



ITEM (A) **210-216 VICTORIA ROAD, GLADESVILLE**

SUBJECT: **SIGANGE AND LINEMARKING PLAN – WESTERN CRESCENT**

ELECTORATE: LANE COVE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2015/653 & T2020-00487

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

Discussion:

The Developer for 210-216 Victoria Road, Gladesville has submitted a signage and line marking plan for the site’s rear frontage along Western Crescent. Ryde Traffic Committee approval is required for the proposed changes to the on-street parking controls to accommodate the kerbside waste collection, as per Condition 144 of the Development Consent LDA2015/653.

144. Waste Collection Days. *Safe easy access must be provided for waste collection vehicles to service the waste containers. "No Standing on Garbage Day (Tuesday) between 5.00am to 11.00am" signs will be placed on Western Cres, Gladesville to enable the trucks to access the bins for servicing.*

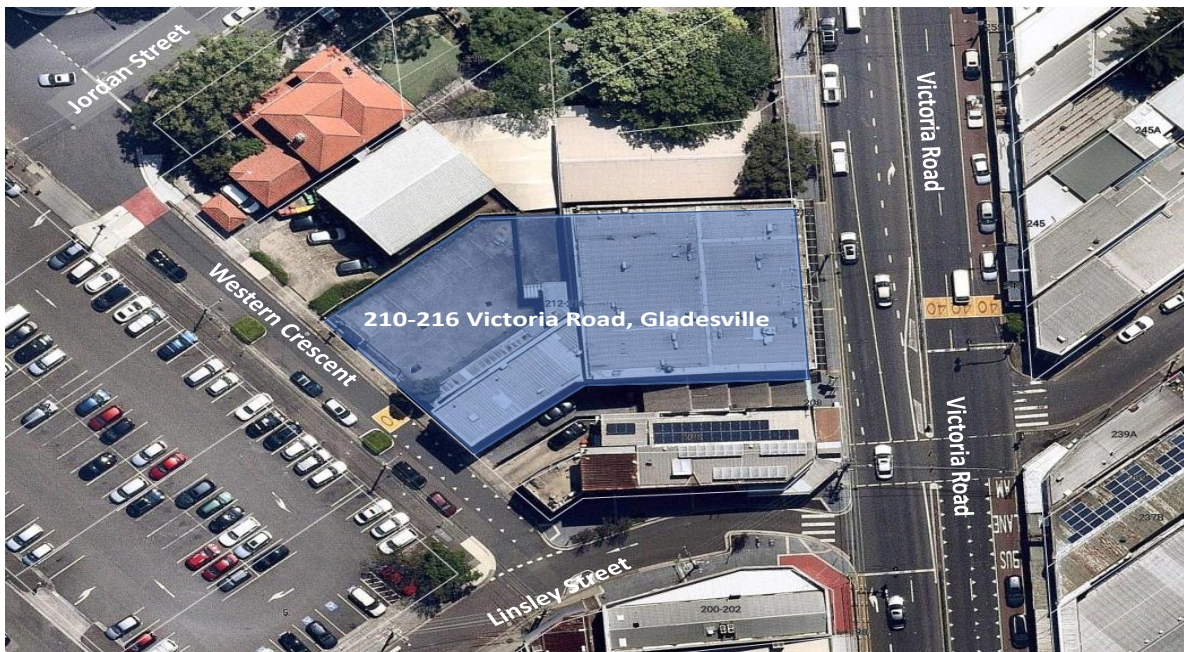


Figure 1: **Location of the Subject Site and Surrounding Streets**



Th Western Crescent has a carriageway width of approx. 7m which allows one kerbside parking lane and one eastbound only travel lane. **Figure 1** shows the location of the subject site

A proposed signage and line marking Plan is shown in **Figure 2**. The No Stopping zone between the access driveway and the subject site's eastern boundary on the northern side of Western Crescent is proposed to be converted to "No Parking 5am-11am Tuesday Waste Vehicle Excepted" zone while the 1P parking spaces on the southern side of Western Crescent is proposed to be modified to No Stopping between 5am-11am Tuesday to maintain the traffic flow on Western Crescent.

There were two rectangular-shaped planter boxes on the southern side of Western Crescent between the 1P parking spaces as shown in **Figure 1**. The eastern planter box is proposed to be reshaped and relocated closer to Linsley Street to ensure Western Crescent will not be blocked during waste collection.

Figure 3 demonstrated that a standard 12.5 Heavy Rigid Vehicle can travel on Western Crescent from Jordan Street to Linsley Street while Council's 10.8m Waste Collection Vehicle is standing in the proposed waste collection zone.



Figure 3: Heavy Rigid Vehicle Swept Path with 10.8m Truck in the Waste Collection Zone



Recommendation:

That the Ryde Traffic Committee recommends that the following changes be made to on-street parking controls to facilitate waste collection

1. Northern side of Western Crescent along the subject site's rear frontage
 - a. No Parking 5am-11am Waste Collection Vehicles Excepted
 - b. No Stopping All Other Times
2. Southern side of Western Crescent opposite to the subject site
 - a. 1P 8am-6pm MON, WED-FRI
 - b. No Stopping 5am-11am TUE & 1P 11am-6pm TUE
 - c. 1P 8am-12:30pm SAT

It would be appreciated if you could reply by return email as to whether you concur with the above recommendations.

**ITEM (B) ENDEAVOUR STREET, WEST RYDE****SUBJECT: RELOCATION OF BUS ZONE**

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00510

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 the Principal of West Ryde Primary School with a request to relocate the existing Bus Zone on Endeavour Street to improve safety for students.

The existing 32m Bus Zone is located in front of the staff car park near the intersection of Bennett Street on the departure side of a pedestrian crossing. Near misses have been reported between vehicles reversing out of the car park and children using the Bus Zone.

A Traffic & Parking Study of West Ryde Public School was undertaken in 2018 and a number of recommendations were approved by Traffic Committee in 2019. However, due to the upgrade works commencing at the school, changes to Endeavour Street were not included while the school consider the best use of the school frontage with regards to the new school layout.

Existing parking restrictions are shown in *Figure 1* below. There is currently “No Stopping, 8:30-9:30am, 3-4pm, School Days” along the frontage of the school north of the pedestrian crossing. The bus zone, south of the pedestrian crossing, is in operation between “8:30am to 3:30pm” and then “1/4P, 3:30-6pm” to service the West Ryde Before and After School Care.



