



10 October 2019

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 10 October 2019

Ryde Traffic Committee Meeting

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

MEMBERS

City of Ryde (Chair).....Manager Transport
Roads and Maritime Services of NSW North West Precinct
NSW Police Force..... Ryde Local Area Command
Member for Ryde (16 items)..... The Hon. V Dominello MP
Member for Lane Cove (3 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 8 October 2019.

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 12 noon, Wednesday 9 October 2019.

Meeting Convenor
Muddasir Ilyas – Acting Team Leader Traffic Services
milyas@ryde.nsw.gov.au.



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Meeting Date: 10 October 2019
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) HOLY SPIRIT CATHOLIC PRIMARY SCHOOL, NORTH RYDE – MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM**
- (B) DENISTONE EAST PUBLIC SCHOOL, DENISTONE EAST – MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM**
- (C) WEST RYDE PUBLIC SCHOOL, WEST RYDE – MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM**
- (D) FONTENOY ROAD, MACQUARIE PARK – KEEP CLEAR**
- (E) WESTMINSTER ROAD, GLADESVILLE – NO PARKING ACROSS DRIVEWAY**
- (F) ROTHESAY AVENUE, RYDE – FORMALISE PARKING AND LOADING BAY**
- (G) WEST PARADE, EASTWOOD – EASTWOOD LUNAR NEW YEAR EVENT**
- (H) YANGALLA STREET, MARSFIELD – PARKING RESTRICTIONS – SATURDAY ONLY**
- (I) HARVARD STREET, GLADESVILLE – LOADING ZONE**
- (J) COBHAM LANE, MELROSE PARK – PARKING RESTRICTIONS**
- (K) AGINCOURT ROAD, MARSFIELD – PARKING RESTRICTIONS**
- (L) NORTHCROSS CHRISTIAN SCHOOL – NO STOPPING RESTRICTIONS**
- (M) BELMORE STREET, RYDE – UPGRADE THE ROUNDABOUT**
- (N) 2020 RTC MEETING DATES**

LATE ITEMS

**LATE ITEM 1 – GERARD LANE (NORTH OF GERARD STREET), GLADESVILLE –
NO STOPPING RESTRICTIONS**

LATE ITEM 2 – HEPBURN AVENUE, GLADESVILLE – NO PARKING ZONE



ADVISORY ITEMS

- ITEM 1 MATTERS APPROVED UNDER DELEGATION & ELECTRONIC TRAFFIC COMMITTEE PROCESS**
- ITEM 2 MORRISON ROAD, PUTNEY – CONVERT REFUGE ISLAND TO A PEDESTRIAN CROSSING**
- ITEM 3 CRESSY ROAD, RYDE – CHANGE OF PARKING PERIOD ASSOCIATED WITH RESIDENT PARKING SCHEME**
- ITEM 4 CHARLES STREET, RYDE – REMOVE PAINTED ISLAND**
- ITEM 5 WHARF ROAD, MELROSE PARK – UPGRADE OF EXISTING PEDESTRIAN CROSSING**

GENERAL BUSINESS



ITEM (A)	HOLY SPIRIT CATHOLIC PRIMARY SCHOOL, NORTH RYDE
SUBJECT:	MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM
ELECTORATE:	RYDE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017- 01780
OFFICER:	J BEGLEY

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of Holy Spirit Catholic Primary School (HSCPS), North Ryde. A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at Council's Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council will further discuss this proposal with HSCPS before implementation.

BACKGROUND

HSCPS has school frontages on Cooney Street, Marilyn Street and Coxs Road, North Ryde.

CONTEXT

- Cooney Street, Marilyn Street, and Coxs Road are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to HSCPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.

Council staff met with representatives from HSCPS and the local community at a community forum to discuss local traffic and road safety issues.

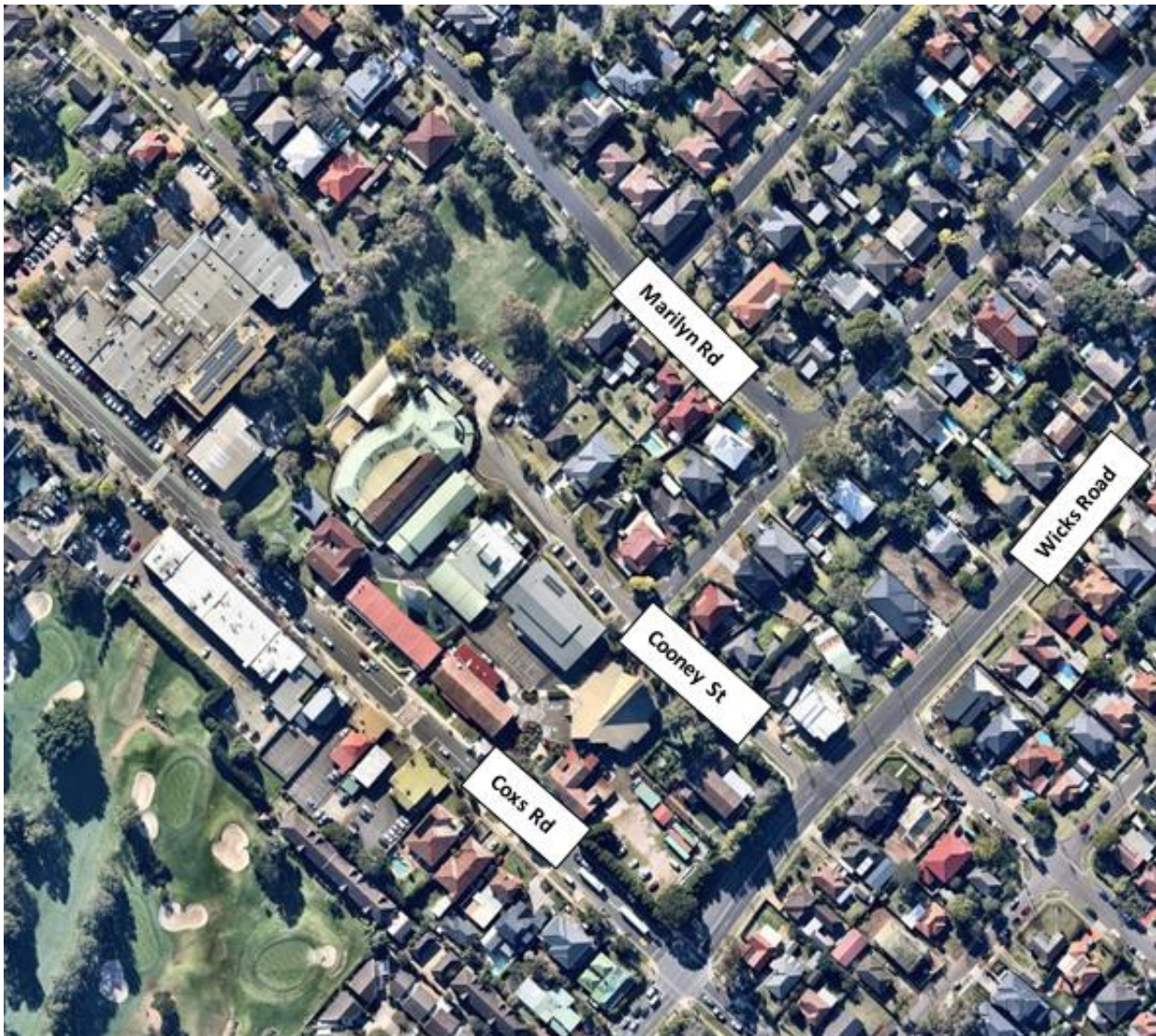


Figure A1: Location Plan

DISCUSSION

Children’s Crossing on Cooney Street, North Ryde

The location of the children’s crossing and operation of the kiss and ride zone on Cooney Street were the chief areas of concern amongst parents and carers of children attending the school and also with the local community.

A site inspection has been undertaken which indicates that the children’s crossing does not comply with RMS technical directions. It is located within the intersection of Cooney Street and Avon Road, North Ryde with a bank of angled parking spaces and the access driveway to the church all located within the confines of the children’s crossing. While there is a footpath provided from the school to the southern side of the children’s crossing there is no footpath provided on the northern side. The purpose of the children’s crossing



is to provide safe passage across the street for children; however this crossing in its present location does not meet this aim.



Figure A2: Location of Children’s crossing on Cooney Street

A review of on-site conditions indicates that there is no safe location in Cooney Street, North Ryde where the children’s crossing could be relocated to and thus it is considered that it should be removed as it is non-compliant and misleading in relation to perceived safety.

KISS and RIDE Cooney Street, North Ryde

Kiss and Ride operations in Cooney Street funnels parents into the dead end section of the street leading to localised congestion. The operation of the *Kiss and Ride* zone prevents any vehicle attempting to leave the 90 degree indented parking area immediately west of the children’s crossing.

The *Kiss and Ride* zone should be relocated to Marilyn Street, North Ryde which currently has an extensive school frontage that can be utilised. Marilyn Street is already located within a *40kph School Zone* thus no changes would be required to the posted speed limit. The School had indicated that a footpath would need to be provided on school grounds for children to access Marilyn Street, however site inspections indicate that there is currently a laneway that adjoins the full extent of the HSCPS property, thus if access was provided to

this laneway, children would be able to access the relocated *Kiss and Ride* zone in Marilyn Street.

The relocation of the *Kiss and Ride* zone to Marilyn Street would alleviate much of the current localised congestion that exists in Cooney Street and Avon Road and would provide a safer environment for children attending the school.



Figure A3: Footpath adjoining school property on Marilyn Street

Intersection of Wicks Road & Coxs Road, North Ryde

A crash analysis for the period 2013 to September 2018 indicates that there have been 4 pedestrian related crashes at the signalised intersection of Wicks Road and Coxs Road, North Ryde. While marked foot crossings are provided on all four arms of the intersection, full red arrow protection for pedestrians crossing the road has not been provided. RMS has been contacted regarding this issue and has been requested to provide full red arrow protection for pedestrians as a proactive measure to lower the risk of pedestrian crashes in the future.

Signage and Delineation:

All roads in the vicinity of HSCPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been signposted at intersections. Given the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be signposted/ line marked with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- intersection of Avon Road / Cooney Street
- intersection of Avon Road / Marilyn Street
- intersection of Amelia Street / Marilyn Street
- intersection of Pamela Street / Marilyn Street
- intersection of Cooney Street / Wicks Road



In addition to the above delineation and relocation of the Kiss and Drop zone to Marilyn Street it is considered that driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road, North Ryde.

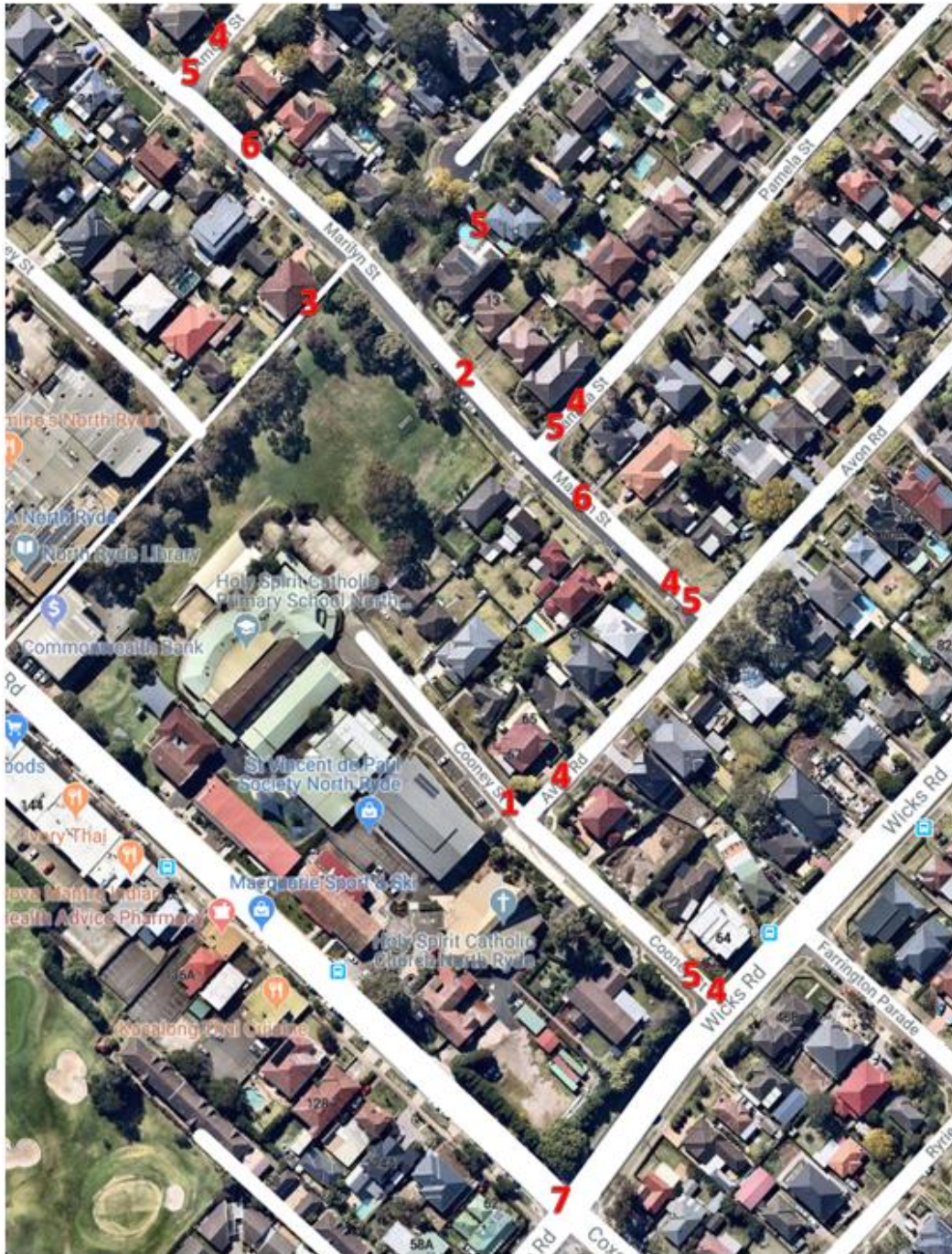
APPROVALS

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

PROPOSAL

That the outlined range of minor traffic facility works be undertaken as follows:

1. The existing children's crossing on Cooney Street be removed.
2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage.
3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school.
4. Give way signage and line marking be provided at the following intersections:
 - a. intersection of Avon Road / Cooney Street
 - b. intersection of Avon Road / Marilyn Street
 - c. intersection of Pamela Street / Marilyn Street
 - d. intersection of Pamela Street / Amelia Street
 - e. intersection of Cooney Street / Wicks Road
5. 5m of double barrier lines be marked at the following locations
 - a. on Pamela Street at Marilyn Road
 - b. on Marilyn Street at Avon Road
 - c. on Amelia Street at Marilyn Road
 - d. on Cooney Street at Wicks Road
6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road.
7. Roads and Maritime Services be requested to provided full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.



- 1 = Removal of Children's Crossing** **2 = Kiss n Drop Zone** **3 = Access to Laneway**
- 4 = Give Way Signage/Delineation** **5 = BB Line marking** **6 = Driveway Delineation**
- 7 = Review TCS Phasing**

Figure A4: Proposed Changes



ITEM (B)	DENISTONE EAST PUBLIC SCHOOL, DENISTONE EAST
SUBJECT:	MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017- 01780
OFFICER:	J BEGLEY

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of Denistone East Public School (DEPS), Denistone East. A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at Council's Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council staff met with the DEPS Principal to discuss the proposed recommendations, some of which were modified as a result of this meeting.

