



**ITEM (A): ROSS SMITH AVENUE, MEADOWBANK**

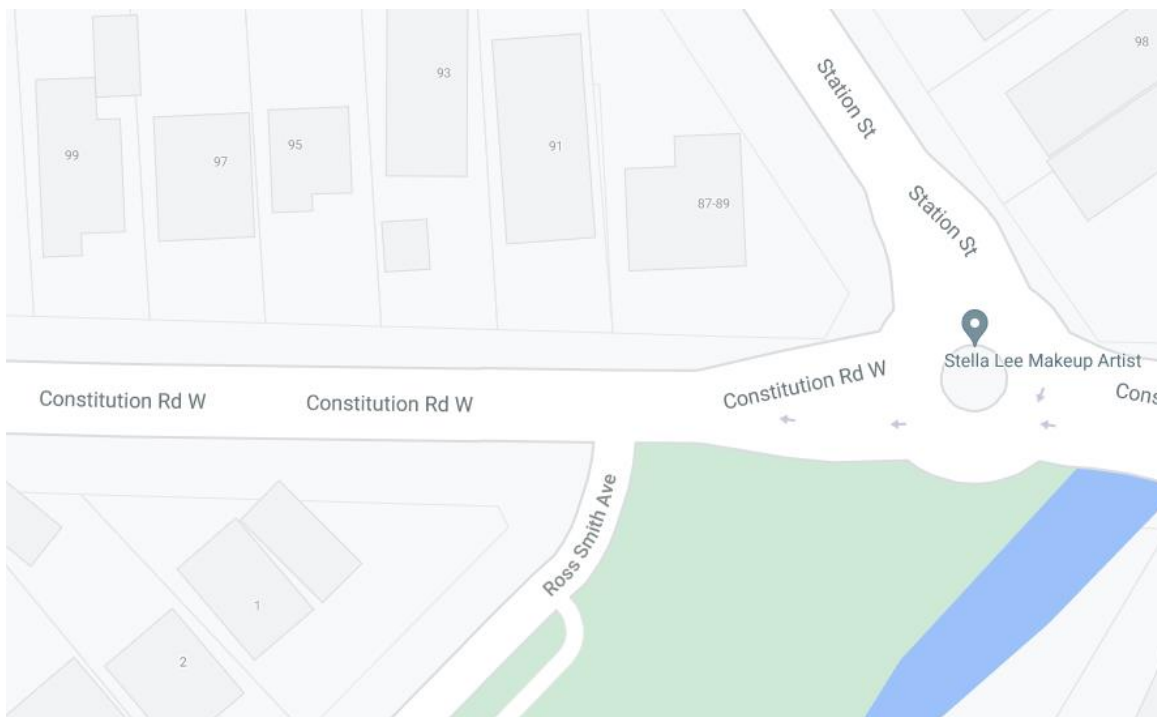
**SUBJECT: STOP CONTROL**

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

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

**PROPOSAL**

Council is proposing to install a ‘STOP’ control in Ross Smith Avenue at its intersection with Constitution Road West, Meadowbank.



**Figure 1: Location Plan**

**DISCUSSION**

Council has received a request from a resident to investigate the provision of STOP control at the unsigned intersection of Ross Smith Avenue and Constitution Road West to improve pedestrian and vehicle safety.

Under AS1742.2 - Manual of Uniform Traffic Control Devices, a ‘STOP’ control at any intersection is warranted where sight distance falls below 30m (for a road with 50km/h speed) on the major road observed from 3m back on the minor road.



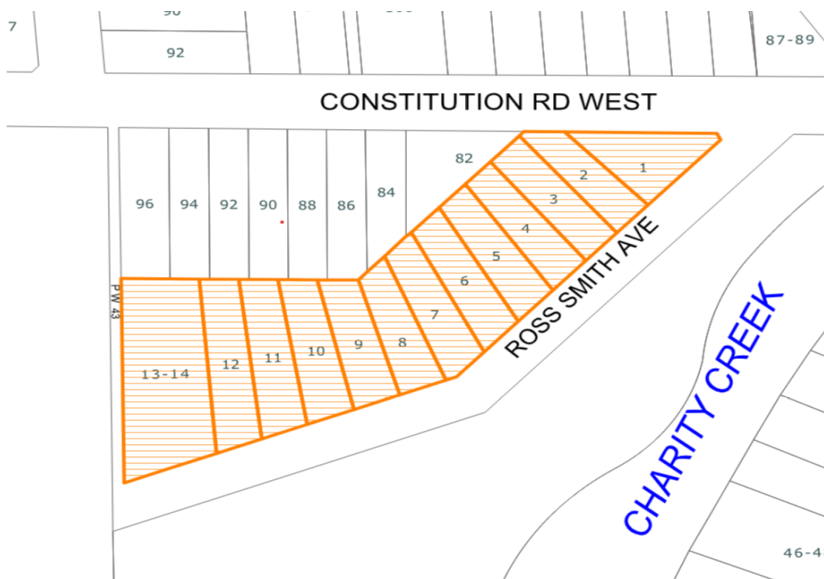
A site investigation was undertaken to assess the sight distance of vehicles entering from Ross Smith Avenue onto Constitution Road West. This investigation indicated that the sight distance for vehicles turning right onto Constitution Road West is below 30m and thus meets the warrant for a ‘STOP’ control at the intersection.

A crash analysis for the period 2015 to Sept 2020 indicates that only 1 crash has occurred on Constitution Road West approximately 20m east of Ross Smith Avenue. This was a loss of control type crash resulting in 1 injury in January 2020.

The proposed STOP signage and associated line marking will formalise the intersection and raise motorist’s awareness that additional care and attention should be taken when exiting from Ross Smith Avenue onto Constitution Road West. It should be noted that the proposed change in priority at the intersection will not have any impact on parking arrangements within Ross Smith Avenue.

**CONSULTATION**

All residents of Ross Smith Avenue were consulted about the proposed change in priority at the intersection of Ross Smith Avenue and Constitution Road West. No adverse responses were received from residents.

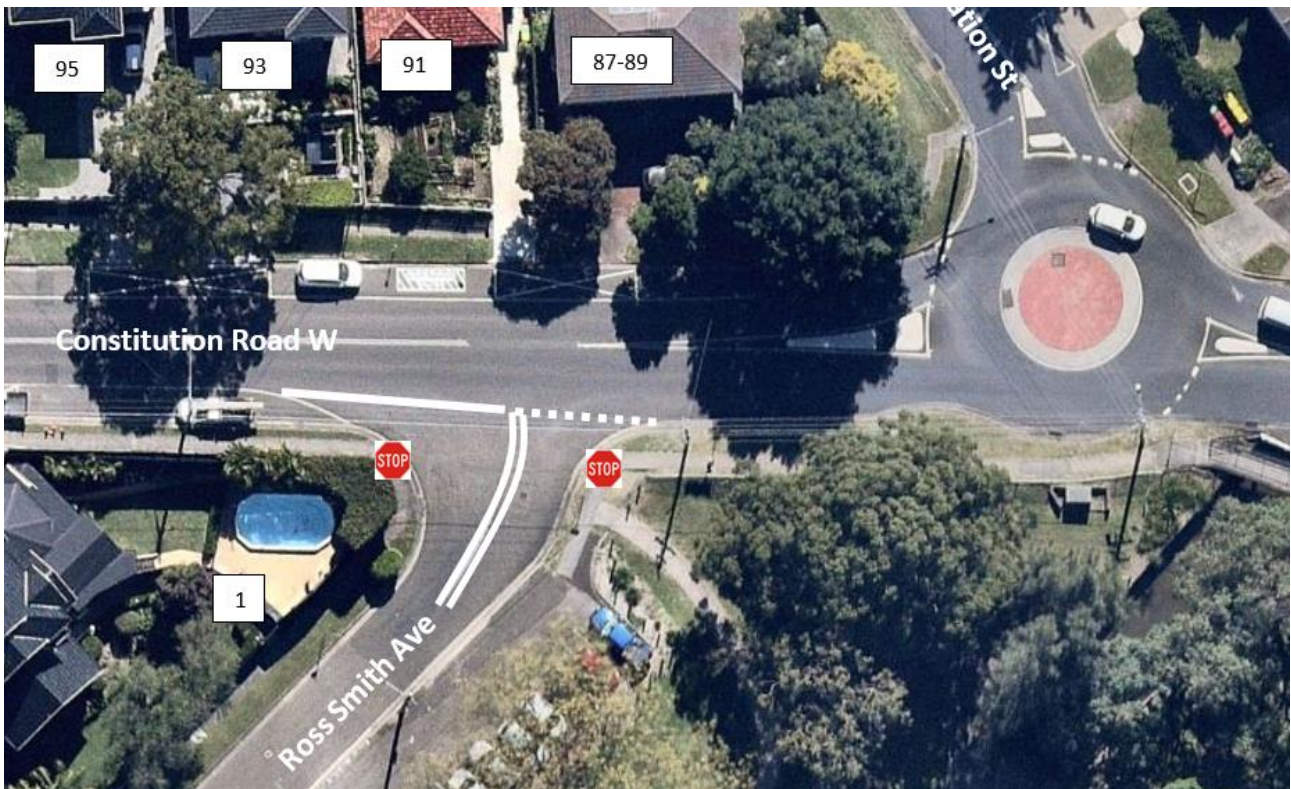


**Figure 2: Distribution Map:**

**RECOMMENDATION:**

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

- a) STOP signage and associated line marking be installed on Ross Smith Avenue at its intersection with Constitution Road West, Meadowbank.



