



ITEM (A): MEADOWBANK EDUCATION EMPLOYMENT PRECINCT
SUBJECT: TRAFFIC FACILITIES

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

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

The NSW Department of Education was granted development consent by the Minister for Planning and Public Spaces Site at the subject site, namely, 2 Rhodes Street, Meadowbank Lot 10 DP 1232584 for the following development to occur.

The development of the Meadowbank Education and Employment Precinct Schools Project provides for new co-located primary and secondary schools and intensive English learning centre, comprising:

- construction of an up to seven storey multi-purpose building, including:
 - collaborative general and specialist learning hubs and adaptable classroom home bases.
 - library, laboratories and workshops.
 - indoor gymnasium, canteens and multi-purpose communal hall.
 - staff workplaces.
- site landscaping, open space and open and covered sports courts/fields, tree removal and planting, fencing and pathways.
- flooding and stormwater management works.
- 60 staff car parking spaces
- school building identification signage.

Conditions of Consent associated with the development documented the Pedestrian Infrastructure Improvements by clause B44 which states.

Within six months of the commencement of construction, the Applicant must prepare a public domain enhancement strategy in consultation with Council and submit this to the satisfaction of the Planning Secretary to encourage walking and cycling to the school. The Strategy must include details for the delivery of 2.5 metre Shared User Paths along the following locations prior to commencement of operation of the schools unless otherwise agreed in writing by the Planning Secretary under condition B45:

- (a) the western side of Hermitage Road;
- (b) the southern side of Macpherson Street, between Mellor and Bowden Streets;



- (c) the eastern side of Bowden Street, from Victoria Road to Macpherson Street;
- (d) the southern side of Squire Street; and
- (e) the southern side of Rhodes Street;

Under Clause B45. The Planning Secretary will consider alternative proposals to the delivery of the 2.5 metre Shared User Paths required under condition B44, including reduced footpath widths, that encourage walking and cycling to the school and deliver proposed mode shifts, where evidence is submitted as part of the Strategy, having regard to the following:

- (a) Demonstration that the works are not feasible in a particular location due to the impacts on infrastructure or street trees and a reduced footpath width or alternates are proposed; or
- (b) An agreement is in place with Council for alternative upgrade works, or works are to be brought forward by Council under its S7.11 Development Contributions Plan.

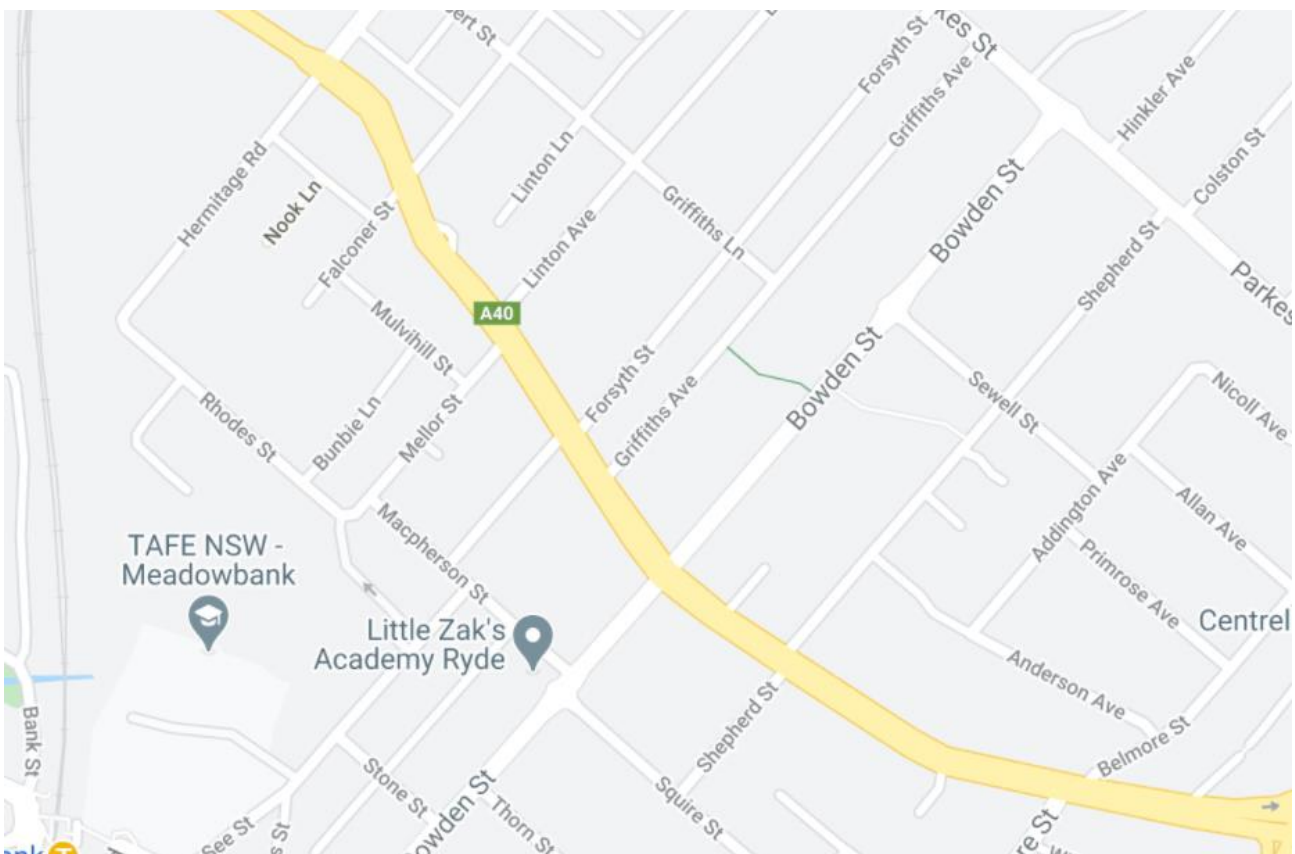


Figure 1: Location Plan

PROPOSAL

Hermitage Road:

The proposal will see an extension of the existing shared user path located on the western side of Hermitage Road. The existing shared user path currently terminates at a commercial driveway associated with Sydney Water. From this point the shared user path will become an elevated shared user path, thus providing clearance to tree roots located underneath. From this point a 1.2m wide footpath will be provided along the western side kerb of Hermitage Street that will link up with the shared user path at the intersection Rhodes Street and Hermitage Road.



Figure 2: Interface of existing SUP and proposed elevated SUP



Figure 3: Connection Point between Hermitage Road footpath and elevated SUP

Rhodes Street:

The shared user path will continue from the western side of Hermitage Road along the southern side of Rhodes Street which joins the new combined school. The school frontage will become a mix of dedicated bus zones (operating during “to be agreed” school hours), a No Parking “Kiss and Ride” zone and a ¼ P school hours parking zone which will be extended to include the operating hours of any Outside Childcare Hours facility that is scheduled to become part of the school facility.