BACKGROUND

DEPS has a school frontage onto Brabyn Street, Henderson Street and Lovell Road, Denistone East. The School has a split campus on either side of Brabyn Street, with Brabyn Street physically closed to all traffic between 9:30am – 3:00pm Monday to Thursday and from 9:00am – 2:30pm Friday.

CONTEXT

- Brabyn Street, Henderson Street, Lovell Road and Kings Road are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to DEPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.



Council staff met with the DEPS Principal to discuss the proposed recommendations, some of which were modified as a result of this meeting.



Figure B1: Location Plan

DISCUSSION

Brabyn Street: Requests for Full Time Road Closure

Brabyn Street along the School frontage east of Boronia Lane is closed to all traffic between the hours of 9:30am – 3pm Monday to Thursday and from 9:00am – 2:30pm on



Fridays. The School's operating hours are from 9:25am – 3:25pm Monday to Thursday and from 8:55am to 2:55pm on Fridays. The road closure is controlled by boom gates located on either side of the pedestrian crossing.

The issue of closing Brabyn Street permanently has been raised a number of times whenever there is discussion about traffic and road safety issues associated with Denistone East Public School.

The Ryde Traffic Committee (RTC) at its meeting of 26 March 2015 resolved in part that:

- A. *Council consider the recommendations of the Brabyn Street Traffic Management Options Paper, prepared by Bitzios Consulting dated 10 February 2015, for: Implementing a permanent road closure in Brabyn Street at the existing pedestrian crossing,*
- B. *Council consult with affected residents and Denistone East Primary School regarding implementing the recommended measures and the local community regarding the proposed road closure.*

Local residents were subsequently consulted prior to the RTC meeting of 17 November 2016 with surveys distributed to the occupants of the 152 properties in the area bounded by Lovell Road, Kings Road and Russell Street (including the school), to determine the level of support for a permanent closure to traffic of Brabyn Street.

<i>Properties Consulted</i>	<i>152</i>
<i>Responses Received</i>	<i>39</i>
<i>Support the Closure</i>	<i>10</i>
<i>Do Not Support the Closure</i>	<i>26</i>
<i>Undecided</i>	<i>3</i>

As there was a clear majority against the permanent road closure by local residents, any further request by parents for its closure will not be considered.

The School has requested that the operating hours associated with the two boom gates on Brabyn Street be extended such that the road is physically closed between 9am – 4pm on school days only. This request will require further consultation with the local community, which will occur in early 2020.

Crash Analysis:

The roads surrounding Denistone East Public School were assessed using the 2013 - March 2018 RMS crash dataset. This dataset is populated by reported crashes to NSW Police, and will not include any unreported crashes. It should be noted that all the above is finalised crash data.

This analysis indicated that the only road with a direct school frontage on which crashes have occurred is Lovell Road, Denistone East. All crashes were of a minor nature, with none involving pedestrians and none occurring during school drop off and pick up times.



The injury crash that occurred on Kings Road near Brabyn Street which is away from the school frontage, was a pedestrian related crash which occurred at 6:30pm on 4th July 2014. Despite the presence of a pedestrian crossing facility at this location, the pedestrian chose to cross Kings Road just north of the crossing when he was struck by the vehicle.

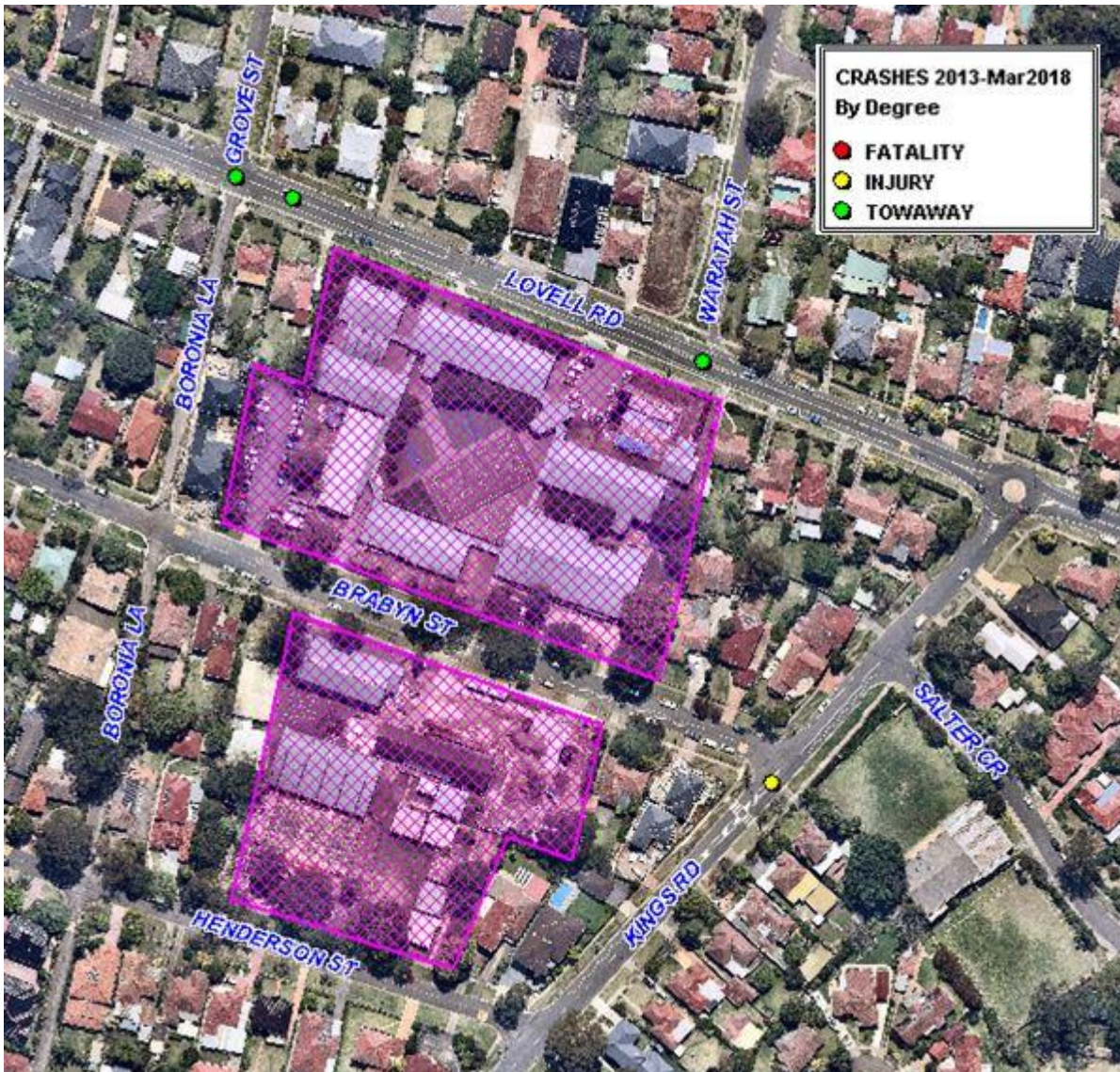


Figure B2: Crash Analysis

Operation of School’s internal Kiss and Ride zone on Brabyn Street

The source of much of the congestion that presently exists on Brabyn Street is the uncontrolled operation of the School’s internal ‘Kiss and Ride’ zone that is located on the eastern side of the pedestrian crossing. The access points to the area are not clearly defined, with parents accessing the location from both directions on Brabyn Street and egressing in both directions back onto Brabyn Street. The multiple movements permitted inevitably means that localised congestion occurs.



It is thus considered that the following measures be installed to reduce congestion and enhance efficiency at this location.

1. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.
2. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street which may have to be augmented by a median island to ensure that only left turns back onto Brabyn Street can be undertaken. It should be noted that when this measure was proposed to DEPS, Council was advised that the constrained nature of the roadway at this location meant that a central carriageway median would impact on service arrangements associated with the School and thus DEPS were not supportive of the central median proposal.
3. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.

Proposed Henderson Street Kiss and Ride zone

The school has an extensive frontage onto Henderson Street which is accessible via a number of gates. This street frontage is an ideal location for a formal 'Kiss and Ride' zone to be created as shade structures are already provided, thus providing shelter to waiting children in addition to a formal playground keeping them entertained when waiting for their parents to arrive. When the above idea was broached with DEPS, Council was advised that the School did not have the resources to marshal this area, with the area also being used for staff parking. The School did not wish to proceed with this option

Signage and Delineation

All roads in the vicinity of DEPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been signposted at intersections. Given the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be signposted/ line marked with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- Intersection of Brabyn Street / Kings Road
- Intersection of Brabyn Street / Boronia Lane
- Intersection of Kings Road / Salter Crescent
- Intersection of Boronia Lane / Lovell Road
- Intersection of Henderson Street / Kings Road
- Intersection of Henderson Street / Boronia Lane

RMS is responsible for the installation and maintenance of all urban speed limit signage and school zone signage and relevant markings (pavement patches and dragons teeth line marking). The audit revealed that many of these facilities are in a poor state of maintenance. Council will advise RMS of the location of all speed and school zone related delineation that is non-compliant, with these to be upgraded as a matter of urgency.



The audit also revealed that many of the bus zones in the vicinity of the school have not been signposted or have been signposted incorrectly. This matter will be addressed as a matter of urgency.

General Improvement Works

- The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
- Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
- Assess where additional driveway delineation lines are required on streets with a school frontage
- Centreline line marking on Kings Road to be installed to counteract current visual misalignment.

Proposed One Way Flow - Boronia Lane

Boronia Lane is a narrow, recently upgraded, laneway located west of Brabyn Street. The laneway handles two way directional flows and sees significant utilisation during the morning and afternoon school drop off and pick up periods. Currently, school hours no stopping restrictions are in force on both sides of the laneway, with site observations indicating that the laneway sees considerable pedestrian activity throughout the day.

While there have been no recorded crashes in the laneway itself, the combination of a two way vehicular movements, high pedestrian activity, high traffic volumes during peak school periods and a constrained carriageway width all lend themselves to the high possibility that a crash will occur. One option being considered is the conversion of the laneway to one-way flow. However, the impacts of such a proposal on vehicle speeds still need to be investigated.

The section of Boronia Lane that sees the most vehicular use is between Brabyn Street and Lovell Road. Localised congestion does occur on Lovell Road as vehicles wishing to turn into Boronia Lane are prevented from doing so by those vehicles exiting back onto Lovell Road. The imposition of one way directional flow on Boronia Lane from Lovell Road to Brabyn Street would eliminate this localised congestion and improve access to / from the main drop off/pick up on Brabyn Street.

It is considered that residents should be canvassed on whether one way directional flow should be imposed on this laneway, should it be proposed as the best way of reducing safety risks along the laneway.



Figure B3: Boronia Lane

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 any remaining approvals will be sought.

PROPOSAL

That the outlined range of minor traffic facility works be implemented as follows:

1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.



2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
3. Driveway delineation lines to be marked on driveways where the street has a school frontage.
4. Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road
 - b. Intersection of Brabyn Street / Boronia Lane
 - c. Intersection of Kings Road / Salter Crescent
 - d. Intersection of Boronia Lane / Lovell Road
 - e. Intersection of Henderson Street / Kings Road
 - f. Intersection of Henderson Street / Boronia Lane
6. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.
7. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street
8. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.
9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only.
10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street.
11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed.

Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times.



- 1: Ped Fencing / Kerb Ramp
- 2: Pedestrian Fencing
- 3: Driveway Delineation
- 4: Centreline Marking
- 5: Intersection Signage/Delineation
- 6: Access/Egress Delineation
- 7: No Right Turn
- 8: AM No Stopping
- 9: Boom Gate Operation
- 10: Boronia Ln
- 11. Modification to Turning Area at Boom Gate

Figure B4: Proposed Plan



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ITEM (C)	WEST RYDE PUBLIC SCHOOL, WEST RYDE
SUBJECT:	MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017- 01780
OFFICER:	J BEGLEY

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of West Ryde Public School (WRPS). A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at the Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council staff met with the WRPS Principal and representatives from the School's Parents and Carers Committee to discuss the proposed recommendations, some of which were modified as a result of this meeting.

BACKGROUND

WRPS has school frontages on Mons Avenue, Bennett Street and Endeavour Street.

CONTEXT

- Mons Avenue, Bennett Street and Endeavour Street, West Ryde are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours.

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to WRPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.



Council staff met with the WRPS Principal and representatives from the School's Parents and Carers Committee to discuss the proposed recommendations, some of which were modified as a result of this meeting.

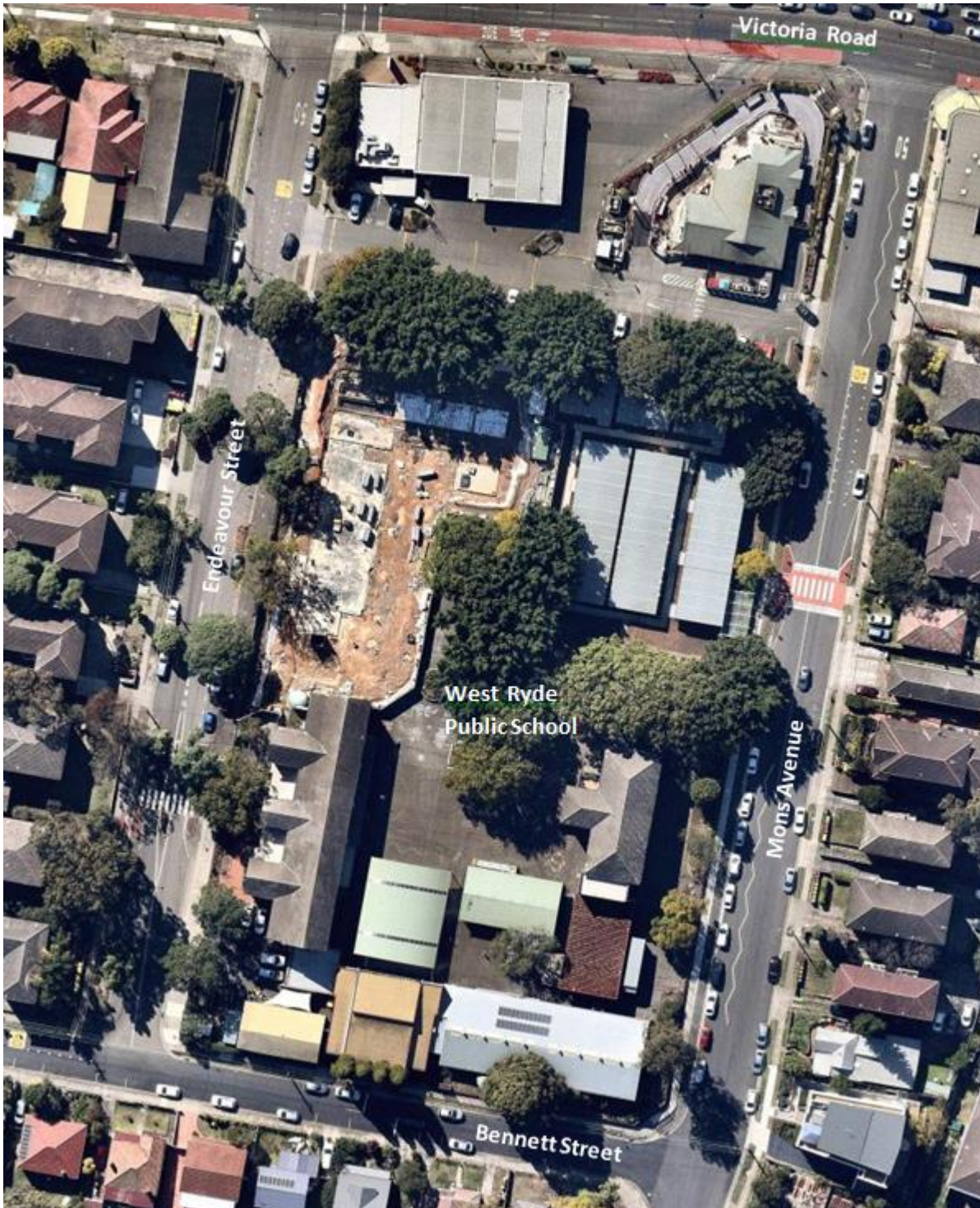


Figure C1: Location Plan



DISCUSSION

Bennett Street: Conversion of Children's Crossing to a full time Pedestrian Crossing

Bennett Street is a very constrained street which sees congestion occurring during morning and afternoon school drop off and pick up periods. A children's crossing operates on Bennett Street between Endeavour Street and Mons Avenue, however due to the constrained nature of the street and associated footpaths, just as many children are crossing at the priority controlled intersection of Bennett Street and Mons Avenue. It is considered that the existing children's crossing on Bennett Street be removed and relocated to the eastern end of the street where it intersects with Mons Avenue. To prevent vehicles from queueing across the pedestrian crossing, it would be stepped back from the intersection itself with pedestrian fencing installed at the intersection to channel all pedestrians to use the new crossing facility.