**Figure 3: Proposed STOP control on Ross Smith Avenue**



**ITEM (B): WEST PARADE, WEST RYDE**

**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: RYDE

WARD: CENTRAL

ROAD CLASS: NON-CLASSIFIED

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

### **PROPOSAL**

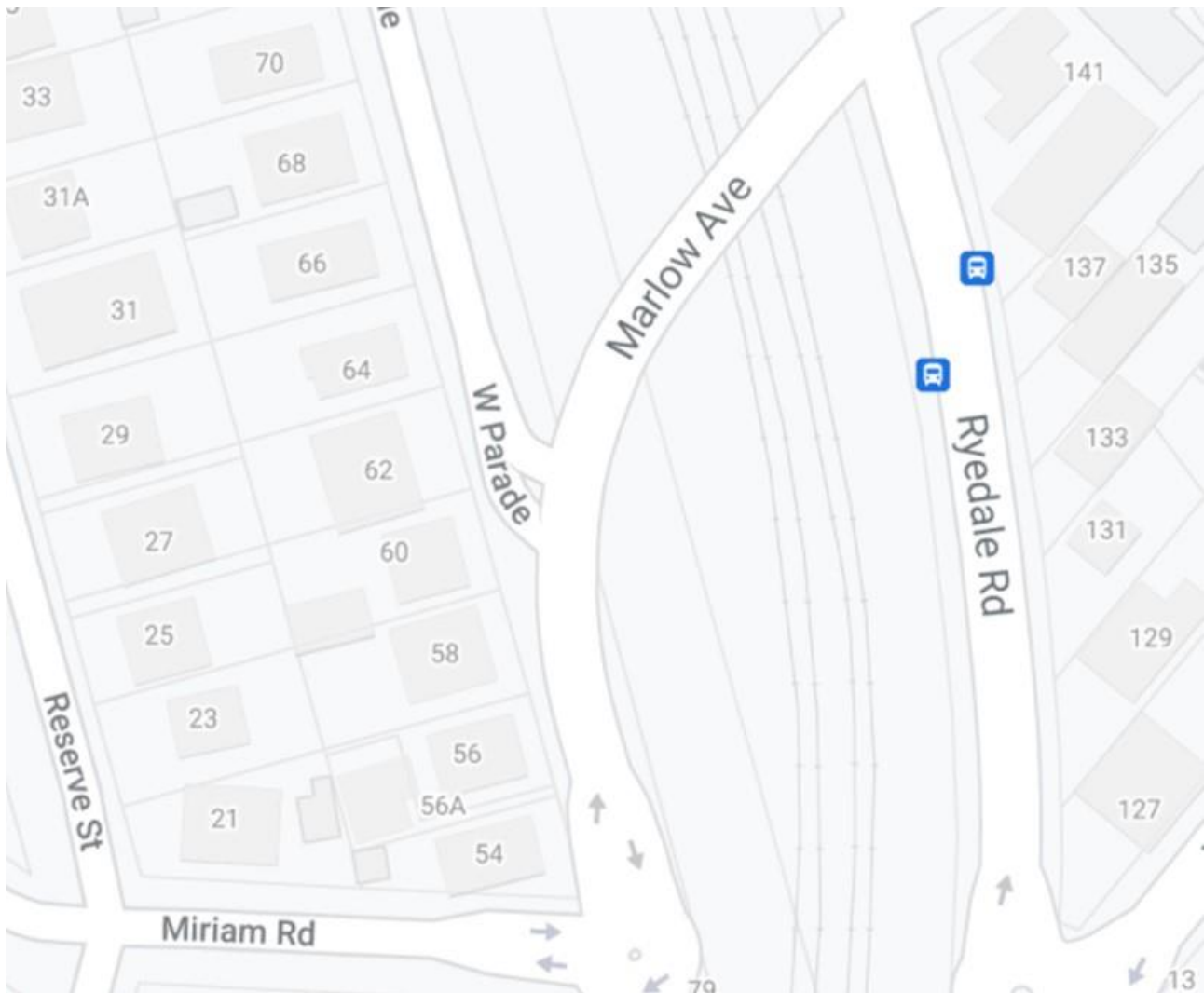
Council is proposing to install No Stopping signage on both sides of West Parade along the property frontages of 60 to 64 West Parade near its intersection with Marlow Avenue, West Ryde to reinforce the NSW Road Rule that prohibits parking within 3m of double barrier lines.

### **DISCUSSION**

Council has received a request from a resident to investigate the provision of additional No Stopping signage on West Parade near its intersection with Marlow Avenue to raise motorist's awareness to the 3m rule to double barrier lines.

In response to this request, a site investigation was undertaken to assess the extent of illegal parking along West Parade. Currently double barrier lines and a median island have been installed on West Parade along the property frontages of 60 to 64 West Parade.

The carriageway at the property frontage of 64 West Parade is approximately 7m wide and the median island at the property frontages of 60 to 62 West Parade restricts the carriageway width to approximately 3m. Vehicles parked along this section of West Parade adjacent to the double barrier lines do so in contravention of the NSW Road Rule 208



**Figure 1: Location Plan**

**CONSULTATION**

All directly affected residents were advised that Council intends to install additional No Stopping signage to reinforce the existing NSW Road Rule associated with the 3m rule.

No comments were received from any of the affected residents regarding this matter.

**RECOMMENDATION**

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

- a) No Stopping signage be installed on both sides of West Parade along the property frontages of Nos 60 to 64 where it intersects with Marlow Avenue, West Ryde.



Figure 2: Proposed Restrictions:



**ITEM (C): MEADOWBANK STATION, MEADOWBANK**

**SUBJECT: PROPOSED MOTORBIKES ONLY ZONE**

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

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

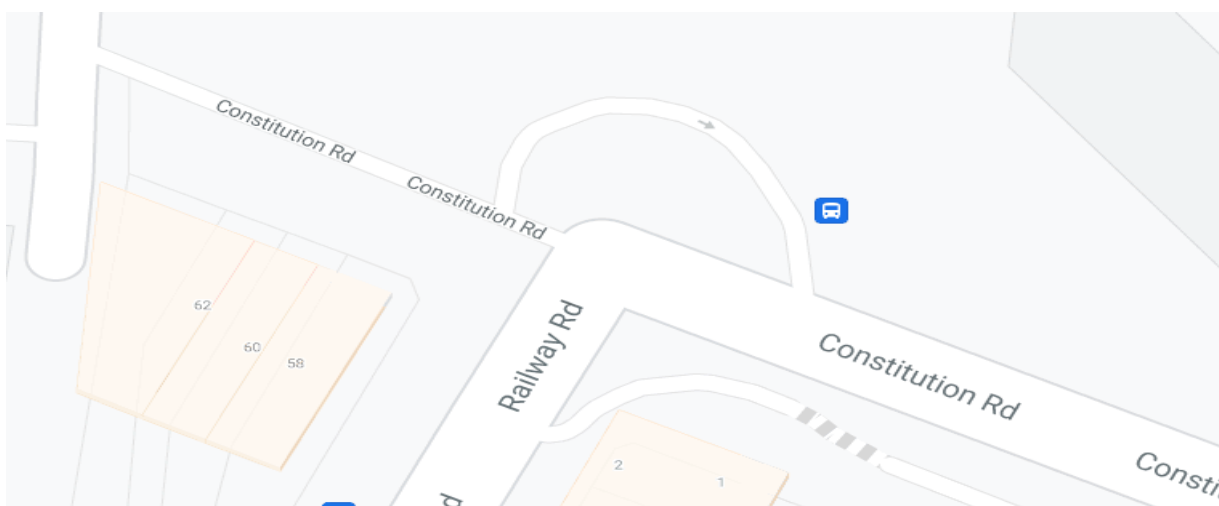
**PROPOSAL**

Council has received representation from a local resident requesting consideration be given to providing ‘Motorbikes Only’ parking in the vicinity of the Meadowbank Station, Meadowbank.

