



28 June 2018

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 28 June 2018

Ryde Traffic Committee Meeting

Committee Meeting Room, Level 1A, 1 Pope Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair)..... Director City Works and Infrastructure
Roads and Maritime Services of NSW Sydney North Region
NSW Police Force Ryde Local Area Command
Member for Ryde (15 items)..... The Hon. V Dominello MP
Member for Lane Cove (5 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 26 June 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 26 June 2018.

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



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Meeting Date: 28 June 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) CITY OF RYDE – TEMPORARY PARKING MANAGEMENT DURING EPPING TO CHATSWOOD RAIL CLOSURE**
- (B) WICKS ROAD, NORTH RYDE – PARKING CONTROLS**
- (C) CITY OF RYDE – WASTE-COLLECTION VEHICLE ACCESS**
- (D) FARADAY LANE, MEADOWBANK – SERVICE VEHICLE ACCESS**
- (E) 100 STATION STREET, WEST RYDE – WASTE-COLLECTION AREA**
- (F) WINGATE AVENUE, EASTWOOD – TIMED PARKING NEAR EASTWOOD CROQUET CLUB**
- (G) RYEDALE ROAD, WEST RYDE – CHANGES TO TIMED PARKING**
- (H) CHAUVEL STREET, NORTH RYDE – TRAFFIC MANAGEMENT FOR CHRISTMAS LIGHT DISPLAY**
- (I) ACACIA AVENUE, RYDE – PARKING CONTROLS AT HORIZONTAL CURVE**
- (J) BYFIELD STREET, MACQUARIE PARK – PARKING CONTROLS AT HORIZONTAL CURVE**
- (K) KINSON CRESCENT, DENISTONE EAST – PARKING CONTROLS AT HORIZONTAL CURVE**
- (L) MIROOL STREET, DENISTONE WEST – PARKING CONTROLS AT HORIZONTAL CURVE**
- (M) THIRD AVENUE, EASTWOOD – PARKING CONTROLS AT INTERSECTION WITH EAST PARADE**
- (N) 188-190 MORRISON ROAD, PUTNEY – SIGNAGE AND LINEMARKING PLAN**
- (O) 141-143 COBHAM AVENUE, MELROSE PARK – ACCESS WORKS**

MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (P) MATTERS APPROVED UNDER DELEGATION**
- (Q) WINBOURNE STREET, ERMINGTON – TRAFFIC MANAGEMENT REVIEW**
- (R) HIGH STREET, GLADESVILLE – TRAFFIC MANAGEMENT REVIEW**

LATE ITEMS

GENERAL BUSINESS



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ITEM (A)	CITY OF RYDE
SUBJECT:	TEMPORARY PARKING MANAGEMENT DURING EPPING TO CHATSWOOD RAIL CLOSURE
ELECTORATE:	LANE COVE and RYDE
WARD:	WEST, CENTRAL and EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK-11946 & T2017-01598
OFFICER:	J BEGLEY

INTRODUCTION

Transport for New South Wales (TfNSW) has advised Council that the rail shutdown of Macquarie University, Macquarie Park and North Ryde train stations associated with the upgrade of the Epping to Chatswood rail line will commence on 30 September 2018 for a period of seven months. It is envisaged that any unrestricted parking on streets within close proximity to these stations will be used by commuters.

BACKGROUND

The upgrade of the Epping to Chatswood railway is an important part of the \$8.3 billion Sydney Metro Northwest. To convert the existing suburban line to next-generation metro standards, major upgrades will be needed, including overhauling the stations, 26 kilometres of new cabling, power and signalling systems and customer improvements such as platform screen doors. Further information on this project can be found at <https://www.sydneymetro.info/northwest/project-overview>

The five existing stations along the line, at Epping, Macquarie University, Macquarie Park, North Ryde and Chatswood, will have screen doors along the full length of the metro platforms to keep people and objects away from the tracks, improving customer safety and allowing trains to get in and out of stations much faster.

To facilitate the above works no trains will be running between Epping and Chatswood. Council has been advised by TfNSW that from late 2018, buses will replace trains for around seven months whilst the line is converted to metro operations. While buses will cater for the travel needs of many commuters, Council recognises that many commuters who previously used public transport will revert back to using their private cars.

CONTEXT

1. All impacted streets are classified as local roads with an urban speed limit of 50 km/h.
2. Streets already subject to parking restrictions do not form part of this scheme.
3. Streets where an existing 2P resident parking scheme applies do not form part of this scheme as they are already protected from commuter parking.



4. Only streets which are within a 1km walking distance to the Macquarie Park and North Ryde Employment Zones are addressed as part of this scheme.

COMMUNITY ENGAGEMENT / DISCUSSION

Streets located in close proximity to Macquarie Park and North Ryde will be the first areas that commuters will try to utilise as parking areas. Council has reviewed all streets that currently have unrestricted parking on both sides of the street and considered that in the interest of fairness, one side of the street will remain unrestricted whilst the other side would be time restricted to cater for the parking needs of visitors / tradesmen of residents in those streets.

The time restriction that is proposed is 2P 8am-6pm, Mon-Fri. Outside of these hours, on-street parking would again be unrestricted. If Council undertakes no action it is highly probable that residential streets, especially those south of Epping Road within an easy walk of the Macquarie Park and North Ryde employment zones would be completely parked out by commuters who had formerly used public transport to get to work.

Streets which presently operate under a 2P resident parking scheme, are already protected from all day commuter parking, and thus do not form part of this proposal. Once the rail shutdown period is over and trains are again operational, residents will again be contacted as to whether they wish the 2P parking restrictions to be retained or removed.

The attached maps show where the proposed time restricted parking is proposed. It should be noted that in addition to the proposal, Council is also taking this opportunity to address all deficiencies in signage associated with statutory NO STOPPING restrictions and ensuring that all bus zones are appropriately signposted.

All residents on the affected streets were letterboxed to determine the level of support for the proposed restrictions. Residents also had the opportunity to respond online via the "haveyoursay" application on Council's website. Residents were given three weeks to respond, with Sunday June 3 2018 the closing date for receipt of submissions. Approximately 3,500 properties were letterboxed with details of the scheme.

Residents were offered four choices, namely:

- They supported the scheme as it stands.
- They supported the scheme subject to minor alterations.
- They did not support the scheme.
- They were undecided towards the scheme.



Table A1 Summary of survey results

	Support the proposal	Support with minor changes	Do not support the proposal	Neither support /or not support
Agincourt Road	1	6		
Avon Road	No responses received			
Berryman Street				1
Betty Hendry Parade		1		
Boree Street	No responses received			
Cherry Court	1			1
Chisholm Street	2			
Collins Street	3			
Cooinda Close	No responses received			
Coral Street	No responses received			
Cressy Road			2	1
Culloden Road		1		
Cutler Parade	No responses received			
Dayman Place			1	
Edmondson Street	1	4		
Gilda Street	2	1		
Hearnshaw Street	No responses received			
Ian Street	No responses received			
Jopling Street	3	1		1
Karalee Close	2			
Karingal Court	No responses received			
Katoa Place		1		
Kokoda Street	No responses received			
Lexcen Place	No responses received			
Lionel Avenue	No responses received			
Magdala Road		2	2	
Marshall Place	No responses received			
Mawarra Crescent			1	
Morshead Street		1	1	
Nash Place	No responses received			
Neil Street			1	
Pamela Street	No responses received			
Pembroke Road	1		1	
Plunkett Street	No responses received			
Rowell Street	No responses received			
Ryrie Street	1			
Sobraon Road	1			
Sturdee Street	No responses received			



	Support the proposal	Support with minor changes	Do not support the proposal	Neither support /or not support
Tobruk Street	1	2		
Treharne Close	1			
Truscott Street	1	1		
Valewood Crescent	1		1	
Warwick Street	1			
Yarwood Street	1			
Total	24	21	10	4

Removing multiple responses from the same address, a total of 59 responses were received as follows:

- Support the scheme as it stands:24
- Support with changes:21
- Do not support the scheme: 10
- Undecided: 4

The following issues were raised by residents:

1. **Residents should be exempted from the restrictions and provided with a resident parking permit**
Residents were clearly advised that they would not be exempt from the temporary parking restrictions and no resident parking permits would be provided.
2. **Prefer my street to be parked out as there will be less movement of cars and thus safer for residents**
The object of the scheme is for each street to share the load of commuter parking – hence why only one side of the street will have the temporary 2P restrictions
3. **Temporary restrictions have a habit of becoming permanent**
Once the rail shutdown period is over, residents will be canvassed as to whether they want the restrictions to remain or be removed.
4. **My family has multiple cars, we can't all park on our property and now you are taking away parking outside our house**
Only one side of the street will have the temporary parking restrictions, thus unrestricted parking will be available on the opposite side of the street, and also in neighbouring streets.
5. **Will the parking restrictions apply on the weekend**
No the temporary restrictions will only apply from 8am – 6pm Monday to Friday, thus outside of these times the street reverts to unrestricted parking.
6. **Strata schemes don't supply enough off street parking so where will we park**
Only one side of each street will have unrestricted parking, unrestricted parking will be available on one side of the street, and also in neighbouring streets.



7. **Move the restrictions on Magdala Road to the side fronting the oval**
The temporary restrictions can be relocated to the oval side of Magdala Road.
8. **I would like both sides of Agincourt Road to be subject to the 2P parking restrictions as it would make it easier to access my property and create a safer environment**
The proposal is for only one side of the street to be subject to the temporary 2P restrictions, residents will have the opportunity to either retain or remove the restrictions once the rail shutdown period is over.
9. **I would like the restrictions to apply 24/7**
The temporary 2P restrictions are intended to address the expected increase in weekday commuter parking during the rail shutdown period, hence the reason that they will only apply from 8am – 6pm Monday to Friday. The street reverts to unrestricted parking in the weekday evenings, with no restrictions on the weekend.

Residents were also advised that deficiencies in existing signage would be addressed as part of this scheme, this would entail:

- All intersections would be clearly signposted with statutory No Stopping restrictions.
- Parking contrary to the 3 metre rule to double barrier lines will be removed.
- All bus stops will be clearly signposted with appropriate bus zone signage.

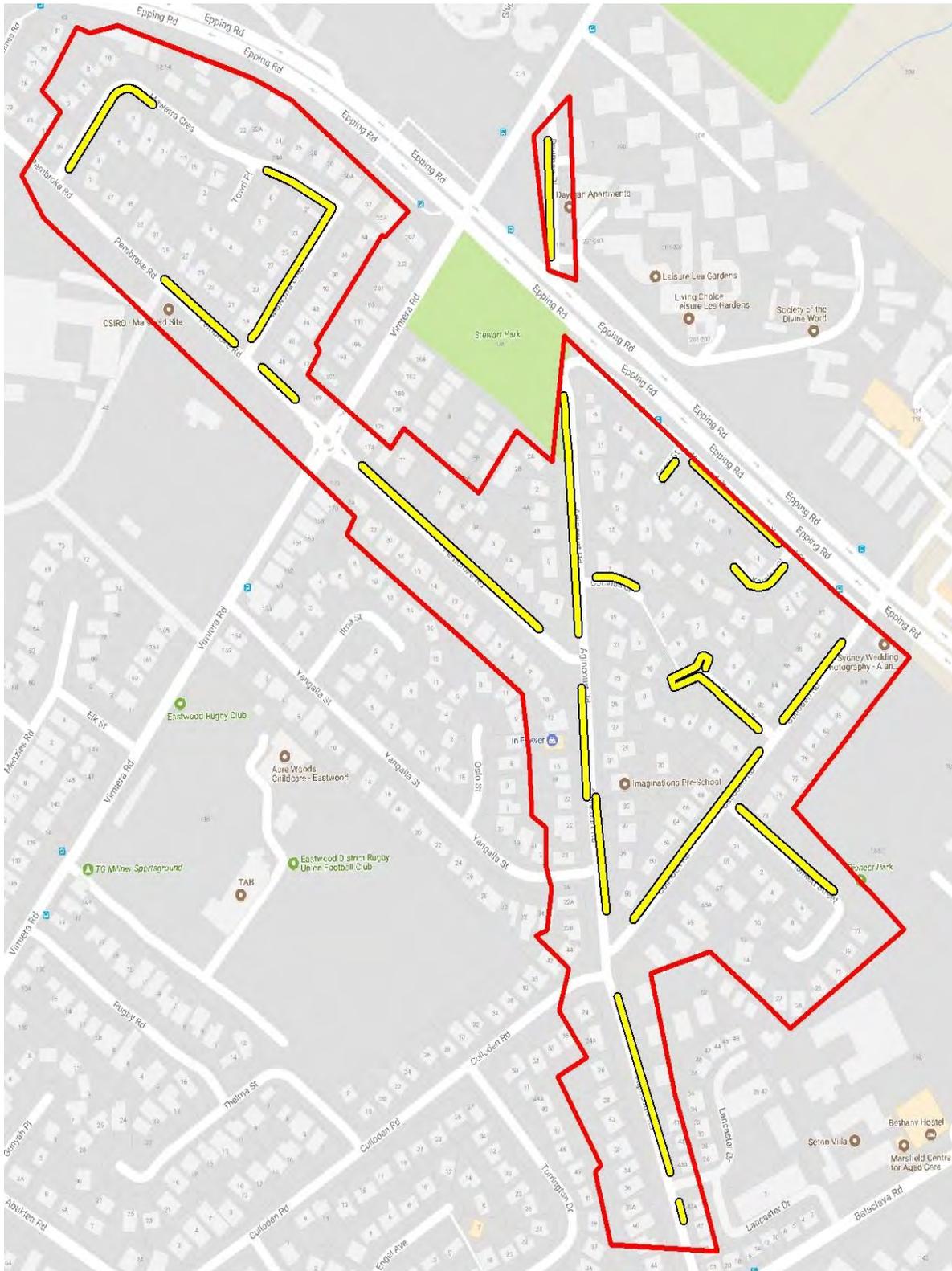


Figure A1 Letter Box Area 1



Figure A2 Letter Box Area 2

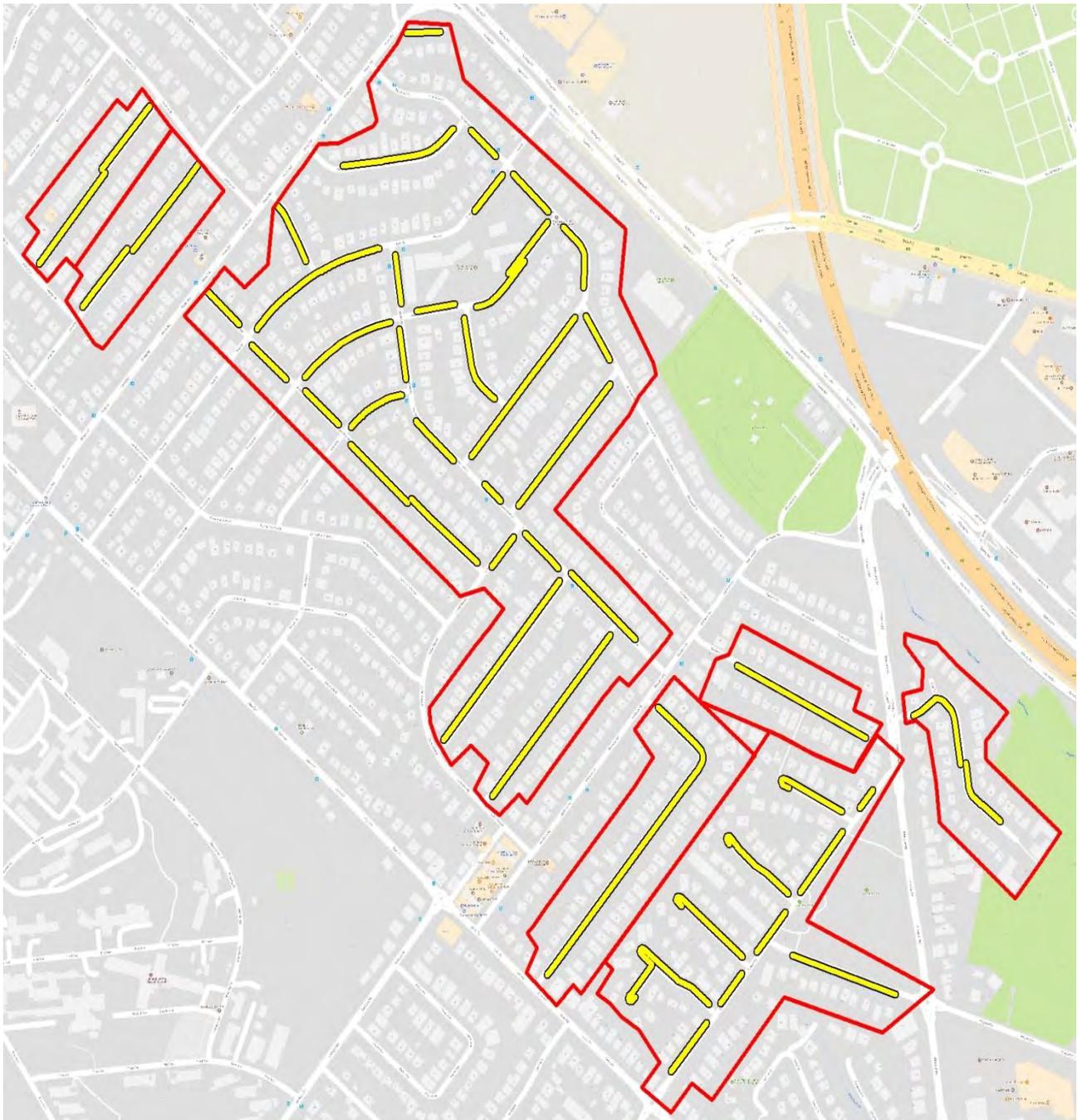


Figure A3 Letter Box Area 3

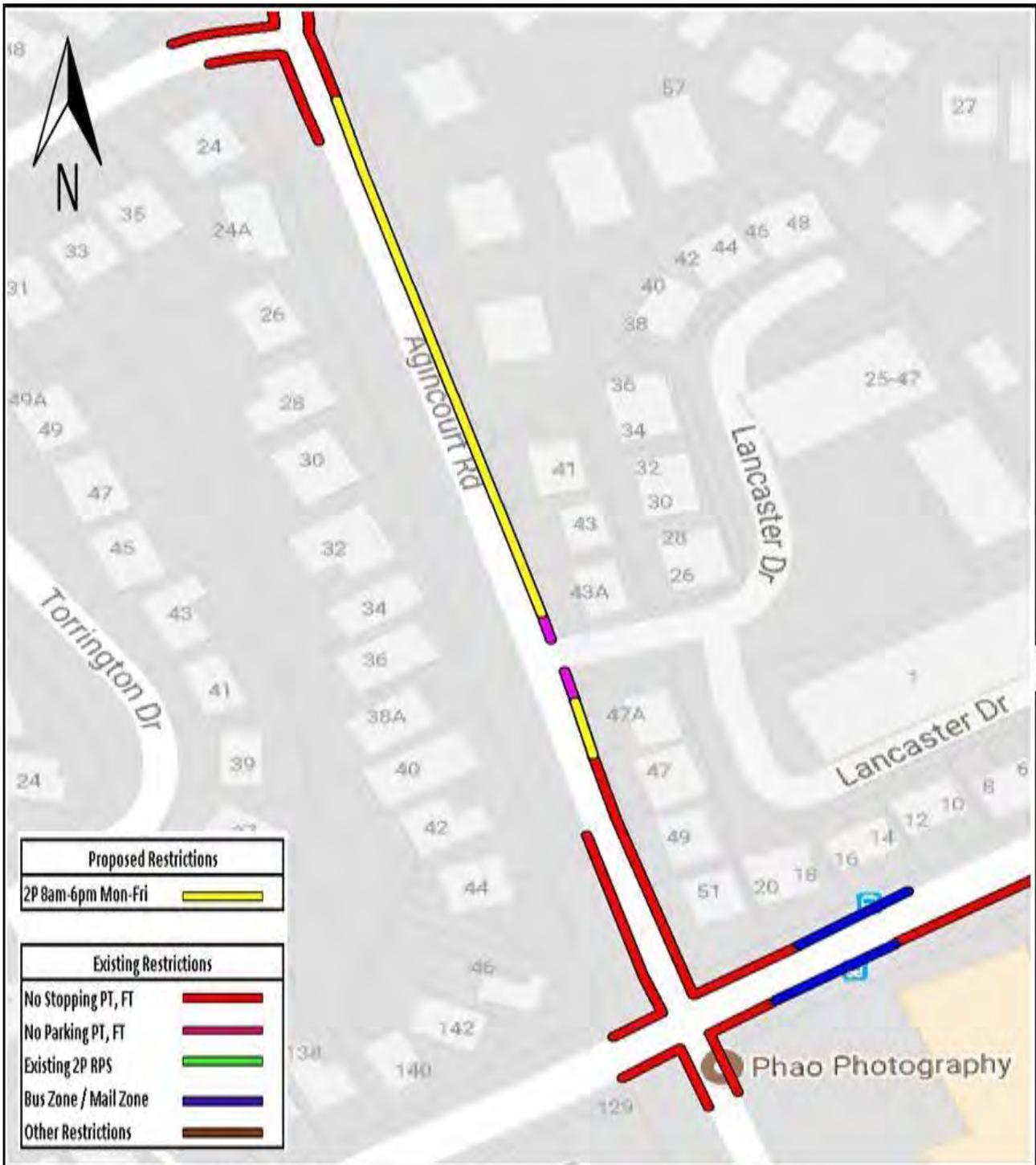
APPROVALS

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



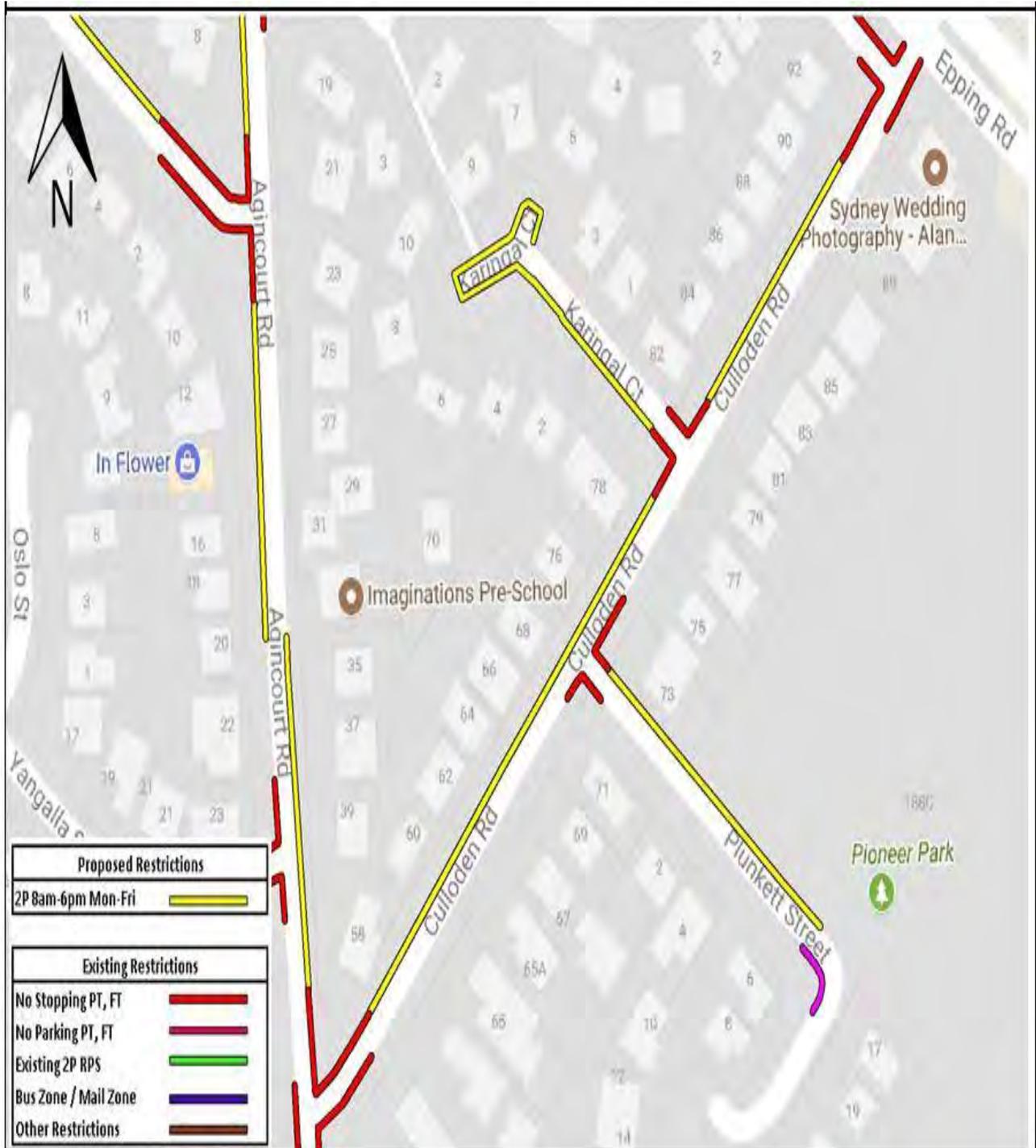
PROPOSAL

1. To install temporary '2P: 8am-6pm Mon-Fri' in the roads detailed in the report and shown on the attached maps, subject to minor changes due to site conditions.
2. To install appropriate statutory 'NO STOPPING' in the area.
3. To install 'BUS ZONE' signage at all Bus Stops in the area.
4. To remove parking that has been provided contrary to [NSW] *Road Rules 2014* in the area.
5. To advise all residents in the area of Council's decision prior to installing the abovementioned two-hour parking controls.
6. To canvass local residents to determine the level of support for retaining the two-hour parking controls on a permanent basis after the rail shutdown period.



