



ITEM (A) MIRIAM ROAD, WEST RYDE

SUBJECT: AT-GRADE PEDESTRIAN CROSSING
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

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

PROPOSAL

Council is proposing to install an at-grade pedestrian crossing and associated No Stopping restrictions along the property frontage of No. 2 & 2A Miriam Road, West Ryde.



Figure 1: Location Plan

DISCUSSION

Council has received requests from residents to investigate the provision of a pedestrian crossing on Miriam Road, West Ryde to provide a safe crossing point for parents with prams and residents to the Miriam Park, West Ryde. On site observations indicate that the usage of the Park has significantly increased since start of the Covid pandemic, with a steady stream of pedestrians, principally parents with children crossing Miriam Road.

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on the number of pedestrians and vehicles passing through that location. The Roads and Maritime Supplement to the Austroads Guide



indicates that pedestrian crossings can generally be provided subject to meeting a minimum 'normal warrant' that being:

- 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.

There is the capacity for a pedestrian crossing to be provided if the site is used predominantly by school children and by aged or impaired pedestrians.

- Reduced warrant: A pedestrian (zebra) crossing is warranted where in two counts of one hour duration immediately before and after school hours:
 - (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 200.

It is considered appropriate that the location in question be assessed under the reduced warrant criteria. Traffic and pedestrian counts were undertaken on Tuesday 8 June 2021 to gauge the level of pedestrian activity across Miriam Road to the entrance to the Park.. A summary of results is provided in the table below. The results indicate that the reduced warrant associated with school children would be met

Table 1.0 Traffic and pedestrian counts at 2A Miriam Road, West Ryde.

Tues 8th June 2021	Pedestrians (P)	Vehicles (V)
10:00am – 11:00am	95	210
3.00pm – 4:00pm	89	204

The proposed pedestrian crossing and associated signage and line marking will be installed as per the RMS technical direction. The proposed installation of the at-grade pedestrian crossing will result in the loss of three (3) on-street parking spaces along the property frontage of 2- 2A Miriam Road and two (2) on on-street parking on the Miriam Park frontage.

CONSULTATION

The residents of 2, 2a and 4 Miriam Road were consulted about the installation of an at-grade pedestrian crossing and associated loss of on-street parking. To date, Council has received one reply in the affirmative from the resident of 2A Miriam Road, who has endorsed the proposal despite, whilst acknowledging that the proposed pedestrian



crossing would impact on the available on-street parking along Miriam Road. No other comments have been received from affected residents.



Figure 2: Distribution Map

FUNDING

Council has nominated this location for funding in phase 2 of the Federal Stimulus Road Safety Program, where funded proposals are required to be constructed by June 2022. Council has yet to be advised if it was successful in its submission.

RECOMMENDATION:

The Ryde Traffic Committee recommends that subject to funding being provided, that

- a) An at-grade pedestrian crossing and associated statutory No Stopping restrictions be installed on Miriam Road in the vicinity of Reserve Street, West Ryde.
- b) The pedestrian crossing be installed as per RMS Technical Directions.

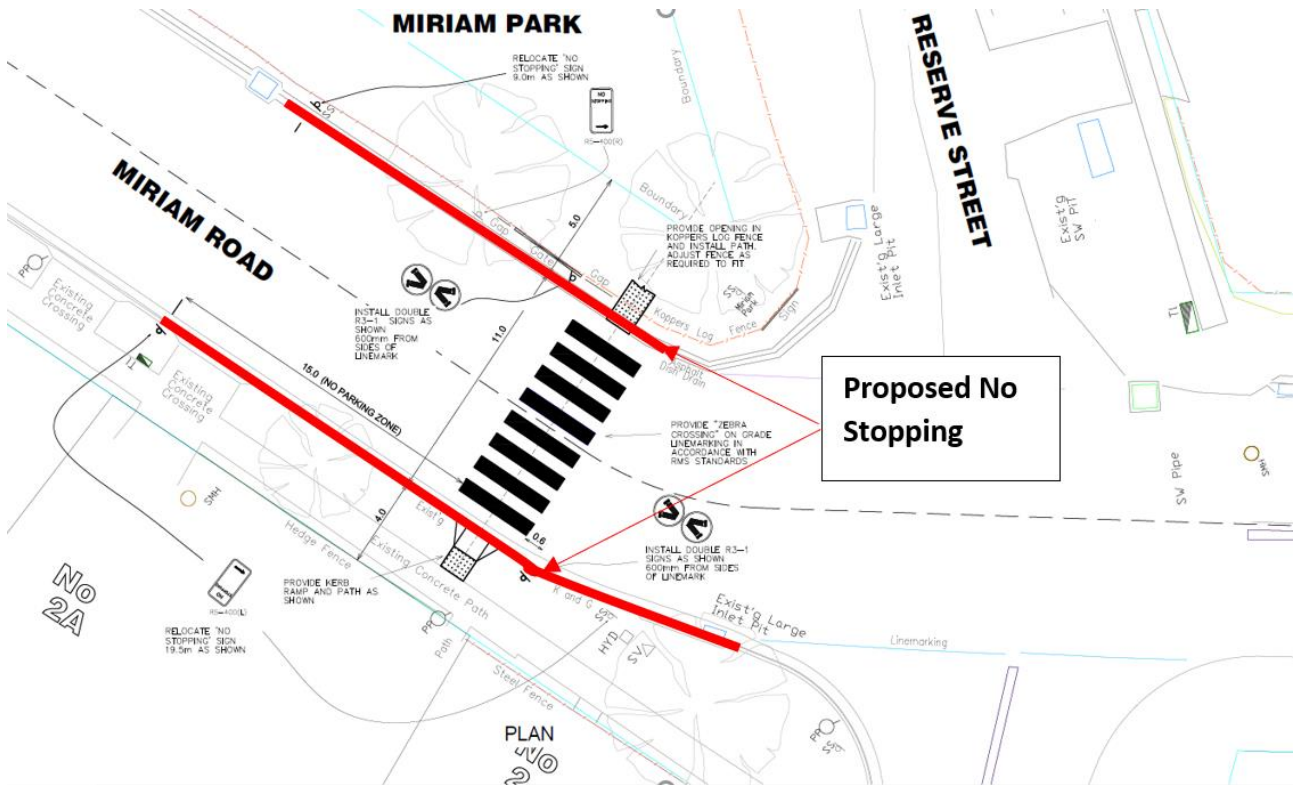


Figure 3: Proposed Location of Pedestrian Crossing



ITEM (B) MELLOR STREET AND FALCONER STREET, WEST RYDE

SUBJECT: AT-GRADE PEDESTRIAN CROSSINGS
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

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

PROPOSAL

Council is proposing to install:

- a) an at-grade pedestrian crossing and associated No Stopping restrictions in Mellor Street, West Ryde at the side frontages of 898-902 & 904 Victoria Road, West Ryde.
- b) an at-grade pedestrian crossing and associated No Stopping restrictions in Falconer Street along the side frontages of 932 and 924 Victoria Road, West Ryde.