**DISCUSSION**

In response to this request, a site investigation was undertaken to find a suitable location in the car park adjacent to the Meadowbank Station off Constitution Road.

Currently, there are no ‘Motorbikes Only’ parking spaces available in the existing car park or anywhere in close proximity to the Meadowbank Station. There is a sufficiently wide area available for the installation of two ‘Motorbikes Only’ parking spaces on the northern side of the car park between the existing car parking spaces and the property boundary of the Meadowbank Education and Employment Precinct.



**Figure 1: Site Location**



**Figure 2: Location map of Proposed Motorbikes Only Zone**

To fulfill the motorbikes parking needs around the Meadowbank Station, Council is proposing to install two (2) 'Motorbikes Only' parking spaces in the commuter car park associated with the Meadowbank Station, Meadowbank.

**CONSULTATION**

The following properties were advised of Council's intentions, with no adverse comments received.





**Figure 3: Distribution Map**

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) Two 'Motorbikes Only' parking spaces be installed on the northern end of the Meadowbank Station commuter car park adjacent to the property boundary of the Meadowbank Education and Employment Precinct.



**Figure 5: Proposed Motorbikes Only Zone**



**ITEM (D):** WICKS ROAD, MACQUARIE PARK  
**SUBJECT:** EXTENSION OF EXISTING RAISED MEDIAN WITHIN WICKS ROAD (NORTH OF EPPING ROAD)

**ELECTORATE:** RYDE  
**WARD:** EAST  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** LDA2020/301

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



*Figure 1: Location Plan*

## INTRODUCTION

Development Consent is currently being sought from Council for a change of use of an existing warehouse and distribution centre within land located at 109 Wicks Road,



Macquarie Park into a vehicle servicing facility with ancillary offices. The subject development proposes the following:

- 20 work bays for vehicle servicing up to 40 vehicles per day, with vehicle services by booking only;
- Warehouse and storage area providing a total GFA of 504m<sup>2</sup>;
- Offices providing a total GFA of 336m<sup>2</sup>; and
- An at-grade and basement level car park containing 135 off-street car parking spaces

Vehicular access to the above development is proposed via the existing combined ingress/egress driveway connecting with Wicks Road at the north-western corner of the site, approximately 70m to the north of Epping Road.

The operating hours of the vehicle servicing facility is proposed as follows:

- 6:30am – 6:00pm Monday to Friday and 7:00am – 6:00pm Saturday

A maximum staff employment of 23 employees will be on site at any one-time during business operational periods.

### **PROPOSED TRAFFIC MANAGEMENT MEASURE WITHIN WICKS ROAD**

The traffic study prepared by an external traffic consultant (McLaren Traffic Engineering) on behalf of the applicant (Alto Group) in support of this development proposal, has identified that there is currently significant congestion (queuing) within the southbound Wicks Road carriageway on approach to Epping Road during weekday peak periods. This existing queuing within Wicks Road, which has been assessed to be approximately 140m in length, extends well past the site access driveway.

The applicant's traffic consultant has indicated that the proposed development is projected to generate 61 AM and 47 PM peak hour vehicle movements to and from the site based on the proposed future site operations. This additional traffic will exacerbate the existing congestion issues within Wicks Road adjacent to the site during peak periods.

In order to minimise conflict/interactions with the current congestion within Wicks Road during peak periods, vehicle movements at the access driveway are to be restricted to left in/left out. This is to be achieved through extending the existing raised central median within Wicks Road past the access driveway servicing the development site.

### **DISCUSSION**

The existing median within Wicks Road is proposed to be extended by a length of approximately 25m. It is proposed to provide the same width (650mm) as the currently built median, which is compliant with dimensions specified within Transport for NSW's



(TfNSW) Technical Drawings (Reference: R0300-01). Please see concept drawing (Drawing No. 2020/898-01B, dated 4/6/2021) provided at the end of this report prepared by McLaren Traffic Engineering for more details.

The proposed median extension will not change the existing carriageway widths of Wicks Road, nor will it involve any changes to the existing signal operations at the intersection of Epping Road and Wicks Road. Further, recent observations have confirmed that there are no existing driveways servicing adjacent properties that would be affected by the proposed median extension.

As the proposed median extension is intended to assist with mitigating traffic impacts generated by the proposed development, it is to be installed by the applicant at no cost to Council as part of the approval of the development.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The existing raised median within Wicks Road (north of Epping Road) be extended by approximately 25m northerly across the driveway of 109 Wicks Road to create a left in/out arrangement in accordance with attached drawing No. 2020/898-01B (Dated 4/6/2021).
- b) The extended median is to be constructed to Council and TfNSW specifications and installed by the applicant at no cost to Council.





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**ITEM (E):** ROAD SAFETY UPDATE  
**SUBJECT:** ROAD SAFETY PROGRAMS  
**ELECTORATE:** RYDE / LANE COVE  
**WARD:** ALL

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

## **TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS**

### **Local Government Road Safety Program (LGRSP)**

Currently completing evaluation reports for 2020-2021 Programs. All invoices have been forwarded to TfNSW for final payments.

## **COUNCIL FUNDED PROGRAMS**

### **Meadowbank Education Precinct – Travel Planning**

Consultants have been engaged to begin work on active travel planning with Meadowbank Public School ahead of the move to the Meadowbank Education Precinct. They will be working with the school community to identify walking and cycling routes, options for establishing walking buses and other transport modes and engaging with school community to impress on them the expected issues for those intending to drop-off and pick-up by car at the new site and the need to consider alternate travel modes.

### **Speed Program**

Council is purchasing another six fixed speed check signs which will be installed in the following locations by the end of June 2021:

- Cox's Road, North Ryde
- Twin Road, North Ryde
- Morrison Road, Ryde
- Badajoz Road, North Ryde
- Parkes Street, Ryde
- Bridge Road North Ryde

The signs are installed in local streets that have been identified as having speeding issues and flash SLOW DOWN messages when vehicles are detected travelling above the speed limit. There are currently six fixed signs installed throughout the Ryde LGA and four mobile speed check trailers that are installed for short periods in response to resident concerns.



## **Road Safety Calendar**

Planning has begun for the 2022 Road Safety Calendar, a collaboration between City of Ryde, Hornsby, Lane Cove, Ku-ring-gai, North Sydney, Willoughby and Northern Beaches Councils. The 2022 calendar will promote safe behaviours in various road user settings using illustrations by a local artist. This is in line with the aim of promoting positive messages to road users, reinforcing courtesy and responsibility and using humour to engage the community.

