



06 September 2018

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 06 September 2018

Ryde Traffic Committee Meeting

Council Chambers, Level 1A, 1 Pope Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair)..... Director City Works
Roads and Maritime Services of NSW Sydney North Region
NSW Police Force Ryde Local Area Command
Member for Ryde (7 items)..... The Hon. V Dominello MP
Member for Lane Cove (6 items)..... The Hon. A Roberts MP

ADVISORS

Sydney Buses Western Region

Committee Members, Advisors and City of Ryde Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email by 5pm Tuesday 4 September 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 4 September 2018.

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



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Meeting Date: 06 September 2018
Location: Council Chambers, 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 - WASTE-COLLECTION VEHICLE ACCESS**
- (B) PUTNEY VILLAGE - ON-STREET PARKING REVIEW**
- (C) WEST RYDE – RESIDENT PARKING SCHEME**
- (D) TENNYSON ROAD, TENNYSON POINT - NO PARKING ACROSS DRIVEWAYS AT 86 & 88 TENNYSON ROAD**
- (E) POPE STREET, RYDE - ACCESSIBLE TAXI PARKING**
- (F) VIMIERA ROAD, MARSFIELD - EXTENDING ‘NO STOPPING’ ZONE**
- (G) ADELAIDE STREET, WEST RYDE – PEDESTRIAN ACCESS AND MOBILITY PLAN WORKS**
- (H) MORRISON ROAD, PUTNEY – TRAFFIC CALMING SCHEME REVIEW**
- (I) CAMBRIDGE STREET, GLADESVILLE - MEDIAN ISLAND STOP TREATMENT AT VICTORIA ROAD**
- (J) COLLEGE STREET, GLADESVILLE - POST IMPLEMENTATION REVIEW OF TRIAL CLOSURE ASSOCIATED WITH “BUNNINGS DEVELOPMENT”**
- (K) BARR STREET, NORTH RYDE - ‘P DISABILITY ONLY’ ZONE**
- (L) TERRY ROAD AND COMMISSIONERS ROAD, DENISTONE - NO STOPPING NEAR BEND & INTERSECTION**

MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (M) MATTERS APPROVED UNDER DELEGATION**
- (N) CITY OF RYDE - AUSTRALIAN GOVERNMENT’S 2019/2020 BLACK SPOT PROGRAMME NOMINATIONS**

LATE ITEMS

GENERAL BUSINESS



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ITEM (A)	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:	T2018-01123
OFFICER:	H CHOUDHRY

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, Thu' in a number of roads within the Thursday collection area.

BACKGROUND

There are a number of existing locations with 'NO PARKING: 5am-11am Thu' 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

- 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.
- 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.
- 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.
- 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 217 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' on the side of the following streets that would affect the least number of parking spaces:

- Bird Street, Ryde
- Burke Street, Ryde
- Dwyer Street, Ryde
- Pooley Street, Ryde
- Burns Street, Ryde
- Fitzpatrick Street & Carmen Street, Marsfield
- Rogal Place, Macquarie Park

16 responses have been received in support of the proposed changes and 8 responses have been received in opposition to the proposed changes. A summary of results is provided in *Table A1*, with more details for each site following.

Table A1 Summary of survey results

Road	Bird Street	Burke Street	Dwyer Street	Pooley Street	Burns Street	Fitzpatrick Street and Carmen Street	Rogal Place	Total
Properties consulted	38	7	7	19	12	27	107	217
Responses received	1	4	2	2	3	3	9	24
Responses with comments in support	1	0	1	1	1	3	9	16
Responses with comments objecting	0	4	1	1	2	0	0	8
No comment provided	37	3	5	17	9	24	98	193

Bird Street

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

The occupants of 38 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' on the northern side of Bird Street. One response has been received in support of 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 Thu' on the northern side of Bird Street, including the parking control at intersection with John Miller Street.

Burke Street

Burke Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Burke Street as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Burke Street have off-street parking.

The occupants of seven surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in cul-de-sac of Burke Street. Four responses have been received in opposition to the proposed changes.

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

- Place rubbish bins in the middle of road instead of nature strip.

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

- It is unsafe to place rubbish bins on the roadway which will potentially obstruct the travel path of general traffic.

Given that all comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am, Thu' in Burke Street, this parking control will not be pursued.

Dwyer Street

Dwyer Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Dwyer Street as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Dwyer Street have off-street parking.

The occupants of seven surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in cul-de-sac of Dwyer Street. One response has 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:

- 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 Dwyer 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 one response was received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in Dwyer Street cul-de-sac, including the parking control at intersection with John Miller Street.

Pooley Street

Pooley Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Pooley Street as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Pooley Street have off-street parking.

The occupants of 19 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in cul-de-sac of Pooley Street. One response has 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:

- 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 Pooley 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 one response was received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' on cul-de-sac of Bird Street, including the parking control at the bend in Pooley Street.

Burns Street

Burns Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Burns Street as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Burns Street have off-street parking.

The occupants of 12 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac of Burns Street. One response has been received in support and two in opposition to the proposed changes.

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

- A trailer parked outside the frontage of the property.

Respondents have made the following suggestion:

- Install fulltime 'NO PARKING' on one side of the street.

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 Burns 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.

- A suggestion to install fulltime 'NO PARKING' on one side of the street will be further investigated.

Given that two out of three comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am Thu' in Burns Street, this parking control will not be pursued.

Fitzpatrick Street and Carmen Street

Fitzpatrick Street and Carmen Street have a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Fitzpatrick Street and Carmen Street as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Fitzpatrick Street and Carmen Street have off-street parking.

The occupants of 27 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac of Fitzpatrick Street and Carmen Street. Six responses have been received in support and three in opposition to the proposed changes.

Respondents have made the following suggestion:

- Introduce Resident Parking Scheme.

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

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that no comments were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in the cul-de-sac of Fitzpatrick Street and Carmen Street, including the parking controls at the bend in Fitzpatrick Street and Carmen Street.

Rogal Place

Rogal Place has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Rogal Place as experiencing high parking occupancy, which inhibits access for their vehicles. All properties in Rogal Place have off-street parking.

The occupants of 107 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in cul-de-sac of Rogal Place. Six responses have been received in support and three others have provided qualified support.

Respondents have made the following suggestion:

- Introduce Resident Parking Scheme

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

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that no comments were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in the cul-de-sac of Rogal Place.

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 and Wednesday waste-collection areas, these investigations cover the Thursday waste-collection area, which has the following narrow roads and cul-de-sacs where parked vehicles inhibit waste-collection vehicles during waste-collection times:

- Bird Street, Ryde,
- Burke Street, Ryde,
- Dwyer Street, Ryde,
- Pooley Street, Ryde,
- Burns Street, Ryde,
- Fitzpatrick Street and Carmen Street, Marsfield, and
- Rogal Place, Macquarie Park.

The 'NO PARKING: 5am-11am Thu' 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 Thu' zones at the following locations:
 - Bird Street,
 - Dwyer Street,
 - Pooley Street,
 - Fitzpatrick Street and Carmen Street, and
 - Rogal Place.

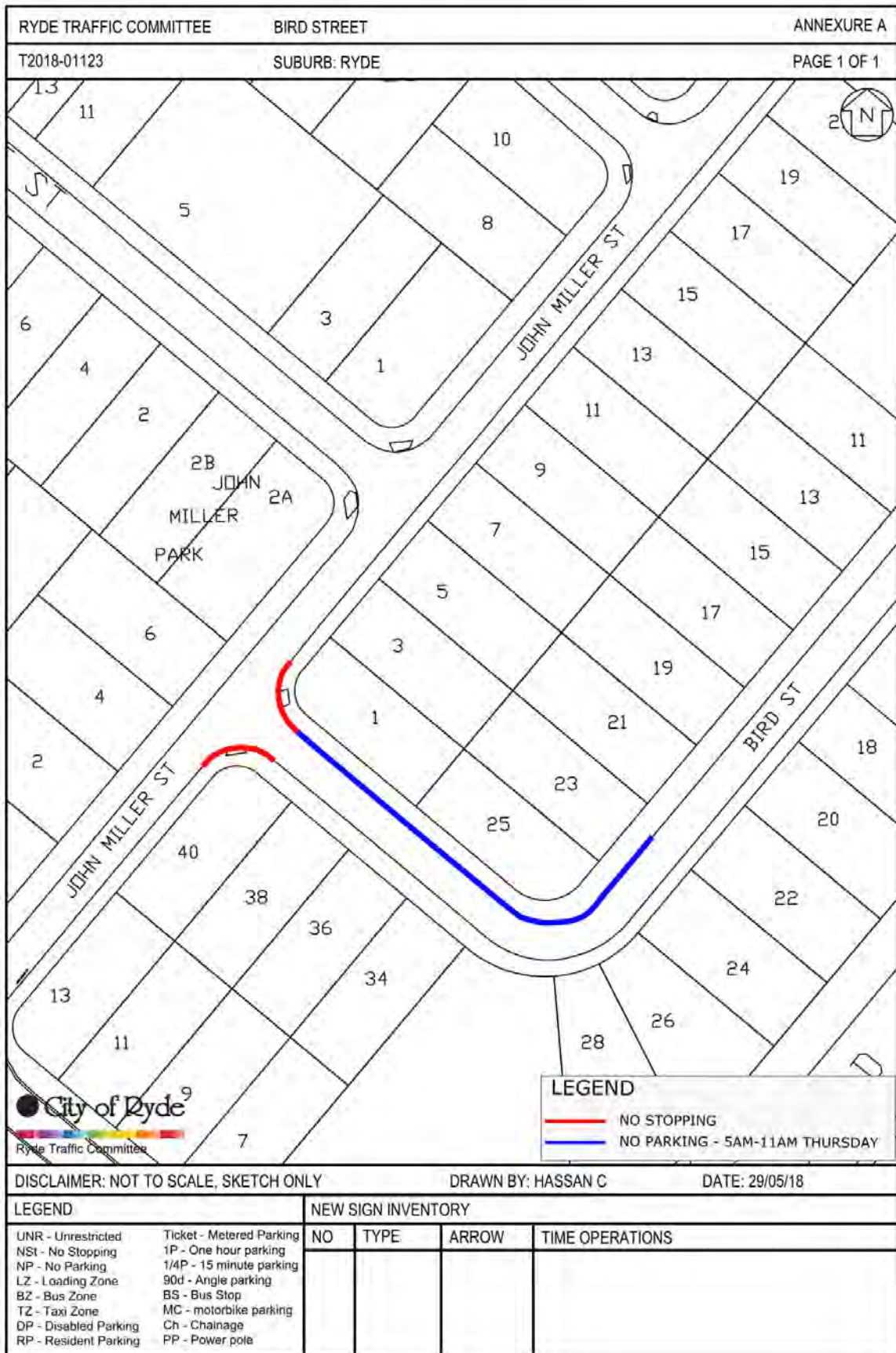
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burke Street, and
 - Burns Street.
3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.

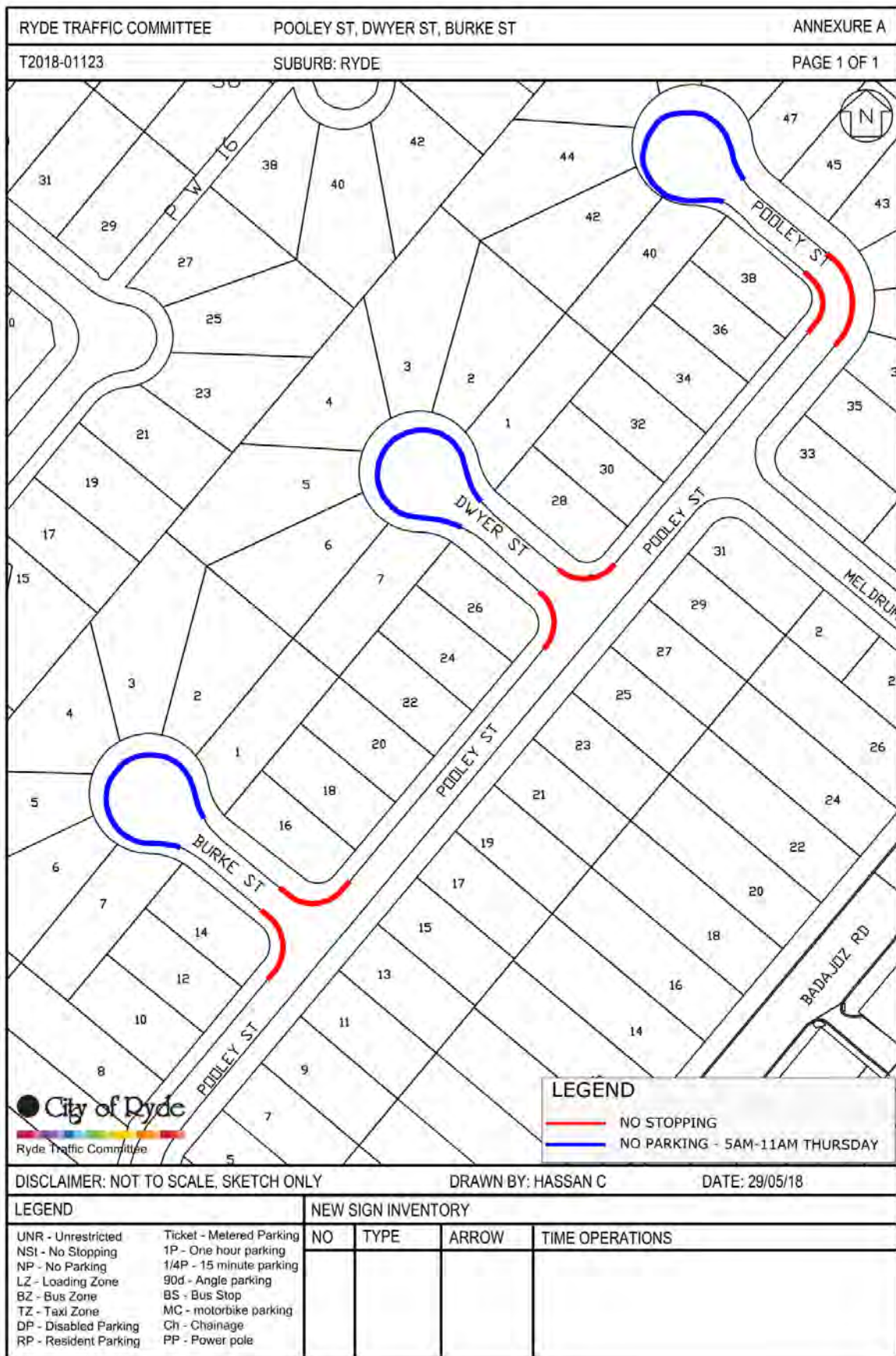
APPROVALS

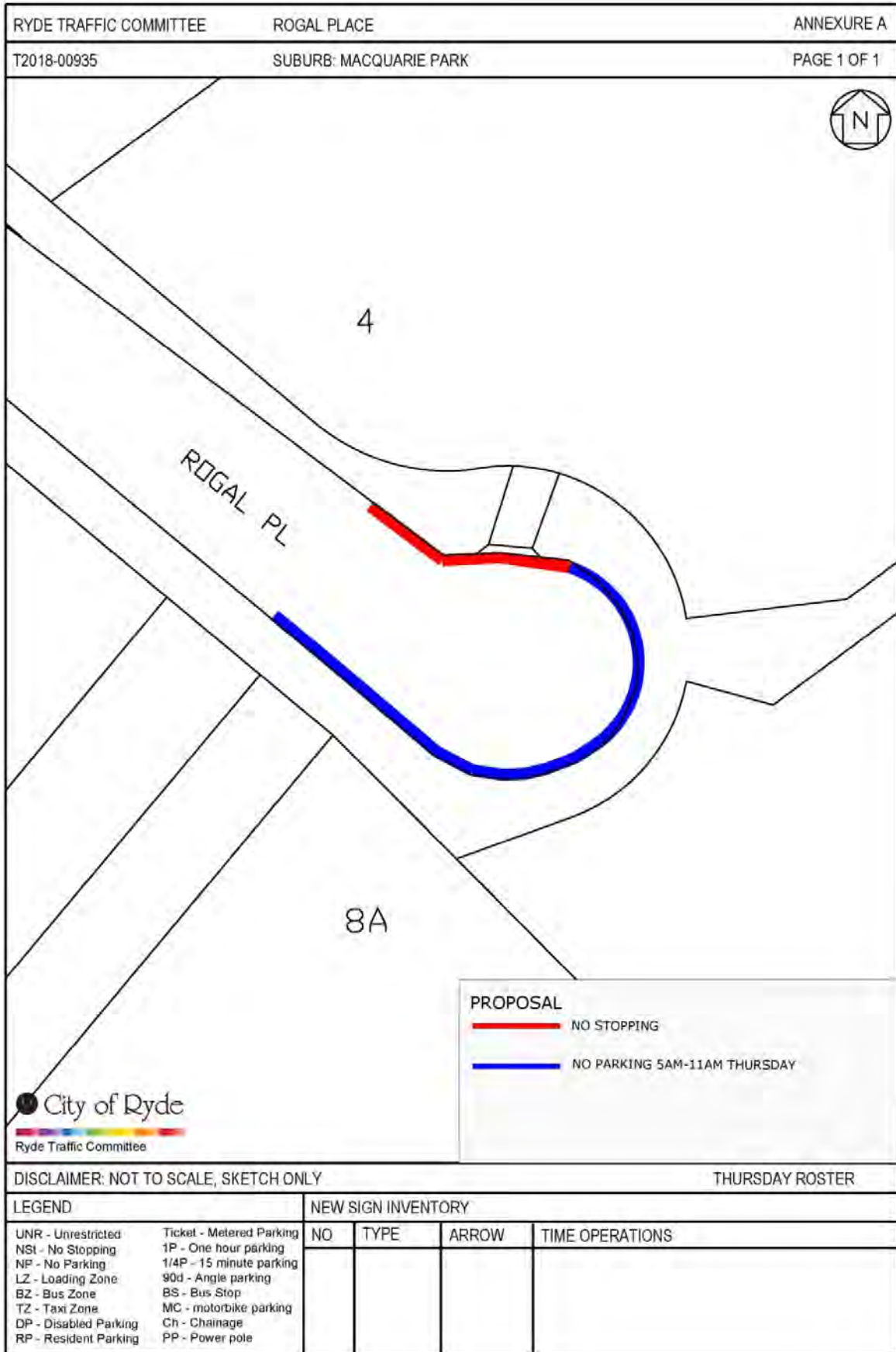
Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

PROPOSAL

1. To install 'NO PARKING: 5am-11am Thu' zones at the following locations:
 - Bird Street, Ryde,
 - Dwyer Street, Ryde,
 - Pooley Street, Ryde,
 - Burns Street, Ryde,
 - Fitzpatrick Street & Carmen Street, Marsfield, and
 - Rogal Place, Macquarie Park.
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burns Street, Ryde, and
 - Burke Street, Ryde.