Before a location can be considered as a suitable location for a pedestrian crossing it must meet minimum warrants which are based on vehicular and pedestrian numbers. As the proposed location will be used predominantly by children a reduced warrant applies, which states:

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing, and in two counts of one hour duration immediately before and after school hours the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND the vehicular flow per hour (V) through the site is greater than or equal to 200, then a pedestrian (Zebra) Crossing may be installed.

Traffic and pedestrian counts were undertaken on Thursday 19 September 2019.

Street	Time Period	Pedestrian Volume/Hour	Traffic Volume/Hour
Bennett Street	8.00am-9.00am	95	223
	2:30pm-3:30pm	125	277

These volumes satisfy the reduced warrant for a pedestrian crossing.

Existing Children's Crossing on Bennett Street:

Whilst it is proposed that the existing children's crossing on Bennett Street be removed, full time No Stopping restrictions are proposed to be installed along the School's frontage on the northern side of the road between Endeavour Street and Mons Avenue. Full time No Stopping restrictions will ensure there are clear lines of sight to the proposed new pedestrian crossing to be located near Mons Avenue.

Signage and Delineation:

All roads in the vicinity of WRPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been marked at intersections. Given

the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be line marked/ signposted with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- Intersection of Endeavour Street / Bennett Street
- Intersection of Bennett Street / Mons Avenue

It was also brought to Council's attention that the road safety environment in the vicinity of the pedestrian crossing on Adelaide Street two blocks west of the school and near the intersection with Bennett Street, used by students on their way to WRPS would benefit from the installation of zig zag line marking. Parents felt that shadows associated with street trees reduce motorist's awareness of the impending crossing.



Figure C2: Adelaide Street Pedestrian Crossing

Extended Kiss and Ride on Mons Avenue:

A review of the statutory No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue indicates that they are well in excess of the statutory 20m on approach and 10m on departure. It is proposed that the No Stopping restrictions associated with the crossing be reduced in length to comply with the statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.



Out of School Care (OOSC) parking restrictions:

Parents and carers of children that attend the OOSC have often expressed concern that there is a significant absence of available on-street parking available when they endeavour to pick up their children in the evening. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage. This will accommodate the parking needs of the OOSC community.

School Excursions:

The School has advised that throughout the year there are a number of occasions when the School utilise 7 – 8 buses to transport students to events or camp. There is a designated bus zone on Endeavour Street however it can only accommodate 2 standard buses. Previous events have resulted in considerable congestion along Endeavour Street/Bennett Street and Mons Avenue as buses attempted to find suitable and safe locations to collect and drop off students.

Given the considerable side frontage that the school has along Mons Avenue, the on-street parking capacity along this section of roadway can easily accommodate the number of buses that are sometimes utilised. It is thus proposed that this side frontage be converted to a temporary bus zone when these events occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.



Figure C3: Bus Zone on Endeavour Street

***Endeavour Street – Bus Zone – Indented Parking Area:***

The hours of operation of the part bus zone on Endeavour Street at Bennett Street will be modified such that it will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.

Driveway Delineation:

The issue of parents and carers of children attending the School and parking too close to residential driveways was a common theme raised during the consultation process. It is thus recommended that residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. If the distance between driveways is less than 5.4m then this area will be cross hatched to denote that it is illegal to park at this location.

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 any remaining approvals will be sought.



- 1: Children's Crossing to Zebra 2: Extension of Kiss and Drop 3: 1/4P Parking for OOSCH
- 4: Amendment to Bus Zone 5: Driveway Delineation 6: Temporary Bus Zone
- 7: Intersection Delineation 8: Zig Zag Marking

Figure C4: Proposed Plan

PROPOSAL

That the outlined range of minor traffic facility works be installed as described below:

1. The existing children's crossing on Bennett Street to be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.
2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.



3. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.
4. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
5. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
6. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - a. Intersection of Endeavour Street / Bennett Street
 - b. Intersection of Bennett Street / Mons Avenue
8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.

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

SUBJECT: **KEEP CLEAR**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01237
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from residents of Fontenoy Road, Macquarie Park requesting that consideration be given to installing 'KEEP CLEAR' pavement characters on Fontenoy Road at the intersection with Tuckwell Park Car Park, Macquarie Park. This car park lies in close proximity to the signalised intersection of Fontenoy Road with Lane Cove Road. Queues in the afternoon commuter peak periods often extend past the access point to the car park with queueing vehicles often preventing vehicles either attempting to access the car park or those vehicles in the car park attempting to turn right onto Fontenoy Road.

CONTEXT

- Fontenoy Road is one of the main access routes onto Lane Cove Road used by Macquarie Park commuters.

COMMUNITY ENGAGEMENT

No consultation was undertaken as the proposal will not impact negatively on the amenity of local residents.

DISCUSSION

The following criteria for installing 'KEEP CLEAR' line marking is outlined in RMS's *Delineation Section 9 - Messages on Pavement (Including Bus Lane Markings)*:

- Unsignalised intersections, which are frequently blocked by traffic queues, mainly on the approach to traffic signals or railway level crossings.
- Car park entrances which are frequently blocked by traffic queues.
- Emergency vehicle station accesses, which may be blocked by traffic queues.
- 'KEEP CLEAR' pavement markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.



- 'KEEP CLEAR' markings must NOT be provided to allow vehicles to turn left from a side street or car park.
- 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area.
- Where the criteria for the installation of 'KEEP CLEAR' markings cannot be met, the alternative option is to install the advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign.
- Site observations indicate that two travel lanes form in the eastbound direction on Fontenoy Road (from Lane Cove Road back to Tuckwell Park car park). This necessitates the need for KEEP CLEAR characters both on the road shoulder and through travel lane on Fontenoy Road.

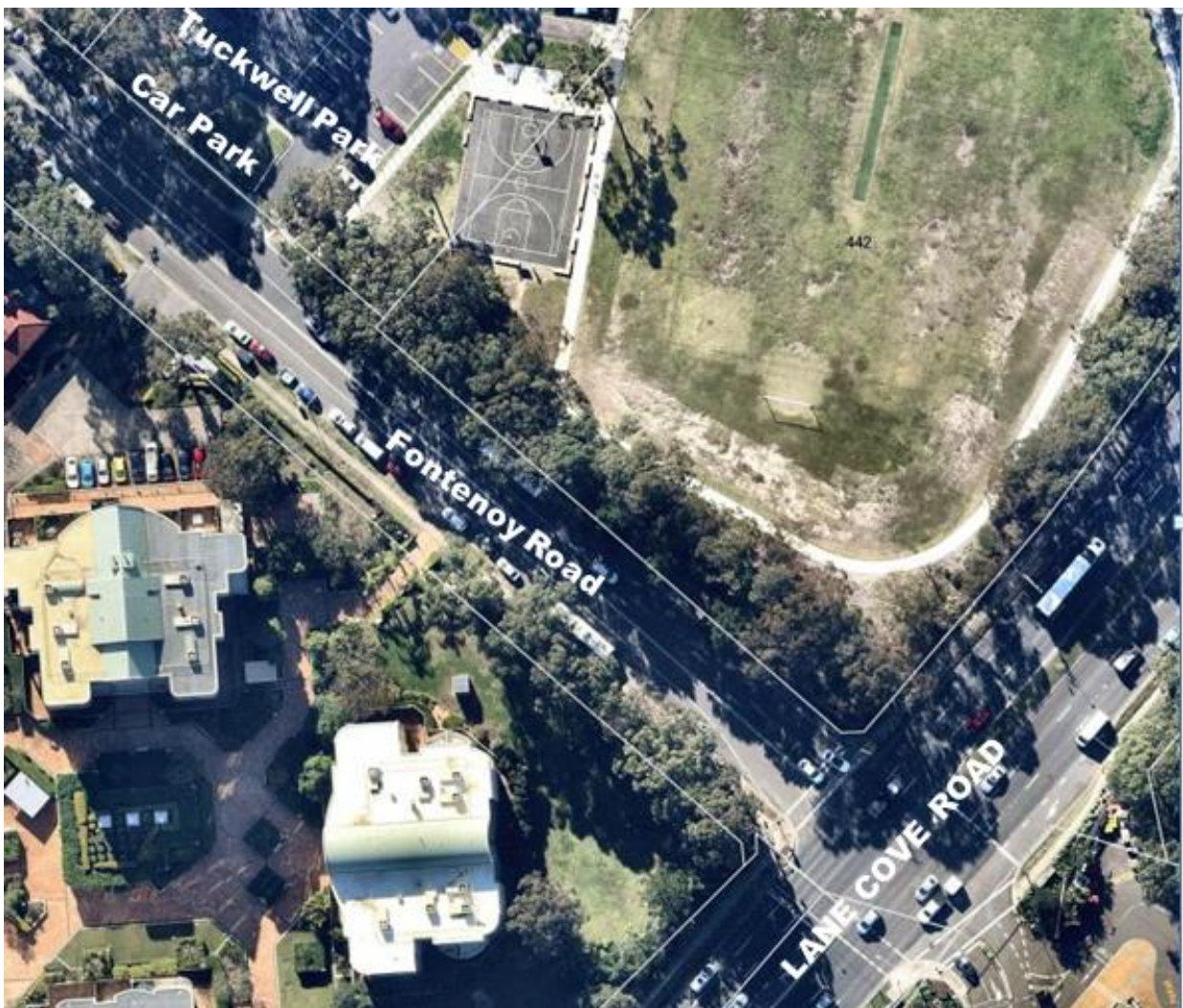


Figure D1: Location Plan



APPROVALS

City of Ryde staff have delegated authority from Council to approve the following changes to prescribed traffic control devices without referral to the Works and Community Committee for approval by Council:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR line marking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

Should the Ryde Traffic Committee endorse the proposal, then the required works can be installed.

PROPOSAL

To install 'KEEP CLEAR' pavement characters on the eastbound carriageway on Fontenoy Road where it intersects with Tuckwell Park car park, Macquarie Park.

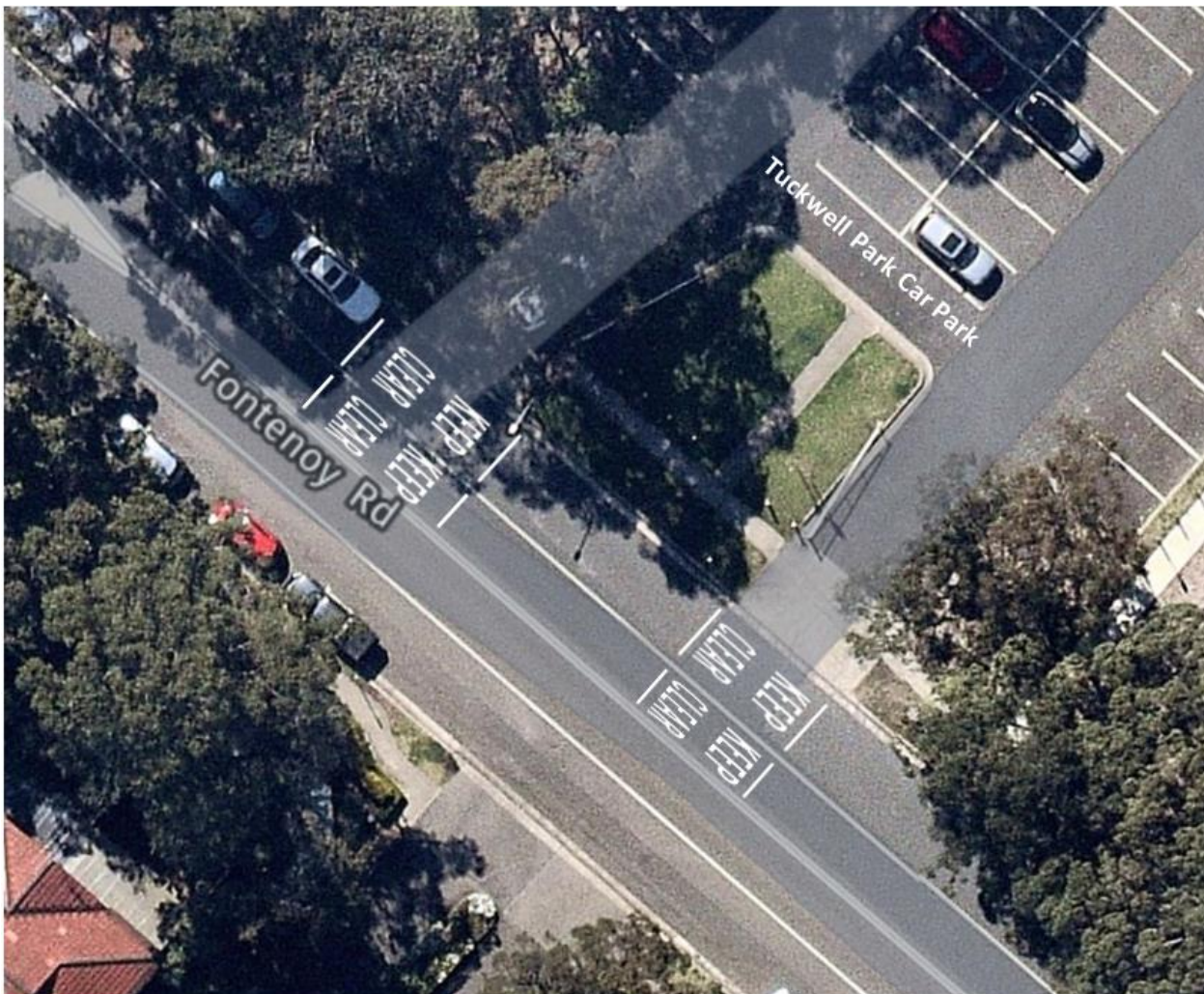


Figure D2: Proposed 'KEEP CLEAR' Line Marking at Tuckwell Park Car Park



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**ITEM (E) WESTMINSTER ROAD, GLADESVILLE**

SUBJECT: NO PARKING ACROSS DRIVEWAY
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01270
OFFICER: P DAVIDSON

INTRODUCTION

Council has received representation from the school principal for Our Lady Queen of Peace Primary School requesting consideration be given to installing 'No Parking' across the school driveway on Westminster Rd, Gladesville.