The Road Safety Calendar project collaboration began in 2009 targeting seniors and has evolved in response to feedback to now target families and a younger demographic.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted



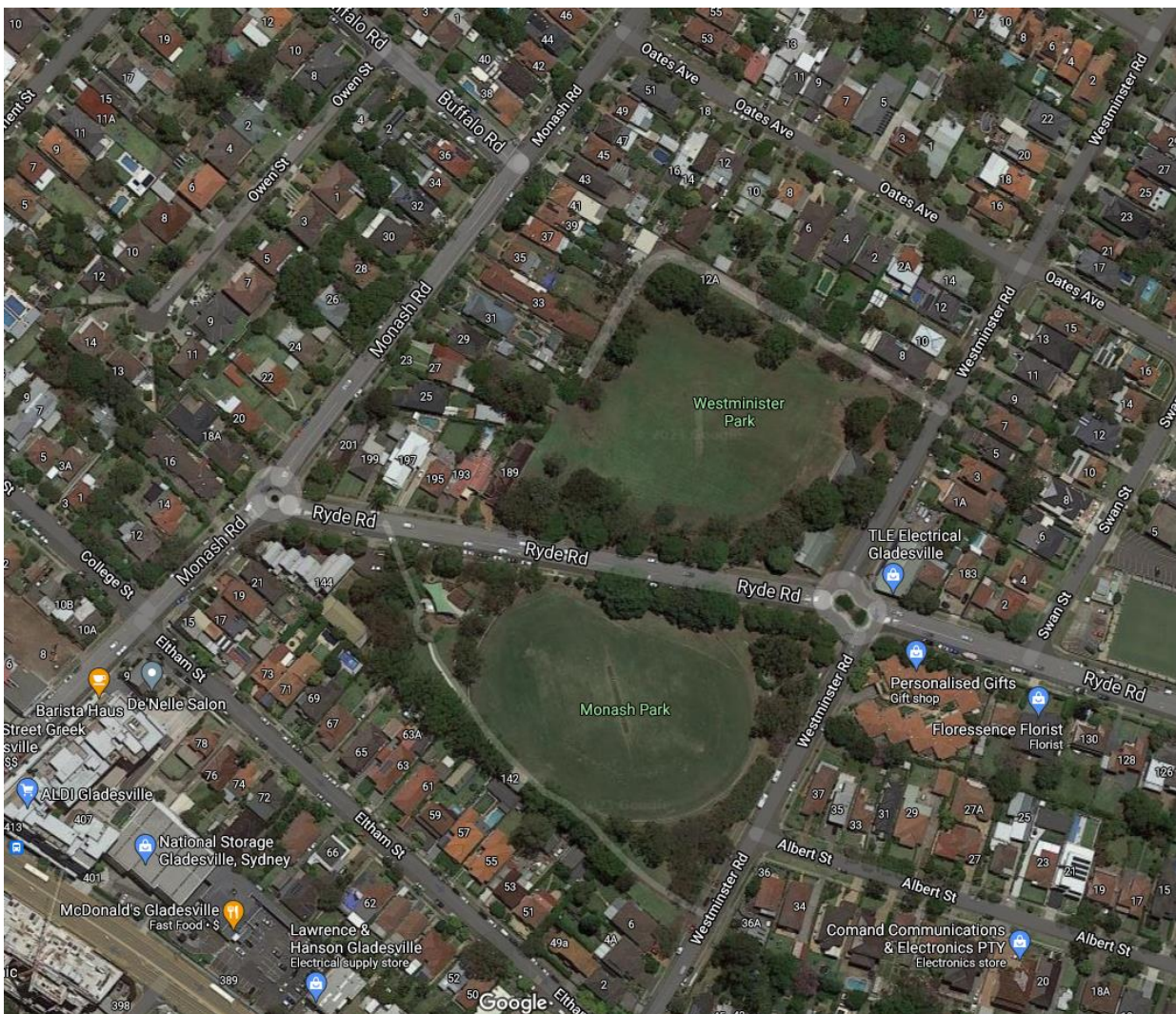
**ITEM (F) WESTMINSTER PARK**

**SUBJECT: PEDSTRIAN CROSSING**  
**ELECTORATE: LANE COVE**  
**WARD: EAST**  
**ROAD CLASS: NON-CLASSIFIED**

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

**BACKGROUND**

Westminster Park is located on the corner of Ryde Road and Westminster Road in Gladesville directly opposite Monash Park.



**Figure 1: Locality Map – Westminister Park**



Within Westminster Park there is a sportsground, some passive parkland elements and community facilities. It is well utilised by the community predominately for sporting use, but also includes recreation and passive uses. The parkland is a former quarry site and includes a variety of existing established vegetation.

In February 2020, Council adopted the final master plan report for Westminster Park. The purpose of this Masterplan is to provide Council with a framework for how the park will be maintained and upgraded in the short to medium term. The aim of this Masterplan is to provide a strategic plan that takes into consideration the current and future needs of the community and user groups, while ensuring a sustainable and efficient use and ecological outcomes.

Stage 1 of community consultation for this masterplan was completed between 12 June and 17 July 2019. Information obtained from the first stage of consultation provided community feedback on Westminster Park, its sports field surface, the former scout hall site and was used to inform the draft Masterplan prepared for Stage 2 community consultation.

Stage 2 community consultation was completed between 23 October and 17 November 2019, during which the draft Masterplan was presented to the community for their feedback. Council has given the feedback received during the Stage 2 community consultation careful consideration. This information has been used to inform the strategic planning for this project and the final Masterplan contained within the report and presented to Council for adoption.

## **DISCUSSION**

The master plan identified three existing pedestrian refuge locations to be potentially upgraded as zebra crossings to improve pedestrian safety and access to the park. Refer to Figure 2.

A preliminary assessment concluded that two pedestrian refuges near the asymmetrical roundabout at Westminster Road and Ryde Road are not suitable locations for a crossing due to high traffic volumes and poor sight distances at the intersection.

The existing pedestrian refuge on Ryde Road between Monash Road and Westminster Road provides a good pedestrian link between the two parks. Both parks are popular sports fields for schools, used for soccer in the winter and cricket in the summer. There are many occasions when both parks are used at the same time and children are crossing Ryde Road to access the other park. With good sight distances in both direction (approx. 110m) and high usage by children, it is considered that the existing pedestrian refuge should be upgraded to a zebra crossing pending funding allocation. Conversion of the existing pedestrian refuge to a zebra crossing will necessitate detailed design and a lighting evaluation to be undertaken.

It should be noted that no on-street parking spaces would be compromised by the proposed conversion of the existing pedestrian refuge to a zebra crossing as the statutory No Stopping restrictions are already in place.



Figure 2: Westminster Park Master plan

**RECOMMENDATION**

The Ryde Traffic Committee recommends that

- a) The existing pedestrian refuge on Ryde Road be upgraded to a zebra crossing be approved in principle, subject to detailed design and a lighting assessment being undertaken.
- b) Funding be allocated for the above work to be undertaken.

**ITEM (G): CUTLER PARADE, NORTH RYDE**  
**SUBJECT: PARKING RESRICTIONS**

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

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

**PROPOSAL**

Council is proposing to install an 11m section of 'No Parking – Wedding and Funeral Vehicles Excepted' adjacent to North Ryde Community Church on Cutler Parade, North Ryde.



**Figure 1: Location Plan**



## **DISCUSSION**

Council has been contacted by North Ryde Community Church with a request to improve the access arrangements, particularly for those patrons with limited mobility. The Church initially requested that additional dedicated disabled parking be provided in proximity to its premises.