Figure 6: Rhodes Street looking eastbound

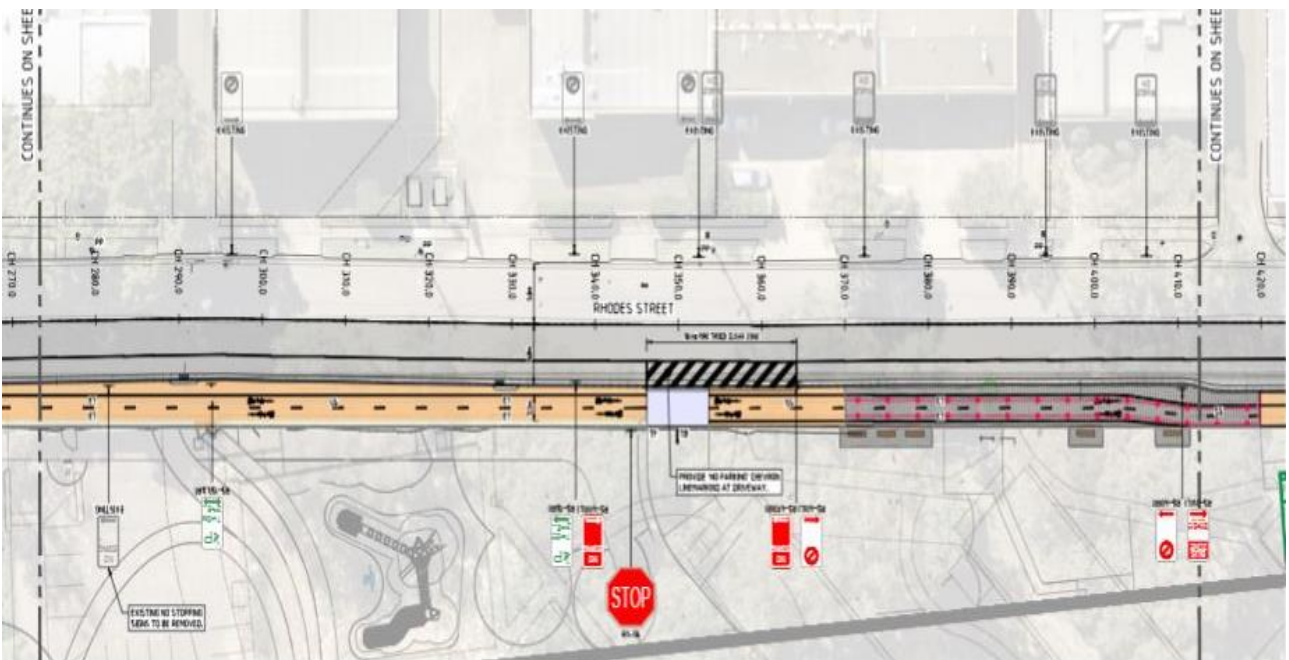


Figure 7: Rhodes Street Facilities

Mellor Street:

The southern side of Mellor Street between Rhodes Street and Macpherson Street will remain as a No Stopping zone.



Figure 8: Dogleg between Rhodes Street and Mellor Street

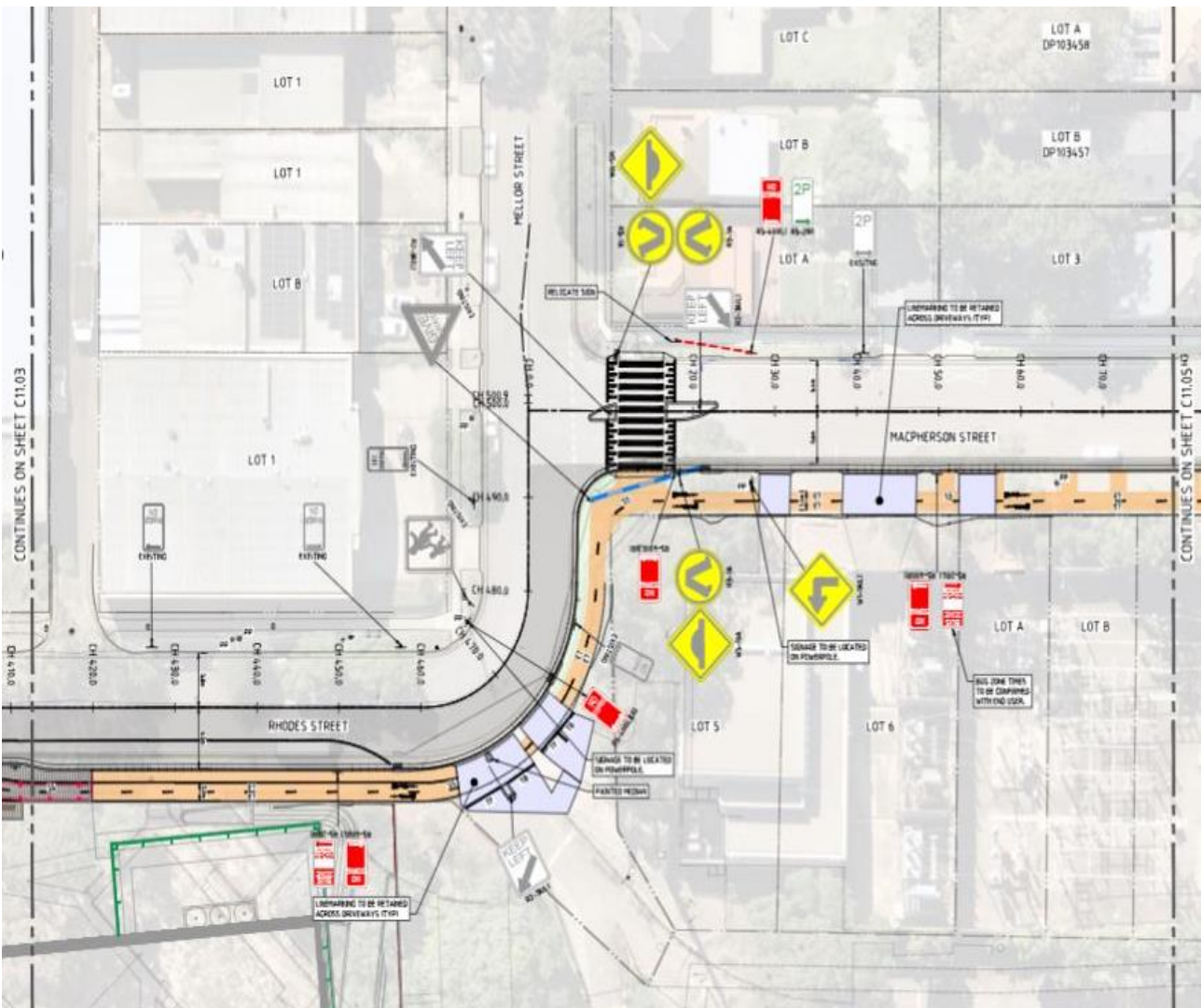


Figure 9: Connection between Rhodes St, Mellor St and Macpherson St



Macpherson Street:

A raised pedestrian crossing is proposed on Macpherson Street at its intersection with Mellor Street, with a combined pedestrian and cycling crossing provided on the eastern end of Macpherson Street where it intersects with Bowden Street. A shared user path will be provided along the full length of the southern side of Macpherson Street.

The rationale behind the combined cycling/pedestrian crossing on the eastern end of Macpherson Street is that all cyclists combining from Bowden Street and areas north of Victoria Road will use this crossing to access the shared user path on the southern side of Macpherson Street.

It is intended that all pedestrians coming from Bowden Street and locations north of Victoria Road will stay on the footpath on the northern side of Macpherson Street and then cross over MacPherson Street at the western end of the street.

Macpherson Street will also see an extended time restricted bus zone on the southern side of the street in advance of the western raised pedestrian crossing



Figure 10: Proposed location of a raised pedestrian crossing on the western end of Macpherson Street



Figure 11: Proposed location of shared user path on the southern side of Macpherson Street



Figure 12: Propose location of combined bicycle and pedestrian raised crossing on the eastern end of Macpherson Street