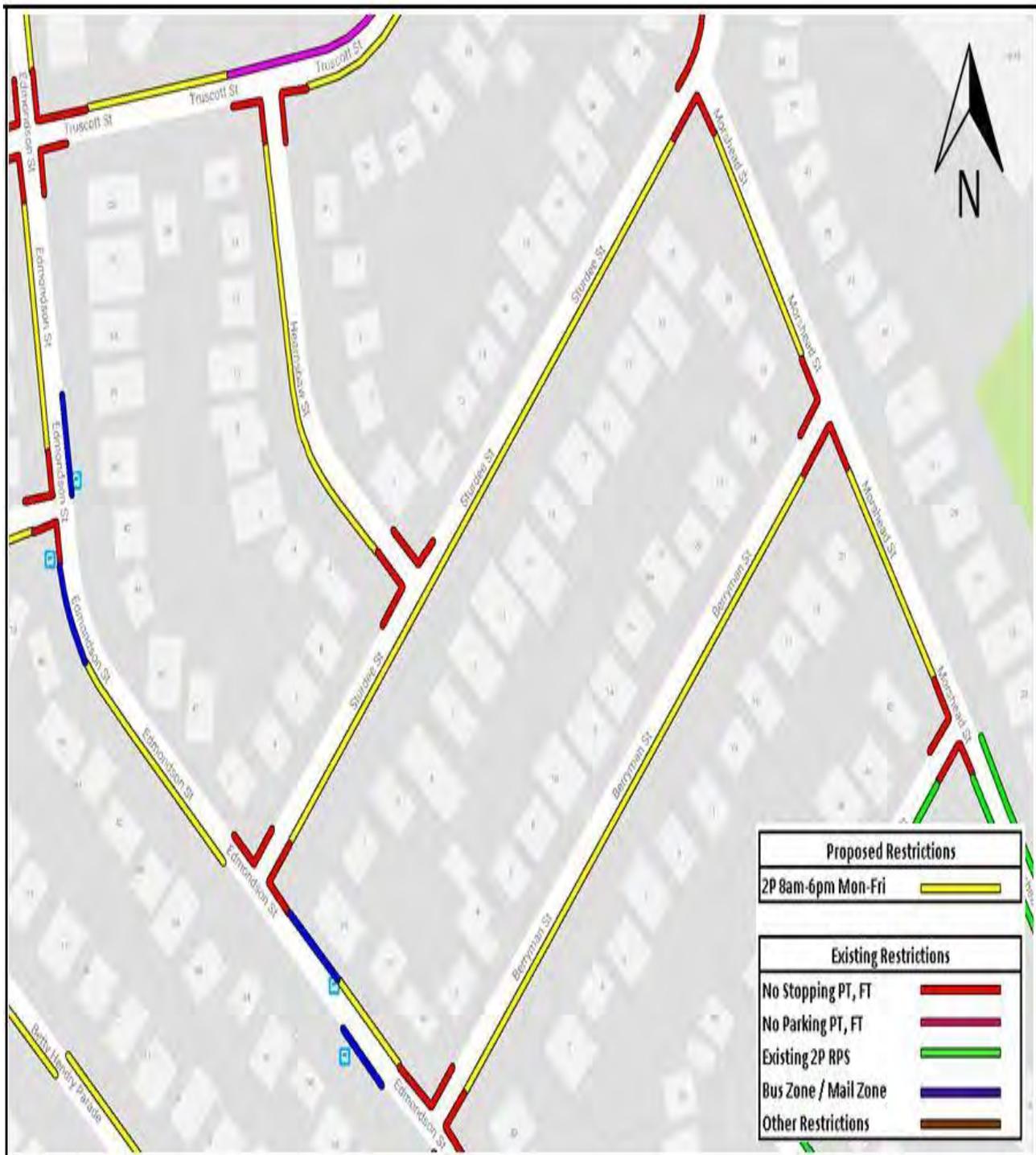
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Agincourt	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Agincourt - Culloden-Plunkett-Karingal	
Ref No: T2017/0865/01	Suburb: Marsfield	
Ryde Traffic Committee		



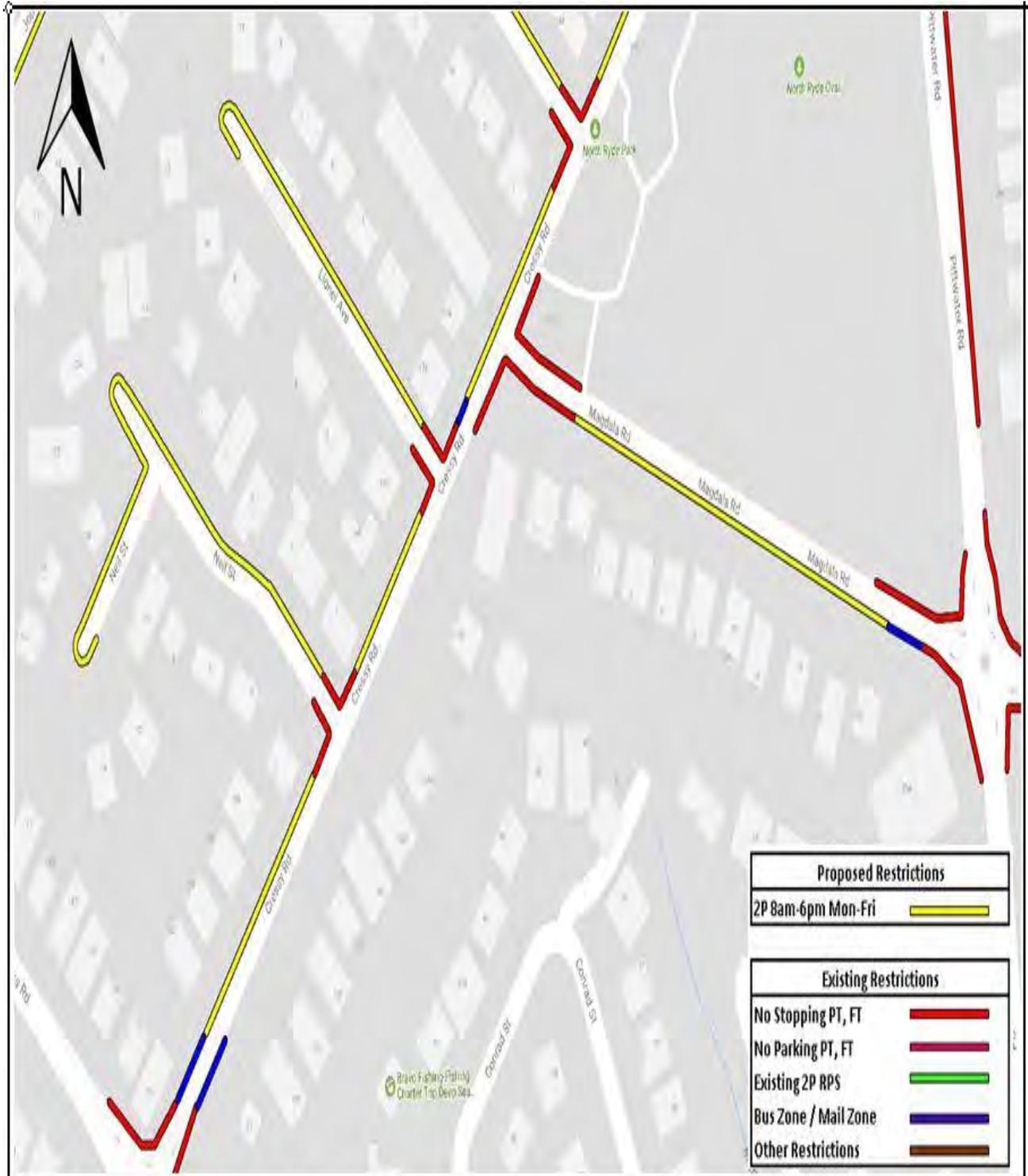
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Berryman-Sturdee-Hearnshaw-Morshead - Edmondson	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



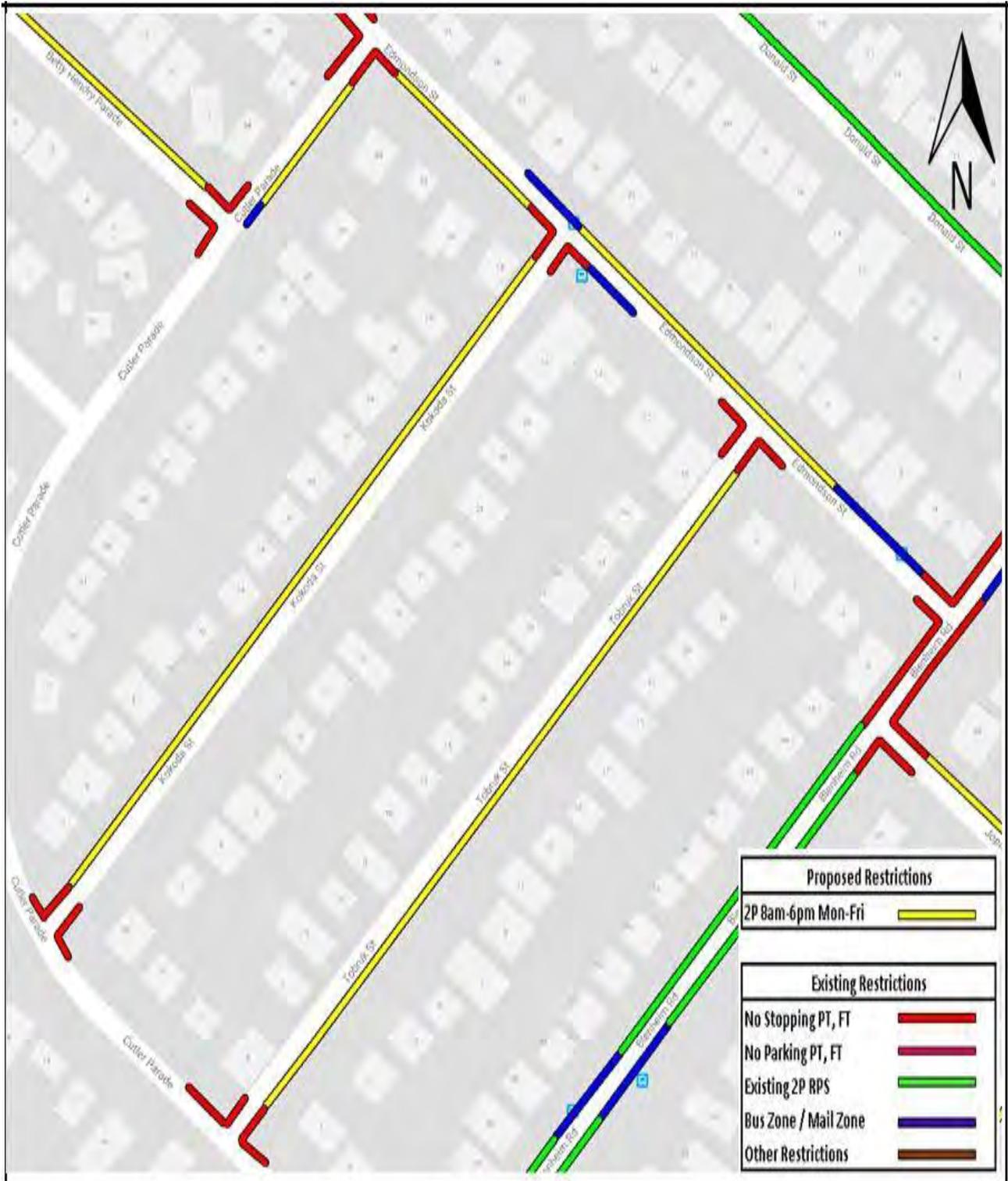
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Betty Hendry - Rowell - Ryrie - Truscott - Edmondson	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



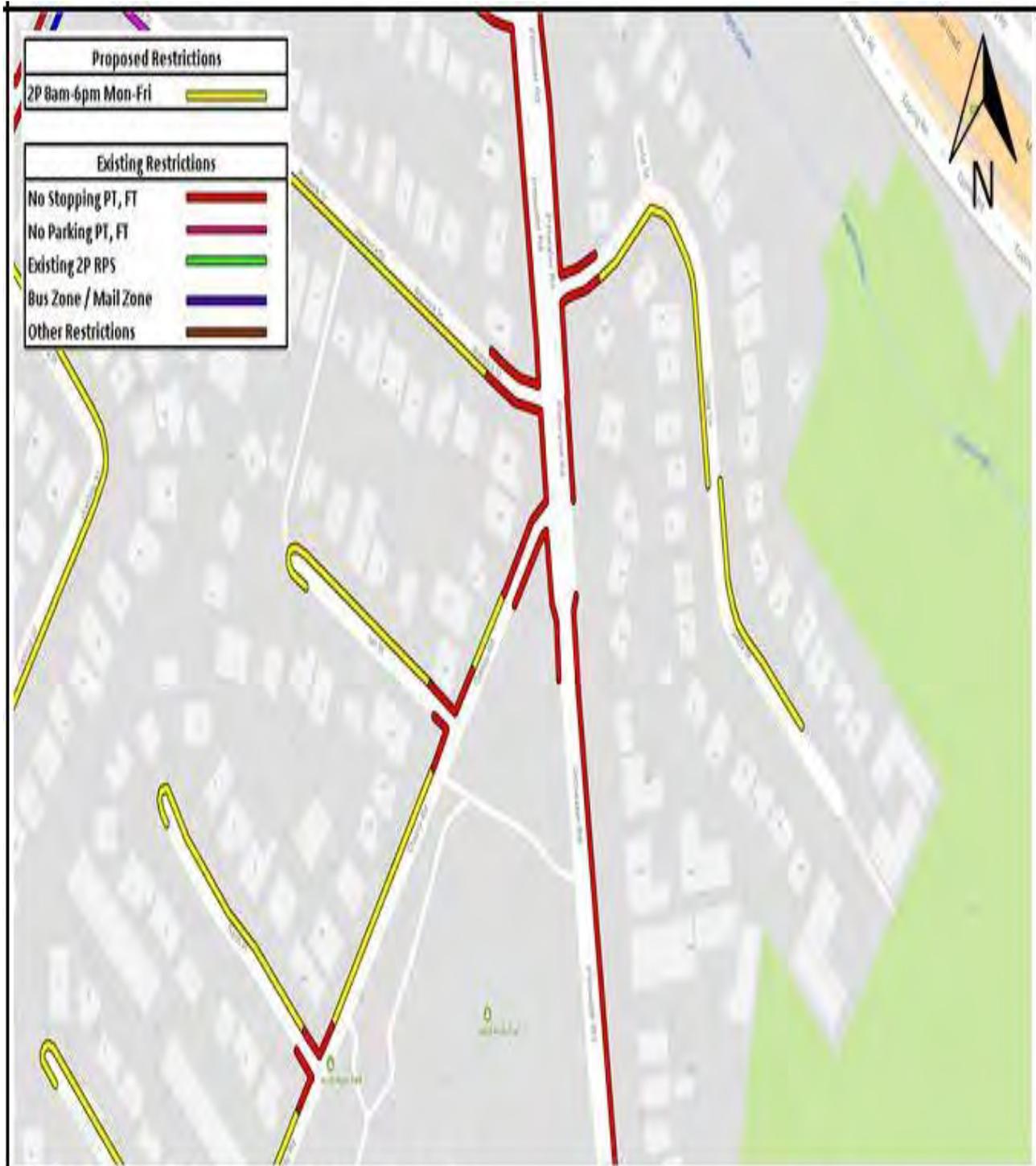
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Cressy - Neil - Lincoln - Magdala	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



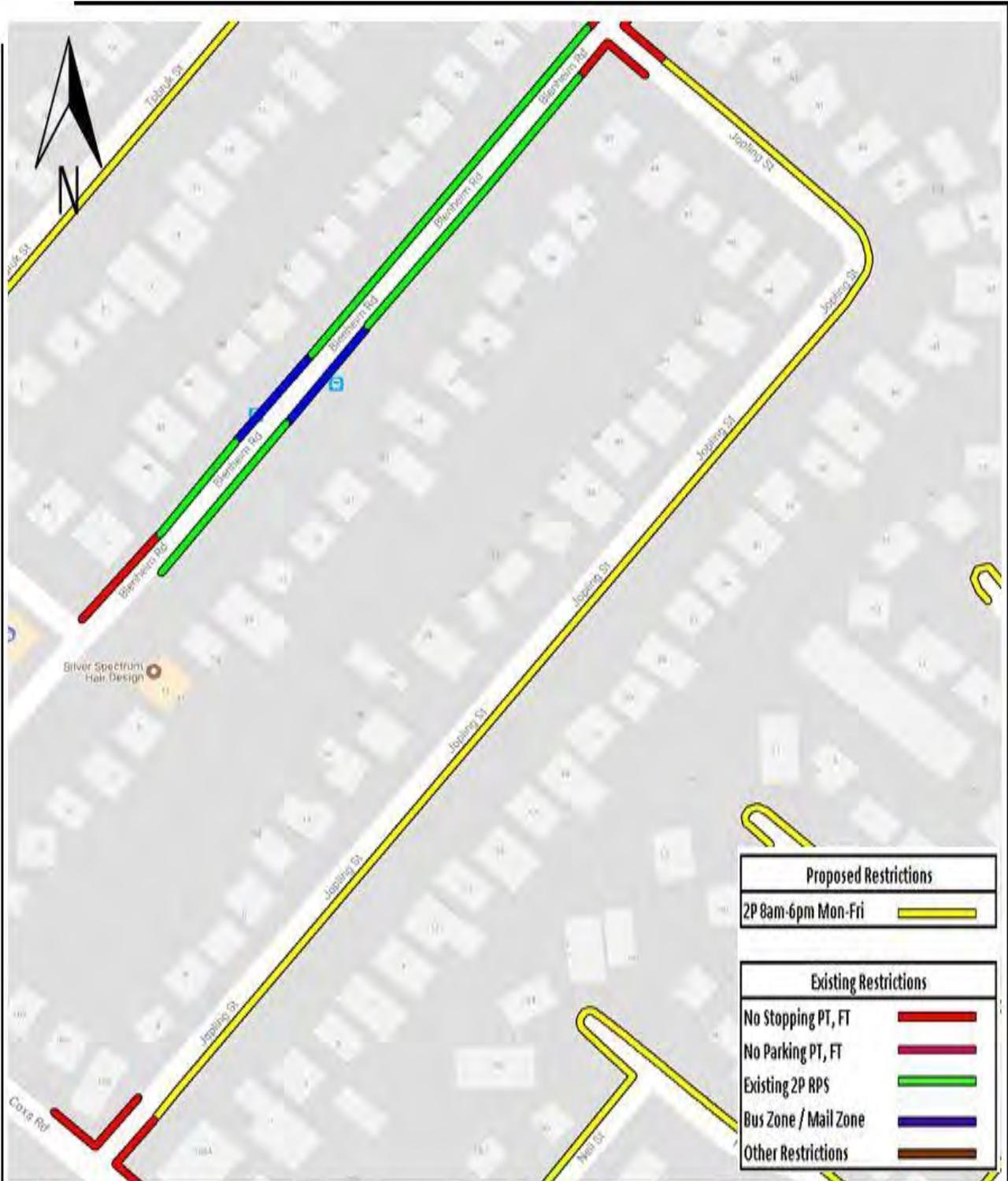
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Edmondson - Kokoda - Tobruk - Cutler - Betty Hendry	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Gilda - Cressy - Ian - Nash	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

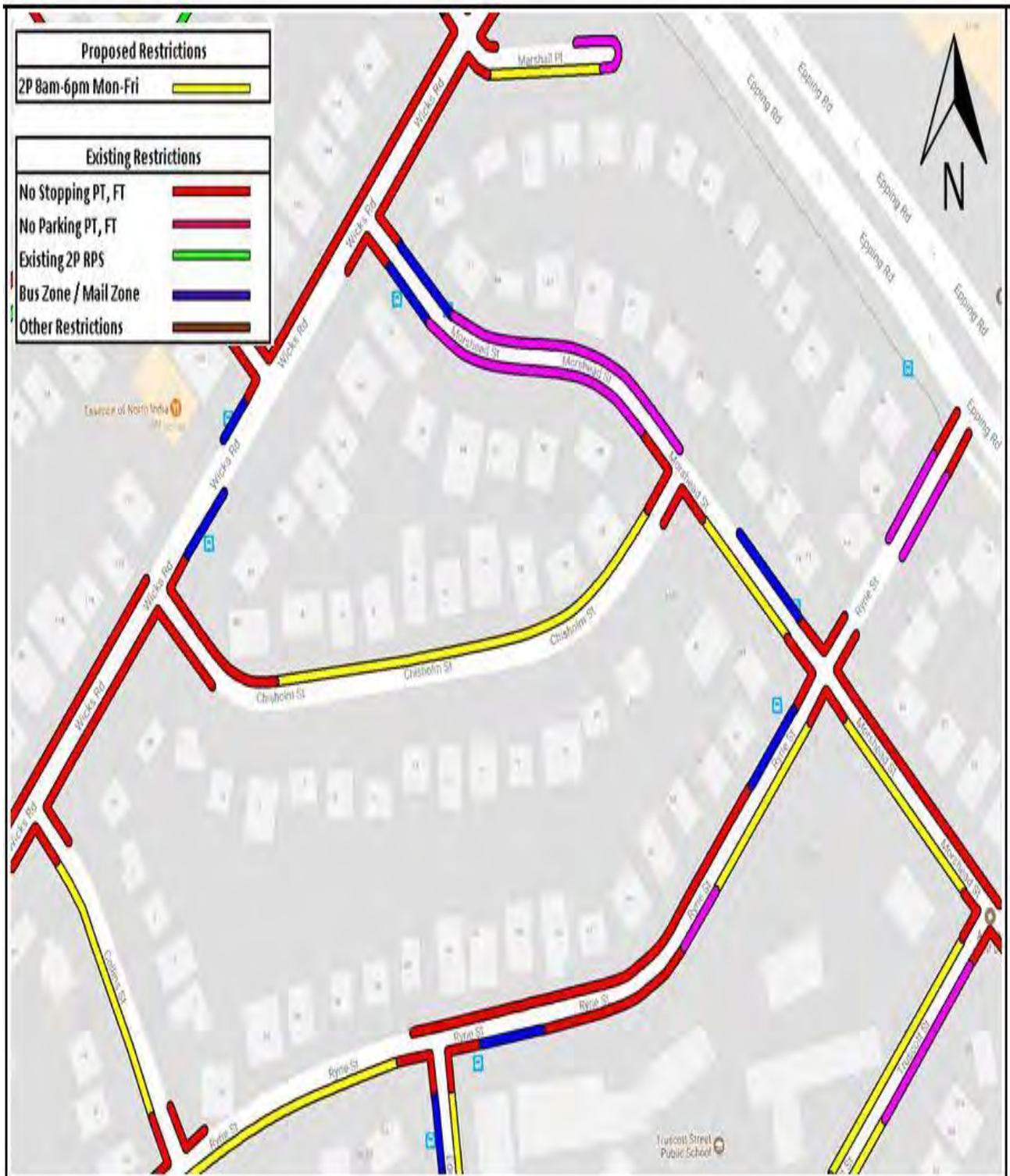
Disclaimer Not To Scale-Sketch Only

Streets: Jopling

Ref No: T2017/0865/01

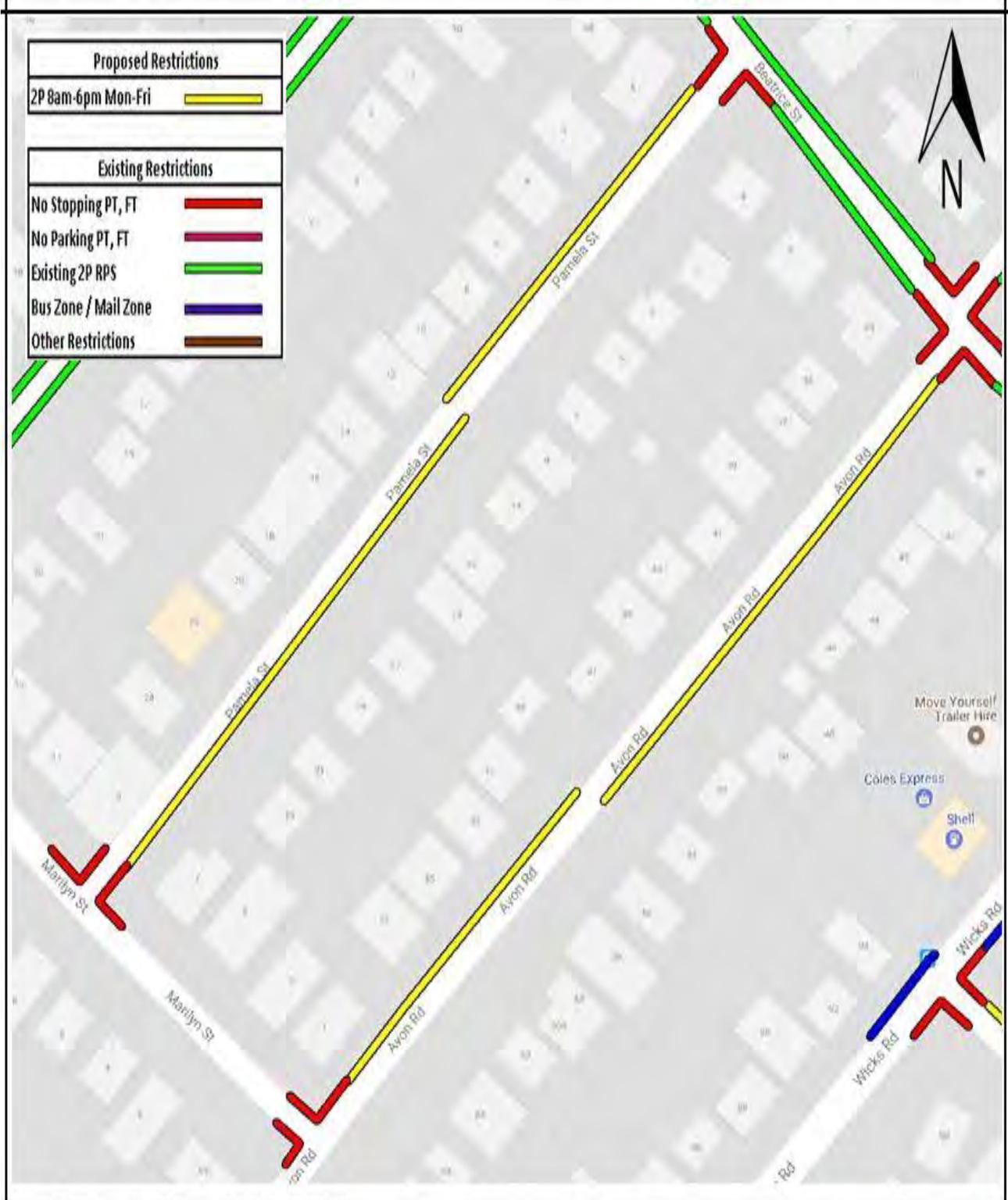
Suburb: North Ryde

Ryde Traffic Committee



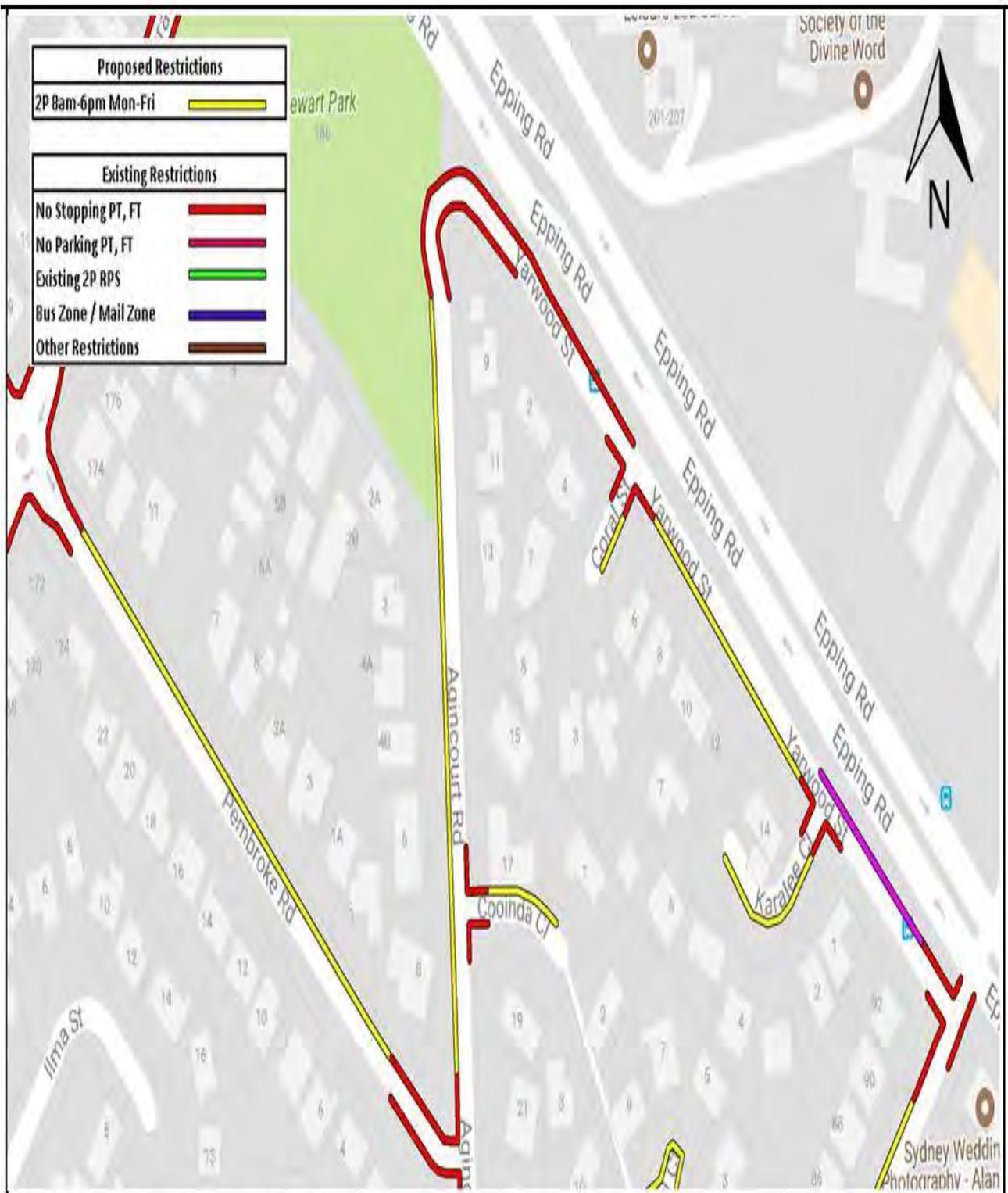
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Marshall - Chisholm - Collins - Morshead - Ryrie E	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