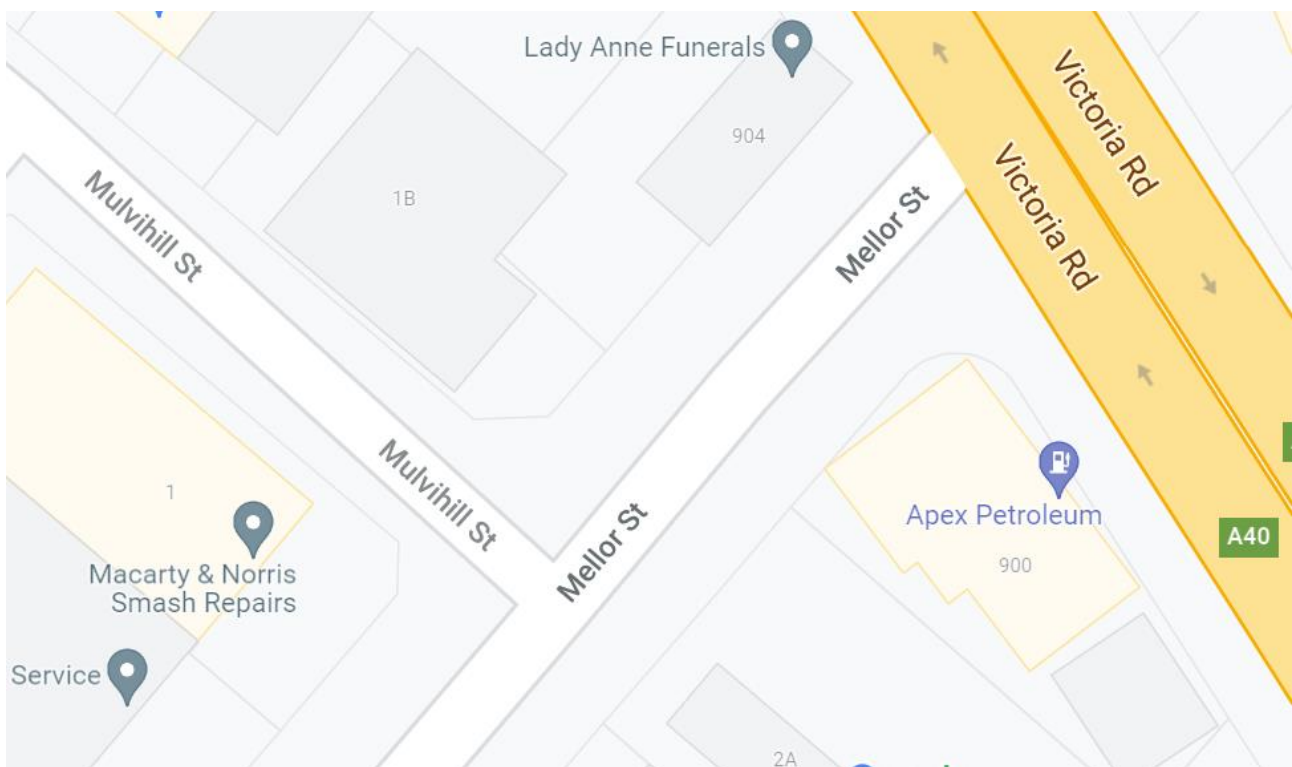


Figure 1: Mellor Street Location Plan

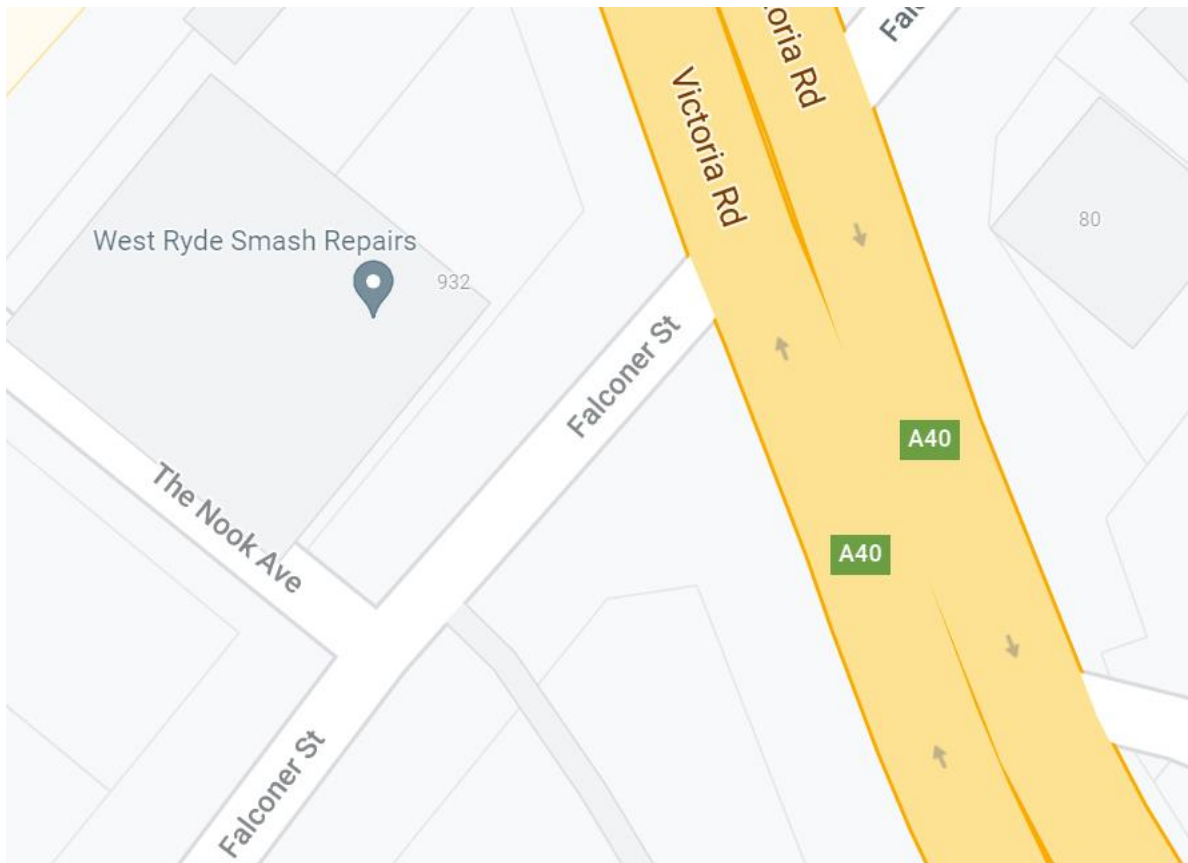


Figure 2: Falconer Street Location Plan

DISCUSSION

Council has been requested to consider the installation of pedestrian crossings on Mellor Street and Falconer Street, West Ryde, to offer safe crossing points for all pedestrians at these locations. These streets will see a significant increase in pedestrian traffic when the combined primary and secondary school opens on Rhodes Street, currently scheduled for the first term in 2022.

Falconer Street and Mellor Street are located between the signalised intersections of Hermitage Road/Victoria Road and Bowden Street/Victoria Road, both of which provide the only safe crossing for students of the new school who live north of Victoria Road. It should be noted that as part of the upgrade to pedestrian facilities associated with the new school, TfNSW had indicated that a pedestrian crossing should be provided on Mellor Street.