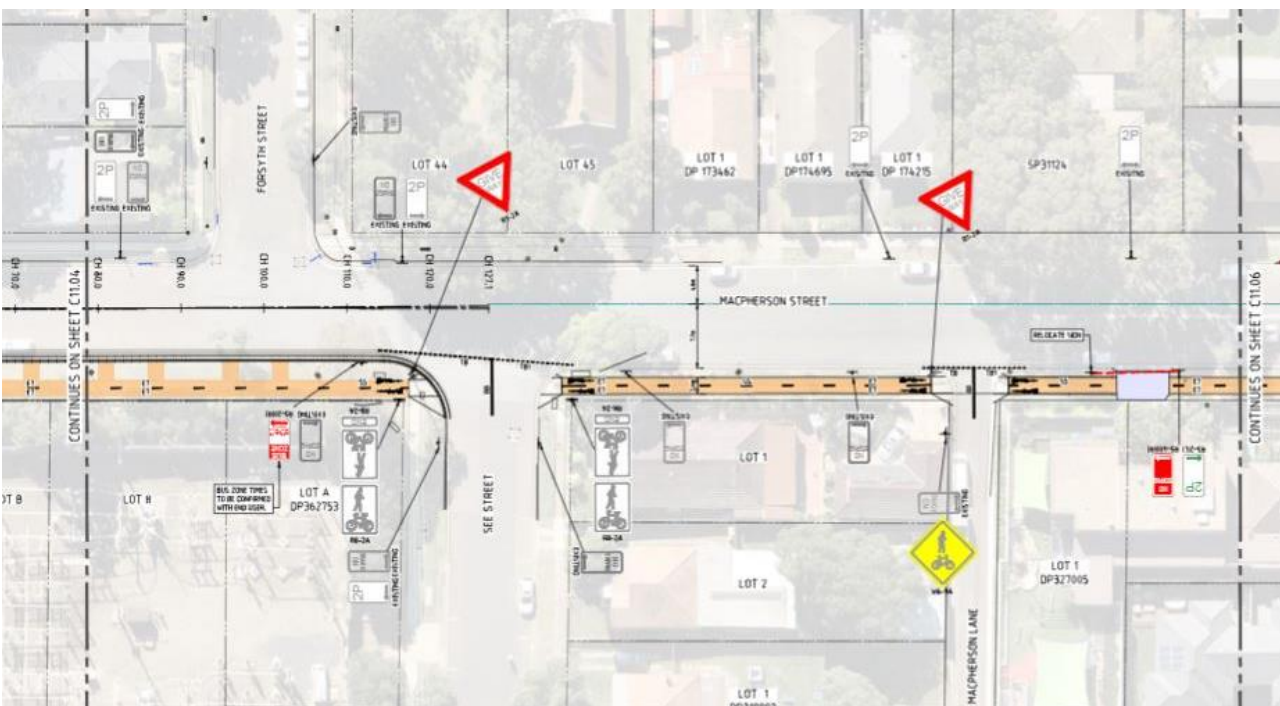


Figure 13: Macpherson Street Facilities

Bowden Street:

Bowden Street will see a shared user path provided on the western side of the street from its intersection with Macpherson Street to Victoria Road. This will link up with the shared user path on the southern side of Macpherson Street via a combined shared pedestrian /cyclist raised crossing on Macpherson Street just west of Bowden Street.

An extended commuter peak hour time restricted No Stopping zone will be provided on the eastern side of Bowden Street between Victoria Road and Macpherson Street to ensure that through traffic is not compromised by the right turning traffic into Macpherson Street.



An additional combined cycling and raised pedestrian crossing will be provided on Bowden Street immediately south of the roundabout with Squire Street. This combined crossing facility will enable cyclists travelling west along Squire Street to traverse Bowden Street to join up with the shared user path along the western side of Bowden Street or along the southern side of Macpherson Street.

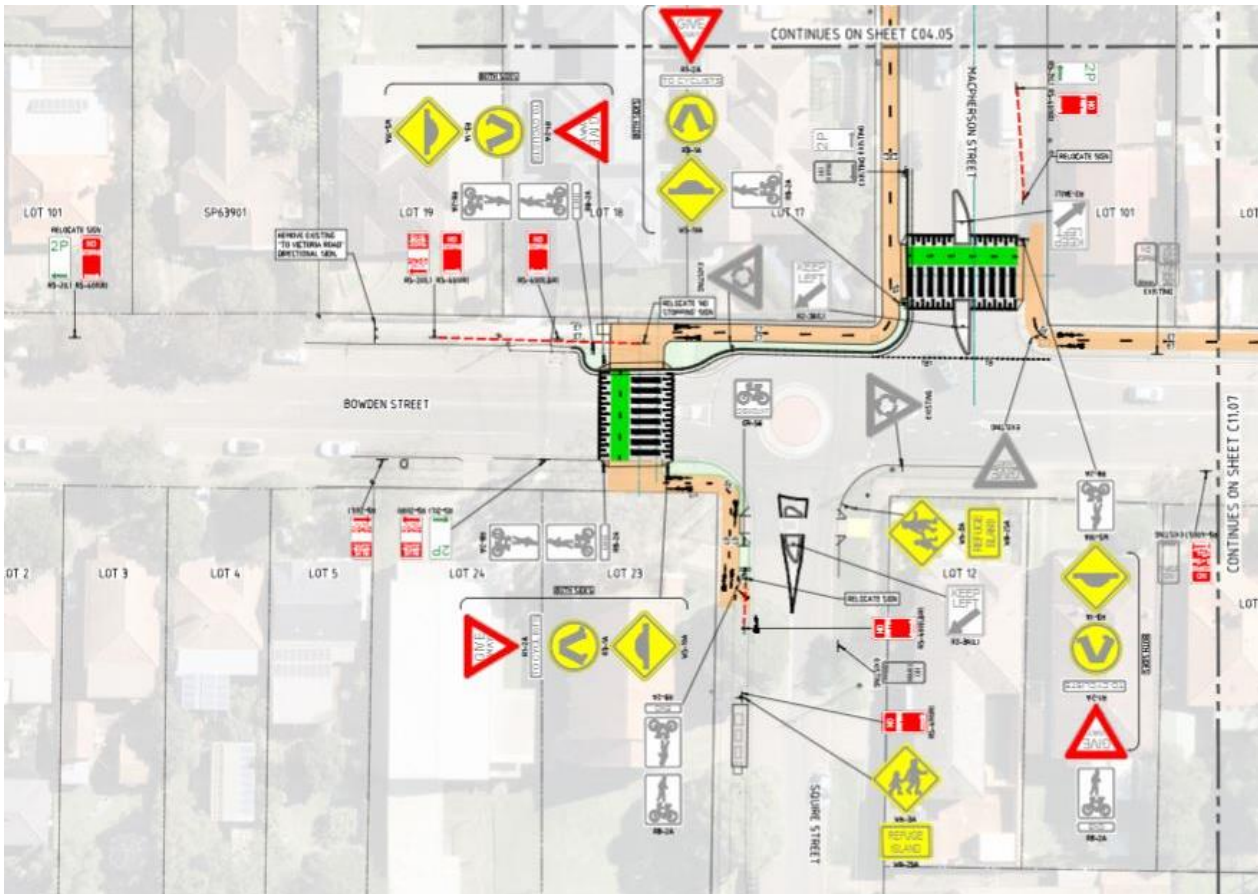


Figure 14: Upgrade of intersection of Bowden St, Squire St and Macpherson St



Figure 15: Proposed location of a SUP on the western side of Bowden Street between Victoria Road and Macpherson Street



Figure 16: Proposed commuter peak hour restrictions on the eastern side of Bowden Street between Victoria Road and Macpherson Street



Figure 17: Proposed location of combined cycling and raised pedestrian crossing on Bowden Street south of Squires Street.

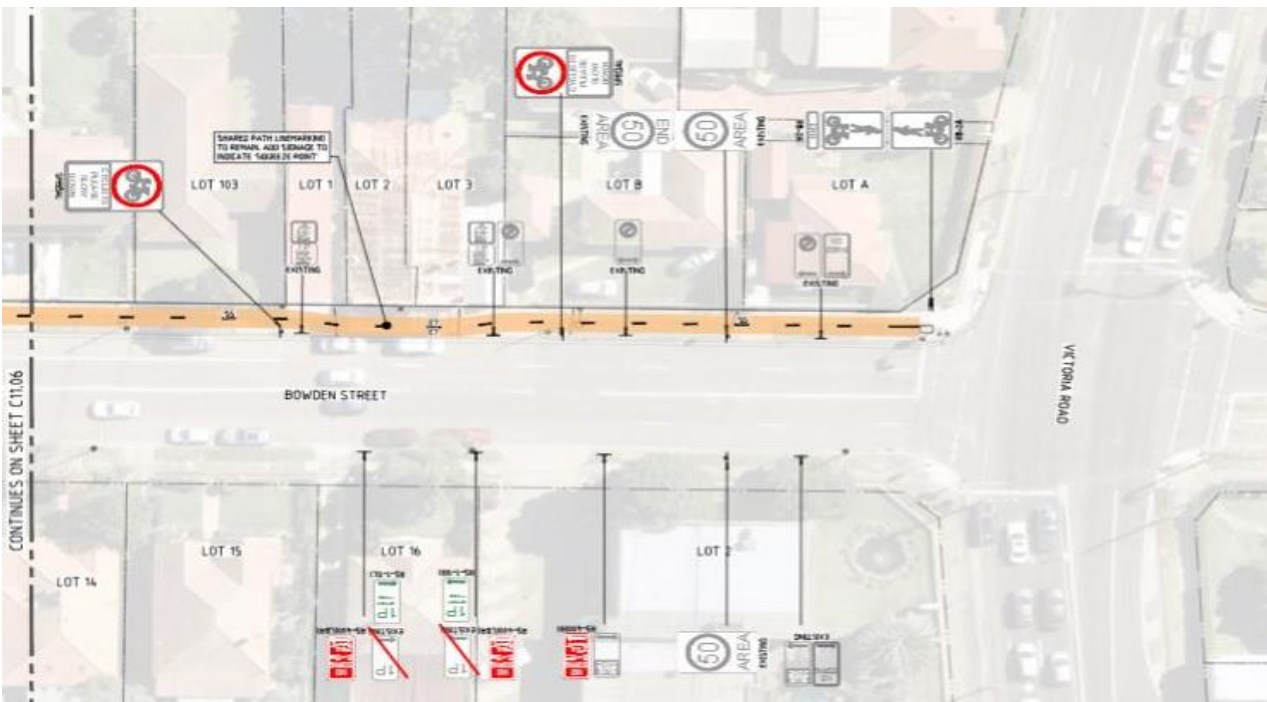


Figure 18: SUP on western side of Bowden Street with timed restrictions on the eastern side