Figure 1 – Existing parking restrictions.

With the relocation of the main school access gate to the middle of Endeavour Street, it is proposed that the Bus Zone be relocated to north of the new school access gate. A grass kerbed island will be removed to accommodate for bus movements. Refer to *Figure 2*.

The existing “No Stopping” zones adjacent to the new Bus Zone will be converted into “No Parking, 8:30-9:30am, 3-4pm, School Days” to allow parents to utilise these spaces for drop off and pick up during those times. Other times will become unrestricted parking.

The existing Bus Zone will be converted to “1/4P, 7-9am, 3:30-6pm, SCHOOL DAYS” to service the West Ryde Before and After School Care.



Figure 2 – Proposed new parking restrictions.

Consultation:

- STA approval was sought to relocate the bus stop.
- Residents were not consulted as it is along the school frontage and does not result in any loss of car park

Recommendation:

The Ryde Traffic Committee recommends that the following changes to parking restrictions on Endeavour Street be undertaken as per Figure 2

1. The bus zone on the eastern side of Endeavour Street north of Bennett Street be relocated to a midblock position adjacent to the new entrance/gate to the school.
2. The existing time restricted “No Stopping” restrictions currently located midway along Endeavour Street be converted to “No Parking, 8-30-9:30am, 3-4pm, SCHOOL DAYS”.



3. The existing bus zone on Endeavour Street, north of Bennett Street be converted to “1/4P, 7-9am, 3:30-6pm, SCHOOL DAYS” to service for the West Ryde Before and After School Care. At all other times unrestricted parking will apply along this zone.



ITEM (C) SPOONER PLACE, NORTH RYDE

SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
 WARD: EAST
 ROAD CLASS: NON-CLASSIFIED
 REFERENCE: T2020-00458

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 local resident regarding the increasing number of incidents of motorists partially blocking access to his driveway. Given the narrow width of Spooner Place at 6m wide, access and egress to/from the resident’s property is extremely difficult when it is partially blocked by inappropriately parked vehicles.

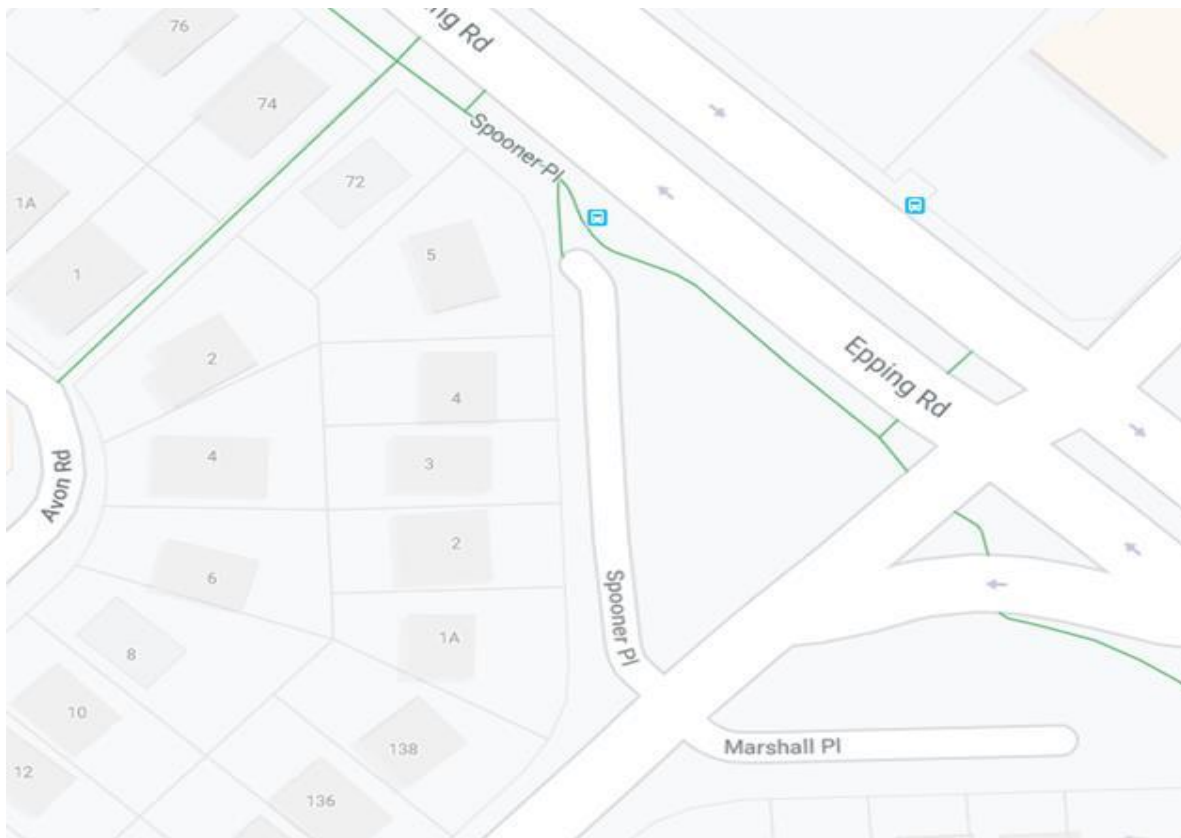


Figure 1: Location Plan

Spooner Place is located in close proximity to the Macquarie Park Employment Zone and while much of the street is subject to parking restrictions, there is a small section which remains unrestricted and thus serves as a major attractor to all day commuter parking with resultant inappropriate parking behaviour occurring.



An on-site meeting was held with the resident to discuss various options to address the parking situation. He was advised that all residents would need to be consulted if any changes to on-street parking were proposed.



Figure 2: Existing On-Street Parking Restrictions

Currently as per the above plan, there is a range of parking restrictions in place on Spooner Place. Rather than introduce another variation of timed parking restrictions into the street, it is proposed that all on-street parking in the street be converted to the following: *2P 8:30am-6pm Mon-Fri & 8:30am - 12:30 Sat*, with the existing *No Parking* and *No Stopping* restrictions to remain as is. All properties in the street have access to off-street parking.

The above proposal was sent to all residents of Spooner Place for comment, with three replies received in the affirmative. It should be noted that the proposal was sent to both residents and owners of properties in the street.