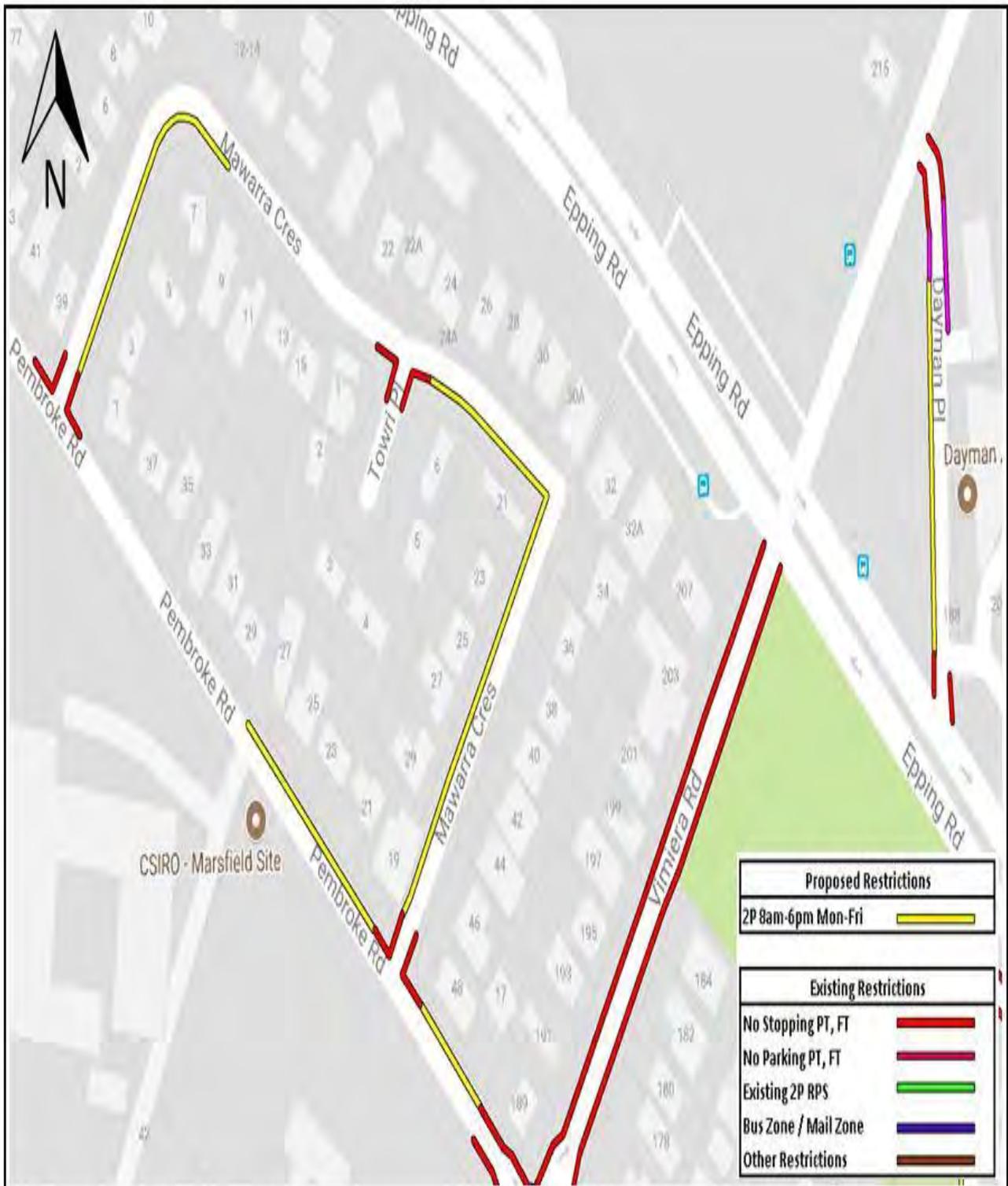
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Pamela - Avon	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



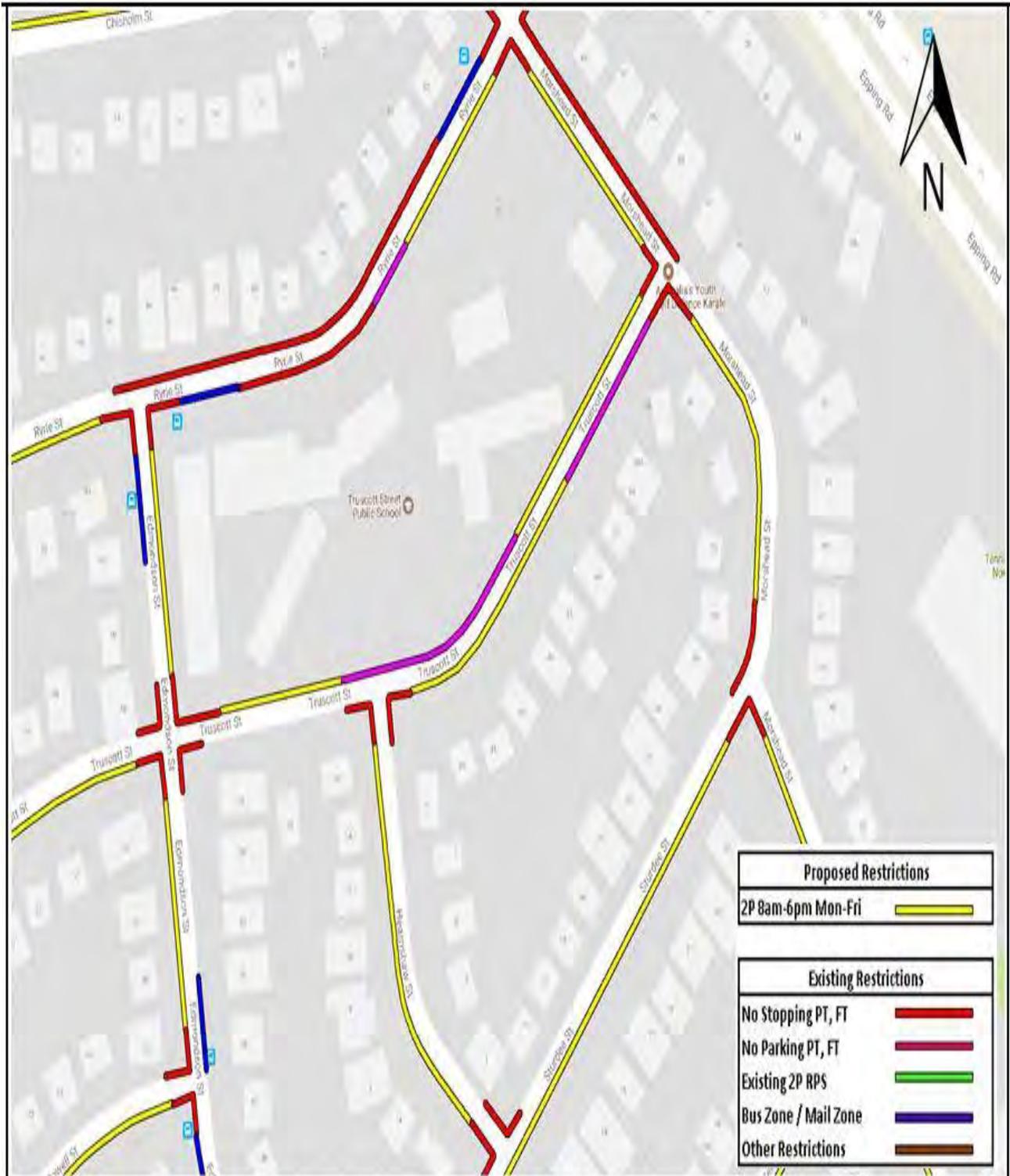
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Pembroke - Agincourt - Yarwood - Coral - Karalee - Coinda	
Ref No: T2017/0865/01	Suburb: Marsfield	
Ryde Traffic Committee		



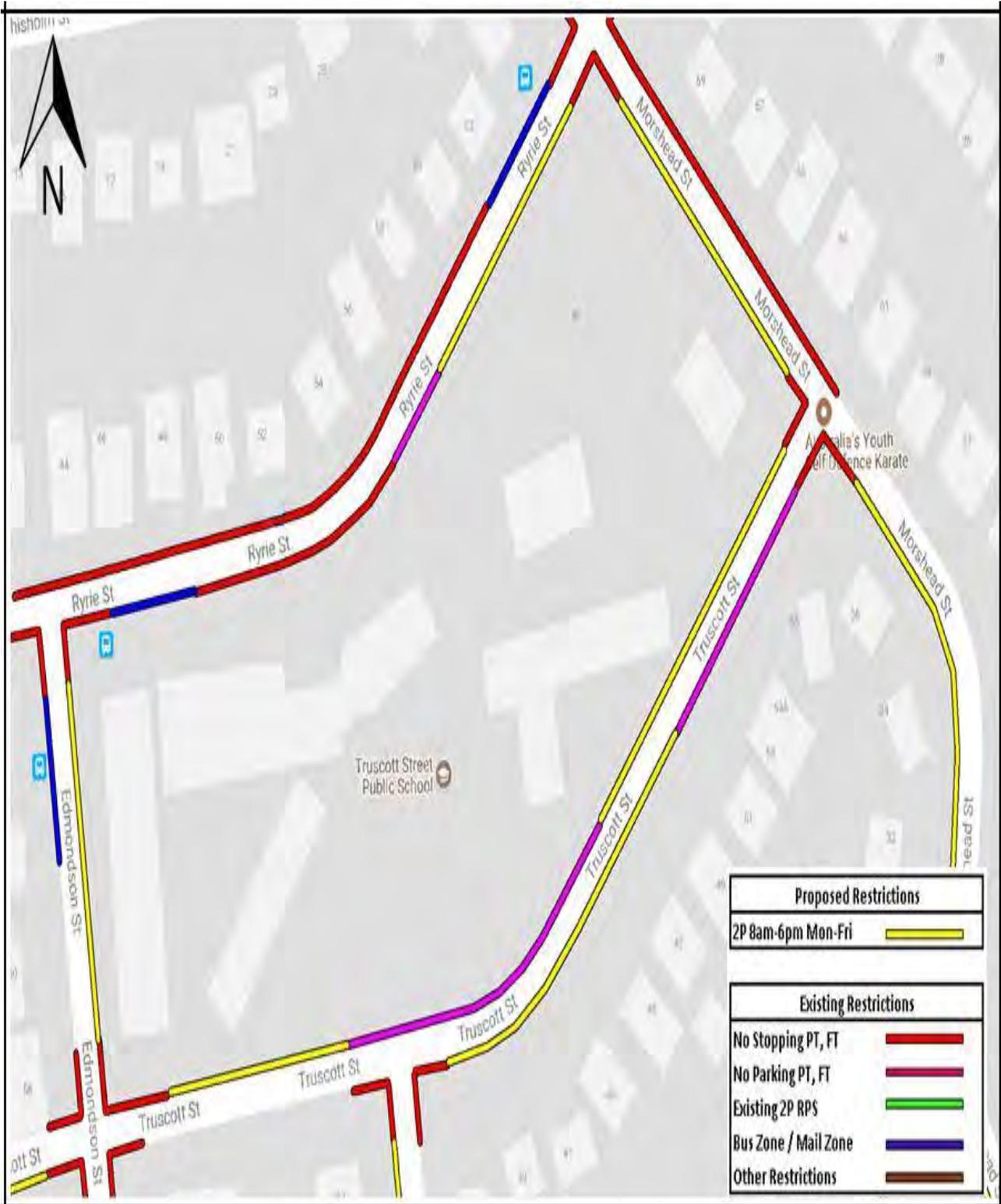
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Mawarra - Pembroke - Dayman
Ref No: T2017/0865/01	Suburb: Marsfield
Ryde Traffic Committee	



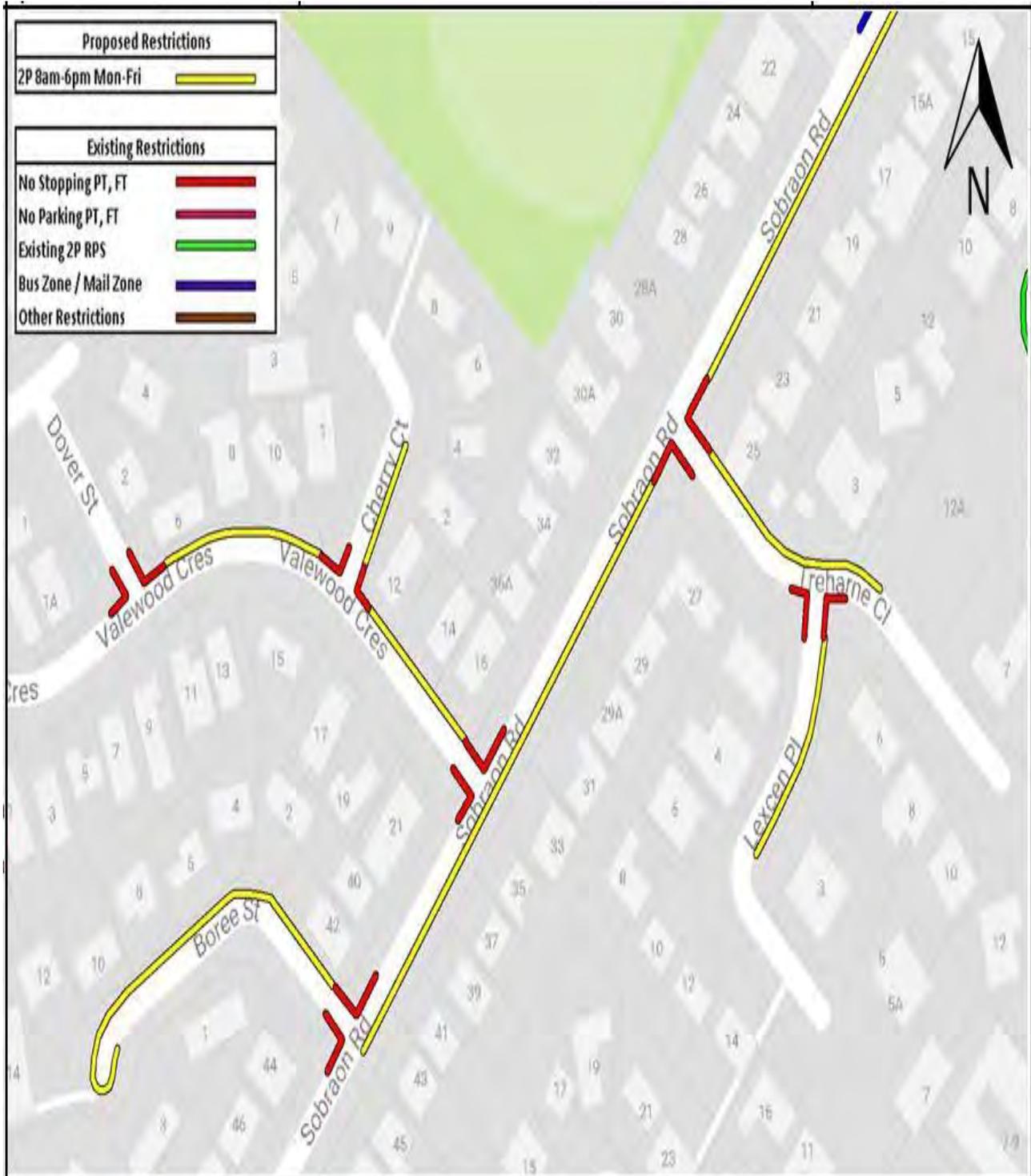
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Ryrie - Truscott - Hearnshaw - Morshead - Edmondson	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



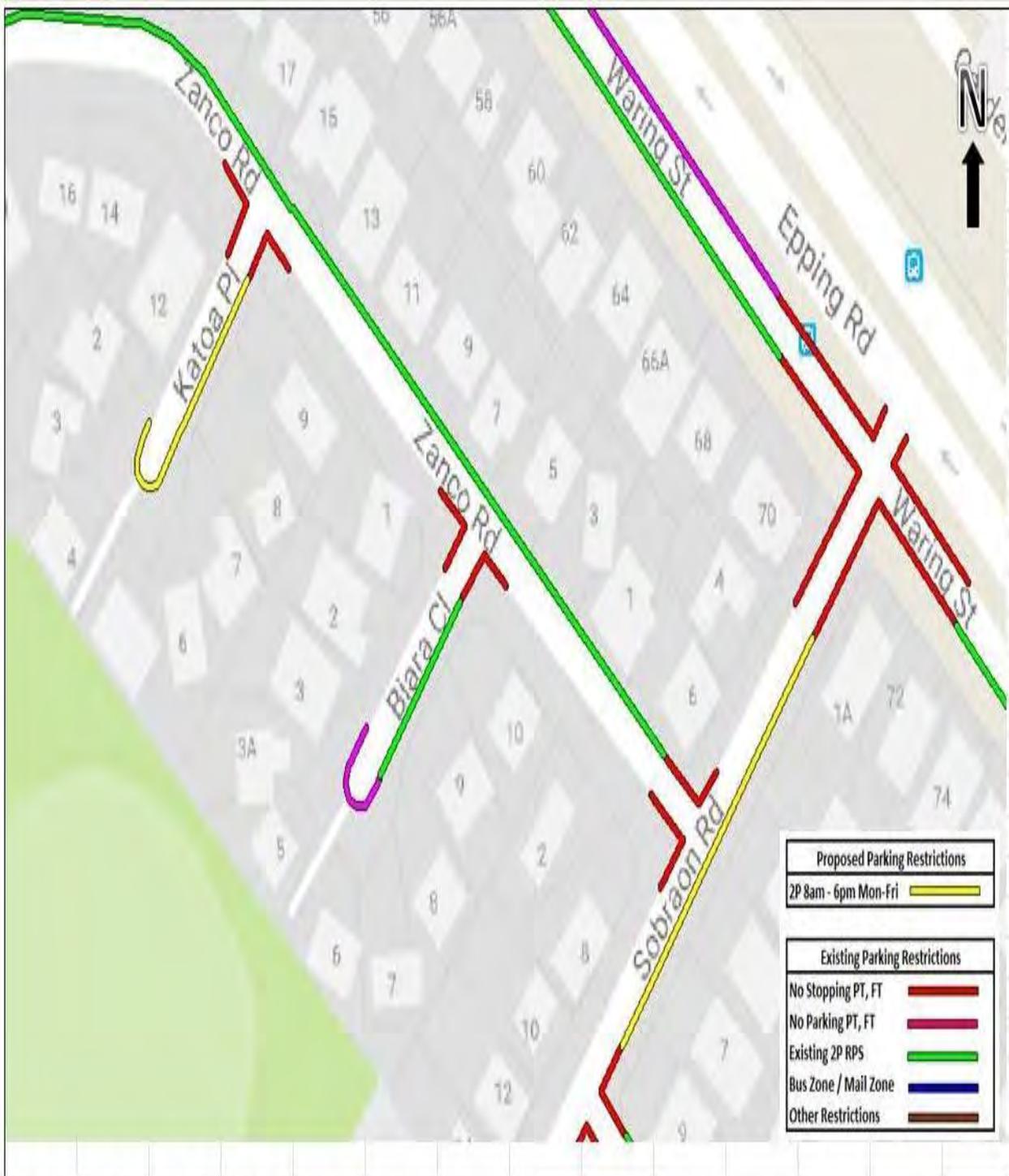
Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only	Streets: Ryrie - Truscott - Morshead	
Ref No: T2017/0865/01	Suburb: North Ryde	
Ryde Traffic Committee		



Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme		
Disclaimer Not To Scale-Sketch Only	Streets: Valewood-Cherry-Sobraon-Treharne-Lexcen - Boree	
Ref No: T2017/0865/01	Suburb: Marsfield	
Ryde Traffic Committee		





Note: PT= Part time, FT= Full Time, RPS = Resident Parking Scheme

Disclaimer Not To Scale-Sketch Only

Streets: Katoa Pl / Sobraon Rd

Ref No: T2017-01598

Suburb: Marsfield

Ryde Traffic Committee



**ITEM (B) WICKS ROAD, NORTH RYDE**

SUBJECT: **PARKING CONTROLS**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: RANGERS & T2018-01157
OFFICER: J BEGLEY

INTRODUCTION

Council has received representation from the Senior Coordinator Ranger and Parking Services, requesting consideration be given to amending parking restrictions on Wicks Road north of Epping Road, North Ryde to address a number of traffic issues.

CONTEXT

1. Wicks Road is a local road with a posted speed limit of 60 km/h.
2. Sections of 12P 7am-7pm Mon-Fri ticket parking applies on both sides of Wicks Road, north of Waterloo Road.
3. Short sections of 2P 9:30am-3:30pm Mon – Fri ticket parking applies on both sides of Wicks Road between Epping Road and Waterloo Road.
4. The section of Wicks Road between Epping Road and Waterloo Road will probably be utilised as a replacement bus route during the rail shutdown period.

REFERENCES

- RMS's *Pay Parking (V4.0)*.

COMMUNITY ENGAGEMENT

No consultation was required given that the areas which will now become either full-time NO STOPPING or NO PARKING do not have any properties fronting them, whilst the locations where the ticket parking zones used to apply will now become standard parking zones, subject to no fee.



DISCUSSION

Issue 1 Non-compliance with ticket parking requirements

Council currently has two distinct ticket parking zones on Wicks Road which are each governed by a single parking meter. One zone covers both sides of Wicks Road between its intersection with Epping Road and Waterloo Road, while the other includes both sides of Wicks Road between its intersection with Waterloo Road and the Suez Ryde Resource Recovery Centre. These ticket parking zones are quite extensive and require motorists to walk a considerable distance to the parking meter to purchase a ticket. Motorists at the end of the ticket parking zone would have to walk over 1100 metres in buying a ticket, returning to the vehicle to put the ticket on the dashboard and then walking back up Wicks Road.

The ticket parking zones do not comply with the RMS publication *Pay Parking Version 4.0* which requires that no parking space be located more than 30 metres from a parking meter. At locations where long term parking is involved, a distance of up to 50 metres to a parking meter can be utilised.

Council Rangers have indicated that these ticket parking zones are very much under-utilised; earning little income, and thus it would be more beneficial to replace the ticket parking zones with standard parking zones. The ticket parking machines could then be installed at locations where the demand for on-street parking is at a premium.

Issue 2 Vehicles queueing prior to the Suez Ryde Resource Recovery Centre (SRRRC)

The SRRRC is located at the end of Wicks Road, with Council's Rangers indicating that at peak times there is generally a queue of heavy vehicles wishing to access the site. Currently parking is permitted on both sides of the road, with the existing road carriageway not wide enough to permit 2 lanes of parking, 2 travel lanes and 1 queueing lane to co-exist. Given the low usage of the existing ticket parking zone, it was considered that the western side of Wicks Road from its intersection with Waterloo Road to the SRRRC be converted to a NO STOPPING zone as far as the M2 overbridge, and then NO PARKING from the M2 overbridge to the SRRRC.

Issue 3 12P Ticket Parking Zone on the eastern side of Wicks Road

With the proposed removal of the ticket parking machine, the existing 12P 7am-7pm Mon-Fri ticket parking zone on the eastern side of Wicks Road between the SRRRC and Waterloo Road would now be converted to 2P 8am-6pm Mon-Fri, in line with similar parking restrictions proposed at the Lachlans Line development.

Issue 4 Non-standard clearway hours on the eastern side of Wicks Road between Waterloo Road and Epping Road

There is a small 2P ticket parking zone that operates from 9:30am-3:30pm Mon-Fri on the eastern side of Wicks Road immediately south of Waterloo Road. With the removal of the ticket parking machine, this ticket parking zone would be converted to a standard parking zone, and would operate with the following amended hours to reflect traditional clearway hours namely: 2P 10am-3pm Mon-Fri, outside of these hours it would revert to NO STOPPING 6am-10am & 3pm-7pm Mon-Fri.



Issue 5 Use of Wicks Road by buses associated with the proposed Rail Shutdown Scheme

Whilst Wicks Road has not been identified as a replacement bus route when the rail shutdown occurs, brochures associated with this project continue to show Wicks Road in its schematic of replacement bus routes. Replacement Bus Route 1 from Chatswood and Bus Routes 3 and 4 from St Leonards are supposed to travel along Epping Road, left onto the Epping Road down ramp, right onto Lane Cove Road and left onto Waterloo Road.

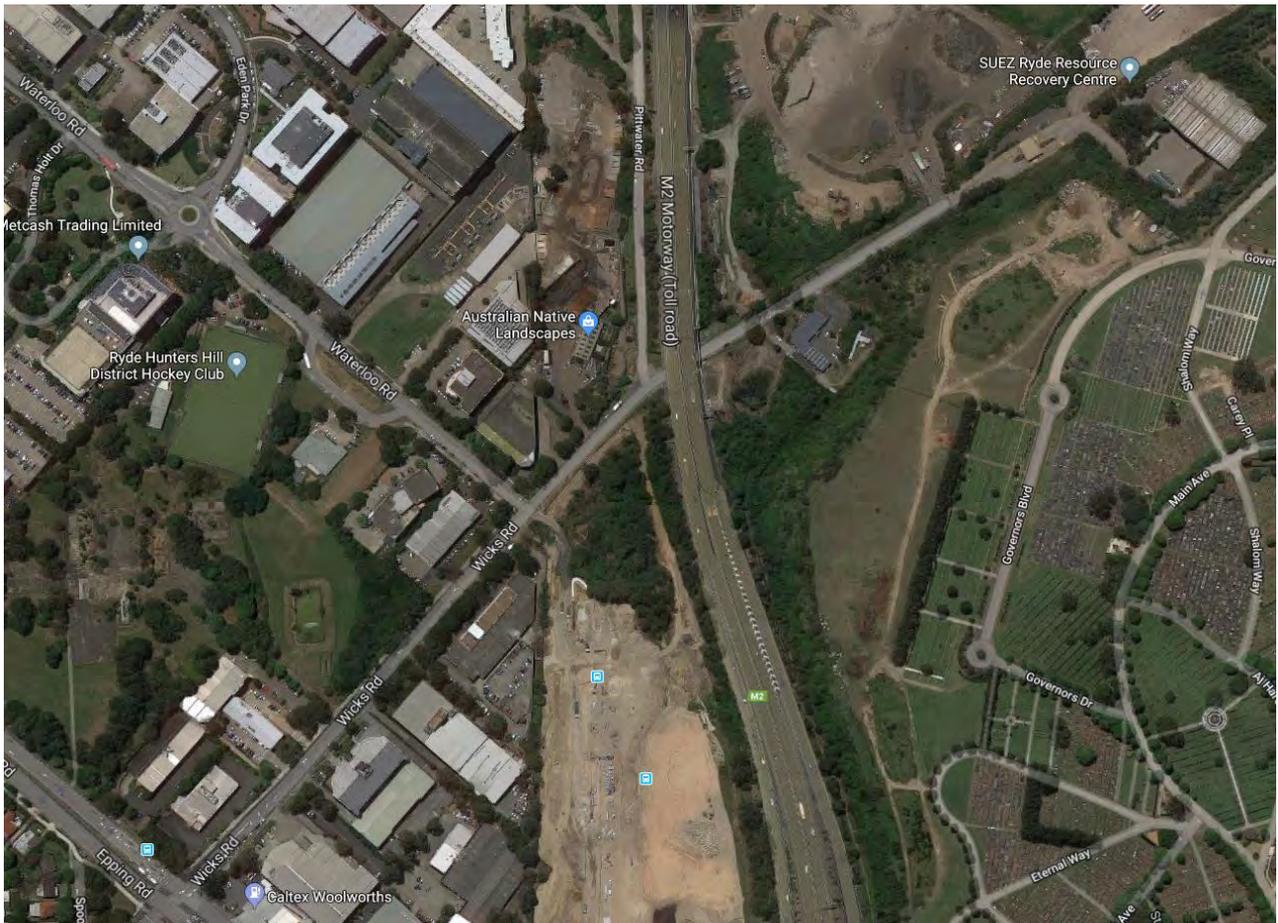
It is highly likely that there will be significant congestion on the down ramp from Epping Road onto Lane Cove Road, thus to avoid this congestion, buses would probably use Wicks Road as an alternative route to access Waterloo Road. To address this possibility, it is proposed that with the exception of existing bus zones, the western side of Wicks Road between Epping Road and Waterloo Road be converted to a full time NO STOPPING zone for the duration of the rail shutdown period.

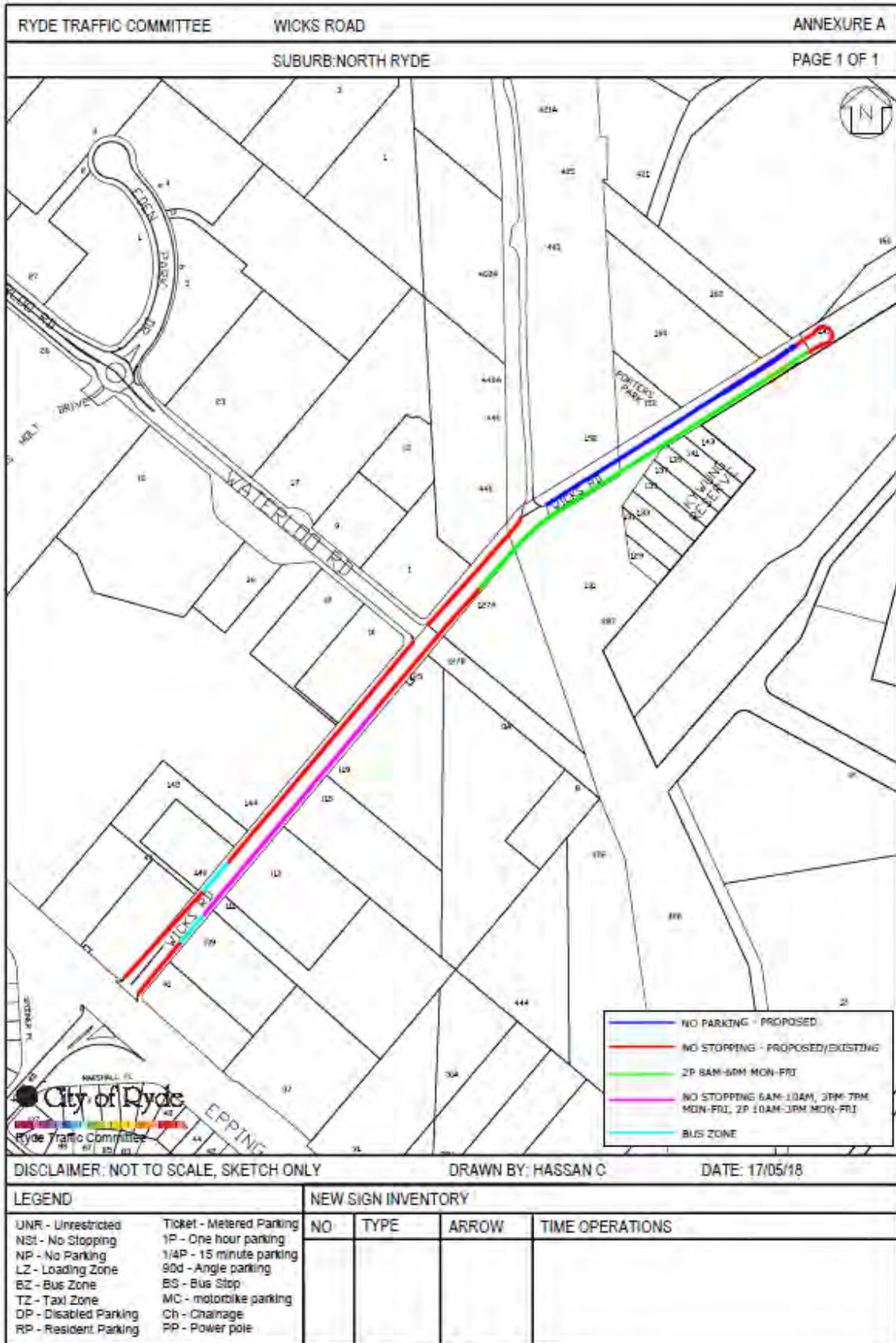
APPROVALS

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 remove the existing Ticket machines in Wicks Road, north of Epping Road, North Ryde.
2. To convert the existing kerbside parking, with the exception of 'BUS ZONE's, on the western side of Wicks Road, between Epping Road and Waterloo Road, North Ryde, to temporary 'NO STOPPING' during the rail shutdown period.
3. To convert the existing kerbside parking on the western side of Wicks Road, between Waterloo Road and the M2 overbridge, North Ryde, to 'NO STOPPING'.
4. To convert the existing kerbside parking on the western side of Wicks Road, between M2 overbridge and SRRRS, North Ryde, to 'NO PARKING'.
5. To convert the existing '12P TICKET: 7am-7pm Mon-Fri' zone on the eastern side of Wicks Road, between SRRRC and Waterloo Road, to '2P: 8am-6pm Mon-Fri'.
6. To convert the existing '2P TICKET: 7am-7pm Mon-Fri' zone on the eastern side of Wicks Road, south of Waterloo Road, North Ryde, be converted to:
 - i. '2P: 10am-3pm Mon-Fri', and
 - ii. 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri'.