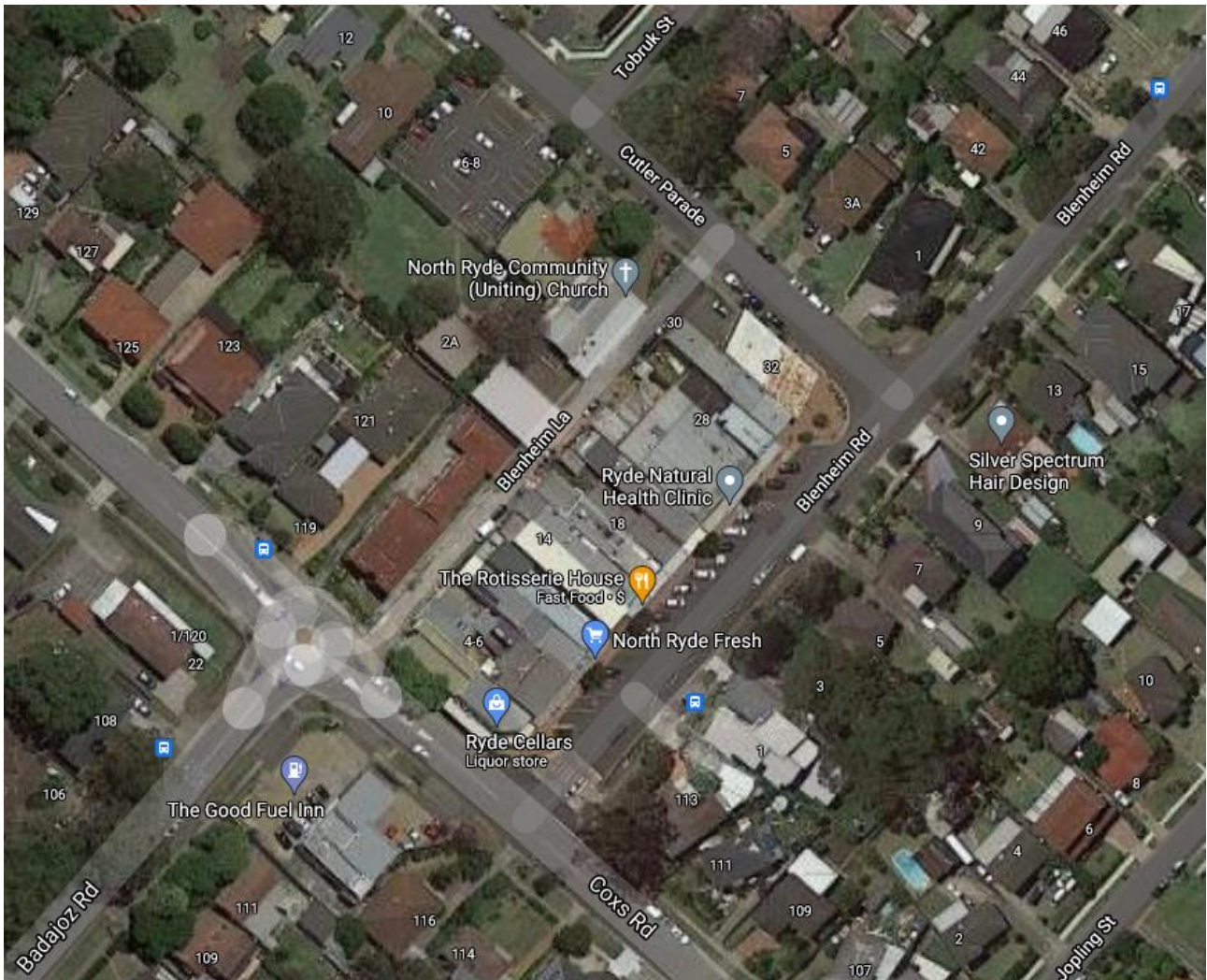
The Church has been advised that vehicles displaying a valid mobility parking permit are able to park for an unlimited time period in the adjoining Cutler Parade carpark and in the time restricted area on Cutler Parade.

There are 4 dedicated disabled parking spaces in proximity to the Church, 2 in the Cutler Parade carpark and two on Blenheim Street.

The provision of an additional disabled parking space in this instance will not address the primary issue, which is the capacity for patrons to be dropped off directly at the Church driveway. It is considered that the installation of a No Parking zone on Cutler Parade immediately west of the access laneway serving the Blenheim Road shops will provide a safe location for disabled parishioners to be dropped off and collected from the Church.

## **CONSULTATION**

North Ryde Community Church have endorsed the proposal for the installation of a 'No Parking – Wedding and Funeral Vehicles Excepted' zone adjacent to its premises on Cutler Parade.



**Figure 2: Location Plan**

**RECOMMENDATION:**

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

- a) That an 11m area of ‘No Parking – Wedding and Funeral Vehicles Excepted’ be installed on the southern side of Cutler Parade between the driveway access to North Ryde Community Church and the rear access to the Blenheim Road Shops.



**ITEM (H):** PITTWATER ROAD, NORTH RYDE  
**SUBJECT:** PEDESTRIAN REFUGE

**ELECTORATE:** LANE COVE  
**WARD:** EAST  
**ROAD CLASS:** REGIONAL

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

**PROPOSAL**

Council is proposing to include a pedestrian refuge on Pittwater Road in a future works program and is seeking in principle approval for a new pedestrian refuge to align with the entrance of North Ryde Oval.



**Figure 1: Location Plan**

**DISCUSSION:**

As part of a review of the existing road network it has been determined that it would be beneficial to provide an east-west pedestrian link to facilitate access to North Ryde Oval from the new shared user path on the eastern side of Pittwater Road.

The intention of this link is to connect to the existing access at North Ryde Oval and provide a safe and level crossing point across Pittwater Road.

The nearest pedestrian facility south (100m) of this location is a splitter island at the roundabout controlled intersection of Magdala Road and Pittwater Road. Whilst this island does provide some amenity it is insufficient to accommodate a cyclist, pram or wheelchair.

North (101m) of the proposed site, Pittwater Road becomes a divided carriageway with a median in the vicinity of Cressy Road. Due to the crossfall of the road, it is not practical to provide a gap this median as it will have a negative impact on the road level and would provide an uneven surface for pedestrians.

As the nominated location is equidistant between the two nearest alternatives and provides a link to an existing recreational facility it is considered that this is the optimal location for the installation of a pedestrian facility. It is intended to construct the refuge with a gap of 3.6m to accommodate a marked foot crossing should the device be upgraded at a future date.

An initial assessment indicates that the proposed location has the optimum sight distance on both approaches to allow for the safe operation of a pedestrian refuge. Appropriate lighting will be considered as part of any installation.

Pedestrian refuges are considered to have a secondary traffic calming function, and this device may result in a lowering of spot speeds on Pittwater Road.

Any design in the area will need to consider the existing driveway locations and be designed to accommodate turn movements from residential properties.

Some on-street parking adjacent to the oval will be removed as a result of the proposal. There would be no impact to parking on the eastern (residential) side of the street, as No Stopping restrictions are already in force along this side of the road.

**CONSULTATION**

The proposed pedestrian refuge would not directly impact any residential on-street parking. Should funding be obtained for the above facility to proceed, all directly impacted residents would be consulted as part of the project.





*Figure 2: Street View of Proposed Location:*

**RECOMMENDATION:**

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

- a) That a pedestrian refuge on Pittwater Road in the vicinity of No.307 Pittwater Road be approved in principle and included in a future capital works program, subject to detailed design, lighting assessment and consultation with directly affected residents being undertaken.



**ITEM (I): WATERLOO ROAD, MACQUARIE PARK**  
**SUBJECT: PARKING RESTRICTIONS AND ONE-WAY SYSTEM**

ELECTORATE: RYDE  
 WARD: EAST  
 ROAD CLASS: LOCAL

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

**PROPOSAL**

Council is proposing to install C3 - Yellow No Stopping line to prevent parking on the inside of the loop in the bus layover/storage area on Waterloo Road, Macquarie Park. The proposal will also signpost and delineate the westbound one-way nature of the roadway.



**Figure 1: Signage/Linemarking Plan**

**DISCUSSION**

This matter is under consideration due to a parking infringement issued by Council which has identified a discrepancy on the existing road network. Whilst this area was intended to serve as a one-way westbound system it is not currently defined as such by either signage or linemarking. The current legal status of this road is a two-way system.



As creating a one-way system is a permanent change to the road network, it requires that a Traffic Management Plan (PLAN) be approved by Transport for NSW (TfNSW). A TMP has been submitted to TfNSW for its approval.

This section of Waterloo Road serves primarily as a bus layover and storage area for State Transit Authority services operating in Macquarie Park. It is also the only access for the Nought to Five childcare centre.

The loop road is formed as a 5.5m road. The Australian Standard for on street parking requires an absolute minimum of 2.1m for parked passenger vehicles. Vehicles parking in this area prevent parking of buses opposite, and dependant on the specific location may block the passage of buses entirely.



Figure 2: Location Plan



## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) A C3 yellow line, signifying 'No Stopping', be installed around the inner island of the bus layover section of Waterloo Road.
- b) The westbound one-way system in the bus layover loop on Waterloo Road be endorsed and signposted accordingly.



**ITEM (J): OWEN STREET, GLADESVILLE**

**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: LANE COVE

WARD: EAST

ROAD CLASS: NON-CLASSIFIED

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

### **PROPOSAL**

Council is proposing to install Resident Parking Scheme (RPS) restrictions, 2P 8am-6pm Mon-Fri Authorised Permit Holders Excepted - Zone 9 on the western side of Owen Street, Gladesville.

### **DISCUSSION**

Council received a petition from residents of Owen Street, Gladesville in March 2021 requesting an extension of the Zone 9 - RPS into Owen Street. This was shortly after the resident parking scheme was extended to cover nearby streets (Nelson Street and Lyndhurst Street). Residents advised that there had been a sudden increase in demand for on street parking.

As part of the review process Council officers conducted site observations to determine the eligibility of Owen Street for inclusion into the RPS. Council's policy requires that an on-street parking utilisation survey be undertaken which demonstrates that 85% of the available on-street parking spaces on both sides of the street are being utilised over 3 days of a normal week.

