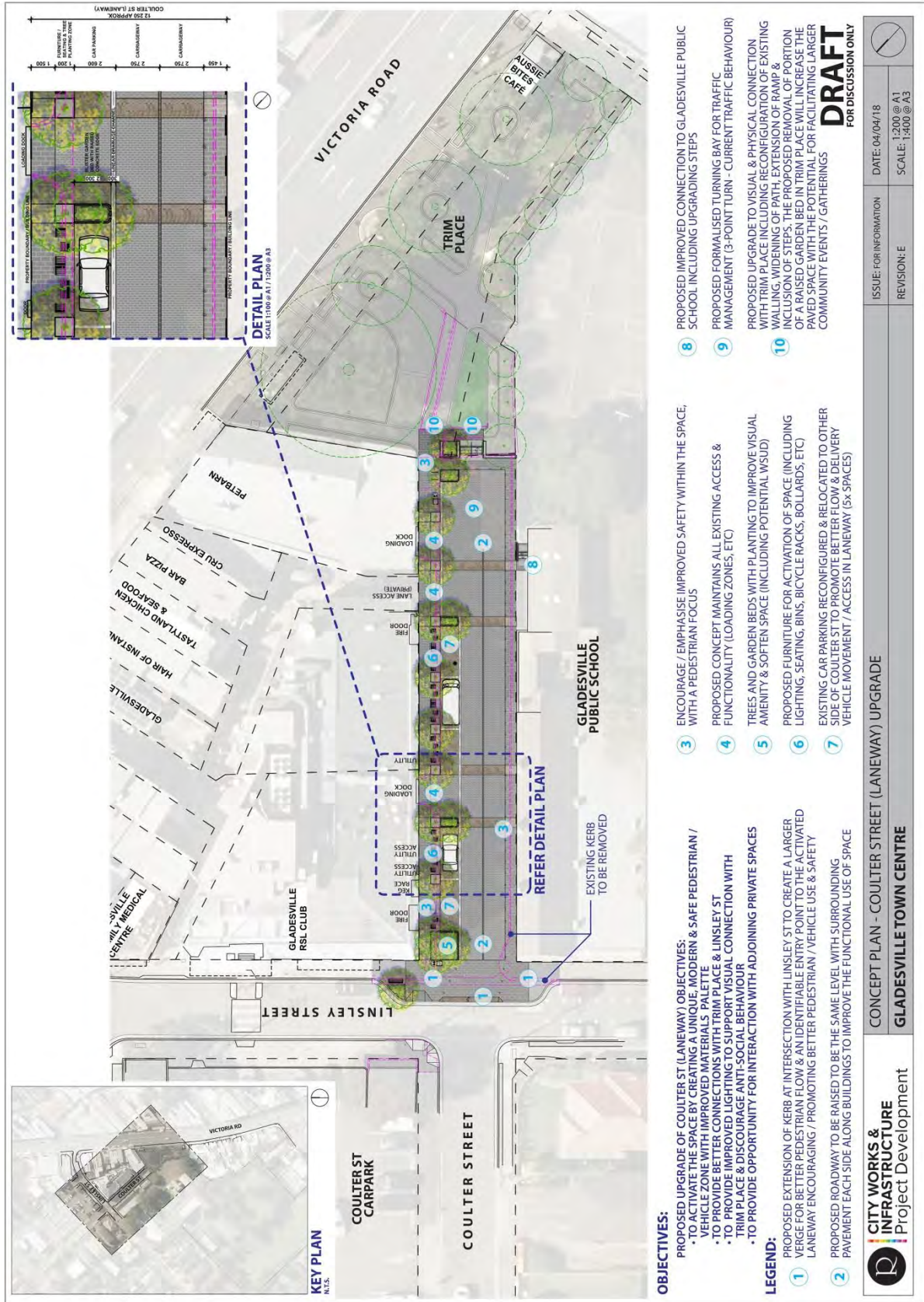
DATE: 04/04/18
SCALE: 1:200 @ A1
1:400 @ A3

ISSUE: FOR INFORMATION
REVISION: C

SURVEY PLAN - COULTER STREET (LANEWAY) UPGRADE
GLADESVILLE TOWN CENTRE

CITY WORKS & INFRASTRUCTURE
Project Development





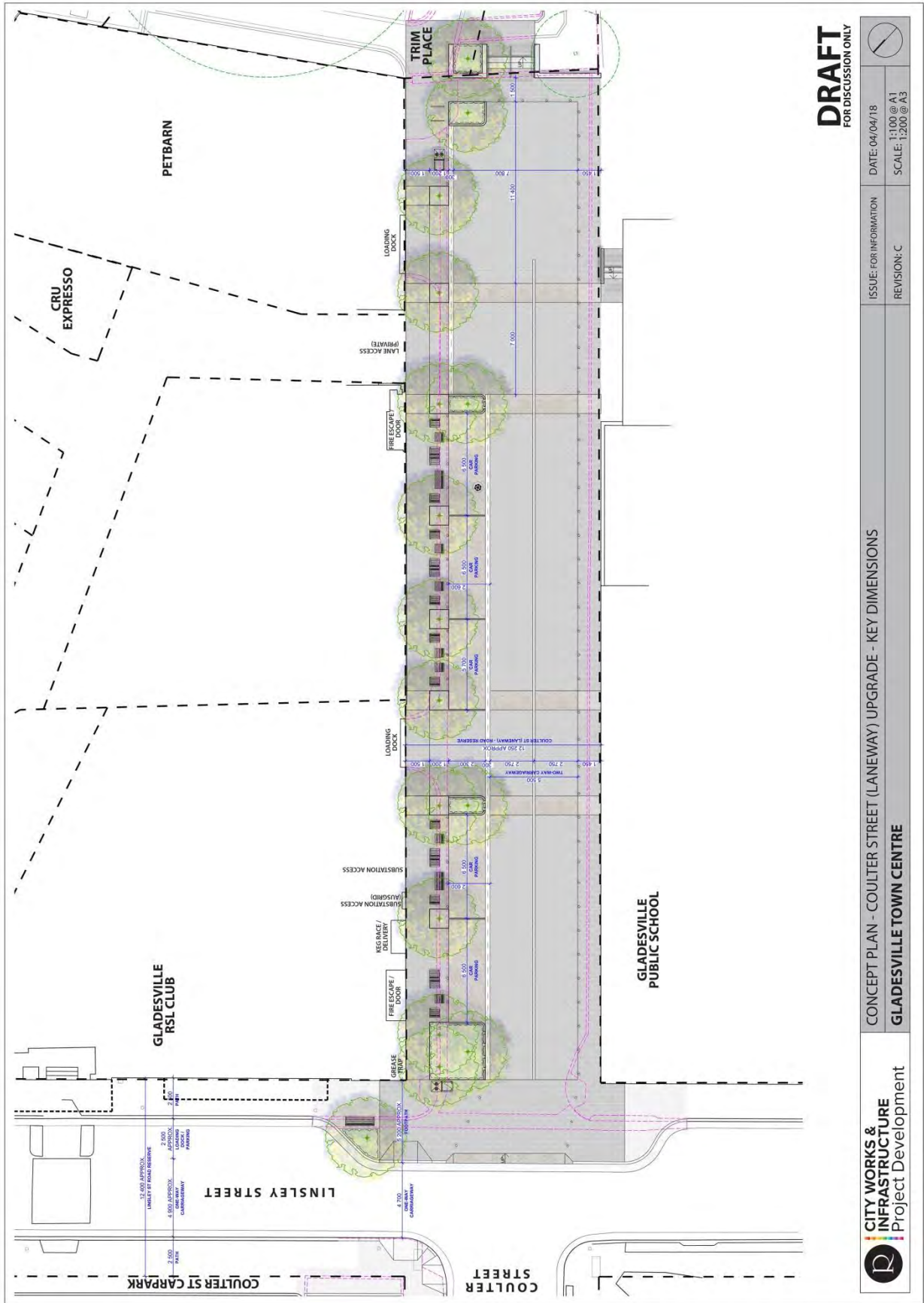
- OBJECTIVES:**
- PROPOSED UPGRADE OF COULTER ST (LANEWAY) OBJECTIVES:
 - TO ACTIVATE THE SPACE BY CREATING A UNIQUE, MODERN & SAFE PEDESTRIAN / VEHICLE ZONE WITH IMPROVED MATERIALS / PALETTE
 - TO PROVIDE BETTER CONNECTIONS WITH TRIM PLACE & LINSLEY ST
 - TO PROVIDE IMPROVED LIGHTING TO SUPPORT VISUAL CONNECTION WITH TRIM PLACE & DISCOURAGE ANTI-SOCIAL BEHAVIOUR
 - TO PROVIDE OPPORTUNITY FOR INTERACTION WITH ADJOINING PRIVATE SPACES
 - LEGEND:**
 - 1 PROPOSED EXTENSION OF KERB AT INTERSECTION WITH LINSLEY ST TO CREATE A LARGER VERGE FOR BETTER PEDESTRIAN FLOW & AN IDENTIFIABLE ENTRY POINT TO THE ACTIVATED LANEWAY ENCOURAGING / PROMOTING BETTER PEDESTRIAN / VEHICLE USE & SAFETY
 - 2 PROPOSED ROADWAY TO BE RAISED TO BE THE SAME LEVEL WITH SURROUNDING PAVEMENT EACH SIDE ALONG BUILDINGS TO IMPROVE THE FUNCTIONAL USE OF SPACE
 - 3 ENCOURAGE / EMPHASISE IMPROVED SAFETY WITHIN THE SPACE, WITH A PEDESTRIAN FOCUS
 - 4 PROPOSED CONCEPT MAINTAINS ALL EXISTING ACCESS & FUNCTIONALITY (LOADING ZONES, ETC)
 - 5 TREES AND GARDEN BEDS WITH PLANTING TO IMPROVE VISUAL AMENITY & SOFTEN SPACE (INCLUDING POTENTIAL WSUD)
 - 6 PROPOSED FURNITURE FOR ACTIVATION OF SPACE (INCLUDING LIGHTING, SEATING, BINS, BICYCLE RACKS, BOLLARDS, ETC)
 - 7 EXISTING CAR PARKING RECONFIGURED & RELOCATED TO OTHER SIDE OF COULTER ST TO PROMOTE BETTER FLOW & DELIVERY VEHICLE MOVEMENT / ACCESS IN LANEWAY (5x SPACES)
 - 8 PROPOSED IMPROVED CONNECTION TO GLADESVILLE PUBLIC SCHOOL INCLUDING UPGRADING STEPS
 - 9 PROPOSED FORMALISED TURNING BAY FOR TRAFFIC MANAGEMENT (3-POINT TURN - CURRENT TRAFFIC BEHAVIOUR)
 - 10 PROPOSED UPGRADE TO VISUAL & PHYSICAL CONNECTION WITH TRIM PLACE INCLUDING RECONFIGURATION OF EXISTING WALLING, WIDENING OF PATH, EXTENSION OF RAMP & INCLUSION OF STEPS. THE PROPOSED REMOVAL OF PORTION OF A RAISED GARDEN BED IN TRIM PLACE WILL INCREASE THE PAVED SPACE WITH THE POTENTIAL FOR FACILITATING LARGER COMMUNITY EVENTS / GATHERINGS