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ITEM (C)	CITY OF RYDE
SUBJECT:	WASTE-COLLECTION VEHICLE ACCESS
ELECTORATE:	LANE COVE and RYDE
WARD:	WEST, CENTRAL and EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2018-00726
OFFICER:	J CARREON

INTRODUCTION

Due to continuing growth and developments across the City of Ryde, Council's waste-collection contractor is currently experiencing difficulties in accessing narrow streets and manoeuvring within the turning areas of cul-de-sacs. Investigations have previously been undertaken on a case-by-case basis, once parking occupancy has reached a critical point and bins can no longer be serviced. This process is time consuming and Council is unable to make changes in a timely manner.

In order to address the issue in a proactive manner, all roads in City of Ryde have been investigated to see which are narrow (including cul-de-sacs) and experiencing high parking occupancy during waste-collection times. Subsequently, *this Item* seeks approval to install 'NO PARKING: 5am-11am, Wed' in a number of roads within the Wednesday collection area.

BACKGROUND

There are a number of existing locations with 'NO PARKING: 5am-11am [Day]' zones on one side of the road to facilitate waste-collection vehicle access. In some rare cases, these parking controls have been installed to provide space for bins to be stored on waste-collection days.

Although these have historically been supported by residents, it has only been once the situation has become untenable, that bins have not been able to be serviced a number of times. Given the turnaround times to investigate, consult, approve and schedule installation, residents have waited up to six months for parking controls to be installed. In the meantime, waste-collection contractors have damaged vehicles and are required to undertake dangerous reversing manoeuvres, creating WH&S issues.

CONTEXT

1. 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*.



2. 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.
3. Council's *Road Register* indicates that 50 out of 150 Council's roads are considered "narrow" in the City of Ryde. 38 cul-de-sacs have been identified in the City of Ryde.
4. Increases in population and private-car ownership, beyond off-street parking capacity, has led to increasing numbers of vehicles being parked on-street, causing access problems for the waste-collection contractor servicing narrow roads in the City of Ryde.

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

The occupants of 108 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am, Wed' on the side of the following streets that would affect the least number of parking spaces:

- Beltana Street, Denistone including the cul-de-sac,
- Buena Vista Avenue, Denistone,
- Enid Street, Denistone including the cul-de-sac,
- Heard Street, Denistone East including the cul-de-sac,
- Lund Street, Denistone including the cul-de-sac,
- Maycock Street, Denistone East including the cul-de-sac, and
- Park Avenue, West Ryde.

17 responses have been received in support of the proposed changes and 18 responses have been received in opposition to the proposed changes. A summary of results has been provided in *Table D1*, with more details for each site following.



Table D1 Summary of consultation results

Road	Beltana Street	Buena Vista Avenue	Enid Street	Heard Street	Lund Street	Maycock Street	Park Avenue	Total
Properties consulted	32	27	14	7	12	8	8	108
Responses received	7	10	5	5	3	1	4	35
Responses with comments in support	6	0	2	2	3	0	4	17
Responses with comments objecting	1	10	3	3	0	1	0	18
No comment provided	25	17	9	2	9	7	4	73

Beltana Street

Beltana Street has a carriageway width of 7.5 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Beltana Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Beltana Street. All properties in Beltana Street have off-street parking.

The occupants of 32 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the western side of Beltana Street including the cul-de-sac. Six responses have been received in support of the proposed changes and one response has been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concern:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.

Respondents have made the following suggestion:

- Use smaller waste-collection vehicles.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Beltana Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The use of smaller vehicles would result in higher costs to Council, which would be passed onto land owners via the Environmental Management component of Council rates.



Given that the number of comments received in support is larger than the number of comments received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Wed' on the western side of Beltana Street including the cul-de-sac.

Buena Vista Avenue

Buena Vista Avenue has a carriageway width of 10.5 metres with unrestricted parking on both sides. The road is separated by a 6 metre wide median island with 5 metre and 5.5 metre travel lanes. There are currently no parking controls in Buena Vista Avenue. All properties in Buena Vista Avenue have off-street parking.

The occupants of 27 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the eastern side of Buena Vista Avenue. No response has been received in support of the proposed changes and 10 responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- The proposed changes will have a flow-on effect to surrounding streets in the area.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Tuesday nights and Wednesday mornings.

Respondents have made the following suggestions:

- Collect waste at an alternative time.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Buena Vista Avenue. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The waste-collection contract does not allow City of Ryde to dictate the time of day particular streets must be collected.

Given that all of the comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am, Wed' in Buena Vista Avenue, this parking control will not be pursued.

Enid Street

Enid Street has a carriageway width of 7 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Enid Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Enid Street. All properties in Enid Street have off-street parking.



The occupants of 14 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the southern side of Enid Street including the cul-de-sac. Two responses have been received in support of the proposed changes and three responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concerns:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- Residents will be required to walk some distance between their household and parking in surrounding streets on Tuesday nights and Wednesday mornings.
- Bins have previously been serviced.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Enid Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.

Given that majority of the comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am, Wed' for the southern side of Enid Street including the cul-de-sac, this parking control will not be pursued.

Heard Street

Heard Street has a carriageway width of 6 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Heard Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Heard Street. All properties in Heard Street have off-street parking.

The occupants of 7 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the western side of Heard Street including the cul-de-sac. Two responses have been received in support of the proposed changes and three responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concern:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.
- The proposed changes will have a flow-on effect to surrounding streets in the area.
- Bins have previously been serviced.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Heard Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.



Given that majority of the comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am Wed' for the western side of Heard Street including the cul-de-sac, this parking control will not be pursued.

Lund Street

Lund Street has a carriageway width of 7.5 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Lund Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Lund Street. All properties in Lund Street have off-street parking.

The occupants of 12 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am, Wed' on the southern side of Lund Street including the cul-de-sac. Three responses have been received in support of the proposed changes and no response has been received in opposition to the proposed changes.

Given that no responses were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Wed' on the southern side of Lund Street, including the cul-de-sac.

Maycock Street

Maycock Street has a carriageway width of 6 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Maycock Street as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Maycock Street. All properties in Maycock Street have off-street parking.

The occupants of 8 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the western side of Maycock Street including the cul-de-sac. No response has been received in support of the proposed changes and one response has been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concern:

- On-street parking demand currently outweighs supply and the proposed changes will increase the problem.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Maycock Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.

Given that only one household opposed the proposal, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am, Wed' on the western side of Maycock Street including the cul-de-sac.



Park Avenue

Park Avenue has a carriageway width of 5.5 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Park Avenue as experiencing high parking occupancy, which inhibits access for their vehicles. There are currently no parking controls in Park Avenue. All properties in Park Avenue have off-street parking.

The occupants of 8 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Wed' on the northern side of Park Avenue. Four responses have been received in support of the proposed changes and no response has been received in opposition to the proposed changes.

Respondents have made the following suggestions:

- Consider installing full-time 'NO STOPPING' instead of the proposed 'NO PARKING: 5am-11am, Wed'.
- Consider installing full-time 'NO PARKING' instead of the proposed 'NO PARKING: 5am-11am, Wed'.

Given that majority of the respondents have recommended additional parking controls to the proposed 'NO PARKING: 5am-11am Wed' along Park Avenue, this parking control will not be pursued in the meantime. Installation of a more appropriate parking control will be further investigated.

DISCUSSION

Of the 150 narrow roads and 38 cul-de-sacs in City of Ryde, the waste-collection contractor has identified 50 roads and 35 cul-de-sacs that are currently experiencing high parking occupancy during waste-collection times that inhibits waste-collection vehicle access.

Following the first in-depth investigations for the Tuesday waste-collection area, these investigations cover the Wednesday waste-collection area, which has the following 12 narrow roads and 8 cul-de-sacs where parked vehicles inhibit waste-collection vehicles during waste-collection times:

- Beltana Street including the cul-de-sac,
- Buena Vista Avenue,
- Enid Street including the cul-de-sac,
- Heard Street including the cul-de-sac,
- Lund Street including the cul-de-sac,
- Maycock Street including the cul-de-sac, and
- Park Avenue.

The 'NO PARKING: 5am-11am Wed' zones are proposed to be installed on the side of each of the roads that would affect the least number of parking spaces.



The feedback from occupants has been taken into consideration and it is proposed:

1. To install 'NO PARKING: 5am-11am Wed' zones at the following locations:
 - Beltana Street including the cul-de-sac,
 - Lund Street including the cul-de-sac, and
 - Maycock Street including the cul-de-sac.
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Buena Vista Avenue,
 - Enid Street including the cul-de-sac, and
 - Heard Street including the cul-de-sac.

Additionally, the following will be further investigated:

- Installation of a more appropriate parking control along Park Avenue.

APPROVALS

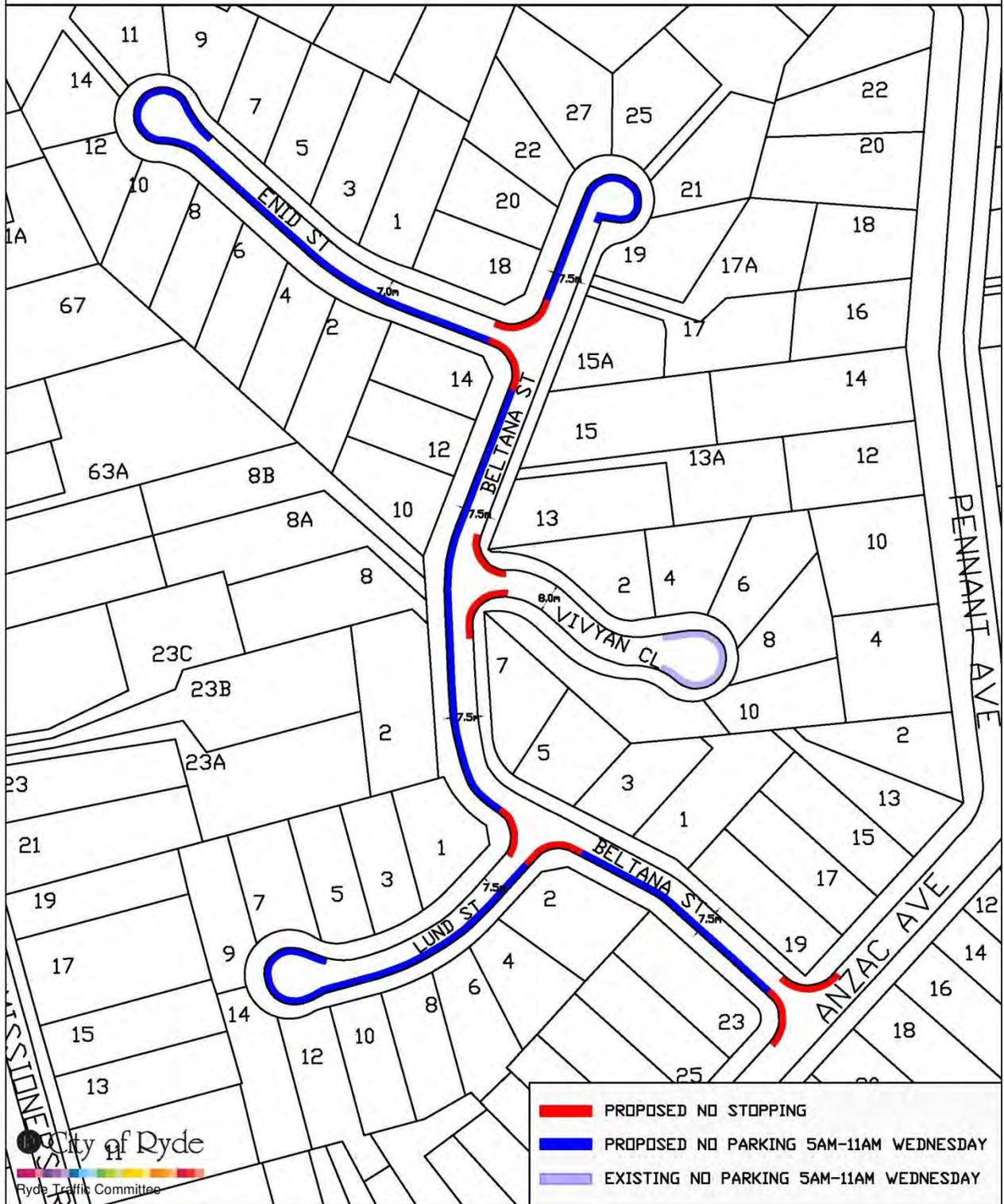
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

PROPOSAL

1. To install 'NO PARKING: 5am-11am, Wed' zones at the following locations:
 - Beltana Street, Denistone including the cul-de-sac,
 - Lund Street, Denistone including the cul-de-sac, and
 - Maycock Street, Denistone East including the cul-de-sac.
2. To install statutory 10 metres 'NO STOPPING' at the following intersections:
 - Anzac Avenue / Beltana Street, Denistone,
 - Beltana Street / Enid Street, Denistone,
 - Beltana Street / Lund St, Denistone,
 - Beltana Street / Vivyan Close, Denistone,
 - Gallard Street / Heard Street, Denistone East, and
 - Richmond Street / Maycock Street, Denistone East.
3. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Buena Vista Avenue, Denistone,
 - Enid Street, Denistone including the cul-de-sac, and
 - Heard Street, Denistone East including the cul-de-sac.



RYDE TRAFFIC COMMITTEE	BELTANA STREET, ENID STREET, & LUND STREET	ANNEXURE A
T2018-00726	SUBURB: DENISTONE	PAGE 1 OF 4

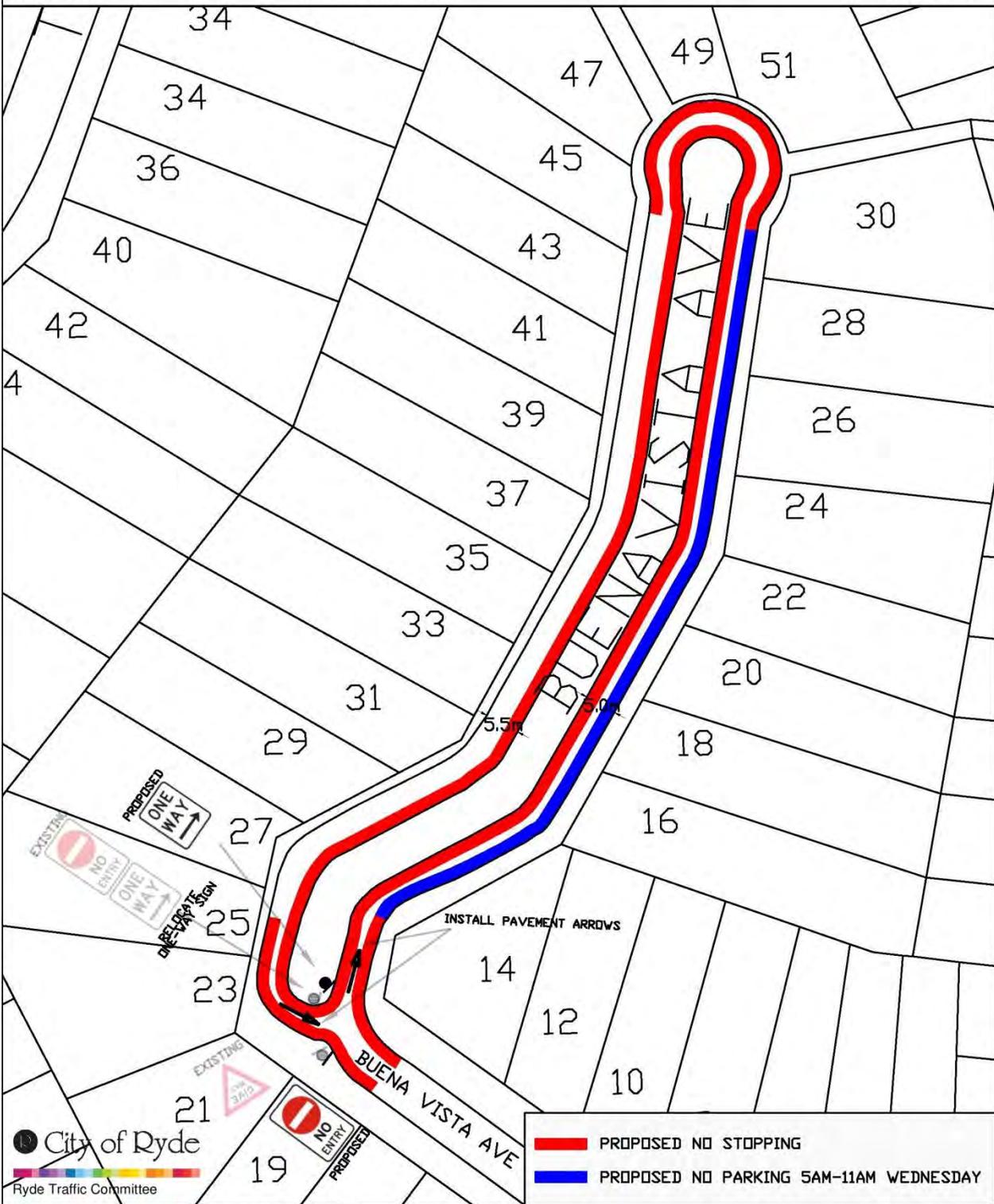


DISCLAIMER: NOT TO SCALE, SKETCH ONLY WEDNESDAY ROSTER

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



RYDE TRAFFIC COMMITTEE	BUENAVISTA AVENUE	ANNEXURE A
T2018-00726	SUBURB: DENISTONE	PAGE 2 OF 4

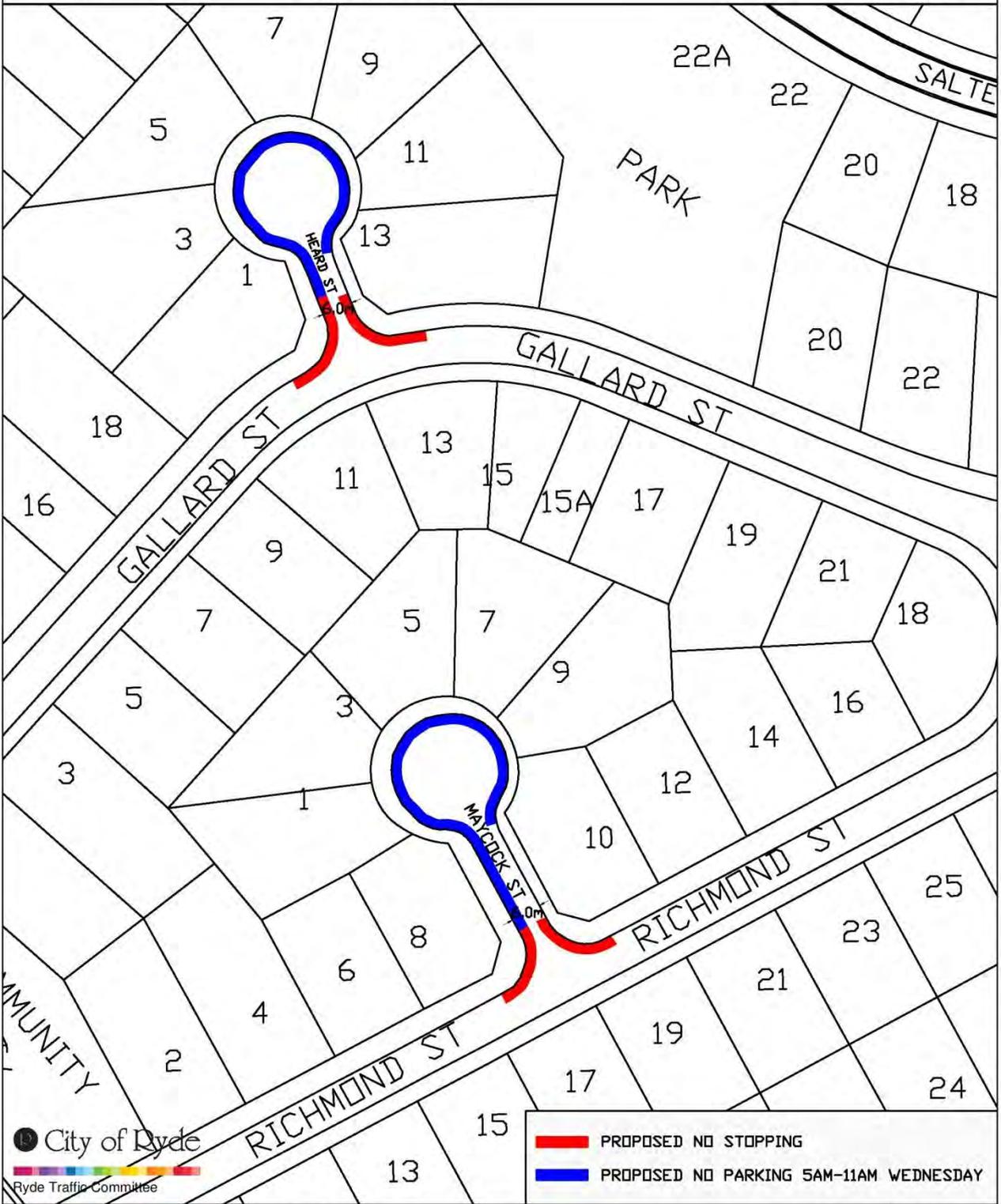


DISCLAIMER: NOT TO SCALE, SKETCH ONLY WEDNESDAY ROSTER

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	1	R2-2	R	
LZ - Loading Zone	90d - Angle parking	1	R2-4		
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



RYDE TRAFFIC COMMITTEE	HEARD STREET & MAYCOCK STREET	ANNEXURE A
T2018-00726	SUBURB: DENISTONE EAST	PAGE 3 OF 4



█ PROPOSED NO STOPPING
█ PROPOSED NO PARKING 5AM-11AM WEDNESDAY

DISCLAIMER: NOT TO SCALE, SKETCH ONLY WEDNESDAY ROSTER

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



RYDE TRAFFIC COMMITTEE	PARK AVENUE	ANNEXURE A
T2018-00726	SUBURB: WEST RYDE	PAGE 4 OF 4



	EXISTING NO STOPPING
	PROPOSED NO PARKING 5AM-11AM WEDNESDAY

DISCLAIMER: NOT TO SCALE, SKETCH ONLY WEDNESDAY ROSTER

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

**ITEM (D) FARADAY LANE, MEADOWBANK**

SUBJECT: SERVICE VEHICLE ACCESS
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2019293 & T2017-01881
OFFICER: M ILYAS

INTRODUCTION

Council has received a representation from a resident of the apartment block at 21 Bay Drive requesting consideration be given to install 'NO STOPPING' in Faraday Lane, at the rear of 21 Bay Drive, Meadowbank to facilitate service vehicle access (including emergency, waste-collection and removalist vehicles).

CONTEXT

1. Faraday Lane is 6 metres wide providing access to nearby properties.
2. 'NO STOPPING' is signposted on one side of the laneway.

REFERENCES

- [NSW] *Road Rules 2014* Rule167 No stopping 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 195 surrounding properties were notified of the proposal, as shown in *Figure D1*. Ten comments have been received in support and one resident does not support the proposed changes.

The occupant that does not support the proposed change is concerned that there is shortage of on-street parking in the area and has suggested that 'NO STOPPING: 9am-5pm Mon-Fri' be installed in-lieu of the proposed changes.

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

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is facing difficulty accessing Faraday Lane.



- Installing 'NO STOPPING: 9am-5pm Mon-Fri' will allow vehicles to park near the dead-end of Faraday Lane, which will make it impossible for service vehicles to manoeuvre.

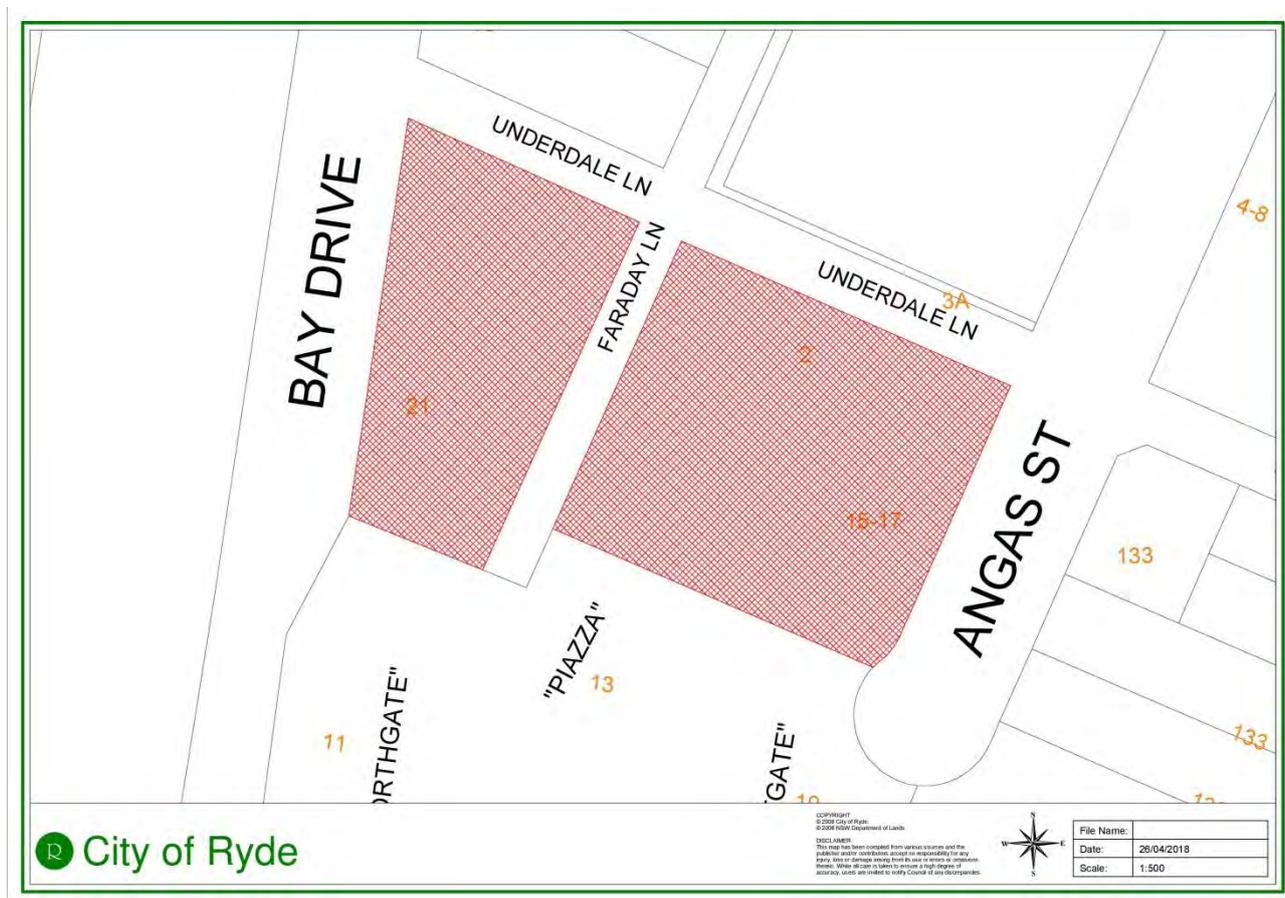


Figure D1 Community engagement distribution

DISCUSSION

When vehicles are parked within close proximity to the driveway of 21 Bay Drive in Faraday Lane, there is insufficient space for service vehicles to access 21 Bay Drive and/or turn around. Installing 'NO STOPPING' will improve this access for emergency, waste-collection and removalist vehicles. Given that the residents have supported the proposed changes, it is proposed to install 20 metres of 'NO STOPPING' on the north-western side of Faraday Lane near the dead end.

