



**ITEM (A) PARSONAGE STREET, WELL STREET AND LOOP ROAD, RYDE**

**SUBJECT: VEHICULAR AND PEDESTRIAN ACCESS ARRANGEMENTS**

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

**BACKGROUND**

City of Ryde Council ('Council') is currently assessing a Development Application ('DA') for a proposed mixed use development, located at 155 Church Street, Ryde ('Subject Site'). **Figure 1** illustrates the site location within the context of its surrounding road network.



Figure 1 – Site Location (Source: Nearmap)



The subject DA involves the demolition of existing site structures and the construction of a multi-storey mixed use development comprising the following yield:

- 43 residential apartments, with the following dwelling mix:
  - 6 one bedroom apartments;
  - 24 two bedroom apartments; and
  - 13 three bedroom apartments.
- 72 serviced apartments, with the following dwelling mix:
  - 33 studio apartments;
  - 25 one bedroom apartments; and
  - 14 two bedroom apartments.
- 690m<sup>2</sup> of commercial floor space; and
- 3,956m<sup>2</sup> of retail floor space, comprising:
  - 3,334m<sup>2</sup> supermarket; and
  - 622m<sup>2</sup> specialty shops.

The supermarket and retail / commercial tenancies are proposed to be provided at basement and ground floor levels, with up to nine levels of the residential and serviced apartment dwellings. A large public plaza is also proposed to be provided at ground floor level, situated within the north-western portion of the site.

#### Proposed Parking Arrangements

The proposed development is to be serviced by four (4) levels of basement parking (Basement Levels 2 – 5) containing a total of 295 car parking spaces, six (6) motorcycle parking spaces and 81 bicycle parking spaces.

The visitor / customer parking for the supermarket and retail / commercial tenancies are proposed to be serviced by basement levels 2 and 3, whilst the retail / commercial staff, resident, residential visitor and serviced apartment parking is proposed to be serviced by basement levels 4 and 5.

#### Passenger Vehicle Access Arrangements

Vehicular access to the proposed off-street parking provision is proposed via a single driveway connecting with Parsonage Street at the north-western corner of the site. The proposed access driveway comprises:

- A left turn entry deceleration lane, approximately 35m in length (including taper); and
- An exit lane forming a new leg to the existing roundabout controlled junction of Parsonage Street and Loop Road.



A boom gate is proposed within basement level 2 to control traffic entering and exiting the site.

### Service (Heavy) Vehicle Access and Loading Dock Arrangements

The proposed development is to be serviced by a heavy vehicle loading dock contained within the north-eastern corner of the site separate to the off-street passenger vehicle parking area and access driveway.

Vehicular access to the loading dock area is proposed via an exclusive left turn deceleration lane within the northbound Church Street carriageway servicing Well Street in conjunction with an egress only driveway connecting directly to Well Street.

The largest/longest vehicle to be serviced within the loading dock area is proposed to be a 12.5m long Heavy Rigid Vehicle (HRV).

It is noted that the proposed heavy vehicle access driveway treatment has been endorsed by Transport for NSW (TfNSW) via letter dated 25 July 2019 (TfNSW Reference: SYD19/00708/02 (A28408310)).

### Pedestrian Access Arrangements

Pedestrian access is proposed as follows:

- A new pedestrian entrance at the north-western corner of the site connecting with the southern Well Street road reserve; and
- A new pedestrian entrance is proposed at the southern property boundary, which proposes access to the existing service road ('Waterview Street').

### Proposed Pedestrian Infrastructure

A pedestrian refuge is proposed at the following locations to provide pedestrian connectivity to the site:

- Within the splitter island within the Loop Road approach at its junction with Parsonage Street; and
- Within the splitter island within the eastern Well Street approach at its intersection with Parsonage Street and Porter Street.

The abovementioned vehicle, parking and pedestrian access/infrastructure arrangements are reflected in the latest architectural plans dated March 2020, which should be referenced in conjunction with this report. Electronic copies of these architectural plans are submitted under a separate cover.



## COUNCIL CONCERNS

Council's Transport Department is concerned with the design of the proposed passenger vehicle access driveway and the pedestrian refuge across Loop Road, with respect to traffic and pedestrian safety. **Table 1** below provides a summary of these concerns.

| TABLE 1 – TRAFFIC RELATED CONTENTIONS   |  |
|---|--|
| Proposed Design Component   | Council's Concerns   |
| 1) Exit driveway forming a new leg of the roundabout intersection of Parsonage Street and Loop Road                 | <p>The proposed vehicular egress treatment is considered to be unsafe due to the lack of separation between the egress driveway and the adjoining Waterview Street. Under this arrangement, a vehicle exiting the development site will have restricted sight distance to a vehicle exiting concurrently from the service road, which can increase the risk of potential accidents.</p> <p>Further, the egress driveway design does not satisfy the deflection requirements specified within <i>Austrroads Guide to Road Design Part 4B: Roundabouts</i>.</p> <p>There is also the risk associated with an errand vehicle entering the development site via the egress driveway from the roundabout. In consideration of this and the above reasons, the proposed vehicular driveway arrangement is considered to be unsatisfactory from a traffic safety context.</p> |
| 2) Pedestrian refuge within the splitter island of the Loop Road approach of its intersection with Parsonage Street | <p>The proposed location of the pedestrian refuge is considered to be unsafe due to the curve within Loop Road and the trees within the road reserve along both sides of the road, which can affect the sight line afforded to pedestrians crossing the road at this location.</p> <p>Further, an independent assessment have been undertaken by TTPP, a specialist traffic engineering consultancy, which have identified that the proposed location does not meet the sight distance requirements specified within <i>Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections</i> for a pedestrian crossing facility. In this regard, pedestrians should be discouraged to cross the road at this location.</p>   |

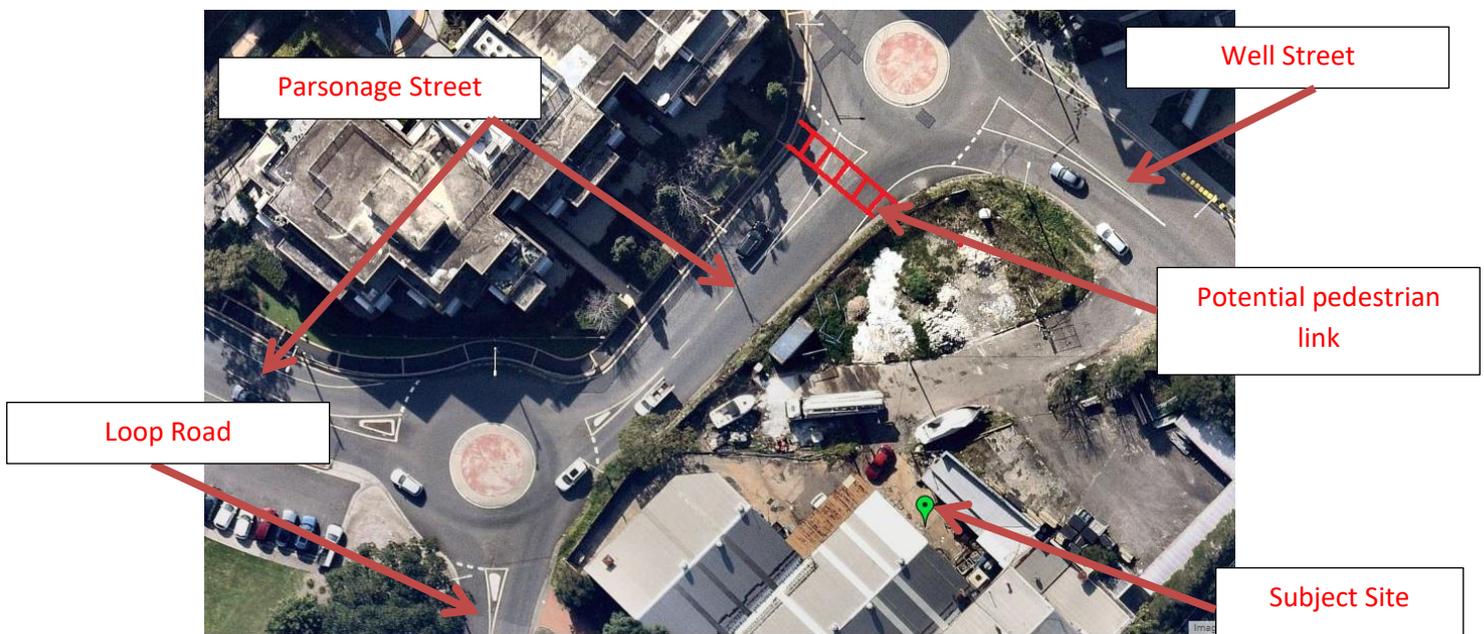


Based on the traffic & pedestrian safety issues previously identified in **Table 1**, the following actions are recommended:

1. The passenger vehicle access driveway is to be relocated (away from the junction of Parsonage Street and Loop Road) and the proposed pedestrian refuge within Loop Road is to be removed to address the concerns raised in **Table 1** to ensure desirable traffic & pedestrian safety outcomes is achieved.
2. The passenger vehicle access driveway (comprising both the entry/exit lanes) is to be redesigned to be shifted approximately 12m to the east of the roundabout controlled junction of Parsonage Street and Loop Road to minimise conflict with this intersection.

The above measure will result in a slight reduction to the length of the proposed deceleration entry lane (which is already short due to the geometrical constraints of the adjoining road network). However, this is not expected to generate any additional impedance to the through traffic flow within the adjoining southbound Parsonage Street carriageway due to the proposed vehicular control point (i.e. boom gate) being located well within the site (in basement level 2). As such, there is capacity within the internal roadway to adequately accommodate the potential traffic queues generated by the proposed development without significant impacts to the adjoining through traffic flow along Parsonage Street.

3. A public pedestrian link is to be considered across Parsonage Street to connect the site with the existing footpath along the western side of Parsonage Street. The potential location for this pedestrian link is illustrated within **Figure 2**.



**Figure 2 – Location of Potential Pedestrian Link**

- Recent observations of Parsonage Street have indicated that the consistent vertical and horizontal alignment of Parsonage Street in the immediate



vicinity of this location results in good sight distance conditions being provided in all directions. See photos below for reference.



View from Well Street



View from Porter Street

- The retail component of the proposed development is expected to attract the majority of its pedestrian traffic from the north and west (within Meadowbank) rather than south and east (within Putney), whereby pedestrians would either have to cross Church Street or walk along the footpath along Loop Road to access the site. As such, prospective shoppers from the east and south are more likely to travel by car rather than walk to the site.