DRAFT
FOR DISCUSSION ONLY

ISSUE / FOR INFORMATION	DATE: 04/04/18
REVISION: E	SCALE: 1:200 @ A1 1:400 @ A3

CONCEPT PLAN - COULTER STREET (LANEWAY) UPGRADE
GLADESVILLE TOWN CENTRE





	CONCEPT PLAN - COULTERS STREET (LANEWAY) UPGRADE - KEY DIMENSIONS GLADESVILLE TOWN CENTRE	
	ISSUE: FOR INFORMATION	DATE: 04/04/18
	REVISION: C	SCALE: 1:100 @ A1 1:200 @ A3



Initiator - Establishing major axis from Trim Place through Coultter Street



Connector - Pedestrian priority precinct enhancing multi-use shared zone



Attractor - Visual node providing pedestrian safety, traffic calming and improved amenity



Expansion - Visual continuation of axis to increase range of pedestrian activity

DRAFT
FOR INFORMATION ONLY

DATE: 2/12/16

SCALE: NTS

CITY OF RYDE

ISSUE: INFORMATION

Consultation with Stakeholders and User Groups
Trim Place is currently used as a gathering place for school excursions a was identified as being confined and constricted due to the arrangement of garden beds and fences. There is a recurring request for a more open and flexible space that allows for multiple activities including the provision of an eat space. Adjoining activities such as afterschool care and community events have the potential to engage with Trim Place. The confined layout of the space and lack of through connectivity has hindered this utilisation

The small section of Coultter Street between Trim Place and the carpark is considered unpleasant due to the undesirable environment. Rubbish bins and late night patrons parking in unhygienic activities have played a large part in this areas perceived quality.

The school has a drop off/pick up zone on Linsley Street and parents circulate around the adjoining streets. This fluctuation of traffic causes safety concerns at times when children are most active on these streets.

Proposed Structure

Initiator - Trim Place

- Creating a visual connection from Victoria Rd through Trim Place to Coultter St.
- Reduce confinement of Trim Place to increase flexible use
- Event space
- Muster/rally point
- Marker place entry point
- Initiator hub/gathering point
- Buffer zone to major road
- Remove visual barriers along sight line to improve connection
- Adjust alignment of major axis to reveal extent of space
- Enhance amenity of Kiosk area to improve eat space
- Increase visual engagement with mural
- Revise lighting in accordance with major axis

Connector - Coultter Street

- Shared pedestrian priority zone connecting Trim Place to future space.
- Continuous trafficable pedestrian pavement unique to site to support place-maker
- Improved material quality increases status of site
- Continued lighting to support visual connection and discourage antisocial behaviour
- Opportunities for interaction with adjoining private spaces

Attractor - Linsley Street

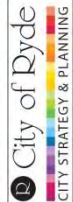
- Improved traffic and pedestrian safety for children and elderly user groups.
- Traffic calming devices
- Reduced exposure of pedestrians
- Unique site specific response to pavement treatment
- Increased pedestrian environment with planting and lighting elements

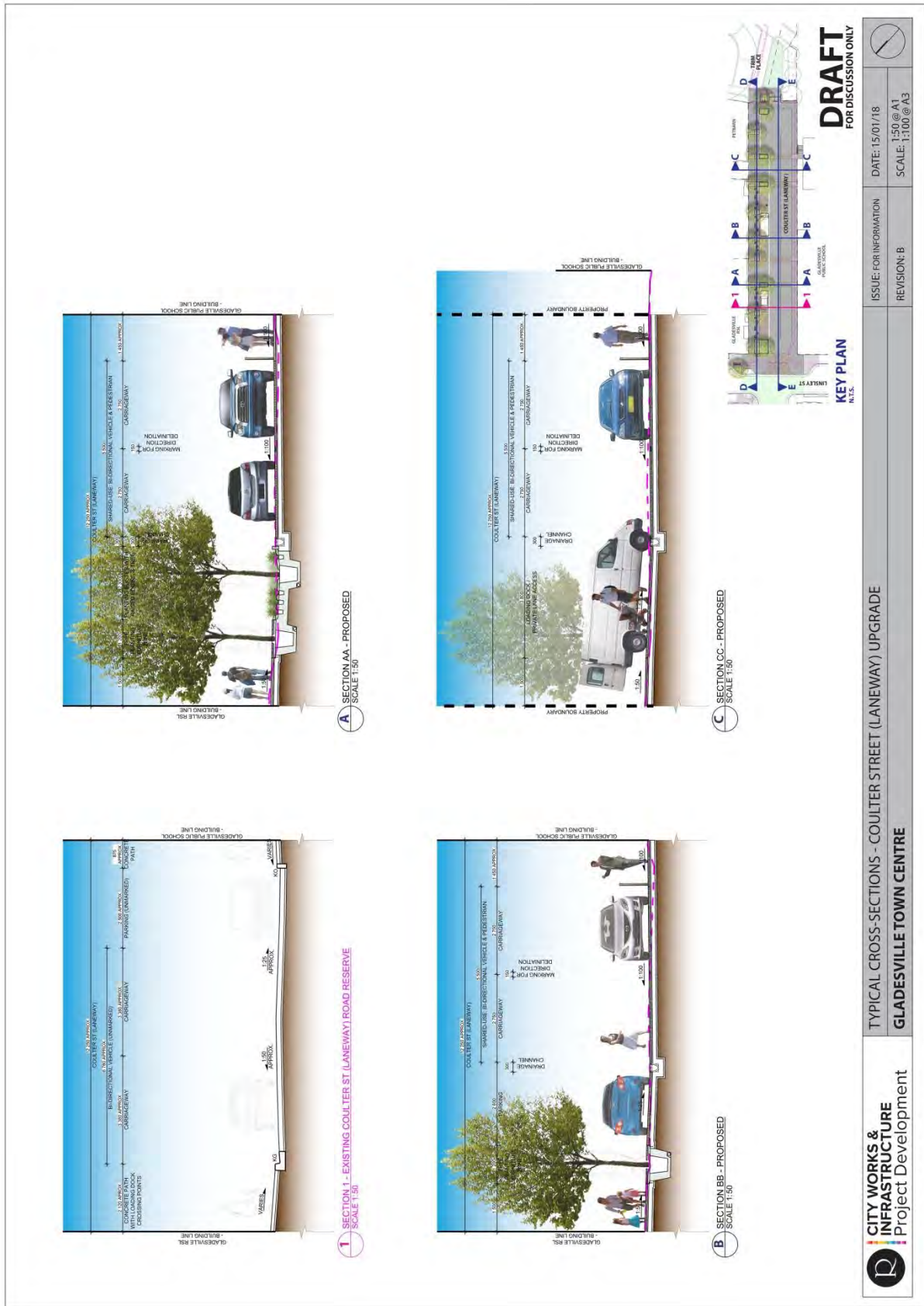
Expansion - Coultter Street West

- Streetscape framework supporting visual connection and encouraging pedestrian movements.
- Continued planting treatments reflective of pre-cursors
- Lighting to provide continuance of pedestrian space
- Pavement treatment transitioning from unique typology to typical
- Increased pedestrian environment to support one-stop parking policy