ITEM (B)	PUTNEY VILLAGE
SUBJECT:	ON-STREET PARKING REVIEW
ELECTORATE:	LANE COVE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D16/152122 & T2016-02190
OFFICER:	M ILYAS

INTRODUCTION

Council has received representation from local businesses and land owners requesting consideration be given to reviewing the on-street parking controls in Putney Village, to better suit the current needs of the local businesses. Following community consultation, *this Item* proposes to relocate the existing 'P DISABILITY ONLY' zone from Charles Street to Parry Street and provide an additional 'LOADING ZONE' in Charles Street, Putney.

CONTEXT

Charles Street, Parry Street and Morrison Road are two-way local roads, with 12 metre wide carriageways, and include:

- half-hour parking in Charles Street, with the exception of a 'LOADING ZONE' outside 88 Charles Street and a 'P DISABILITY ONLY' zone outside 78 Charles Street;
- half-hour parking in Parry Street, outside No 76; and
- half-hour parking in Morrison Road, with the exception of a 'MAIL ZONE' and 'P DISABILITY ONLY' zone outside 221 Morrison Road.

REFERENCES

- Austroads' Guide to Traffic Management Part 11: Parking.
- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 168 No Parking signs
- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities
- Australian Standards' *AS2890.5 - On Street Parking*
- [NSW] *Road Rules 2014* Rule 179 Stopping in a loading zone.

COMMUNITY ENGAGEMENT

In May 2017, Council contacted local businesses advising that we are developing a parking plan for Putney Village that will respond to the needs of businesses in the area. The aim of the parking plan is to manage the existing parking, and to provide an optimal mix of timed parking, 'P DISABILITY ONLY' spaces and loading facilities.

The feedback received indicates that extra loading facilities are required in Charles Street and the existing 'P DISABILITY ONLY' zone would be better located in Parry Street. Therefore, Council is proposing to install a new 'LOADING ZONE' outside 78 Charles Street and relocating the existing 'P DISABILITY' from Charles Street to Parry Street, as shown on the attached plan.

Following the resulting development of a parking plan for Putney Village, the businesses of 45 surrounding properties shown in *Figure B1* were consulted about the proposal. No comments were received from any of the businesses.

The proposal will be tabled at the Social Inclusion Committee Meeting on 5 September 2018 for further discussion and an update will be tabled at the Traffic Committee Meeting.

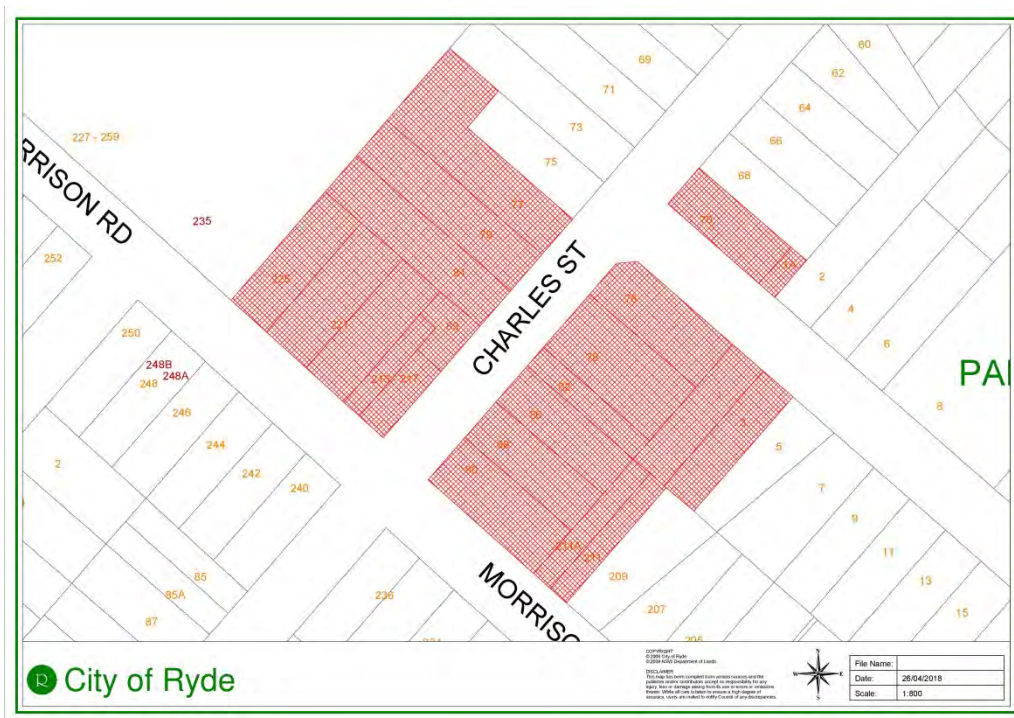


Figure B1 Community engagement distribution

DISCUSSION

Given that the proposed changes to parking have not received any objections, it is recommended that the Council proceed with the proposed changes.

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 relocate the existing 'P DISABILITY ONLY' zone from Charles Street to frontage of 76 Parry Street, Putney.
2. To install a new 'LOADING ZONE' outside 82 Charles Street, Putney.



ITEM (C)	WEST RYDE
SUBJECT:	RESIDENT PARKING SCHEME
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-1935879 & T2017-00362
OFFICER:	G HOLDING

INTRODUCTION

Following the completion of the West Ryde Coles development, Council has undertaken reviews of the on-street parking in West Ryde Town Centre, west of the train station, and the temporary parking controls installed during the development in Anthony Street, Chatham Road and Dickson Avenue. *This Item* details subsequent investigations into on-street parking management in the residential area to the west and north of West Ryde Town Centre, west of the train station, namely Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue. This represents all streets within walking distance of West Ryde Town Centre and train station, north of Victoria Road and west of the northern rail line.

CONTEXT

- All investigated streets are local roads with 50 kilometre per hour speed limits and no parking control measures, except one-hour parking in:
 - Dickson Avenue, between Chatham Road and Bellevue Lane,
 - Chatham Road, between Victoria Road and outside 31 Chatham Road, and
 - Bellevue Avenue, between Victoria Road and Dickson Lane.
- The area investigated is within walking distance of West Ryde Town Centre and train station, and experiences high levels of parking occupancy during weekdays. As a result, residents with no or limited access to on-site parking can be disadvantaged by others using the limited on-street space available. One of the options to address the issue is to introduce timed parking controls and grant exemptions to eligible households. This arrangement is known as a Resident Parking Scheme.

REFERENCES

- [NSW] *Road Rules 2014* Rule 204 — Meaning of certain information on or with permissive parking signs
- City of Ryde's *Permit Parking Policy (2006)*
- City of Ryde's *Introducing a Resident Parking Scheme Policy (2007)*
- RMS's *Permit Parking (V3.4)*
- *Road Transport (General) Regulation 2013*.

COMMUNITY ENGAGEMENT

The occupants of 181 households shown in *Figure C1* were notified of an online survey to determine the level of support for:

- Option 1 Introducing a Resident Parking Scheme and associated parking controls in their street, or
- Option 2 Installing timed parking controls in their street, as an alternative measure, should a Resident Parking Scheme not be supported.

The notification included:

- each household's Resident Parking Permit eligibility, based on their on-site parking provisions, and Residents' Visitor Parking Permits, in accordance with Council's *Permit Parking Policy (2006)* and legislative requirements, and
- the Council's mandate that Resident Parking Schemes will only be considered where greater than 51% of the households in the area are in favour of the scheme, through the adoption of its *Introducing a Resident Parking Scheme Procedure (2007)*.

A summary of survey results is shown in *Tables C1 & C2*.

Table C1 Summary of survey results for Option 1 - Introducing a Resident Parking Scheme in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue.

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
Surveys distributed	17	20	15	20	46	24	14	21	4
Responses received	6 (35.3%)	19 (95.0%)	5 (33.3%)	1 (5.0%)	22 (47.8%)	9 (37.5%)	9 (64.3%)	8 (38.1%)	1 (25%)
Support	4 (23.5%)	11 (55.0%)	1 (6.7%)	1 (5.0%)	16 (10.8%)	5 (20.8%)	3 (21.4%)	4 (19.0%)	1 (25%)
DO NOT support *	1 (5.9%)	8 (40.0%)	3 (20.0%)	0	6 (13.0%)	3 (12.5%)	6 (42.9%)	4 (19.0%)	0
Undecided	1 (5.9%)	0	1 (6.7%)	0	0	1 (4.2%)	0	0	0
Not specified	0	0	0	0	0	0	0	0	0

* Includes households that support the proposed Resident Parking Scheme, provided that more Parking Permits are available.

Table C2 Summary of survey results for Option 2 – Installing timed parking in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue.

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
Surveys distributed	17	20	15	20	46	24	14	21	4
Responses received	6 (35.3%)	19 (95.0%)	5 (33.3%)	1 (5.0%)	22 (47.8%)	9 (37.5%)	9 (64.3%)	8 (38.1%)	1 (25%)
Support	1 (5.9%)	3 (15.0%)	0	0	5 (10.8%)	0	1 (7.1%)	1 (4.7%)	0
DO NOT support	3 (17.65%)	16 (80.0%)	3 (20.0%)	1 (5.0%)	17 (36.9%)	8 (33.3%)	7 (50.0%)	7 (33.3%)	0
Undecided	2 (11.7%)	0	2 (13.3%)	0	0	1 (4.1%)	1 (7.1%)	0	1 (25.0%)
Not specified	0	0	0	0	0	0	0	0	0

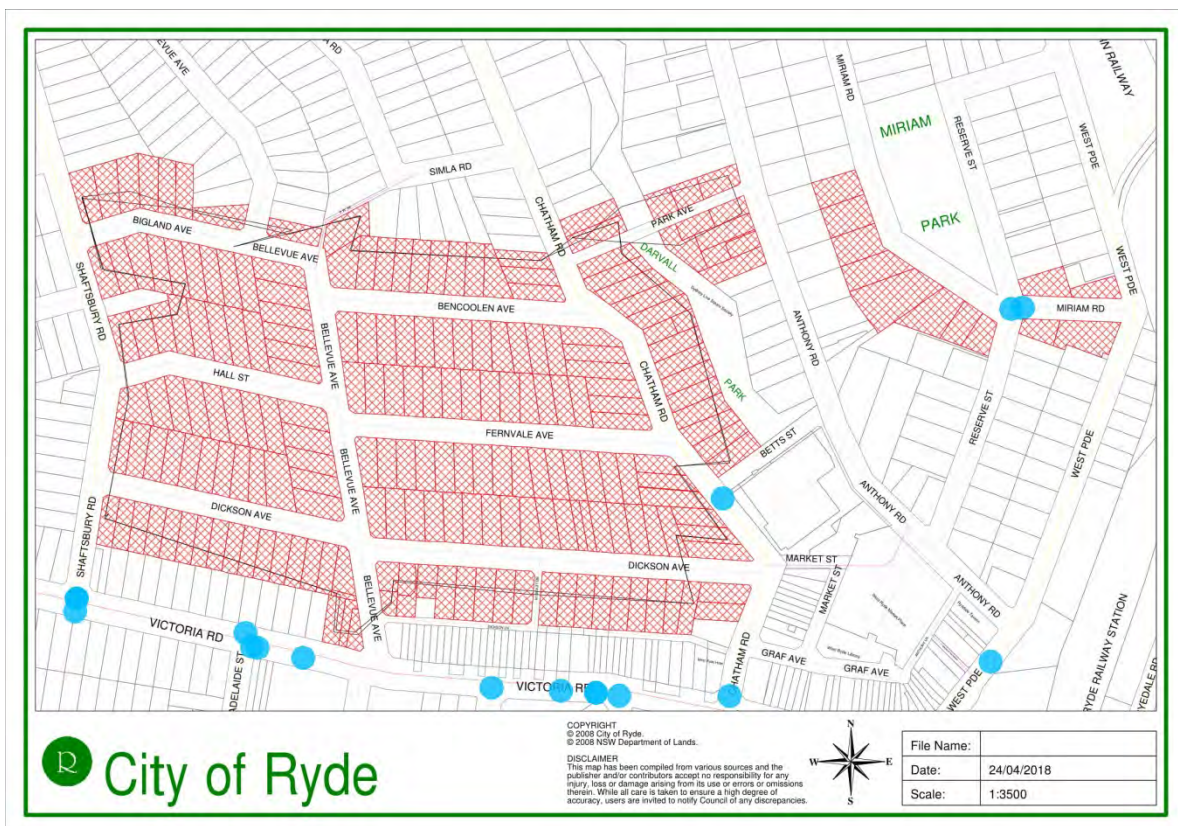


Figure C1 Community engagement distribution

DISCUSSION

Parking occupancy

There are a total of 406 on-street parking spaces in the study area. The parking occupancy was recorded in the morning and afternoon, as shown in *Table C3*.

Table C3 On-street parking occupancy in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
On-street parking spaces	60	45	33	18	56	55	30	61	35
10am occupancy	70.0%	66.7%	3.0%	94.4%	92.9%	41.8%	36.7%	95.1%	22.9%
3pm occupancy	61.7%	80%	9.1%	77.8%	76.8%	47.3%	20.0%	82.0%	14.3%

Parking Permit eligibility

If a Resident Parking Scheme is introduced in this area, each household would be able to apply for the following Parking Permits, as summarised in *Table D4*:

- up to two Resident Parking Permits, less on-site parking, plus
- one Residents' Visitor Parking Permit.

On this basis, Council could potentially issue up to 44 Resident Parking Permits.

Table C4 Parking Permit eligibility for households in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
No on-site parking: <ul style="list-style-type: none"> Two Resident Parking Permits, plus One Residents' Visitor Parking Permit. 	1	0	0	1	3	0	0	0	0
One on-site parking spaces: <ul style="list-style-type: none"> One Resident Parking Permit, plus One Residents' Visitor Parking Permit. 	0	0	0	3	2	0	1	27	0
Two or more on-site parking spaces: <ul style="list-style-type: none"> No Resident Parking Permits, plus One Residents' Visitor Parking Permit. 	13	21	15	28	59	28	15	9	4

Community engagement

The survey results indicate that:

- Bencoolen Avenue residents are the only households in the study area that provided greater than 51% support for introducing a Resident Parking Scheme, and
- only a minority of respondents in the study area support installing timed parking as an alternative measure.

Therefore, it is proposed to introduce a Resident Parking Scheme in Bencoolen 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

- To install '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, Gladesville.
- To update Council's *Permit Parking Policy*, to allow Bencoolen Avenue properties to be eligible to apply for Parking Permit, subject to other requirements of the Policy.

ITEM (D)	TENNYSON ROAD, TENNYSON POINT
SUBJECT:	NO PARKING ACROSS DRIVEWAYS AT 86 & 88 TENNYSON ROAD
ELECTORATE:	LANE COVE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2064128 & T2018-00664
OFFICER:	M ABDAT

INTRODUCTION

Council has received representation from local residents requesting consideration be given to installing parking controls across the driveways at 86 & 88 Tennyson Road, Tennyson Point, due to drivers continuing to park in the short length of kerbside parking between these driveways, despite the presence of delineation linemarking.

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

- Install parking controls across a driveway in or near a Town Centre, Neighbourhood Centre or Small Centre, or near a railway station, school, Place of Public Worship, community facility or recreation facility.

BACKGROUND

Driveway delineation bow-ties have been installed for the property 86 Tennyson Road. Further, the 4.1 metre space between the driveways of 86 and 88 Tennyson Road has a bow-tie linemarking across the section to deter motorists from parking in the space, as it does not meet the standard parking bay length.

CONTEXT

- Tennyson Road and Morrison Road are two-way collector roads, with a speed limit of 50 kilometres per hour. Tennyson Road has an 11 metre wide carriageway, with unrestricted parking permitted on both sides of the street.
- The section of kerbside parking between the driveways at 86 and 88 Tennyson Road is 4.1 metres long.
- This is located in close proximity to a grocery store on the corner of Morrison Road and Tennyson Road that provides seven on-site car spaces.

REFERENCES

- [NSW] Road Rules 2014 Rule 198 Obstructing access to and from a footpath, driveway etc.
- [NSW] Road Rules 2014 Rule 168 No parking signs
- [NSW] Road Rules 2014 Rule 208 Parallel parking on a road (except in a median strip parking area).

COMMUNITY ENGAGEMENT

The occupants of two surrounding properties shown in *Figure D1* were notified of the proposal. Two comments have been received in support to the proposed changes.