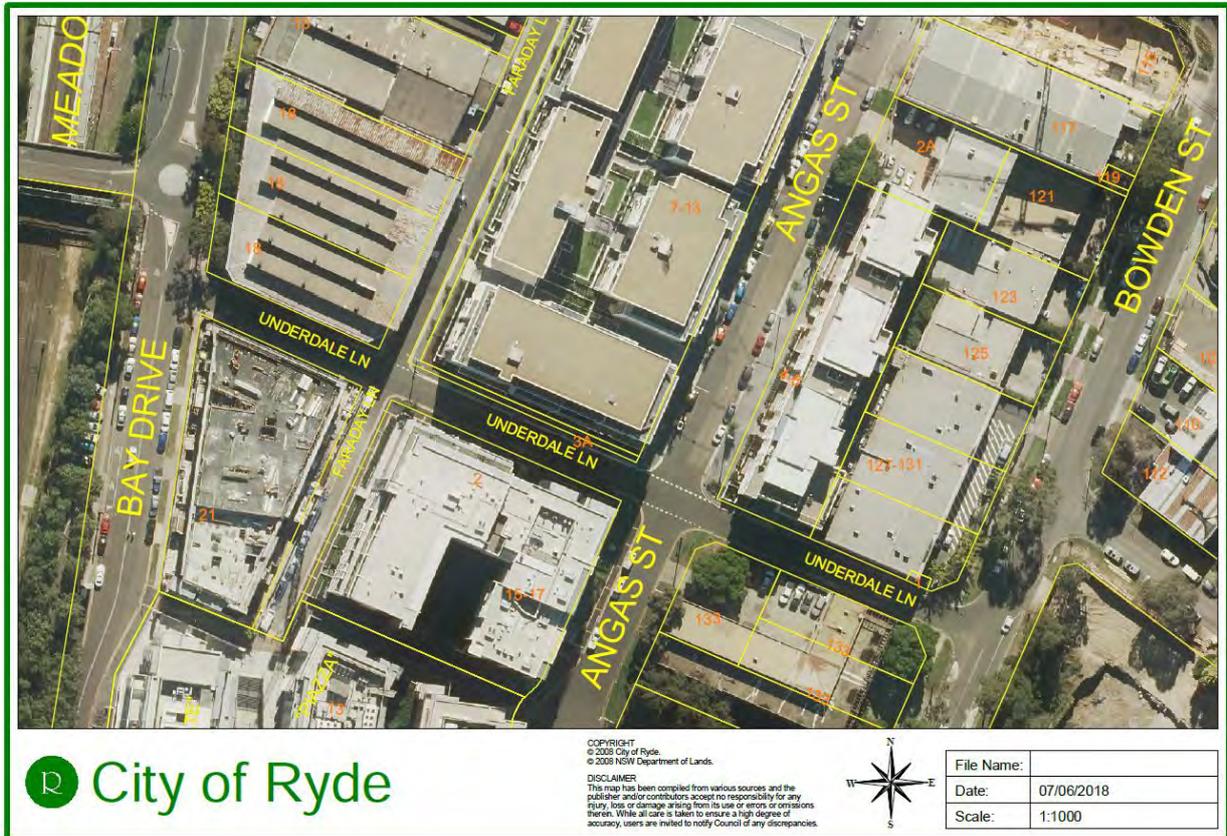
APPROVALS

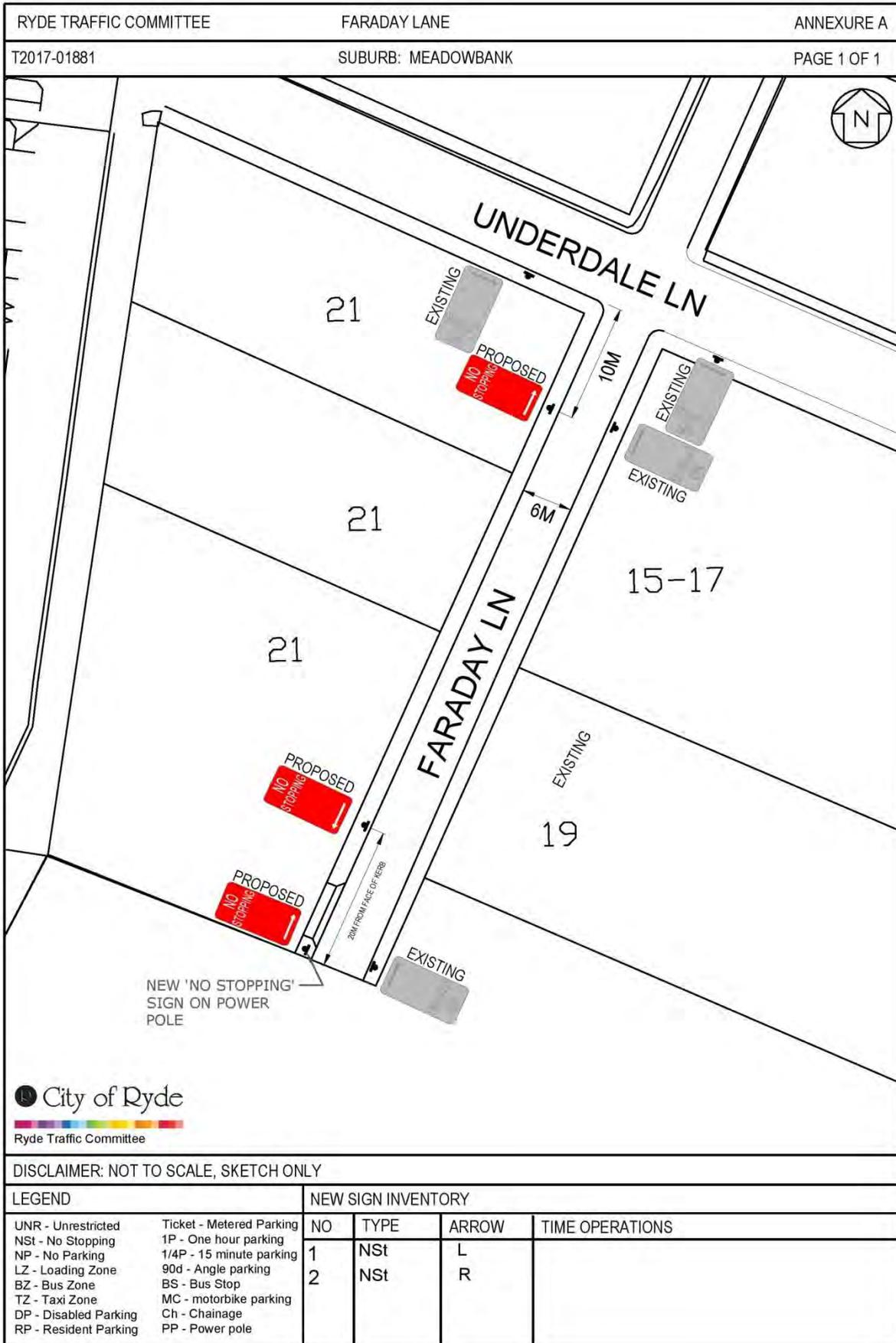
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.



PROPOSAL

To install 20 metres of 'NO STOPPING' on the north-western side of Faraday Lane, at the rear of 21 Bay Drive, Meadowbank.





**ITEM (E) 100 STATION STREET, WEST RYDE**

SUBJECT: WASTE-COLLECTION AREA
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-01198
OFFICER: G HOLDING

INTRODUCTION

Council is currently involved in Land and Environment Court proceedings with respect to an appeal by Women's Housing Company Ltd regarding a Boarding House development at 100 Station Street, West Ryde.

Women's Housing Company Ltd is a not-for profit organisation and registered charity that provides affordable housing for women on low incomes who may also have mental health, disability and family issues.

One of the key issues to be resolved in the court proceedings is waste-collection from the subject site. The applicant is unable to provide on-site collection for the proposed development due to the configuration of the site, building design requirements and cost implications. However, bins are currently serviced by Council's waste-collection contractor for not only the existing development on the site but also for adjoining properties, by stopping their trucks within the roundabout at the intersection of Station Street and Constitution Road (west) and rear loading the bins by hand. The current situation is therefore unacceptable given that evidence provided at the hearing clearly indicates that the stopping of garbage collection trucks within the roundabout is dangerous.

To resolve this issue with respect to both the proposed development (should approval be granted by the court) and the unsatisfactory situation with respect to the existing waste-collection practices, the applicant has requested Council consider parking controls in Station Street, northwest of the site, and Council staff support these requested changes.

Ryde Traffic Committee support is therefore required to proceed with this proposal as soon as possible, given the need to resolve the current waste-collection issue.

CONTEXT

1. The bins for 100 Station Street and some of the adjoining properties are currently serviced by Council's waste-collection contractor, by stopping their trucks within the roundabout at the intersection of Station Street and Constitution Road (west) and rear loading the bins by hand.
2. The parking outside adjacent properties, 96 and 98 Station Street, is currently sign-posted 'NO STOPPING', to allow two opposing travel lanes on approach to the roundabout at the intersection of Station Street and Constitution Road (west).



REFERENCES

- City of Ryde's *Development Control Plan 2014*
- [NSW] *Road Rules 2014* Rule 168 No parking signs
- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection.

COMMUNITY ENGAGEMENT

Local residents will be notified of the changes prior to installation.

DISCUSSION

It is understood that Women's Housing Company Ltd has a contractual agreement with the NSW Government to increase the supply of social and affordable housing and building a Boarding House at 100 Station Street would deliver approximately 60% of this commitment.

Although Council would normally require on-site waste collection, accommodation of this condition would be difficult at this site due to siting, design and cost constraints. Furthermore, the current arrangements for servicing bins at 100 Station Street and nearby properties are a major safety issue that requires immediate resolution. The applicant has provided Council with video footage of these practices.

Although there is an area nearby, between the driveways of 96 and 98 Station Street, where a waste-collection vehicle could stop to service bins, it is not suitable due to the presence of dividing (BB) linemarking on approach to the roundabout at the intersection of Station Street and Constitution Road (west). A truck stopped at this location will block the travel lane and, given the demonstrated driver behaviour in the area, drivers are likely to divert around the truck, placing them on the incorrect side of the road on approach to the roundabout. This is of particular concern for vehicles turning left into Station Street, from Constitution Road (west).

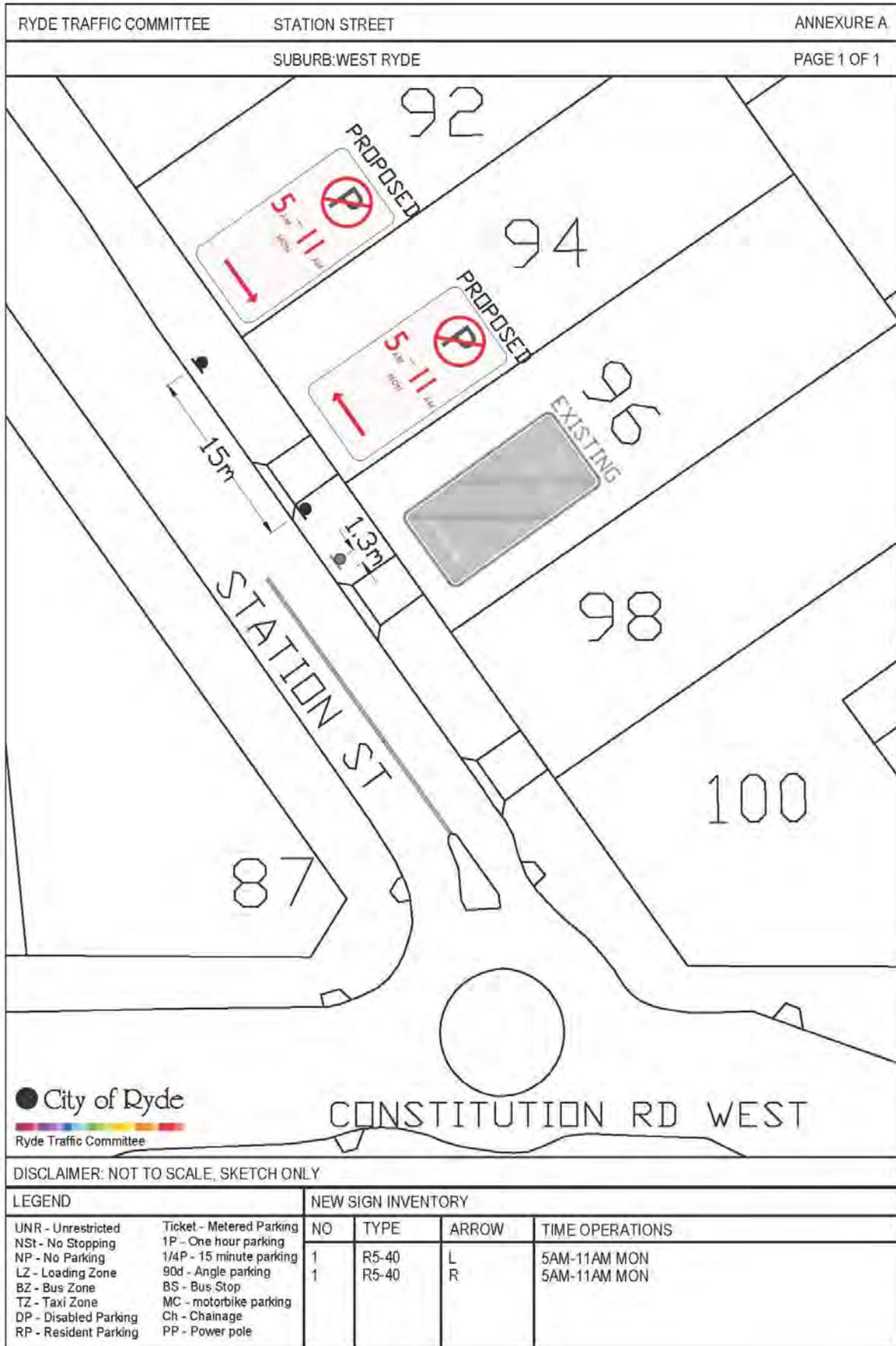
The closest area that would be suitable to service waste bins is outside 94 Station Street, which is currently unrestricted parking. To resolve the abovementioned issues, it is proposed that Council installs 'NO PARKING: 5am-11am Mon' at this location.

APPROVALS

Ryde Traffic Committee support is required to proceed with this proposal given that there is a need to resolve the current waste-collection issue as soon as practicable. Therefore, should the Ryde Traffic Committee support the proposed measures, the matter will be referred to Council's General Manager for interim approval, prior to the matter being referred to Council's Works and Community Committee for final approval.

PROPOSAL

To install 15 metres of 'NO PARKING: 5am-11am Mon' on the north-eastern side of Station Street, outside 94 Station Street, West Ryde.





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ITEM (F)	WINGATE AVENUE, EASTWOOD
SUBJECT:	TIMED PARKING NEAR EASTWOOD CROQUET CLUB
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D18/19637 & T2018-00288
OFFICER:	H CHOUDHRY

INTRODUCTION

Council has received representation from the Eastwood Croquet Club requesting consideration be given to converting ten unrestricted car spaces to timed parking in Wingate Avenue, Eastwood to improve availability of on-street parking for club members.

CONTEXT

1. Wingate Avenue experiences high parking occupancy throughout the day, most likely due to commuters using the area as a 'park and ride'.
2. Unrestricted 90° angle parking is installed on southern side of Wingate Avenue, Eastwood.

REFERENCES

- [NSW] *Road Rules 2014* Rule 204 Meaning of certain information on or with permissive parking signs
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated
- [NSW] *Road Rules 2014* Rule 205A Parking outside times indicated.

COMMUNITY ENGAGEMENT

Given the low impact of the changes to local residents, no consultation has been undertaken except with Eastwood Croquet Club.

DISCUSSION

Croquet sessions at Eastwood Croquet Club are held throughout the week, from 9:30am to 3:30pm. Each session accommodates at least 16 members and is approximately three-hours long.

The unrestricted parking in Wingate Avenue experiences high occupancy and members of the croquet club are unable to find parking space when they arrive at 9am on weekdays. Therefore, it is proposed that ten unrestricted parking spaces along the southern side of Wingate Avenue be converted to '4P: 8am–6pm'. This will improve availability of short-term parking in the area and will also improve parking turnover.



Currently, Council has engaged an external consultant to undertake the 'Eastwood Traffic and Parking Study' which will assess the parking needs for Eastwood Town Centre from both an on-street and off-street perspective.

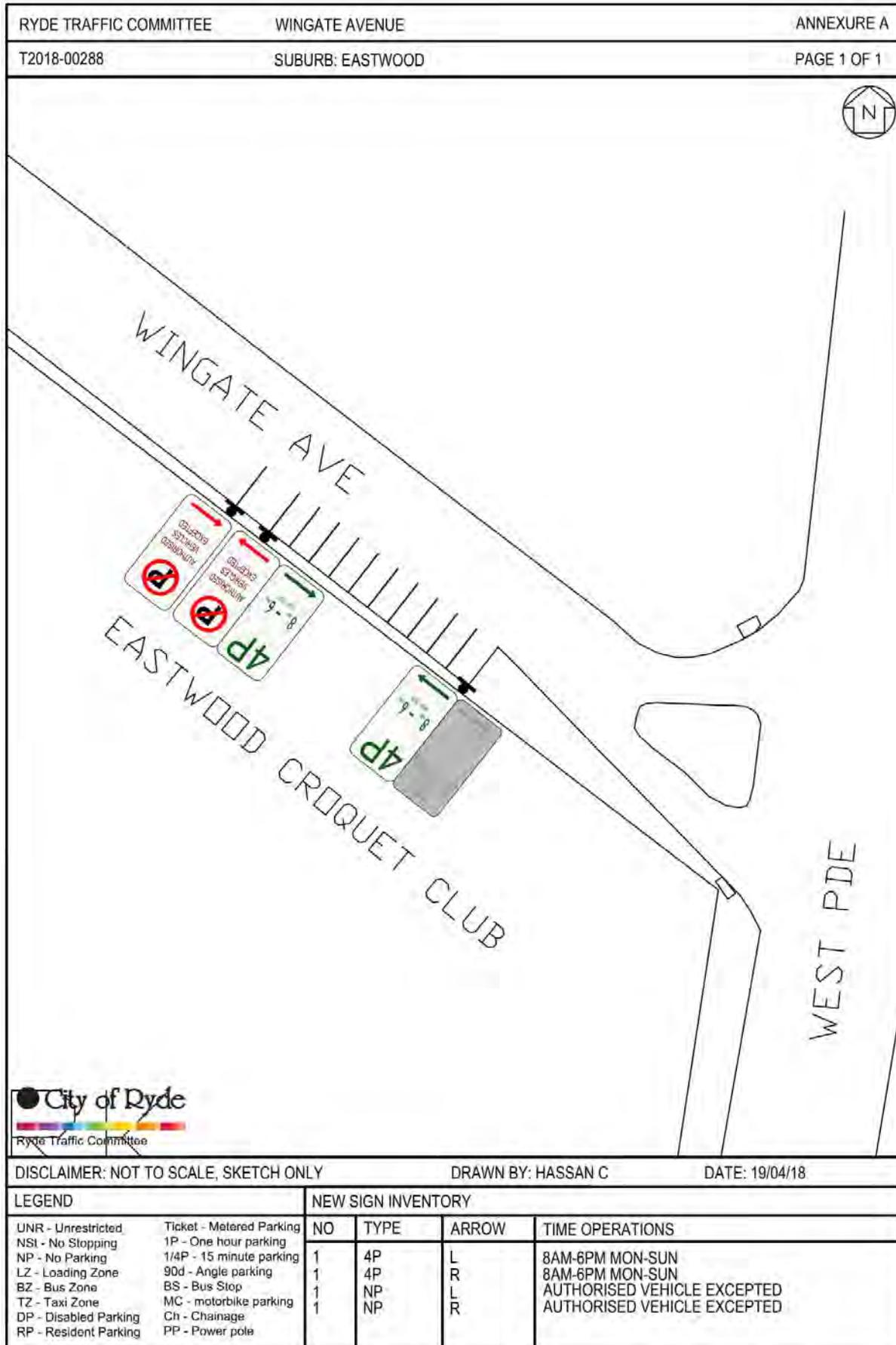
APPROVALS

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 converting ten of the unrestricted car spaces on southern side of Wingate Avenue, Eastwood to '4P: 8am–6pm'.







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**ITEM (G) RYEDALE ROAD, WEST RYDE**

SUBJECT: CHANGES TO TIMED PARKING
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-01175
OFFICER: G HOLDING

INTRODUCTION

Council has temporarily moved a 'BUS ZONE' from Ryedale Road to Victoria Road (slip road), to accommodate the installation of a 'WORKS ZONE', which facilitates development works at 17-21 Ryedale Road, West Ryde. Local businesses owners have subsequently raised concerns regarding the loss of two-hour parking due to these changes. It has been suggested that Council consider converting four spaces of nearby one hour parking to half-hour parking.

CONTEXT

1. There was a pre-existing existing 'BUS ZONE' located outside 17-21 Ryedale Road.
2. This was replaced by a 'WORKS ZONE' to facilitate a seven-storey boarding house development at 17-21 Ryedale Road.
3. The 'BUS ZONE' has been temporarily relocated to Victoria Road (slip road) to accommodate the temporary 'WORKS ZONE', which has removed five two-hour parking spaces.
4. The four one-hour parking spaces along Ryedale Road are often occupied by Mobility Parking Scheme (MPS) card holders, who are likely train commuters.

REFERENCES

- [NSW] *Road Rules 2014* Rule 206 Time extension for people with disabilities.

COMMUNITY ENGAGEMENT

The local businesses will be consulted prior to Council considering the matter at the Works and Community Committee meeting.

DISCUSSION

RMS's MPS allows card holders the following concessions, under *Road Rules 2014*:

- park in 'P DISABILITY ONLY' zones;
- stop for five minutes in 'NO PARKING' zones;



- park for 30 minutes in zones limited for less than 30 minutes;
- park for two hours in 30-minute zones;
- park for an unlimited time in zones limited for more than 30 minutes; and
- park in pay parking without payment.

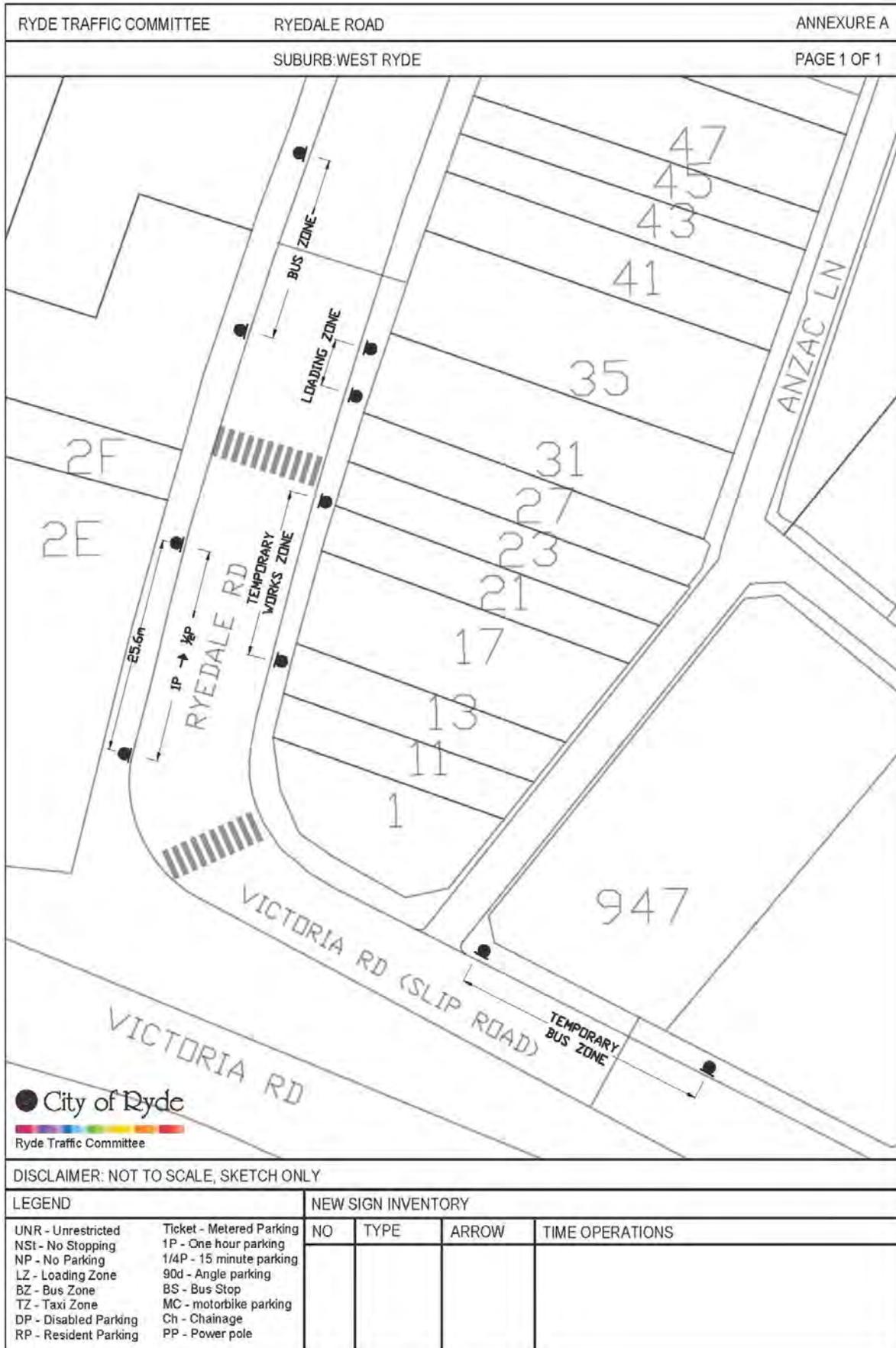
This means that any one-hour parking can be used all day by MPS card holders. The one-hour timed parking in Ryedale Road, opposite 7, 9 & 11 Ryedale Road is regularly occupied by MPS card holders who park all day and catch public transport elsewhere. In order to increase the turnover of parking and thereby improving customers' chances of finding vacant timed parking close to businesses, it is proposed to convert the one-hour parking to half-hour parking. MPS card holders will still be afforded a two-hour limit under the Road Rules.

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 convert the existing 25.6 metres of '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' on the western side of Ryedale Road, opposite 7, 9 & 11 Ryedale Road, West Ryde, to '½P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT', whilst the 'WORKS ZONE' at 17-21 Ryedale Road is in operation.





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ITEM (H)	CHAUVEL STREET, NORTH RYDE
SUBJECT:	TRAFFIC MANAGEMENT FOR CHRISTMAS LIGHT DISPLAY
ELECTORATE:	RYDE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK-12335 & T2018-00045
OFFICER:	H CHOUDHRY

INTRODUCTION

Following representation from local residents, Council resolved to investigate and install timed 'NO STOPPING' in Chauvel Street, North Ryde, during peak Christmas periods for the annual Christmas Light Display event to provide safety for pedestrians and other road users.

BACKGROUND

At the Council's meeting held on Tuesday 27 February 2018, Council resolved:

- (a) *That Council congratulates the residents of Chauvel Street, North Ryde for another successful Christmas light display in 2017.*
- (b) *That Council recognises the importance of Council supporting grass-roots community led events.*
- (c) *That Council acknowledges the increased risk for pedestrian and vehicle safety as this event expands and grows*
- (d) *That Council immediately investigates requests for "No Stopping" signs to be temporarily installed on both sides of Chauvel Street, effective only during peak Christmas periods (two weeks preceding 25 December) between the hours of 8:30pm and 10:00pm, as well as any other potential improvements.*
- (e) *That Council report back to residents, Councillors and the Traffic Committee before 30 June 2018 with findings and a proposed installation timeline and process.*

CONTEXT

1. Chauvel Street is a two-way local road with approximately 6.2 metre wide carriageway and unrestricted parking is provided on both sides of the street
2. Residents of Chauvel Street display Christmas Lights during the festive period; which attracts large number of residents to visit the area.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection



COMMUNITY ENGAGEMENT

The occupants of 38 surrounding properties were notified of a proposal to install ‘NO STOPPING: 8:30am–10pm’ on both sides of Chauvel Street, as shown in *Figure H1*. Five comments have been received in support and one in opposition to the proposed changes. A further one comment has been received, providing qualified support.

The occupant that does not support the proposed changes is concerned about the loss of on-street parking.

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

- All properties in Chauvel Street have off-street parking for multiple vehicles which should be utilised during the operation of No Stopping restrictions in Chauvel Street.