- No Stopping 
- No Parking 
- 2P 8:30am-6pm Mon- Fri 
- & 8:30am-12:30am Sat

Figure 3: Proposed On-Street Parking Restrictions

Recommendation:

That the Ryde Traffic Committee recommends that all existing timed parking restrictions and all unrestricted parking in Spooner Place be changed to *2P 8:30am-6pm Mon-Fri & 8:30am-12:30pm Sat* with existing *No Stopping* and *No Parking* restrictions to remain unaltered.

ITEM (D) MORRISON ROAD, PUTNEY

SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00459

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 local resident regarding the on-street parking situation outside her property. The resident lives on Morrison Road in relative proximity of the signalised intersection of Church Street and Morrison Road. There is a dedicated parking lane delineated on both sides of the road, however on the southern side of the road there remains a section of unrestricted parking that occurs immediately west of the end of the parking lane. It is this section of road way that is of concern to the resident.

A site inspection reveals that the existing signage on this section of Morrison Road is deficient as neither the existing *Bus Zone* or statutory *No Stopping* restrictions associated the signalised intersection are signposted.

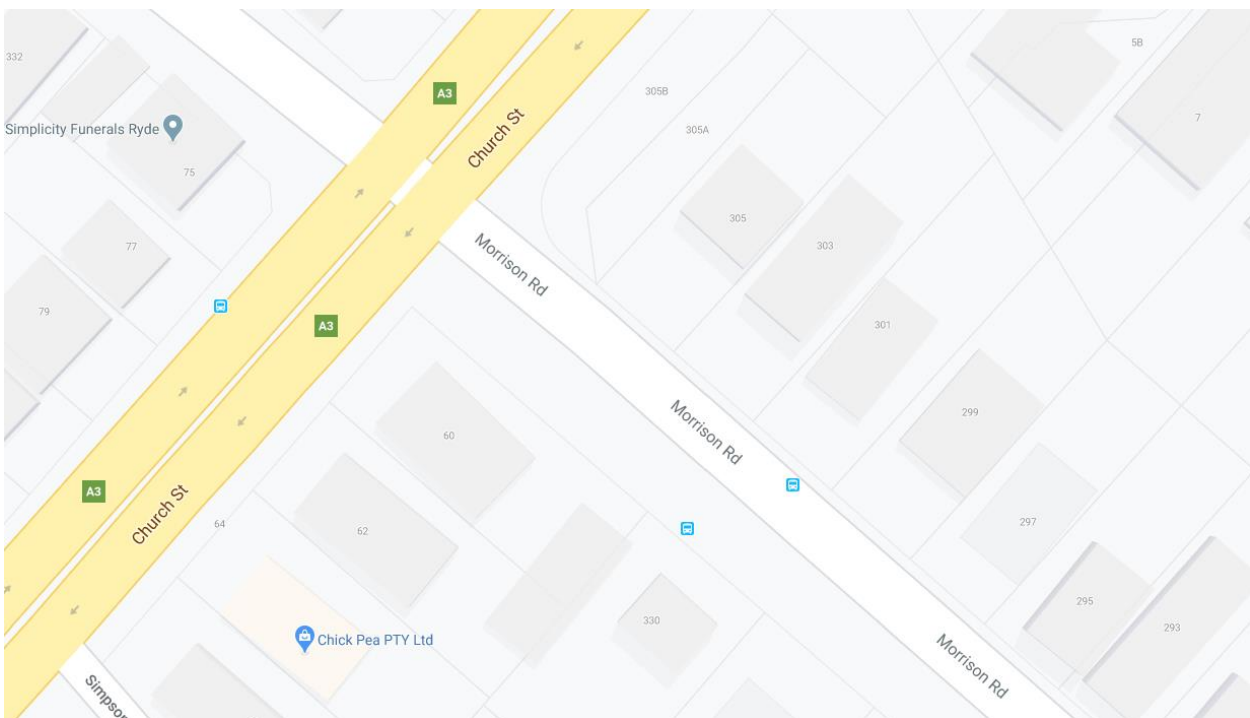


Figure 1: Site Location



While the resident had requested that *No Stopping* restrictions be installed from the end of the delineated parking lane, she was advised that *No Parking* would be more appropriate as this would enable goods/persons to be dropped off/collected along her frontage as compared to the limitations associated with *No Stopping* restrictions.



Figure 2: Proposed Parking Restrictions

It is thus proposed that a *No Parking* zone be installed from the end of the parking lane along the frontage of No: 328 Morrison Road, with the bus zone and statutory *No Stopping* restrictions signposted appropriately. The resident has advised that she is happy for the above restrictions to be installed in front of her property.

Recommendation:

That the Ryde Traffic Committee recommends that a *No Parking* zone be installed along the frontage of No:328 Morrison Road, with the *Bus Zone* and statutory *No Stopping* restrictions associated with the signalised intersection of Morrison Road and Church Street signposted appropriately.



ITEM (E): HERRING ROAD, RYDE
SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
 WARD: CENTRAL
 ROAD CLASS: NON-CLASSIFIED
 REFERENCE: T2020-00460

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 the Principal of Kent Road Public School regarding traffic and road safety issues on Herring and Kent Roads as they pertain to inappropriate driving behaviour of parents and carers of children attending the school. Site inspections were undertaken during both morning and afternoon drop off and pick up times to assess traffic and road safety conditions and to assess whether any parking changes could improve traffic and road safety conditions around the school.