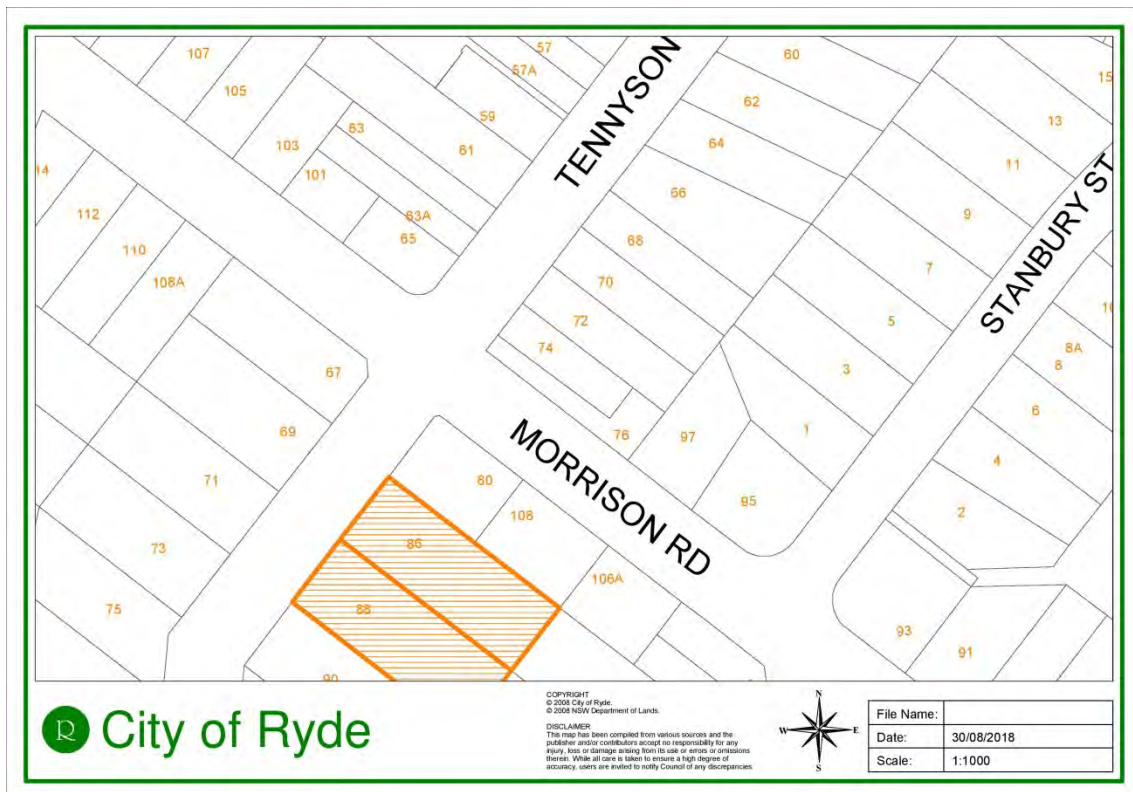


Figure D1 Community engagement distribution

DISCUSSION

Since the linemarking at the subject location has not resolved the issue of encroachment, it is proposed to install 16 metres of ‘NO PARKING’ across the driveways of 86 and 88 Tennyson Road.

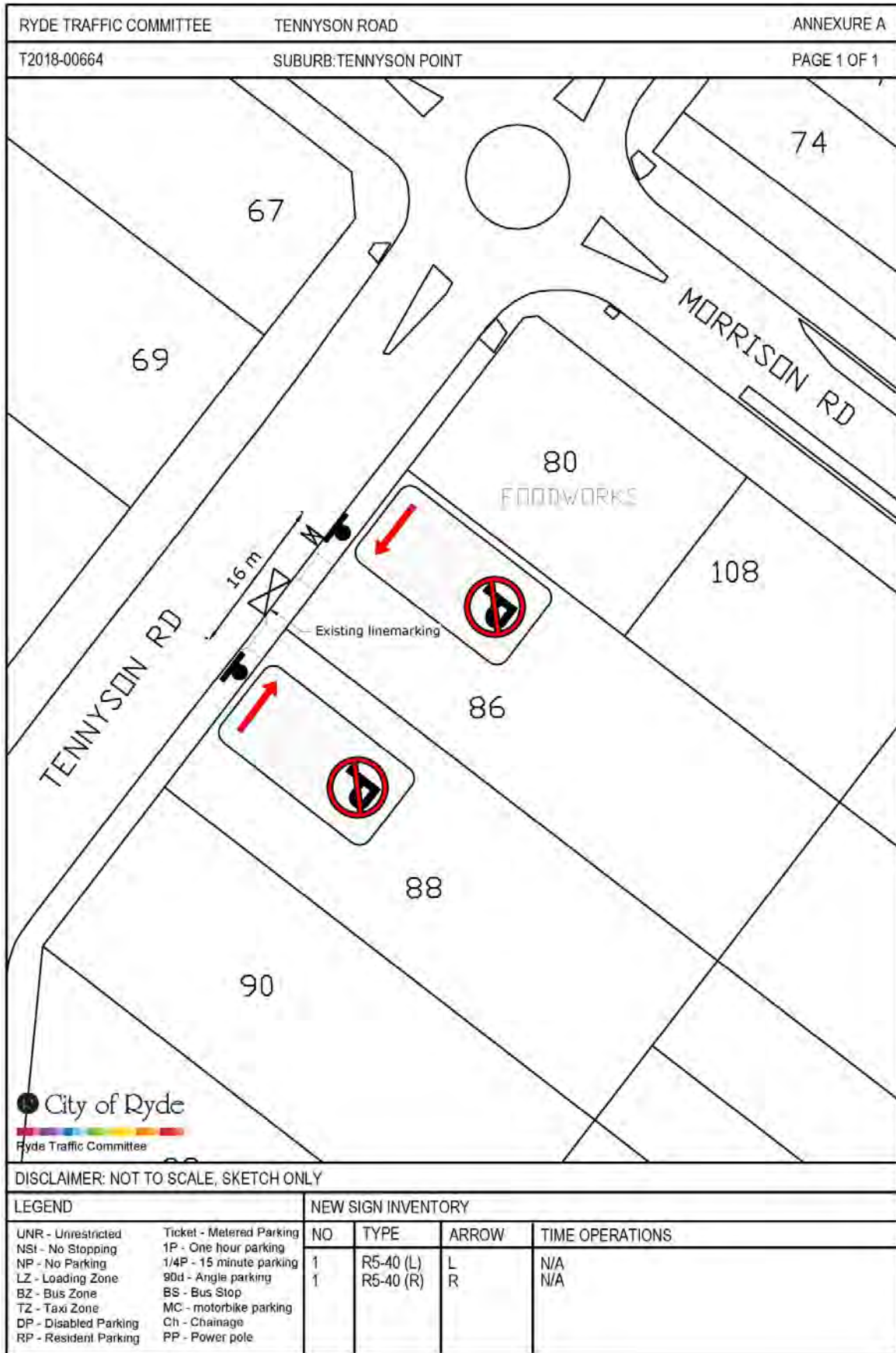
APPROVALS

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 and seek the remaining approvals.

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

PROPOSAL

To install 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.



ITEM (E)	POPE STREET, RYDE
SUBJECT:	ACCESSIBLE TAXI PARKING
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D18/125617 & T2018-00966
OFFICER:	J BEGLEY

INTRODUCTION

Members of Council's Social Inclusion Committee have requested consideration be given to providing an accessible taxi parking space outside the Top Ryde Centre in Pope Street, Ryde.

CONTEXT

- Pope Street is designated as a local road with a speed limit of 50 kilometres per hour.
- Two spaces of 'P DISABILITY ONLY' are currently provided on the south-western side of Pope Street.
- A 'TAXI ZONE' is located to the southeast of the abovementioned 'P DISABILITY ONLY' zone.

REFERENCES

- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities.

COMMUNITY ENGAGEMENT

Top Ryde Centre Management and the NSW Taxi Council were notified of the proposed changes. No objections have been raised.

DISCUSSION

Taxis that have been modified to provide wheelchair access are provided with a Mobility Parking Scheme (MPS) card. Given that they make a small proportion of the NSW Taxi fleet, these taxis are usually booked in advance, to ensure that one is available.

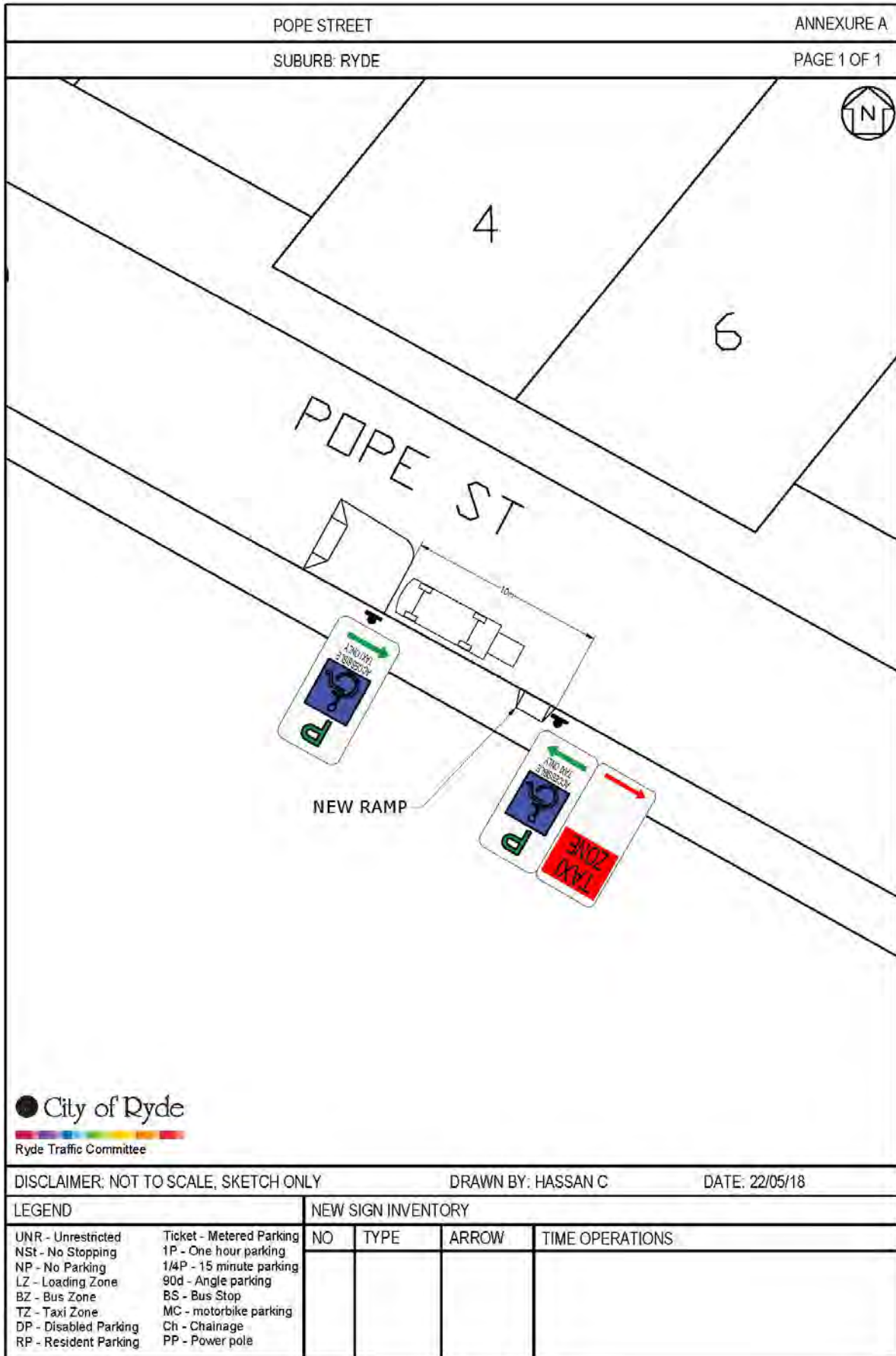
The existing 'P DISABILITY ONLY' zone is currently being used by other MPS card holders, rather than originally intended by accessible taxis. Therefore, it is proposed to modify the existing signposting to 'P DISABILITY ACCESSIBLE TAXIS ONLY' and extend the zone to 10 metres. A new kerb ramp will be provided as part of the works.

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 and seek the remaining approvals.

PROPOSAL

To convert the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to 10 metres of 'P DISABILITY ACCESSIBLE TAXIS ONLY'.





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ITEM (F)	VIMIERA ROAD, MARSFIELD
SUBJECT:	EXTENDING 'NO STOPPING' ZONE
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D18/109202 & T2018-00920
OFFICER:	J BEGLEY

INTRODUCTION

Council has received representation from a local resident requesting consideration be given to extending the existing parking controls in Vimiera Road, on the north-eastern approach to the signalised intersection with Epping Road, Marsfield, thereby extending the kerbside travel lane and improve intersection efficiency.

CONTEXT

- Vimiera Road is a collector road with a speed limit of 50 kilometres per hour.
- The signalised intersection of Vimiera Road and Epping Road permits all vehicular movements.
- The alignment of Vimiera Road is indented on the approach to Epping Road thus creating an additional lane which is predominately used by left-turning vehicles.
- There is currently 20 metres of 'NO STOPPING' in Vimiera Road along the north-eastern approach to the signalised intersection with Epping Road, with unrestricted parking permitted for the rest of the indented left lane.

REFERENCES

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

COMMUNITY ENGAGEMENT

The occupants of one nearby property (203 Vimiera Road) were notified of the proposal and no response was received. The other nearby property, 207 Vimiera Road, is vacant, as it is currently being redeveloped.

DISCUSSION

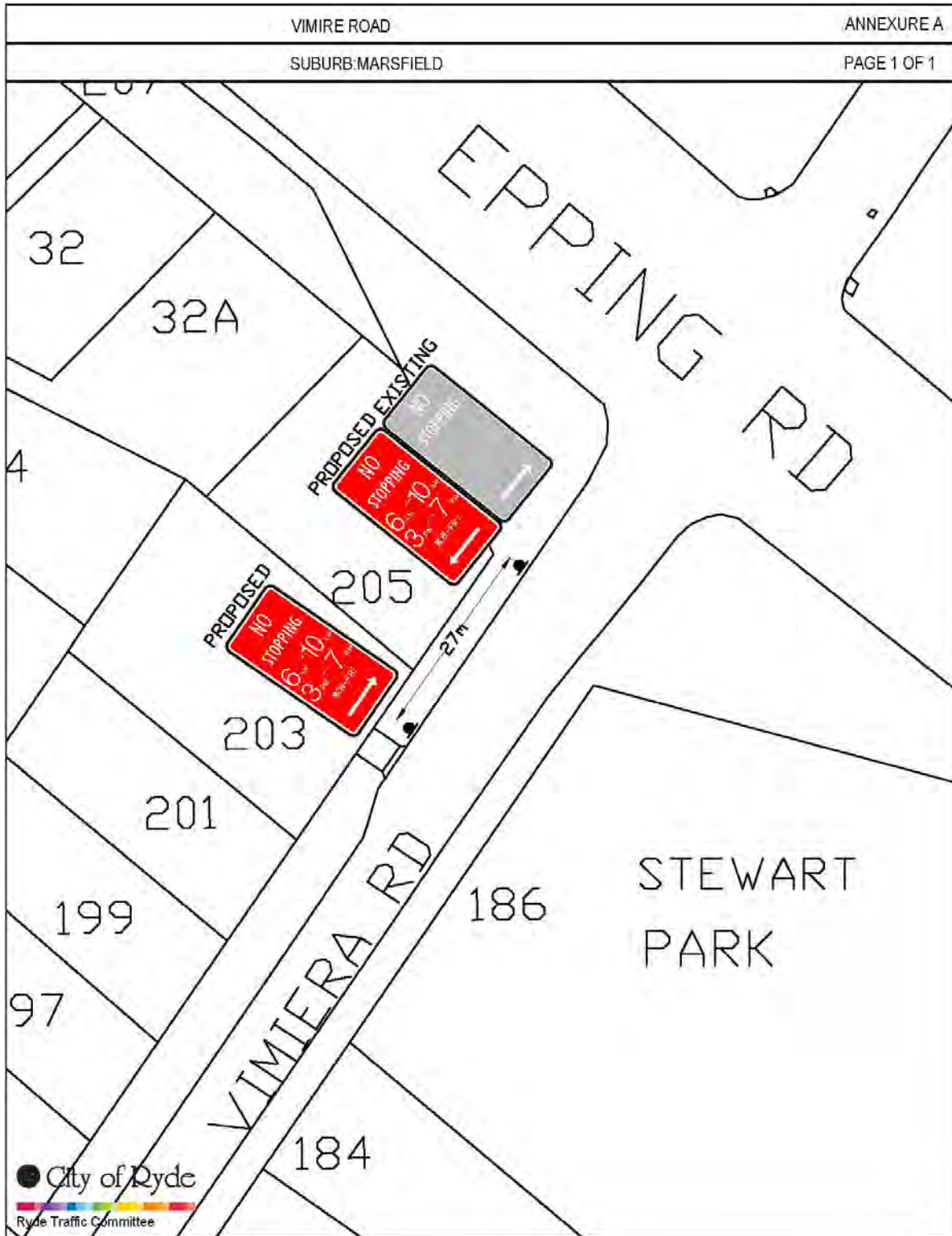
Vimiera Road is an attractive route for motorists to use as the signalised intersection with Epping Road permits all vehicular movements. Vimiera Road is a designated regional route under Council's Bike Plan with a designated on-road bicycle lane delineated for much of its length. No parking is permitted along Vimiera Road between Pembroke Road and Epping Road with the exception of a small section of unrestricted parking along the frontage of 203 Vimiera Road where Vimiera Road widens out to two northbound lanes on the approach to Epping Road.

While the initial request was for full-time 'NO STOPPING' to be installed, site observations indicated that only the peak commuter periods experience localised congestion. This congestion is due to vehicles parked in the unrestricted parking area on approach to the signalised intersection. Therefore, it is proposed to install 'NO STOPPING: 6am-10am 3pm-7pm Mon-Fri' adjacent to the existing 20 metres of statutory 'NO STOPPING'.

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 and seek the remaining approvals.