In response, Council proposes installing:

- an at-grade pedestrian crossing and associated No Stopping signage on Mellor Street along the side frontages of 898-902 & 904 Victoria Road, West Ryde.



- a staggered at-grade pedestrian crossing and associated No Stopping signage on Falconer Street along the side frontages of 932 and 924 Victoria Road, West Ryde. The pedestrian crossings will meet at the central large painted island, with minimal loss of on-street parking.

The proposed installation of the at-grade pedestrian crossing on Mellor Street will result in the loss of two (2) on-street parking spaces along the side frontage of 904 Victoria Road, West Ryde. There will be no loss of on-street parking on the eastern side of Mellor Street.

Furthermore, the proposed installation of the at-grade pedestrian crossing on Falconer Street will result in the loss of two (2) on-street parking spaces along the side frontage of 932 Victoria Road, West Ryde. There will be no loss of on-street parking on the eastern side of Falconer Street.

The proposed pedestrian crossings will be installed as per the RMS technical direction with all associated signage and line marking.

CONSULTATION

All directly affected residents of Mellor Street, Falconer Street and Victoria Road have been consulted as regards the installation of the at-grade pedestrian crossings and associated loss of on-street parking. To date no adverse responses have been received from residents.

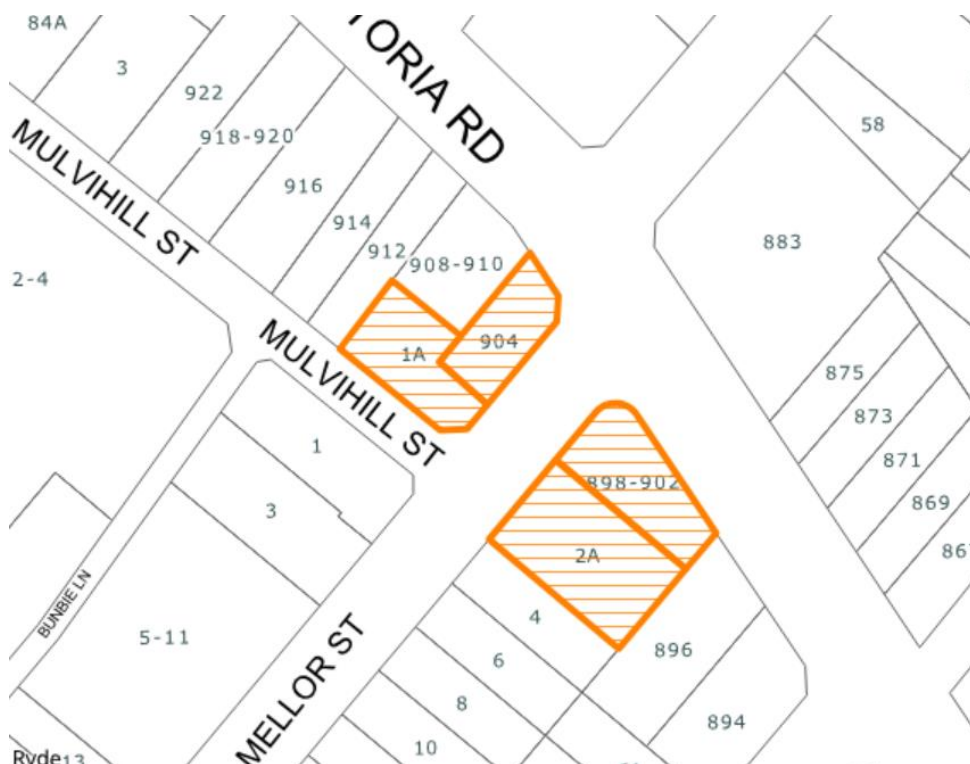


Figure 3: Mellor Street Distribution Map

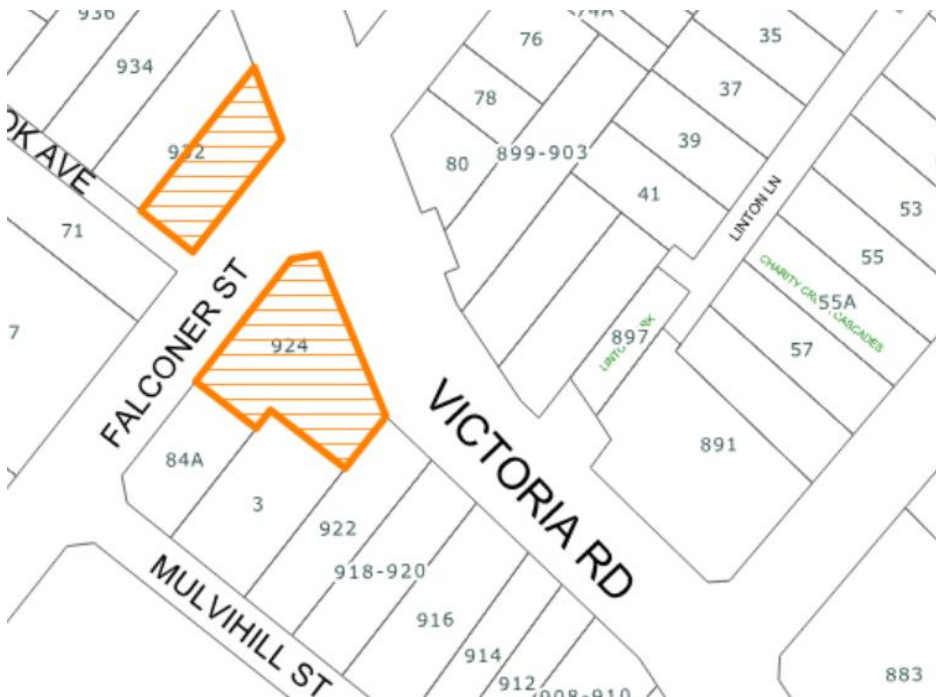


Figure 4: Falconer Street Distribution Map

FUNDING

Council submitted and was successful in gaining funding through the Federal Stimulus Road Safety Program for at grade pedestrian crossings to be installed at the above two locations. The conditions of the above funding indicate that both pedestrian crossings must be installed by 31st December 2021.

RECOMMENDATION:

The Ryde Traffic Committee recommends that

- a) An at-grade pedestrian crossing and associated statutory No Stopping restrictions be installed on Mellor Street along the side frontages of 898-902 & 904 Victoria Road, West Ryde.
- b) An at-grade pedestrian crossing and associated statutory No Stopping restrictions be installed on Falconer Street along the side frontages of 932 and 924 Victoria Road, West Ryde.
- c) The above pedestrian crossings be installed as per RMS Technical Directions.