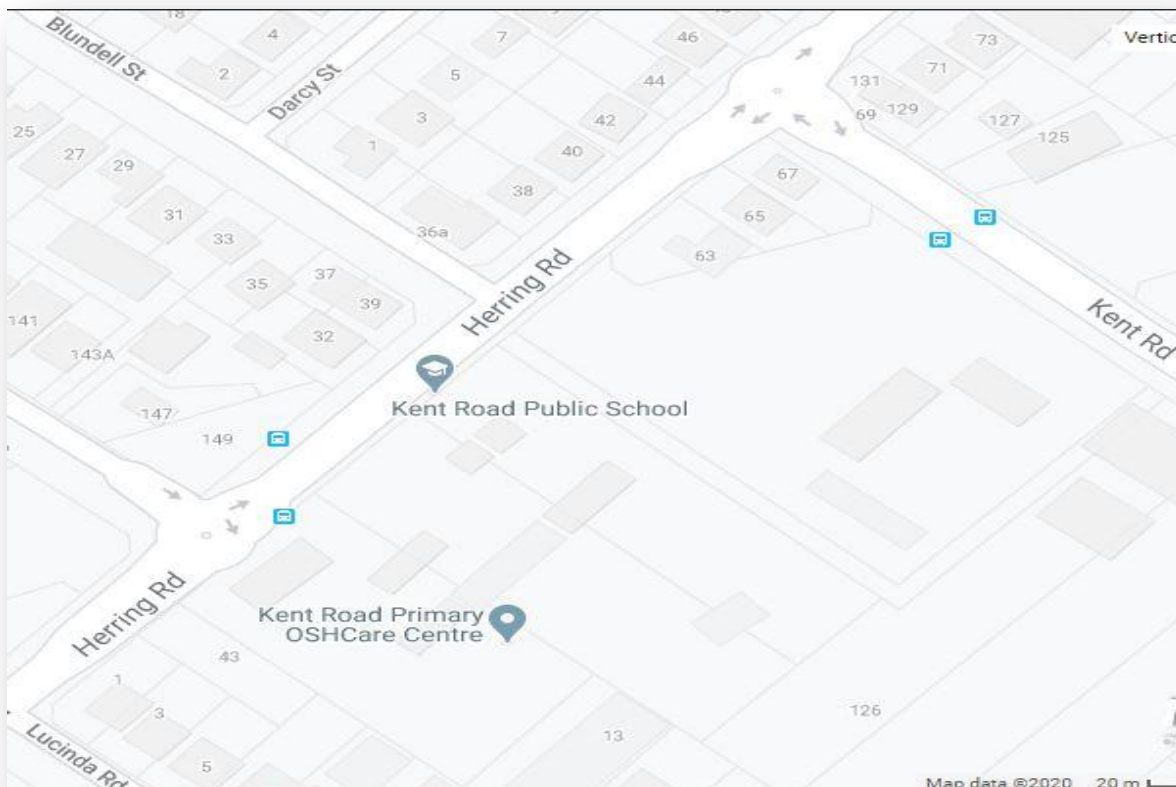


Figure 1: Site Location

Issues Identified:

Issue 1: There is a missing kerb ramp and connection to the footpath on the western side of Herring Road on the northbound approach to the roundabout with Kent Road.



Figure 2: Missing Kerb Ramp on Herring Road

Issue 2: Site measurements indicate that the width of the northbound carriageway of Herring Road between Blundell Street and Kent Road is 4.6m wide, double barrier lines are installed, however only the statutory *No Stopping* restrictions are signposted on the approach to the roundabout. While motorists should be aware that they are not permitted to park within 3m of double barrier lines, parents and carers were seen parking at this location in the afternoon school pick up period. It is thus recommended that the western side of Herring Road between Blundell Street and Kent Road be clearly signposted as a *No Stopping* zone.



Figure 3: Insufficient width on Herring Road to permit on-street parking



Issue 3: Site observations indicated that the statutory *No Stopping* zone on the northern side of Blundell Street at its intersection with Kent Road is not signposted appropriately, thus the require *No Stopping* zone requires signposting and will tie in with the new *No Stopping* zone along Herring Road.



Figure 4: Missing No Stopping Restrictions

Issue 4: During the site inspection it was observed that parents who park in Blundell Street were seen walking their children diagonally across the intersection with Herring Road despite the close proximity of the combined children’s and zebra crossing immediately south of Blundell Street. In order to discourage this behaviour it is considered that a pedestrian fence be installed on the eastern side of Herring Road from the commencement of the *No Stopping* restrictions to the existing combined children’s and zebra crossing.



Figure 5: Proposed location of pedestrian fence

Issue 5: The *No Stopping* restriction on the southbound carriageway on Herring Road associated with the roundabout at Kent Road is not signposted. It is proposed that the double barrier line on Herring Road be relocated 1m in a westerly direction in order to make the on-street parking along the school frontage legal. Once the double barrier lines are relocated, then it is proposed that this on-street parking is made $\frac{1}{4}$ P 8:00am – 9:30am & 2:30pm – 4:00pm School

Days to assist with drop off and pick up activities at Kent Road Public School. The School Principal has endorsed the above idea.



Figure 6: Relocation of double barrier line and proposed 1/4P 8:00am-9:30am & 2:30pm-4:00pm School Days Only Zone

Issue 6: The carriageway width of Herring Road between Lucinda Road and Agincourt Road is approximately 9m wide. Double barrier lines are in force along this section of the road, which makes on-street parking on both sides of the road illegal as the 3m rule to the double barrier lines would not be met. It is considered that the double barrier lines should be relocated by 1m in the westerly directly, which would then enable on-street parking to be permitted on eastern side of Herring Road (same side of the road as the Kent Road Public School). On-street double barrier lines further south on Herring Road would be reviewed such that there is a careful transition to the relocated double barrier lines.



Figure 7: Proposed relocation of double barrier lines by 1m to permit legal parking on the eastern side of Herring Road

**Recommendation:**

That the Ryde Traffic Committee recommends that the following changes be made to parking restrictions and facilities on Herring Road:

1. A kerb ramp and connection to the footpath be constructed on the western side of Herring Road on the northbound approach to the roundabout with Kent Road.
2. The western side of Herring Road between Blundell Street and Kent Road is signposted as No Stopping to enforce the 3m rule to double barrier lines.
3. Statutory *No Stopping* restrictions on the northern side of Blundell Street are signposted at its intersection with Herring Road.
4. A pedestrian fence is installed on the eastern side of Herring Road from the commencement of the *No Stopping* restrictions to the combined children's and zebra crossing.
5. Double barrier lines on Herring Road between Blundell Street and Kent Road be relocated by 1m in a westerly direction with on-street parking to be converted to *1/4P 8:00am – 9:30am & 2:30pm – 4:00pm School Days Only*.
6. The double barrier lines on Herring Road between Lucinda Road and Agincourt Road are relocated 1m in a westerly direction to enable on-street parking to be provided on the eastern side of Herring Road.