PROPOSAL To install a 27 metre 'NO STOPPING: 6am-10am 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20 metre statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	R5-400	L	6AM-10AM 3PM-7PM MON-FRI
NSt - No Stopping	1P - One hour parking	1	R5-400	R	6AM-10AM 3PM-7PM MON-FRI
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				



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ITEM (G)	ADELAIDE STREET, WEST RYDE
SUBJECT:	PEDESTRIAN ACCESS MANAGEMENT PLAN WORKS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2018-01117
OFFICER:	M ILYAS

INTRODUCTION

Council recently undertook a Pedestrian Access and Mobility Plan (PAMP) to improve pedestrian access and safety west of Meadowbank Station. The study identified a number of issues in the area, including the lack of pedestrian access across Adelaide Street. As a result, it is proposed to install the following pedestrian access points:

- a pedestrian refuge south of the intersection of Constitution Road, and
- kerb blisters and 'NO STOPPING' zones, to compliment kerb ramps outside 52 & 59 Adelaide Street.

CONTEXT

- Adelaide Street is a local road with a speed limit of 50 kilometres per hour.
- The carriageway width at these locations in Adelaide Street is approximately 13 metres with unrestricted parking on both sides.

REFERENCES

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

COMMUNITY ENGAGEMENT

The occupants of 86 surrounding properties shown in *Figure G1* were consulted regarding the proposed measures in Adelaide Street, Meadowbank. Thirteen responses were received; eleven in favour and one did not support the proposed changes. One resident neither supported nor disliked the proposal. The occupant that does not support the proposed changes has raised the following concern:

- There is shortage of on-street parking and the installation of 'NO STOPPING' zones will increase the parking problems in Adelaide Street.

Residents that support the proposed changes have made the following suggestions:

- The proposed Refuge Island is located too close to her driveway and it will make it difficult for her to access the property because of the narrow frontage. The resident has requested Council to install the refuge island near the intersections of Huxley Street or Deakin Street.

- Provide pedestrian / zebra crossings as opposed to a Refuge Island and kerb ramps at the proposed locations for pedestrians to cross Adelaide Street safely particularly near the intersections of Andrew Street and Constitution Road.
- The proposed Refuge Island should be installed north of Constitution Road because it will provide access to the two bus stops and will provide better visibility to the drivers.
- Refuge Island is preferable as compared to pedestrian / zebra crossing because it will not affect the flow of traffic particularly turning left from Constitution Road onto Adelaide Street. Installation of a pedestrian crossing will make it more difficult to turn left from Constitution Road onto Adelaide Street.
- Install a full roundabout with pedestrian refuges on the intersection of Constitution Road and Adelaide Street. If a pedestrian crossing is to be installed, it should be located on northern side of the intersection with Constitution Road.
- The Refuge Island near Constitution Road is an excellent proposal and will make crossing Adelaide Street much easier and safer.

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

- Council has undertaken swept path analysis to ensure smooth manoeuvring of cars from the driveways of 74 and 91 Adelaide Street, Meadowbank. Council has previously investigated several locations on Adelaide Street, including north of Constitution Road but due to the limited available space and existing driveways, a Refuge Island and the associated kerb ramps cannot be accommodated north of Constitution Road.
- Installation of pedestrian / zebra crossing requires certain warrants to be satisfied and requires co-approval of RMS and Council. Unfortunately, installing pedestrian / zebra crossing is not warranted on Adelaide Street at this stage.
- Council has previously investigated several locations on Adelaide Street including north of Constitution Road, but due to the limited available space and existing driveways, a Refuge Island and the associated kerb ramps cannot be accommodated north of Constitution Road.
- Installation of a roundabout involves significant land acquisition and loss of on-street parking. Furthermore, due to the existing Bus Zone, installation of a roundabout is not endorsed at the intersection of Adelaide Street and Constitution Road.

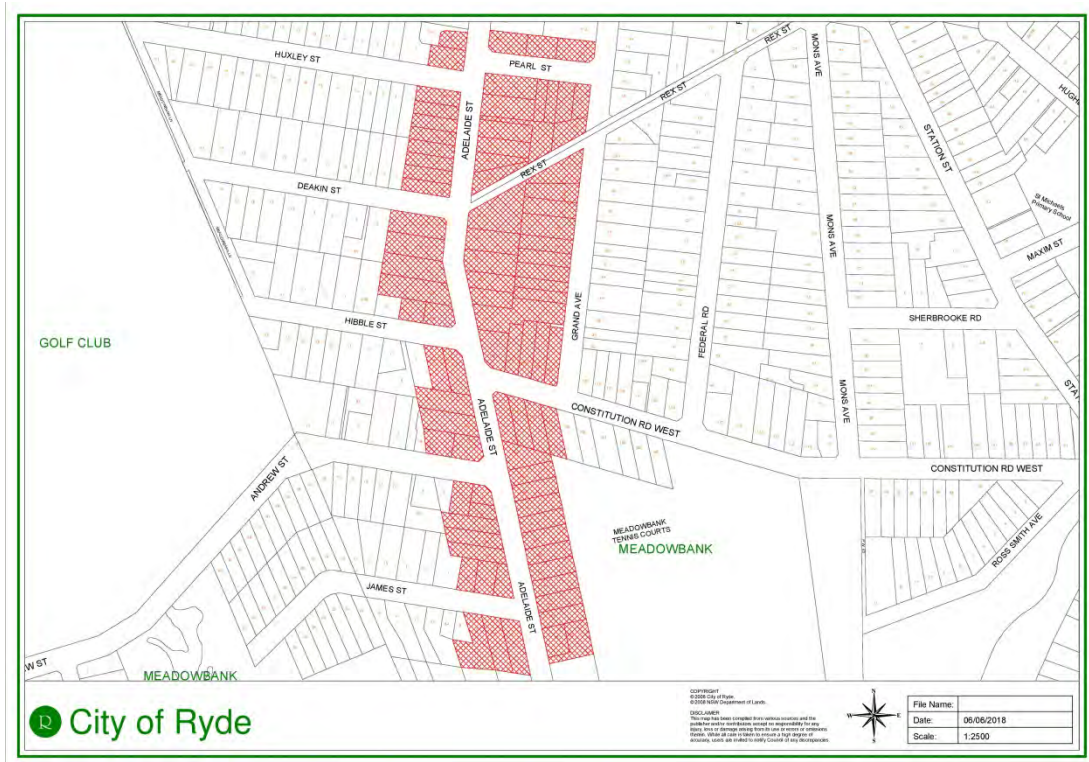


Figure G1 Community engagement distribution

DISCUSSION

Council’s Pedestrian Access and Mobility Plan (PAMP) identified the need for pedestrian access facilities to cross Adelaide Street toward Meadowbank Train Station and Meadowbank Park.

For safer movement and improved pedestrian access, Council is proposing to install:

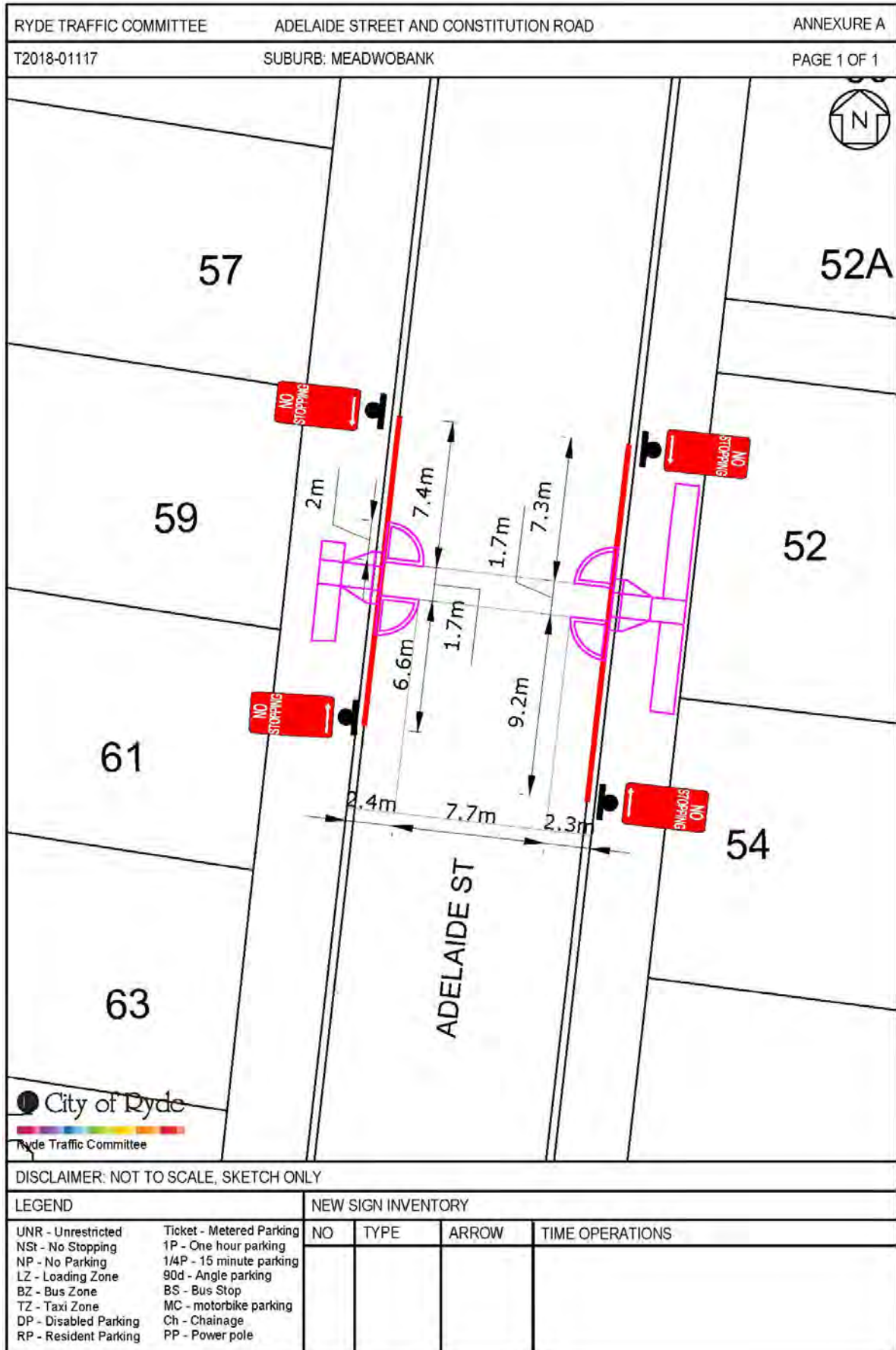
- a pedestrian refuge south of the intersection of Constitution Road, approximately 50 metres south of the existing Bus Stops, and
- kerb blisters and ‘NO STOPPING’ zones, to compliment kerb ramps outside 52 & 59 Adelaide Street.

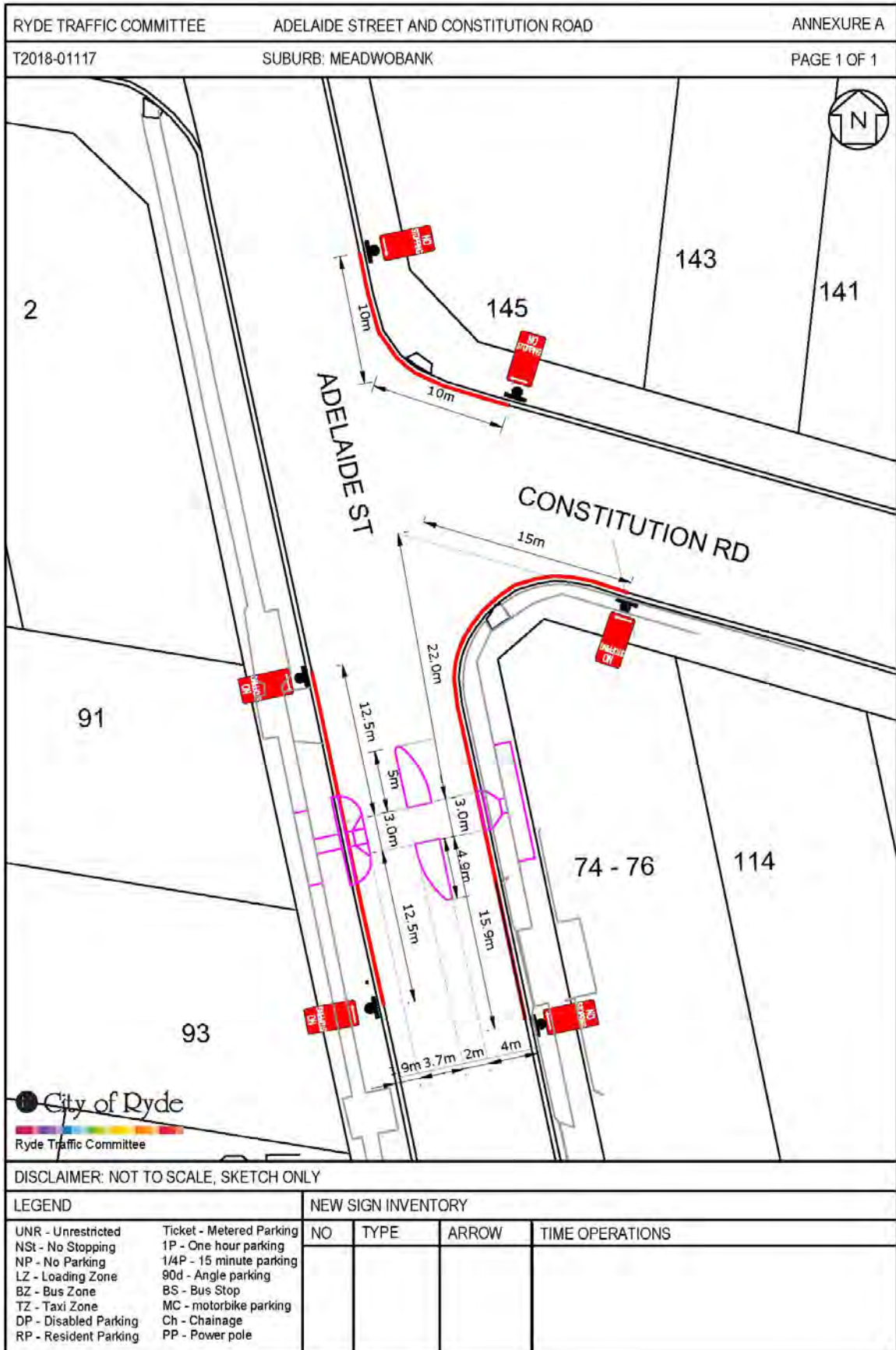
APPROVALS

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 and seek the remaining approvals.

**PROPOSAL**

1. To install a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road, West Ryde.
2. To install kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, West Ryde.





ITEM (H)	MORRISON ROAD, PUTNEY
SUBJECT:	TRAFFIC CALMING SCHEME REVIEW
ELECTORATE:	LANE COVE
WARD:	CENTRAL and EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2018-00719
OFFICER:	G HOLDING

INTRODUCTION

A post-implementation review of the Morrison Road traffic calming scheme has revealed that a large proportion of motorists are driving around the recently installed speed cushions, designed to reduce driver speeds, by using the kerbside parking lane. *This Item* proposes that the following embellishments be installed to help eliminate this practice.

BACKGROUND

RMS funded the implementation of a traffic calming scheme in Morrison Road, as an alternative to banning the westbound left turn into Merriton Street at Victoria Road. The measures were approved and installed by Council, and included speed cushions in the travel lanes at the following locations:

- Morrison Road, northwest of the intersection with Delange Road,
- the intersection of Morrison Road and Parry Street, and
- Morrison Road, at Peel Park / Bill Mitchell Park.

Site observations concur with reports that a large proportion of motorists drive around the speed cushions by using the kerbside parking lane, to avoid the discomfort and inconvenience of driving over them.

CONTEXT

- Morrison Road is a collector road that is used as an alternative by some motorists to Victoria Road during peak periods, with a 50 kilometre per hour speed limit.
- Speed cushions are designed to reduce car driver speeds but are narrow enough for bus wheel bases to “straddle” the device, without affecting passenger comfort.

REFERENCES

- *Austrroads’ Guide to Traffic Management Part 8 – LATM.*

COMMUNITY ENGAGEMENT

The occupants of surrounding properties were notified of the proposal. Results of the consultation will be tabled at the Traffic Committee meeting.

DISCUSSION

Morrison Road, northwest of the intersection with Delange Road

One speed cushion was installed in each of the two opposing travel lanes at this location. When a vehicle is parked in the parking lane adjacent to the speed cushions, motorists are prevented from driving around the devices. However, when there are no vehicles parked in this lane opportunistic motorists use it to avoid the speed cushions and tend to do so at speed. Therefore, it is recommended that a speed cushion be installed in the parking lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain as vehicles can park over the speed cushions.

Intersection of Morrison Road and Parry Street

A number of measures were implemented at this location to reduce driver speeds and improve pedestrian safety. The following outlines the location of the speed cushions on approach to the intersection and how the issue of motorists driving around the devices is proposed to be addressed:

- ***North-eastbound travel lane in Morrison Road, adjacent to the bike lane***
Motorists are using the bike lane to avoid the speed cushion. It is proposed to relocate the speed cushion further to the northeast, and install a kerb blister in the parking lane and lane divider flaps, as shown in the attached diagram.
- ***South-eastbound travel lane in Parry Street***
Although there is often a vehicle parked in the parking lane adjacent to the speed cushions, which deters motorists from driving around the devices, this practice is prevalent when there are no vehicles parked. Therefore, it is recommended that a speed cushion be installed in the travel lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain.
- ***North-eastbound through lane in Morrison Road, on approach to the STOP sign***
It is recommended that this speed cushion be widened to create a raised threshold across the whole travel lane.
- ***North-eastbound travel lane in Morrison Road***
Although there is often a vehicle parked in the parking lane adjacent to the speed cushions, which deters motorists from driving around the devices, this practice is prevalent when there are no vehicles parked. Therefore, it is recommended that a speed cushion be installed in the travel lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain.