With regards to the above, a pedestrian link across Parsonage Street to connect with the existing footpath along its western side is expected to be beneficial in accommodating the majority of the foot traffic that is likely to be generated by the proposed development.

4. With regards to the potential future pedestrian link across Parsonage Street recommended in point 3, it is Council's preference that this pedestrian facility be a raised pedestrian crossing. It is noted that Section 6.4.4 of the supplement to Austroads Guide to Traffic Management *Part 10: Traffic Control and Communication Devices* specify the following numerical warrants for a pedestrian crossing:

- i) *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*

The traffic study prepared by Road Delay Solutions associated with the subject DA indicates that the proposed development is projected to generate 553 vehicle movements to/from the site for the AM and PM peak hour periods.

Further, based on the 2026 peak hour traffic volumes presented within the traffic study (which includes traffic generated by the proposed development), Parsonage Street, in the immediate vicinity of the potential pedestrian crossing location is projected to carry bidirectional traffic volumes in the order of 1,200 – 1,700 vehicles (or around 600 – 850 vehicles in each direction) per hour during peak hour periods for the year 2026 (which includes the traffic generated by the proposed development). In this regard, the numerical warrant for a pedestrian crossing within Parsonage Street with respect to vehicular traffic flow is likely to be met in the future, as it is anticipated to be equal or greater than 500 movements/hour over three separate hours.

With regards to pedestrian traffic flow to/from the site at the proposed crossing location, it is noted that the site is located within close proximity to high density residential development and Meadowbank Public School, which occupy the land to the north and west of the site. These developments are expected to generate



pedestrian demand to/from the site primarily associated with shopping within the supermarket & specialty retail tenancies, proposed as part of the subject DA.

Further, future occupants of the residential component of the proposed development could also generate walk trips associated with the collection/drop-off of children within Meadowbank Public School, which is located approximately 700m walking distance to the site. In consideration of this and the above discussion, the numerical warrant for a pedestrian crossing within Parsonage Street is also expected to be met with respect to the number of pedestrians using this crossing to cross the road in the future, which is likely to be equal or greater than 30 movements/hour over three separate hours.

Consideration should therefore be given for the provision of a pedestrian crossing at the location shown in **Figure 2** as it is anticipated to satisfy the numerical warrants in the future.

## RECOMMENDATIONS

It is recommended that:

- a) The proposed pedestrian refuge on Loop Road immediately south of the roundabout with Parsonage Street be removed, with pedestrian fencing to be provided to prevent pedestrians from crossing from Loop Road to the southern side of Parsonage Street.
- b) The passenger vehicle access driveway to the residential and shopping component of the development be redesigned such that it does not become the 4<sup>th</sup> leg of the roundabout of Parsonage Street/Loop Road.
- c) A new design be prepared to show a relocated combined access/egress driveway approximately 12m east of the existing roundabout at Parsonage Street/Loop Road.
- d) A raised pedestrian crossing facility be provided on Parsonage Street immediately west of the roundabout with Wells Road and be designed such that it is not located on a multi-laned road.
- e) Pedestrian fencing be provided such that all pedestrian access from Parsonage Road be directed to the main pedestrian access point to the development on Well Street.
- f) The design for the proposed access driveway, deceleration lane, pedestrian fencing and raised pedestrian crossing be tabled at a future Ryde Traffic Committee meeting for discussion.

**ITEM (B)                      PARKLANDS ROAD, RYDE**

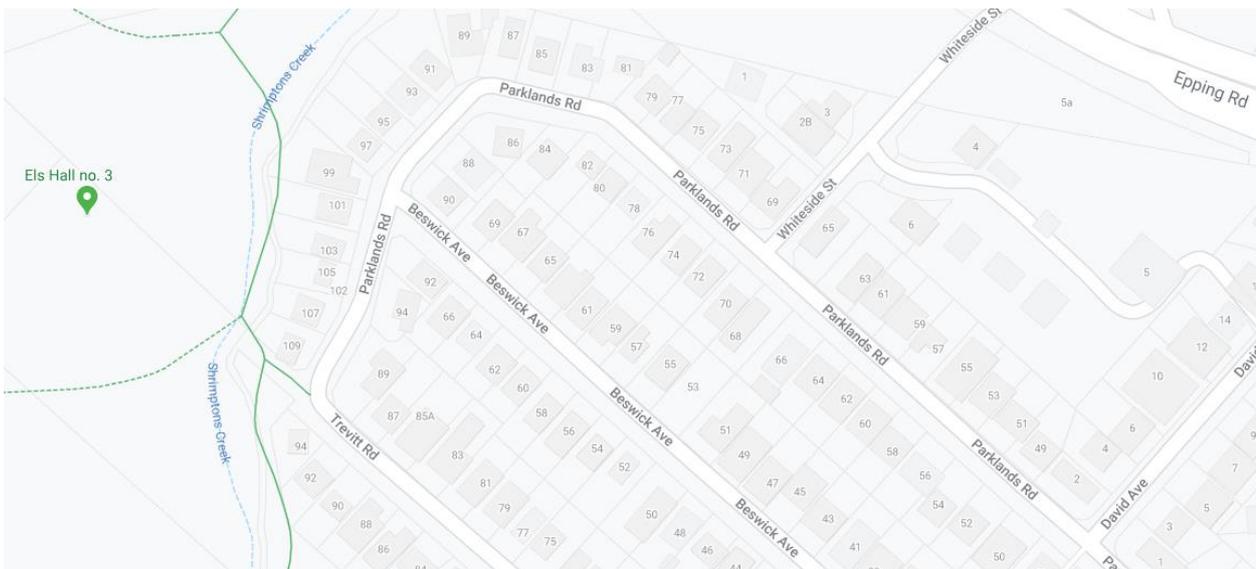
**SUBJECT:                    DOUBLE BARRIER LINES**

ELECTORATE:            RYDE  
WARD:                    CENTRAL  
ROAD CLASS:            NON-Classified  
REFERENCE:              T2020-00538

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to any items discussed below.

**Discussion**

Council has been contacted by a concerned resident regarding inappropriately parked vehicles on Parklands Road and Trevitt Road which forces them into the path of on-coming vehicles.



**Figure 1: Location Plan**

On-site observations concur with the resident's observation that vehicles parked on the bends of Parklands Road and Trevitt Road would force motorists into the path of on-coming vehicles.

It should be noted that all properties have access to off street parking, with a 2P resident parking scheme operating on both sides of the road. The fact that a resident parking scheme operates on both sides of the road means that commuter parking in the street is not an issue with ample on-street parking available for residents.

It is thus proposed that double barrier lines be installed at two locations on Parklands Road and at the interface of Parklands Road and Trevitt Road. The constrained



carriageway width at these locations means that all on-street parking in the vicinity of the double barrier lines will be prohibited.



**Figure 2: Proposed Location of Double Barrier Lines**



**Figure 3: Proposed Location of Double Barrier Lines**



All directly impacted residents were letterboxed with the above proposal with residents given 3 weeks to voice their opinion. Four responses were received, with three in favour of the proposal and one against. The resident that opposed the proposal has access to off-street parking in addition to the significant on-street parking that is available to all residents.

The proposal will facilitate safe passage through the bends for all road users, in addition to improving sight distances lines to residents emerging from their driveways.

**Recommendation:**

That double barrier lines be installed on Parklands Road as follows:

- Along the bend between 79 – 83 Parklands Road;
- Along the bend between 87 – 91 Parklands Road
- Along the bend between Parklands Road and Trevitt Road



**ITEM (C): STATION STREET, WEST RYDE**  
**SUBJECT: PARKING RESTRICTIONS**

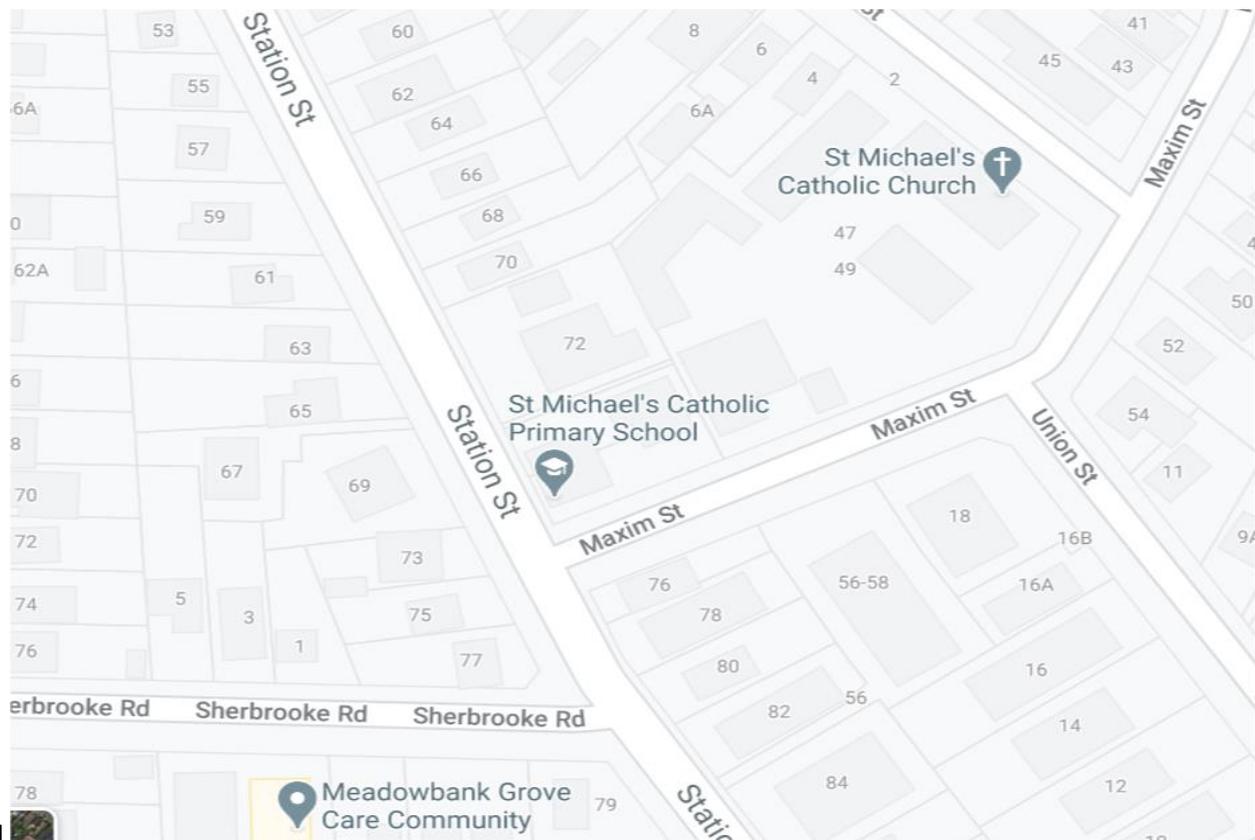
ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00407

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received several requests from local residents for it to investigate the provision of additional No Stopping signage on Station Street to raise motorists awareness of the 3m rule to double barrier lines.