DISCUSSION

The school principal has advised that drivers are continuing to unreasonably restrict access by parking across the school driveway on Westminster Road, Gladesville.

In the first instance to improve driveway access and deter parking encroachment, a pavement bowtie was installed across the driveway to delineate the driveway right of way.

It appears that drivers are miss-interpreting the left and right directional component of the 1P restricted parking signs located either side of the driveway and think the driveway as part of the permissible parking zone.

Consequently, the request to add No Parking signs either side of the driveway on Westminster Road to supplement the already installed delineation across the school driveway on Westminster Road is considered appropriate.

The formalisation of the on-street parking outside the school will help to keep the driveway access clear so that ease of access to and from the school grounds is preserved. It is recommended that Council install No Parking across the school driveway on Westminster Road, Gladesville.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168, 198 & 204

COMMUNITY ENGAGEMENT

The proposed changes have no impact on any properties and require no community consultation.



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 any remaining approvals be sought.

PROPOSAL

To install 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville.



Figure E1: Proposed changes



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**ITEM (F) ROTHESAY AVENUE, RYDE**

SUBJECT: **FORMALISE PARKING**
ELECTORATE: RYDE
WARD: CENTRAL and EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01320
OFFICER: L KUNG

INTRODUCTION

City of Ryde has received representation from residents and local businesses requesting consideration be given to review the current parking arrangements along Rothesay Avenue, Ryde. In response to resident requests, Council investigated a number of parking arrangements including 2P parking on both sides of Rothesay Avenue, a No Stopping zone at the dead end and a loading zone outside 11 Rothesay Avenue, Ryde.

CONTEXT

- Rothesay Avenue, Ryde is a two way local road servicing recently completed high rise development, with a posted speed limit of 50km/h.
- It is a cul-de-sac with a carriageway width of 9m wide and 240m in length.
- On-street parking is unrestricted.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 – No Stopping signs
- [NSW] *Road Rules 2014* Rule 179 – Loading zone signs

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for:

- Converting unrestricted parking to 2P (2-hour) timed parking on both sides of Rothesay Avenue, Ryde to improve short term parking. The 2P timed parking would be in effect Monday to Friday from 8:00am to 6:00pm.
- Installation of a “No Stopping” zone at the end of Rothesay Avenue to facilitate a turnaround area.
- Installation of a “loading zone” for deliveries of goods and to be used by local residents, offices and businesses.

A summary of the survey is provided in *Table 1* below. A low rate of responses was received with only 7% of the survey distributed as shown in *Figure F1*. Fifty-two percent



(52%) of the respondents were supportive of the proposal and forty eight percent (48%) objected.

Location	Total
Surveys distributed	1029
Responses received	67
Support	35
DO NOT support	31
Undecided	1
Not specified	0

Table F1: Summary of survey results

Those that did not support the proposed changes have raised the following concerns and provided comments below:

- The 2P parking be subjected to Resident Parking Scheme as there are very limited unrestricted parking in the area for residents.
- 2P is not viable for businesses and offices in the area.
- There is very limited long term or unrestricted parking in the area.
- Unrestricted parking on one side of the road.

Some of the objections against the 2P proposal also questioned the need for a full time loading zone in front of the restaurant.

There was no objection with the “No Stopping” area at the end of the cul-de-sac to prevent double parking and facilitate a turnaround area.

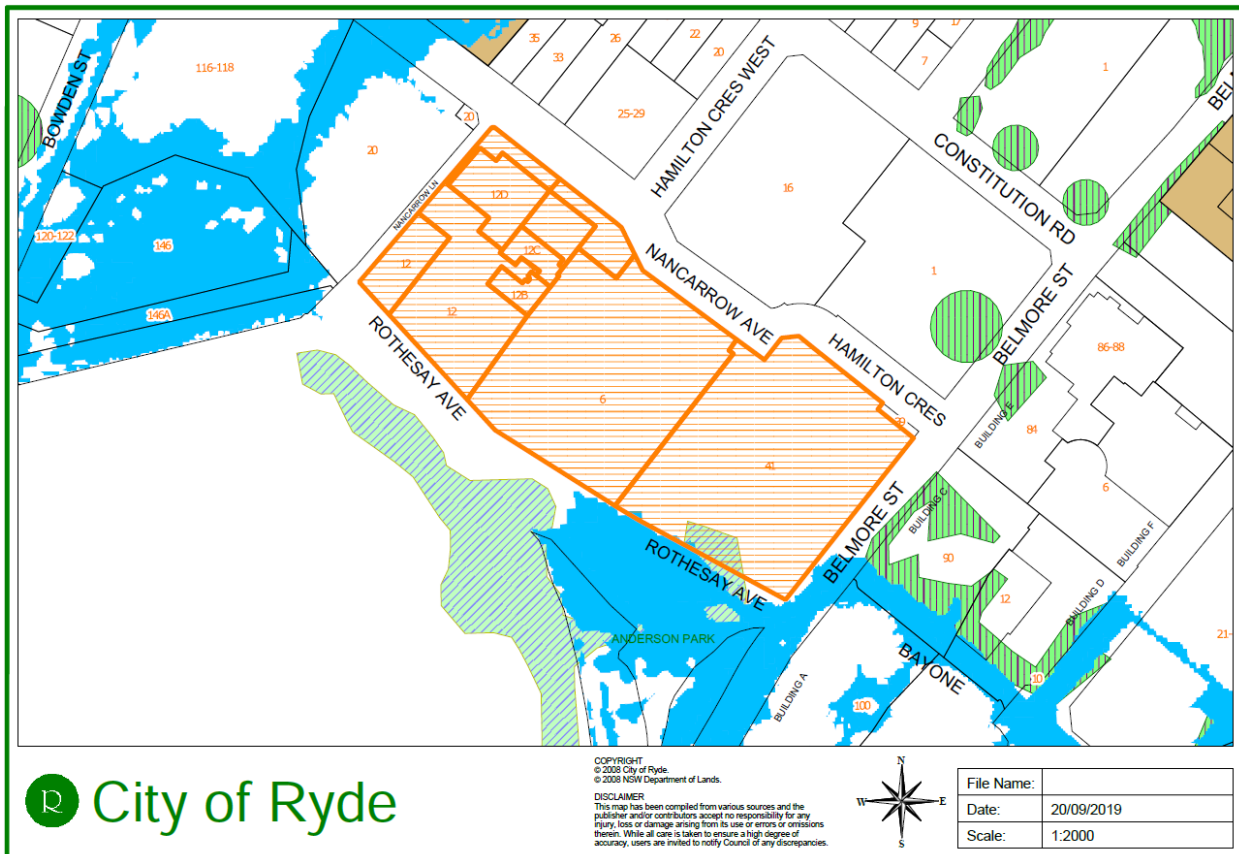


Figure F1: Community engagement distribution map.

DISCUSSION

Due to property developments between Rothesay Avenue and Nancarrow Avenue over the past 5 years, it has become a high density residential area with approximately seven hundred and fifty (750) apartments.

There are recreational facilities along the waterfront on the southern side of Rothesay Avenue with a shared path connecting to Anderson Park at the Belmore Street intersection. There is a 4P visitor car park adjacent to the park. The Meadowbank Ferry Station is located approximately 400m east of Rothesay Avenue.

Parking restrictions in surrounding streets on Bowden Street and Nancarrow Avenue are restricted to 2P. On Belmore Street between Rothesay Avenue and Constitution Road, there are only approximately 12 unrestricted car park spaces.

A new restaurant “Butcher and Farmer” has recently opened at 10 Rothesay Avenue on the northern side. There is also an office building located at 12 Rothesay Avenue at the end of the cul-de-sac.

Following online community consultation and further consideration to available parking in the area, it is evident that there is a shortage of long term and unrestricted parking. Therefore, the proposal to convert the unrestricted parking to 2P will be withdrawn and



Council will proceed with a 'No Stopping' zone at the dead end of Rothesay Avenue, Ryde.

APPROVALS

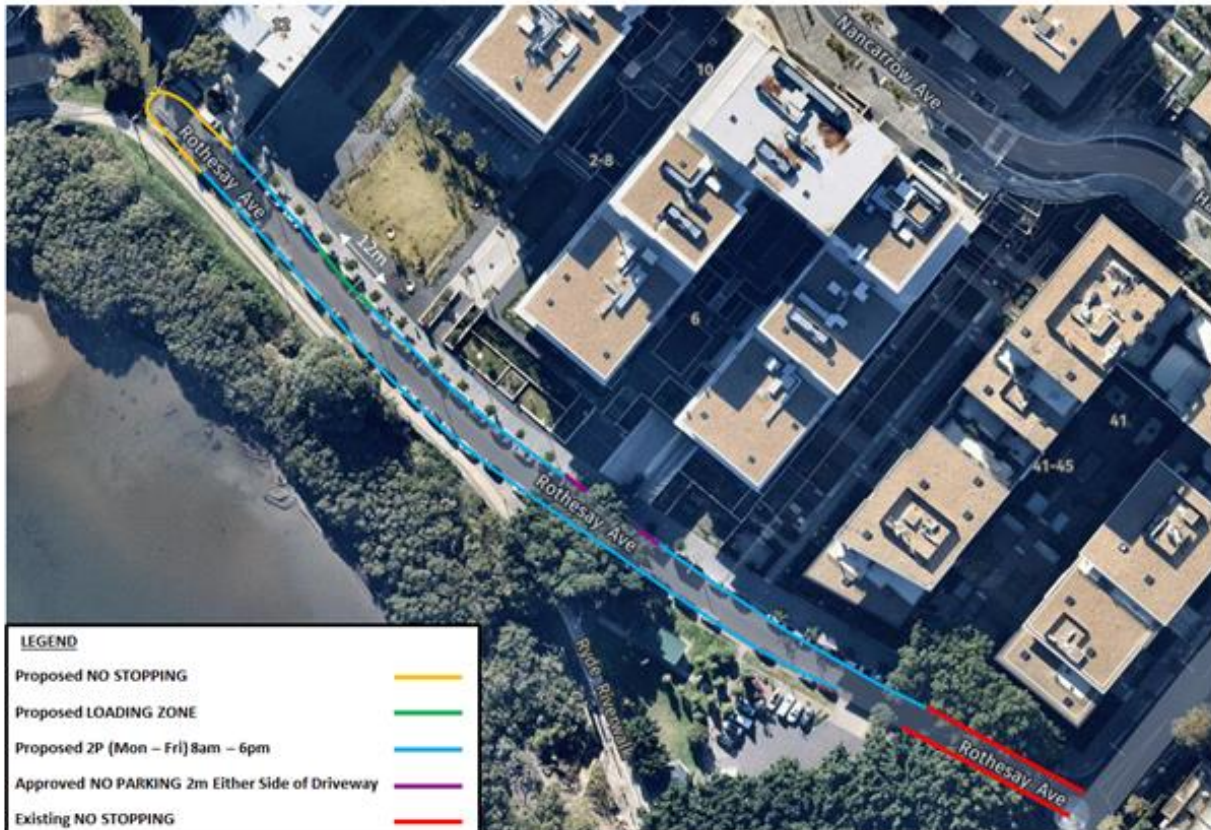
Should the proposed measures be supported by the Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council, and any remaining approvals be sought.

PROPOSAL

That a 'No Stopping' zone be installed at the end of Rothesay Avenue, Ryde to facilitate a turnaround area.



ROTHESAY AVE	ANNEXURE A
T2019-01320	PAGE 1 OF 1
SUBURB: MEADOWBANK	



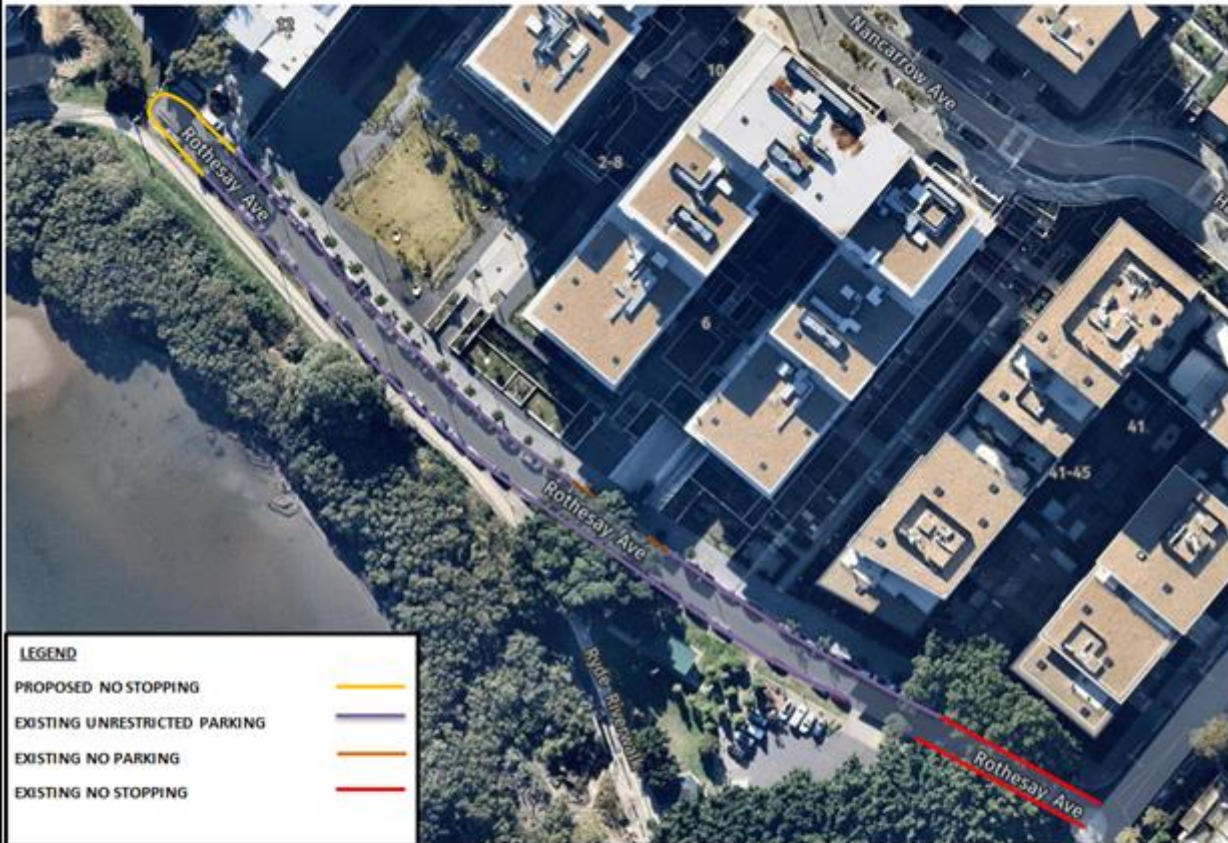
DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				
INITIAL PROPOSAL:					
2P PARKING, NO STOPPING, LOADING BAY					

Figure F2: Initial Proposal – 2P Parking, No Stopping and Loading Zone



	ROTHESAY AVE	ANNEXURE A
T2019-01320	SUBURB: MEADOWBANK	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking		FINAL PROPOSAL: NO STOPPING		
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				

Figure F3: Final Proposal – No Stopping



ITEM (G)	WEST PARADE, EASTWOOD
SUBJECT:	EASTWOOD LUNAR NEW YEAR EVENT
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01427
OFFICER:	P DAVIDSON

INTRODUCTION

This event was moved to Eastwood Oval for 2019 with the celebrations being enthusiastically supported by the local communities. Due to safety reasons the event precinct needs expansion to occupy West Parade, Eastwood. As a result the event will include the temporary closure of West Parade between Hillview Avenue and Wingate Road, Eastwood.