ITEM (F) BAY DRIVE , MEADOWBANK

SUBJECT: PARKING RESTRICTIONS

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

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

Discussion

The following Notice of Motion was resolved by Council on 25 February 2020 as follows:

- a. *That the City of Ryde investigate the installation of a taxi rank and / or a 5 minute parking zone on Bay Drive, Meadowbank, adjacent to the entrance to the apartments on 5 Bay Drive, Meadowbank.*
- b. *That a report be brought back to Council for its consideration.*

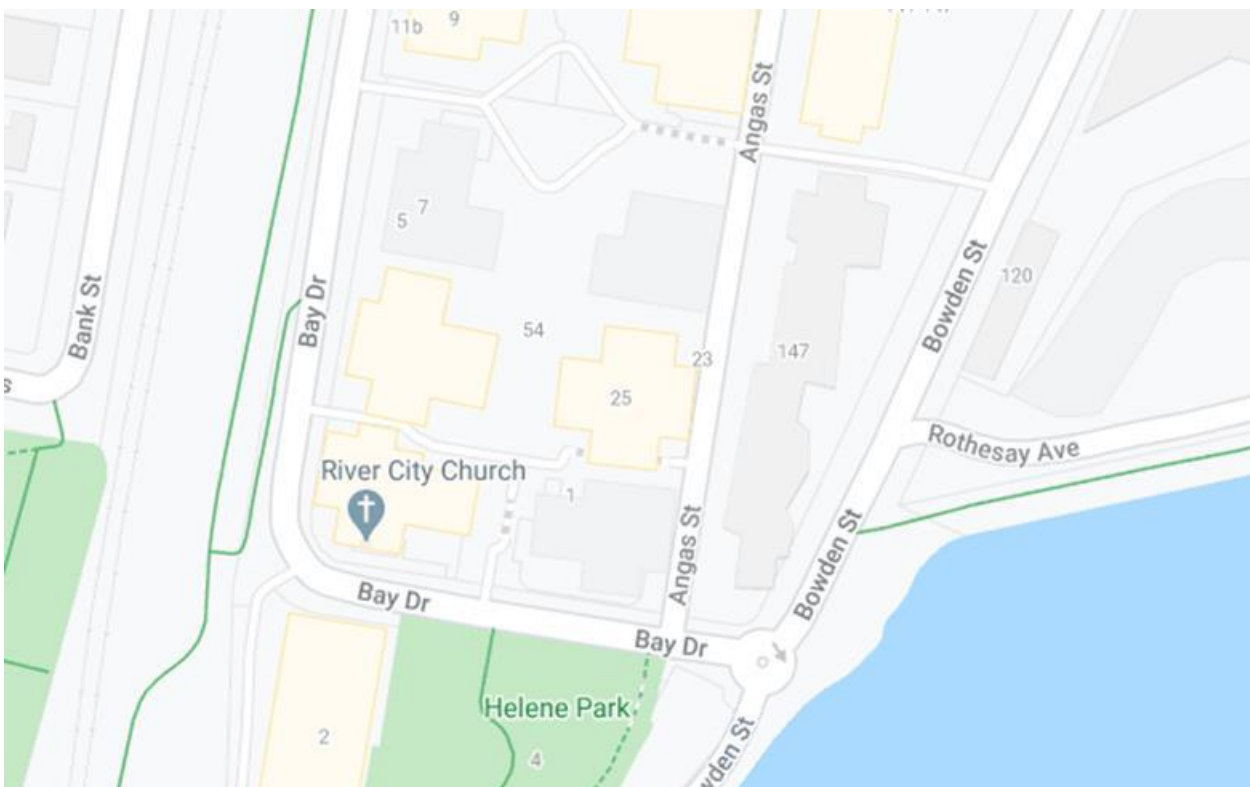


Figure 1: Site Location

A site inspection was undertaken to assess whether the above facility could be provided at the nominated location. It was determined that if the No Stopping restrictions were

relocated by 5.4m in a northerly direction then an additional parking space could be provided without impacting on the existing 2P parking restrictions. The new parking space would still be contained within the parking lane and thus there would be no reduction to the road safety environment at this location.



Figure 2: Relocation of No Stopping restrictions

All residents of No:5 Bay Drive were letterboxed regarding the proposal with only 1 response being received which was in favour of a P5min parking space to be created.



The black car demonstrates how an additional car space can be accommodated within the parking lane

Recommendation:

That the Ryde Traffic Committee recommends that the No Stopping sign outside No:5 Bay Drive be relocated in a northerly direction by 5.4m to enable a P5min parking space to be created.



ITEM (G) BUSACO ROAD, MARSFIELD

SUBJECT: EXTENSION OF NO STOPPING ZONE

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: NON-CLASSIFIED
 REFERENCE: T2020-00470

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

Discussion:

Council has received a request from STA Buses to extend the “No Stopping” zone outside 36-38 Busaco Road, Marsfield to facilitate the manoeuvrability of buses.



Figure 1: Location Plan

Currently, a bow-tie has been installed at this location to keep the area clear for buses manoeuvrability. Site investigation revealed that the vehicles are constantly parked over the bow-tie that restricts the movement of buses at this location.



To address this concern, Council is proposing to extend the “No Stopping” zone outside 36-38 Busaco Road, Marsfield as shown in the attached diagram.