Morrison Road, at Peel Park / Bill Mitchell Park

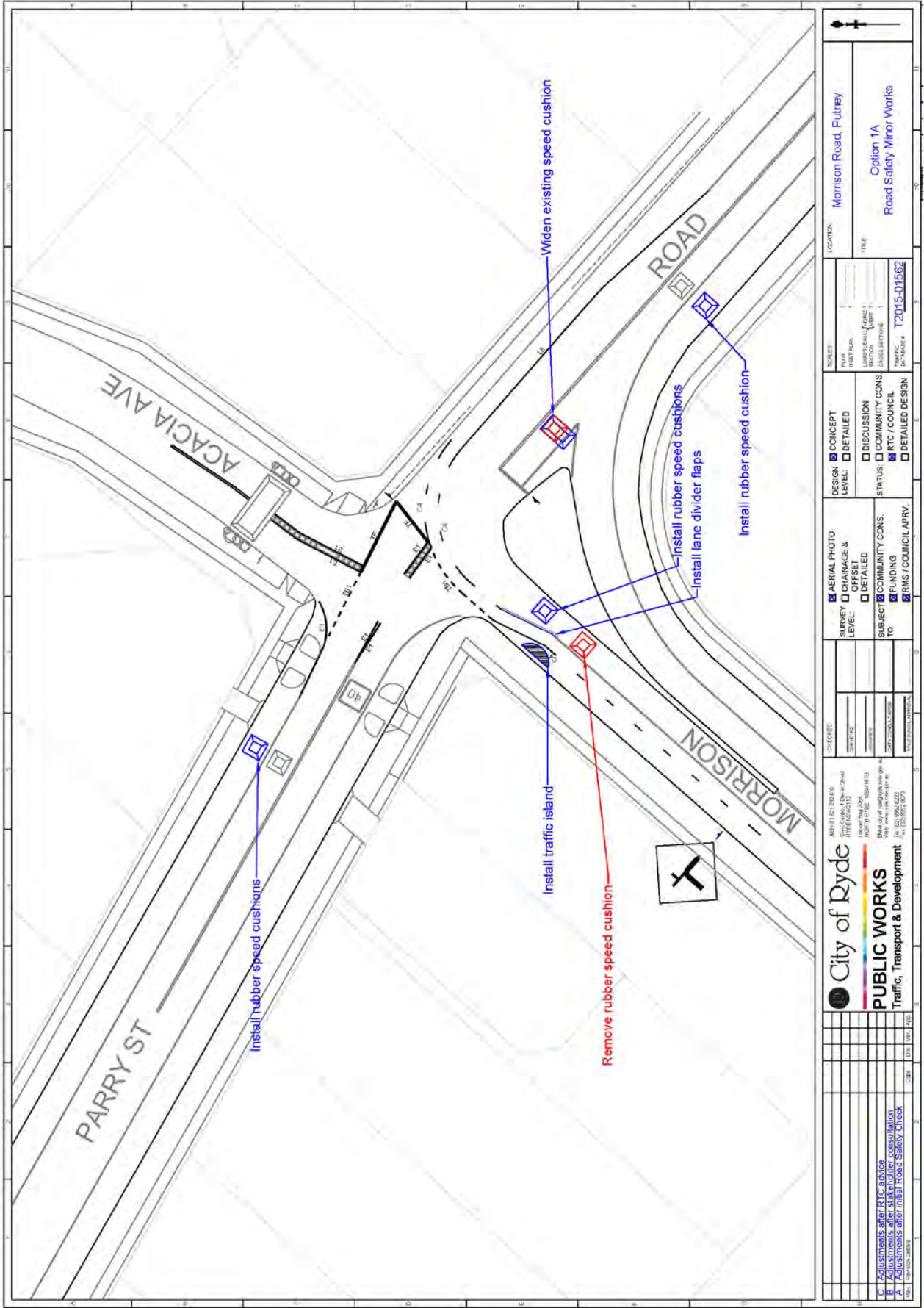
One speed cushion was installed in each of the two opposing travel lanes at this location. There is a pre-existing bike lane on both sides of Morrison Road at this location. Motorists are using these adjacent bike lanes to avoid the speed cushions. Therefore, it is proposed to install lane divider flaps to physically separate the bike lanes and travel lanes, and help eliminate this practice.

APPROVALS

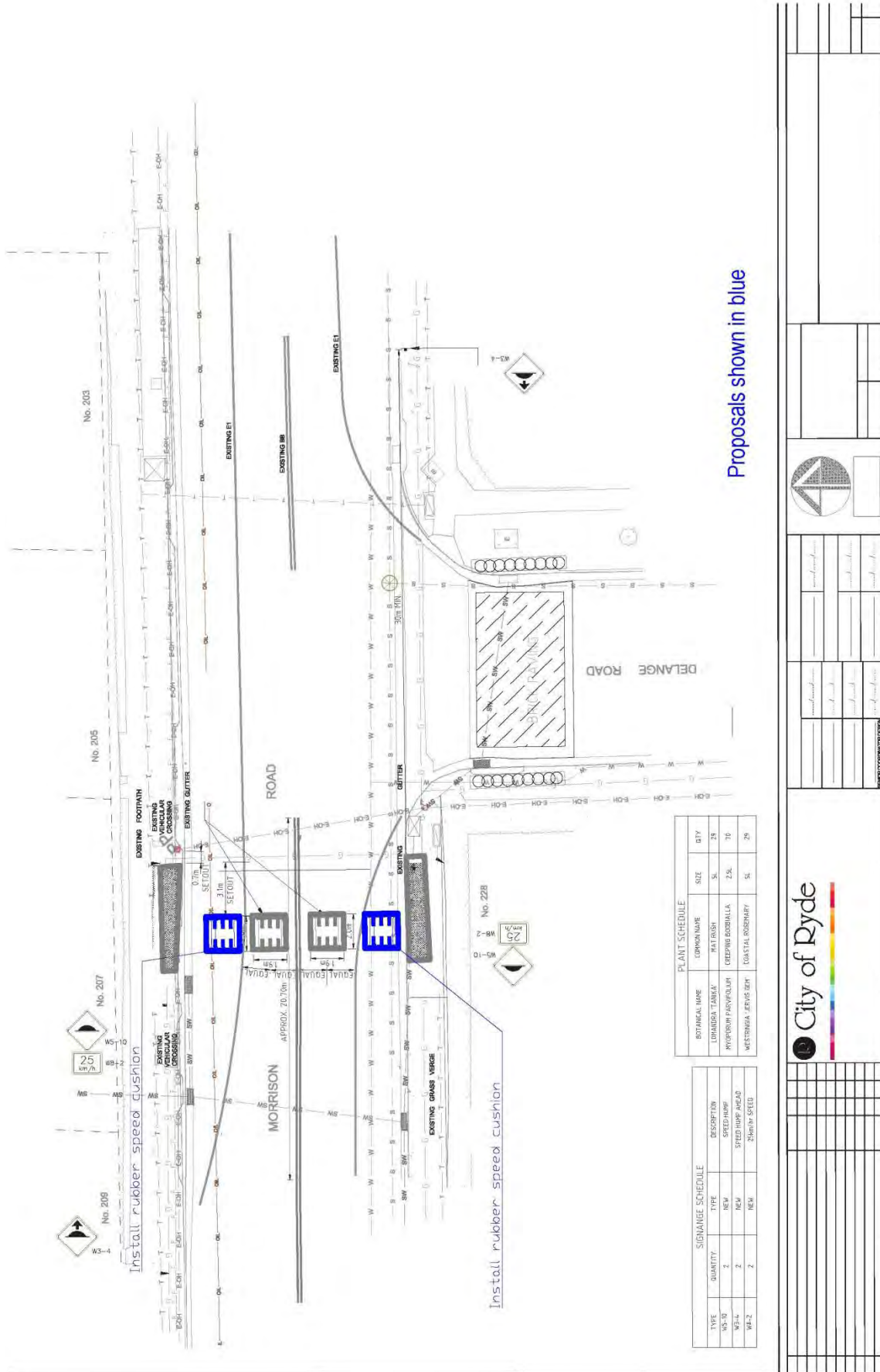
Should the proposed measures be supported by the Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council and seek the remaining approvals.

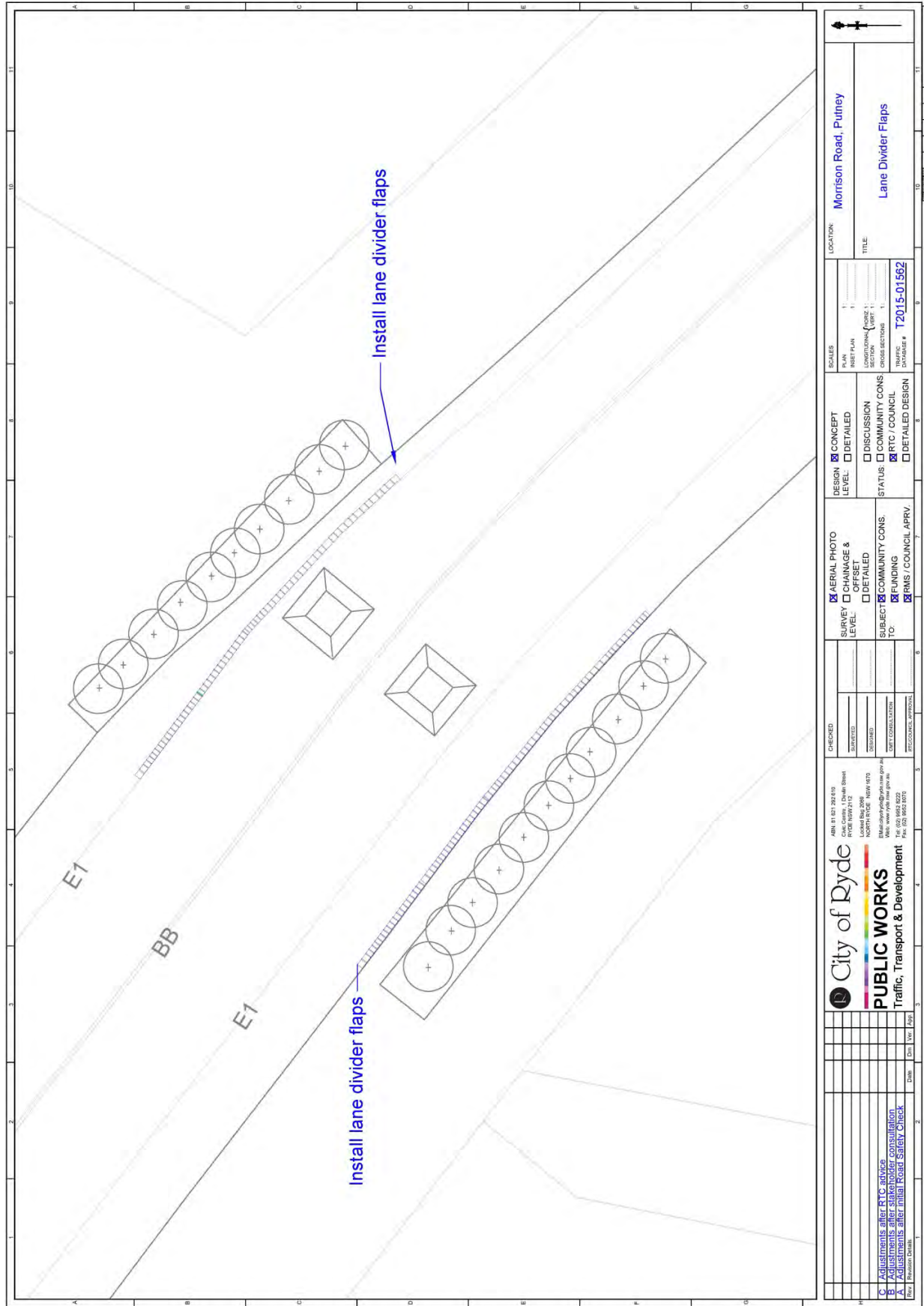
PROPOSAL

1. To install a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney.
2. To modify the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner:
 - relocate the existing speed cushion to the northeast by approximately 4 metres,
 - install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and
 - install lane divider flaps along the bike lane, adjacent to the new speed cushion location.
3. To widen the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane.
4. To install a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney.
5. To install a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney.
6. To install a lane divider flaps along the bike lanes, adjacent to the speed cushions in Morrison Road, at Peel Park / Bill Mitchell Park, Tennyson Point.



<p>City of Ryde PUBLIC WORKS Traffic, Transport & Development</p>		<p>488 91 621 200 600 Council Office, 1 The Esplanade Ryde NSW 2112 NORTH RYDE NSW 2113 MORRISON RD Ryde NSW 2112</p> <p>Deals of up to \$500,000 (incl. GST) + 4% With minor variations per 4% GST INCL. 9000 0000 Fax: (02) 9922 6025</p>	<p>PROJECT: DRAWN: DATE:</p>	<p>PHOTO: AERIAL PHOTO <input checked="" type="checkbox"/> CHANGE & OFFSET <input type="checkbox"/> DETAILED</p>	<p>SURVEY: LEVEL: SUBJECT: TO:</p>	<p>DESIGN: LEVEL: STATUS:</p>	<p>LOCATION: Morrison Road, Putney</p> <p>TITLE: Option 1A Road Safety Minor Works</p> <p>DATE: 12/01/15-01/16/16</p>
<p>CONCEPT: <input checked="" type="checkbox"/> CONCEPT <input type="checkbox"/> DETAILED</p>		<p>DESIGN: <input checked="" type="checkbox"/> DISCUSSION <input type="checkbox"/> COMMUNITY CONS. <input type="checkbox"/> RTC / COUNCIL <input type="checkbox"/> DETAILED DESIGN</p>		<p>FINANCING: <input checked="" type="checkbox"/> RMS / COUNCIL APVY</p>		<p>ADJUSTMENTS: <input type="checkbox"/> AFTER RTC ADVICE <input type="checkbox"/> AFTER STAKEHOLDER CONSULTATION <input type="checkbox"/> AFTER INITIAL ROAD STRATEGY CHECK</p>	





ITEM (I) CAMBRIDGE STREET, GLADESVILLE

SUBJECT: MEDIAN ISLAND STOP TREATMENT AT VICTORIA ROAD
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/149025 & T2018-01490
OFFICER: J BEGLEY

INTRODUCTION

RMS has advised that Council has been successful in obtaining 100% funding for a Median Island Stop Treatment (MIST) on Cambridge Street at its intersection with Victoria Road, Gladesville, under the Australian Government's 2018/2019 Black Spot Programme.

CONTEXT

- Cambridge Road is a local road with a speed limit of 50 kilometres per hour.
- There are no pedestrian access facilities provided on Cambridge Street at Victoria Road.
- Cambridge Street is on Sydney Buses' 501 & 510 Bus Routes.
- The northern side of Cambridge Street is signposted '1P: 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat', including across the frontage of a building supplies business, and the southern side of the road is unrestricted parking.

REFERENCES

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

COMMUNITY ENGAGEMENT

Two local businesses shown in *Figure 11* were notified of the proposal. No objections were received.

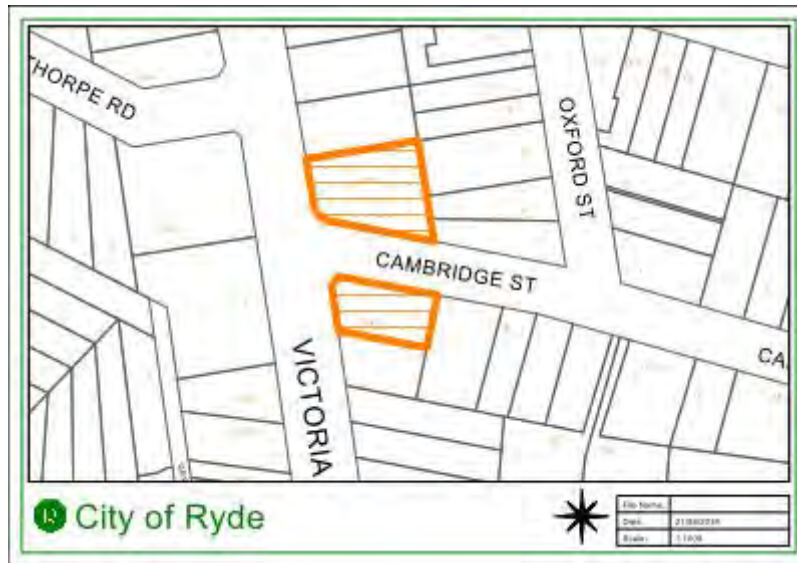


Figure I1 Community engagement distribution

DISCUSSION

The proposal will see a MIST installed on Cambridge Street at its intersection with Victoria Road. This will provide pedestrians with a safe place to wait as they traverse Cambridge Street. The proposed treatment has been designed with reference to the turning paths associated with the 501 and 510 bus route turning circles. There is little impact on the existing parking restrictions as much of the 'NO STOPPING' zone on the approach to the facility encompasses existing driveways. Loss of parking due to the facility equates to one parking space.

APPROVALS

Council has provided approval of the proposed changes, by accepting the grant funding, and the attached design is presented to Ryde Traffic Committee for Technical Approval.

PROPOSAL

To install a Median Island Stop treatment in Cambridge Street, at the intersection with Victoria Road, North Ryde, as shown in the attached plan.

ITEM (J) COLLEGE STREET, GLADESVILLE

SUBJECT: POST IMPLEMENTATION REVIEW OF TRIAL CLOSURE ASSOCIATED WITH “BUNNINGS DEVELOPMENT”

ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2012/412 & T2018-00898
OFFICER: K YOON

INTRODUCTION

As part of the “Bunnings Development” at 461-495 Victoria Road, Gladesville, a trial closure of College Street has been implemented. *This Item* proposes that the trial closure be modified, based on the outcomes of a post-implementation review.

BACKGROUND

In 2012 Bunnings lodged a Planning Proposal to rezone 461-495 Victoria Road to enable a Bunnings warehouse/bulky goods store.