Town Centre Upgrade Structure Plan
GLADESVILLE, RYDE







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**ITEM (J) MONASH ROAD, GLADESVILLE**

SUBJECT: PARKING CONTROLS
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-00608
OFFICER: M ILYAS

INTRODUCTION

In October last year, Council proposed to install 'NO PARKING 5AM–11AM TUE' parking controls in Monash Road, Kim Street and Leawill Place, Gladesville as part of a program to assist waste-collection vehicles in narrow streets across the City of Ryde. Given that the previous proposal was not supported by local residents, Council now puts forward a revised proposal to install parking controls only at the critical locations in the area.

BACKGROUND

A proposal to install 'NO PARKING 5AM-11AM TUE' on one side of Monash Road, Kim Street and Leawill Place was distributed to local residents. Residents of Kim Street supported the proposal, and residents in other areas objected to the proposal. Therefore, Council has approved the proposed parking controls in Kim Street and a revised proposal has been developed for Monash Road and adjoining streets.

CONTEXT

1. Leawill Place and Kim Streets have a carriageway width of 7.5 metres with unrestricted parking on both sides.
2. Monash Road between Thompson Street and Kim Street has a carriageway width of 5 metres with unrestricted parking on both sides.
3. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*



COMMUNITY ENGAGEMENT

The occupants of 42 surrounding properties were notified of the revised proposal to install the following parking controls, as shown in *Figure J1*:

1. 'NO STOPPING' on the inner radius of the bend at the intersection of Monash Road and Kim Street, and
2. 10 metre 'NO STOPPING' zones at the following intersections:
 - Monash Road and Leawill Place, and
 - Monash Road, Thompson Street and Higginbotham Road.

Three responses were received in support and no responses were received in opposition to the proposed changes.

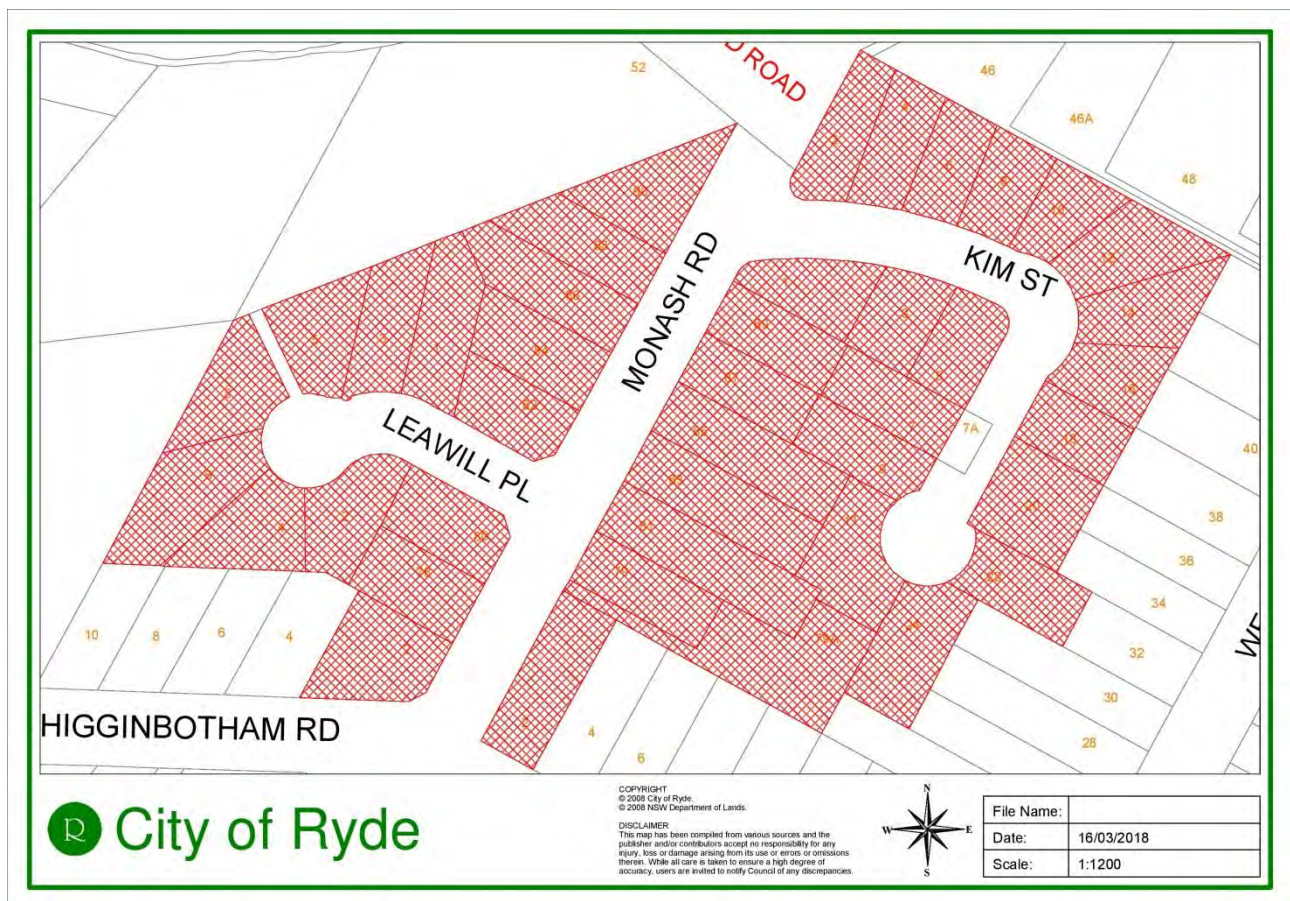


Figure J1 Community engagement distribution

DISCUSSION

In order to improve access for large vehicles (including emergency vehicles, waste-collection and removalist vehicles), Council is proposing to install 'NO STOPPING' zones on inner radius of the bend at the intersection of Monash Road and Kim Street.



In addition to these improvements, 10 metre 'NO STOPPING' zones will be installed at the following intersections, to reinforce the Road Rules for parking near intersections:

- Monash Road and Leawill Place, and
- Monash Road, Thompson Street and Higginbotham Road.