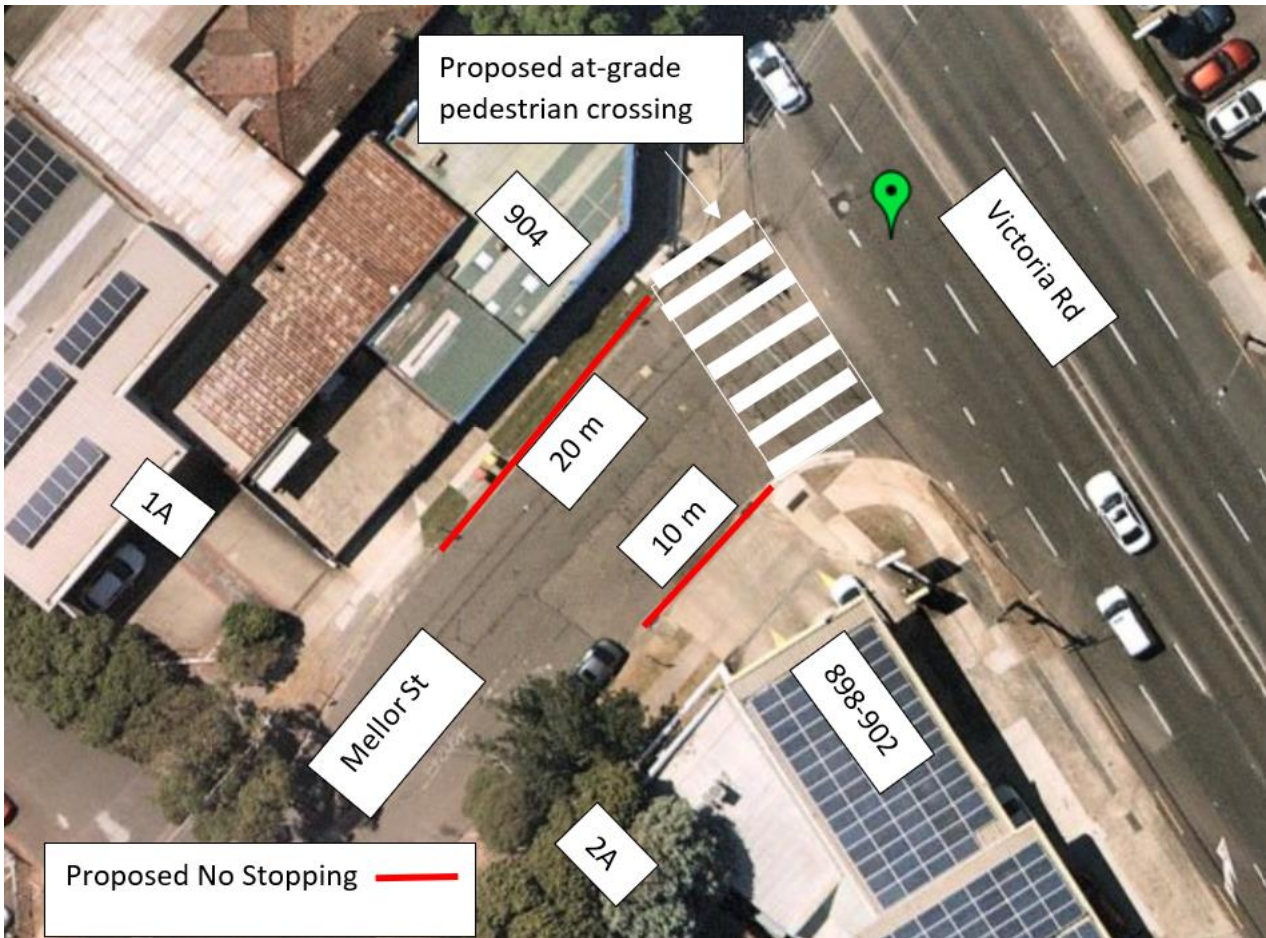


Figure 5: Mellor Street Proposed Plan

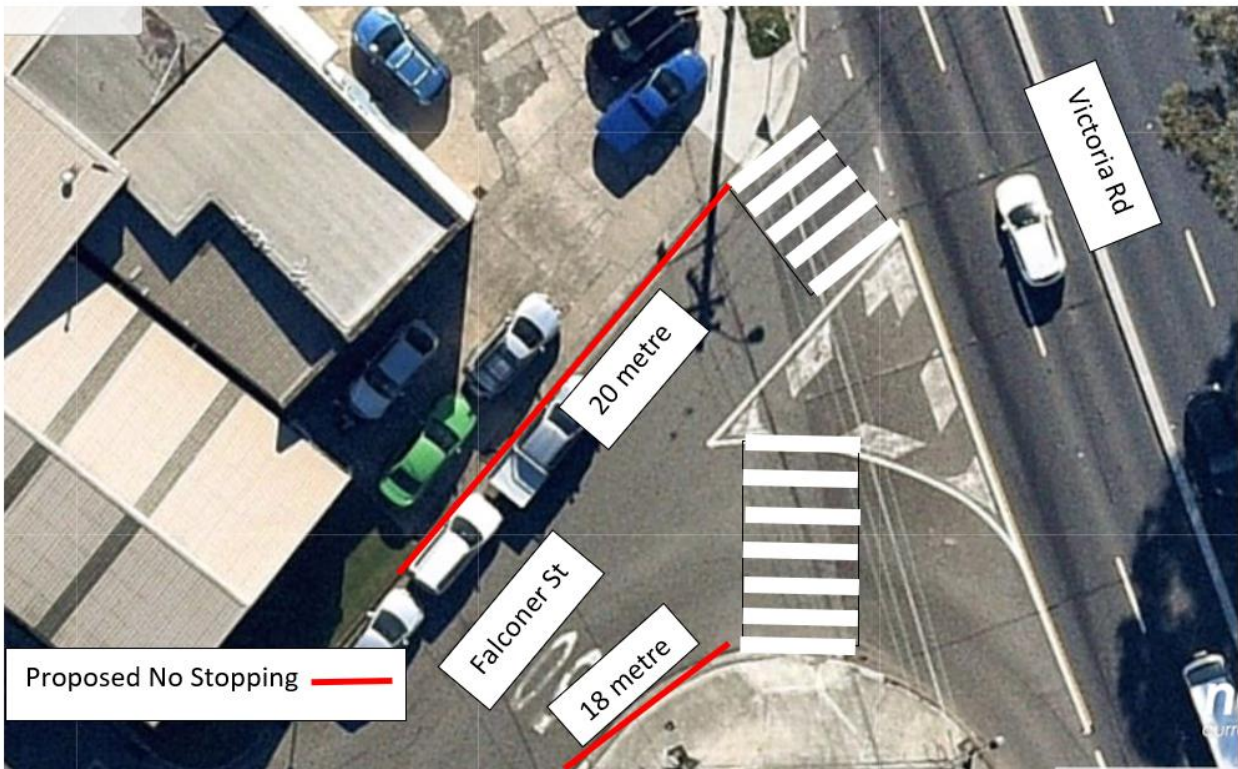


Figure 6: Falconer Street Proposed Plan



ITEM (C): MORRISON ROAD, PUTNEY
SUBJECT: P5 MINUTE MON – SUN & PUBLIC HOLIDAYS

ELECTORATE: LANE COVE
 WARD: CENTRAL
 ROAD CLASS: NON-CLASSIFIED

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

PROPOSAL

Council is proposing to convert a single ‘No Stopping’ space on north-western approach of the traffic lights at Morrison Road/Charles Street to ‘P5 MINUTE – MON-SUN & PUBLIC HOLIDAYS’ along the side frontage of 217 Morrison Road, Putney.