The occupants that have provided qualified support have provided the following suggestions:

- Use ‘NO STOPPING: 7:30pm-10pm, 11 Dec – 24 Dec’ in-lieu of ‘NO STOPPING: 8:30pm-10pm, 11 Dec-24 Dec’.
- Convert Chauvel Street to one way.

Commentary regarding these suggestions is provided in *the DISCUSSION*.

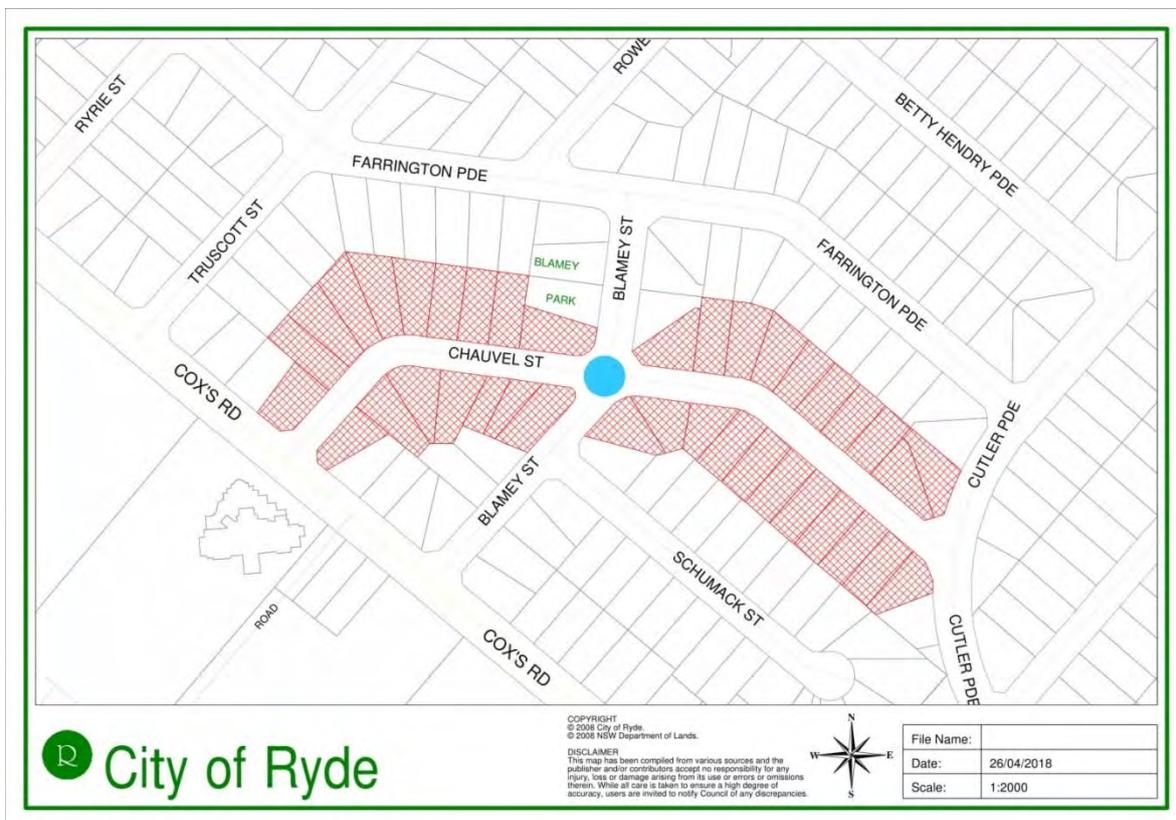


Figure H1 Community engagement distribution



DISCUSSION

Five respondents have supported the proposal and suggested that the 'NO STOPPING' controls apply from 8:30pm-10pm instead of 7:30pm-10pm. Given that large number of requests, Council staff support the changes and it is recommended to install 'NO STOPPING: 7.30pm–10pm, 11 Dec – 24 Dec'.

One respondent has suggested temporarily converting Chauvel Street to one-way during the annual Christmas Lights Event. This treatment has been used at other Special Events at locations with narrow carriageways, to improve traffic flow whilst maintaining parking, such as Sculpture by the Sea. The following would be required to implement a temporary one-way operation:

- consultation and notification of local residents,
- a Transport Management Plan and associated Traffic Control Plans,
- comment from Ryde Traffic Committee, and formal approval from the Council, RMS and Police,
- 'ONE-WAY', 'NO ENTRY', 'NO LEFT TURN' and 'NO RIGHT TURN' signs, and water-filled barriers, and
- traffic controllers during daylight hours and other peak periods.

Even with all of these measures in place, some local residents are highly likely to maliciously drive against the one-way flow, to avoid the extra travel time involved to access their property. Notwithstanding, given the large cost involved with implementing a temporary one-way operation, the changes are not supported by Council staff.

Regarding other potential improvements, a temporary road closure would maintain access for local residents and be more cost effective than a one-way operation. The following would be required:

- consultation and notification of local residents,
- a Transport Management Plan and associated Traffic Control Plans,
- comment from Ryde Traffic Committee, and formal approval from the Council, RMS and Police,
- various signs and barricades during closure periods, and
- traffic controllers during closure periods.

As in previous years, Council staff will provide in-kind support to the event by preparing suitable traffic control plans and organise all approvals for a temporary road closure.

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 'NO STOPPING: 7.30pm–10pm, 11 Dec – 24 Dec' on both sides of Chauvel Street, North Ryde.







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ITEM (I)	ACACIA AVENUE, RYDE
SUBJECT:	PARKING CONTROLS AT HORIZONTAL CURVE
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK-12517 & T2018-00277
OFFICER:	M ILYAS

INTRODUCTION

Council has received representation from a resident of Acacia Avenue requesting consideration be given to installing traffic and parking controls around the horizontal curve in Acacia Avenue, Ryde to improve safety.

CONTEXT

1. Acacia Avenue is a two-way local road with a carriageway width of approximately 7 metres and unrestricted parking along both sides of the street.
2. The bend at frontage of 48 to 52 Acacia Avenue has a combination of vertical and horizontal curves, with very limited sight distance.
3. There are 4 driveways at the outer radius of the bend servicing 47, 49, 51 and 53 Acacia Avenue.

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area).

COMMUNITY ENGAGEMENT

The occupants of fifteen surrounding properties were notified of the proposal, as shown in *Figure 11*. Three comments have been received in support and one in opposition to the proposed changes.

The occupant that does not support the proposed changes has raised the following concerns:

- The loss of on street parking outside their property will require visitors to park further away.

The occupants that have provided qualified support have made the following comments/suggestions:



- Installing 'NO STOPPING' will encourage drivers to speed.
- Installing 'NO STOPPING' on one side of the bend will encourage drivers to park on the other side of the bend.
- Make Acacia Avenue one-way to remove the potential of a head on collision.
- One of the local residents has mobility difficulties and will have difficulty finding parking outside this property, because the property has no off street parking.

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

- When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passing vehicles. This increases the likelihood of:
 - drivers needing to reverse back around the horizontal curve, when confronted with oncoming traffic, and
 - head-on collisions.
- Drivers parking on the outer radius of the bend will help reduce the speeding vehicles due to the limited sight distance.
- Installing 'NO STOPPING' on one side of the bend will not affect the parking conditions in Acacia Avenue because there is unrestricted parking on both sides of the street. However, if the residents with mobility issues have difficulty finding on-street parking outside their property, installing a 'P-DISABILITY ONLY' zone can be further investigated.
- Converting Acacia Avenue to one-way would require support from the local community (including alternative routes in the local road network), with co-approval from RMS and the Council. Given that it is likely that community support would not be positive, further investigations are not a priority at this point in time.

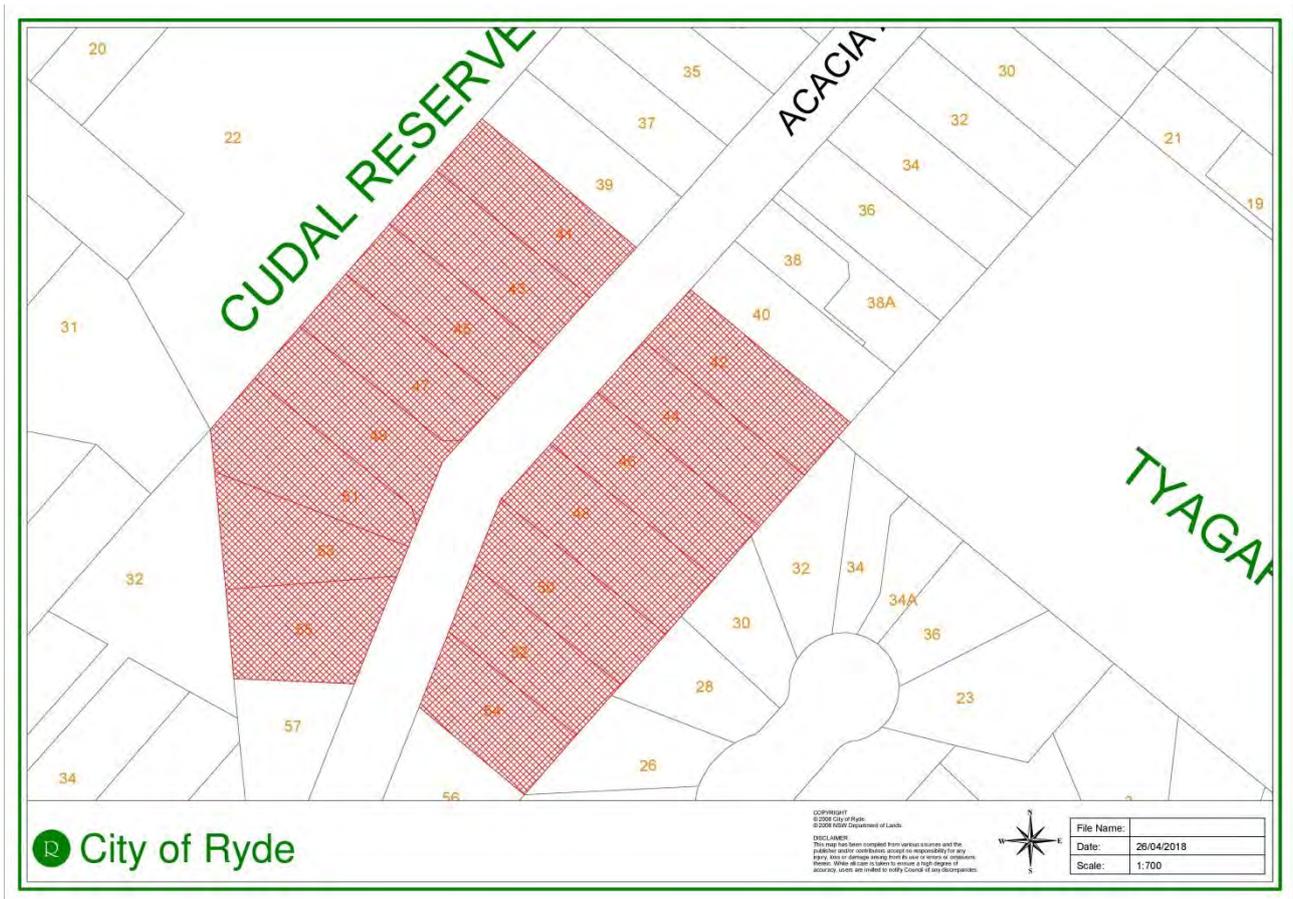


Figure I1 Community engagement distribution

DISCUSSION

The carriageway at the bend in Acacia Avenue is approximately 7 metres wide. When cars are parked on both sides of the road, there is insufficient space for two vehicles to pass, which limits access for emergency vehicles and increases the likelihood of a collision. By removing parking on one side of the bend, cars will be able to pass safely and efficiently. Given that most of the residents have supported the changes, it is proposed to install 35 metres of ‘NO STOPPING’ on inner radius of the bend.

APPROVALS

At its meeting held on 27 March 2018, the Council Delegated Authority to Council staff to approve installing ‘NO STOPPING’ to create two opposing 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 a 35 metre ‘NO STOPPING’ zone on the inner radius of the bend outside 48 and 52 Acacia Avenue, Ryde.





ITEM (J)	BYFIELD STREET, MACQUARIE PARK
SUBJECT:	PARKING CONTROLS ON HORIZONTAL CURVE
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	RANGERS & T2018-00991
OFFICER:	J BEGLEY

INTRODUCTION

Council has received representation from the Senior Coordinator Ranger and Parking Services requesting consideration be given to changing the existing NO PARKING restrictions on the 90 degree bend to NO STOPPING restrictions in Byfield Street, Macquarie Park.

BACKGROUND

Construction activity within the Macquarie Park Employment Zone has increased significantly in recent years with all streets experiencing some level of congestion due to the activities of these development sites. One such location is Byfield Street where presently excavation works at 16 Byfield Street and 101-107 Waterloo Road has resulted in tipper trucks utilising all on-street parking locations to stand as they wait to access these sites.

CONTEXT

1. Byfield Street is a local road with a posted speed limit of 50 km/h.
2. The 90 degree bend on Byfield Street is presently signposted as NO PARKING on the outside curve which permits construction vehicles to wait for a maximum of 2 minutes before Council's Enforcement Team are permitted to move them on.
3. A construction vehicle parked at this location requires other large vehicles to straddle the rumble bars in order to pass by, which can and has resulted in unsafe driving conditions.
4. Construction activity at these two locations is scheduled to take approximately 2 years.
5. Converting the NO PARKING zone on the outer radius on Byfield Street to NO STOPPING will alleviate this problem.

COMMUNITY ENGAGEMENT

No community consultation has been undertaken as this is a road safety issue.



DISCUSSION

The request to change the existing 'NO PARKING' restrictions on the outer radius bend on Byfield Street is considered warranted as it will address a road safety issue. The inside bend is already signposted as 'NO STOPPING'.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To convert the existing 'NO PARKING' zone on the outer radius bend on Byfield Street to full time 'NO STOPPING'.

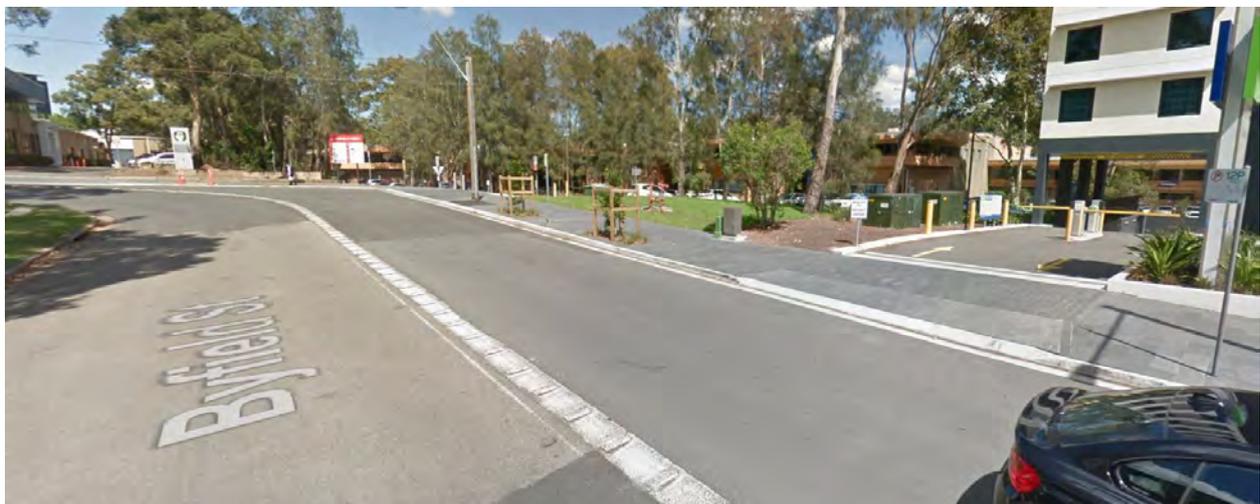


Figure J1: Byfield Road looking south



Figure J2: Byfield Road looking south



Figure J3: Aerial Location



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ITEM (K)	KINSON CRESCENT, DENISTONE EAST
SUBJECT:	PARKING CONTROLS AT HORIZONTAL CURVE
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CLR MEETING & T2018-00732
OFFICER:	H CHOUDHRY

INTRODUCTION

Council has received representation from local residents requesting that consideration be given to install parking controls to provide two opposing travel lanes around the horizontal curve in Kinson Crescent, Denistone East, thereby reducing the likelihood of head-on collisions and improving safety.

BACKGROUND

In April 2018, Council consulted with local occupants regarding parking controls in the residential area, south Denistone Station. These parking controls reinforce existing parking controls or designate a side of the road to park on, where two vehicles cannot legally park on both sides of the road. The consultation revealed support for the proposed changes and suggestions to:

- change the priority of the intersection of Anthony Road and West Parade, and
- **install additional parking controls in Kinson Crescent, to provide two opposing travel lanes around the horizontal curve.**

Following the consultation, the proposed parking controls and the suggested change of priority (inclusive of additional parking controls required to implement this change) were tabled at the Ryde Traffic Committee meeting held on 19 April 2018. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 12 June 2018:

(j) *That Council:*

- (i) *Installs the following traffic and parking controls, noting residents request to re-evaluate the number of car parking spaces removed:*
- *'NO PARKING' on the north-eastern side of the lower level of West Parade, Denistone,*
 - *'NO STOPPING' at the intersection of Miriam Road and West Parade, Denistone,*
 - *'NO STOPPING' at the intersection of Anthony Road and West Parade, Denistone,*
 - *'NO STOPPING' on the northern side of Kinson Crescent, Denistone adjacent to the existing rumble strip, and*



- *continuity linemarking in West Parade, Denistone where it splits into the upper and lower sections; and*
- (ii) *Converts the priority at the intersection of Anthony Road and West Parade, including the installation of 'NO STOPPING' outside 82 Anthony Road, Denistone.*

In accordance with the resolution, the number of car parking spaces removed has been re-evaluated. These particular parking controls reinforce existing parking controls or designate a side of the road to park on, where two vehicles cannot legally park opposite each other. Therefore, these changes have not resulted in a net loss of legal parking spaces.

This Item addresses the other suggestion raised by residents to install additional parking controls in Kinson Crescent, to provide two opposing travel lanes around the horizontal curve.

CONTEXT

1. Kinson Crescent is a local road with a speed limit of 50 km/h and a 6 metre wide carriageway.
2. All properties have access to off-street parking.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- RMS's *Delegation to Councils – Regulation of Traffic*
- *Local Government Act 1993*.

COMMUNITY ENGAGEMENT

The occupants of eleven surrounding properties were notified of the proposal, as shown in *Figure K1*. Seven comments have been received in support and one in opposition to the proposed changes. A further two comments have been received, providing qualified support.

The occupant that does not support the proposed changes has raised the following concerns:

- Loss of on-street parking for commuters.

The occupants who have supported the proposal have made the following suggestions:

- Convert the NO STOPPING to 'NO PARKING: 8am–6pm Mon-Fri'.
- Install NO STOPPING on both sides of the street.

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



- When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passing vehicles. This increases the likelihood of:
 - drivers needing to reverse back around the horizontal curve, when confronted with oncoming traffic; and
 - head-on collisions.
 Furthermore, access for larger vehicles, such as emergency vehicles, is inhibited. It is noted all properties in the area have off-street parking for multiple vehicles. The re-allocation of kerbside parking has been minimised to provide two travel lanes at the horizontal curve only.
- Installing No Stopping on both sides of street will be investigated as a separate matter.

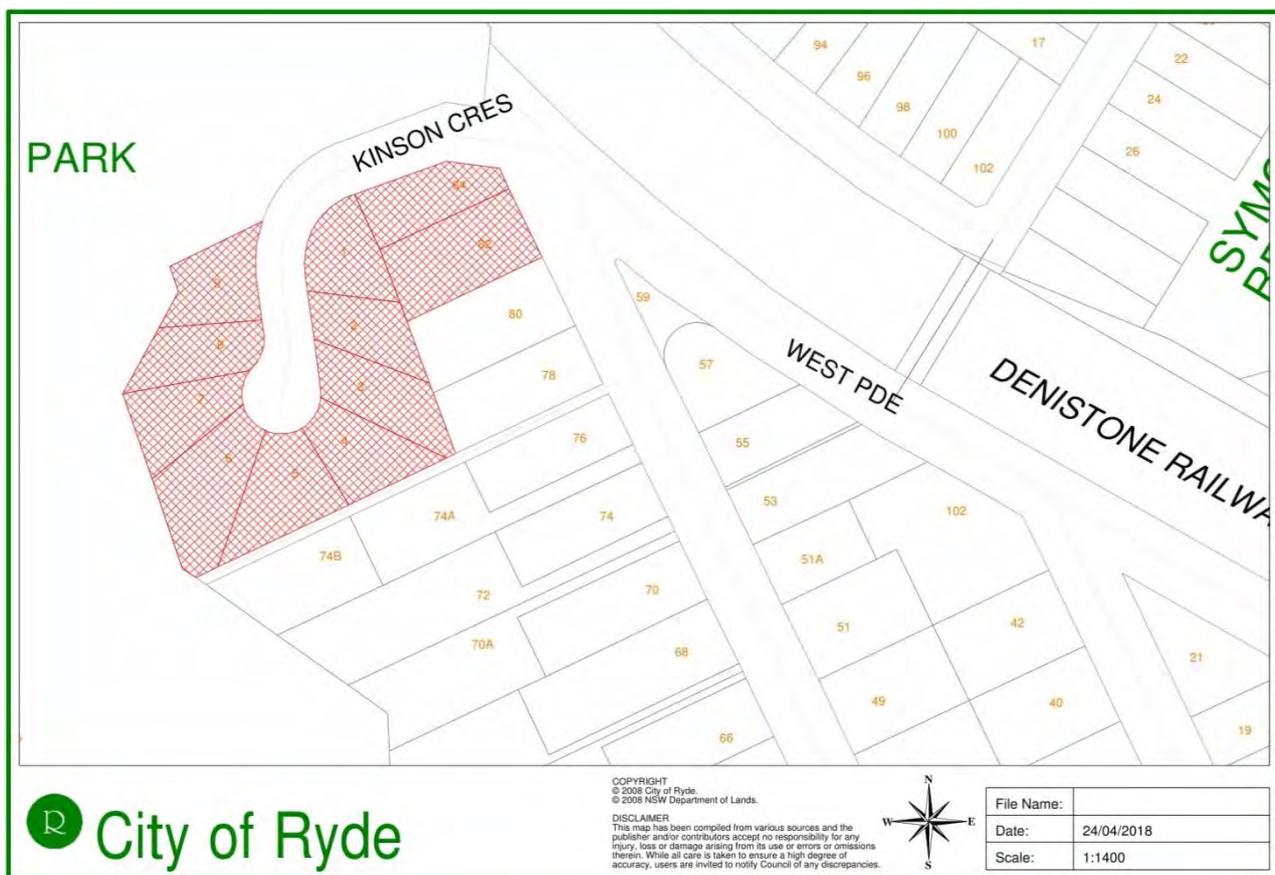


Figure K1 Community engagement distribution

DISCUSSION

When cars are parked on both sides of the road, there is insufficient space for two vehicles to pass, which limits access for emergency vehicles and increases the likelihood of a collision. By removing parking and installing 'NO STOPPING' on Kinson Crescent along the inner radius of the bend, cars will be able to pass safely and the risk of head-on collisions, greatly reduced.

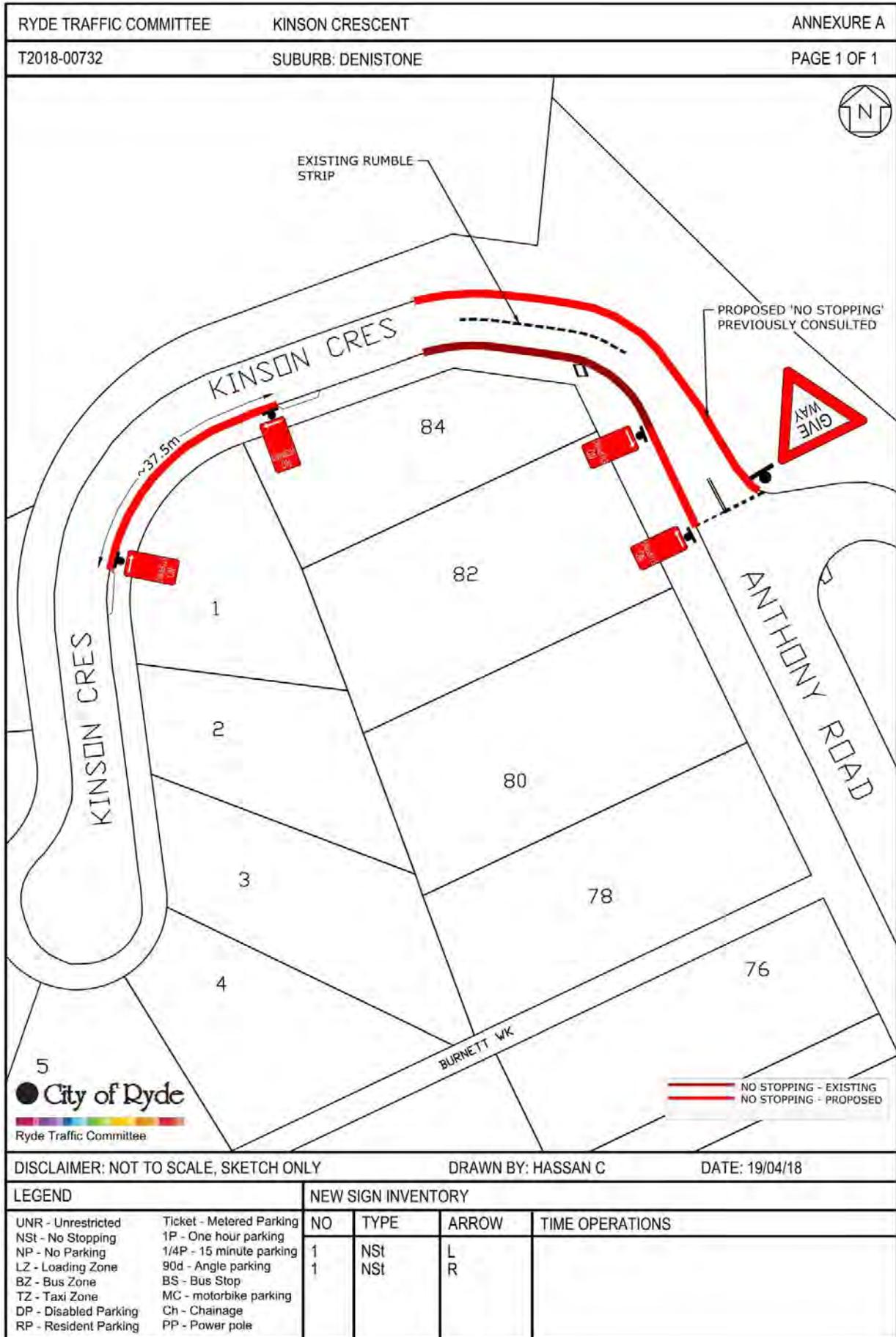


APPROVALS

At its meeting held on 27 March 2018, the Council Delegated Authority to Council staff to approve installing 'NO STOPPING' to create two opposing 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 37.5 metres of 'NO STOPPING' along the inner radius of the bend (southern side) of Kinson Crescent, Denistone East.





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**ITEM (L) MIROOL STREET, DENISTONE WEST**

SUBJECT: **PARKING AT HORIZONTAL CURVE**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2046830 & T2018-00295
OFFICER: M ILYAS

INTRODUCTION

Council has received representation from a resident of Mirool Street requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes around the horizontal curve at Mirool Street, Denistone West to improve safety.

CONTEXT

1. Mirool Street is a two-way local road with approximately 7.5 m wide carriageway and unrestricted parking is permitted on both sides of the street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 132 Keeping to the left of the centre of a road or the dividing line
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* 208 Parallel parking on a road (except in a median strip parking area).

COMMUNITY ENGAGEMENT

The occupants of fifteen surrounding properties were notified of the proposal, as shown in *Figure L1*. Three comments have been received in support and one in opposition to the proposed changes.

The occupant that does not support the proposed changes has raised the following concerns:

- Loss of on-street parking for visitors by installing 'NO STOPPING' on both sides.
- Installing 'NO STOPPING' will encourage drivers to speed.

The occupants that have provided qualified support have made the following suggestions:

- Install 'NO STOPPING' at the intersections of Mirool Street / Morvan Street, Mirool Street / Victoria Road and Shaftsbury Road / Bigland Avenue.



- Install 'NO PARKING' on one side of Mirool Street between Morvan Street and Moira Avenue because boats, cars and trailers are regularly parked there.
- Install 'NO STOPPING' on one side of Mirool Street at the bend.
- Widen the road to increase the safety at this location.

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

- When cars are parked along the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passing vehicles. This increases the likelihood of:
 - drivers needing to reverse back around the horizontal curve, when confronted with oncoming traffic, and
 - head-on collisions.

Furthermore, access for larger vehicles, such as emergency vehicles, is inhibited. It is noted all properties in the area have off-street parking for multiple vehicles. The re-allocation of kerbside parking has been minimised to provide two travel lanes at the horizontal curve only.