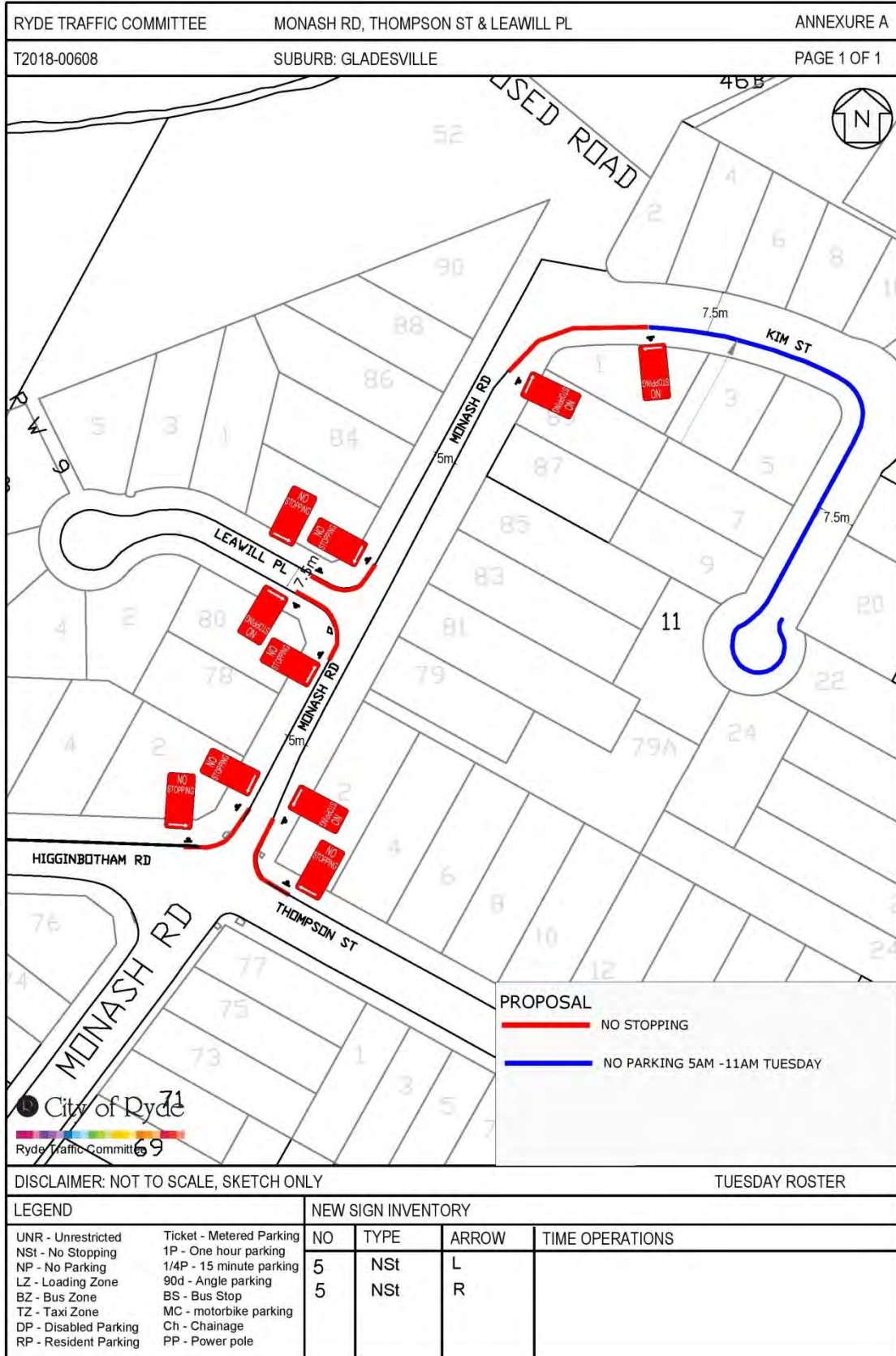
APPROVALS

At its meeting held on 27 March 2018, the Council delegated Authority to Council staff to approve installing 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection. Should the proposed measures be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To install:

1. 'NO STOPPING' on the inner radius of the bend at the intersection of Monash Road and Kim Street, and
2. 10 metre 'NO STOPPING' zones at the following intersections:
 - Monash Road and Leawill Place, and
 - Monash Road, Thompson Street and Higginbotham Road.



**ITEM (K) JONES STREET RYDE**

SUBJECT: **PARKING CONTROLS**
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-00302
OFFICER: M ILYAS

INTRODUCTION

In October last year, Council proposed to install ‘NO PARKING 5AM–11AM TUE’ parking controls in Jones Street, Ryde as part of a program to assist waste-collection vehicles in narrow streets across the City of Ryde. Given that the previous proposal was not supported by local residents, Council now puts forward a revised proposal to install parking controls only at the critical locations in the area.

BACKGROUND

A proposal to install ‘NO PARKING 5AM-11AM TUE’ on one side of Jones Street was distributed to local residents and residents in the area objected to the proposal. Therefore, a revised proposal has been developed for Jones Street.

CONTEXT

1. Jones Street has a carriageway width of 7.5 metres with unrestricted parking on both sides.
2. Council has the responsibility to collect residential waste under the *Local Government Act 1993*, the right to intervene in public-health matters under the *Public Health Act 2010* and WH&S responsibilities to contractors under the *Work Health and Safety Act 2011*.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*



COMMUNITY ENGAGEMENT

The occupants of 74 surrounding properties were notified of the revised proposal to install the following parking controls, as shown in *Figure K1*:

1. 'NO STOPPING' on both sides of the bend in Jones Street, and
2. 10 metre 'NO STOPPING' zones at the following intersections:
 - Jones Street and Quarry Road, and
 - Jones Street and Gardener Avenue.

There were five responses received in support and three of the occupants objected the proposed changes. Occupants that do not support the proposed changes have raised the following concerns:

- Signs will become visual pollution and pedestrian hazards.
- There will be shortage of on-street parking and the occupants will not be able to park outside their property.

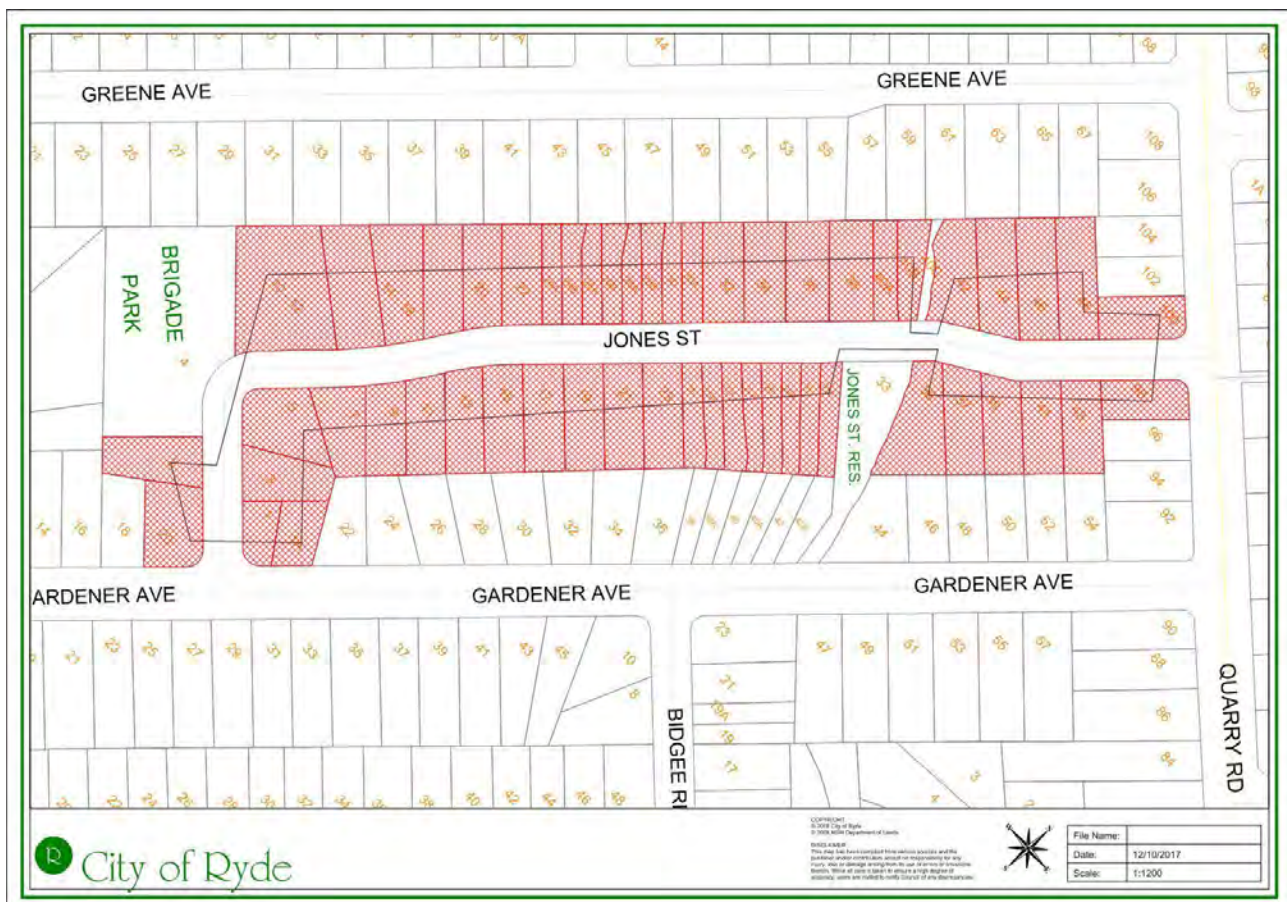


Figure K1 Community engagement distribution



DISCUSSION

In order to improve access and provide two travel lanes for vehicles (including emergency vehicles, waste-collection and removalist vehicles), Council is proposing to install 'NO STOPPING' zones on both sides of the bend in Jones Street.

In addition to these improvements, 10 metre 'NO STOPPING' zones will be installed at the following intersections, to reinforce the Road Rules for parking near intersections:

- Jones Street and Quarry Road, and
- Jones Street and Gardener Avenue.