Squires Street:

The existing footpath on the southern side of Squires Street will be rehabilitated to address any deficiencies, with bicycle symbols marked on Squires Street itself. An enhanced splitter island will be provided on the Squire Street approach to the roundabout



Figure 19: Proposed enhancement of splitter island and rehabilitation of footpath on the southern side of Squires Street

Provision of Pedestrian Crossings:

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on vehicular and pedestrian numbers. It should be noted that three raised pedestrian crossings are to be provided, two of which will also combine a cycling crossing. All three locations will be located on the direct pedestrian desire path for students attending the combined primary/secondary school and rehabilitated TAFE that is currently under construction. The primary access point to the primary and secondary school is located off Rhodes Street.

A reduced warrant would apply to these proposed pedestrian crossings which states that in the 2 one hour periods immediately before and after school a total of 30 pedestrians and 200 vehicles an hour would be required to past this point.

While the reduced warrant for the above facilities would not currently be met, the opening of the primary/secondary school in the first term of 2022 means that the warrant for the above facilities will be exceeded at this time.

Funding:

Schools Infrastructure NSW will be fully funding all works as described in this report.



RECOMMENDATION

The Ryde Traffic Committee recommends:

- a) That an elevated shared user path and kerbside 1.2m footpath be provided on the western side of Hermitage Road from the interface of the Sydney Water driveway to the intersection with Rhodes Street.
- b) That a shared user path be provided along the southern side of Rhodes Street.
- c) That a combined Bus Zone, No Parking Kiss n Ride Zone and ¼ P Parking Zone be provided along the southern side of Rhodes Street, with the operating hours of the above zones to be determined in conjunction with State Transit Authority (STA) and Schools Infrastructure New South Wales.
- d) That a raised pedestrian crossing be provided on the western end of Macpherson Street at its intersection with Mellor Street.
- e) That a shared user path be provided along the southern side of Macpherson Street.
- f) That a time restricted Bus Zone be provided on the southern side of Macpherson Street, with times to be agreed with STA.
- g) That a combined cycling and raised pedestrian crossing be provided on the eastern end of Macpherson Street at its intersection with Bowden Street.
- h) That a shared user path be provided on the western side of Bowden Street between Macpherson Street and Victoria Road.
- i) That a commuter peak hour No Stopping zone be provided on the eastern side of Bowden Street from the intersection of Squire Street to the bus zone located immediately south of Victoria Road.
- j) That a combined cycling and raised pedestrian crossing be provided on Bowden Street immediately south of the roundabout intersection with Squire Street.
- k) That the existing footpath on the southern side of Squire Street be rehabilitated to address any deficiencies.
- l) That bicycle symbols be marked in both directions on Squire Street
- m) That adjustments be made to the splitter island on Squire Street approaching the roundabout intersection with Bowden Street.
- n) That all the above facilities be constructed and delineated as TfNSW Technical Directions.



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

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

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

2021-2022 Funding

Council's Local Government Road Safety Program Action Plan and associated funding applications have been submitted. Apart from required programs including Child Car Seat Checking Program and Helping Learner Drivers Program, Council has requested funding for both a speed awareness program and a safer driving for senior's program. Previously Road Safety Officers have been required to prepare an annual Crash Data Analysis which is used as the basis to develop funded projects. This was not required for the upcoming funding round. The summary report provided by TfNSW is attached.

Child Car Seat Checking Program

Vouchers continue to be distributed instead of holding face-to-face checking days. Sixty of the seventy-five vouchers allocated for the remainder of this financial year have been distributed. It is anticipated that in the new financial year a combination of vouchers and Council checking days will be held. Checking days enable additional engagement on road safety to be undertaken and provides an opportunity for partner programs such as the "Kidsafe" driveway safety installation to be included on the day.

COUNCIL FUNDED PROGRAMS

School Zone Safety Program

- Term 2 School Zone Safety Newsletter distributed to all primary schools in collaboration with Hornsby Shire, Willoughby and Lane Cove Councils and the Department of Education Road Safety Unit. Focus is on active travel and taking responsibility as a road user around school zones. See attached newsletter.
- Liaising with West Ryde Public School and Smalls Road Public School on new crossings and travel planning:
 - West Ryde Public School - new pedestrian crossing has been installed on Bennett Street at corner of Mons Avenue and the Children's Crossing relocated to this crossing.



- Smalls Road Public School – new pedestrian crossing currently being installed on Quarry Road adjacent to Yamble Reserve car park. Once completed Council will work with the school to develop travel planning resources to encourage parents to park and walk children to school.
- Continuing to work with Rangers to identify issues and ongoing concerns around drop-off and pick-up times in order to target messaging and patrols to schools as needed. Rangers do one week of warnings on Term 2 return, then will issue fines. Reminder messaging will be distributed to schools for inclusion in school newsletters. Key issues noted:
 - Parking and queuing in 'No Stopping' zones, particularly around Kent Road Public School and Gladesville Public School.
 - Cars blocking driveways and footpath access has worsened across the whole LGA.
 - Ongoing issues around Italian Bilingual School caused by Works Zones and heavy vehicle access related to the construction of Meadowbank Education Precinct. Council is limited in authority to restrict impact during school zones and this is causing increasing problems for school. Staff and Rangers can only field complaints from school community and try to direct them to raise concerns with School Infrastructure NSW.

Seniors Festival Programs

- Pedestrian Safety presentation as part of Staying Safe in the Community event with NSW Police and Council's Home Modifications team – Tuesday 20 April, North Ryde School of Arts.
- Bike Maintenance workshop for seniors with free bike checks on the day for anyone with a Seniors Card – Friday 23 April, Meadowbank Park.
- Safer Driving for Seniors workshop – Thursday 29 April, Marsfield Community Centre

Cycling Program

Working with Bike North to present Cycling Skills workshop on 25 April – first in a series of cycling activities to be delivered in partnership with Bike North over the next few months.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted



ITEM (C): ORCHARD ROAD, WEST RYDE

SUBJECT: NEW BUS ZONE

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

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

State Transit Authority (STA) commenced a new bus service the 500X service in January 2021. This bus service commences its route from Ryedale Road at West Ryde Station, turns right into Herbert Street, left into Anzac Avenue, right into Orchard Road and onwards.

Council has commenced construction works associated with the upgrade of the public domain through the Ryedale Road Town Centre. The upgrade of the intersections of Ryedale Road with Herbert Street and Wattle Street forms part of the public domain works. The narrowing of these two intersections means that the 500X service will no longer be able to use the Herbert Street/Anzac Avenue component of the route. A site meeting with STA representatives was held on Thursday 15th April 2001 to discuss alternative routes.