Residents have also requested that all statutory No Stopping restrictions at the intersection of Station Street/Maxim Street and Station Street/Sherbrooke Road be reviewed and enhanced where appropriate.



**Figure 1: Location Plan**



In response to these requests, a site investigation was undertaken to assess the extent of illegal parking along Station Street. Currently double barrier lines are marked on Station Street from the property boundary of 62/64 Station Street to its intersection with Sherbrooke Road. The width of the road is approximately 9m wide, so vehicles parked along this section of Station Street do so in contravention of the NSW Road Rules as the 3m rule to double barrier lines is not met.

The intersection of Sherbrooke Road with Station Street is presently unmarked with no delineation provided to guide vehicles through this intersection. The statutory No Stopping restrictions are missing from this intersection.

To address the above safety deficiencies the following changes are proposed;

- Installation of No Stopping signage on Station Street at all locations where the 3m rule to double barrier lines is not met.
- Installation of signage designating the statutory No Stopping restrictions on Sherbrooke Road at Station Street, West Ryde;
- Installation of 'Give Way' signage and delineation with associated double barrier lines on Sherbrooke Road, West Ryde to highlight the correct travel path through the intersection.

No consultation with local residents is required because all the proposed No Stopping signage is merely to enforce the existing NSW Road Rules associated with double barrier lines and intersections.

**Recommendation:**

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

1. No Stopping signage be installed on both sides of Station Street from the property boundary of 62/64 Station Street south as far as the intersection of Station Street and Sherbrooke Road.
2. Statutory No Stopping restrictions be installed on Sherbrooke Road at its intersection with Station Street.
3. 'GIVE WAY' signage and delineation be marked on Sherbrooke Road at Station Street, with an additional 5m of BB lines on Sherbrooke Road at Station Street.

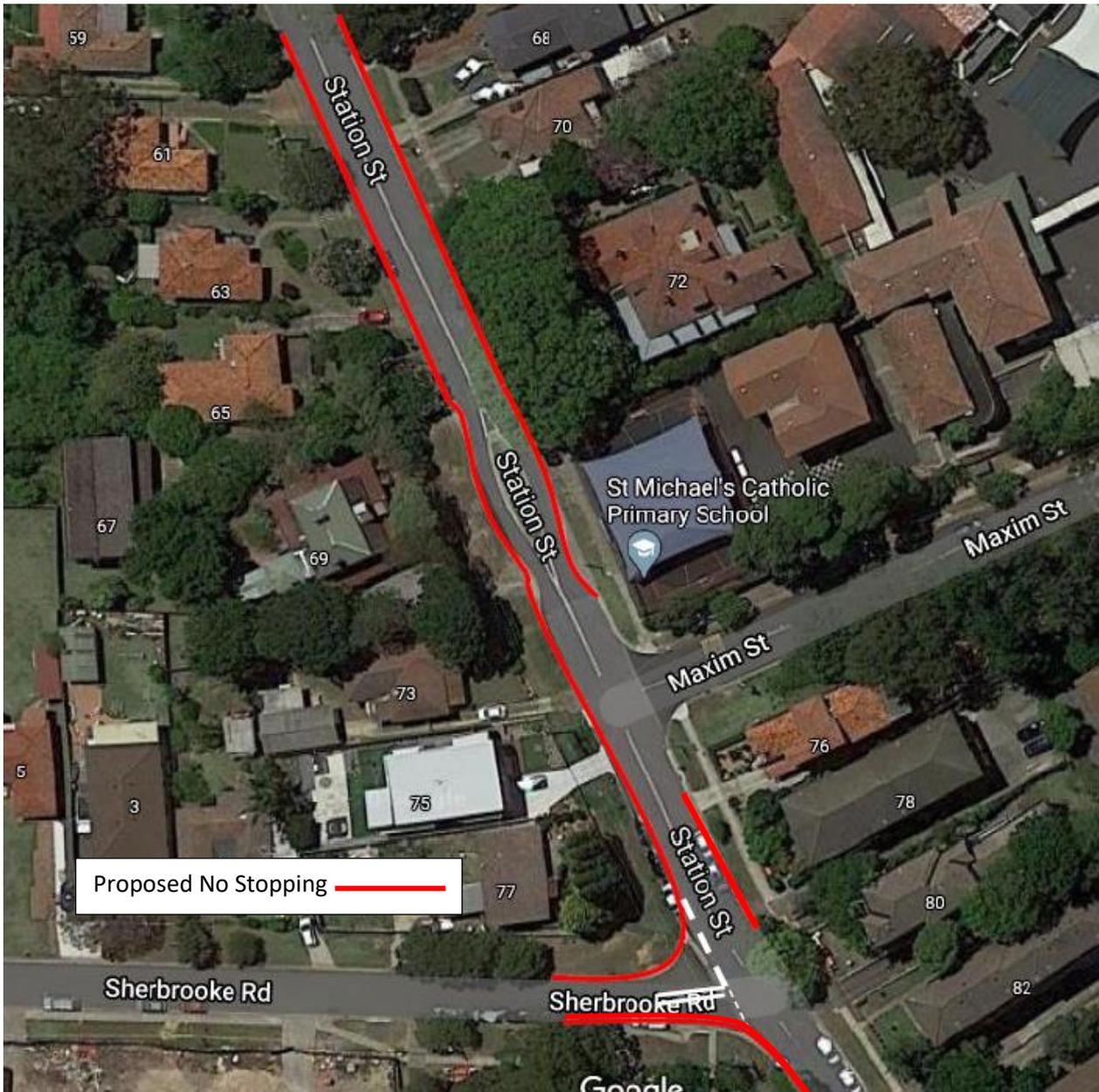


Figure 2: Proposed Restrictions:



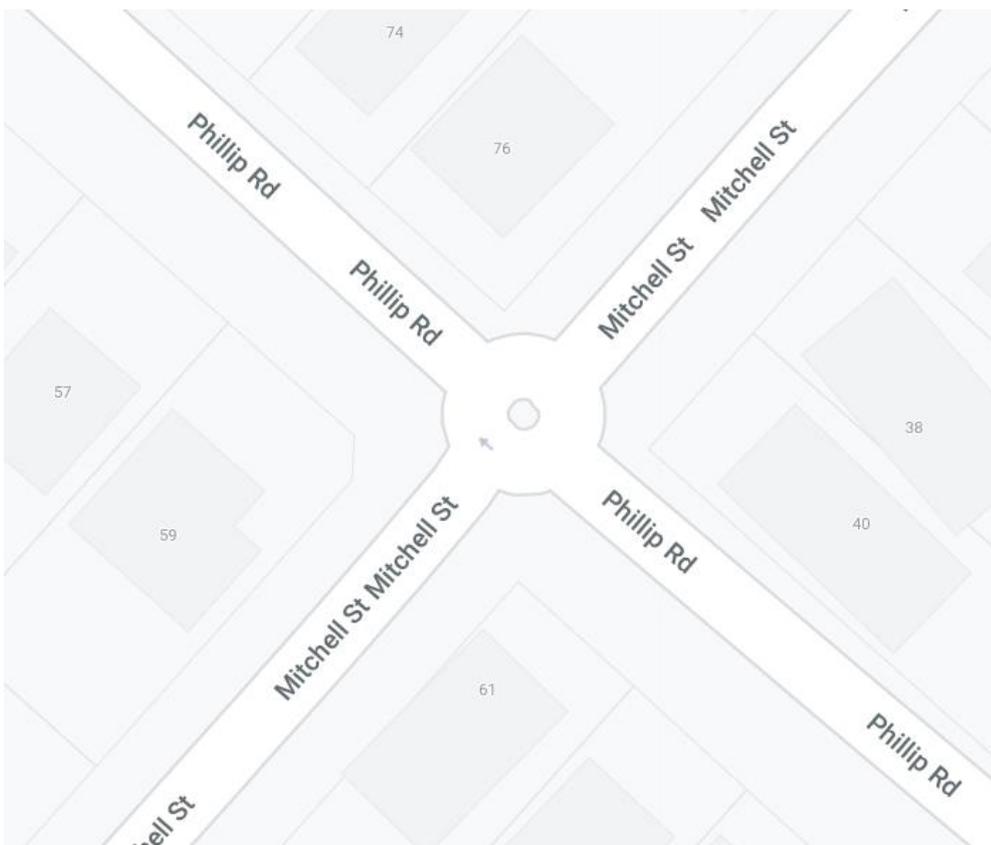
**ITEM (D): PHILLIP ROAD AND MITCHELL STREET, PUTNEY**  
**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00472

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request from a local resident regarding vehicles that park to close to the roundabout at Phillip Road and Mitchell Street, Putney. This issue occurs on all arms of the intersection. As a result, motorists are forced to drive over the rumble bars that are currently installed on the eastern approach of Phillip Road, northern and southern approaches of Mitchell Street, Putney.



**Figure 1: Location Plan**



To address this safety concern and to deter motorists from parking within the statutory No Stopping restriction zone associated with roundabouts the following changes are proposed:

- Installation of 12 metres No Stopping on both sides of all four approaches;
- Installation of 8.5 metres double barrier (BB) lines on western approach along Phillip Road;
- Installation of roundabout delineation on all approaches to the roundabout...

No consultation with local residents is required as the proposed double barrier lines on the western approach along Phillip Road are located within the statutory No Stopping zone.