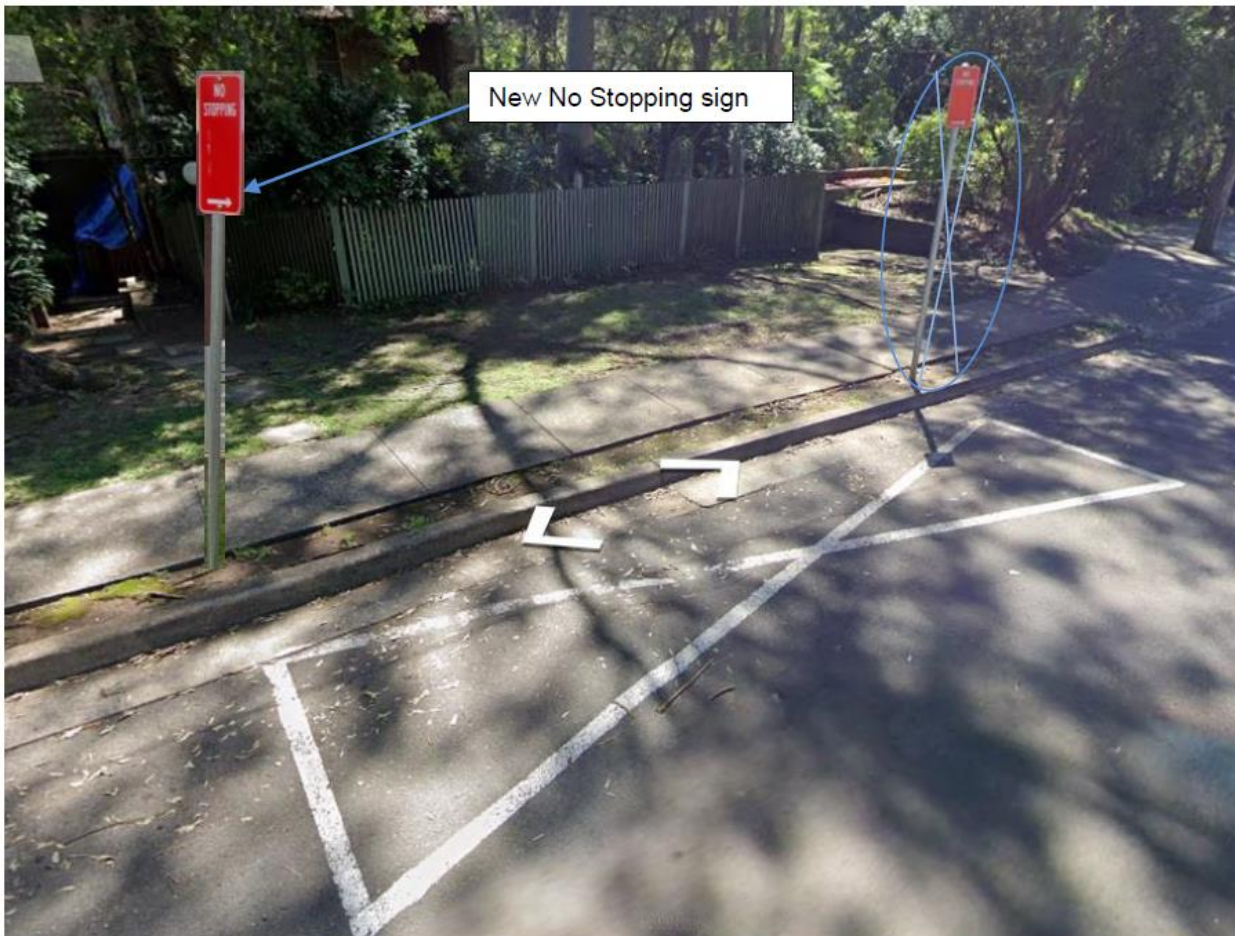


Figure 3: Proposed Relocation of Stop Signage

Recommendation:

That the Ryde Traffic Committee recommends that the existing “No Stopping” zone outside 36-38 Busaco Road, Marsfield be extended west to encompass the bow-tie zone.

It would be appreciated if you could reply by return email as to whether you concur with the above recommendation.

ITEM (H): BRABYN STREET, DENISTONE EAST
SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00488

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

Discussion:

The COVID-19 pandemic has seen a noticeable increase in parents and carers using private vehicles in transporting their children to and from school.

Council has undertaken significant improvements on streets in the vicinity of Denistone East Public School in recent months to address traffic and road safety issues associated with School generated activities. Council has received an additional request from the principal of Denistone East Public School to investigate what further measures can be utilised to alleviate some of the congestion that is occurring on Brabyn Street during morning and afternoon drop off and pick up times.

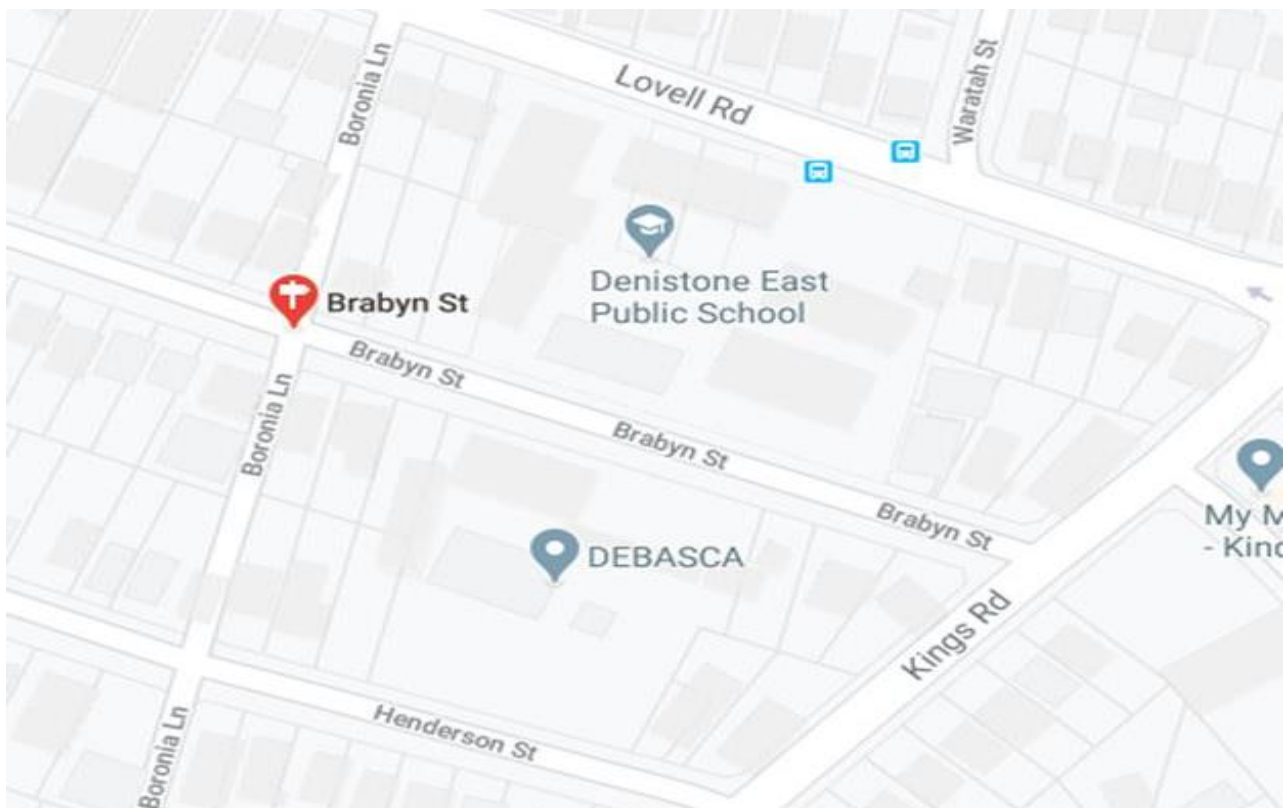


Figure 1: Location Plan



In response to this request site observations were undertaken at Denistone East Public School to determine where the main congestion point on the local network was. It was determined that the southern section of Brabyn Street immediately north of Kings Road was the main congestion area.