Site observations indicated that on-street parking in the street between 8am and 6pm on weekdays currently is well above the 85% criteria required, and on occasions was approaching 100%.

### **CONSULTATION**

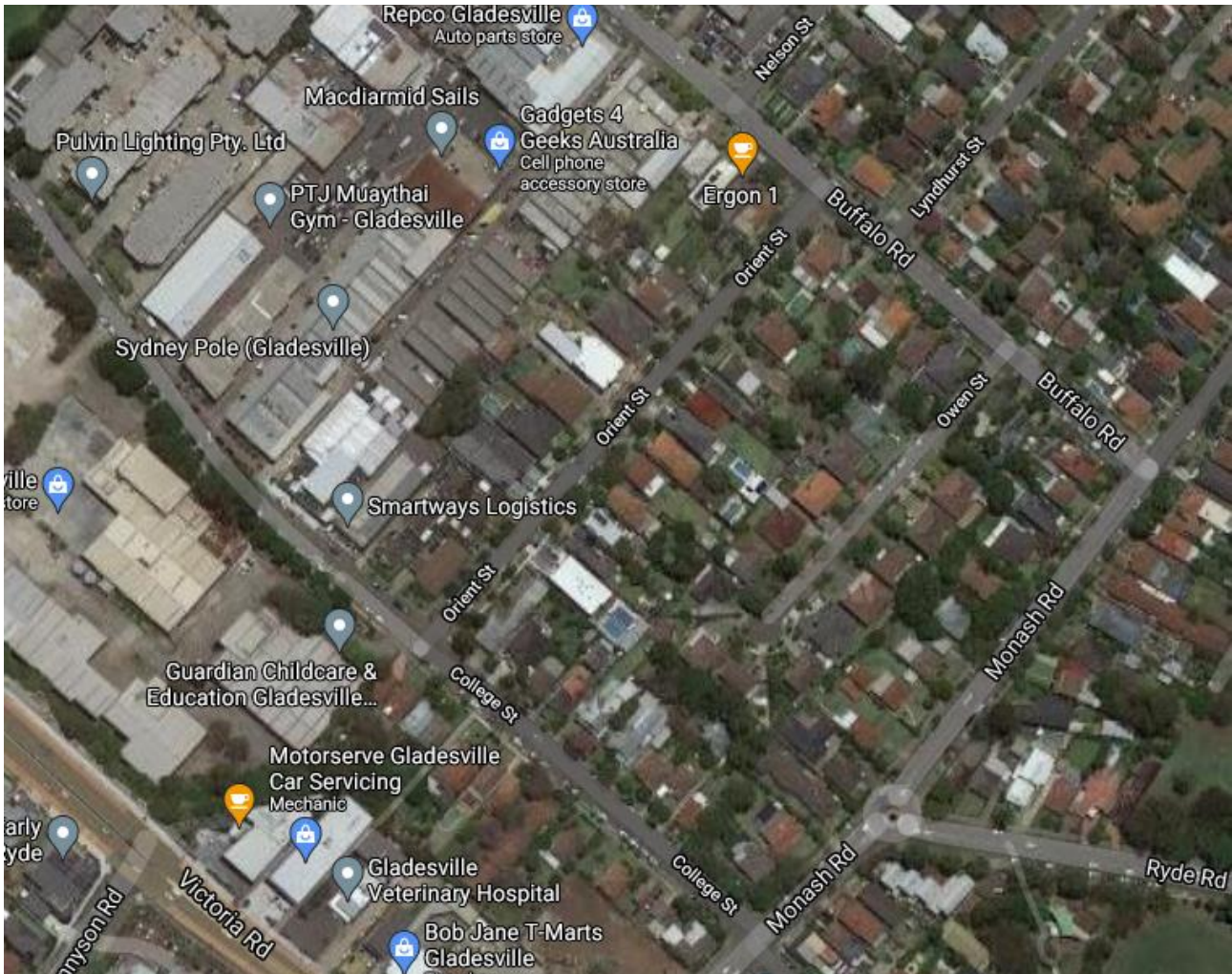
All residents and property owners in Owen Street and those with a side frontage onto Owen Street were consulted on 2 June 2021 as to whether they wished their street to be included into a resident parking scheme.

Council received 13 responses supporting the proposal, and no objections. A response rate of 81%, representing a clear majority.

Information sent to residents clearly stated that as most properties had access to off street parking, not all resident vehicles would qualify for resident parking stickers, but each property would be eligible for a visitor's permit. If approved Council will conduct further site inspections to quantify the off-street parking availability associated with each property and



advise residents of the results of the assessment. The majority of properties have access to off street parking thus only one side of the street will become part of the resident parking scheme. In this way all streets contained within resident parking schemes must share the load of commuter parking whilst also providing for the parking needs of residents.



**Figure 1: Location Plan**

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) A 2P 8am-6pm Mon-Fri Authorised Permit Holders Excepted - Zone 9 resident parking scheme be installed on the western side of Owen Street, Gladesville.
- b) Residents be advised of the number of permits that they will be eligible for and invited to apply for permits.



**Figure 2: Proposed Restrictions – Owen Street, Gladesville:**



**ITEM (K):** RYEDALE ROAD, WEST RYDE

**SUBJECT:** TRAFFIC ARRANGEMENTS

**ELECTORATE:** RYDE

**WARD:** CENTRAL

**ROAD CLASS:** NON-CLASSIFIED

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



**Figure 1: Site Location**

## PROPOSAL

This report seeks to gain concurrence from the Ryde Traffic Committee and Council for the following measures on Ryedale Road:

- Approval of the proposed access/egress arrangements from the proposed Transport for NSW West Ryde Commuter Car Park onto Ryedale Road.





- Conversion of the remaining unrestricted parking on the western side of Ryedale Road to 1P 8am – 6pm Mon – Sun & Public Holidays.
- Conversion of the ½ P parking zone on the northbound approach to the pedestrian crossing outside the access point to the West Ryde Railway Station to a No Parking KISS and RIDE zone.

## DISCUSSION

Ryedale Road Town Centre is undergoing considerable change which will see an upgraded and expanded commuter car park being provided by Transport for NSW (TfNSW), whilst Council is also undertaking major public domain works on both sides of Ryedale Road from Wattle Street to Little Victoria Road.



**Figure 2: Proposed Commuter Car Park**

### **Commuter Car Park:**

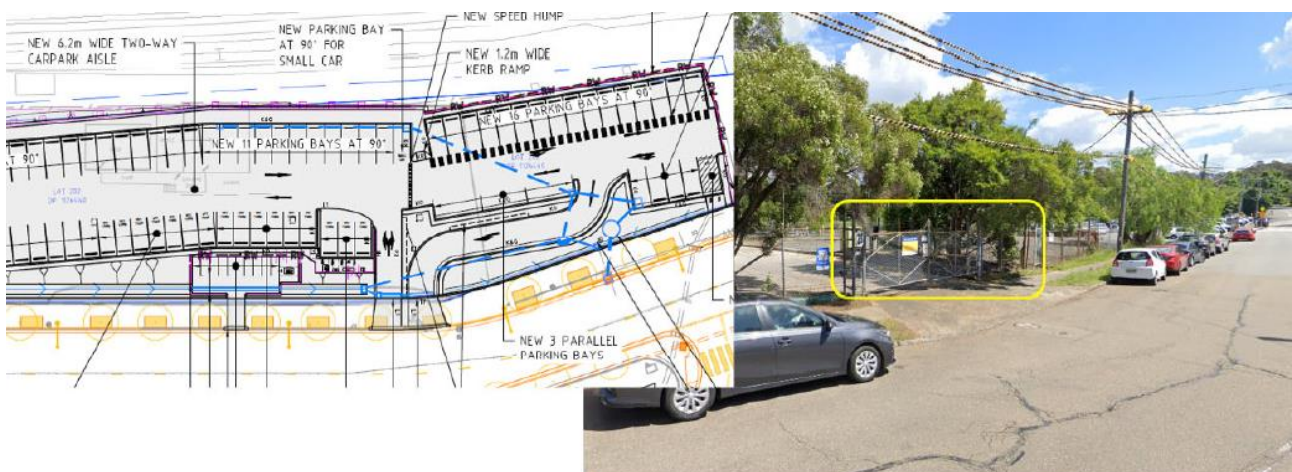
Transport for NSW will be delivering additional commuter car parking spaces at Ryedale Road, West Ryde. The project is part of the NSW Government's Commuter Car Park Program, which aims to provide the community with more convenient access to public transport at key interchanges and helping to ease congestion on our roads.