**Recommendation:**

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

1. 12 metres No Stopping on both sides of all four approaches;
2. 8.5 metres double barrier (BB) lines on western approach along Phillip Road;
3. Give Way signs and associated linemarking on all four approaches

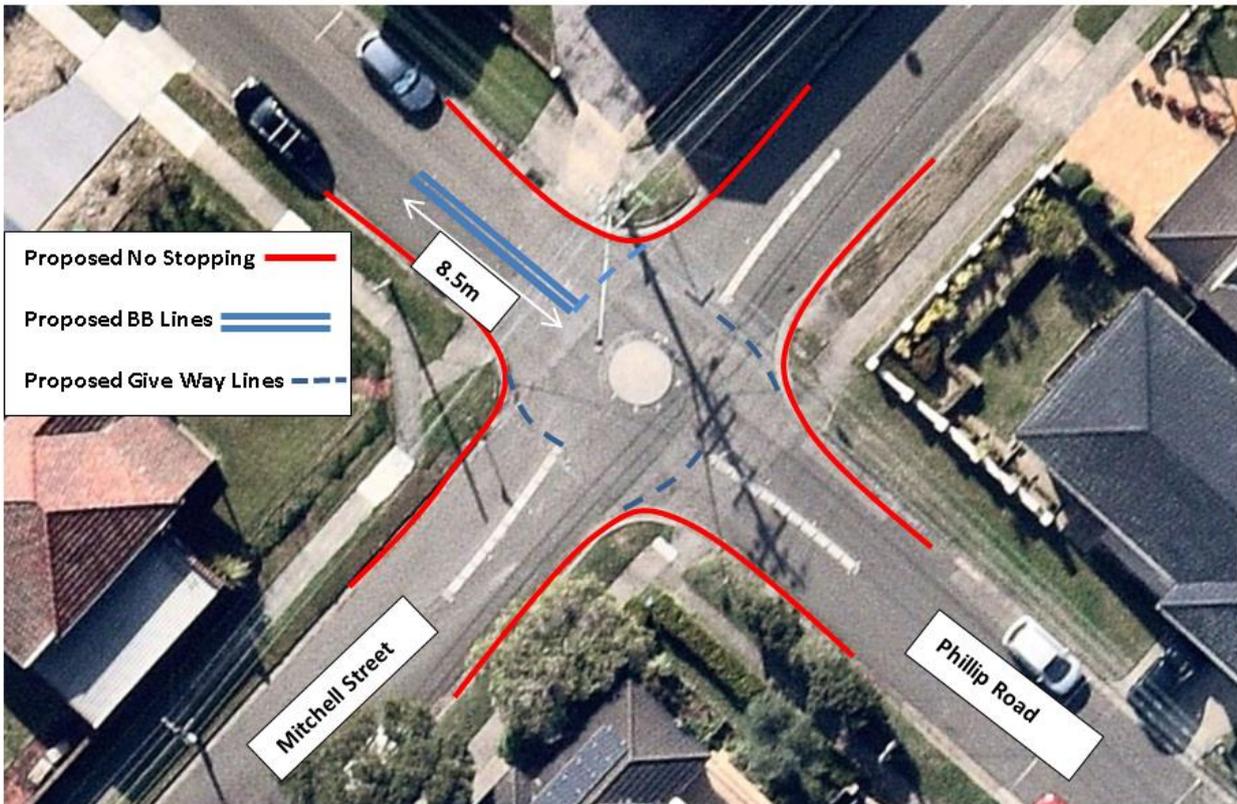


Figure 2: Proposed Restrictions:



**ITEM (E): BELMORE STREET, WEST RYDE**

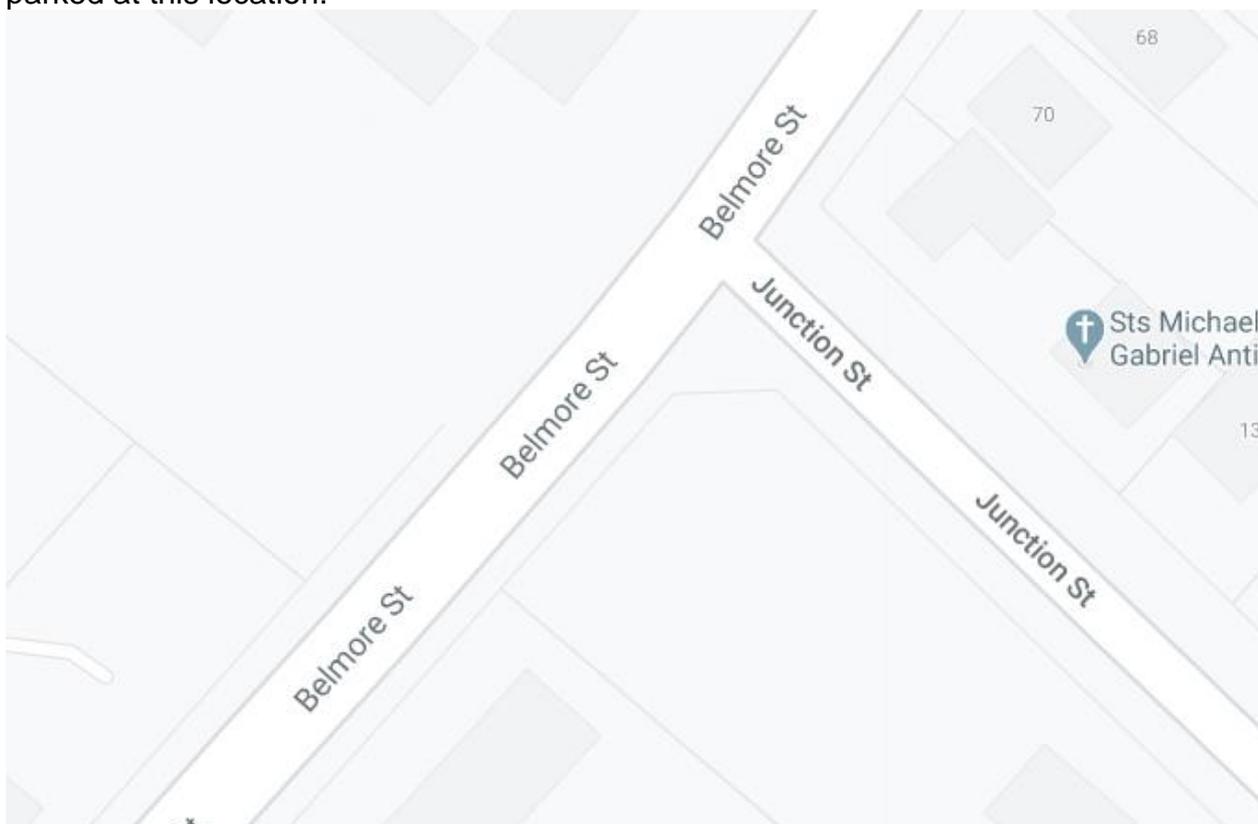
**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00473

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request from the Business Infrastructure Department to investigate removing 4 on-street parking spaces on the western side of Belmore Street between Constitution Road and Junction Street to address localised congestion due vehicles parked at this location.



**Figure 1: Location Plan**

In response to this request, a site investigation was undertaken where it was observed that when vehicles are parked at this location, they significantly obstruct the northbound through traffic flow along Belmore Street which results in congestion at both nearby signalised intersections.



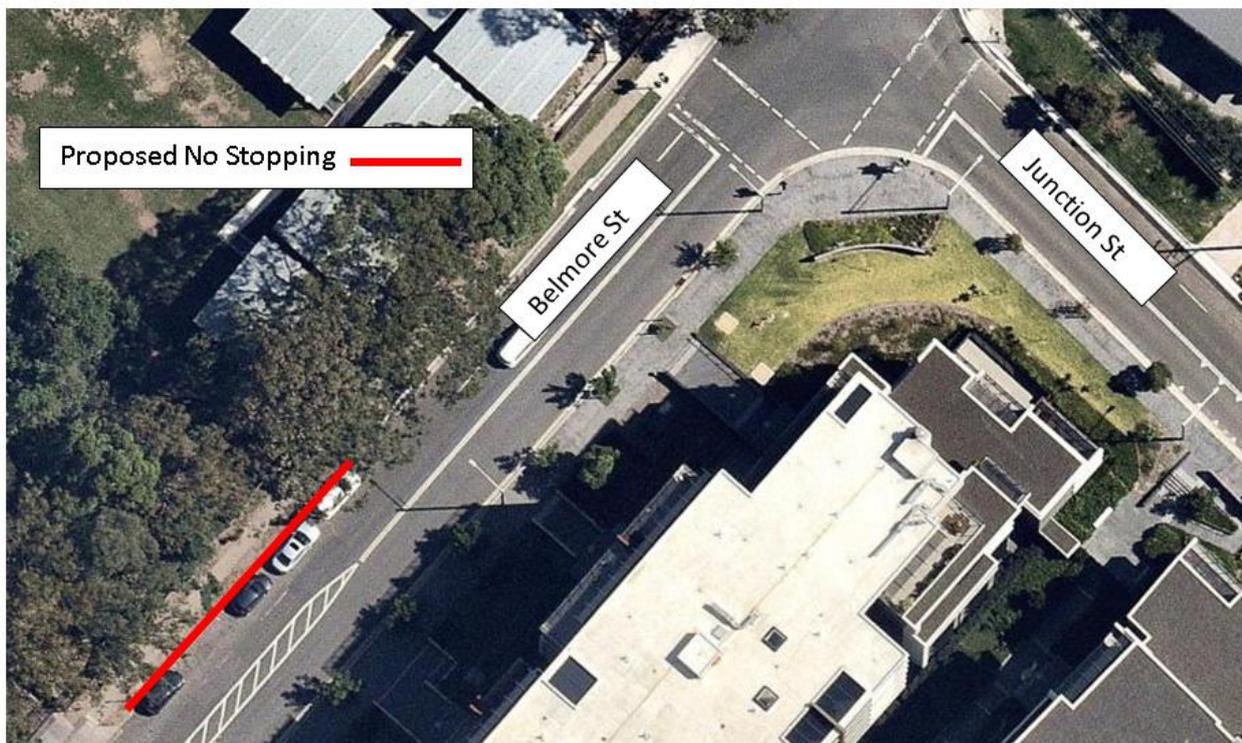
To overcome this issue, it is proposed that the following changes be undertaken on Belmore Street (see sketch plan attached):

- Installation of No Stopping along western side of Belmore Street immediately south of Junction Street

**Recommendation:**

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

1. Four on-street parking be removed such that the western side of Belmore Street between Constitution Road and Junction Road is now a full time No Stopping zone.