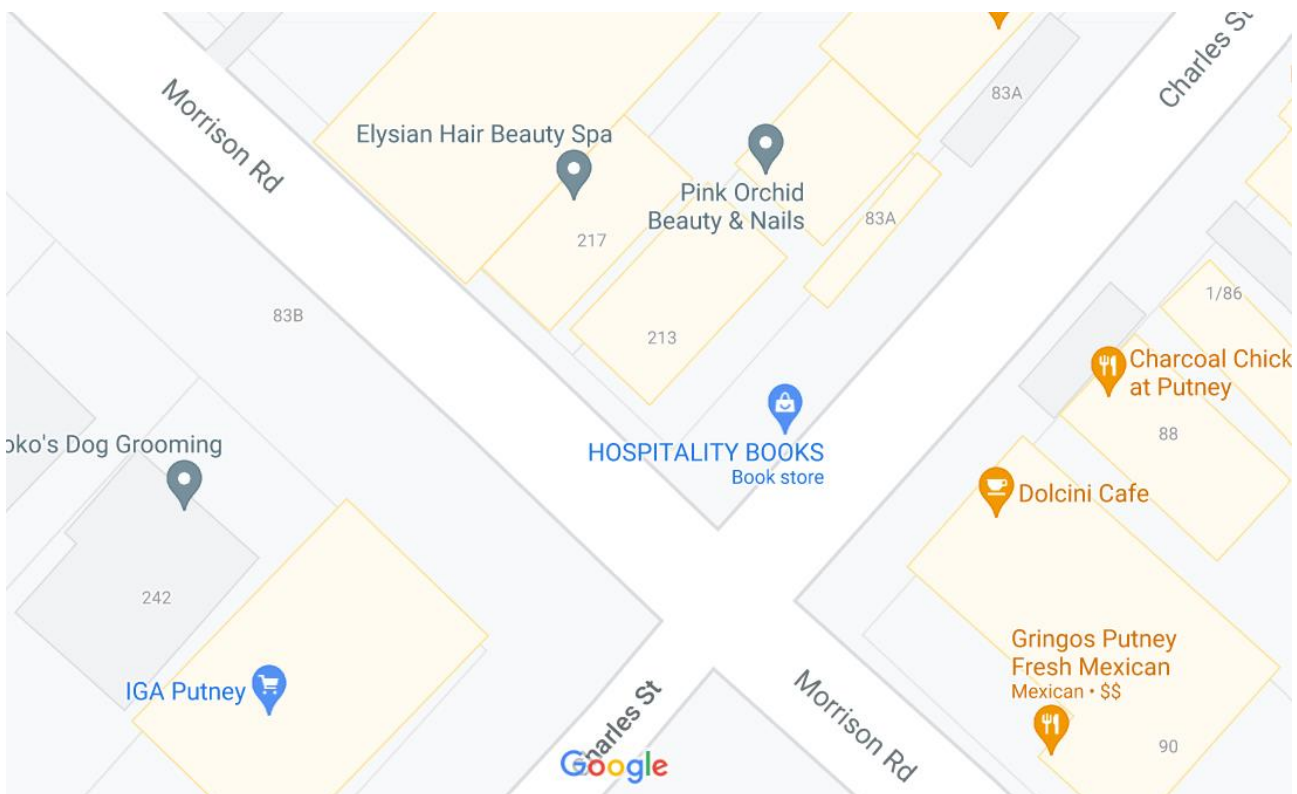


Figure 1: Location Plan

DISCUSSION

Council received representations from the surrounding business operators at Morrison Road and Charles Street, Putney who have requested consideration be given to installing 5-minute parking near their businesses. Investigations indicated that a single P5 minute parking space can be accommodated along the side frontage of 217 Morrison Road by



utilising some of the No Stopping zone associated with the traffic at the intersection of Morrison Road and Charles Street, Putney.

RMS technical directions indicate that the statutory No Stopping distance associated with the approach to a signalised intersection should be 10m from the stop line.

Site measurements indicate that with the provision of the proposed P5min parking space the resulting No Stopping distance is 10.5m from the stop line on the western approach and thus the statutory No Stopping restriction requirements are still being met.

Site observations indicated that the queue length for eastbound vehicles at the traffic signals on Morrison Road, intending to turn left into Charles Street is limited to only two vehicles during morning and afternoon peak hours therefore, the installation of P5 minutes parking space will have no negative impact on the performance of the traffic signals.

The proposed 'P5 Minutes Mon-Sun & Public Holidays' space will provide a turnover of parking and improve short-term parking availability in the area for customers of surrounding businesses.

CONSULTATION

Letters were distributed to properties 213-225 Morrison Road with no objections being received from any property. The business owner of 217 Morrison Road, Putney has actively endorsed the proposal.

RECOMMENDATION:

The Ryde Traffic Committee recommends that

- a) Modifications to the existing No Stopping zone on Morrison Road at Charles Street be undertaken to enable a 5.4m long 'P5 MINUTES – MON-SUN & PUBLIC HOLIDAYS' parking space to be provided along the property frontage of 217 Morrison Road, Putney.

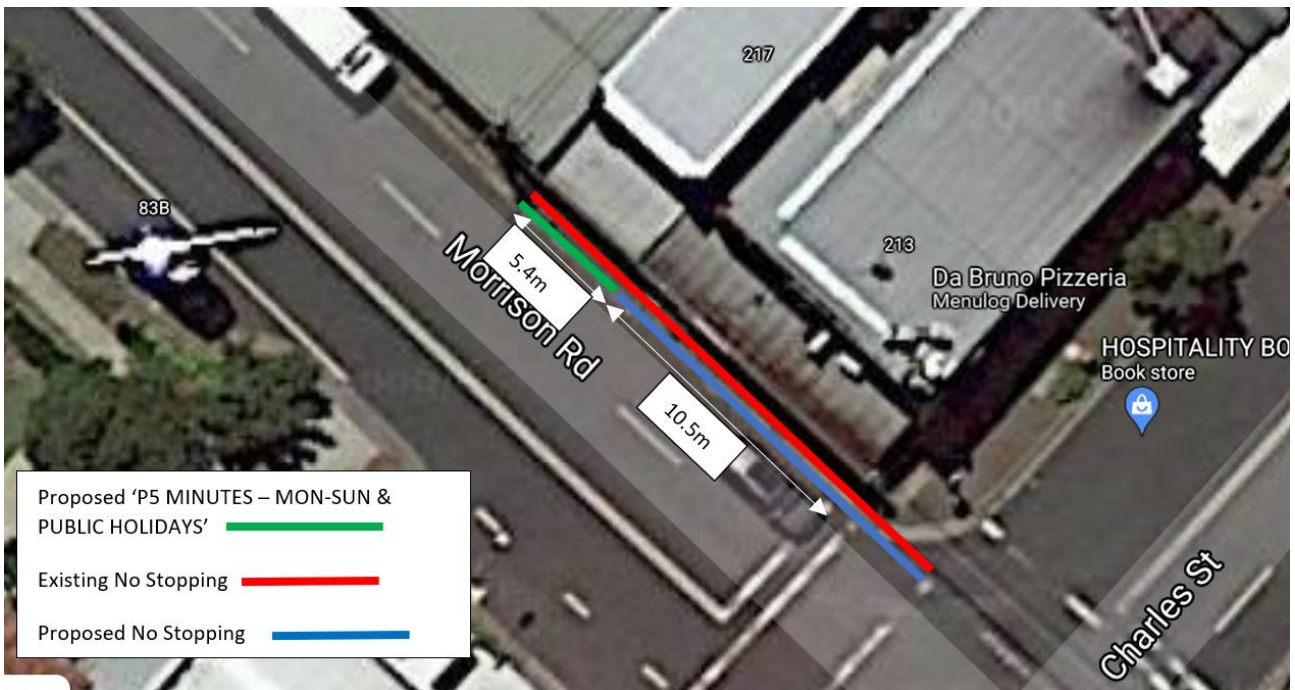


Figure 3: Proposed 'P5 MINUTES – MON-SUN & PUBLIC HOLIDAYS' outside 217 Morrison Road, Putney.