In October 2013, the consultation outcomes were presented to the Council with a recommendation that the Planning Proposal be deferred until a traffic and parking study was completed. The traffic study was reported to Council with the recommendation to rezone the site. The study recommended the partial (one-way) closure of College Street to be implemented. However, Council resolved that a trial full closure of College Street be implemented prior to Bunnings commencing construction and reviewed after 12 months of operation of the Bunnings store.

In October 2015, the Sydney East Joint Regional Planning Panel approved the Bunnings Development Application (LDA2015/214) and the trial closure of College Street with the following conditions:

4. Traffic Management. *A Traffic Management Plan (TMP) regarding the full trial closure of College Street is to be submitted to and approved by Council and RMS prior to the commencement of demolition and will require tabling through the Ryde Traffic Committee for the Technical input prior to finalisation. The TMP is to include the installation of measures to introduce a trial full closure of College St, that follows the RMS Proforma (http://www.rms.nsw.gov.au/businessindustry/partners-suppliers/documents/technical-manuals/tmplplan_v2.pdf). In conjunction with the TMP, suitably prepared drawings detailing the proposed measures shall be submitted to and approved by Council prior to the commencement of demolition. The trial full closure shall be implemented at no cost to Council by Bunnings. These works are to be completed prior to any demolition works commencing on the site.*

5. Trial Full Closure of College Street. *Prior to the commencement of demolition, the works required for the completion of the trial full closure of College Street in accordance with condition 4 are to be completed to Council's satisfaction. The trial full closure can be in the form of temporary bollards or barriers until after the 12 month trial and review required by condition 6.*

6. Trial Full Closure - Review. *The trial full closure of College Street, in accordance with conditions 4 and 5, shall be reviewed after 12 months of operation of the Bunnings store and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies.*

The report detailing the outcome of the review shall be provided by the applicant and submitted to and approved by Council and RMS for the implementation of the preferred treatment of College Street. All alterations and/or formalisation of College Street shall be undertaken by the applicant at no cost to Council.

Subsequently, Bunnings has lodged a Section 96 Application (MOD2016/56) and Condition of Consent No. 6 was modified to:

6. Trial Full Closure – Review. *The trial full closure of College Street, in accordance with conditions 4 and 5, shall be reviewed after 12 months of operation of the ~~Bunnings store~~ Stage 2 Tennyson Road intersection (per DWG No. 043, Amd No. C, dated 11.0216) and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies.*

A Traffic Management Plan (TMP) was submitted to RMS for trial closure of College Street. In April 2016, RMS approved the TMP and the approval letter stated that a 12 month review was to be undertaken, to determine the effects of the closure on the surrounding road network.

CONTEXT

- Trial closure is located at No. 27 College Street.
- Trial closure was implemented on Sunday 6 November 2016.
- Implementation of the trial closure included concrete 'jersey kerbs' with a section of chain (locked), NO STOPPING restriction and NO THROUGH ROAD signs.
- Traffic volume data was collected at Cressy Road, College Street and Orient Street prior to and immediately after the closure and at 3 month intervals after the closure for a 12 month period.
- The analysis of the data collected over a 12 month period is discussed further within this report.

DISCUSSION

Bunnings through their appointed traffic consultant has submitted a 12 month Post Implementation Review report (TTPA, 2018) for trial closure of College Street, which is consistent with the requirements of RMS's approval of the TMP. A copy of this report is provided in **ATTACHMENT J1**. A summary of the review findings are discussed below.

- Bunnings' consultant received 7 calls / 3 emails / 37 responses through the on-line survey with the majority of the responses being negative towards the closure. Bunnings received 21 local businesses / community members contacting them directly with a negative response to the closure.
- Traffic volumes in Cressy Road have only marginally increased as a result of the full road closure.
- Traffic volumes in College Street / Orient Street have significantly decreased.
- School traffic's ability to exit from the local network is impacted by College Street closure.
- Surveys at the Holy Cross College driveway on Frank Street indicated peak hourly volumes were 122 vehicles per hour (8AM-9AM) and 159 vehicles per hour (3:45PM-4:45PM). There is a lack of circulation opportunities resulting in localised congestion.
- Signal phasing at Victoria Road / Frank Street intersection has been modified by RMS to reflect the final upgrade arrangement that will occur on Frank Street at Victoria Road (i.e. 2 dedicated right turn lanes and 1 left turn lane).
- Vehicle queuing on Frank Street (i.e. 18 vehicles) are occurring as "full red arrow protection" for pedestrians currently operates, despite the fact that the final intersection layout has not been implemented. The walk / clearance period is set at 24 seconds, where previously it was 6 seconds. Up to 15 vehicles were left queuing on Frank Street, after the green phase.
- If signal timing were modified to previous arrangement, queues would be significantly reduced. However, it is unlikely that RMS will agree to this request.

Council has also commissioned an independent consultant to verify the findings. A copy of this report is provided in **ATTACHMENT J2**. The report (Bitzios, 2018) made a recommendation that:

“The College Street closure be made as a permanent one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, consistent with the recommendations of the *Bunnings Gladesville Traffic and Parking Study (2015)*. The one-way closure achieves a balance between limiting the volume of through traffic along College Street and along Orient Street whilst supporting sufficient egress and circulation opportunities for school-related and local business-related traffic.”

In addition to the above, Council's Senior Coordinator Resource Recovery has advised that due to the current road closure, the waste contractors need to disembark the vehicle to unlock the chain at the closure point in order to drive through and collect domestic waste on the northern side of College Street, east of closure point. This creates unnecessary additional delays during their operation. Therefore, Council's Waste section has requested that consideration be given to permitting one-way eastbound movements, which will enable the waste vehicles to service the bins on the left side of the vehicle.

Based on these findings, Council staff made the recommendation to convert the trial full road closure on College Street to a partial road closure, to enable one-way eastbound movements only.

Furthermore, RMS has not granted an extension of time for trial full closure of College Street.

REFERENCES

Not applicable to the approval of the Traffic Management Plan.

COMMUNITY ENGAGEMENT

An extensive community consultation process has been undertaken by Council to gather feedback from the community regarding proposed changes to the trial closure of College Street, including:

- Letterbox drops to approximately 850 properties
- Door knock along College Street and Orient Street
- Project webpage (i.e. Have Your Say) opened for 6 weeks starting from 21 May 2018
- Advertisements in the 'City News' section of the Northern District Times
- 940 subscriptions to eNewsletter for further information / updates.

A summary of the community consultation results are provided in *Table J1*.

Table J1 Community consultation results summary

	Directly Affected (105 addresses)	Within Ryde LGA (346 addresses)	Outside of Ryde LGA/ unknown (295 addresses)	Total Respondents (746 addresses)
Supported some form of opening	60%	73%	66%	69%
- One-way	37%	52%	51%	50%
- Two-way	20%	19%	15%	18%
- Mixed feedback	3%	1%	-	1%
Did not support road opening	37%	26%	34%	30%
Support not clear	3%	1%	-	1%

In summary, based on 746 responses received, the results indicated that:

- **69% supported some form of road opening (i.e. 50% one way / general support; 18% two ways or 1% mixed feedback)**
- 31% did not support road opening or support for opening was not clear.

More detailed results of community consultation and breakdown of results are provided in **ATTACHMENT J3**.

ATTACHMENTS

- ATTACHMENT J1 – 12 Months Post Implementation Review (TTPA, 2018)
- ATTACHMENT J2 – Independent Consultants' Review (Bitzios, 2018)
- ATTACHMENT J3 – Community Consultation Report (Council, 2018).

APPROVALS

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

PROPOSAL

To convert the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street.



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ITEM (K) BARR STREET, NORTH RYDE

SUBJECT: 'P DISABILITY ONLY' ZONE
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-00167
OFFICER: J BEGLEY

INTRODUCTION

Council is currently investigating town centre improvement works at a number of locations with the City of Ryde. One location where improvement works are proposed is at the Avon Road Small Centre, located near the intersection of Barr Street. The local business community has requested that a 'P DISABILITY ONLY' zone be provided, as part of the town centre improvement works.

CONTEXT

1. Barr Street is a local road with a speed limit of 50 kilometres per hour.
2. Angled parking is provided along the frontage of the Avon Road Small Centre, with no 'P DISABILITY ONLY' zone.
3. The parking on the north-eastern (commercial) side of Barr Street is '2P: 8am-6pm Mon-Fri Permit Holders Excepted', and unrestricted parking on the south-western (residential) side of the road.

REFERENCES

- [[NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities

COMMUNITY ENGAGEMENT

The local business community has endorsed the provision of a 'P DISABILITY ONLY' zone in close proximity to the Avon Town Centre, as part of the upcoming upgrade works.

DISCUSSION

A 'P DISABILITY ONLY' zone cannot be provided across the Avon Road frontage of the Small Centre for the following reasons:

- 'P DISABILITY ONLY' zones are generally provided either 90 angle parking or parallel parking. The constrained width of Avon Road prohibits this parking layout from being changed from 45 degrees to 90 degrees.
- Australian Standards specify that a kerb ramp must be provided, which cannot be accommodated due to the footpath cross-fall.

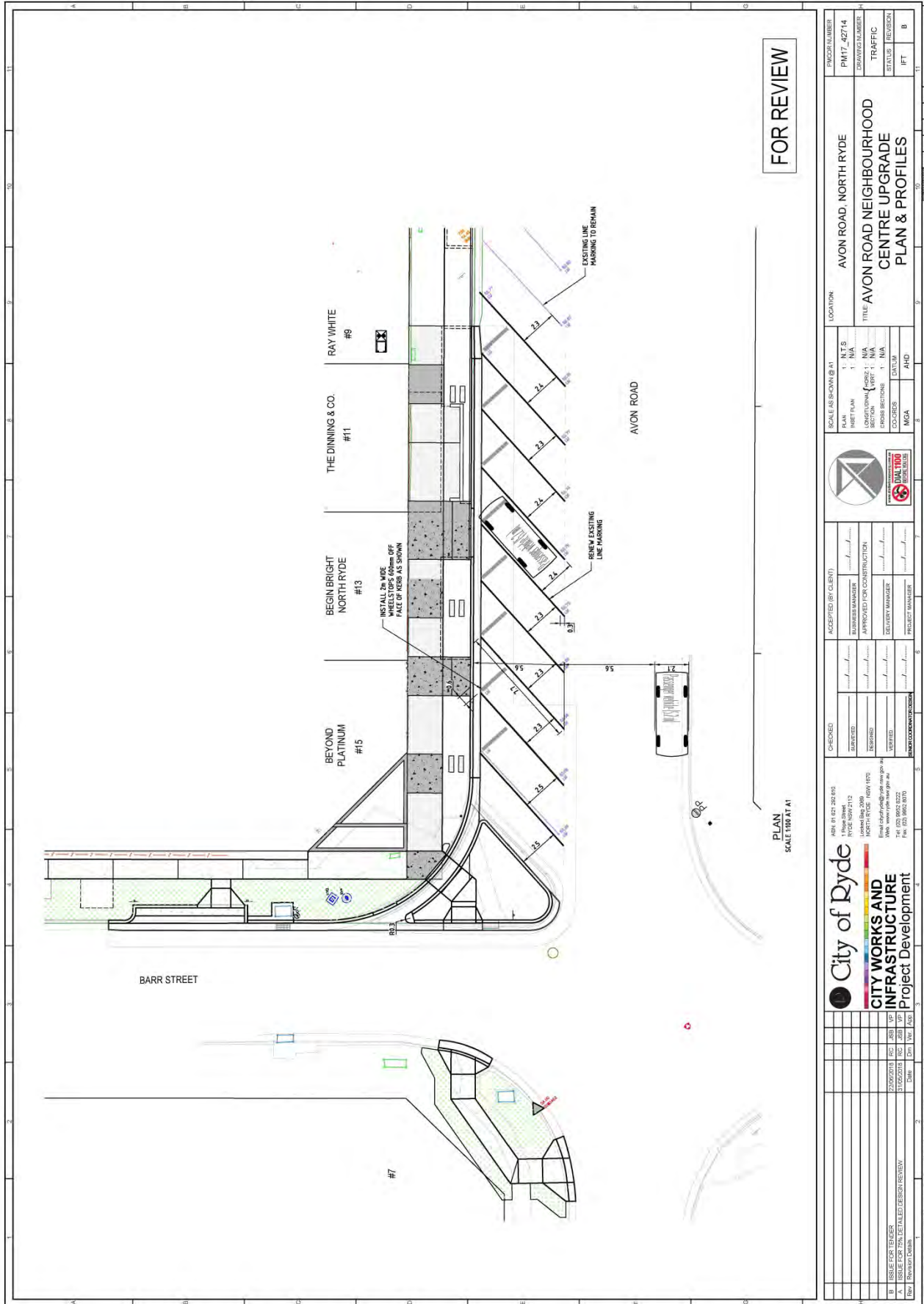
A 1 metre wide indented bay will be provided in Barr Street to accommodate the extra width of a 'P DISABILITY ONLY' zone, whilst retaining the unrestricted parking on the opposite side. As part of the works, a kerb ramp and connection pathway will link the 'P DISABILITY ONLY' zone with the commercial area.

APPROVALS

At its meeting held on 26 June 2018, the Council delegated Authority to Council staff to approve the installation of 'P DISABILITY ONLY' zones in Town Centres, Small Centres and Neighbourhood Centres. Should the proposed disabled parking space be supported by Ryde Traffic Committee, the matter will be considered approved for installation.

PROPOSAL

To install a 6.7 metre 'P DISABILITY ONLY' zone on the north-eastern side of Barr Street, northwest of the intersection with Avon Road, North Ryde.



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ITEM (L) TERRY ROAD AND COMMISSIONERS ROAD, DENISTONE

SUBJECT: NO STOPPING NEAR BEND & INTERSECTION
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2066815 & T2018-00720
OFFICER: M ILYAS

INTRODUCTION

Council has received representation from a resident of Commissioners Road requesting consideration be given to installing parking controls in Commissioners Road and Terry Road, Denistone, to reinforce the parking controls for the existing dividing linemarking in the area, which provides two opposing travel lanes.

CONTEXT

- Terry Road and Commissioners Road are two-way local roads with 8.5 metre wide carriageways, which is not wide enough to accommodate two parking lanes and two 3 metre wide travel lanes.
- Parking is currently restricted by the presence of existing dividing linemarking and dividing strips, which provides two opposing travel lanes through the bend in Terry Road and in Commissioners Road, near the intersection of Terry Road.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road (except in a median strip parking area).

COMMUNITY ENGAGEMENT

The occupants of 33 surrounding properties shown in *Figure L1* were notified of the proposal. Two comments were received in opposition to the proposed changes. Occupants that do not support the proposed changes have raised the following concerns:

- The road outside 51 to 53 Terry Road as the road is wide enough to accommodate a kerbside parking lane and a travel lane.
- Removing all on-street parking from such a large area along Terry Road will increase tension between residents.
- If the parking is removed, travel lanes will become wider and driver speeds will increase.

Residents have also made the following suggestions:

- Install rumble bars outside 51 to 53 Terry Road.

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

- The proposed 'NO STOPPING' zones will reinforce the Road Rules regarding parallel parking adjacent to dividing lines on Terry Road and Commissioners Road, thereby providing a three metre wide travel lane.
- Sight distance is reduced for drivers exiting driveways, due to the steep roadway. The proposed 'NO STOPPING' zones will help improve the sightlines of the drivers.