- Installing parking controls to prevent particular vehicles, such as boat trailers, from parking at certain locations only encourages those vehicles to be moved elsewhere.
- Installing 'NO STOPPING' on one side of Mirool Street will not allow enough width to accommodate two-way traffic for passing vehicles.
- Road widening is not the part of Council's delivery program and therefore is not a priority at this point in time.
- Installing 'NO STOPPING' at the intersections of Mirool Street / Morvan Street, Mirool Street / Victoria Road and Shaftsbury Road / Bigland Avenue will be further investigated.

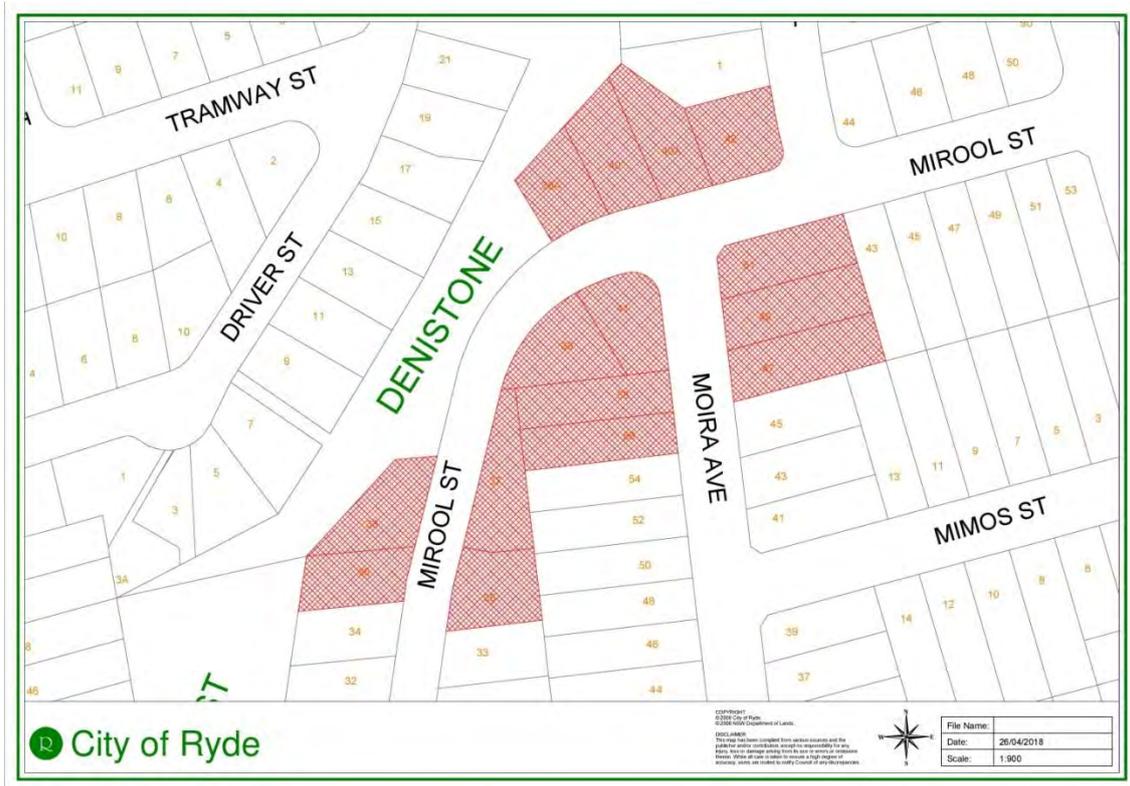


Figure L1 Community engagement distribution

DISCUSSION

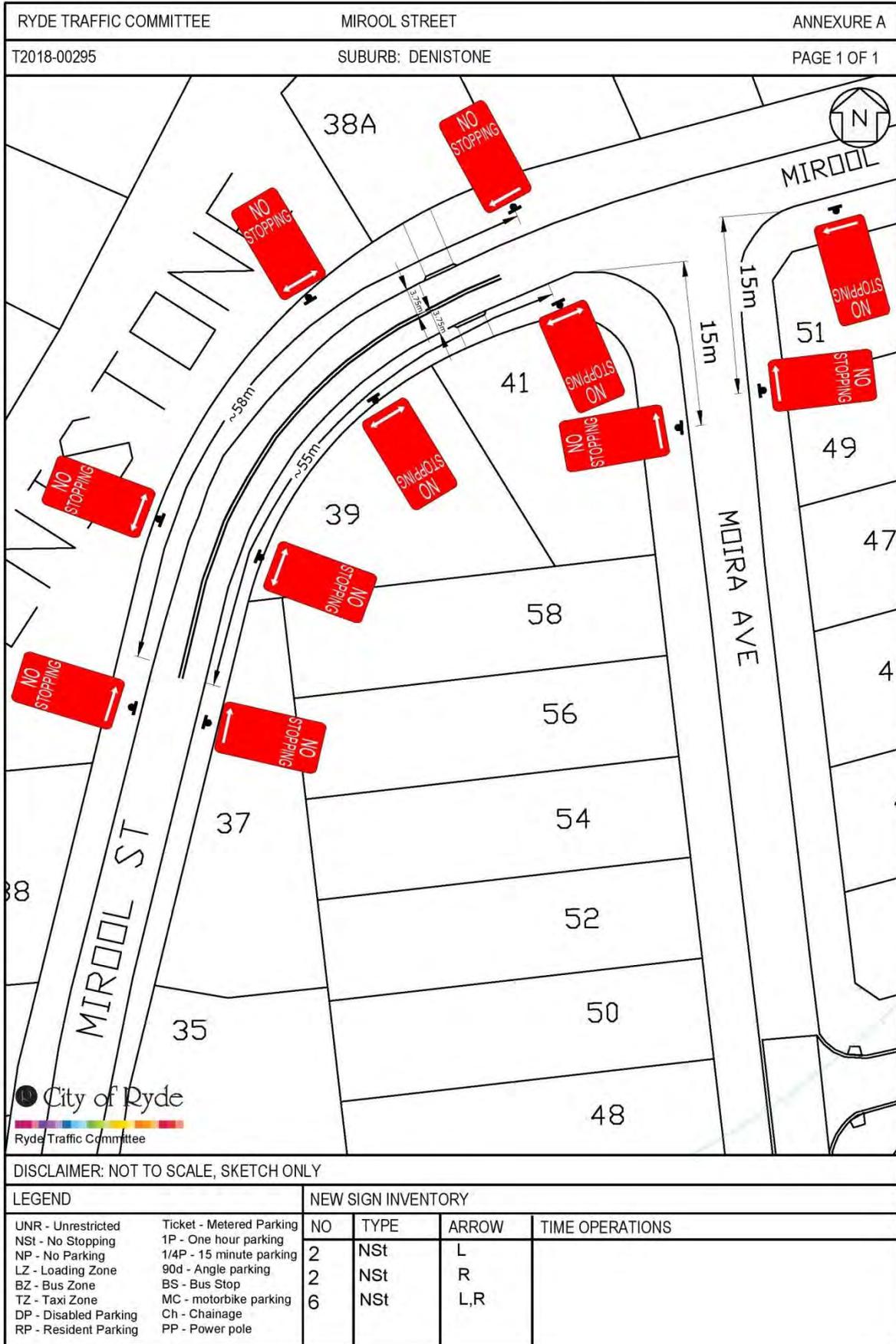
The roadway at the bend in Mirool Street is approximately 7.5 metres wide. When cars are parked on both sides of the road, there is insufficient space for two vehicles to pass, which limits access for emergency vehicles and increases the likelihood of a collision. By removing parking on both sides of the bend, cars will be able to pass safely and efficiently.

APPROVALS

At its meeting held on 27 March 2018, the Council Delegated Authority to Council staff to approve installing ‘NO STOPPING’ to create two opposing 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

1. To install a 55 metre dividing (BB) line around the horizontal curve at Mirool Street, Denistone West.
2. To install a 57 metre ‘NO STOPPING’ zone on the inner radius of the horizontal curve at Mirool Street, Denistone West, and
3. To install a 60 metre ‘NO STOPPING’ zone on the outer radius of the horizontal curve at the Mirool Street, Denistone West.





ITEM (M)	THIRD AVENUE, EASTWOOD
SUBJECT:	PARKING CONTROLS AT INTERSECTION WITH EAST PARADE
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2040806 & T2018-00156
OFFICER:	H CHOUDHRY

INTRODUCTION

Council has received representation from residents requesting consideration be given to install parking controls to provide two opposing travel lanes in Third Avenue, at the intersection of East Parade, Eastwood, therefore reducing the likelihood of head-on collisions and improving safety.

CONTEXT

1. Third Avenue is a local road with a speed limit of 50 km/h and approximately 8.5 metre wide carriageway.

REFERENCES

- [NSW] Road Rules 2014 Rule 132 Keeping to the left of the centre of a road or the dividing line.
- [NSW] Road Rules 2014 Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

- The occupants of two surrounding properties were notified of the proposal, as shown in *Figure M1*. No comments have been received in response.

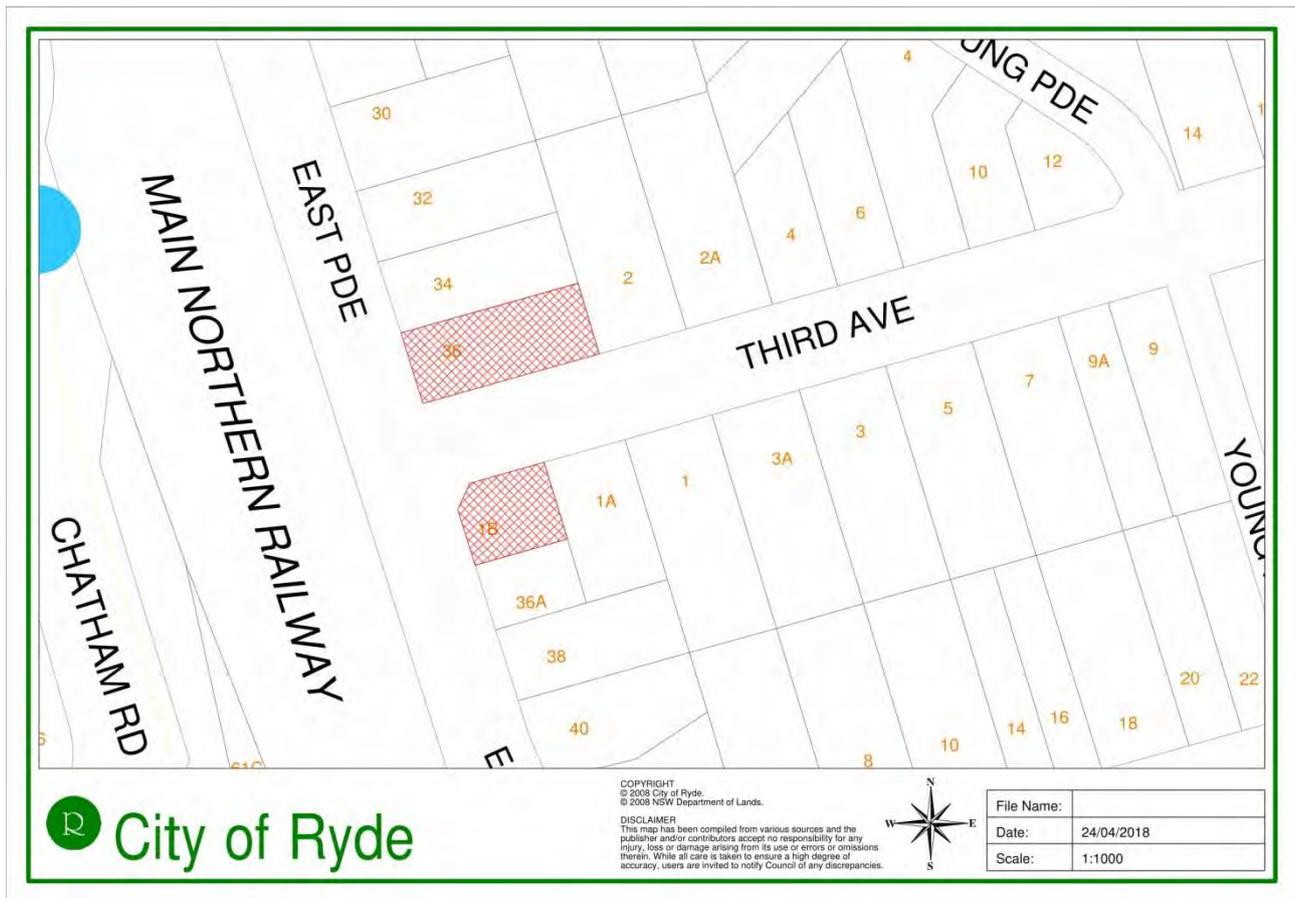


Figure M1 Community engagement distribution

DISCUSSION

In order to address the issues raised, it is proposed to install 'NO STOPPING' at the intersection of Third Avenue and East Parade, Eastwood. These changes will maintain two travel lanes for opposing traffic, without the need for vehicles to cross the existing dividing (BB) linemarking.

APPROVALS

At its meeting held on 27 March 2018, the Council Delegated Authority to Council staff to approve installing 'NO STOPPING' to create two opposing 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.

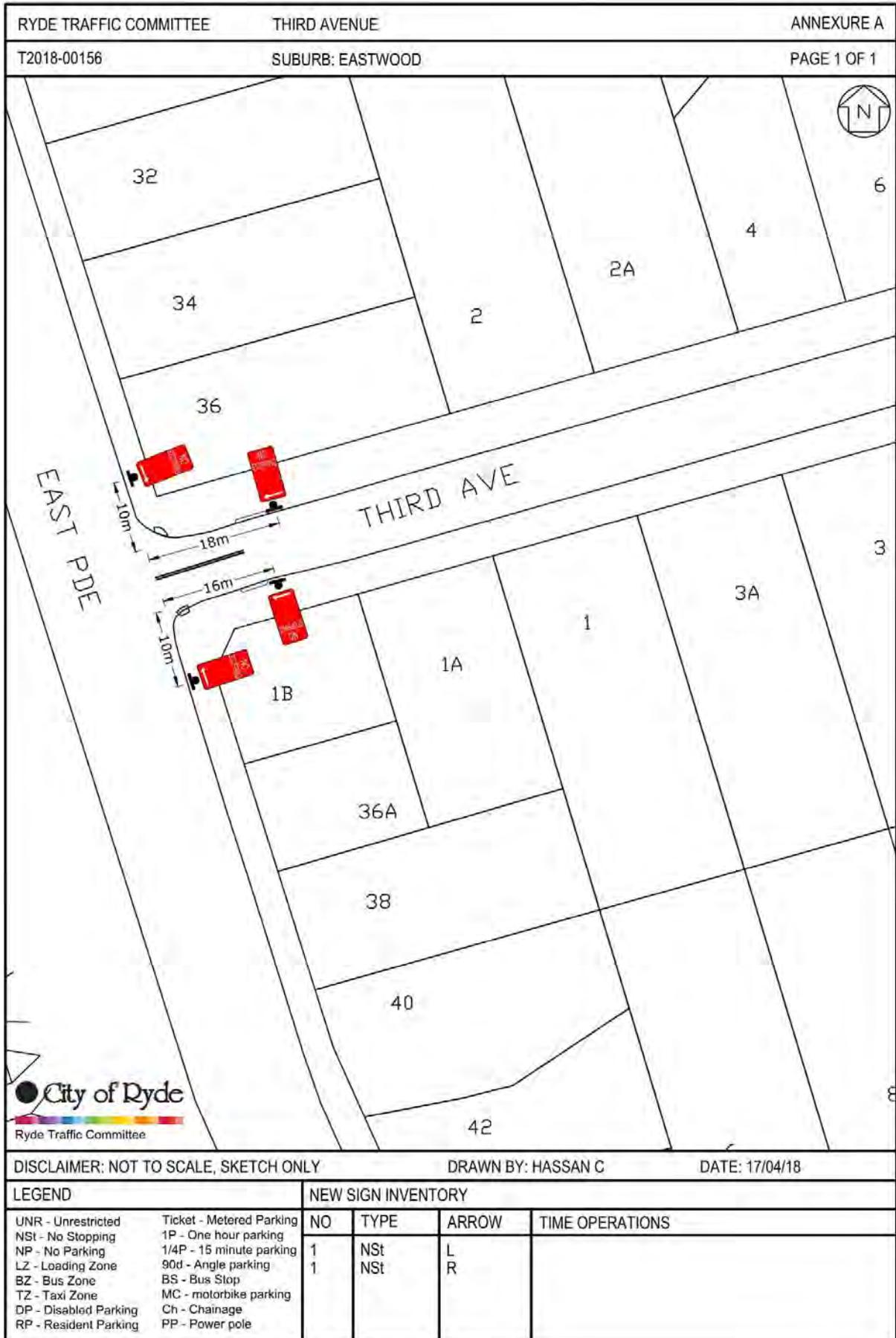
PROPOSAL

1. To install 18 metres of 'NO STOPPING' on the northern side of Third Avenue, Eastwood.



2. To install 16 metres of 'NO STOPPING' on the southern side of Third Avenue, Eastwood.
3. To install 10 metres of 'NO STOPPING' on the eastern side of East Parade, both sides of Third Avenue, Eastwood.





**ITEM (N) 188-190 MORRISON ROAD, PUTNEY**

SUBJECT: SIGNAGE AND LINEMARKING PLAN
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/118674 & T2018-01032
OFFICER: M ILYAS

INTRODUCTION

The Developer for 188-190 Morrison Road, Putney has submitted a Signage and Linemarking Plan for the area surrounding their site, to satisfy Condition 94 of their Development Consent. The changes require approval by the Council, via the Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA 2017/21 at 188-190 Morrison Road, Ryde include:

- 94.** *Signage and Linemarking – External. A plan demonstrating the existing and proposed signage and line marking within Council’s Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate.*

CONTEXT

1. Morrison Road is a non-classified road that runs between Meriton Street and Church Street, providing a parallel route to Victoria Road.
2. Morrison Road is a public bus route, operated by Sydney Buses.
3. Morrison Road has approximately 12.5 metre wide carriageway.

REFERENCES

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

DISCUSSION

The plan has been reviewed internally by Council staff and meets Council’s requirements.

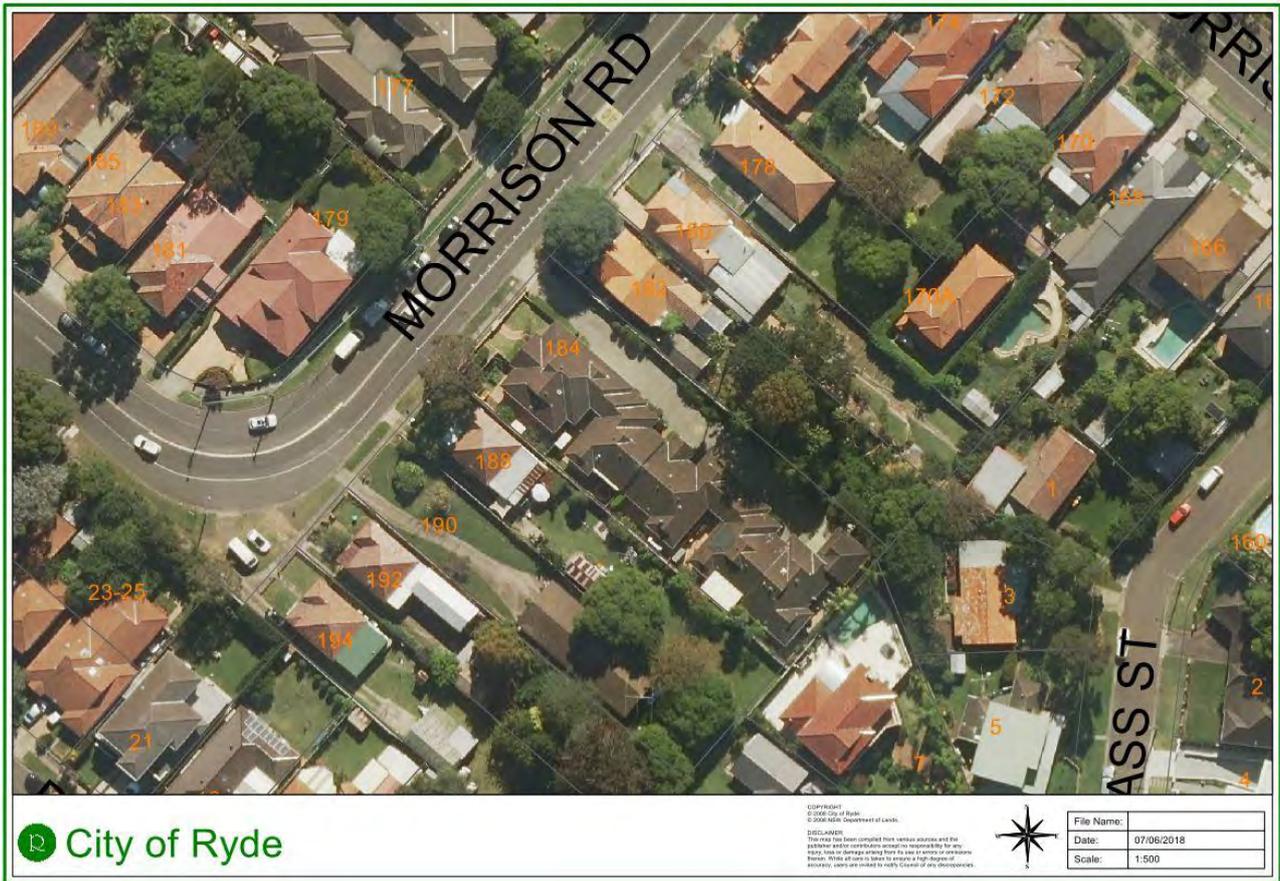
APPROVALS

The applicant requires RTC approval of the Signage and Linemarking Plan to satisfy the Conditions of Consent. No further approvals are required.



PROPOSAL

To approve the attached Signage and Linemarking Plan A001 (Revision A) Project Number 1642, prepared by ARTIVA Architects, on behalf of Dream Build, 188-190 Morrison Road, Putney.



File Name:	
Date:	07/06/2018
Scale:	1:500

CONSTRUCTION CERTIFICATE

ARTIMA
188-190 MORRISON RD
PUTNEY
DREAM BUILD

Project: 1642

Site Plan & Demolition Plan

Scale: 1:200 @ A1

Revision: A

Client: K. W. McNeil

Contract No.: WCC-18-01

Drawing No.: A001

Drawn By: T. ZOU

Checked By: A. TAYLOR

188-190 MORRISON RD PUTNEY

DREAM BUILD

1642

SITE PLAN & DEMOLITION PLAN

Scale: 1:200 @ A1

Revision: A

ARTIMA
188-190 MORRISON RD
PUTNEY
DREAM BUILD

Project: 1642

Site Plan & Demolition Plan

Scale: 1:200 @ A1

Revision: A

Client: K. W. McNeil

Contract No.: WCC-18-01

Drawing No.: A001

Drawn By: T. ZOU

Checked By: A. TAYLOR

CONSTRUCTION CERTIFICATE

188-190 MORRISON RD PUTNEY

DREAM BUILD

1642

SITE PLAN & DEMOLITION PLAN

Scale: 1:200 @ A1

Revision: A

Client: K. W. McNeil

Contract No.: WCC-18-01

Drawing No.: A001

Drawn By: T. ZOU

Checked By: A. TAYLOR

CONSTRUCTION CERTIFICATE

188-190 MORRISON RD PUTNEY

DREAM BUILD

1642

SITE PLAN & DEMOLITION PLAN

Scale: 1:200 @ A1

Revision: A

Client: K. W. McNeil

Contract No.: WCC-18-01

Drawing No.: A001

Drawn By: T. ZOU

Checked By: A. TAYLOR

CONSTRUCTION CERTIFICATE

188-190 MORRISON RD PUTNEY

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Drawn By: T. ZOU

Checked By: A. TAYLOR



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**ITEM (O) 141-143 COBHAM AVENUE, MELROSE PARK**

SUBJECT: ACCESS WORKS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LGEN16/217296 & T2018-00587
OFFICER: J BEGLEY

INTRODUCTION

Council has received representation from NSW Land and Housing Corporation requesting consideration be given to install a pedestrian refuge and ancillary works in Taylor Avenue to support a seniors housing development at 141-143 Cobham Avenue, Melrose Park.

BACKGROUND

NSW Land and Housing Corporation has a development application with Council for a proposal on Cobham Street which is targeted at aged and disabled residents. One of the criteria associated with this type of development is that residents must be provided with safe access to public transport within 400 metres of the development, with these bus stops to be furnished with bus shelters. The nearest bus stops to the proposed development are located in Taylor Avenue, where the eastbound bus stop is located 350 metres from the proposed development.

CONTEXT

1. Taylor Avenue is a local road with a posted speed limit of 50 km/h.
2. Footpaths are provided on both sides of Taylor Avenue, however they are less than 1.2 metres wide.
3. Taylor Avenue carriageway width is 8.4 metres.

REFERENCES

- Technical Direction TDT2011/01a Pedestrian Refuges
- Australian Standard 1742.10 Part 10 Pedestrian Control and Protection.

COMMUNITY ENGAGEMENT

No consultation has been undertaken with respect to this proposal. Consultation will be required if the pedestrian refuge is approved.



DISCUSSION

NSW Land and Housing Corporation contacted Council regarding the access to public transport criteria associated with a proposed senior’s development in Cobham Street. The closest accessible bus stops to the proposed development are located in Taylor Avenue, thus the proponent had to demonstrate how the residents would safely cross Taylor Avenue to access the bus stops and demonstrate that these bus stops would be sheltered from the elements.

The proposed pedestrian refuge design indicated that kerb buildouts would be utilised, thus the pedestrian refuge would be required to comply with RMS’s Technical Directive *TDT 2011/01a Pedestrian Refuges*. Council was advised that due to the constrained nature of the road, the dimensional requirements which TDT2011/01a requires cannot be achieved and thus the pedestrian refuge that is proposed would be designed as per Australian Standard *1742.10 Part 10 Pedestrian Control and Protection* – see attached drawing.

One modification that AS1742.10 requires is that the gap in the pedestrian refuge is required to be 3 metres by 3 metres wide to accommodate the needs of disabled patrons, where normally this gap requirement is 3 metres by 2 metres. The proposed pedestrian refuge has not been designed to accommodate this additional requirement.

The second concern is in relation to the width of the pedestrian footpath on Taylor Avenue especially where the existing bus shelter is located.



Figure O1: Existing bus shelter on the northern side of Taylor Avenue

Council has been advised by NSW Land and Housing Corporation Accessibility Consultant that the existing bus shelter on Taylor Avenue would be replaced with a bespoke designed shelter to ensure access paths comply with the DDA Transport Standard. Wheelchair passing could occur outside the shelter where the footpath / kerb could be modified to create 1800 mm width for passing, noting that wheelchairs are generally 700-750 mm width. Council requests that a similar bespoke designed shelter be provided at the other bus stop on the southern side of Taylor Avenue.

Another issue that a site inspection revealed was that a small build-up of rubbish would significantly impact on a disabled person's ability to continue along the footpath - see photo below



Figure O2: *Rubbish blocking footpath.*

APPROVALS

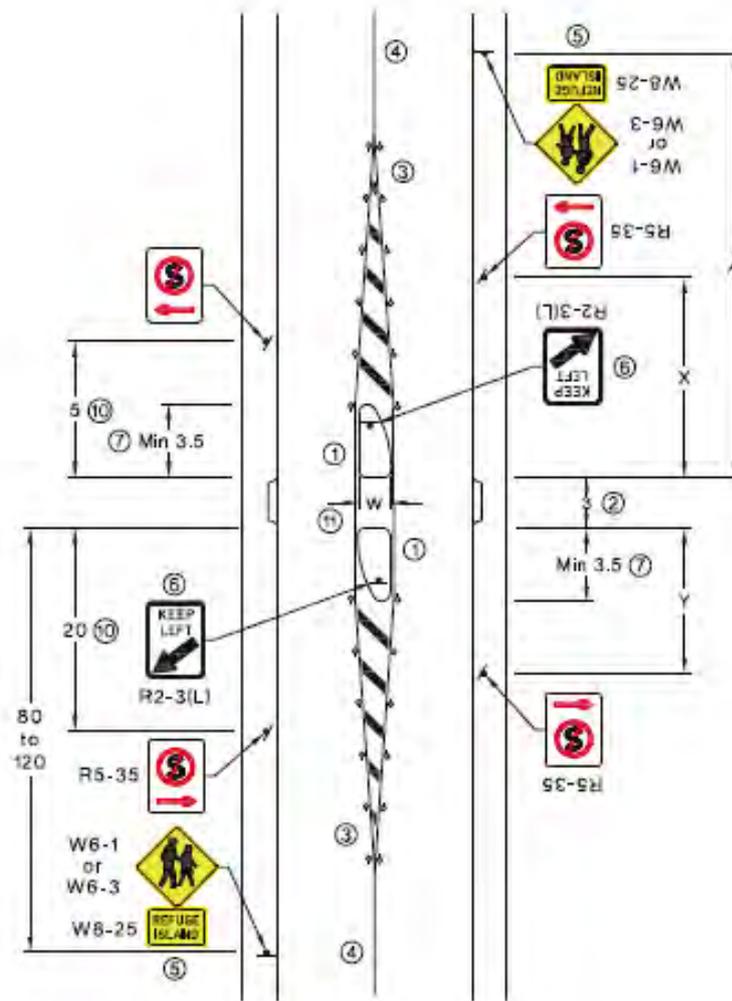
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.