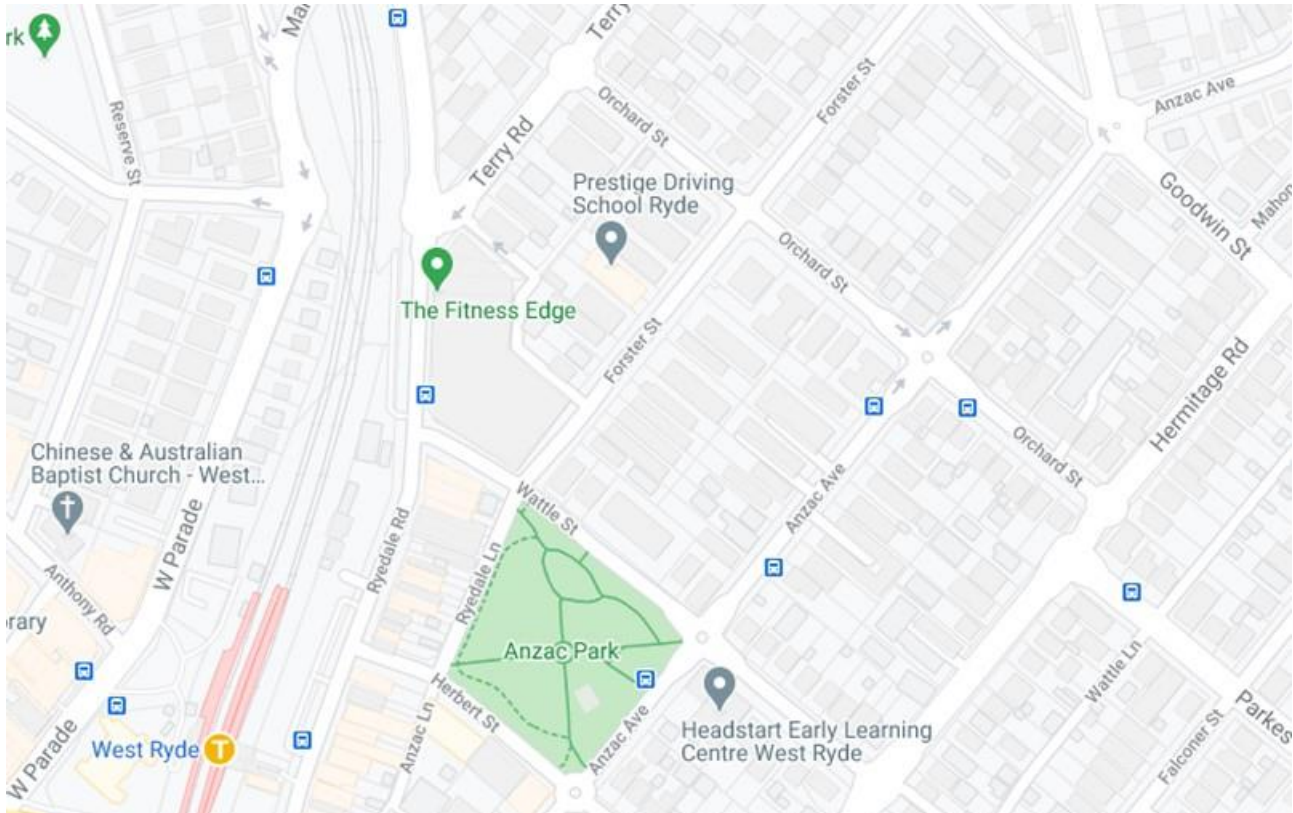


Figure 20: Site Location



PROPOSAL

A new route for the 500X bus service was found, which was checked for suitability for the passage of an articulated bus. Turning paths manoeuvres resulted in the following route being chosen. The relocated 500X service will now travel north along Ryedale Road, right onto Terry Road and right again on Orchard Street where it joins the previous route of the 500X east of the intersection with Anzac Avenue.

It will necessitate the removal of the bus stop on Anzac Avenue preceding the roundabout intersection with Orchard Street. This bus stop will be replaced by a new bus stop on Orchard Street immediately west of the roundabout intersection with Anzac Avenue. The bus stop and shelter currently located on Anzac Avenue adjacent to Anzac Park is now redundant, with the shelter at this location available to be relocated to another site.



Figure 21: Turning path manoeuvre of rerouted 500X through the roundabout intersection of Ryedale Road/Terry Road

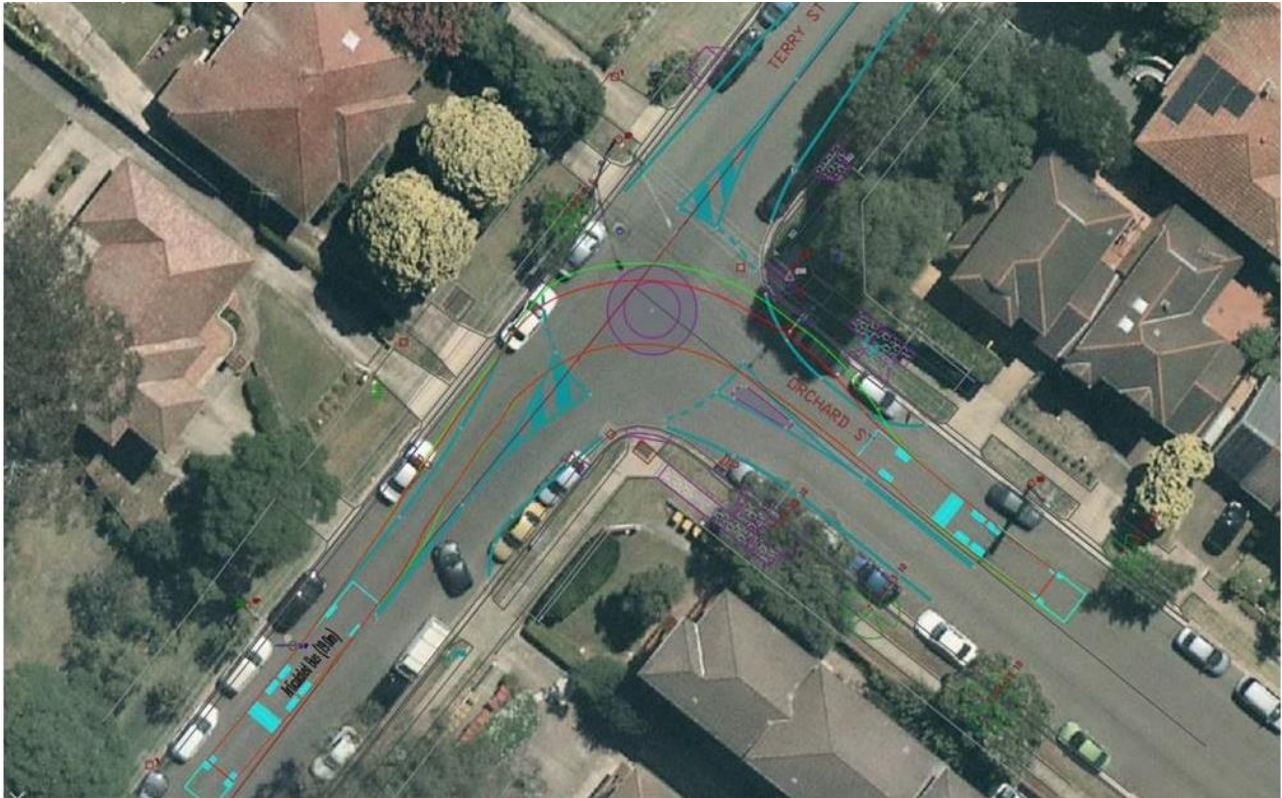


Figure 22: Turning path manoeuvres of rerouted 500X through the roundabout intersection of Terry Road/Orchard Street

It should be noted that parking in the vicinity of the intersection of Terry Road/Orchard Street was removed with the installation of the new roundabout and thus there will be no impediment to the turning path manoeuvres of an articulated bus through this intersection.

As indicated previously, a new bus zone will be required on the eastbound side of Orchard Street immediately preceding Anzac Avenue. The existing statutory No Stopping restrictions associated with the roundabout will be utilised as the draw out component of the new bus zone. There will be a loss of two parking spaces on Orchard Street to accommodate this new bus zone.



Figure 23: Proposed new bus zone on Orchard Street, immediately west of Anzac Avenue

CONSULTATION

The properties in the vicinity of the new bus zone on Orchard Street all have access to off-street parking. Residents will be notified prior to the creation of the new bus zone. The rerouted 500X service will commence operations from 24 May 2021.