**Figure 2: Proposed Restrictions:**

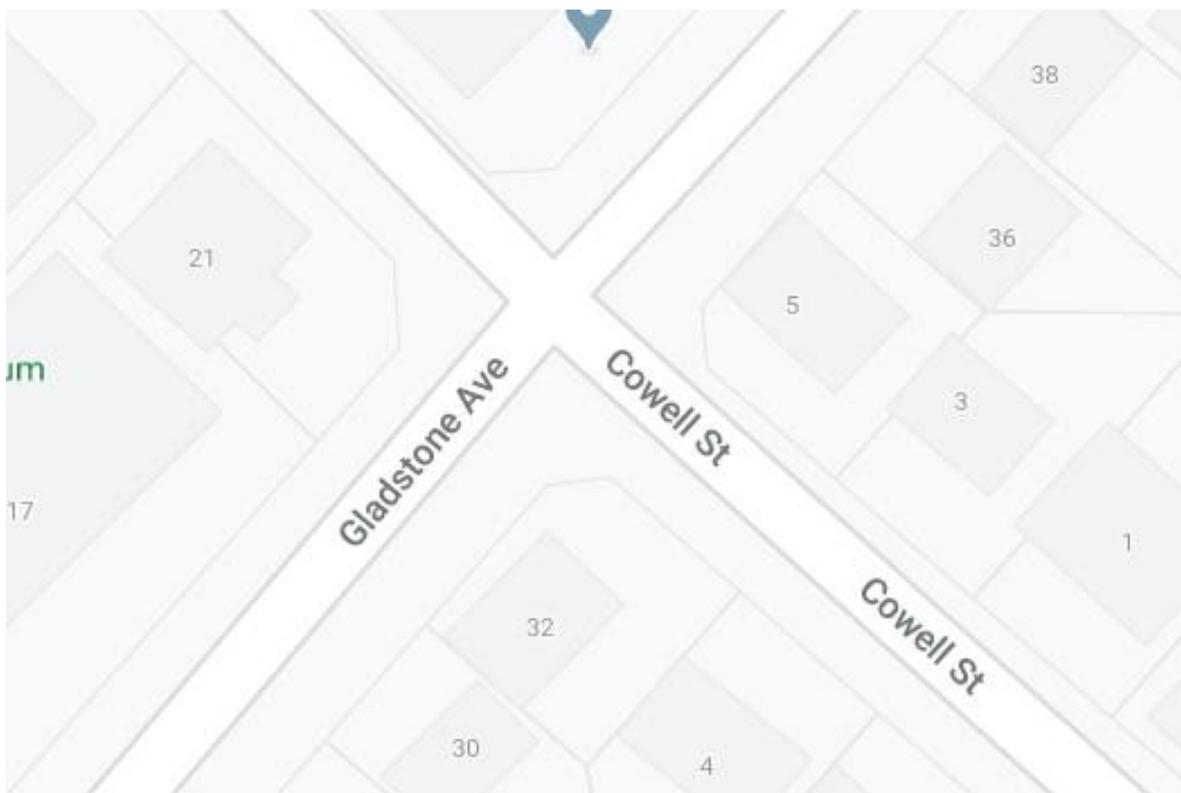
**ITEM (F):** GLADSTONE AVENUE, RYDE  
**SUBJECT:** CHANGE OF INTERSECTION CONTROL

**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00669

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

### DISCUSSION

Council has received a request from a local resident to investigate converting the existing 'GIVE WAY' control to 'STOP' control on both approaches of Gladstone Avenue at Cowell Street, Ryde to improve safety at the intersection.



**Figure 1: Location Plan**

It was observed during the site investigation that sight distance on both approaches of Gladstone Avenue to Cowell Street is limited to 20m which does not meet the minimum sight distance requirement of 30m at an unsignalised intersection. In addition, the carriageway gradients on the Gladstone Avenue approaches are very steep whereby motorists should be required to come to a complete stop before turning into Cowell Street or traversing the intersection.

To address this safety concern, it is proposed that the following changes be undertaken on both approaches of Gladstone Avenue, Ryde (see sketch plan attached):

- Conversion of 'GIVE WAY' control to 'STOP' control on both approaches of Gladstone Avenue at Cowell Street, Ryde;
- Installation of 10m long double barrier lines on both approaches of Gladstone Avenue at Cowell Street, Ryde.

Given there is no impact on the surrounding properties, no community consultation was undertaken.

**Recommendation:**

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

1. Convert 'GIVE WAY' control to 'STOP' control on both approaches of Gladstone Avenue at Cowell Street, Ryde;
2. Install 10m long double barrier lines on both approaches of Gladstone Avenue at Cowell Street, Ryde.



**Figure 2: Proposed Restrictions:**



**ITEM (G): TWIN ROAD, RYDE**  
**SUBJECT: SCHOOL PICK-UP AND SET DOWN**

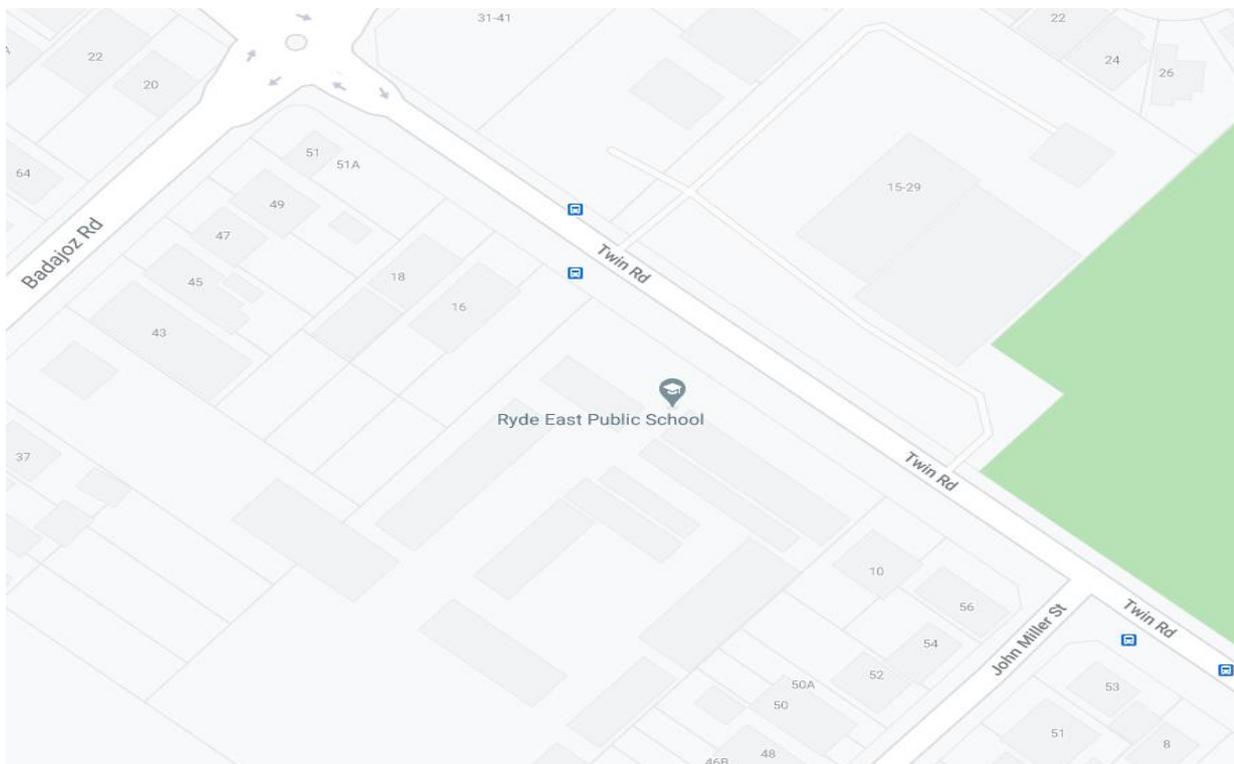
ELECTORATE: LANE COVE  
 WARD: EAST  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00692

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request to investigate the operation of the traffic associated with the existing pick-up and set down arrangements at Ryde East Public School.

After attending the school to observe on-site conditions it was determined that the efficient operation of the queue was being significantly impacted by a small area of unrestricted parking between John Miller Street and the school gate. Vehicles parking in this area required motorists to manoeuvre around parked vehicles to join the queue.



**Figure 1: Location Plan**

To improve the operation of the Kiss n Ride queue on the southern side of Twin Road, it is intended to expand the existing No Parking 8am – 9.30am 2.30pm – 4pm School Days



Only zone by 32m as shown in Figure 2 (below). The existing zone is shown in dark green with the expanded zone shown in light green.

This will impact on the unrestricted parking zone along the residential frontages of No.10 Twin Road and the side frontage of No.56 John Miller Street. An individually addressed information letter was hand delivered to affected residents advising of the proposed changes, with contact details provided to allow for comments or concerns to be received. No comments were received from residents.

Additionally the restricted carriageway width (7.8m) is causing significant friction in the traffic flow, particularly as this street accommodates bus movements. Whilst this congestion does effectively lower speeds it is creating significant localised congestion during the afternoon school pick up period.

To mitigate this issue it is intended to install a section of timed No Stopping 2.30pm – 4pm on the northern side of Twin Road to allow vehicles to pass freely and thus ease congestion in the vicinity of the school. The operators of the disability support services opposite the school have been advised of this and support the proposal.

**Recommendation:**

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

1. That 32m of No Parking 8am – 9.30am 2.30pm – 4pm School Days Only, be installed on the southern side of Twin Road between the driveway access of No.10 Twin Road, and the statutory No Stopping Ryde.
2. The driveway of No.10 Twin Road be marked with a painted island to improve resident access.
3. That 47m of No Stopping 2.30pm – 4pm be installed on the northern side of Twin Road between the carpark access of 15-29 Twin Road and the Bus Zone Stop 211383.