The project has received planning approval with construction of the expanded commuter carpark having commenced in April 2021 and is expected to be completed in late 2021.

Key benefits:

- a new commuter car park with approximately 100 additional spaces at the existing car park site to the east of West Ryde Station
- accessible parking spaces, motorcycle parking bays and bicycle parking hoops
- Transport Park & Ride infrastructure (Opal operated boom gates)
- provision for future electric vehicle charging spaces
- dedicated paths to provide safe and convenient access between the car park and the station
- lighting, wayfinding signage and new rail corridor fencing for improved safety
- landscaping within the car park, including tree planting along the Ryedale Road footpath.

Between September and October 2020, the community were invited to provide feedback on the proposed concept design for the new commuter car park at West Ryde Station. Feedback from this consultation process was considered in the detailed design phase of the project.

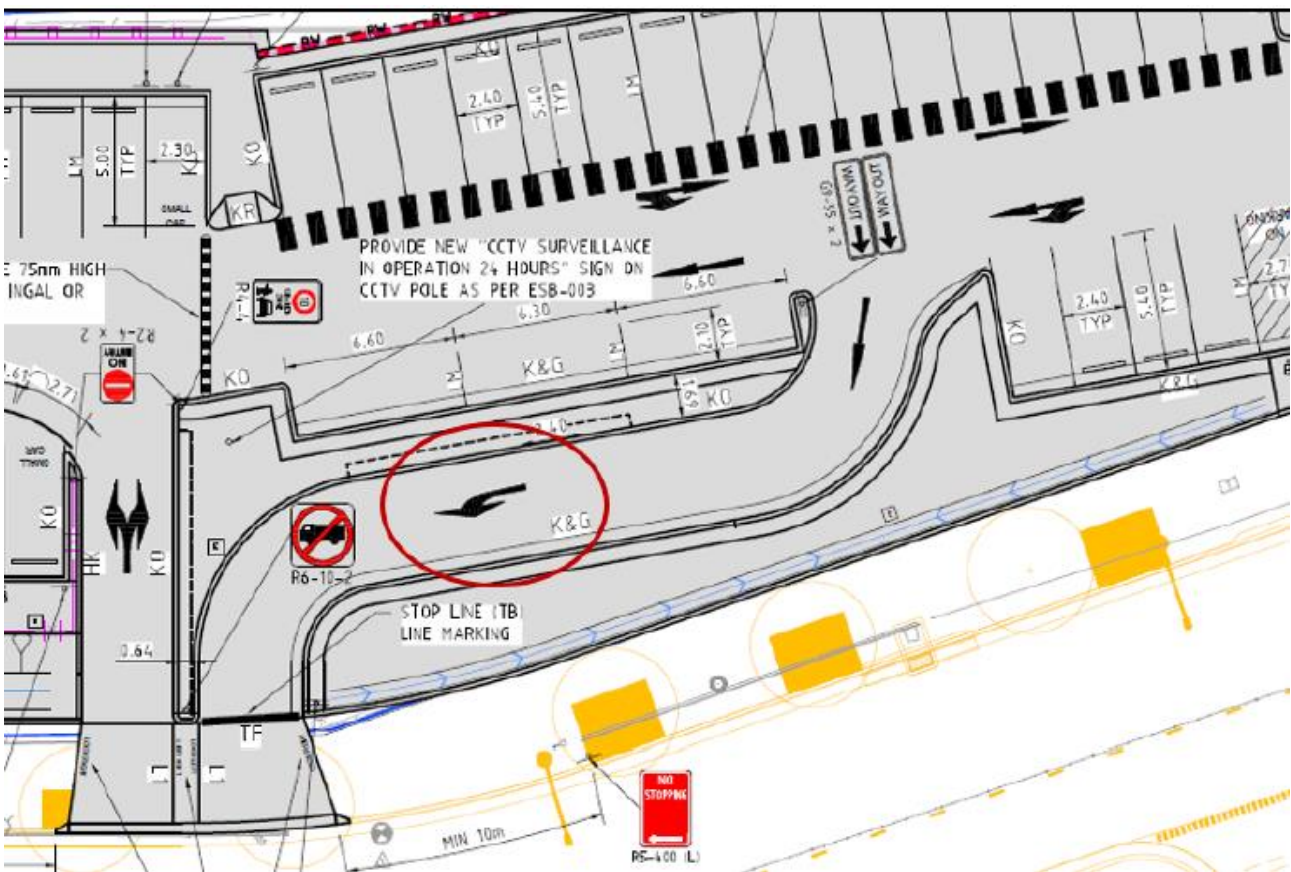


**Figure 3: Location of Combined Access to Car Park**

Council has met with TfNSW and its consultants on a number of occasions regarding the proposed design of the car park, especially regarding the dimensional characteristics of the parking spaces, the circulation route through the car park and the

proposed access/egress point to the car park. Council still has concerns with the significant number of ‘small car spaces’ that are proposed to form part of the car park, the restricted circulation routes for vehicles through the car park and the fact that it has only been designed for a B99 vehicle. Council has been advised by TfNSW that it considers that its car park meets Australian Standards. It is only the proposed access/egress point from the car park onto Ryedale Road that Council’s concurrence is required.

It should be noted that there is only 1 combined access and egress point to this expanded commuter car park which will be located south of the intersection of Ryedale Road and Wattle Street. TfNSW had requested that all movements should be permitted at this location, however Council considers that permitting all movements at an access point located on a bend and in close proximity to another intersection is a road safety issue and has advised that all egress movements from the car park must be restricted to a left turn movement only. The roundabout at Ryedale Road/Terry Road will facilitate those vehicles wishing to turn south.



**Figure 4: Combined Access Point - Showing Left Turn Only Egress Point**

Council initially had requested that a left in/out arrangement be provided at the access point, however data associated with the utilisation rate of the previous commuter car park indicated that the car park had generally be 100% occupied by 7.30am which means that all activity of vehicles wishing to access the car park has occurred before much of the regular traffic volumes on Ryedale Road have begun.



Imposing a left turn only restriction for all egress movements from the car park is justified as the evening commuter peak from the car park will coincide with significantly increased vehicular activity on Ryedale Road.

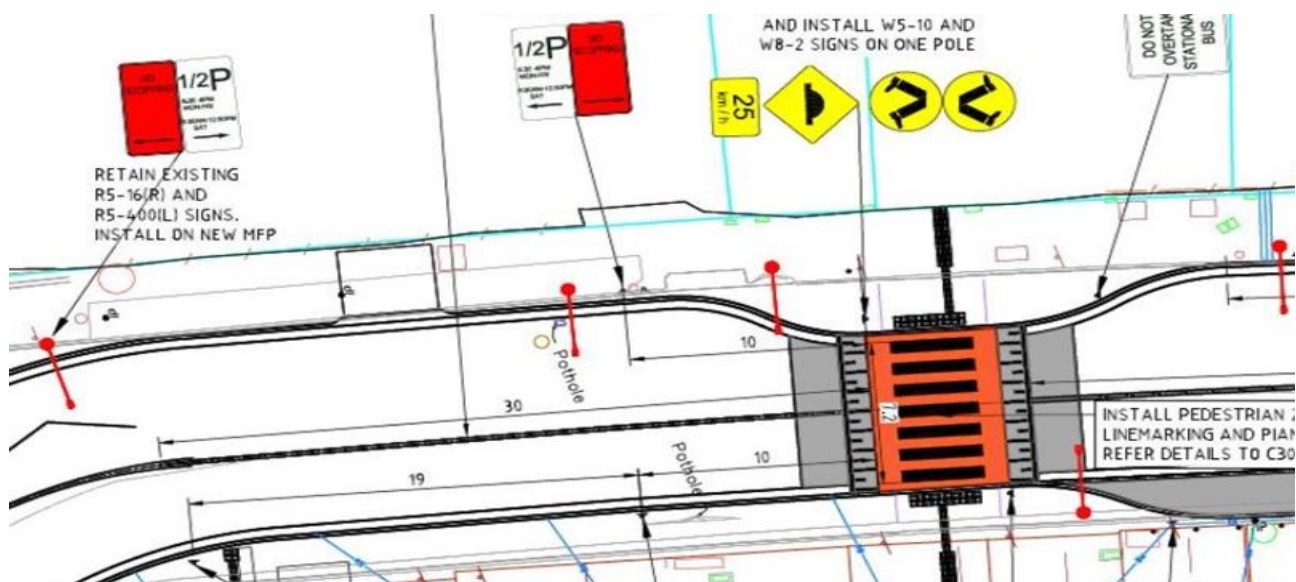
The location of the combined access/egress point to the car park on a bend on Ryedale Road requires significant No Stopping restrictions on both approaches to meet sight distance requirements and will result in the loss of approximately 5 on-street parking spaces.