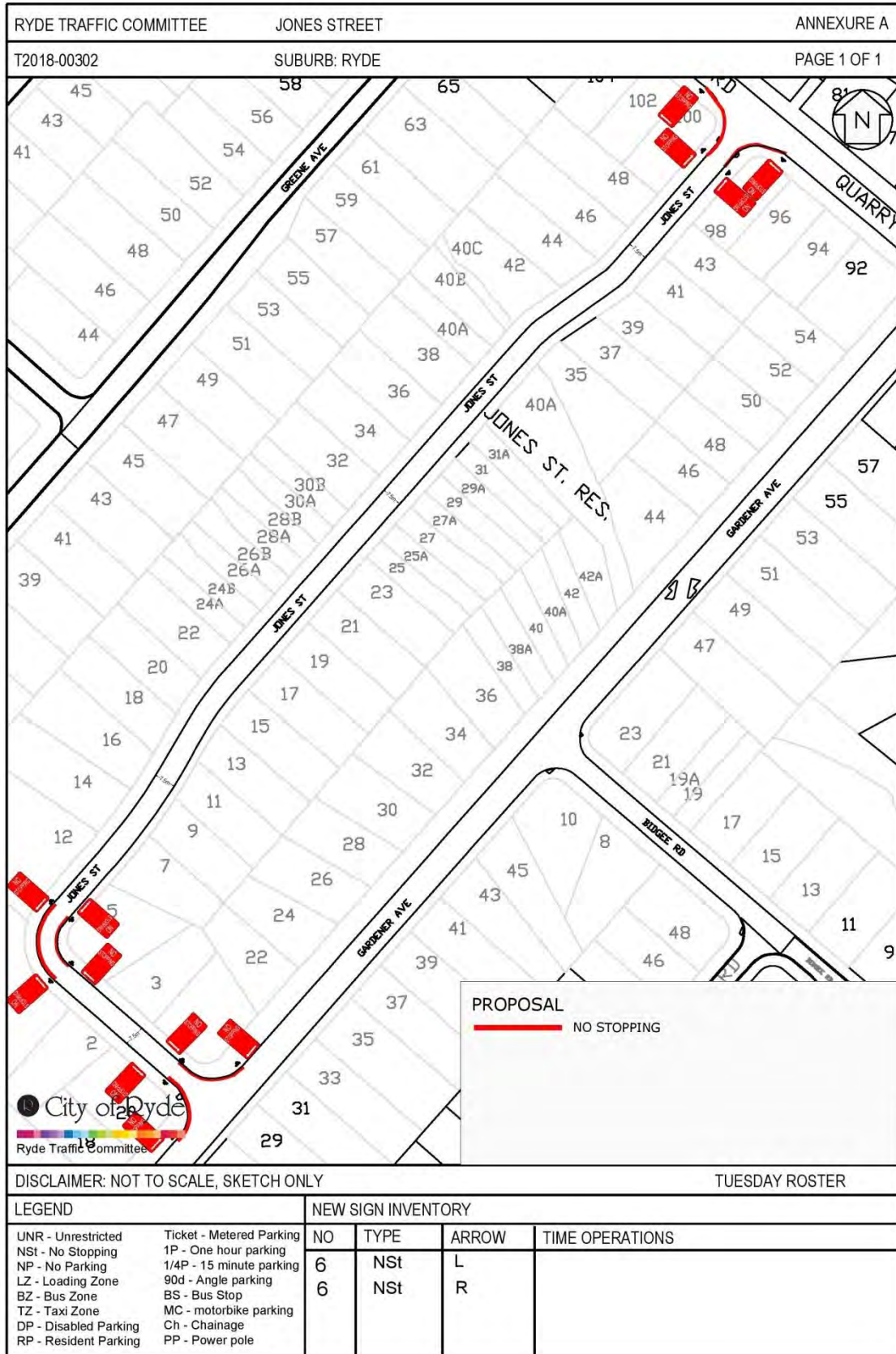
APPROVALS

At its meeting held on 27 March 2018, the Council delegated Authority to Council staff to approve installing 'NO STOPPING' to create two travel lanes at a curve, bend, crest, or intersection. Should the proposed measures be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To install:

1. 'NO STOPPING' on both sides of the bend in Jones Street, Ryde, and
2. 10 metre 'NO STOPPING' zones at the following intersections:
 - Jones Street and Quarry Road, Ryde and
 - Jones Street and Gardener Avenue, Ryde.





ITEM (L)	BARR STREET, NORTH RYDE
SUBJECT:	INTERSECTION CONTROLS AT AVON ROAD
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2041460 & T2018-00167
OFFICER:	M ABDAT

INTRODUCTION

Council has received representation from local residents requesting consideration be given to upgrade the priority control on the Barr Street arms of the intersection with Avon Road from 'GIVE WAY' to 'STOP'. Council has been advised that motorists travelling east on Barr Street are increasingly failing to give way to vehicles on Avon Road, which is the priority road.

CONTEXT

1. The intersection of Barr Street and Avon Road is a four leg intersection.
2. The intersection services local residents, adjacent business premises and through traffic.
3. Both local roads have a speed limit of 50 km/h.
4. Avon Road is the priority road, with 'GIVE WAY' signage on the Barr Street approaches.
5. There is a small local town centre located on the western side of Avon Road immediately north of Barr Street.
6. Angled parking is in operation along the Avon Road shopping strip, thus vehicles generally drive forward in and reverse out.
7. A vehicle on Barr Street may not notice a vehicle reversing from the nearest angled parking space, leading to a potential crash incident at this location.
8. A 'silent cop' is located on south eastern leg of the intersection i.e. Barr Street.

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 69 Giving way at a Give Way sign or give way line at an intersection (except a roundabout).*
- *[NSW] Road Rules 2014 Rule 72 Giving way at an intersection (except a T-intersection or roundabout).*



COMMUNITY ENGAGEMENT

The occupants of four surrounding properties were notified of the proposal, as shown in *Figure L1*. One comment has been received in opposition to the proposed changes. Occupants that do not support the proposed changes have raised the following concerns:

- Install the ‘STOP’ priority control on Avon Road instead of Barr Street or install a roundabout in place thereof.

There is a small local town centre located on the western side of Avon Road immediately north of Barr Street. Angled parking is in operation along the Avon Road shopping strip, thus vehicles generally drive forward in and reverse out. A vehicle on Barr Street may not notice a vehicle reversing from the nearest angled parking space, leading to a potential crash incident at this location. As the turning movement from Barr Street to Avon Road is most prone to an accident due to lower visibility, the safest treatment will be to have the priority at Avon Road.

The installation of a roundabout at this location is not possible due to road reserve constraints and may not meet warrant requirements. As a ‘STOP’ sign is warranted according to Australian Standard AS1742.2, as discussed below under Discussion, Council will not recommend otherwise. Should the traffic demands change, the matter may be reconsidered in the future.



Figure L1 Community engagement distribution

DISCUSSION

‘GIVE WAY’ signs and ‘STOP’ signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals, by allocating priority to traffic on one of the intersecting roads.



In determining whether a 'STOP' or a 'GIVE WAY' sign is warranted, RMS have previously clarified that only on arterial roads will the RMS sight distance profile apply. Hence, in this scenario the sight distance criteria outlined in Australian Standard AS1742.2, as outlined in *Figure L2*, will apply. Sight distances on the south east approach on Barr Street do not meet the required 30 metres, thus a 'STOP' sign is warranted.

In the City of Ryde LGA the Council has been progressively substituting 'silent cops' with rumble bars. The 'silent cop' has become a hazard to motorists and provides minor delineation and guidance for traffic. Hence at the south eastern leg of the intersection the 'silent cop' is being replaced by rumble bars and double barrier lines (BB). Through the rumble bars and double barrier lines, traffic will benefit by increased delineation and guidance manoeuvring through the intersection.