To alleviate this congestion it is proposed that the following changes to on-street parking restrictions be undertaken on Brabyn Street (see sketch plan attached):

- Installation of No Stopping 8:00 – 9:30am & 2:30 – 4:00pm School Days Only along the frontage of Nos 54 – 58 Brabyn Street.
- Installation of No Parking 8:00 – 9:30am & 2:30 – 4:00pm School Days Only along the frontage of Nos: 53 to 55 Brabyn Street.
- Existing statutory No Stopping restrictions on Brabyn Street at Kings Street to remain as existing.

The above proposal had previously been proposed, however was met with opposition by local residents. Council has again canvassed local residents for their opinion and no objections have been received from residents this time. The need for the above restrictions was emphasised in our letter to residents, with residents acknowledging that we are living in extraordinary times and hence acceptance of the above restrictions.

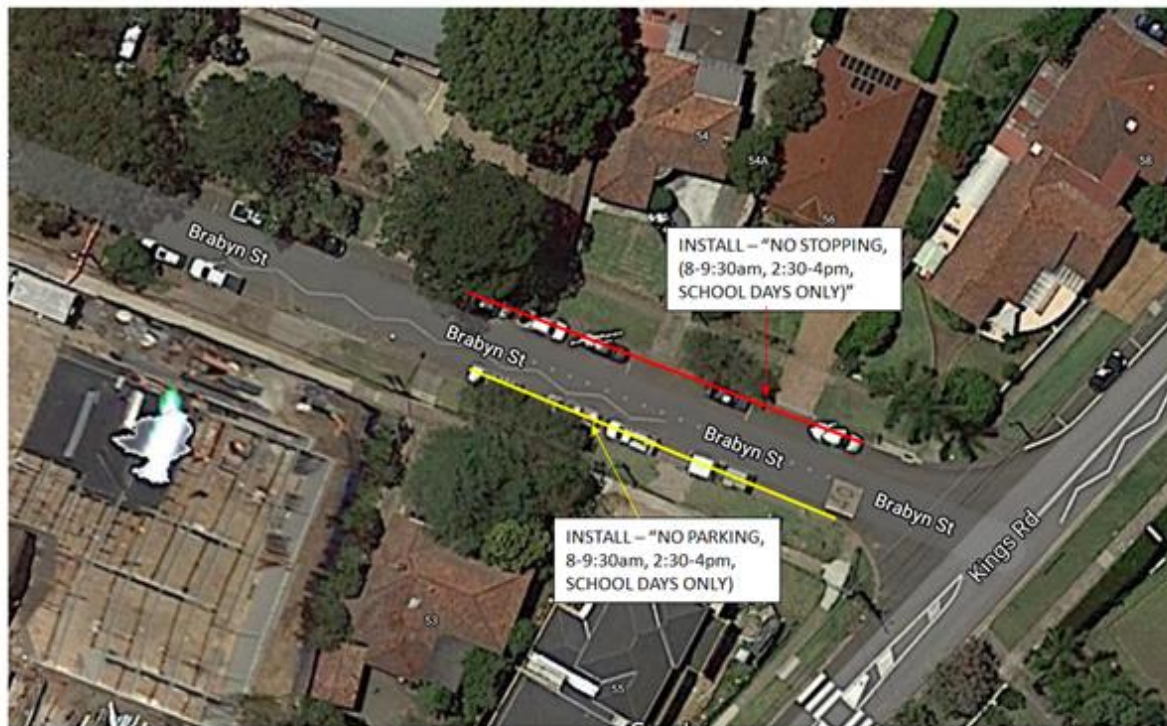
Recommendation:

That the Ryde Traffic Committee recommends that the following changes be made to parking restrictions on Brabyn Street:

1. No Stopping 8:00 – 9:30am & 2:30 – 4:00pm School Days Only be installed along the frontage of Nos: 54 – 58 Brabyn Street.
2. No Parking 8:00 – 9:30am & 2:30 – 4:00pm School Days Only be installed along the frontage of Nos: 53 to 55 Brabyn Street.
3. Statutory No Stopping restrictions on Brabyn Street at Kings Street to remain as existing.



	Brabyn STREET	ANNEXURE A
T2020-00488	SUBURB: Denistone East	PAGE 1 OF 1



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				

Figure 2: Proposed Parking Restrictions:



ITEM (I) ANTHONY ROAD, WEST RYDE

SUBJECT: ALTERATION OF 1/2P AND BUS ZONE OPERATING HOURS

ELECTORATE: RYDE
 WARD: CENTRAL
 ROAD CLASS: NON-CLASSIFIED
 REFERENCE: T2020-00469

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

Discussion:

Council has received a request from STA Buses that the existing bus zone on Anthony Road is parked out by vehicles when it commences at 9:00am that prohibits drop-off and pick-up of passengers at this location.