ITEM (D): CULLODEN ROAD, MARSFIELD
SUBJECT: DISABLED PARKING ZONE

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

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

PROPOSAL

Council is proposing to install a single disabled car parking space on Culloden Road, adjacent to a residential property to facilitate access by a child with a disability.

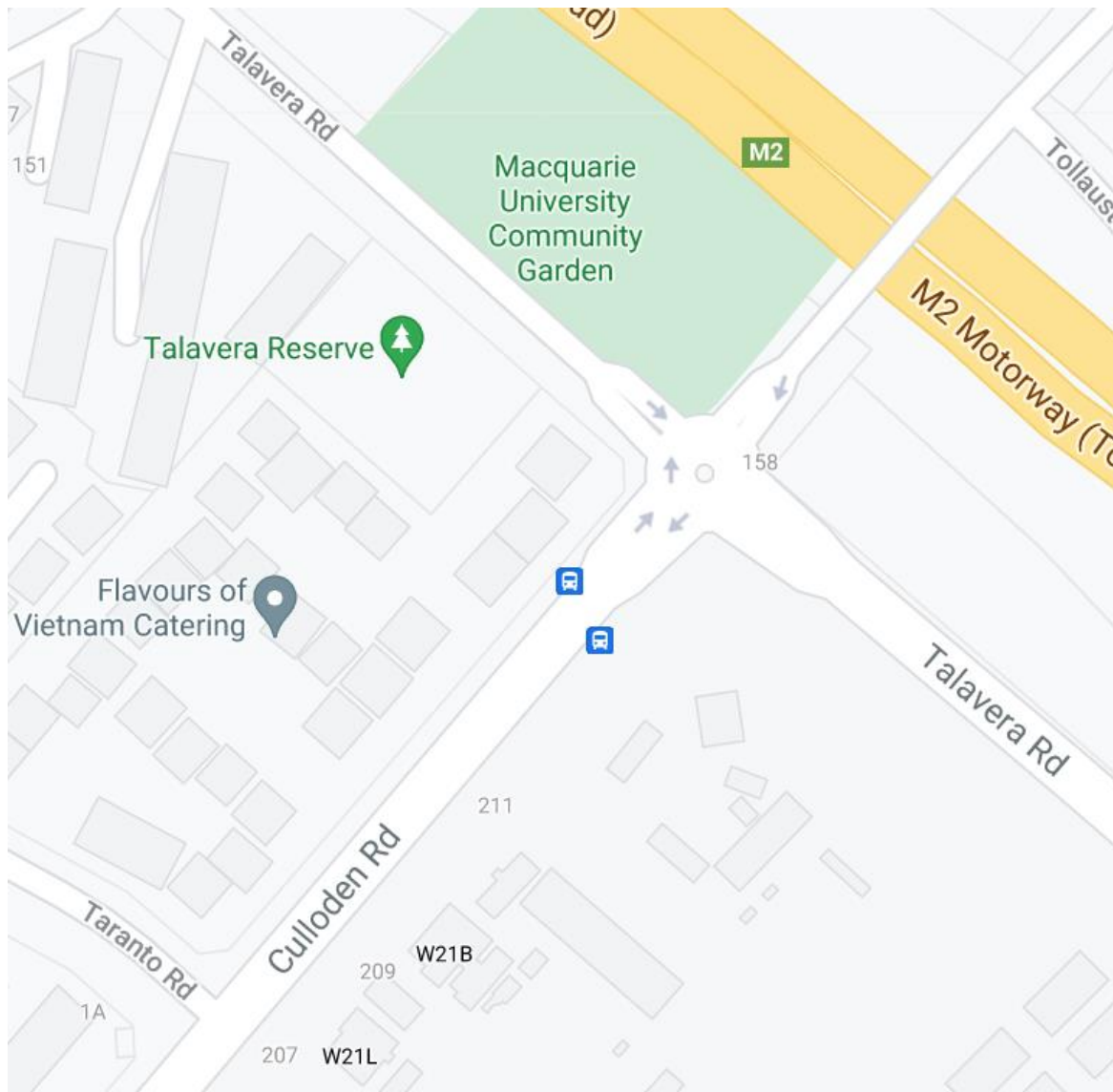


Figure 1: Location Plan

DISCUSSION

As part of the renewal process for parking permits Council received a request from a resident of 1-5 Taranto Road regarding the installation of a disabled parking zone in proximity to a residential property.

The request is to accommodate a 3 year old child, with profound developmental issues. Whilst the resident does have a parking space allocated within the residential complex there is a direct access to the property from a path on Culloden Road which provides a more advantageous route.

The resident has been utilising the parking on Culloden Road for some time, however a recent change in parking demand has led to a concentration of parking in this specific area, also by residents of 1-5 Taranto Road. The resident, and building manager, have contacted other residents and asked that this space be kept clear, however it is frequently parked out, requiring a longer walk to access the property.