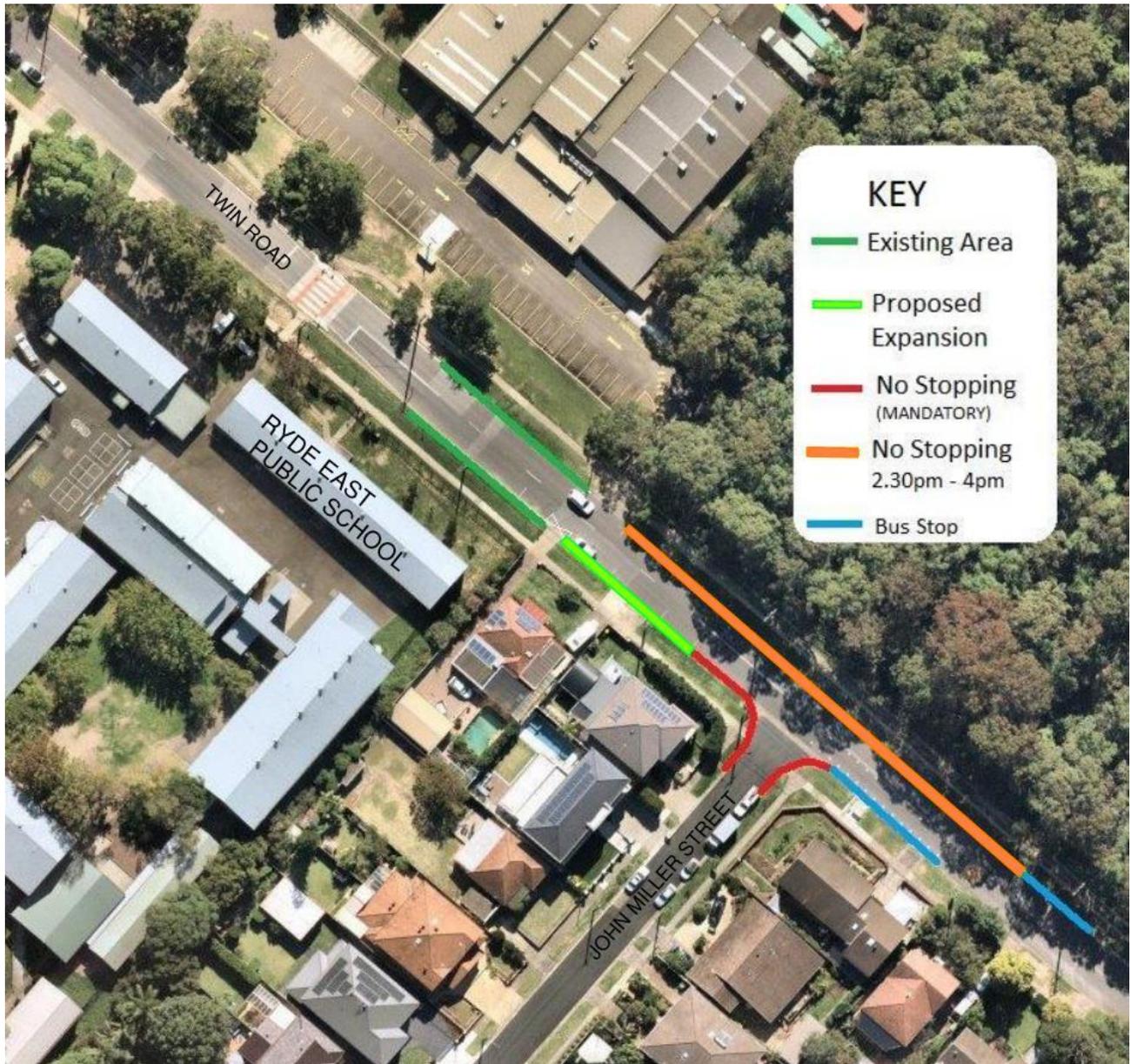


Figure 2: Proposed Restrictions:

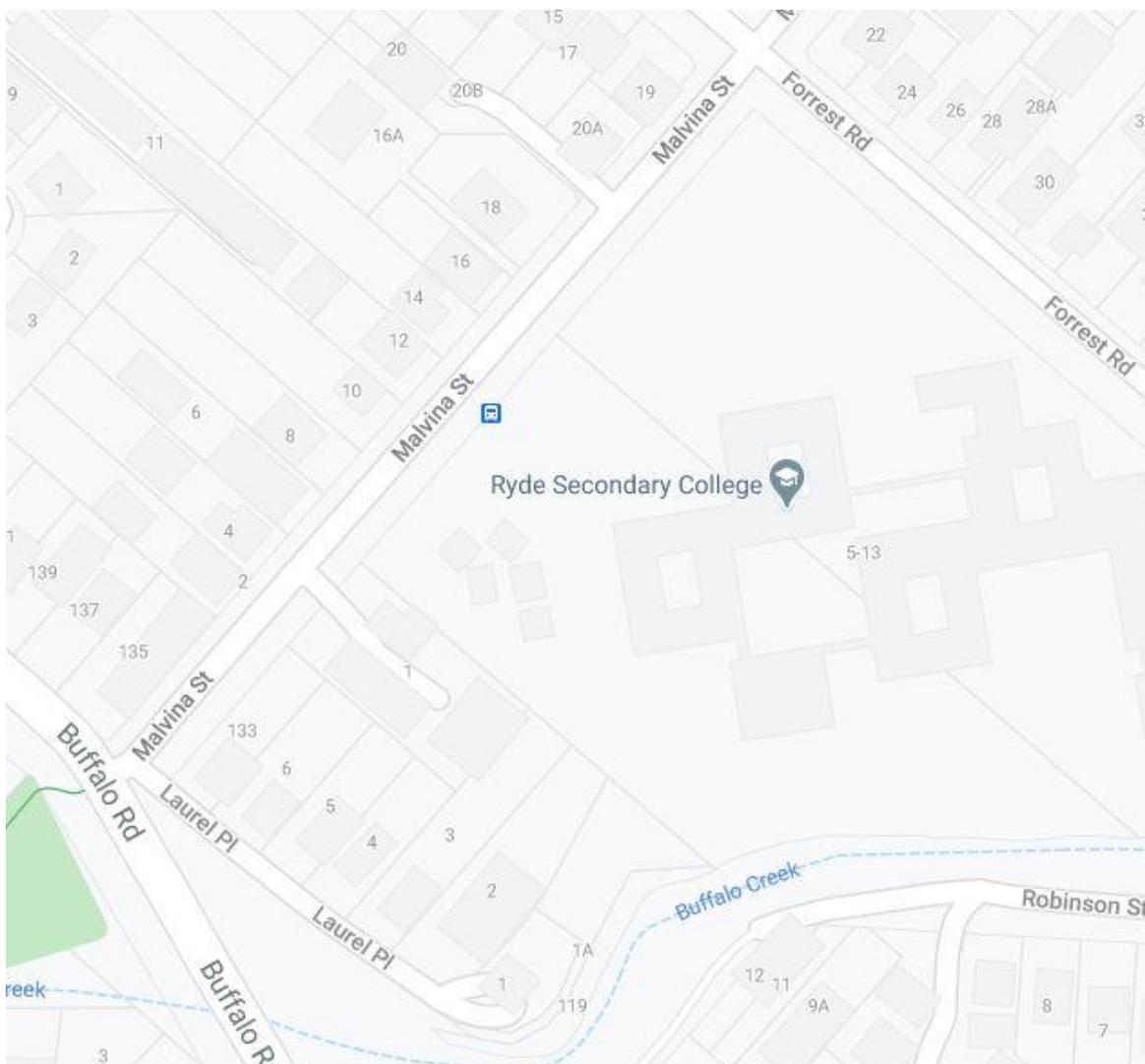


**ITEM (H): MALVINA STREET, RYDE**  
**SUBJECT: SCHOOL PICK-UP AND SET DOWN**

ELECTORATE: LANE COVE  
WARD: EAST  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: T2020-00694

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

Council has received several requests to investigate traffic congestion associated with the pick-up and set down arrangements at Ryde Secondary College.



**Figure 1: Location Plan**



Given the size and student numbers attending Ryde Secondary College some degree of traffic congestion during the school pick up and set down peaks is inevitable. Whilst the school has the advantage of two large frontages to facilitate kiss and drop zones, the majority of all vehicular traffic travels up and down Malvina Street.

The majority of on-street parking along the eastern side of Malvina Street, south of Forest Road is restricted in some capacity. It comprises of a significant length of bus zone, time restricted No Stopping zones and time restricted No Parking zones which facilitate Kiss and Ride operations associated with Ryde Secondary School.

There is however a small length of unrestricted parking located between the end of the Kiss and Ride zone and the No Stopping restrictions associated with the intersection of Malvina Street with Laurel Place. This unrestricted zone currently accommodates 3 on-street parking spaces. The school zone hour localised congestion that is a daily occurrence on Malvina Street occurs adjacent to this unrestricted parking zone. The carriageway width of Malvina Street constricts to 8.5m at this location, with on-street parking impacting on the flow of vehicles attempting to access / egress to/from Malvina Street.

To alleviate the above congestion it is proposed that this 3 space unrestricted parking zone be converted to a time restricted school zone No Stopping zone. The zone would revert back to unrestricted parking outside the above time periods. This area lies along the side frontage of a residential subdivision associated with 133 Buffalo Road. All of these properties have access to off street parking and thus the proposal will have a negligible impact on their amenity.

**Recommendation:**

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

1. That 19m of No Stopping 8am – 9.30am & 2.30pm – 4pm School Days Only, be installed on the eastern side of Malvina Street between the existing No Parking 8am – 9.30am & 2.30pm – 4pm zone and the statutory No Stopping zone associated with the intersection of Malvina Street and Laurel Place.



Figure 2: Proposed Restrictions:



**ITEM (I): DOBSON CRESCENT AND MYRA AVENUE, RYDE**  
**SUBJECT: CHANGES TO PARKING AND TRAFFIC CONDITIONS**

ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED  
 REFERENCE: T2020-00529

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**Discussion:**

Northcross Christian School is located on Lane Cove Road between Dobson Crescent and Myra Avenue in Ryde. The school has a one way, on-site Kiss & Ride (pick-up/drop-off) facility with entry from Dobson Crescent and exit via Myra Avenue.



**Figure 1: Northcross Christian School – Onsite Kiss & Ride**



Following various requests from residents and the School, Council conducted a traffic study to investigate the increasing level of traffic congestion on Dobson Crescent during drop-off and pick-up times, as vehicles queue to enter the on-site Kiss & Ride.

Existing Parking/Traffic Conditions are shown in Figure 2 below:

- Dobson Crescent is approximately 7.3m wide with unrestricted parking on both sides of the street. This only allows for a 3m wide lane for vehicles to travel in both directions.
- There is “NO PARKING 8:00AM-9:30PM & 2:30PM-4:00PM SCHOOL DAYS ONLY” along the school frontage on Dobson Crescent to allow vehicles to queue to enter into the Kiss & Ride.
- There have been a number of reports of vehicles driving along the verge and footpath in an attempt to get around the congestion on Dobson Crescent.