RECOMMENDATION

The Ryde Traffic Committee recommends:

- o) That the 500X bus service be rerouted from its existing route from West Ryde Station to now use Ryedale Road, right into Terry Road and right into Orchard Street before it re-joins its existing route on Orchard Street east of Anzac Avenue.
- p) That a new bus zone be created on the eastbound side of Orchard Street immediately west of Anzac Avenue to facilitate the rerouted bus service.
- q) That vegetation in the vicinity of this new bus zone on Orchard Street be removed to ensure clear passage for buses accessing this stop.
- r) That the two existing bus stops on the northbound side of Anzac Avenue be removed, with the existing bus shelter adjacent to Anzac Park to be relocated to a new location as required.

ITEM (D): RYDE ROAD, GLADESVILLE
SUBJECT: PROPOSED MOTORCYCLES ONLY ZONE
ELECTORATE: RYDE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED

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

Council has received representations from residents requesting consideration be given to rearranging the 10.1m parking space between the two driveways of 165 and 163 Ryde Road, Gladesville in such a way that it can accommodate a single car without overhanging the driveways.

The existing parking space between the two driveways of 165 & 163 Ryde Road is not long enough to accommodate two vehicles at a time. As a result, when two vehicles attempt to park here, one vehicle will inevitably partially block a driveway. Additionally, at times the existing parking space is not well utilised when a single car is parked at this location.



Figure 24: Location Plan



PROPOSAL

To address this issue, Council is proposing to split the existing 10.1m long parking space into a 3.7m Motorcycles Only Zone and a 5.4m standard parking space outside 163 Ryde Road, Gladesville.



Figure 2: Proposed Re-Arrangement of On-Street Parking Zone

CONSULTATION

Given the negligible impact, only the properties which are directly affected have been notified of the proposal. Council has already received support from these residents.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) A 3.7m Motorcycles Only parking zone be created between the two driveways of 165 and 163 Ryde Road, Gladesville.



ITEM (E): BALACLAVA ROAD, EASTWOOD

SUBJECT: PEDESTRIAN REFUGE

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: REGIONAL

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

Council operates a renewal program to identify traffic facilities on the road network that were installed to an older standard. As these facilities come to the end of their operational life they are reconstructed to current standards, rather than being simply repaired or replaced.

PROPOSAL

As part of this program the gapped median on Balaclava Road near the intersection of Lincoln Street has been identified as a location where there is a road safety benefit to upgrade the existing arrangements by providing a pedestrian refuge designed in accordance with RMS Technical Direction TDT2011/01.

In this instance the existing median is 1.4m wide and does provide some pedestrian amenity, however this width is insufficient to allow for adequate pedestrian storage and cannot be retro fitted to meet current standards (minimum 2m width).

This proposal will result in the loss of 2 on-street parking spaces on the northern side of Balaclava Road to provide for the required statutory No Stopping restrictions on the approach to the refuge.

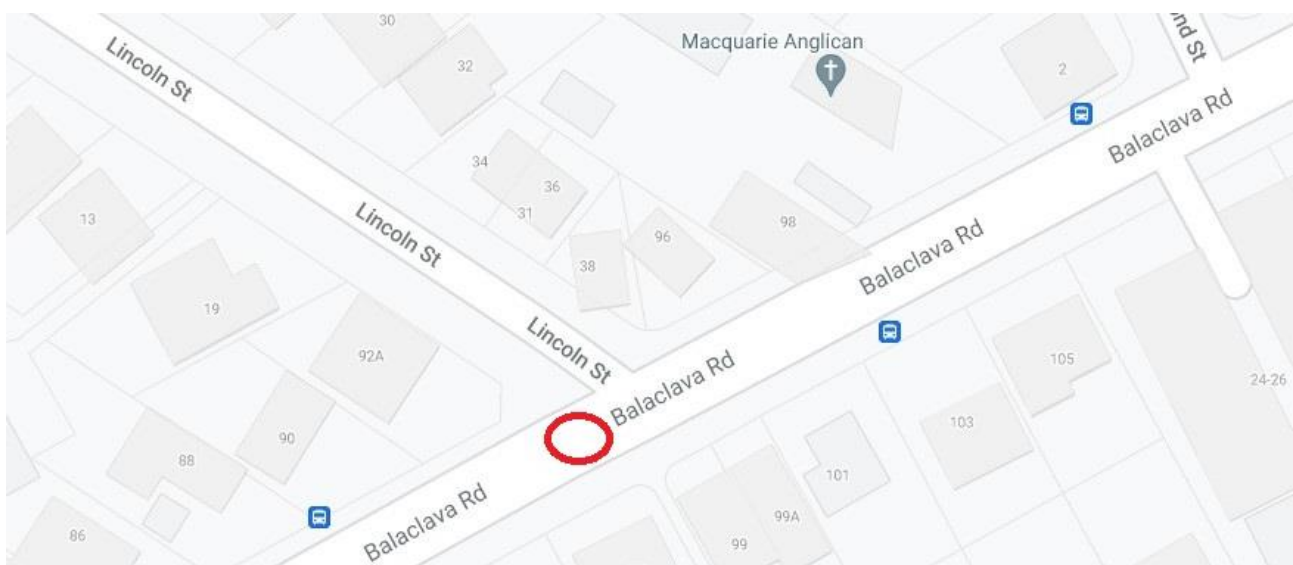


Figure 25. Site location



This location is a well utilised pedestrian link providing access to bus services on Balaclava Road, and, access for students from nearby Eastwood Heights Public School, on Lincoln Street. Access arrangements to/from the adjoining properties will not be impacted by the proposed changes, as the existing median island enforced a left in/out movement at all nearby access driveways.



Figure 2: Existing conditions.

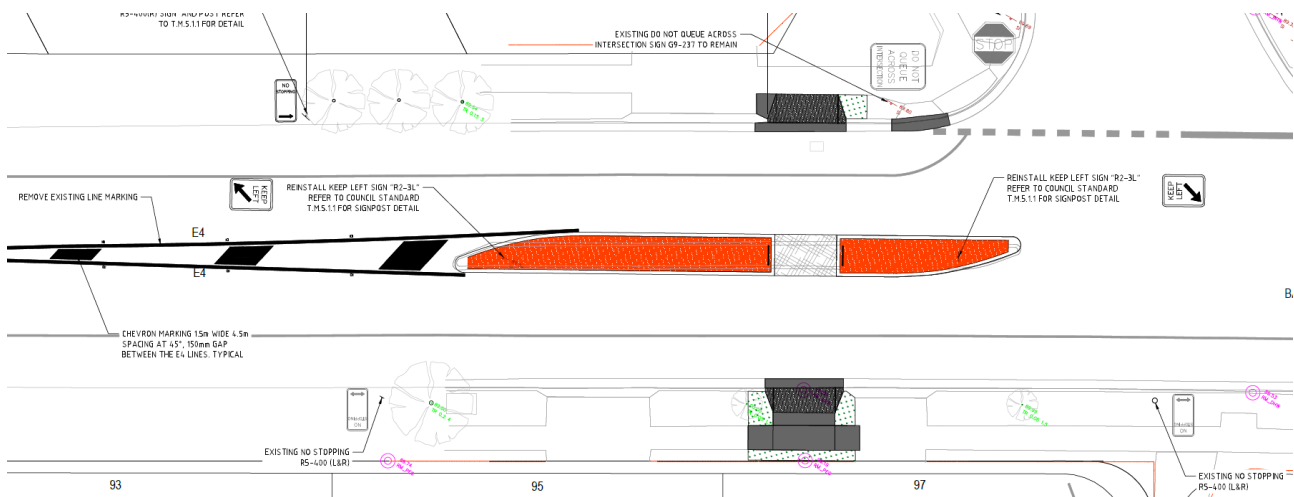


Figure 3: Proposed pedestrian refuge layout.

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The installation of a pedestrian refuge on Balaclava Road, near the intersection with Lincoln Street, be approved in principle and installed once funding becomes



available. The refuge to be designed, signposted and delineated in accordance with RMS Technical Direction TDT2011/01.



ITEM (F): **BLenheim ROAD, NORTH RYDE**

SUBJECT: **ROAD SAFETY**

ELECTORATE: RYDE

WARD: EAST

ROAD CLASS: NON-CLASSIFIED

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

It has been observed that vehicles are frequently parking illegally on the eastern side of Blenheim Road, immediately south of the No Stopping restrictions associated with the pedestrian refuge and the wing of the combined driveway access of No.5 - 7 Blenheim Road.