PROPOSAL

To approve the access requirements associated with the seniors' development at 141-143 Cobham Avenue, Melrose Park, subject to the developer providing:

1. a pedestrian refuge in Taylor Avenue, Melrose Park, with kerb buildouts, a gap width of 3 metres by 3 metres and street lighting as per AS1165.4;
2. bespoke bus shelters at the two existing Bus Stops in Taylor Avenue, Melrose Park;
and
3. 1.8 metre clear-width footpaths on both sides of Taylor Avenue, Melrose Park.



NOTES:

- 1 Island kerbs may be painted white.
- 2 If a refuge is used in conjunction with a marked-crossing, the spacing between the islands shall be increased accordingly.
- 3 Length of splayed approach marking should be increased or other delineation devices considered if visibility to the island is reduced by vertical or horizontal alignment. Unidirectional yellow raised retroreflective pavement markers shall be provided at 6.0 m spacings.
- 4 Painted median is preceded by a single barrier line extending for 30 m minimum.
- 5 Where refuges are used on arterial or high speed roads, pedestrians or children warning signs W6-1 or W6-3 (minimum size B) as appropriate, shall be erected together with supplementary plate REFUGE ISLAND (W8-25) in advance of the refuge.
- 6 KEEP LEFT signs may be omitted if delineation of the island under all conditions is adequate.
- 7 When used near intersections, the length of the island nearest to the intersection may be reduced to accommodate turning traffic. A suggested minimum length is 1.25 m.
- 8 Road lighting in accordance with AS/NZS 1158.4 should be provided.
- 9 Frangible pedestrian assist handrails may be provided on the island at the pedestrian crossing point provided the island is at least 2 m wide.
- 10 Variations to the no-stopping distance may be required, see Clause 6.2. The no-stopping zone on the departure side may need to be extended if needed to a point where the roadway is wide enough for parking and passing traffic.
- 11 Width W to be desirably 3 m minimum if there are high pedestrian volumes or significant numbers of cyclists or people with disabilities, or 2 m minimum in other cases.

DIMENSIONS IN METRES

Figure O3: Pedestrian Refuge as per AS1742.10 - 2009



Figure O4: Aerial Location

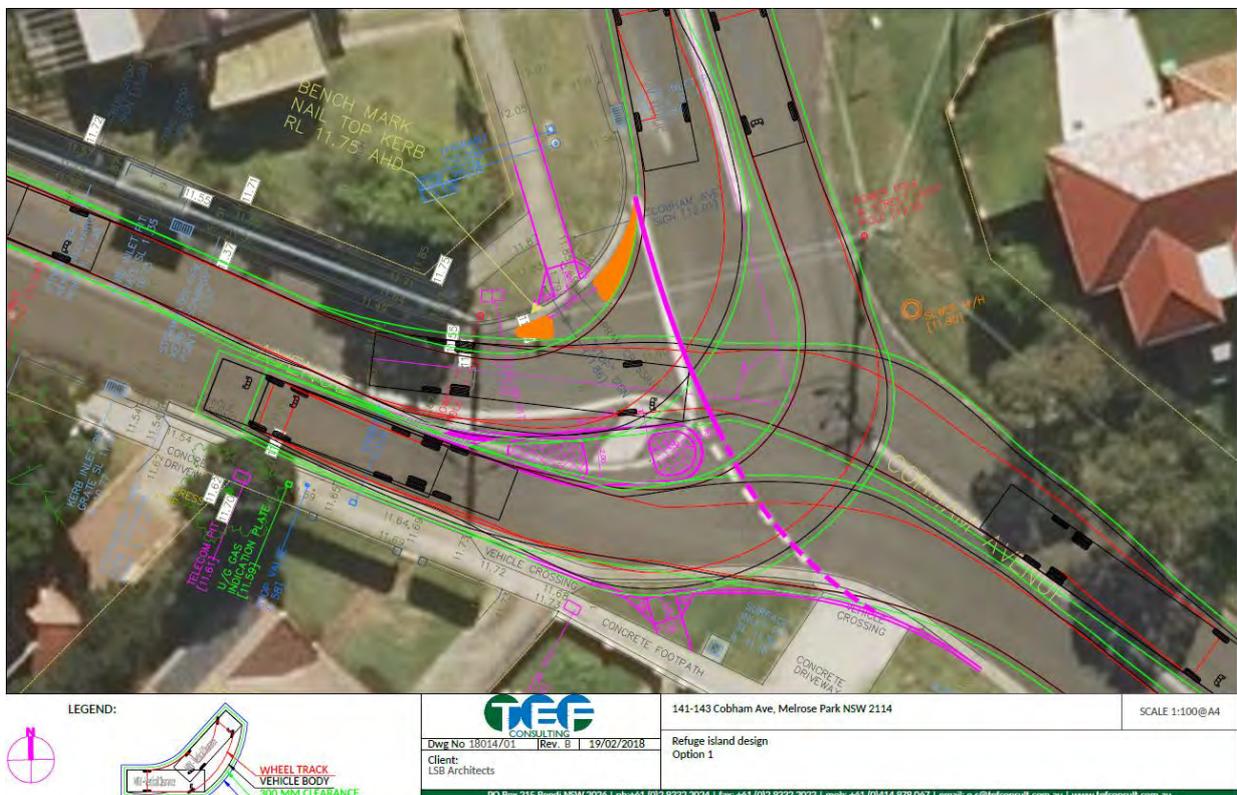


Figure O5: Bus Turning Path Manoeuvres

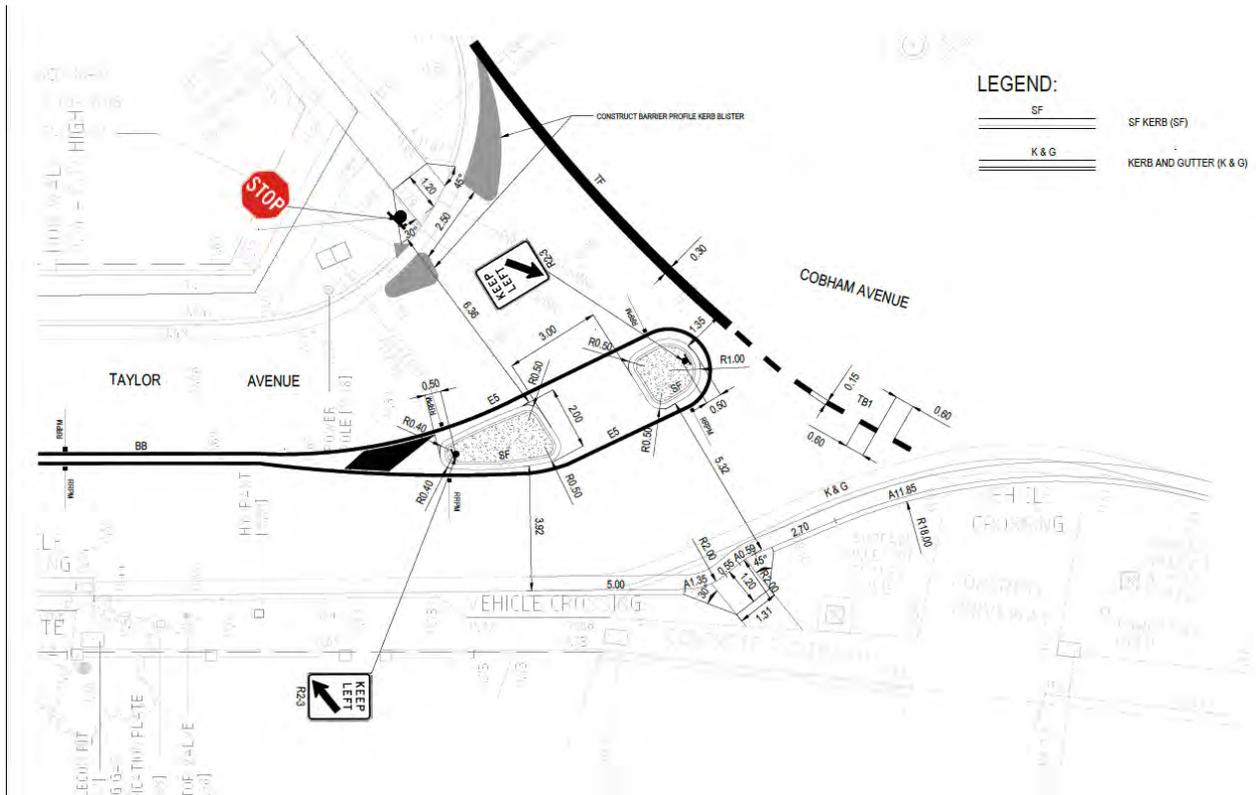


Figure O6: Proposed Pedestrian Refuge



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ITEM (P) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table Q1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Table Q1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Thistle Street at Sutherland Avenue, Meadowbank	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on both sides of Thistle Street, east of Sutherland Avenue. 10 metres of 'NO STOPPING' on the eastern side of Sutherland Avenue, both sides of Thistle Street 	Rule 170 Stopping at or near an intersection	March 2018
Thorn Street at Sutherland Avenue, Meadowbank	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on both sides of Thorn Street, west of Sutherland Avenue 11.4 metres of 'NO STOPPING' on the western side of Sutherland Street, north of Thorn Street. 	Rule 170 Stopping at or near an intersection	March 2018
Thorn Street at Sutherland Avenue, Meadowbank	Changing 'NO STOPPING' pointing left in Sutherland Avenue to bidirectional 'NO STOPPING' sign in outer radius of Sutherland Avenue near Thorn Street intersection.	Rule 170 Stopping at or near an intersection Rule 208 Parallel parking on a road (except in a median strip parking area)	March 2018
Yerong Street at Sutherland Avenue, Meadowbank	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the southern side of Yerong Street, both sides of Sutherland Avenue. 23 metres of 'NO STOPPING' on the eastern side of Sutherland Avenue, south of Yerong Street (within 3 metres of BB linemarking). 25 metres of 'NO STOPPING' on the western side of Sutherland Avenue, south of Yerong Street (within 3 metres of BB linemarking). 	Rule 170 Stopping at or near an intersection Rule 208 Parallel parking on a road (except in a median strip parking area)	March 2018
Squire Street at Sutherland Avenue, Meadowbank	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the western side of Sutherland Avenue, both sides of Squire Street. 17 metres of 'NO STOPPING' on both sides of Squire Street, west of Sutherland Avenue (within 3 metres of BB linemarking). 	Rule 170 Stopping at or near an intersection Rule 208 Parallel parking on a road (except in a median strip parking area)	March 2018



Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Shepherd Street at Squire Street, Meadowbank	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the northern side of Squire Street, both sides of Shepherd Street 2. 10 metres of 'NO STOPPING' on both sides of Shepherd Street, north of Squire Street. 	Rule 170 Stopping at or near an intersection	March 2018
Thistle Street at Belmore Street, Meadowbank	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Thistle Street, west of Belmore Street. 	Rule 170 Stopping at or near an intersection	March 2018
Suttor Avenue at Belmore Street, Meadowbank	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Suttor Avenue, east of Belmore Street. 2. 10 metres of 'NO STOPPING' on the eastern side of Belmore Street, north of Suttor Avenue. 	Rule 170 Stopping at or near an intersection	March 2018
Rowell Street at Edmondson Street, North Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Rowell Street, west of Edmondson Street. 2. 10 metres of 'NO STOPPING' on the western side of Edmondson Street, both sides of Rowell Street. 	Rule 170 Stopping at or near an intersection	April 2018
Truscott Street at Edmondson Street, North Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Edmondson Street, north of Truscott Street. 2. 10 metres of 'NO STOPPING' on the western side of Edmondson Street, south of Truscott Street 3. 10 metres of 'NO STOPPING' on both sides of Truscott Street, east of Edmondson Street. 4. 13 metres of 'NO STOPPING' on the eastern side of Edmondson Street, south of Truscott Street (insufficient space for car to park between No Stopping sign and driveway). 5. 13 metres of 'NO STOPPING' on both sides of Truscott Street, west of Edmondson Street (insufficient space for car to park between No Stopping sign and driveway). 	Rule 170 Stopping at or near an intersection	April 2018
Truscott Street at Morshead Street, North Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the southern side of Morshead Street, both sides of Truscott Street. 2. 10 metres of 'NO STOPPING' on the western side of Truscott Street, south of Truscott Street. 	Rule 170 Stopping at or near an intersection	April 2018



Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Hearnshaw Street at Sturdee Street, North Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the western side of Sturdee Street, both sides of Hearnshaw Street. 2. 10 metres of 'NO STOPPING' on both sides of Sturdee Street, west of Hearnshaw Street. 	Rule 170 Stopping at or near an intersection	April 2018
Sturdee Street at Edmondson Street, North Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Sturdee Street, north of Edmondson Street. 2. 10 metres of 'NO STOPPING' on the northern side of Edmondson Street, both sides of Hearnshaw Street. 	Rule 170 Stopping at or near an intersection	April 2018
Boronia Lane at Russell Street, Denistone East	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Boronia Lane, north of Russell Street. 2. 10 metres of 'NO STOPPING' on the northern side of Russell Street, west of Boronia Lane. 3. 15 metres of 'NO STOPPING' on the northern side of Russell Street, east of Boronia Lane (Sign installed other side of the driveway). 	Rule 170 Stopping at or near an intersection	May 2018
Russell Street at Kings Road, Denistone East	10 metres of 'NO STOPPING' on the western side of Kings Road, both sides of Russell Street.	Rule 170 Stopping at or near an intersection	May 2018
Boronia Lane at Henderson Street, Denistone East	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the northern side of Henderson Street, both sides of Boronia Lane. 2. 10 metres of 'NO STOPPING' on both sides of Boronia Lane, north of Henderson Street. 3. 15 metres of 'NO STOPPING' on the southern side Henderson Street, west of Boronia Lane. (Sign installed other side of the driveway). 4. 10 metres of 'NO STOPPING' on both sides of Boronia Lane, south of Henderson Street. 	Rule 170 Stopping at or near an intersection	May 2018
Boronia Lane at Brabyn Street, Denistone East	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Brabyn Street, both sides of Boronia Lane. 2. 10 metres of 'NO STOPPING' on both sides of Boronia Lane, both sides of Brabyn Street. 	Rule 170 Stopping at or near an intersection	May 2018



Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Lovell Road at Grove Street and Boronia Lane, Denistone East	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on both sides of Lovell Street, both sides of Grove Street. 10 metres of 'NO STOPPING' on both side of Boronia Lane, both sides of Lovell Road. 	Rule 170 Stopping at or near an intersection	May 2018
Brabyn Street at Kings Street, Denistone East	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the southern side of Kings Road, west of Kings Street. 35 metres of 'NO STOPPING' on the western side of Kings Road, south of Brabyn Street (Pedestrian Crossing associated with NO STOPPING). 	Rule 170 Stopping at or near an intersection, Rule 172 Stopping on or near a pedestrian crossing (except at an intersection)	May 2018
Bennett Street at Mons Avenue, West Ryde	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the western side of Mons Avenue, both sides of Bennett Street. 14.2 metres of 'NO STOPPING' on the southern side of Bennett Street, west of Mons Avenue. 	Rule 170 Stopping at or near an intersection	May 2018
Bennett Street at Riverview Street, West Ryde	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on the northern side of Bennett Street, both sides of Riverview Street. 10 metres of 'NO STOPPING' on the eastern side of Riverview Street, north of Bennett Street. 14 metres of 'NO STOPPING' on the western side of Riverview Street, north of Bennett Street (Sign installed other side of the driveway). 	Rule 170 Stopping at or near an intersection	May 2018
Moss Street at Mons Street, West Ryde	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on both sides of Moss Street, west of Mons Avenue. 10 metres of 'NO STOPPING' on both sides of Mons Avenue, both sides of Moss Street. 	Rule 170 Stopping at or near an intersection	May 2018
Annie Lane at Mons Avenue, West Ryde	<ol style="list-style-type: none"> 10 metres of 'NO STOPPING' on both sides of Annie Lane, west of Mons Avenue. 10 metres of 'NO STOPPING' on the western side of Mons Avenue, both sides of Annie Lane. 	Rule 170 Stopping at or near an intersection	May 2018



Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Aitchandar Road at Forrest Road, Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the eastern side of Aitchandar Road, both sides of Forrest Road. 2. 10 metres of 'NO STOPPING' on the southern side of Forrest Road, east of Aitchandar Road. 3. 12 metres of 'NO STOPPING' on the northern side of Forrest Road, east of Aitchandar Road (Sign installed other side of the driveway). 	Rule 170 Stopping at or near an intersection	Target: June 2018
Malvina Street at Forrest Road, Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on both sides of Malvina Road, both sides of Forrest Road. 2. 10 metres of 'NO STOPPING' on both sides of Forrest Road, west of Forrest Road. 3. 15 metres of 'NO STOPPING' on the southern side of Forrest Road, east of Forrest Road. 4. 12 metres of 'NO STOPPING' on the northern side of Forrest Road, east of Forrest Road. 	Rule 170 Stopping at or near an intersection	Target: June 2018
Malvina Street at Buffalo Road, Ryde	<ol style="list-style-type: none"> 1. 10 metres of 'NO STOPPING' on the western side of Malvina Road, north of Buffalo Road 2. 15 metres of 'NO STOPPING' on the eastern side of Malvina Road, north of Buffalo Road 3. 15 metres of 'NO STOPPING' on the northern side of Buffalo Road, east of Malvina Road 4. 10 metres of 'NO STOPPING' on the northern side of Buffalo Road, west of Malvina Road 	Rule 170 Stopping at or near an intersection	Target: June 2018



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**ITEM (Q) WINBOURNE STREET, WEST RYDE**

SUBJECT: TRAFFIC MANAGEMENT REVIEW
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/70231 & T2018-00425
OFFICER: H CHOUDHRY

INTRODUCTION

In 2016, an integrated solution to manage various competing interests during school drop-off / pick-up periods and maintain local resident amenity was investigated for Winbourne Street. Subsequently, Council approved, and has since implemented, the widening of Winbourne Street, between Marsden Road and Farnell Street, West Ryde.

This item provides details of the follow-up investigations undertaken by Council to confirm or otherwise the effectiveness of the road widening, to determine if further road widening should be considered along Winbourne Street between Farnell Street and Hermoyne Street.

BACKGROUND

At the Works and Community Committee Meeting held 17 May 2016, Council resolved the following:

- a) *That the Winbourne Street road widening upgrade works for the estimated value of \$570,000 plus Project Management Fee be approved for inclusion in the 2016-2017 Road Kerb Program of the 2016-2020 Delivery Plan.*
- b) *That the Winbourne Street footpath expansion works for the value of \$36,000 be carried over to 2016-17 Footpath Expansion program.*
- c) *That the Traffic Management Plan submitted for a proposed Child Care Centre at 21 Winbourne Street, West Ryde be approved to satisfy deferred commencement conditions Nos. 1 & 2 of LDA 2013/420.*
- d) *That the childcare centre is not to operate until such time that all line marking and signage improvements (both internal and external to the development proposal) associated with the proposal and all of the improvements detailed in this report in this location are completed in full and to the satisfaction of the Director of City Works and Infrastructure.*
- e) *That a post-operative review of traffic & pedestrian movements be undertaken after 3 months of operation in a school term period to gauge the effectiveness of the proposed traffic management measures and determine if further alterations are required to be undertaken by Council.*



- f) *That in 12 months, the effectiveness of the road widening be investigated to see whether a further extension in this location would be beneficial to the traffic and pedestrian movements, particularly in the location of Hermoyne Street.***

The works in Winbourne Street included:

- installing two pairs of speed cushions,
- upgrading the children's/pedestrian crossing in Winbourne Street, outside Ermington Public School, to a raised children's/pedestrian crossing,
- upgrading the pedestrian crossing in Winbourne Street, outside Marsden High School, to a raised pedestrian crossing with kerb ramps,
- installing linemarking, to adjust the intersection layout at Marsden Road,
- adjusting the concrete footpath and replace the kerb ramp at Fir Tree Avenue,
- pruning overgrown vegetation along the shared-use path, between Fir Tree Avenue and Marsden Road, and
- installing additional repeater '40 SCHOOL ZONE' signs.

CONTEXT

1. The width of Winbourne Street between Farnell Street and Hermoyne Street is a minimum of 7 metres and widens to 9 metres closer to the bus turning bay.
2. The current configuration of Winbourne Street between Farnell Street and Hermoyne Street consists of the following:
 - a. 'NO PARKING: 8.00am-9.30am, School Days' restrictions on the eastern road frontage; and
 - b. Unrestricted Parking on the western road frontage, with a full time 'NO PARKING' zone across the driveways of 39 and 41 Winbourne Street.

REFERENCES

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

COMMUNITY ENGAGEMENT

No consultation has been undertaken, as no changes to the existing road environment has been proposed.

DISCUSSION

In addition to Council's resolution to investigate further widening, concerns have been raised by local residents regarding the width of Winbourne Street, between Farnell Street and Hermoyne Street, with the suggestion that parking controls be installed during peak periods to provide extra travel-lane width.



A crash analysis of the five year period between 2012 and 2017 (which is the most current data available to Council), indicates that there have been no crashes recorded.

An external provider recorded video footage to monitor traffic operations in Winbourne Street, between Farnell Street and Hermoyne Street, for five continuous days, starting Monday 7 May, 2018.

Council staff reviewed the video footage, which demonstrated that:

- safe operation of the street at all times, including school hours;
- no conflicts between buses and cars were noticeable; and
- motorists pulling into gaps to give way to oncoming traffic.

CONCLUSION

In light of the above, the stretch of road along Winbourne Street between Farnell Street and Hermoyne Street is deemed safe and operates satisfactorily. No further upgrades are required beyond the existing Local Area Traffic Management (LATM) scheme implemented along Winbourne Street between Marsden Road and Farnell Street.



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ITEM (R)	HIGH STREET, GLADESVILLE
SUBJECT:	TRAFFIC MANAGEMENT REVIEW
ELECTORATE:	LANE COVE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CCLASSIFIED
REFERENCE:	ATTACHED & T2017-01739
OFFICER:	H CHOUDHRY

INTRODUCTION

Council has received representation from High Street residents requesting consideration be given to installing traffic and parking controls to provide two opposing travel lanes on approach to the crest in High Street, Gladesville.

In November 2017, a proposal to install double centre lines, to provide two opposing travel lanes and improve safety at the crest in High Street, was distributed to residents in the area. Due to the width of High Street, the changes required the removal of parking. The feedback indicated a large number of objections to the changes and the proposal did not proceed.

All of the suggestions raised through the online survey were investigated and a revised proposal was prepared and distributed to local residents. The updates included changing the priority at the intersection of High Street and The Strand, and installing double centre lines at the intersection of High Street and Westminster Road.

CONTEXT

1. High Street is local road with a posted speed limit of 50 km/h.
2. No parking measures are installed in High Street.

COMMUNITY ENGAGEMENT

In November 2017, Consultation was undertaken on the proposal to install dividing linemarking and 'NO STOPPING' signs to provide two travel lanes. The feedback indicated a large number of objections therefore, the proposal did not proceed.

A revised proposal was prepared and distributed to local residents to provide feedback. The updates included changing priority at the intersection of High Street and The Strand, and installing double centre lines at the intersection of High Street and Westminster Road. A drop-in session was held at the Parish Hall, Gladesville on 19 March 2018 and residents could also provide feedback online.



The drop-in session was well attended by some 26 residents of the 58 invited households. 39 online responses were received from local residents. A majority of respondents are concerned about the speed and volume of vehicles that use High Street and there were issues raised that the proposed changes will not address these matters. A number of respondents preferred that Council address driver behaviour by closing High Street to “through” traffic.

DISCUSSION

As an immediate action from the drop-in session, traffic speed and volume surveys were undertaken in High Street and Westminster Road. They indicated that High Street and Westminster Road are low-volume roads, with average PM peak volumes of 192 vehicles per hour (vph) and 157 vph, respectively. This is an increase from previous traffic surveys, which indicated that High Street was operating at an average PM peak volume of 121 vph in May 2015. Peak hour volumes are within accepted limits for a local road, such as High Street and Westminster Road, if they are under 300 vph.

The 85th percentile speed* of High Street is 54 km/h, between Short Street and The Strand, and 50 km/h, between The Strand and Kennedy Street. The 85th percentile speed* of Westminster Road is 58 km/h, between High Street and Thompson Street. Previous traffic surveys indicate that the 85th percentile speed* was 50 km/h in May 2015. This indicates that High Street and Westminster Road are low-speed environments and most drivers are cognisant of the 50 km/h default speed limit, with a small portion of drivers exceeding the speed limit.

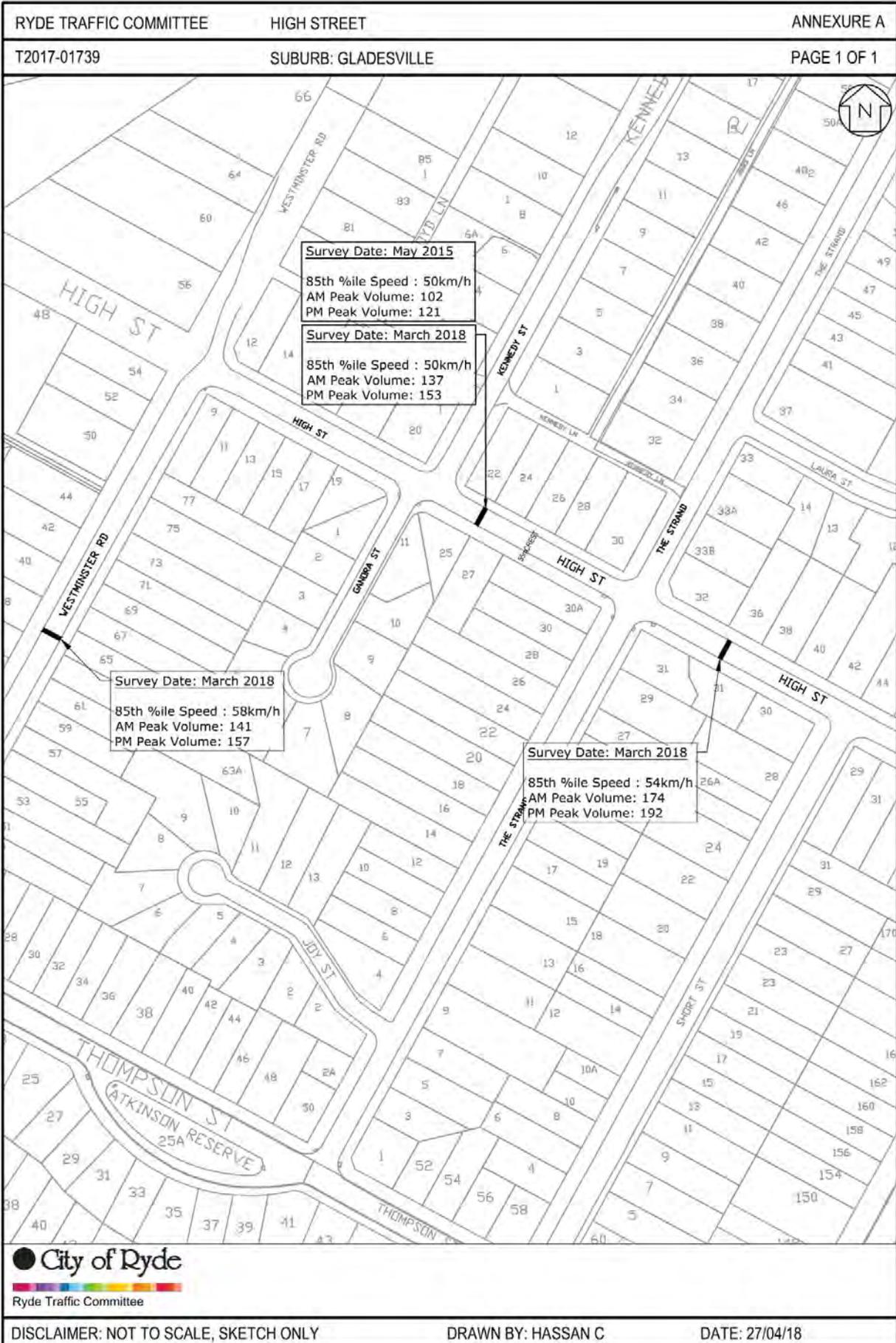
** 85th percentile speed means the speed that 85 percent of vehicles do not exceed.*

Although residents in the area would like High Street closed to through traffic, to address driver behaviour, the evidence indicates that traffic volumes are low and most drivers are driving within the speed limit. To address the issue of drivers exceeding the speed limit:

- the speed surveys have been referred to the Police, to request additional enforcement in the area, and
- a speed-check trailer will be installed, to reduce driver speeds in the area.

CONCLUSION

As the traffic counts indicates that traffic volumes are within an acceptable range and drivers are driving within the speed limit therefore, changes to the existing road conditions are not required.





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