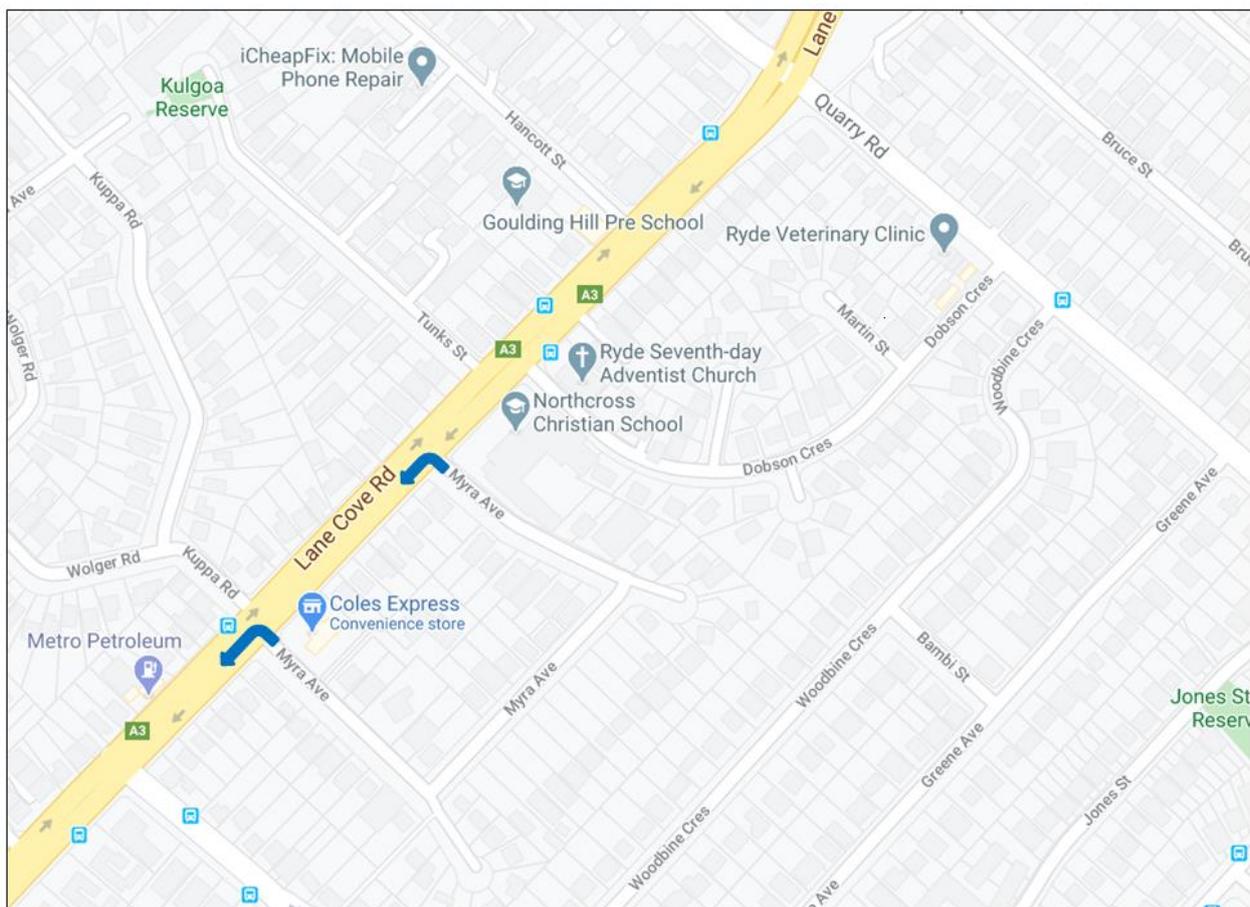
Figure 2: Existing parking restrictions.

- On Myra Ave, school traffic is prohibited from turning left upon exiting which was a condition imposed under the Development Consent in 2002. An “ALL TRAFFIC RIGHT ONLY” sign was approved and installed to address concerns raised by residents of the potential risks in increasing in traffic along Myra Avenue heading southbound.



- There is currently unrestricted parking on the southern side of Myra Avenue between the school driveway and Lane Cove Road. Hence vehicles turning right exiting the school joins a queue around parked vehicles waiting to turn left onto Lane Cove Road.
- During a site inspection, it was observed that the hold up in the movement of vehicles through the on-site Kiss & Ride area was due to vehicles queuing on Myra Avenue to turn left onto Lane Cove Road. As a result this was causing queuing on Dobson Crescent.

Myra Avenue is a loop road that runs parallel and intersects Lane Cove Road at 160m apart. Hence removal of the right turn only requirement out of the school would allow vehicles to disperse in both directions along Myra Avenue onto Lane Cove Road, thus improving traffic flow and reducing the congestion on Dobson Crescent.



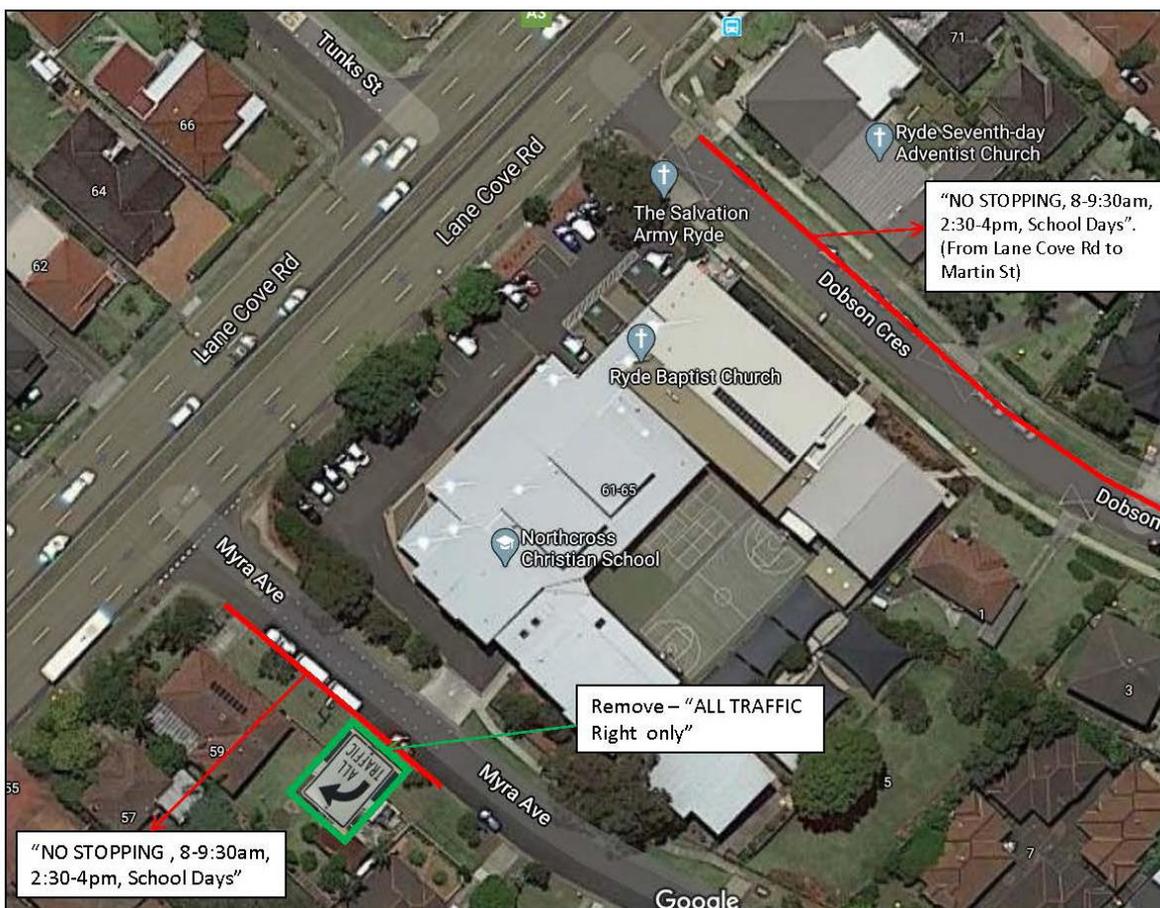
**Figure 3: Lane Cove Road and Myra Avenue intersections.**



**Proposal:**

With the increased numbers of vehicles using the Kiss & Ride facility due to Covid-19 restrictions and increasing risks to pedestrians, a review was undertaken with the following changes being proposed:

- Myra Avenue - Removal of the existing “ALL TRAFFIC RIGHT ONLY” to reduce congestion by dispersing traffic in both directions to Lane Cove Road.
- Myra Avenue - Installation of “NO STOPPING, 8:00AM-9:30PM & 2:30PM-4:00PM, SCHOOL DAYS ONLY” along the frontage of No. 59 Lane Cove Road to provide storage for queuing vehicles turning left onto Lane Cove Road.
- Dobson Crescent - Installation of “NO STOPPING, 8:00AM-9:30PM & 2:30PM-4:00PM, SCHOOL DAYS ONLY” along the northern side between Lane Cove Road and Martin Street to provide sufficient lane width for two way traffic .



**Figure 4: Proposed changes on Myra Avenue**



Figure 5: Proposed changes on Dobson Crescent

**Community Consultation:**

Council conducted consultation on the above proposals from 1 – 31 July 2020 with the results contained in Table 1.

| Location            | Myra Avenue | Dobson Crescent |
|---------------------|-------------|-----------------|
| Surveys distributed | 57          | 22              |
| Responses received  | 4           | 5               |
| Support             | 2           | 3               |
| DO NOT support      | 2           | 1               |
| Undecided           | 0           | 1               |
| Not specified       | 0           | 0               |

Table 1: Summary of survey results.

A petition was also received from 13 other properties along Myra Avenue and Adam Street objecting to the proposal to remove “ALL TRAFFIC RIGHT ONLY” at the school. The main concern was the lack of footpath on Myra Avenue and the potential risks to pedestrians with the increase of traffic flow.

To address residents’ concern, Council has secured funding from an external government grant to construct a footpath along the entire length of Myra Avenue in this financial year.

A traffic count was also conducted in March 2020 indicating approximately 70 vehicles used the Kiss & Ride and exited via Myra Avenue between 3 – 3:30pm. If vehicles were



permitted to turn left out of the school and with a 50/50 distribution, it is estimated that there could be an addition 35 vehicles over the 30mins period during the school pick up time along the Myra Avenue. This suggests that the traffic impact would be minimal to the local network.

In addition, a resident on Dobson Crescent also submitted an electronic petition from 2019 with 102 signatures requesting the Council to install parking restrictions on one side of Dobson Crescent to allow two way traffic flow. This has been considered as support for the installation of “NO STOPPING, 8:00AM-9:30PM & 2:30PM-4:00PM, SCHOOL DAYS ONLY” along the northern side between Lane Cove Road and Martin Street.

**Recommendation:**

That the Ryde Traffic Committee recommends that the following changes be undertaken:

1. Myra Avenue - Removal of the existing “ALL TRAFFIC RIGHT ONLY” opposite the egress driveway from Northcross Christian School.
2. Myra Avenue - Installation of “NO STOPPING, 8:00AM-9:30PM & 2:30PM-4:00PM, SCHOOL DAYS ONLY” along the side frontage of No. 59 Lane Cove Road.
3. Dobson Crescent - Installation of “NO STOPPING, 8:00AM-9:30PM & 2:30PM-4:00PM, SCHOOL DAYS ONLY” along the northern side between Lane Cove Road and Martin Street.