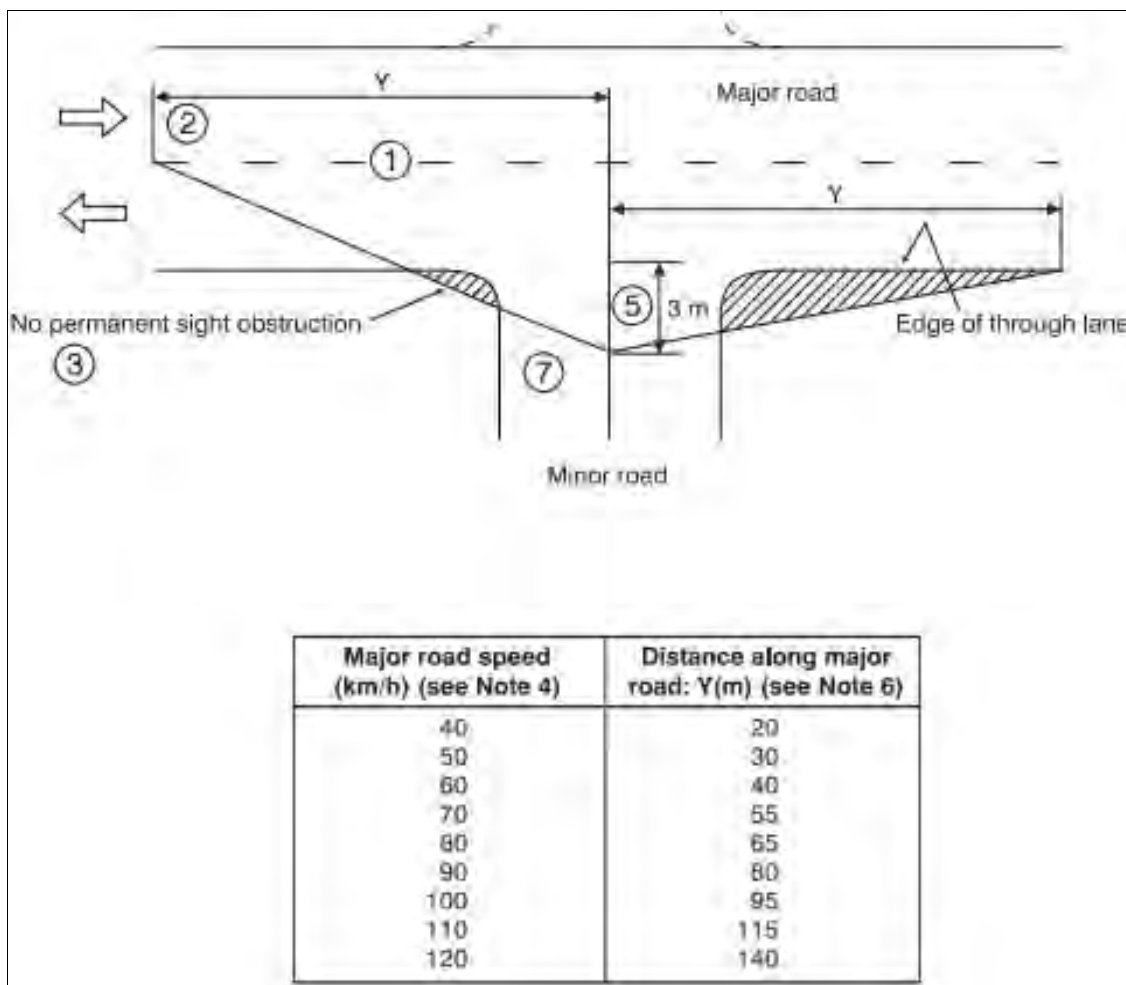


Figure L2 Sight distance criteria outlined in Australian Standard AS1742.2



APPROVALS

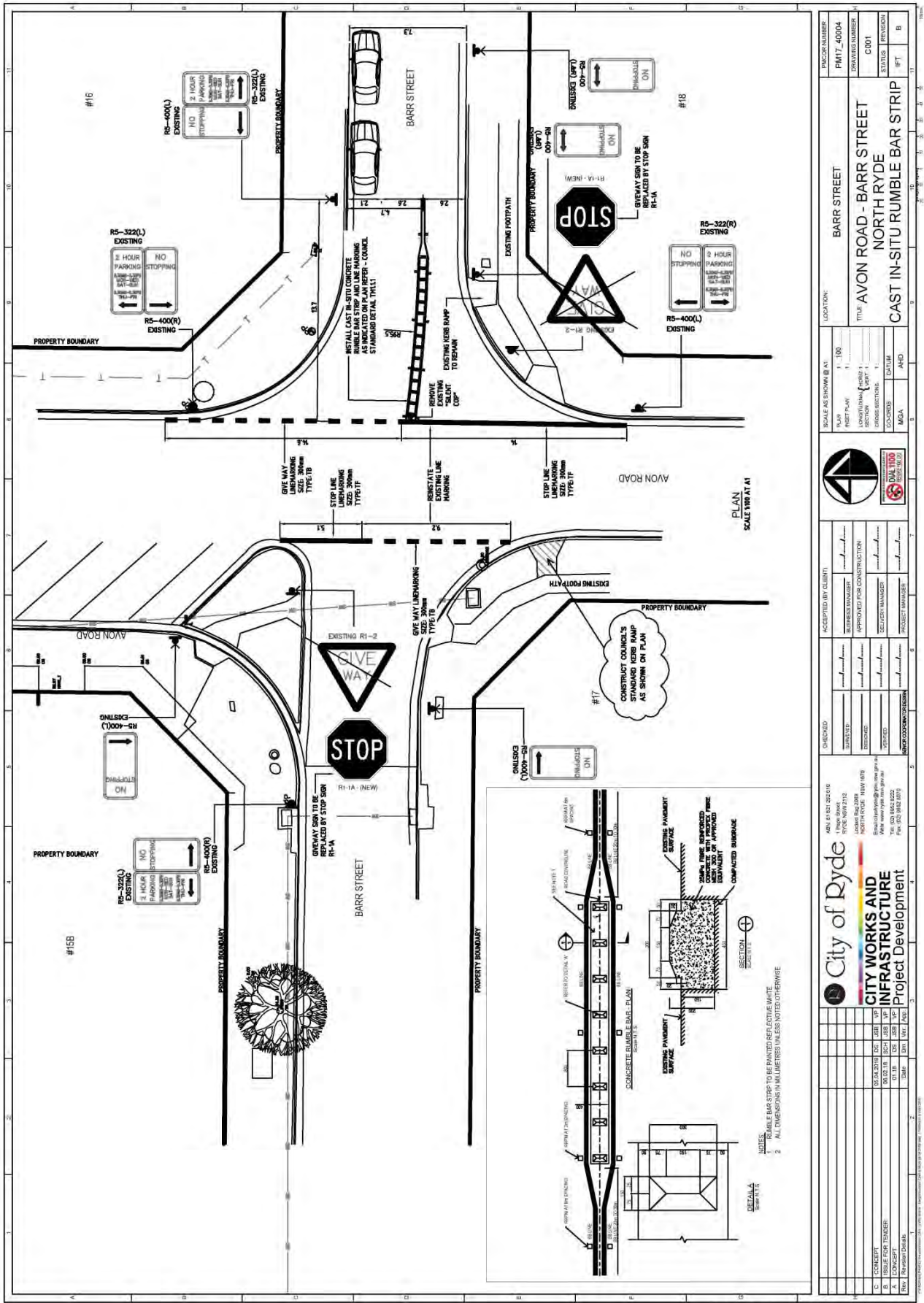
At its meeting held on 27 March 2018, the Council delegated Authority to Council staff to approve installing 'STOP' and 'GIVE WAY' signs at intersections. Council has also previously approved converting 'silent cops' to a rumble bar median. Should the proposed measures be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To convert:

1. The existing 'GIVE WAY' signs and associated linemarking to 'STOP' signs and associated linemarking on Barr Street at Avon Road, North Ryde, and
2. The existing 'silent cop' to a dividing (rumble) strip and dividing (BB) linemarking for 13.7 metres on Barr Street, south east of the intersection with Avon Road, North Ryde.







ITEM (M) **FREDERICK STREET, RYDE**

SUBJECT: **INTERSECTION CONTROLS AT HENRY STREET**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D17/128363 & T2017-01764
OFFICER: M ILYAS

INTRODUCTION

Council has received representation from a resident of Frederick Street requesting consideration be given to installing traffic controls at the intersection of Frederick Street and Henry Street, Ryde, to reinforce the requirement to give way at this T-intersection.

CONTEXT

Frederick Street flares out its intersection with Henry Street, both of which have a posted speed limit of 50 km/h.

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 69 Giving way at a Give Way sign or Give Way line at an intersection (except a roundabout).
- [NSW] *Road Rules 2014* Rule 72 Giving way at an intersection (except a T-intersection or roundabout).
- RMS's *Delegation to Councils - Regulation of Traffic*.
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

Given the low impact of the changes, no consultation has been undertaken. However, 97 occupants of the surrounding properties have been notified of the proposed changes. Council has received a complement from a resident in support of the proposed changes.

DISCUSSION

'GIVE WAY' signs and 'STOP' signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals, by allocating priority to traffic on one of the intersecting roads. Australian Standard *AS1742.2 MUTCD Part 2 Traffic control devices for general use* specify that these signs are used as follows:



- 'GIVE WAY' or 'STOP' signs shall be provided at all intersections with four or more legs.
- 'GIVE WAY' or 'STOP' signs shall be provided at any three way intersection where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example at a Y-junction.
- 'GIVE WAY' or 'STOP' signs should be used for road safety reasons at un-signalised intersections where the continuing road (i.e. bar of the T) is an arterial road or sub-arterial road.
- 'STOP' signs shall be provided instead of 'GIVE WAY' signs on any controlled approach where sight distance is substandard.
- 'STOP' signs shall not be used where intersection sight distance is adequate for 'GIVE WAY' signs.