TfNSW has been requested to provide advanced warning signage on all approaches to the commuter car park advising motorists when the car park is fully occupied. Signage advising motorists of pedestrian activity in relation to the combined access driveway has also been requested.

GHD Pty Ltd was commissioned by ADCO Constructions Pty Ltd to undertake a Detail Design Road Safety Audit (Critical Design Stage) to support the upgrade of the commuter car park at West Ryde. Council staff have reviewed this report and concurs with the recommendations that it raises, with all corrections to be borne by TfNSW.

**KISS and RIDE Zone:**

Council has been in receipt of several requests from the public regarding the lack of provision of a KISS and RIDE zone near the West Ryde Railway Station. Residents have indicated that there is no safe place to drop off or collect people from the station on the western side of Ryedale Road as much of the available on-street parking is designated as bus zones.



**Figure 5: Proposed location of the Kiss n Ride Zone immediately south of the zebra crossing.**

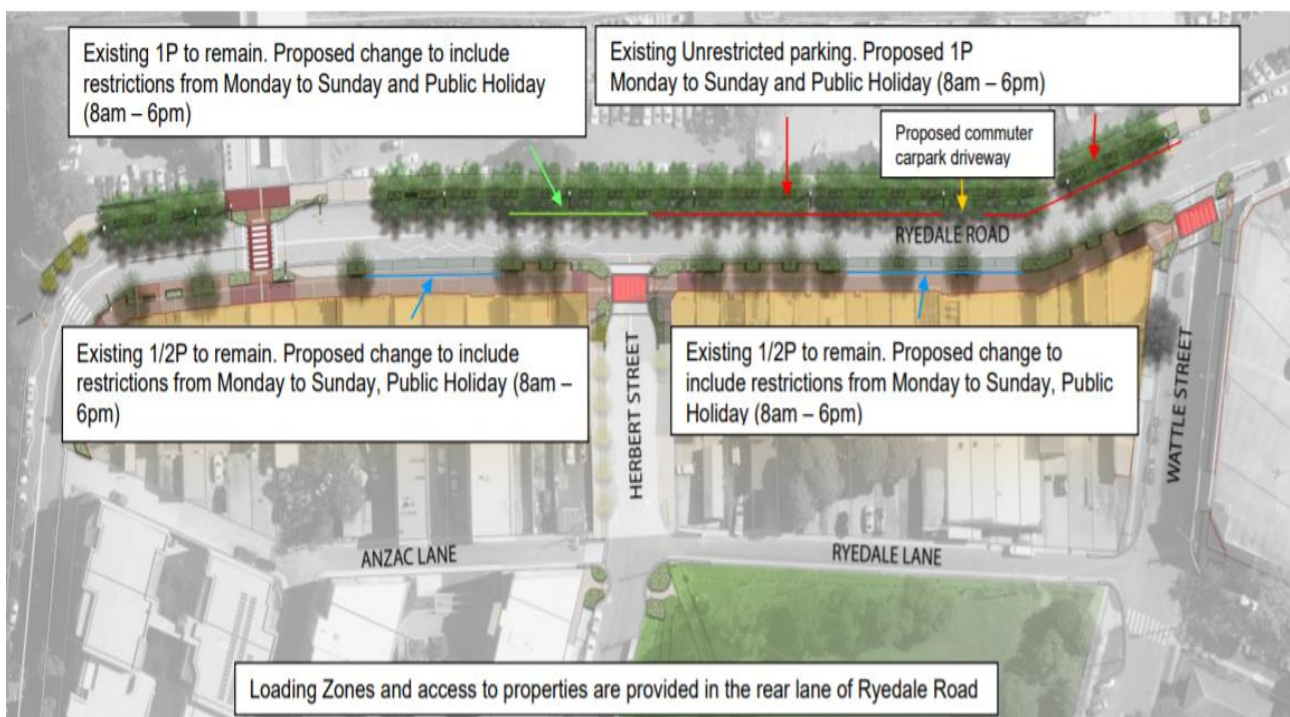
It is considered that the optimum location for a KISS and RIDE zone is immediately south of the access point to the West Ryde Railway Station. It adjoins a footpath and lies near a zebra crossing. Currently this location is signposted as a 1/2 P parking zone, with the proposed KISS and RIDE resulting in the loss of 3 on-street parking spaces.

It should be noted that the provision of a KISS and RIDE facility was one of the more common requests from the community when they were previously consulted regarding the public domain works associated with Ryedale Road. It is considered that this is an opportune time to fulfill this request as part of on-going construction works.

### **Changes to Parking Restrictions – Western Side of Ryedale Road**

Council has been contacted by many of the commercial premises along Ryedale Road regarding the fact that with the closure of the commuter car park due to construction works, all of the available on-street parking on Ryedale Road is now being utilised by all day commuters.

Commercial owners indicate that patrons of the town centre now have nowhere to park and are bringing their business elsewhere. They have thus requested that all unrestricted on-street parking on the western side of Ryedale Road between the Railway Station and Ryde-Eastwood Leagues Club be converted to time restricted parking.



**Figure 6: Proposed On-Street Parking Options**

Council letterboxed all commercial premises along Ryedale Road as well as provided a Have Your Say Page on Council’s website from 17<sup>th</sup> May 2021 to 1<sup>st</sup> June 2021 to canvass public opinion as to the type and duration of parking restrictions that most respondents would require.

It should be noted that 5 of the 11 respondents to the Have Your Say Page were not in favour of any restrictions being installed on the western side of Ryedale Road, however on examination of these replies it was noted that some were in fact commuters who use the unrestricted parking area as part of their journey to work. The other group of respondents



who are opposed to the change in restrictions are employees who work at the Ryedale Road Town Centre who are opposed to the loss of all-day parking near their employment.

One of the proprietors of a business in the Town Centre forwarded Council a list of requests that had been endorsed by all the commercial owners along Ryedale Road. This request indicated that all would be in favour of timed restrictions on the western side of the road with a 1-hour time limit being the preferred timeframe. They wished that the ½ P parking restrictions on the commercial side of Ryedale Road to be retained. The commercial premises who have endorsed the proposed parking restrictions on Ryedale Road are as follows:

*Godfreys Engraving, ACG Electrical, Northern Districts Physiotherapy & Sports Clinic – Physiotherapy, Mr. Piano, Hall Psychology, ATS Surveyor, Cofi-Com, Into-Arts, Tyler Insurance and Antiques, The Ugly Baker, Element 6, LS Flower Design, Helen De Cut Hairdresser, Kandaluft Butcher, Lebanese Loaf, Café 35, Fruit and Veg.*

Council had previously undertaken consultation with the commercial community in August 2020 regarding the preferred timed duration along the commercial side of the road and the response at that time is that ½ P timed restrictions should be retained.

While 1 business namely Mr Piano had requested that he be provided with a loading zone outside his premises, it should be noted that the lane ways at the rear of the commercial component of the Ryedale Road are designated as loading zones, with many of the commercial properties having extensive off street parking areas, which is the situation for Mr Piano at 91 Ryedale Road. It is considered that adequate provision of loading zone facilities are already in place for the commercial premises along Ryedale Road and no additional facilities are required.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) Council endorses the proposed access arrangements for the new commuter car park on Ryedale Road, with only a left turn movement being permitted from the egress point from the car park. The car park is to be signposted to ensure that motorists are aware of this left turn restriction when egressing from the car park.
- b) All deficiencies as identified in the Road Safety Audit undertaken by GHD associated with this car park be undertaken by TfNSW at no cost to Council.
- c) The existing 1/2P parking zone on the western side of Ryedale Road preceding the zebra crossing be converted to a No Parking KISS and RIDE zone.
- d) All unrestricted parking on the western side of Ryedale Road not otherwise designated as bus zone be converted to 1P 8am -6pm Mon-Sun & Public Holidays.