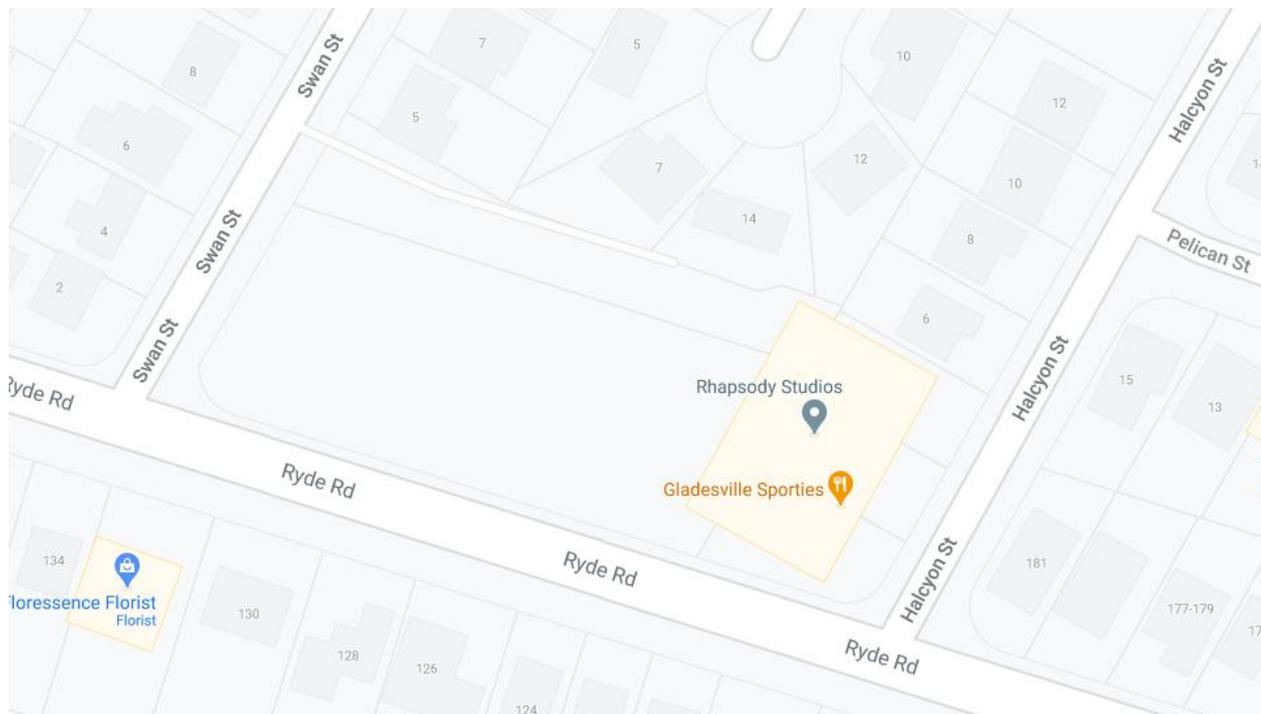
**ITEM (J): HALCYON STREET, GLADESVILLE**  
**SUBJECT: ALTERATION TO PARKING RESTRICTIONS**  
 ELECTORATE: LANE COVE  
 WARD: EAST  
 ROAD CLASS: NON-Classified  
 REFERENCE: T2020-00693

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request to investigate traffic congestion associated with Rhapsody Dance Studios which operates from Gladesville Bowling and Sports Club located at 181A Ryde Road, with a frontage on Halcyon Street.

Given that there is 40m between the intersection of Ryde Road and the entrance to the dance studio vehicles are regularly observed queueing on the western side of Halcyon Street to, and in some cases onto, Ryde Road. Whilst this queue is formed there is insufficient space to allow for the passage of any traffic as the carriageway width of Halcyon Street at this location is 7.3m.



**Figure 1: Location Plan**



The issue at this location is the localised congestion caused by parents picking up and dropping off children from the Rhapsody dance studio. The use of this facility was approved by Council as part of LDA2015/0642.

The dance studio is approved for classes for up to 64 children, which is expected to generate traffic of 54 vehicles per hour in peak periods, as identified in the traffic assessment submitted as part of the development application.

Council have been in contact with the operators of the dance studio regarding congestion on Halcyon Street, in response to Council's concerns the studio has adjusted the operation of the site.

Where previously classes began and ended on the hour, arrangements have been made for students to be dropped off 10 minutes prior to the commencement of classes to separate those dropping off students with those picking up from the previous class.

The studio has also positioned a marshal in the porte cochere to supervise the operation of the pick-up and set down. Parents using the porte cochere have been directed to exit the site via a left turn only with those accessing Ryde Road to do so via Swan Street.

The level of congestion at the studio has been significantly reduced by these actions, however some issues are still present, which can be largely resolved through alteration of parking restrictions in the area. The studio operator has agreed to formalise the changes in a Traffic Management Plan, which will be drafted by Council's traffic section. This document will manage the operations of the studio and advise parents of the conditions.

It has been observed that vehicles parking in the unrestricted parking on the opposite (eastern) side of Halcyon Street are allowing parents to pick up and drop off children, creating pedestrian movements across Halcyon Street. This is a short section of unrestricted parking, sufficient for three vehicles. Removal of this parking will prevent the pedestrian activity associated with the uncontrolled drop off and improve the traffic flow.

During observations of the site it was noted that the intersection of Halcyon Street and Ryde Road is not well defined with vehicles turning right from Halcyon Street frequently too far across the intersection impeding the movement of vehicles turning right into Halcyon Street from Ryde Road. This can be addressed by the installation of a small section of double barrier (BB lines) on Halcyon Street and hold line (TB) lines at the intersection.

When this dance studio was approved it was a condition of consent that 12 spaces be allocated within the existing carpark, off Swan Street, to manage overspill from the studio. It should be noted that Gladesville Bowling Club has submitted a development application to convert one bowling green into additional car parking. Additional parking provided as part of this development will remove some demand for parking on Halcyon Street and Pelican Street. The Traffic Management Plan will incorporate the use of these spaces.

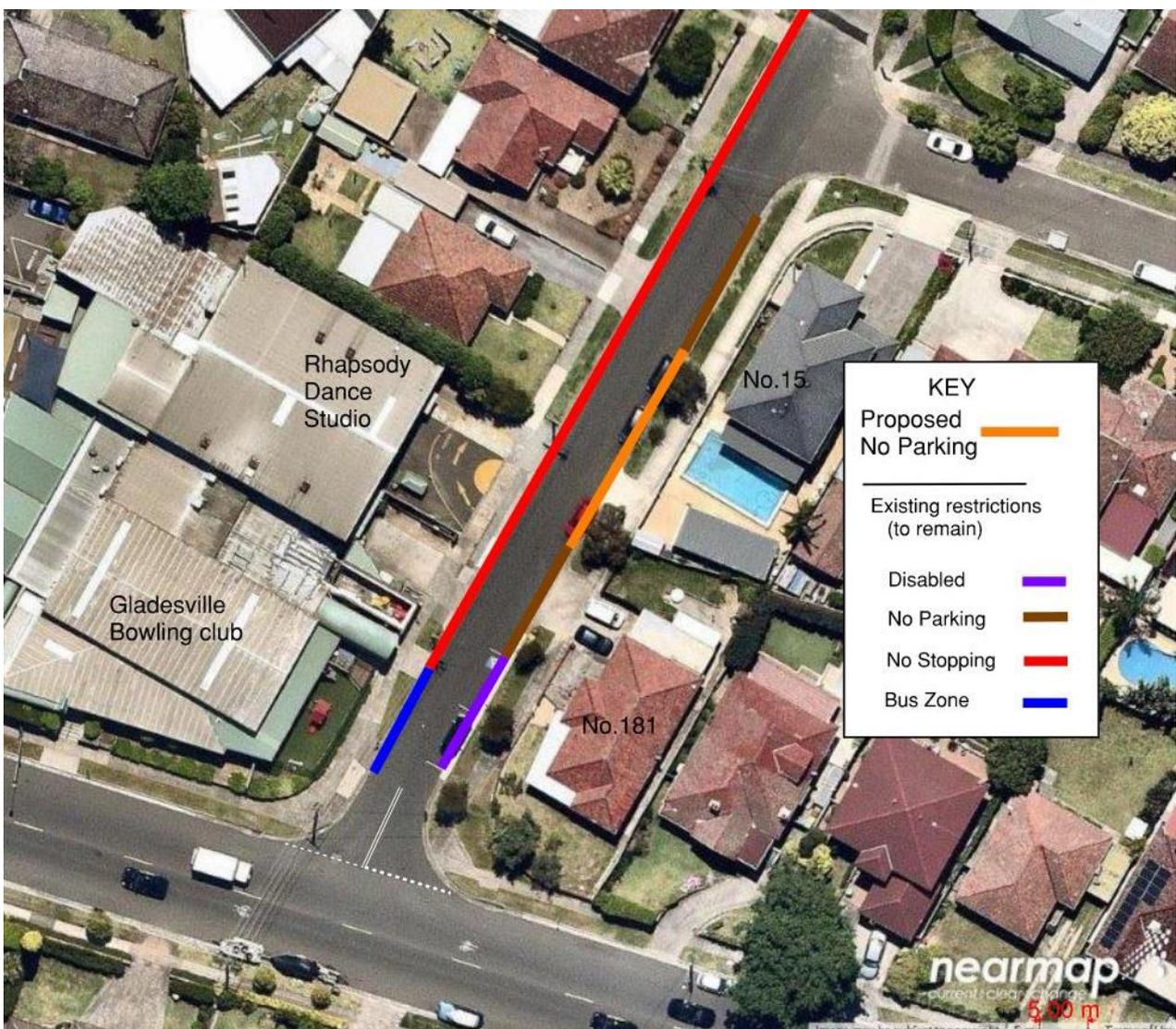
The revised parking restrictions and the implementation and formalisation of the Traffic Management Plan will significantly reduce the localised congestion previously observed on Halcyon Street.



**Recommendation:**

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

1. That 24m of No Parking be installed on the eastern side of Halcyon Street between the existing No Parking zones, at the driveway access of No181 Ryde Road and 1.5m north of the driveway access of No.15 Halcyon Street.
2. That a Traffic Management Plan be created to formalise the current traffic flow arrangements at Rhapsody Dance Studio (181A Ryde Road).
3. The intersection of Halcyon Street and Ryde Road be line marked with TB hold lines and 10m of BB line be installed on Halcyon Street.



**Figure 2: Proposed Parking Restrictions**