BACKGROUND

The 2020 'Lunar New Year' event will be held on Saturday, 8 February 2020 between 3pm to 9pm. Road closure of West Parade and detours will be in place from 11:00 am to 11:30pm to permit the orderly set-up and pack down of the event facilities.

CONTEXT

This road closure will affect bus routes and will require all buses to be diverted to the eastern side of Eastwood Train Station. Arrangements have been put in place with the State Transit Authority. Access to residents' houses and businesses will not be affected. VMS boards will be deployed a week prior to the event to make local residents aware of the temporary road closure.

REFERENCES

- RMS's Guide to Traffic and Transport Management for Special Events
- Roads Act 1993.

COMMUNITY ENGAGEMENT

Affected local businesses and residents have been notified of the event. NSW Ambulance, NSW Police, Fire and Rescue, and State Transit have also been notified and indicated that they raise no objections.



DISCUSSION

The proposed traffic control plans and detours for the 2020 Lunar New Year Event are attached, which include the following temporary changes:

1. Closing West Parade, between Hillview Road and Wingate Avenue, Eastwood;
2. At West Parade, Hillview Road and Eastwood Station service road roundabout the hard closure of the West Parade northbound departure traffic lane and the West Parade southbound approach lane as well as the hard closure of the Eastwood Station service road exit;
3. At West Parade and Wingate Road roundabout the hard closure of West Parade northbound approach traffic lane and a soft closure of West Parade southbound departure traffic lane;
4. Provision for event parking for performers and event organisers on West Parade along the frontage to Eastwood Oval;
5. The implementation of advanced warning and directional signs to direct and detour vehicular traffic around the West Parade temporary road closure; and
6. Temporary removal of the on-street parking outside 2 Wingate Avenue, frontage to Lakeside Road to allow northbound traffic flow to ease past potential right-turns into Wingate Avenue (east). No Stopping signs will be temporarily installed.

For reference the Traffic Control Plans for the 2020 Lunar New Year Event have been extracted from the proposed Traffic Management Plan and are shown below in Figure I1. An electronic copy of the Traffic Management Plan of the event will be provided to the Committee members.

APPROVAL

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 any remaining approvals be sought.

PROPOSALS

1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval;
2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed.



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ITEM (H)	YANGALLA STREET, MARSFIELD
SUBJECT:	PARKING RESTRICTIONS – SATURDAY ONLY
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01294
OFFICER:	J BEGLEY

INTRODUCTION

City of Ryde has received representation from a local resident for part time "No Parking" restrictions to be installed on Yangalla Street, Marsfield to address localised congestion issues that occur on the street during the rugby season due to narrowness.

CONTEXT

- Yangalla Street, Marsfield is a two-way local road with a posted limit of 50km/h.
- Carrageway width is approximately 7m wide.
- There is unrestricted parking on both sides of Yangalla Street.
- To improve the ingress and egress to and from the driveways, with this section having a higher concentration of driveways.

COMMUNITY ENGAGEMENT

As shown in Figure J1, surveys were distributed to 36 local residents (including property owners and occupants) to determine the level of support for the proposal. 10 responses were received, with 8 in support of the proposal and 2 against. Those opposed to the proposal expressed the following view points as to why they were against the proposal:

- *There is no improvement for local residents if what council states is implemented.*
- *This will also restrict family members to park and access our property during this period. We see this as only benefitting a minority but not the community. We also feel council are implementing this for their own financial benefit.*
- *If council want to address the parking issue during the rugby season, then they should encourage North Ryde RSL (TG Milner) to create more car parking facilities on their grounds, for the rugby supporters.*
- *During the rugby season it is not only rugby supporters parking in our street but it is also family members and friends who live or are visiting loved ones in that street that are disadvantaged.*

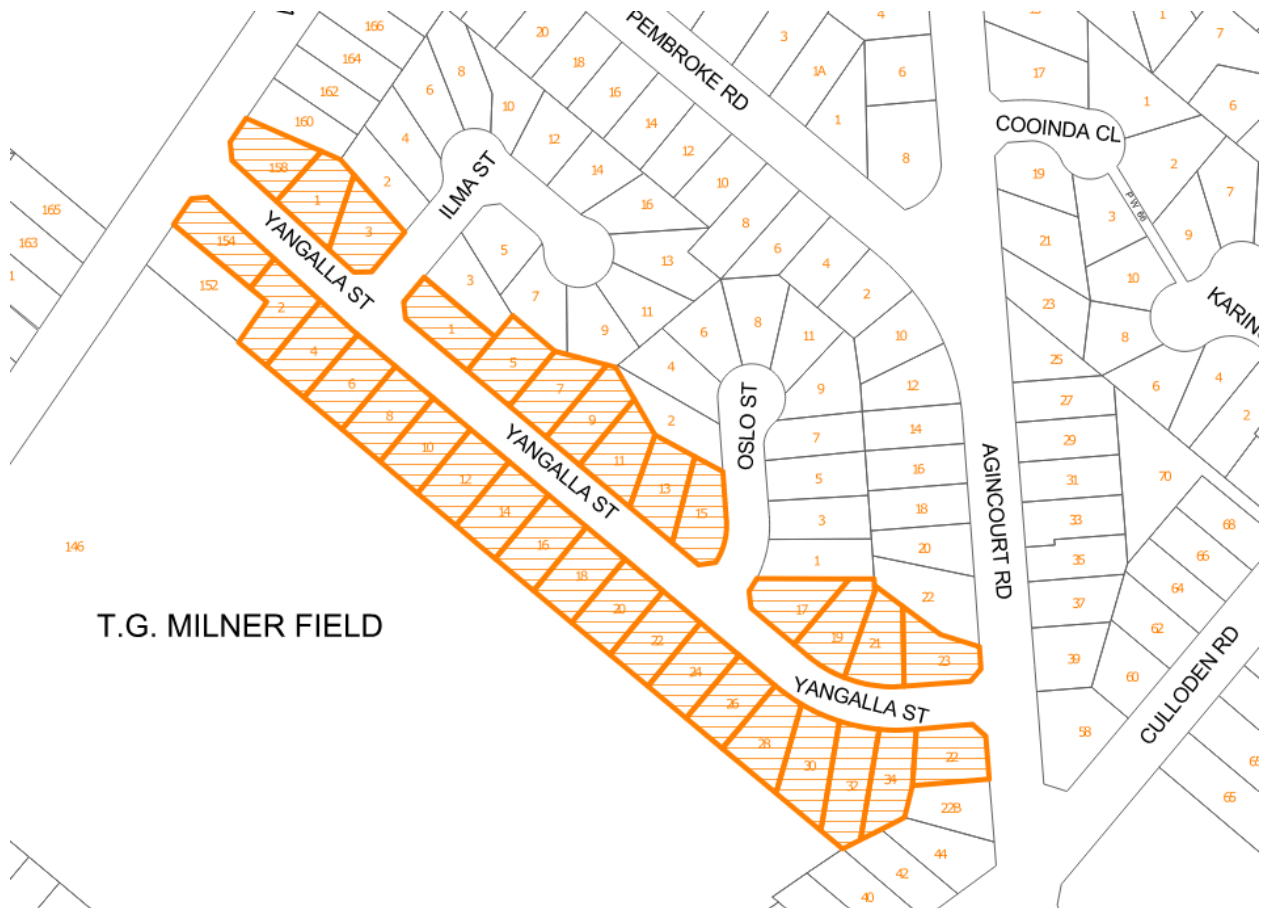


Figure H1: Community engagement distribution

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 remaining approvals be sought.

PROPOSAL

That a 'No Parking Saturday – April to August' zone be installed from 6 Yangalla Street to 22 Yangalla Street, Marsfield.

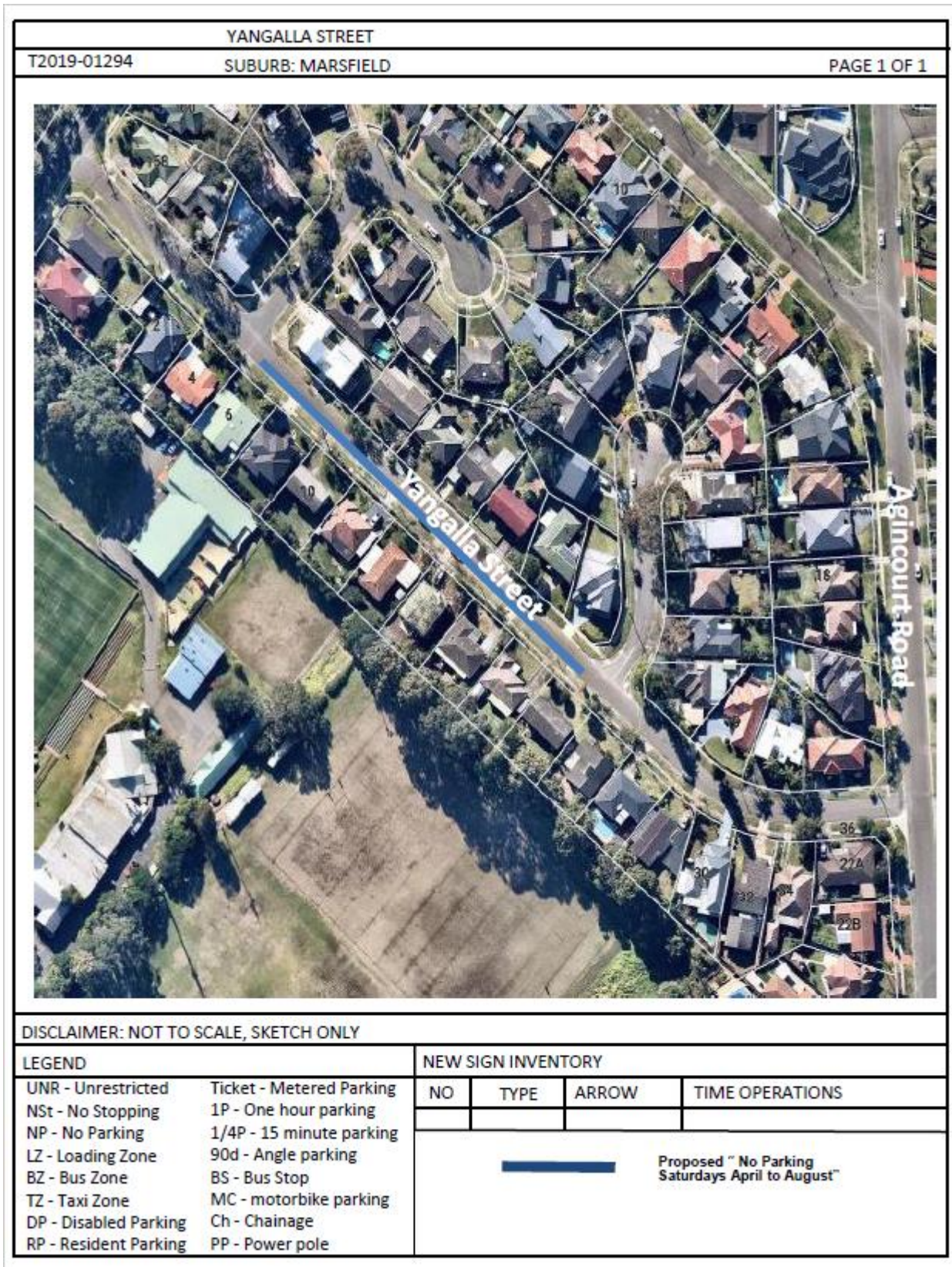


Figure H2: Proposed No Parking Zone



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**ITEM (I) HARVARD STREET, GLADESVILLE**

SUBJECT: **LOADING ZONE**
ELECTORATE: LANE COVE and RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2190711 & T2019-00648
OFFICER: P DAVIDSON

INTRODUCTION

City of Ryde has received representation from the delivery drivers of surrounding businesses requesting consideration be given to installing a loading zone to service the shops located on the north eastern corner of Pittwater Road and Harvard Street, Gladesville.

BACKGROUND

The on-street parking on Pittwater Road and Harvard Street in the vicinity of the the shops located on the north eastern corner of Pittwater Road and Harvard Street, Gladesville is highly utilised and frequently occupied throughout the day. As a result, it is difficult to park a delivery truck in a safe and accessible location to load and unload.

The proposal is to modify the existing parking arrangement in Harvard Street, adjacent to the businesses to include a 9 metre long 'Loading Zone – At All Other Times'. The existing 'No Parking Zone – Tuesday 5am to 11am' will remain.

The short length of kerb side parking will cater for both deliveries to businesses and the routine waste collection which occurs on Tuesday between 5am and 11am.

CONTEXT

Two locations were considered:

- The two parking spaces at the northern end of the existing ¼ P parking and the Mail Zone on Pittwater Road's northbound approach to the Venus Street roundabout. A truck parking in this location would obstruct sight distance between pedestrians and vehicles, and drivers and pedestrians, thereby making the crossing point unsafe. It would also result in the loss of two on-street parking spaces that would erode the convenient access outside the shop frontages ; and
- On the north-eastern side of Harvard Street, outside 20 Pittwater Road frontage to Harvard Street there is an existing 20 metre long 'No Parking Zone – Tuesday 5am to 11am' to permit waste collection. At all other times parking is unrestricted. The commercial zone frontage to Harvard Street is a more favourable location as it provides the opportunity to accommodate a loading zone in a location near the



shops and make use of an area that has existing parking limitations and does not directly impact on neighbouring resident on-street parking.

• **REFERENCES**

[NSW] *Road Rules 2014* Rule 179

COMMUNITY ENGAGEMENT

Thirteen surveys were distributed to the local owners & tenants as shown in Figure I1 to determine the level of support for the proposal to modify the existing 'No Parking Zone – Tuesday 5am to 11am' on Harvard Street to include a 9 metre long 'Loading Zone – At All Other Times'.