In all other cases, 'GIVE WAY' signs are not required if the T-intersection rule operates satisfactorily and there is no requirement for 'STOP' signs due to reduced intersection sight distance. In determining whether a 'STOP' sign is required on the minor road, the sight distance, in either direction along the major or uncontrolled road, as shown in *Figure M1*, is less than the distance given for the corresponding major road speed.

All state roads agencies in Australasia have adopted Austroads' *Guide to Traffic Management* series, to provide consistency throughout the region. This agreement means that the Austroads' guides and the Australian Standards, which are referenced in them, are the primary reference material for RMS.

In the case of Frederick Street and Henry Street, both of these streets have an urban speed limit of 50 km/h. Using the Australian Standards sight distance profile for Frederick Street, a 'STOP' sign would not be considered warranted.

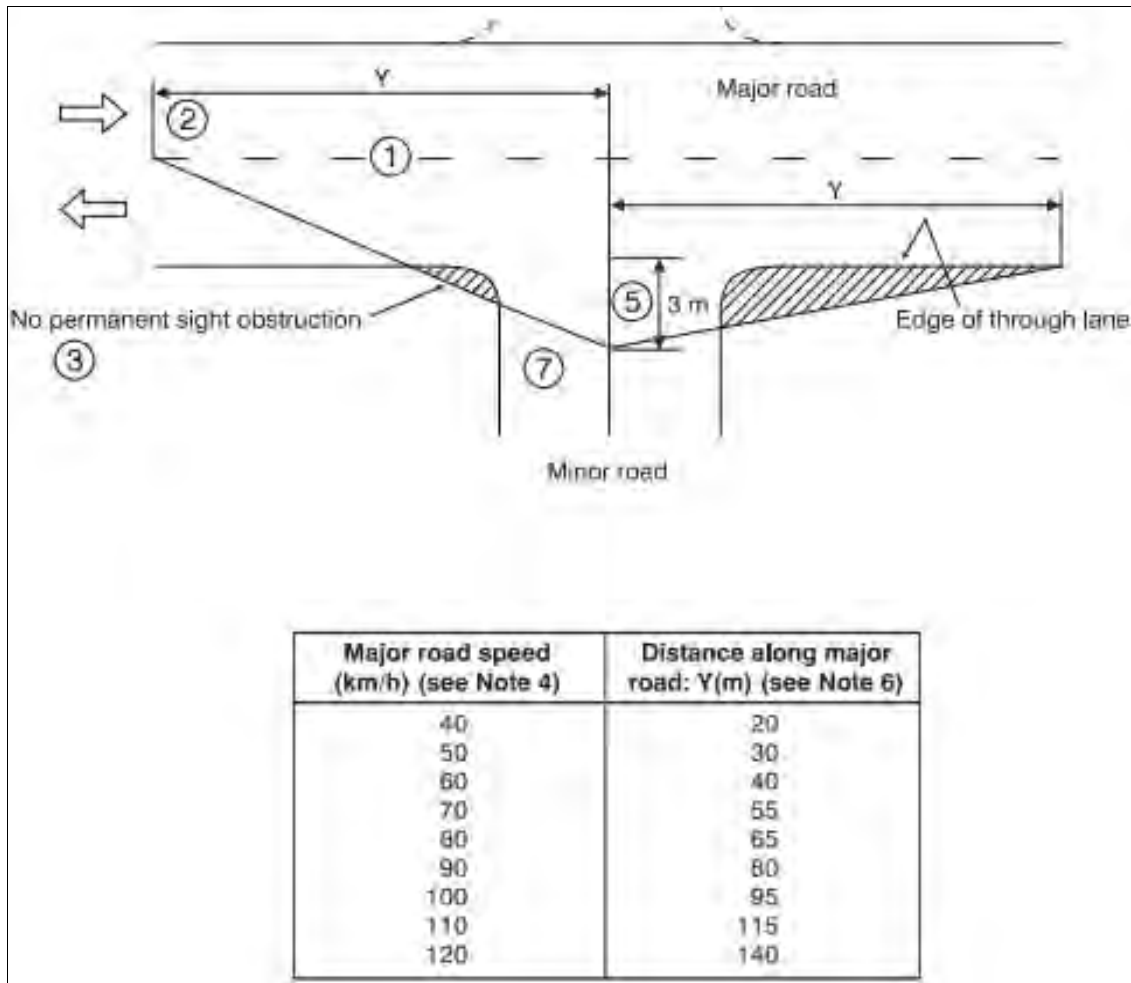


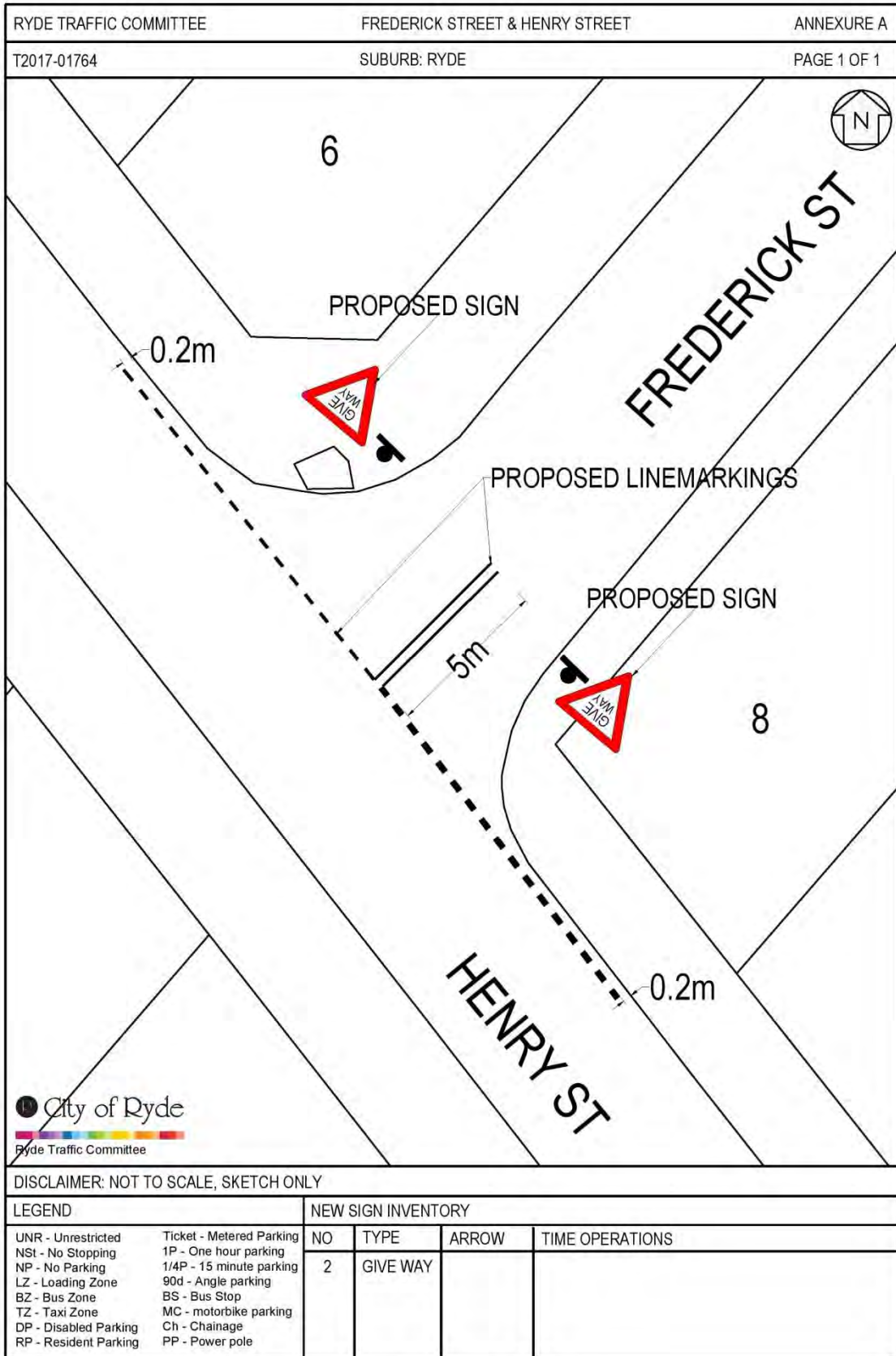
Figure M1 Australian Standard's sight distance profile for 'STOP' signs

APPROVALS

At its meeting held on 27 March 2018, the Council delegated Authority to Council staff to approve installing 'STOP' and 'GIVE WAY' signs at intersections. Should the proposed measures be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To install a 'GIVE WAY' sign and associated linemarking in Frederick Street at the intersection with Henry Street, Ryde.