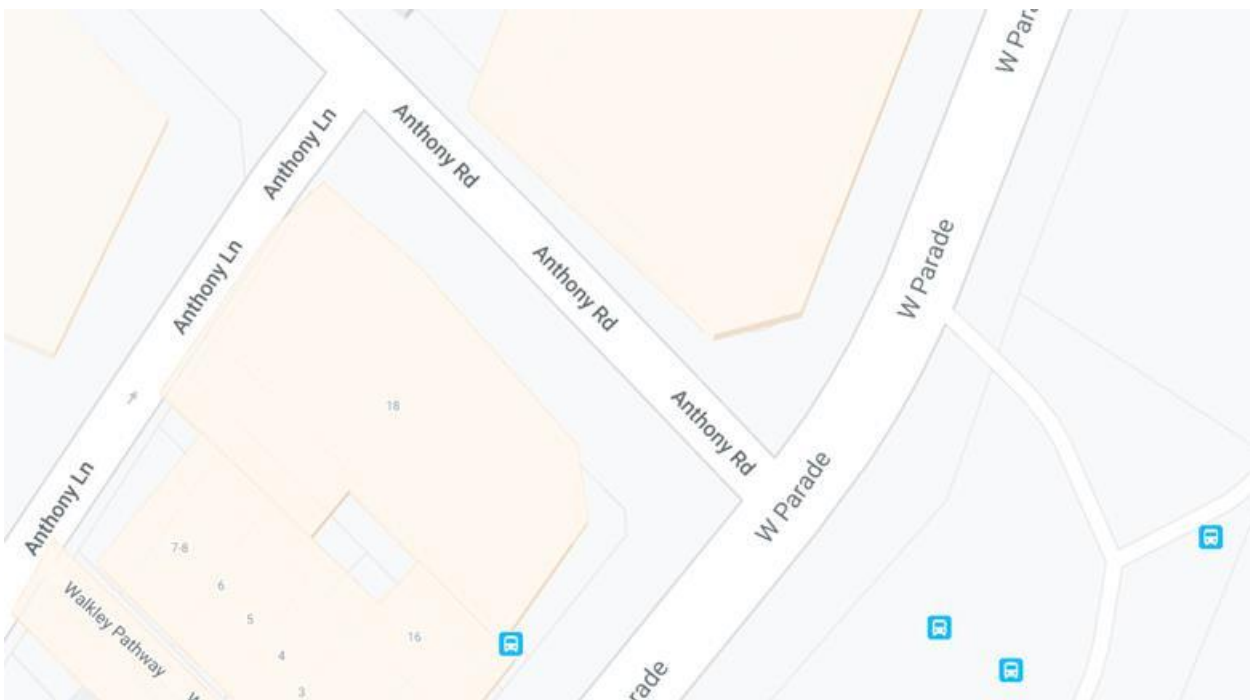


Figure 1: Location Plan

To address this issue Council is proposing to alter the bus zone operating hours from 9:00am – 3:30pm MON - SAT to 8:30am – 3:30pm MON - SAT.

As a result of this change, the time restricted parking zone will change from 1/2P 7:30am - 9:00am & 3:30pm - 6:00pm MON – SAT to 1/2P 7:30am - 8:30am & 3:30pm - 6:00pm MON – SAT.

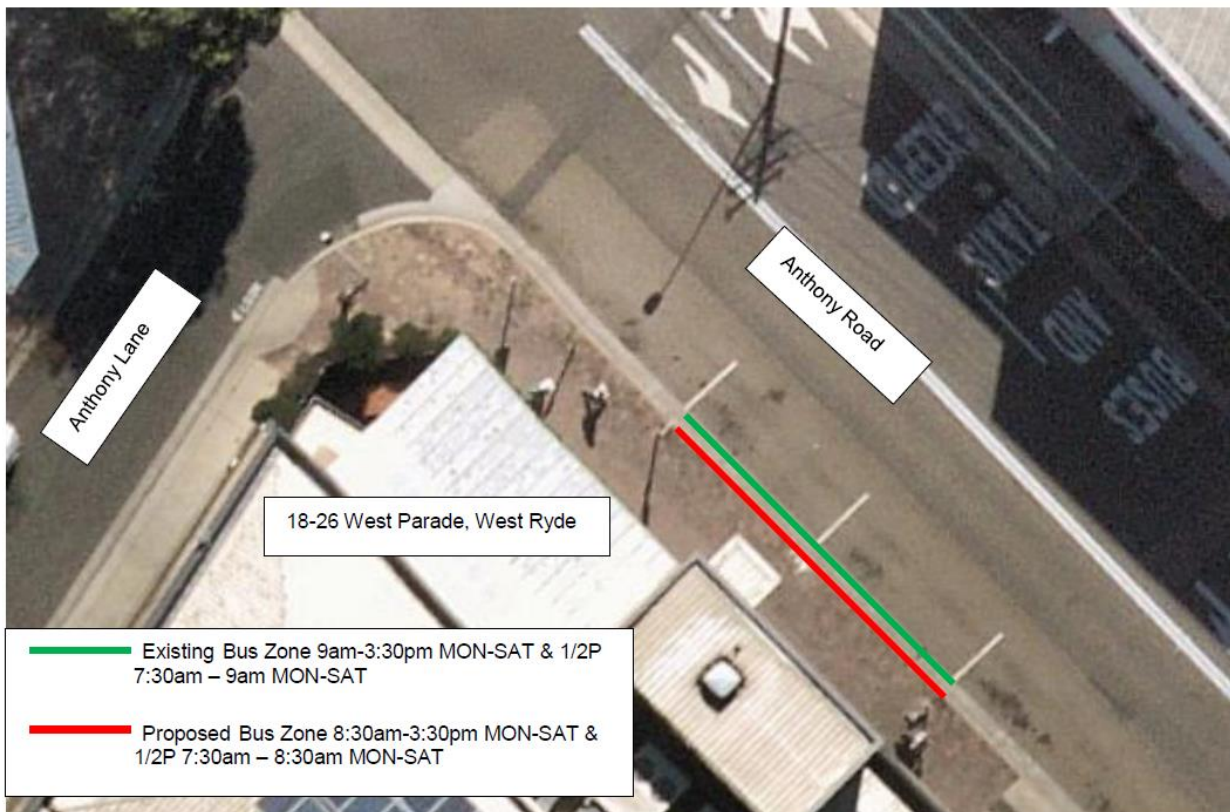


Figure 2: Proposed Restrictions

Recommendation:

The Ryde Traffic Committee recommends that the following changes be made to the shared existing bus and time restricted parking zone on the southern side of Anthony Road.

1. The operating hours of the bus zone on the southern side of Anthony Road, immediately west of West Parade change from 9:00am – 3:30pm MON - SAT to 8:30am – 3:30pm MON - SAT.
2. The operating hours of the time restricted parking zone change from 1/2P 7:30am - 9:00am & 3:30pm - 6:00pm MON – SAT to 1/2P 7:30am - 8:30am & 3:30pm - 6:00pm – MON – SAT.

It would be appreciated if you could reply by return email as to whether you concur with the above recommendation.