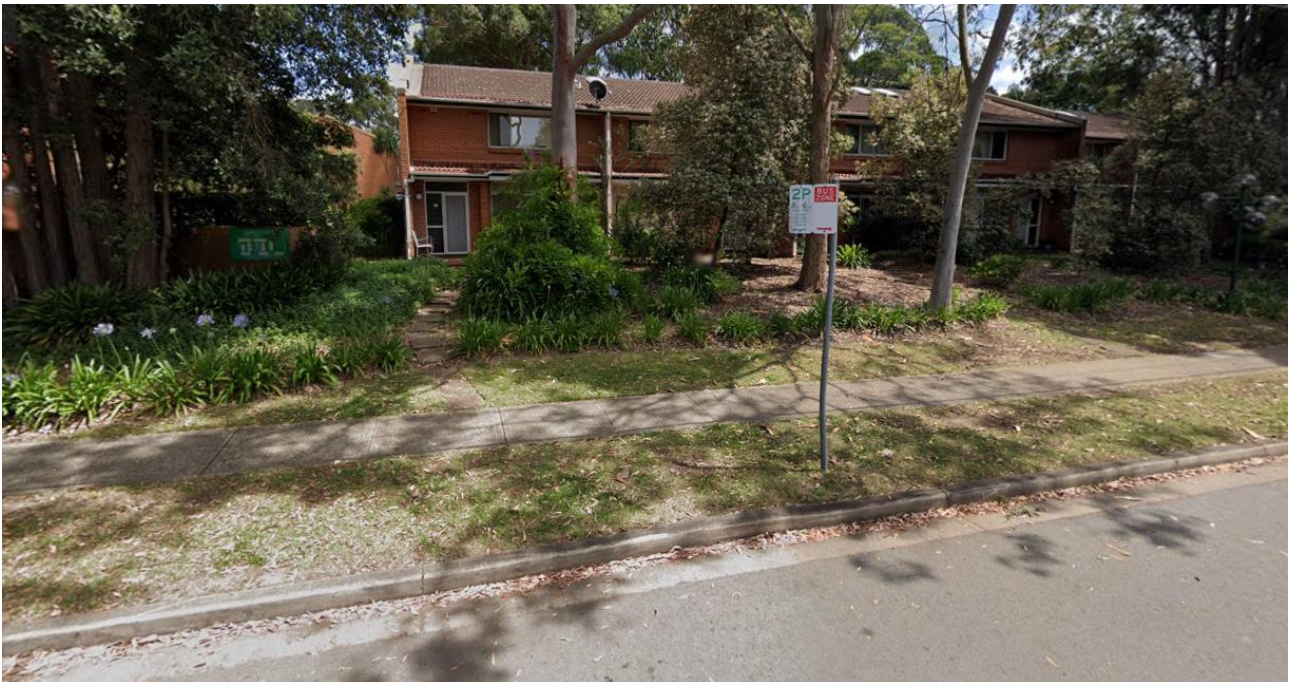


Figure 2: Street view – proposed location and existing pathway to property

Whilst this parking space will be available for use by any individual with an appropriate disability parking permit it is intended primarily to improve access to a residential property. The proposed location is not in proximity to any other location which generates parking demand. Based on the low demand for disabled parking in the area it is unlikely that this space will be utilised by the general public, however the resident is aware that any person with a mobility parking permit will be permitted to park in the proposed disabled parking space.



In this instance the nature of the disability of the person for whom this space is intended does not specifically require ramp access. The intent of this space is to provide disabled parking in close proximity to the front door of the subject property, which can be seen in the photo.

The western side of Culloden Road in this section has 2P resident parking restrictions to deter parking by Macquarie University students. Observations of this site show that parking is readily available in the restricted parking area. The eastern side is unrestricted and heavily utilised when students are attending the university campus.

CONSULTATION

Council has contacted the manager of the residential complex of 1-5 Taranto Road, who supports this proposal.

RECOMMENDATION:

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

- a) A dedicated disabled parking space be installed on the western side of Culloden Road, immediately south of Bus Stop 212228 as per AS2890.6 – Disabled Parking Code.



ITEM (E): SMITH STREET, RYDE
SUBJECT: NO PARKING – COUNCIL AUTHORISED VEHICLES EXCEPTED
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

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

PROPOSAL

Council is proposing to convert a single 'No Parking' space to 'No Parking – Council Authorised Vehicles Excepted' at the property frontage of 4 Smith Street, Ryde.



Figure 1: Location Plan



DISCUSSION

Transport Services has received a request from the Enforcement Team to allocate a parking space for authorised Council vehicles in close proximity to the Top Ryde Shopping Centre at a convenient location.

A site investigation was undertaken to find a suitable parking space for Council Authorised vehicles. This investigation indicated that the existing ‘No Parking’ zone along the property frontage of 4 Smith Street, Ryde is the most suitable location for the installation of ‘No Parking, Council Authorised Vehicles Excepted’. This change will have minimal impact on the existing on-street parking restrictions and will not result in any loss of on-street parking. There will also be no impact on sight distance of vehicles exiting the driveway of 6 Smith Street, Ryde.

CONSULTATION

The residents of Nos 4 & 6 Smith Street were letterboxed with details of the proposal; however, no response was received from either property regarding the proposed change.



Figure 2: Distribution Map:



RECOMMENDATION:

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

- a) A single 'NO PARKING – COUNCIL AUTHORISED VEHICLES EXCEPTED' parking space be installed along the frontage of 4 Smith Street, Ryde.



Figure 3: Proposed no parking –Council Authorised Vehicle Excepted in Smith Street, Ryde



ITEM (F): 13-15 GLEN STREET, EASTWOOD
SUBJECT: PROPOSED MOTORBIKES ONLY ZONE

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.

PROPOSAL

Council received a request from the strata management associated with 13-15 Glen Street Eastwood, to improve sight visibility when exiting out of the driveway.

Following a site meeting with the residents and site investigation, Council is proposing to convert a parking space west of the driveway to accommodate “Motorcycle” parking only.



Figure 1: Site Location – 13- 15 Glen Street Eastwood.



DISCUSSION

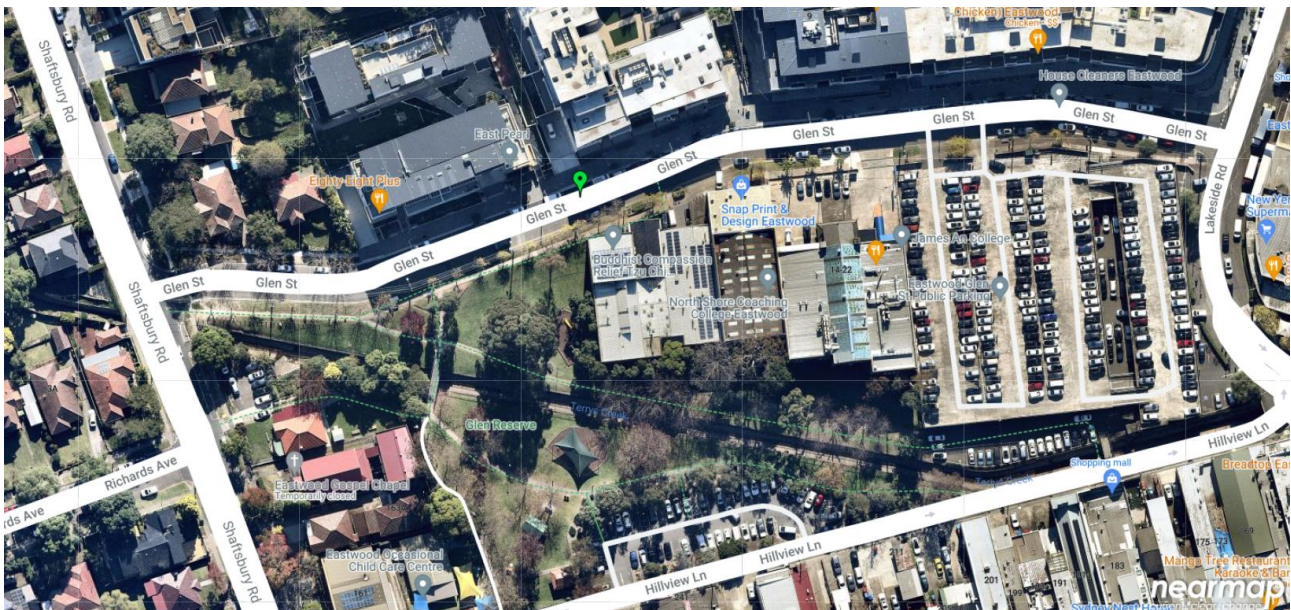


Figure 2: Surrounding land use on Glen Street.