**ITEM (N) 13-15 JORDAN STREET, GLADESVILLE**

SUBJECT: WASTE VEHICLE ACCESS PLAN
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/23314 & T2018-00310
OFFICER: P BASTAWROUS

INTRODUCTION

Council has received representation from the developers of 13-15 Jordan Street, Gladesville, requesting consideration be given to approve the proposed location of the Waste Servicing Bay, adjacent to the site driveway, on Western Crescent, Gladesville.

BACKGROUND

Condition 66 of the Development Application Conditions of Consent stipulates:

66. Access for Waste Collection Vehicles. *Safe easy access must be provided for waste collection vehicles to service the waste containers. Waste containers shall be presented along Western Crescent for servicing. "No Standing on Garbage Day (Monday, Wednesday & Friday) between 5.00am to 11.00am" signs will be placed on Western Cres to enable the trucks to access the bins for servicing. Details demonstrating how safe access will be achieved must be approved by the City of Ryde Council prior to the issue of any Construction Certificate*

Note: *The applicant is advised that the plan will require approval by the Ryde Traffic Committee which will need to be submitted to Council. Adequate time should be allowed for this process.*

CONTEXT

1. The development proposes the construction of a 7 storey residential flat building comprising of 48 units.
2. 3 x 660L Waste Bins are to be used to service the site on Monday, Wednesday and Friday between 5am to 11am.
3. 17 x 240L recycle bins are to be used to service the site on Tuesdays between 5am to 11am.
4. Due to constraints such as tree root influence, the basement of the site could not be constructed with the required clearance of 4.5 metres.
5. The frontage of the site along Jordan Street is serviced by Buses.



REFERENCES

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

COMMUNITY ENGAGEMENT

Given that the proposed changes do not affect other properties in the area, no consultation has been undertaken.

DISCUSSION

Waste Collection access was deemed the most practicable approach to servicing the site as waste servicing will generally occur outside peak commuter periods.

Swept path analysis was undertaken by the applicant demonstrating buses being able to negotiate the intersection without waste vehicles impeding access to their route.

The only concern envisaged is the access to the driveway may be temporarily blocked for short periods whilst the waste-collection vehicles are servicing the site. This service is anticipated to last 2-3 minutes whilst the waste vehicle lifts the bins and empties them in the overhead or rear loading compactor.

This is deemed to pose minor and acceptable delays on the tenants, again noting that the servicing is likely to occur outside the commuter peak period. This means that there is a small chance that a resident will be exiting/entering the site at the same time as the waste vehicle servicing the site.

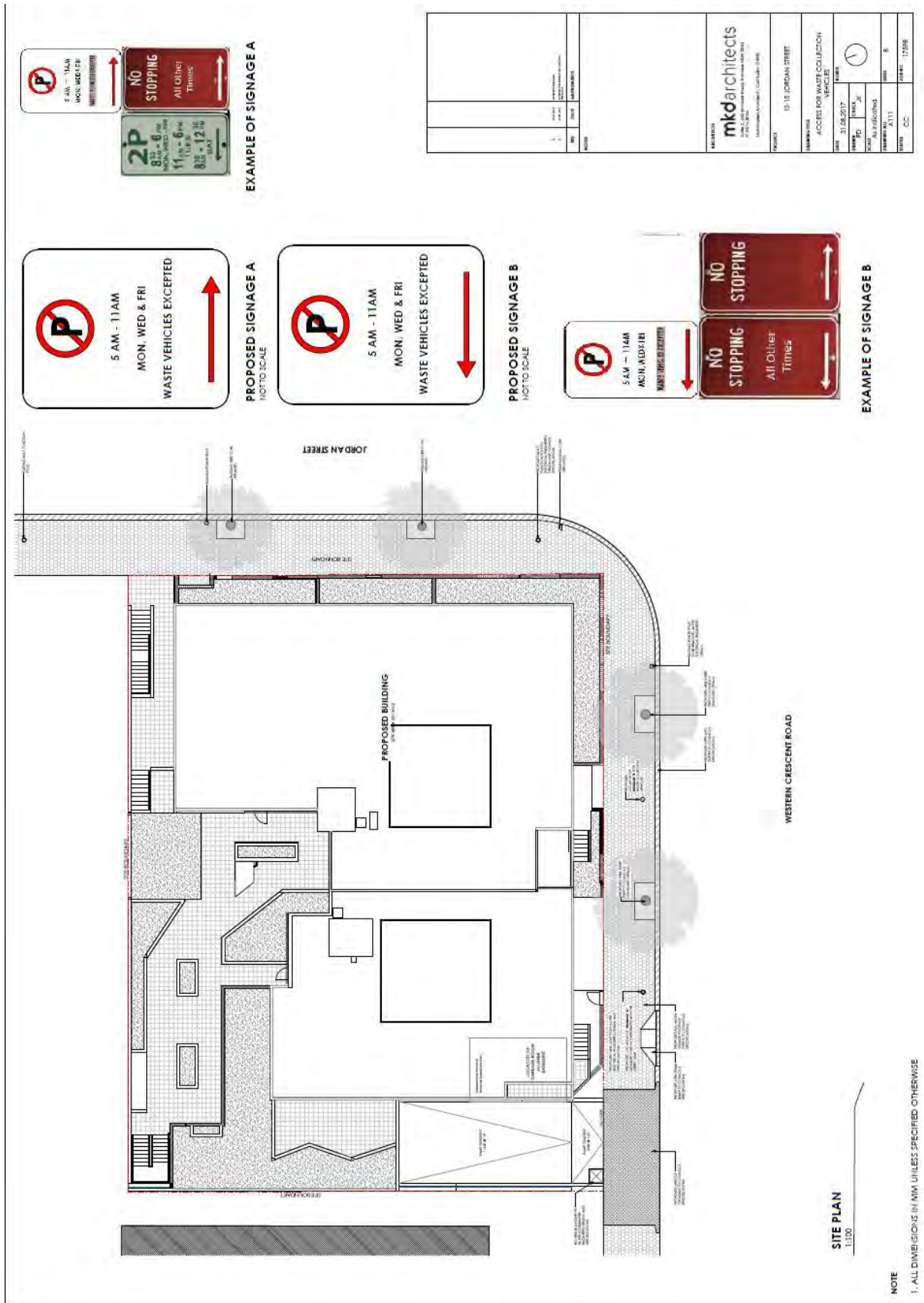
APPROVALS

The condition states that approval of the Ryde Traffic Committee is required. As such this item will not be required to obtain any further approvals beyond this Committee Meeting.

PROPOSAL

To approve the proposed location of the Waste Servicing Bay and associated signage and linemarking plan, as shown in the submitted plan (A111 Issue B) dated 31/08/2017.







ITEM (O) MATTERS APPROVED UNDER DELEGATED AUTHORITY

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2*, below, were approved under Delegated Authority.

Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Intersection of Small Street and Regent Street, Putney	Statutory 10 metres of 'NO STOPPING'	Rule 170 Stopping at or near an intersection	30-04-2018
Intersection of Oxford Street and Percy Street, Gladesville	Statutory 10 metres of 'NO STOPPING'	Rule 170 Stopping at or near an intersection	30-04-2018
Intersection of Gerard Street and Gerard Lane, Gladesville	<ul style="list-style-type: none"> Statutory 10 metres of 'NO STOPPING' on southern side of Gerard Street, west of Gerard Lane Statutory 10 metres of 'NO STOPPING' on the western side of Gerard Lane, south of Gerard Street 	Rule 170 Stopping at or near an intersection	30-04-2018
Intersection of Thompson Street and Short Street, Gladesville	Statutory 10 metres of 'NO STOPPING'	Rule 170 Stopping at or near an intersection	30-04-2018
Intersection of Thompson Street and Swan Street, Gladesville	Statutory 10 metres of 'NO STOPPING'	Rule 170 Stopping at or near an intersection	30-04-2018
Intersection of Badajoz Road and Bygrave Street, North Ryde	<ul style="list-style-type: none"> 13 metres of 'NO STOPPING' on the eastern side of Badajoz Road, south of Bygrave Street 10 metres of 'NO STOPPING' on eastern side of Badajoz Road, north of Bygrave Street. Statutory 10 metres of 'NO STOPPING' on the northern and southern sides of Bygrave Street. 	Rule 170 Stopping at or near an intersection	30-04-2018



Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date
Belmore Street, Ryde	Install a 29 metre 'BUS ZONE' on the northern side of Belmore Street, outside, 33-35 Belmore Street Ryde.	Residents will be notified prior to installation	