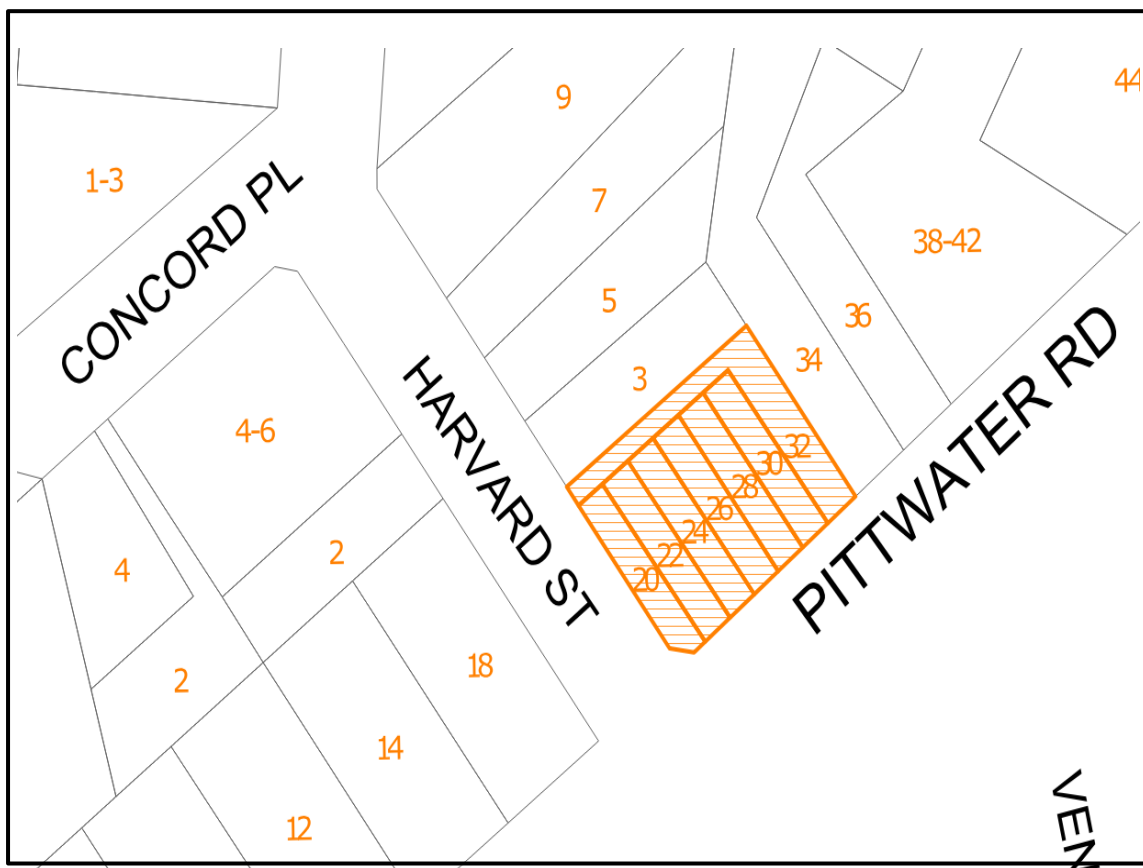


Figure I1: Community Engagement Distribution Map

Two (2) responses were received. A summary of the survey results is provided in Table 1, with more details as follows:



Location	(Pittwater Road)
Surveys distributed	13
Responses received	2
Support	0
DO NOT support	2
Undecided	0
Not specified	0

Table 11: Summary of survey results

Both the responses received did not support the proposal.

DISCUSSION

There were different reasons for not supporting the proposal.

- There has been no problem for deliveries to date as there is a driveway at the back of the commercial properties, accommodating deliveries and also there is 15min parking on Pittwater Road.
- There is no safe pedestrian access from the parking on Harvard Street outside 20 Pittwater Road (i.e. Café) to the pedestrian pathway. This is due to recent installation of a new stone/garden bed.
- There are residents living above 20 Pittwater Road. They do not support the facilitation of commercial trucks out of business hours but would support a Loading Zone 7am to 5pm Monday-Friday and 8am -12pm on Saturday to maintain parking for adjacent residents.

The use of the common driveway is not appropriate for the delivery vehicles to load and unload as parking on a driveway is an illegal practice under the NSW Road Rules.

While there is lack of support for a full-time loading zone it is affirmed that a Loading Zone is required as the existing available parking is highly utilised throughout the day and the delivery vehicles require a secure and appropriate location to load and unload. The loading zone permits general vehicles to drop-off and pick-up at any time which is consistent with the current No Parking 5am-11am Tuesday restriction. The driveway can be maintained as a means of access to the businesses.

Under the circumstances, it is recommended that Council proceed with the proposal to modify the existing 'No Parking Zone – Tuesday 5am to 11am' on Harvard Street to include a 9 metre long 'Loading Zone – 7am to 5pm Monday-Friday.



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 any remaining approvals be sought.

PROPOSAL

That a 9 metres long “Loading Zone – 7am to 5pm Monday-Friday” be installed on Harvard Street, Gladesville.



Figure I2: Proposed Loading Zone



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**ITEM (J) COBHAM LANE, MELROSE PARK**

SUBJECT: **PARKING RESTRICTIONS**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-16534 & T2019-01398
OFFICER: L KUNG

INTRODUCTION

City of Ryde has received representation from the local residents requesting consideration be given to restrict parking in Cobham Lane, Melrose Park.

CONTEXT

- Cobham Lane is a two-way local road with a posted limit of 50km/h.
- Carriageway is approximately 5m wide and 80m long.
- Parking along the laneway is unrestricted.
- Cobham Lane connects to Wharf Road to the west and Cobham Avenue to the east.
- There are currently two properties that have vehicular access via Cobham Lane only.

REFERENCES

- [NSW] *Road Rules 2014* Rule168: No Parking signs

COMMUNITY ENGAGEMENT

62 surveys were distributed to local residents and businesses to determine the level of support for the proposal as shown in Figure J1.

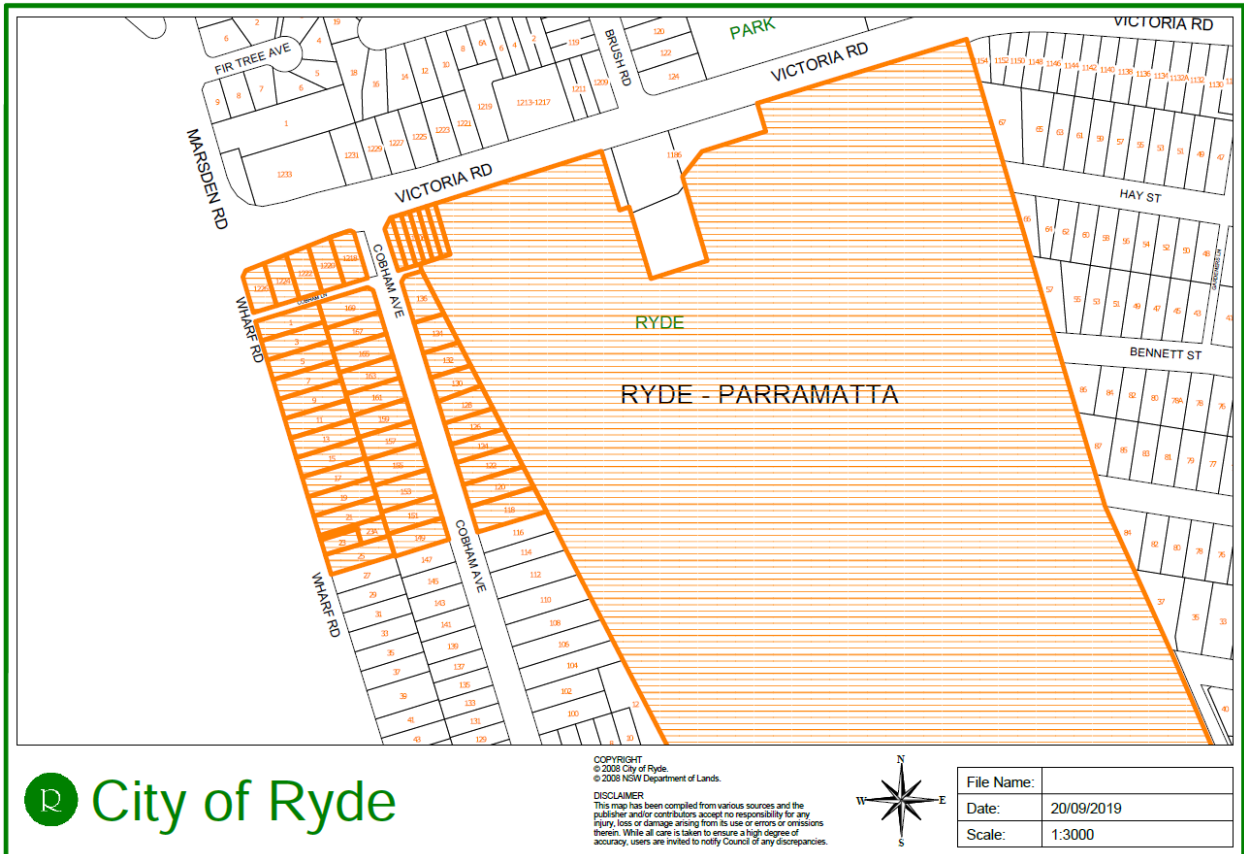


Figure J1: Community Engagement Distribution Map

A summary of the survey results are provided in Table 1 below which indicate six of the eight responses received were supportive of the “No Parking” proposal on both sides of the laneway. However some of the responses requested that parking be restricted to one side only due to the lack of parking available in the area.

Location	Total
Surveys distributed	62
Responses received	8
Support	6
DO NOT support	2
Undecided	0
Not specified	0

Table J1: Summary of Survey Results

DISCUSSION

This request was raised by a local community group in Melrose Park who were concerned with the unrestricted parking in the lane way. Given that Cobham Lane is approximately 5 metres wide, when vehicles are parked on both sides, it is difficult for emergency vehicles



to pass. To address the issue, Council initially proposed to install a “No Parking” zone on both sides of the laneway however, due to the lack of community support, the proposal has been reduced to one side only.

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 any remaining approvals be sought.

PROPOSAL

That a “No Parking” zone be installed on the northern side of Cobham Lane, Melrose Park.

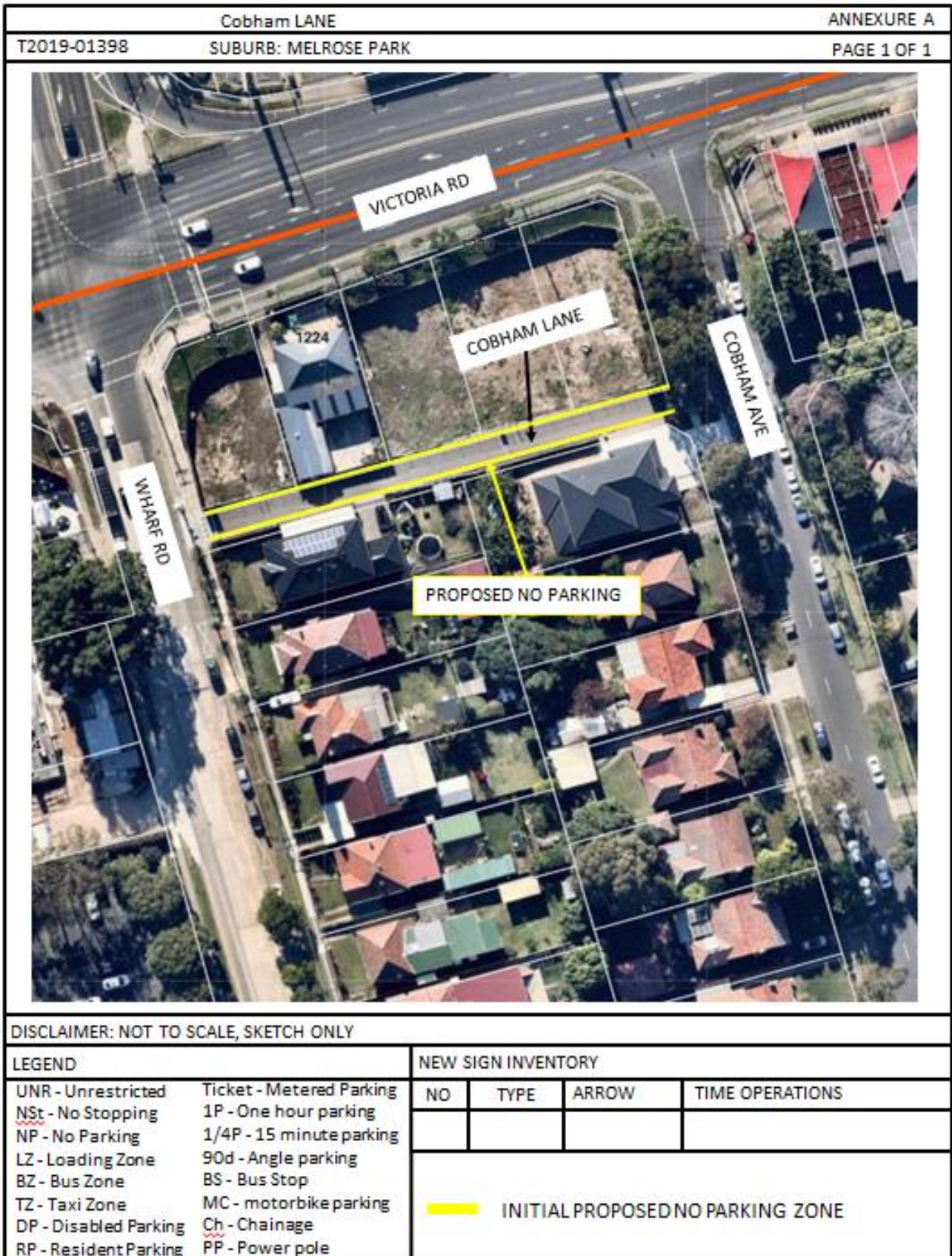


Figure J2: Initial Proposed No Parking Zone

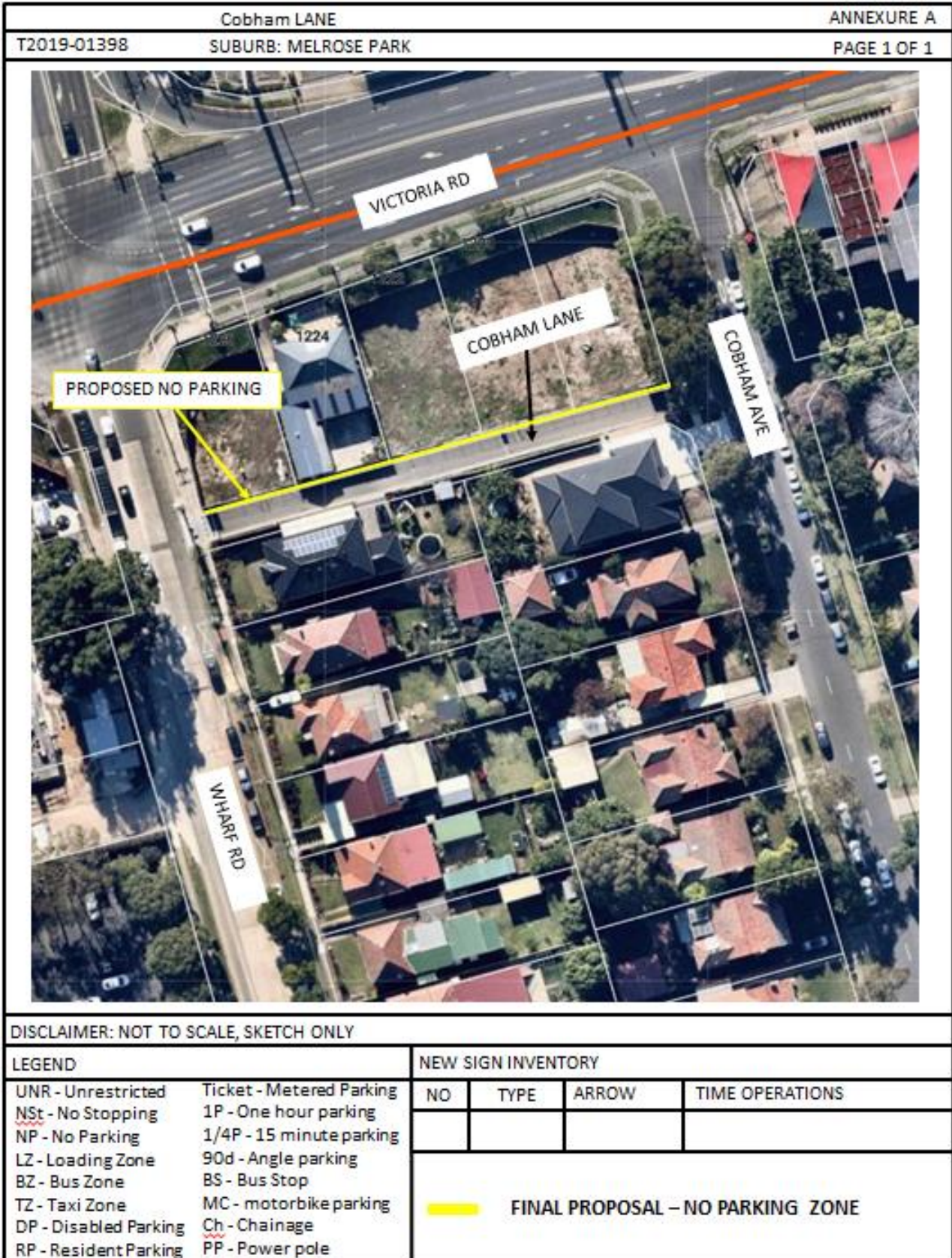


Figure J3: Final Proposed No Parking Zone



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ITEM (K) AGINCOURT ROAD, MARSFIELD