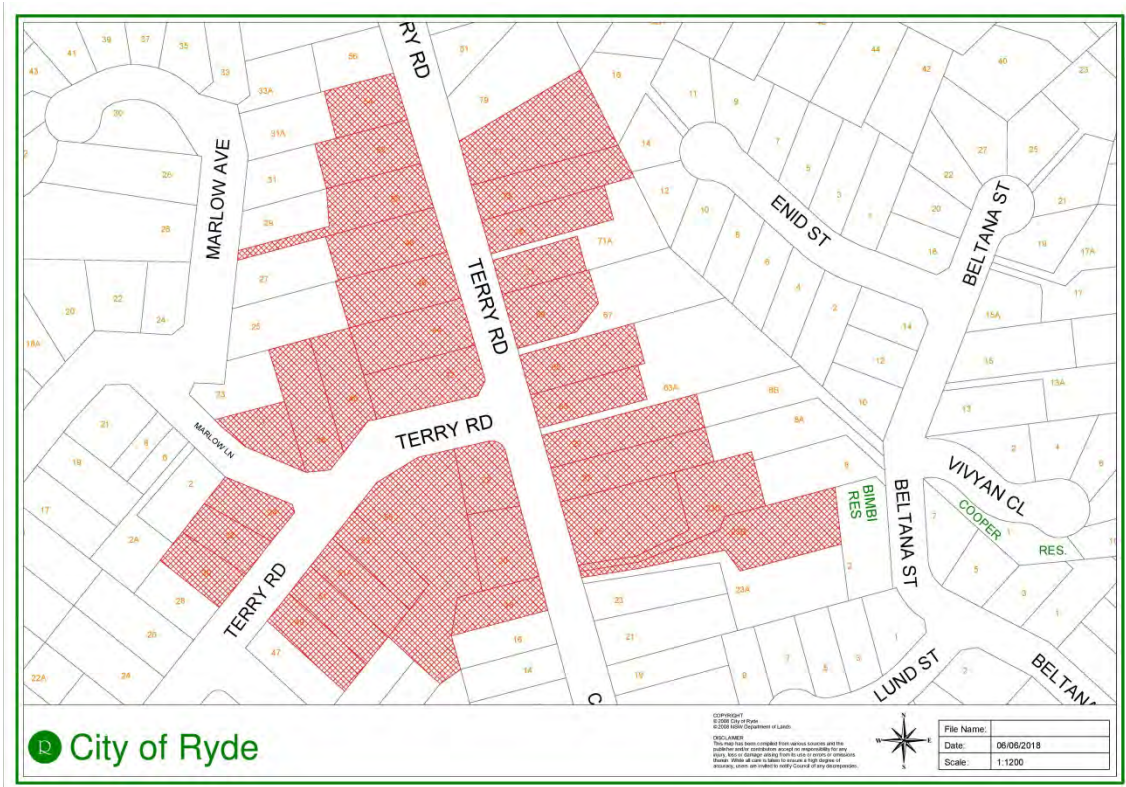


Figure L1 Community engagement distribution

DISCUSSION

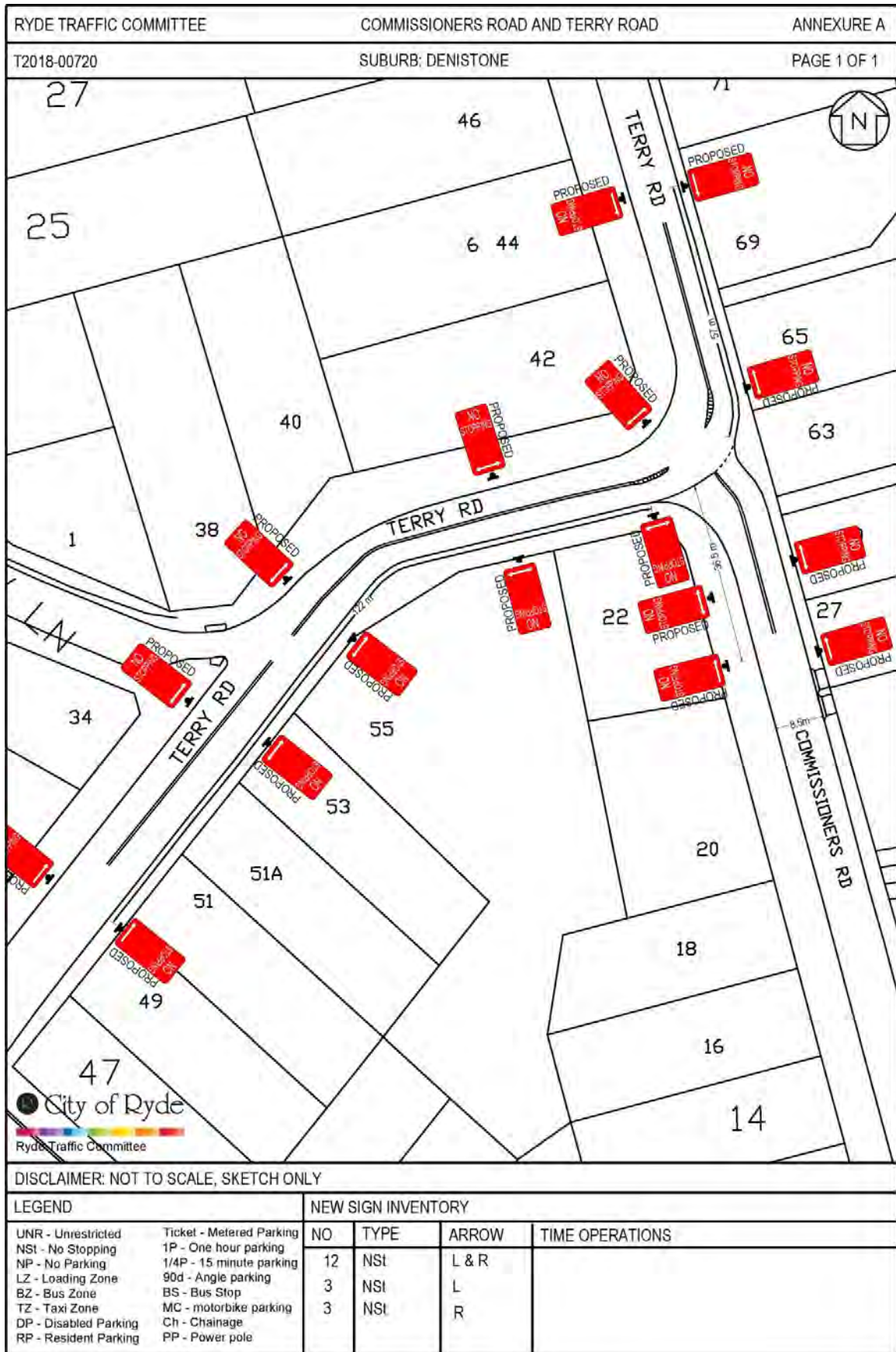
The roadway in Terry Road and Commissioners Road is approximately 8.5 metres wide. When cars are parked on both sides of the road, there is insufficient space for two vehicles to pass, which limits access for emergency vehicles and increases the likelihood of a collision. By removing parking on both sides of Terry Road and Commissioners Road at the proposed locations, cars will be able to pass safely and efficiently. Furthermore, the roadway is steep at these locations which limit the sight distance of cars exiting the driveways. Installing 'NO STOPPING' will improve the sightlines of drivers for safe access to / from the driveways.

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 190 metres of 'NO STOPPING' on both sides of Terry Road, at the intersection with Terry Road, Denistone.
2. To install 37 metres 'NO STOPPING' zone on both sides of Commissioners Road, south of the intersection with Terry Road, Denistone.



ITEM (M) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table M1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Table M1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Frances Road & Phillip Road, Putney	10 metres of 'NO STOPPING' at the entry/exit of Morrison Bay Park in Frances Road. 24 metres of 'NO STOPPING' at the entry/exit of Morrison Bay Park in Phillip Road, Putney.	Rule 170 Stopping at or near an intersection	Aug 2018
Intersection of Dickson Avenue and Shaftsbury Road, West Ryde	10 metres of 'NO STOPPING' on the eastern side of Shaftsbury Road, both sides of Dickson Avenue. 10 metres of 'NO STOPPING' on southern side of Dickson Avenue, east of Shaftsbury Road.	Rule 170 Stopping at or near an intersection	Aug 2018
Intersection of Mirool Street and Morvan Street, Denistone	10 metres of 'NO STOPPING' on four corners of intersection.	Rule 170 Stopping at or near an intersection	Aug 2018



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ITEM (N) CITY OF RYDE**SUBJECT: AUSTRALIAN GOVERNMENT'S 2019/2020 BLACK SPOT PROGRAMME NOMINATIONS**

REFERENCE: T2018-01551

OFFICER: J BEGLEY

INTRODUCTION

Council has applied for grant funding, under the Australian Government's Federal and State Black Spot and NSW Safer Roads Programme, to undertake the following crash-reduction measures:

- Traffic calming facilities on Badajoz Road at its intersection with Twin Road, North Ryde
- Converting a pedestrian refuge to a raised pedestrian crossing on Kings Road, with a roundabout to be installed at the intersection of Kings Road and Russell Street, Denistone East
- Conversion of an at grade pedestrian crossing to a raised pedestrian crossing with pedestrian fencing on Bay Drive, Meadowbank
- Conversion of an at grade pedestrian crossing to a raised pedestrian crossing with pedestrian fencing on Ryedale Road, West Ryde
- Roundabouts at the intersection of Buffalo Road / Green Avenue and Buffalo Road / Princes Street, with additional median island treatments in Princes Street and Buffalo Road, Ryde.

CONTEXT

Federal Blackspot and NSW Safer Roads Projects are 100% funded, while projects that are funded through the State Blackspot Program are 50% funded.

COMMUNITY ENGAGEMENT

Should the nominated projects prove successful, the necessary consultation will be undertaken with all affected residents and stakeholders as part of the detailed design process.

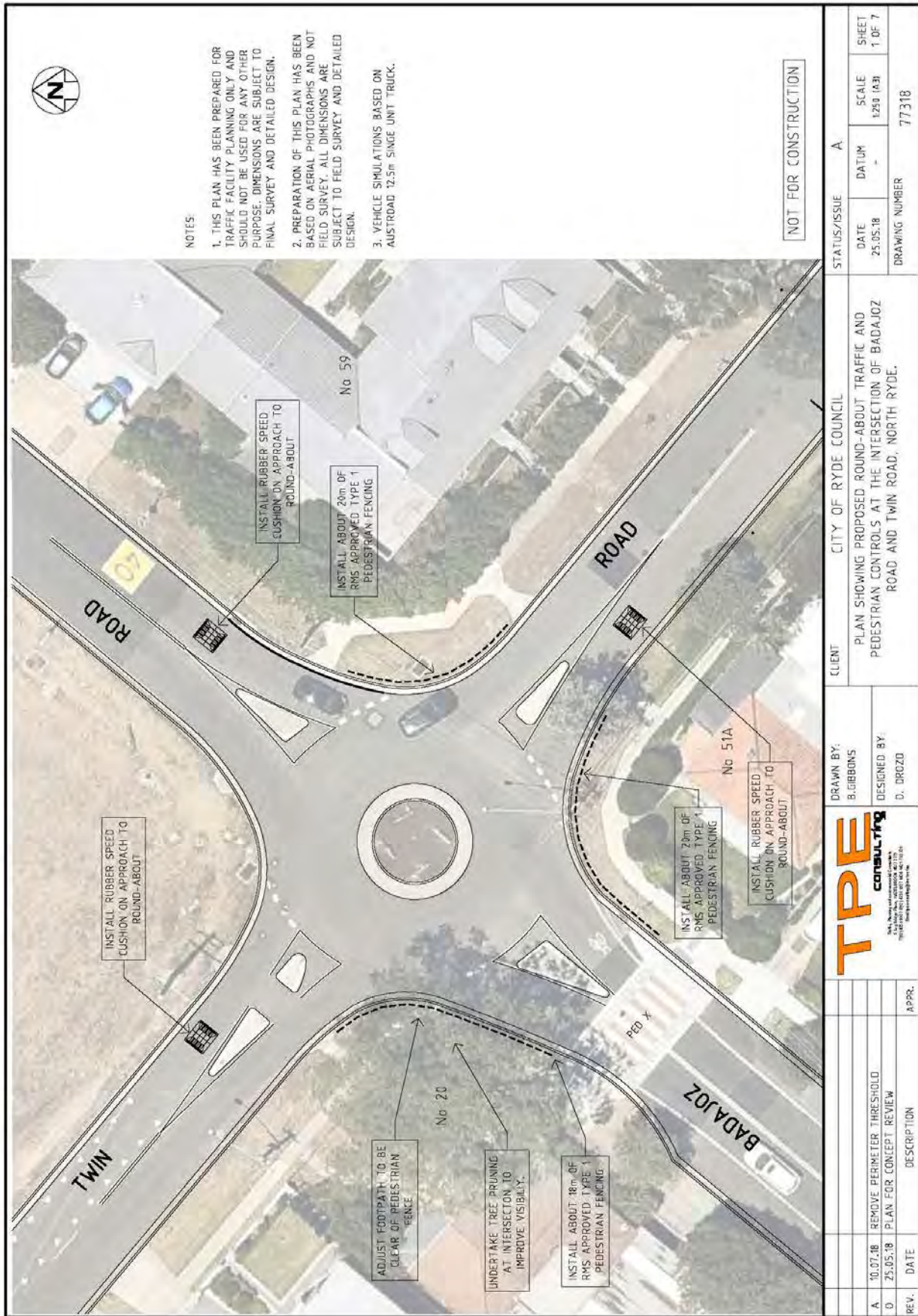
DISCUSSION

Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding these measures at dangerous locations, the programme reduces the risk of crashes. Programmes of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

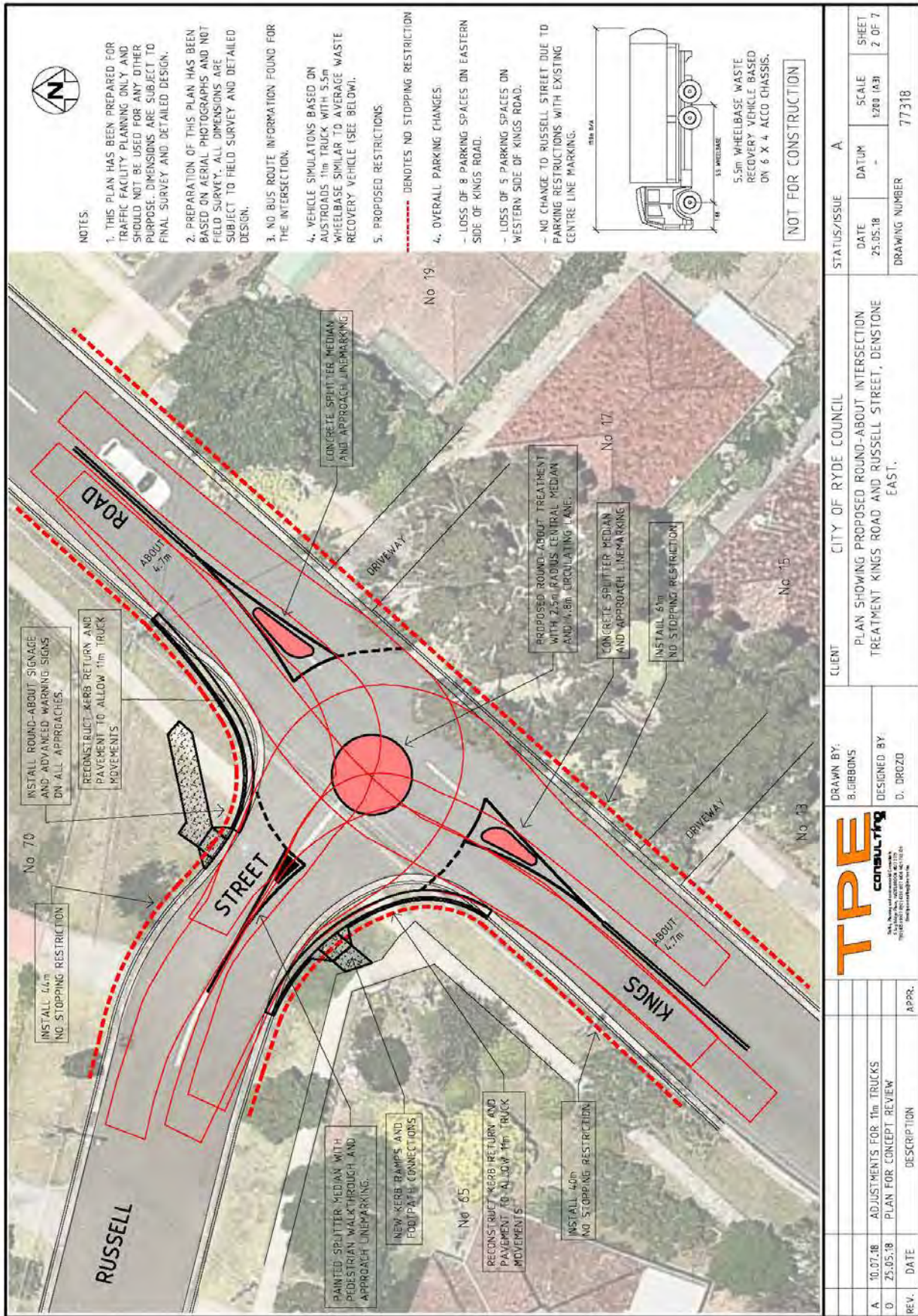
Prioritisation of funding is based on the crash history and associated cost to the Australian community compared to the life cost of the facility, providing a benefit-to-cost ratio for each project.

The Black Spot Programme makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan. The following projects have been nominated in the City of Ryde:

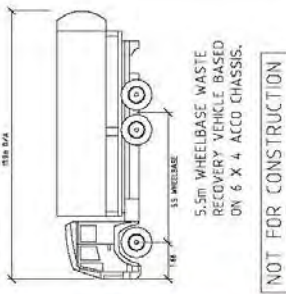
- **Badajoz Road at Twin Road, North Ryde:**
It is proposed that speed cushions be provided on the approaches to the existing roundabout at the intersection of Badajoz Road / Twin Road with pedestrian fencing to be provided to direct pedestrians to use the existing raised pedestrian crossing on Badajoz Road. The estimated cost of the project is \$75,000 with a benefit to cost ratio of 7.34.
- **240 metre black length on Kings Road between Russell Street and Brabyn Street, Denistone East**
Convert the existing pedestrian refuge on Kings Road, 10 metres south of Brabyn Street into a raised pedestrian crossing with associated pedestrian fencing. In addition, a single lane roundabout to be installed on Kings Road at its intersection with Russell Street. The estimated cost of the project is \$250,000 with a benefit to cost ratio of 6.86.
- **Bay Drive, south of Railway Road, Meadowbank**
Convert the at grade pedestrian crossing on Bay Drive to a raised pedestrian crossing with associated pedestrian fencing. The estimated cost of the project is \$75,000 with a benefit to cost ratio of 6.56.
- **400 metre black length of Ryedale Road between Terry Road and Victoria Road, West Ryde**
Convert the at grade pedestrian crossing on Ryedale Road to a raised pedestrian crossing, with associated pedestrian fencing. The estimated cost of the project is \$75,000 with a benefit to cost ratio of 6.56.
- **250 metre black length on Buffalo Road between Green Avenue and Princes Street, Ryde**
A single lane roundabout to be provided at the intersection of Buffalo Road with Princes Street and Green Avenue, with associated pedestrian fencing and median island treatments. The estimated cost of the project is \$275,000 with a benefit to cost ratio of 5.04.