Vehicles parking in this area either protrude into the No Stopping area associated with the pedestrian refuge or across the driveway access.



Figure 1: **Street view looking east**

PROPOSAL

Parking in this area is causing a hazard by restricting the carriageway width, particularly for buses, and limiting the sight distance to pedestrians using the pedestrian refuge.

It is thus recommended that additional linemarking in the form of a painted island and an extension to the existing No Stopping restrictions be installed immediately south of the pedestrian refuge on Blenheim Road. There will be no loss of on-street parking, as the existing space is not long enough to accommodate a standard vehicle.



Figure 2: Proposed Extended No Stopping Restrictions and Island.

RECOMMENDATION:

The Ryde Traffic Committee recommends that

- a) The existing No Stopping area on the eastern side of Blenheim Road adjacent to No.7 be extended 10.2m south to the southern edge of the driveway access to No.5 Blenheim Road.
- b) A 1.2m painted island be installed between the kerb buildout for the pedestrian refuge and the northern edge of the driveway access of No.7 Blenheim Road.



ITEM (G): DAVID AVENUE, NORTH RYDE
SUBJECT: MOBILITY/DISABLED PARKING

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

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

Council have received a request from one of the proprietors of the commercial area at David Avenue, North Ryde, regarding the access requirements for staff and customers at the commercial area at 23 David Avenue, North Ryde.

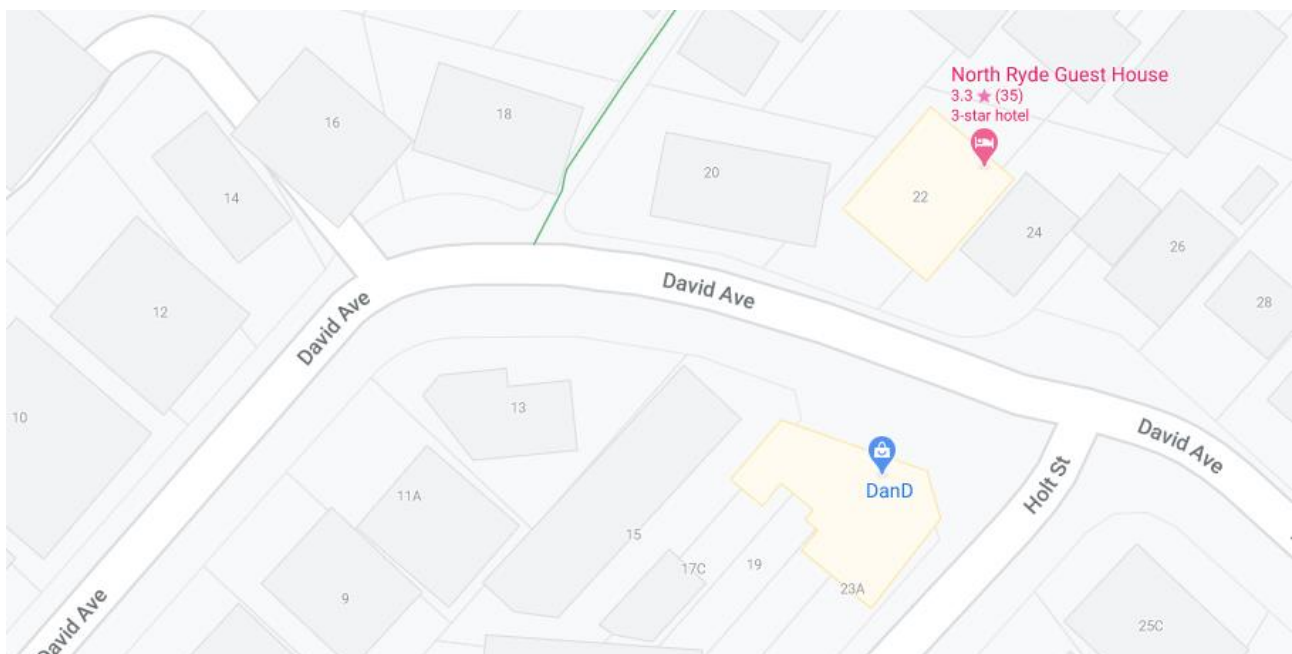


Figure 26: Locality map.

The installation of mobility/disabled parking in commercial areas to facilitate community access is a stated policy of Council. The installation of this parking spot will meet this requirement. The proposed parking space provides an at grade travel path for patrons with limited mobility with additional space to allow for disabled drivers to access vehicles safely.

PROPOSAL

It is intended to use the easternmost space in the parking area as this is the closest to the existing kerb ramp. An additional area of linemarking is proposed adjacent to the mobility space.

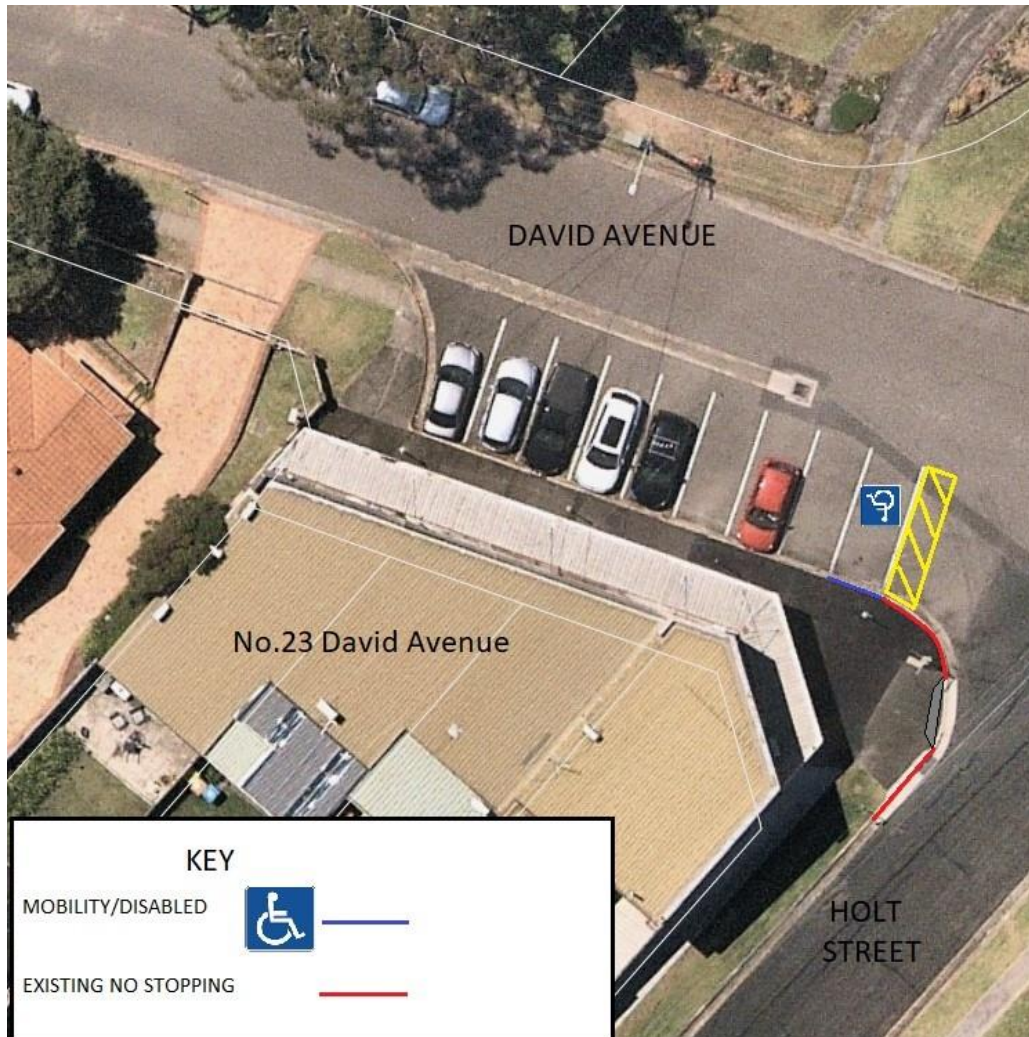


Figure 2: Proposed restrictions.