SUBJECT: PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01237
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from the Eastwood/Marsfield Scouts requesting that No Parking restrictions be signposted between the access driveways at 72/74 Agincourt Road and that the Mail Zone located outside 72 Agincourt Road, Marsfield be signposted appropriately. Agincourt Road is a local road with a posted speed limit of 50km/h.

COMMUNITY ENGAGEMENT

No consultation was undertaken as part of the proposal as the only property that will be directly affected by the proposal is the Eastwood/Marsfield Scouts who made the request in the first instance.



Figure K1: Location Plan



DISCUSSION

There is a small space between the access driveways serving 72 & 74 Agincourt Road, Marsfield where vehicles attempt to park and in doing so block access to the two adjoining driveways. The proposal will eliminate this from happening whilst still allowing people and goods to be dropped off or collected from outside these two properties.

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 any remaining approvals be sought.

PROPOSAL

That a No Parking Zone be installed across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.



Figure K2: Proposed No Parking & Mail Zones along the frontage of 72/74 Agincourt Road, Marsfield

**ITEM (L) MYRA AVENUE, RYDE (NORTHCROSS CHRISTIAN SCHOOL)**

SUBJECT: NO STOPPING RESTRICTIONS
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01384
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has been working with Northcross Christian School (NCS), Ryde over a number of years to address traffic and road safety issues on streets that have a school frontage. The two streets where much of this work has been concentrated is Dobson Crescent and Myra Avenue, Ryde.

BACKGROUND

NCS is located between Dobson Crescent and Myra Avenue, Ryde with a school drop off facility currently in operation on school grounds. Vehicles access the school via Dobson Crescent, Ryde and then egress onto Myra Avenue, Ryde where all traffic exiting from the school is required to turn right to access Lane Cove Road.

CONTEXT

- Myra Avenue is a narrow local road that loops around providing two access points onto Lane Cove Road.
- It is a self-contained road whereby no through traffic can use the street.
- Parents also use Myra Avenue as a collection point for their children.
- There are currently school hour No Stopping restrictions on Myra Avenue north of the egress point from NCS.

COMMUNITY ENGAGEMENT

Residents have been previously consulted regarding whether they would support the “All Traffic” requirement to be removed that faces parents when they egress onto Myra Avenue, to enable both access points onto Lane Cove Road to be used more effectively. There was significant opposition from local residents to remove this restriction.

It is proposed that part time school hour restrictions be installed on the northern side of Myra Avenue along the school frontage immediately south of the access point to the School to improve traffic flow.



Figure L1: Egress Point onto Myra Avenue

DISCUSSION

Site inspections were undertaken on a number of occasions to assess the impact that the internal KISS and DROP zone has on traffic flow along Myra Avenue. The All Traffic restriction that faces parents does cause localised congestion in the street, but this is primarily concentrated in a 10 minute window centred around 3:05 – 3:15pm. Site observations indicate that all parents except one comply with the requirement to turn right at the egress point on Myra Avenue.

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 any remaining approvals be sought.



Figure L2: Proposed Part time No Stopping restrictions

PROPOSAL

That a “No Stopping 8-9:30am & 2:30-4pm School Days Only” zone be installed on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.



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ITEM (M)	BELMORE STREET, RYDE
SUBJECT:	UPGRADE THE ROUNDABOUT
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01403
OFFICER:	L KUNG

INTRODUCTION

A post construction Road Safety Audit has been commissioned to investigate speeding issues at the Belmore Street and Rothesay Avenue, Ryde roundabout. A number of improvement works were recommended in the Road Safety Audit for Council's consideration.

BACKGROUND

The existing roundabout at the intersection of Belmore Street and Rothesay Avenue, Ryde was constructed as part of an adjacent property development. Council received a number of requests from local residents concerning speeding issues at the existing roundabout.

A site investigation indicated that the existing roundabout at the intersection of Belmore Street and Rothesay Avenue, Ryde was not effectively controlling the speed. In an attempt to address the speeding issue at this location, Council commissioned a Road Safety Audit. The Road Safety Audit recommended a number of improvements to address the safety issues at the existing roundabout. Following the Road Safety Audit, a detailed design will be undertaken to incorporate the proposed upgrade works as shown in Figure M1.

The Road Safety Audit will be electronically provided to the committee members.

CONTEXT

- The roundabout is located at a T-intersection.
- Belmore Street and Rothesay Avenue, Ryde are local roads with a posted speed of 50km/hr.

DISCUSSION

Below are the proposed improvements as referenced in Figure M1:-

1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.



2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.
7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

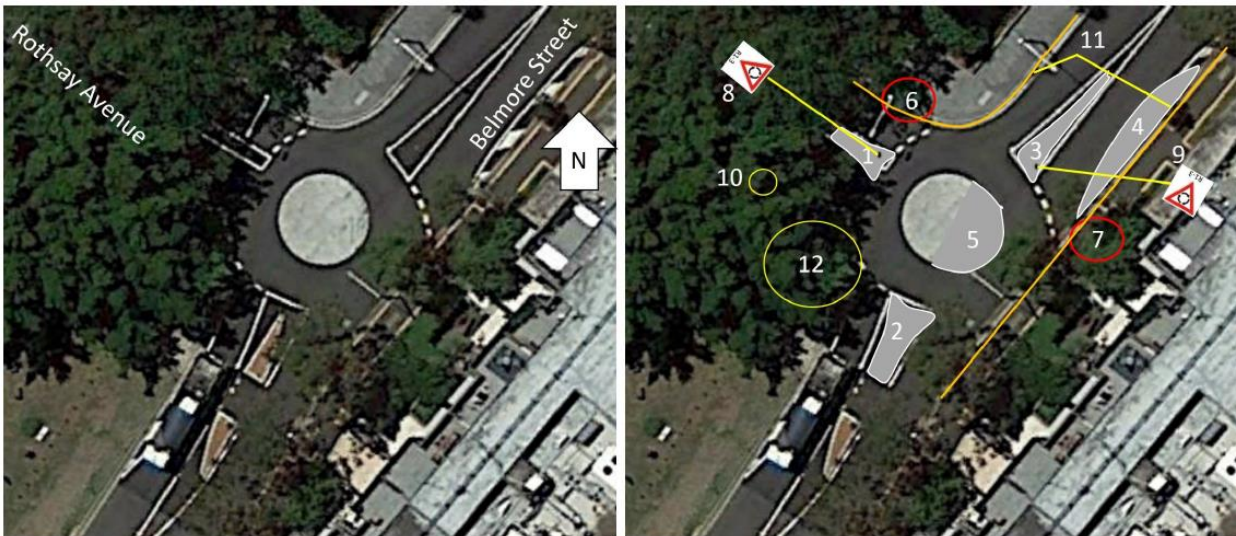


Figure M1: An aerial view of the existing intersection and proposed improvement concept

PROPOSAL

The recommended improvements shown in Figure M1 and listed below be implemented subjected to a detailed design:

1. Provide a raised splitter island in the Rothsay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.
2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothsay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.



7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

**ITEM (N) 2020 RTC MEETING DATES**

SUBJECT: **2020 RYDE TRAFFIC COMMITTEE MEETING DATES**
ELECTORATE: LANE COVE and RYDE
WARD: WEST, CENTRAL and EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01316
OFFICER: M ILYAS

INTRODUCTION

This Item advises the Ryde Traffic Committee (RTC) meeting dates to be held in 2020.

DISCUSSION

An enhanced level of consultation, utilising Council's on-line 'Have Your Say' survey functionality, has increased the lead-time required to complete the preparations for consultation with residents and to interpret / incorporate these results into the subsequent RTC Agenda Report.

Additionally, RTC resolutions are considered by Council at the next available Works and Community Committee (W&CC) or Council meeting. This increased activity relating to each RTC Agenda item, along with the current RTC meeting dates, and the lead-time required to prepare the W&CC meeting agenda, has often meant that the RTC resolutions are incorporated into a much later W&CC or Council meeting. This then creates a significant delay before implementation, often resulting in complaints from residents.

The 2020 RTC meetings have been scheduled to commence at 10am on the following dates and locations (Meeting rooms at Top Ryde TBC):

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020 - Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

**PROPOSAL**

To hold the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates:

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020 - Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers


ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2* below, were approved under Delegation. The matters outlined in *Table 3*, below, were approved under Electronic Traffic Committee process.

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

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Blaxland Lane and Lee Avenue, Ryde	10m statutory "NO STOPPING" at the intersection and at the end of cul-de-sac in front of the footpath.	Rule 170 Stopping at an intersection. Rule 198 Obstructing access to and from a footpath, driveway etc.	TBC

Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date

Table 3 Matters Approved under Electronic Traffic Committee Process

Item	Location	Parking Control Measure	Consultation	Installation Date
Item R	6 Endeavour Street, West Ryde	Install "No Stopping" at the car park located on the Endeavour Street frontage of the Shell Service Station at its boundary with West Ryde Public School.	Business consulted	Oct 2019



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**LATE ITEM (1) GERARD LANE (NORTH OF GERARD STREET), GLADESVILLE**

SUBJECT: **NO STOPPING IN GERARD LANE**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01518
OFFICER: J QUAN

INTRODUCTION

During a recent site inspection of Gerard Lane, City of Ryde officers noticed the narrow width of Gerard Lane, Gladesville which is inadequate for through traffic and emergency vehicles. City of Ryde proposes to install No Stopping in Gerard Lane, north of Gerard Street, Gladesville.

BACKGROUND

Gerard Lane is a service lane which runs parallel to Victoria Road with a carriageway width of approximately 5 metres. Gerard Lane, north of Gerard Street carries two-way traffic to and from 12 lots comprising single residential dwellings, medium density residential developments, commercial offices and retail shops (e.g. motor repair workshops and a legal service). It is intended to connect Gerard Lane with Osgathorpe Road, however the timing of the connection depends on the redevelopment of 328 Victoria Road, Gladesville which is yet unknown. The two-way Gerard Lane is effectively restricted to a one-way road when there are vehicles parked in Gerard Lane.

CONTEXT

- There are two existing No Parking 5am – 10am Tuesday zones on the western side of Gerard Lane to facilitate domestic waste collection for the residents.
- No Stopping applies to the western side of Gerard Lane, except for the waste collection zones.

REFERENCES

- [NSW] *Road Rules 2014* Rule 208 – Parallel parking on a road (except in a median strip parking area)
- *Australian Standard AS2890.5-1993* – Parking facilities – On-street parking
- *Austrroads Guide to Road Design 2010* Part 3: Geometric Design

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for the installation of No Stopping in Gerard Lane, north of Gerard Street, Gladesville.



In total ten (10) responses were received, six (6) in support of the proposal and four (4) against. Three (3) of the residents/businesses who did not support the proposal cited the lack of available parking in proximity as the primary reason for the objection. The other response received does not support the proposal until the construction is ready to begin at 312 Victoria Road, Gladesville.

In relation to the lack of parking, it is observed during the site visits that whilst the parking occupancy in Gerard Street and Gerard Lane is high, there are parking spaces available within a reasonable walking distance from Gerard Lane.

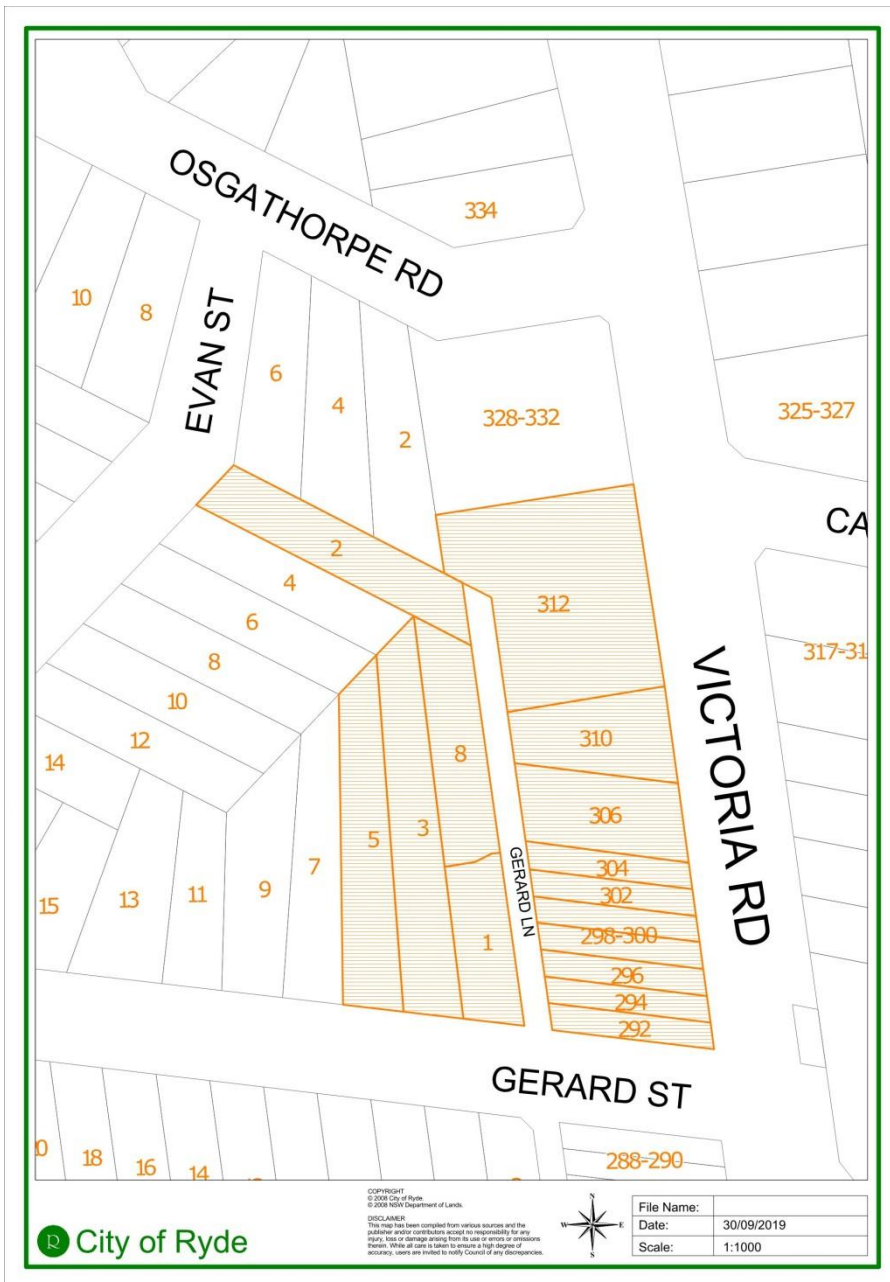


Figure 1: Community Engagement Distribution



DISCUSSION

The kerb-side parking provided on Gerard Lane outside waste collection hours restricts the road to one-way only. Furthermore, the kerb-side parking does not comply with NSW Road Rules, Australian Standards or Austroads Guide to Road Design.

A driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass. With the carriageway of Gerard Lane being approximately 5 metres, the width of parallel parking spaces shall not be more than 2 metres in order to comply with existing Road Rules.

Australian Standards also specify that the minimum width from the kerb to the left-hand edge of the nearest moving traffic lane should be 2.6 metres. Provided a kerb-side parking lane that is compliant with Australian Standards in Gerard Lane would have left only 2.4 metres for two-way traffic.

Therefore, it is considered the best practice from a traffic engineering perspective, to install No Stopping on both sides of Gerard Lane, outside of waste collection hours. This will improve traffic movement and access for emergency vehicles

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 the remaining approvals be sought.

PROPOSAL

That 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones be installed on the western side of Gerard Lane north of Gerard Street, Gladesville.



Figure 2: Proposed No Stopping Zone in Gerard Lane



LATE ITEM (2) **HEPBURN AVENUE, GLADESVILLE**
SUBJECT: **NO PARKING ZONE**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01680
OFFICER: J BEGLEY

INTRODUCTION

A local resident has requested that a disabled parking space be provided outside his property at 1 Hepburn Avenue, Gladesville to facilitate access for his wife who has a medical condition.

CONTEXT

- Hepburn Avenue is a local road with no parking restrictions west of Gerard Lane.
- Gerard Lane is a local road with a constrained carriageway width of 5m.

COMMUNITY ENGAGEMENT

No consultation has been undertaken with the local community regarding the proposed works as the extent of the works will be wholly contained along the frontage of No: 1 Hepburn Avenue, Gladesville.



Figure 2: Location Plan

DISCUSSION

The vertical alignment of Hepburn Avenue outside the resident's property is quite steep between 1:4 to 1:5 with the Australian Standard requirement for disabled parking requiring a fall not exceeding 1:40 in either the direction of parking or at 90 degrees to it. The



steepness of the street prohibits a disabled parking space from being provided. While Gerard Lane is flat, the width of the laneway at 5m prohibits the installation a dedicated disabled parking space which has a requirement to be 3.2m wide.

The resident has a garage at the rear of his property however due to his wife's condition she can no longer access the rear of the property. Given that the resident's wife can walk, the installation of a No Parking zone outside his property would allow him and others taking her to medical services the facility in which to drop her off and collect her in close proximity to the front access point. It should be noted that the time restriction for parking in a No Parking zone for persons with a disabled permit has been extended to 5 minutes.



Figure 2: Proposed No Parking Zone outside 1 Hepburn Avenue

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

That a 5.4 metre long No Parking zone be installed preceding the No Stopping zone outside 1 Hepburn Avenue, Gladesville.

ADVISORY ITEM 2 MORRISON ROAD, PUTNEY

SUBJECT: UPGRADE OF PEDESTRIAN REFUGE
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
REFERENCE: HELPDESK-16009 & T2019-00822
OFFICER: J BEGLEY

INTRODUCTION

The following notice of motion was raised at the Council meeting of 23 July 2019.

“That due to the increased activation at Morrison Road Putney, Council considers the following with reports to be provided back to Council via the Ryde Traffic Committee:-

- (a) *That the pedestrian refuge on Morrison Road, opposite Bremner and Morrison Bay Park be converted to a pedestrian crossing.”*



Figure 1: Location Plan

DISCUSSION

Before a location can be considered for a pedestrian crossing it must meet minimum warrants set by Roads and Maritime Services which are based on pedestrian and vehicle numbers. The information below explains how this works:



Normal Warrant:

A pedestrian (Zebra) crossing is warranted where in each of three separate one hour periods in a typical day:

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

Traffic counts undertaken along Morrison Road on the 20th and 21st September 2019 indicate that the location does not meet the warrant for a pedestrian count.

Fri 20th Sept 2019	Pedestrians (P)	Vehicles (V)	P x V
10:00am – 11:00am	15	525	7875
12:00am – 1.00pm	18	625	11250
2:00pm – 3:00pm	16	574	9184
Sat 21st Sept 2019	Pedestrians (P)	Vehicles (V)	P x V
10:00am – 11:00am	23	325	7475
1:00pm – 2:00pm	20	458	9160
4:00pm – 5:00pm	18	290	5220

The location will be reassessed in 6 months time.

For information only.

**ADVISORY ITEM 3 CRESSY ROAD, RYDE****SUBJECT: CHANGE OF PARKING PERIOD ASSOCIATED WITH
RESIDENT PARKING SCHEME****ELECTORATE: RYDE**
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01365
OFFICER: J BEGLEY**INTRODUCTION**

The following notice of motion was raised at the Council meeting of 23 July 2019.

“That subject to Ryde Traffic Committee endorsement, staff change the 2 hour resident parking to 1 hour resident parking in Cressy Road, between Buffalo Road and Holly Avenue, for a six (6) month trial and report back to Council on the outcomes.”

DISCUSSION

The Roads and Maritime Services (RMS) policy document on permit parking was updated in October 2018. Council has modified its parking permit policy so that it is consistent with the RMS document. It should be noted that the RMS document “Permit Parking Version 4.0” is mandatory for Council to adhere to.

Council will be placing its draft permit parking policy on public exhibition in October 2019 for comment. Until Council adopts this draft document, no new or extended resident parking schemes are to be installed within the City of Ryde.

The policy states that for consistency all resident parking schemes within the City of Ryde local government area will be of the same duration, namely 2 hours, thus changing 2 hour resident parking to 1 hour resident parking in Cressy Road, between Buffalo Road and Holly Avenue cannot be installed.

For information only.



Figure 1: Location Plan

**ADVISORY ITEM 4 CHARLES STREET, RYDE**

SUBJECT: REMOVE PAINTED ISLAND
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-15971 & T2019-01259
OFFICER: L KUNG

INTRODUCTION

City of Ryde has received representation from local residents requesting consideration be given to removing the painted island outside 12 Charles Street, Ryde and converting it to kerbside parking.

DISCUSSION

Following an on-site meeting with local residents of Charles Street in April 2019 in relation to removal of the painted island outside 12 Charles Street and to install a “No Stopping” zone outside 8 and 10 Charles Street, it was agreed that the “No Stopping” zone which was approved by the Traffic Committee be installed and further investigation be undertaken to remove the painted island.

Subsequently, a Road Safety Audit (RSA) was commissioned to determine the safety implications from converting the painted island to a kerbside parking outside 12 Charles Street. The RSA recommended that there is no major safety impact on the traffic and parking conditions after removal of the painted island at this location.

In addition, the RSA recommended that a continuity line be installed to join the two marked parking lanes to keep southbound vehicles along the travel lane and away from the newly created parking space.

CONTEXT

- Charles Street is a local road with a posted speed of 50km/hr.
- There is a left horizontal curve approaching 12 Charles Street heading southbound.
- Kerbside parking is on both sides of Charles Street.

PROPOSAL

To remove the painted island outside 12 Charles Street, Ryde and install a continuity line as per *Figure 1*.

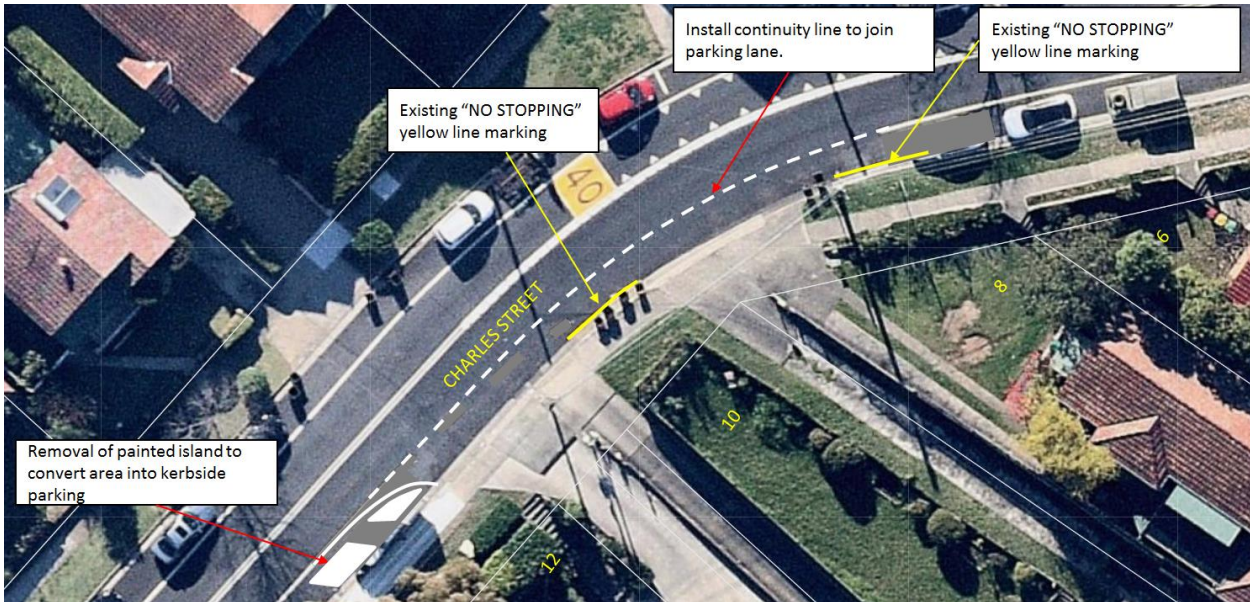


Figure 1: Proposed Plan



ADVISORY ITEM 5 WHARF ROAD, MELROSE PARK

SUBJECT: UPGRADE OF EXISTING PEDESTRIAN CROSSING
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01600
OFFICER: J BEGLEY

INTRODUCTION

Melrose Park Public School is located on the western side of Wharf Road which forms the boundary between the City of Parramatta (CoP) and City of Ryde (CoR) council areas. All matters pertaining to traffic and road safety issues associated with this school fall under the care and control of the CoP.



Figure 1: Location Plan

DISCUSSION

CoR has been contacted by CoP seeking concurrence that the existing at –grade pedestrian crossing be converted to a combined children’s and pedestrian crossing. No changes are proposed to the statutory No Stopping restrictions with the only changes required being the installation of STOP lines on both approaches to the pedestrian crossing.

It should be noted that candy poles and children crossing flags will also form part of the treatment. All works associated with this minor upgrade fall under the care and control of CoP.

No consultation is required as there will be no changes to the extent of the full time No Stopping restrictions associated with the existing pedestrian crossing.

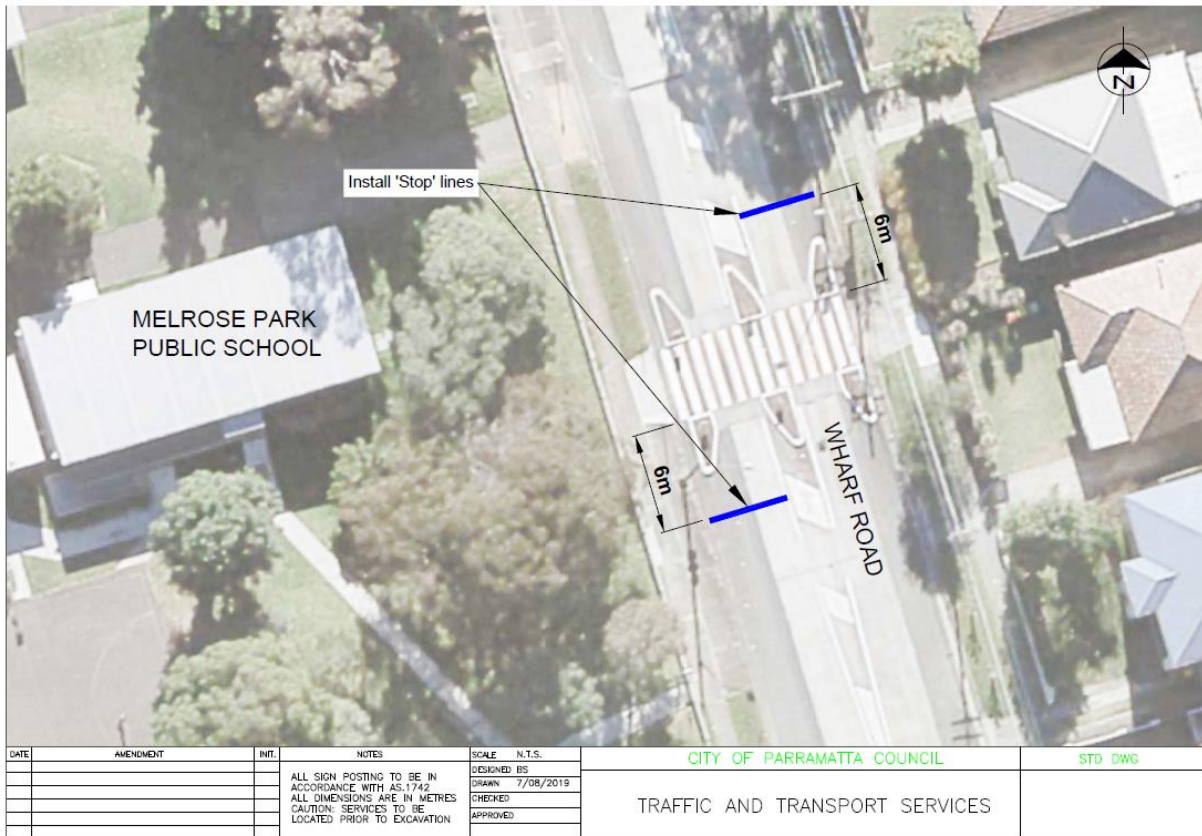


Figure 2: Upgrade of existing pedestrian crossing to become a combined children & pedestrian crossing

For information only.