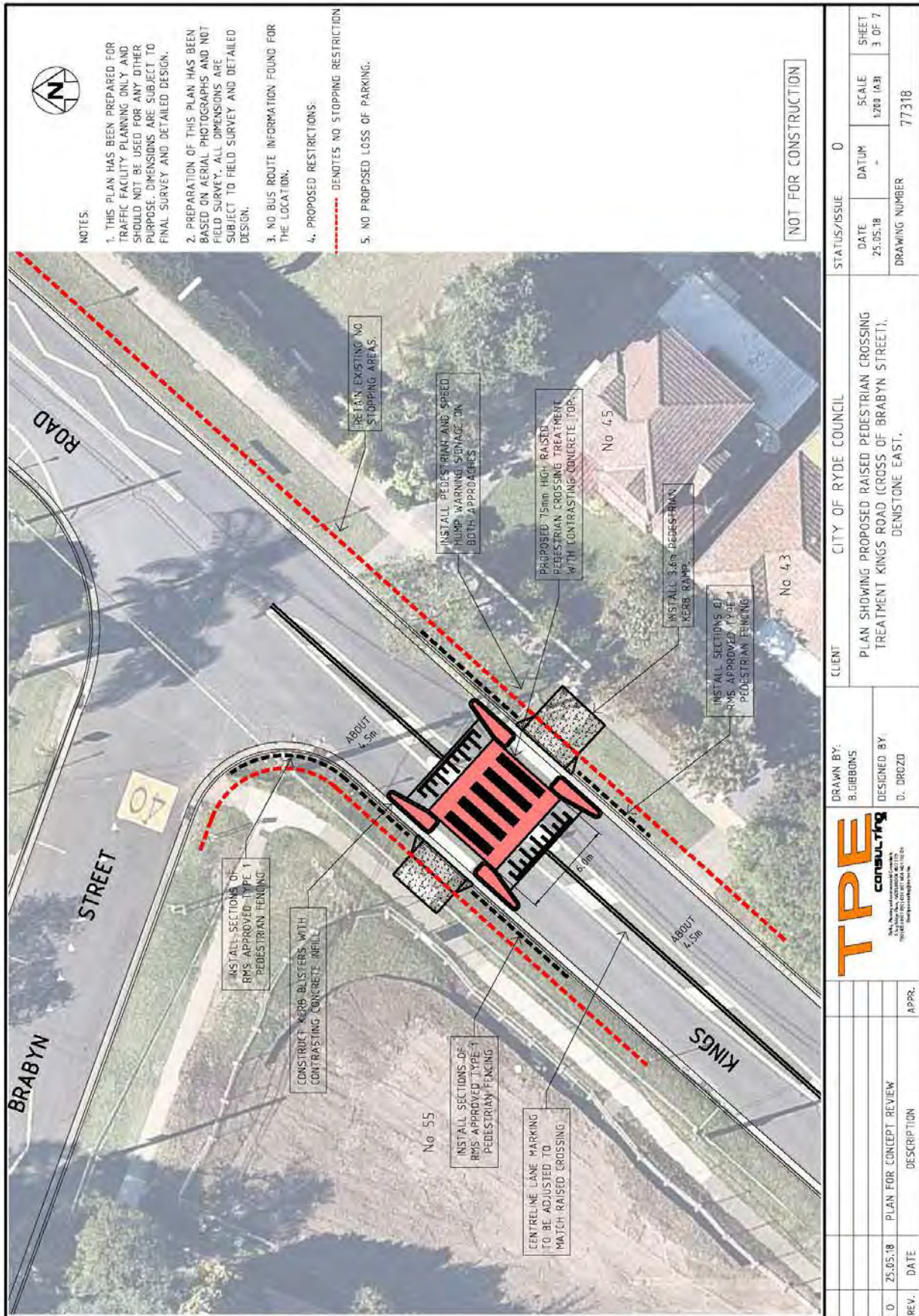
TPE CONSULTING <small>101 New South Wales Highway Ryde NSW 1585 Australia Tel: 02 9370 8888 Fax: 02 9370 8889 Email: info@tpeconsulting.com.au</small>		CLIENT: CITY OF RYDE COUNCIL PLAN SHOWING PROPOSED ROUNDABOUT TRAFFIC AND PEDESTRIAN CONTROLS AT THE INTERSECTION OF BADAJOZ ROAD AND TWIN ROAD, NORTH RYDE.	STATUS/ISSUE: A DATE: 25.05.18 DATUM: - DRAWING NUMBER: 77318
DRAWN BY: B. GIBBONS DESIGNED BY: D. DRZDO	SCALE: 1:250 (A3) SHEET: 1 OF 7		
REV.	DATE	DESCRIPTION	APPR.
A	10.07.18	REMOVE PERIMETER THRESHOLD	
O	25.05.18	PLAN FOR CONCEPT REVIEW	

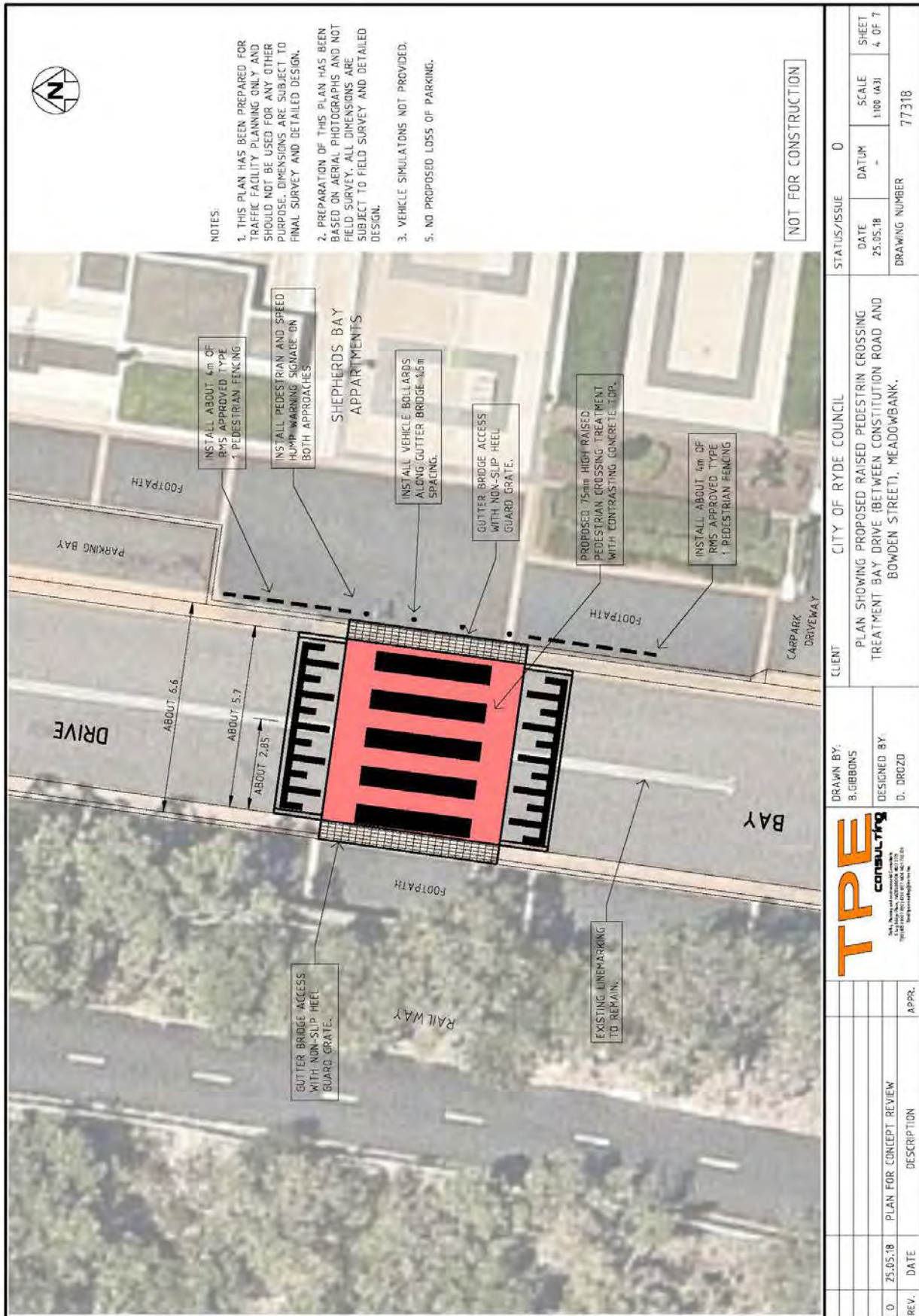


- NOTES:**
1. THIS PLAN HAS BEEN PREPARED FOR TRAFFIC FACILITY PLANNING ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.
 3. NO BUS ROUTE INFORMATION FOUND FOR THE INTERSECTION.
 4. VEHICLE SIMULATIONS BASED ON AUSTRALIAN 11m TRUCK WITH 5.5m WHEELBASE SIMILAR TO AVERAGE WASTE RECOVERY VEHICLE (SEE BELOW).
 5. PROPOSED RESTRICTIONS:
 - DENOTES NO STOPPING RESTRICTION
 4. OVERALL PARKING CHANGES:
 - LOSS OF 8 PARKING SPACES ON EASTERN SIDE OF KINGS ROAD.
 - LOSS OF 5 PARKING SPACES ON WESTERN SIDE OF KINGS ROAD.
 - NO CHANGE TO RUSSELL STREET DUE TO PARKING RESTRICTIONS WITH EXISTING CENTRE LINE MARKING.



TPE CONSULTING <small>100 Newmarket Road, Ryde NSW 1513 Tel: 02 9371 1000 Fax: 02 9371 1001 Email: info@tpeconsulting.com.au</small>		DRAWN BY: B. GIBBONS DESIGNED BY: D. DRCZO	CLIENT: CITY OF RYDE COUNCIL PLAN SHOWING PROPOSED ROUNDABOUT INTERSECTION TREATMENT KINGS ROAD AND RUSSELL STREET, DENSTONE EAST.	STATUS/ISSUE: A DATE: 25.05.18 DATUM: - DRAWING NUMBER: 77318
REV. A DATE: 10.07.18 DESCRIPTION: ADJUSTMENTS FOR 11m TRUCKS PLAN FOR CONCEPT REVIEW	REV. O DATE: 25.05.18 DESCRIPTION: PLAN FOR CONCEPT REVIEW	APPR.	SCALE: 1:200 (A3) SHEET: 2 OF 7	SHEET: 2 OF 7

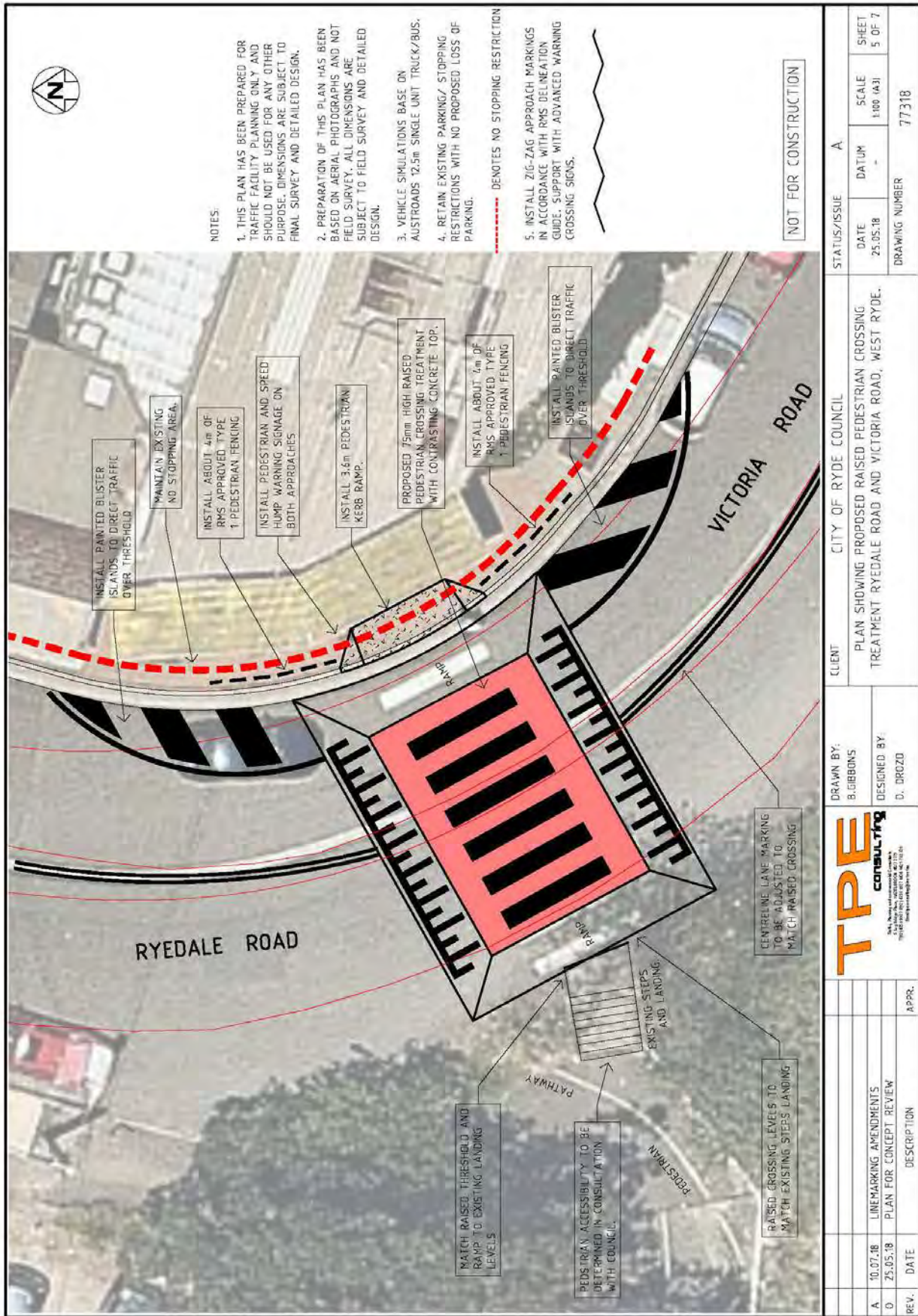


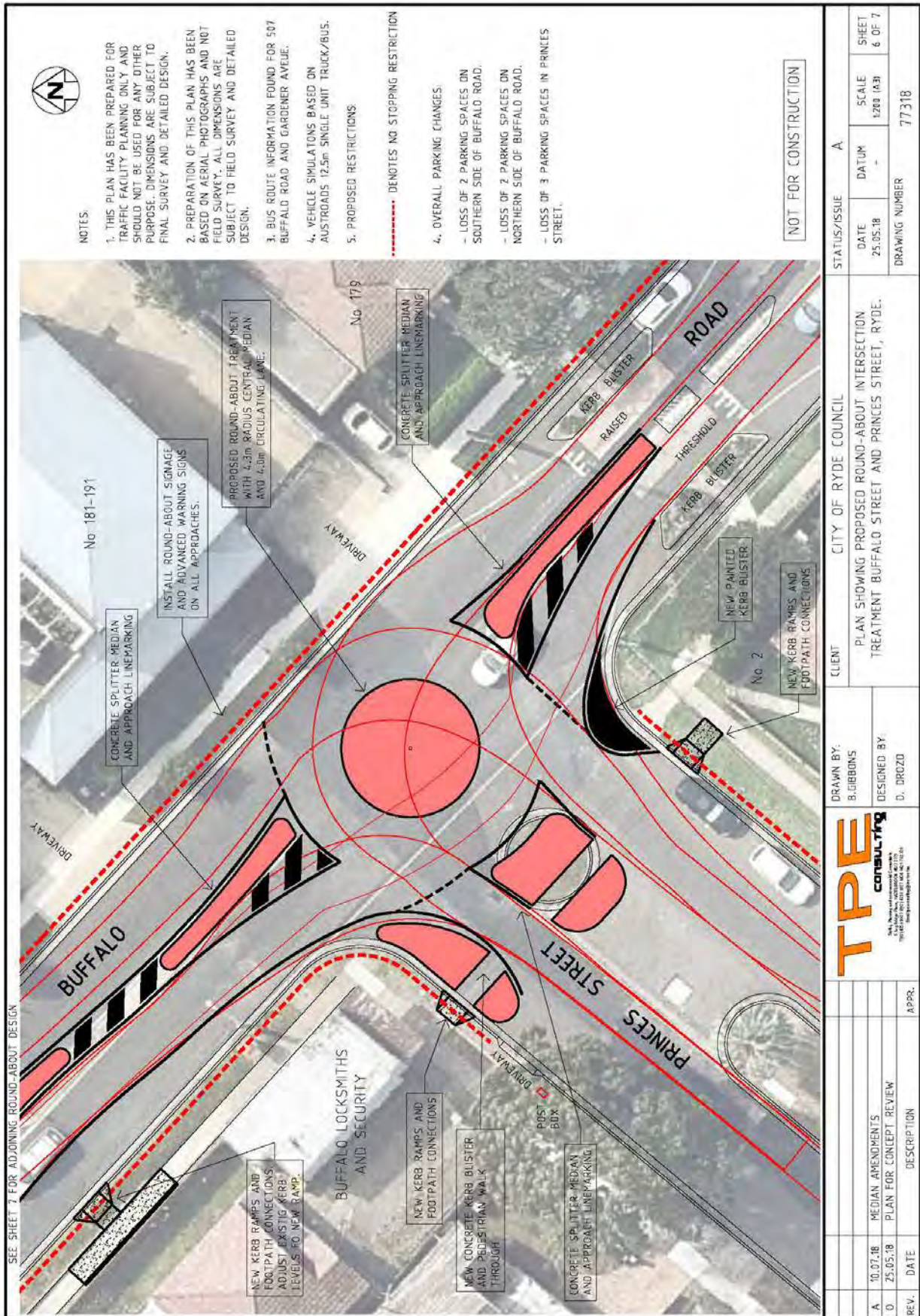


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 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.
 3. VEHICLE SIMULATIONS NOT PROVIDED.
 5. NO PROPOSED LOSS OF PARKING.

NOT FOR CONSTRUCTION

REV.	0	25.05.18	PLAN FOR CONCEPT REVIEW	APPR.
		DATE	DESCRIPTION	
DRAWN BY: B. GIBBONS		DESIGNED BY: D. DRZDO		
		CLIENT: CITY OF RYDE COUNCIL PLAN SHOWING PROPOSED PEDESTRIAN CROSSING TREATMENT BAY DRIVE (BETWEEN CONSTITUTION ROAD AND BOWDEN STREET), MEADOWBANK.		
STATUS/ISSUE		DATE	DATUM	SHEET
0		25.05.18	-	4 OF 7
		DRAWING NUMBER	77318	
		SCALE	1:100 (A3)	





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