RECOMMENDATION:

The Ryde Traffic Committee recommends that

- a) The easternmost 90° parking space at the commercial area at 23 David Avenue commercial centre be signposted as a mobility/disability parking space, with an additional area of linemarking to maintain a clear space and ensure compliance with disabled parking requirements

**ITEM (H) EASTWOOD TOWNCENTRE**

SUBJECT: PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED

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

The availability of on-street parking is a recurring issue for the various business communities located within the City of Ride. Council has been requested by the Eastwood Chamber of Commerce to review the timed parking restrictions on both sides of the railway at Eastwood. As part of this review, it was seen as an opportune time to ensure that parking restrictions in this town centre will now also be enforceable on public holidays.

PROPOSAL

Council received a request from the Eastwood Chamber of Commerce to convert the existing ½P (8AM-6PM, MON-SUN) parking restrictions to 1P (8AM-6PM, MON-SUN) in the Eastwood Town Centre along Hillview Road, West Parade and Railway Parade.

The proposed changes will improve the parking demand and provide sufficient short-term parking to customers of the surrounding businesses.

The proposed changes affected the following on-street parking spaces

- 24 parking spaces along Hillview Road and West Parade; and
- 22 parking spaces along Railway Parade



Figure 1: Proposed parking changes along Hillview Road and West Parade, Eastwood.



Figure 2: Proposed parking changes on Railway Parade, Eastwood.

DISCUSSION

Community consultation for the proposal was separated into two distinct areas:

- western side of the train station for Hillview Road and West Parade (24 spaces)
- eastern side of the train station for Railway Parade (22 spaces)

Notifications were issued to property owners and occupants highlighted in Figure 3 and 4.



There was good response from commercial properties on the western side of the railway line with 14 responses received from 31 letters delivered. 13 responses were received in the affirmative, thus it is proposed that the ½ P parking spaces along Hillview Road and West Parade be converted to 1P as proposed.

In contrast, from 107 letters delivered to commercial properties on Railway Parade only 3 responses were received. Given the lack of feedback, no changes to parking restrictions are proposed along Railway Road.

	Hillview Rd & West Pde	Railway Pde
Notification Sent	31	107
Responses Received	14	3
Support	13 (93%)	2
Not Support	1 (7%)	1
Undecided	0	0

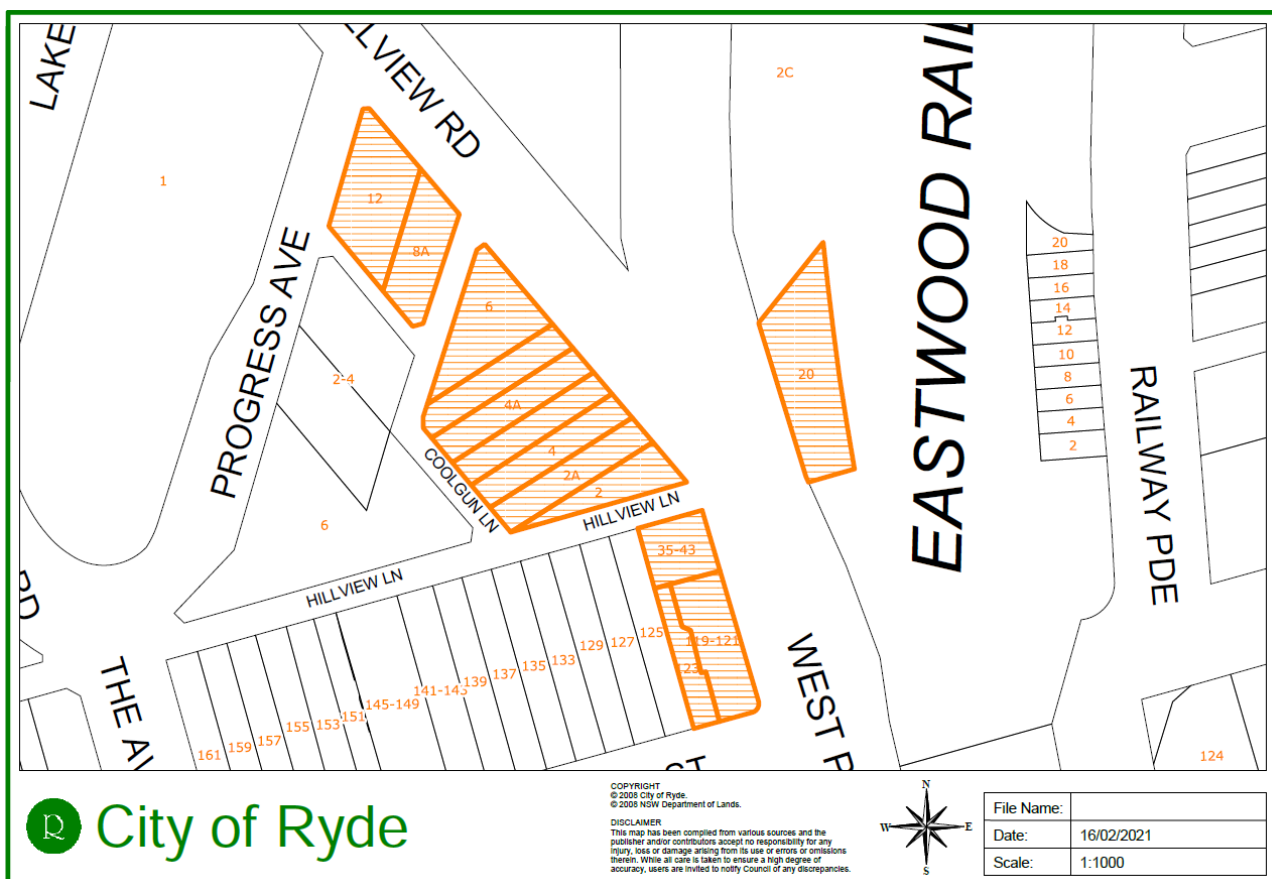


Figure 3: Community Consultation along Hillview Road and West Parade, Eastwood.



Figure 4: Community Consultation along Railway Parade, Eastwood



RECOMMENDATION

The Ryde Traffic Committee recommends that

- a) The ½P (8AM-6PM, MON-SUN) timed restrictions on Hillview Road and West Parade (24 parking spaces) be converted to 1P (8AM-6PM, MON-SUN & Public Holidays).

- b) Due to the low response rate and lack of support, no changes be made to the timed restrictions on Railway Parade (22 spaces), however the existing timed restrictions will now be enforceable on public holidays. Existing timed restrictions will now include the words “& Public Holidays”.

ITEM (I) THE AVENUE, GLADESVILLE

SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE

WARD: EAST

ROAD CLASS: NON-CLASSIFIED

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

Council received a request from the occupants of 392-394 Victoria Road Gladesville to improve their access on The Avenue for deliveries.

The property has “No Stopping” restrictions along its Victoria Road frontage therefore the only vehicular access for the two businesses (The Pipe Factory & Lynx Air Conditioning) is via The Avenue.



Figure 1: Locality Map

PROPOSAL

Due to unrestricted parking on both sides of the street (refer to Figure 2) and recent surrounding residential developments, there is a high parking occupancy rate along The Avenue.

Both businesses have 8m to 12m trucks delivering goods and materials to the property at various times, entering The Avenue from Victoria Road. The Avenue is approximately 7.3m wide and with unrestricted parking on both sides of the street, which only allows a 3.1m travel lane for two-way traffic flow.

In addition to the narrow road width, the occupants have often reported vehicles parking too close to their driveway which restricts trucks reversing into their property. This causes safety concerns as trucks park in the middle of the road, blocking traffic in both directions while goods are being man handled from the road to the warehouse.



Figure 2: Existing Parking Restrictions along The Avenue.

To improve safety and access, it is proposed that 3 unrestricted parking spaces along The Avenue frontage be converted to “No Parking, 8AM-4PM, MON-FRI”. Refer to Figure 3.



No further consultation was carried out as the changes only impact the occupants' property frontage.



Figure 3: Proposal to Convert Unrestricted Parking to time restricted “No Parking”.

RECOMMENDATIONS

The Ryde Traffic Committee recommends that

- a) The 3 unrestricted parking spaces along The Avenue be converted to “No Parking, 8AM-4PM, MON-FRI”.