Glen Street is a local road in the town centre of Eastwood surrounded by high residential and commercial properties. A public car park is also located at the corner of Glen Street and Lakeside Road which generates high volume of short-term vehicular trips along Glen Street.

During the site meeting, residents reported several near misses when exiting out of the driveway. To improve sight visibility turning right out of the property, it is proposed that the parking space west of the driveway be converted to motorcycle parking only. Refer to Figure 3.

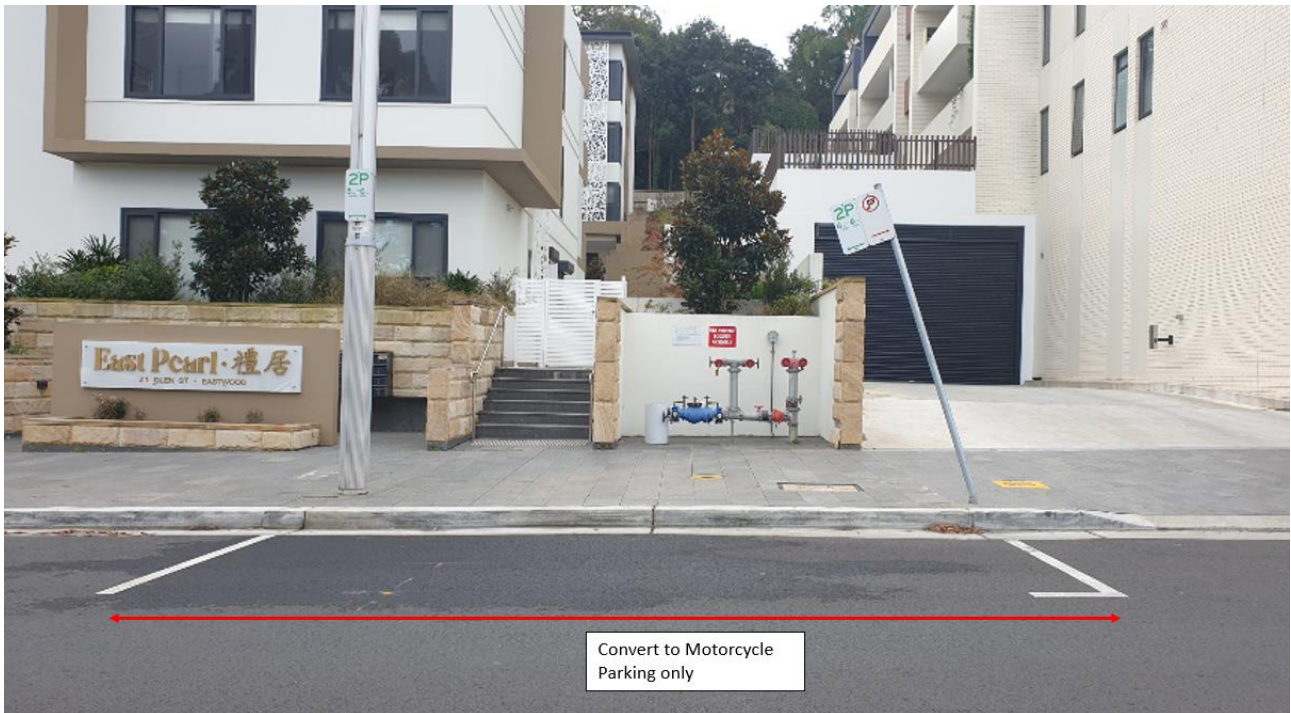


Figure 3: Proposal to convert parking space to “Motorcycle Only” parking.

CONSULTATION

The above request was made to and endorsed by the residents of 13-15 Glen Street, Eastwood.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The car park space immediately west of the driveway serving 13-15 Glen Street be converted to “Motorcycle Only” parking.



ITEM (G): 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 items discussed below.

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

Local Government Road Safety Program (LGRSP)

Program funding approved 2021-2022:

- Graduated Licensing Scheme (GLS) for Helping Learner Drivers workshops - \$2000
- Child Car Seat Checking Program - \$3400
- Community Education – Senior Driver workshops - \$2000
- Speed Program - \$4000
- Road Safety Officer salary – 50% funded.

Helping Learner Drivers

The latest workshop for parents and supervisors of learner drivers was held online on 18 August with 51 households attending. Resource packs were sent to all participants with additional information and resources to support learner drivers and their parents/supervisors. Feedback was positive and indicates that the online presentation continues to be the preferred delivery method even if face-to-face was possible. The format allows much more flexibility for attendees and can reach a much greater audience.

Child Car Seat Checking Program

The program resumed in August 2021 with the first round of vouchers distributed to 55 residents. Child car seat fitting services are deemed essential and allowed under the current restrictions, however voucher use-by dates have been extended to allow residents to wait until they feel any Covid-19 related risks are reduced.

COUNCIL FUNDED PROGRAMS

School Zone Safety Program

- A new Kiss & Ride zone has been completed on Angas Street, Meadowbank to improve safety and traffic conditions around the Italian Bilingual School. The original unrestricted 90-degree parking was converted to parallel parking, with No Parking conditions in place for drop-off and pick-up times. Council has prepared information for distribution to parents on using the new zone that includes maps for access to and from the new site.
- Council is working with a project team from the University of Sydney to develop a travel map for Smalls Road Public School. The map will include safe walking routes, park and walk options and preferred routes to access the Kiss & Ride zone in order to avoid U-turns.



- A new pedestrian crossing on Quarry Road was recently installed to facilitate use of the car park at Yamble Reserve for parents who wish to park and walk their children to the school.

Active Travel Program – Meadowbank Education Precinct (MEP)

Council received a completed report from consultants showing proposed walking routes to and from the new primary school at the Meadowbank Education Precinct. The routes are also suitable for a walking bus program, as the school has expressed interest in pursuing this option. The report also identifies potential new school bus routes, as there are currently no existing or proposed school bus routes in this area.

The report was shared with the Department of Education Road Safety Officer for the Ryde area and Council is currently working with the combined school and Department of Education to prepare the school community for the move. The associated report is attached for your information.

Speed Program

Installation of the new fixed speed signs has been delayed due to the lockdown.

The speed check trailers continue to be rotated around streets where speeding is a concern and are currently located on:

- Buffalo Road, Gladesville
- Western Crescent, Gladesville
- East Parade, Eastwood
- Culloden Road, Macquarie Park

Shared User Paths – Pedestrian Safety

New stencils were installed, and line-marking repainted along the Ryde Riverwalk between Meadowbank Wharf and Andrew Street. Stencils included SLOW, GIVE WAY, RIDE SLOWLY and SHARE, with examples below.



Education programs that included pop-up stalls to engage cyclists and other users have been on hold during lockdown.

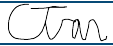

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted

Technical Note

Meadowbank Public School Active Transport Study

Project	P.2015 School Active Transport Support	Date	05/07/2021
Prepared by	Chris Tran	Signed	
Reviewed by	Stephanie Crossley	Signed	
Purpose	To assist in developing active transport strategies and plans for Meadowbank Public School		
Distribution	Project Team		

Existing Conditions and Challenges

Meadowbank Public School is being relocated from its current site at Thistle St, Ryde to a new site at Rhodes St, Meadowbank.

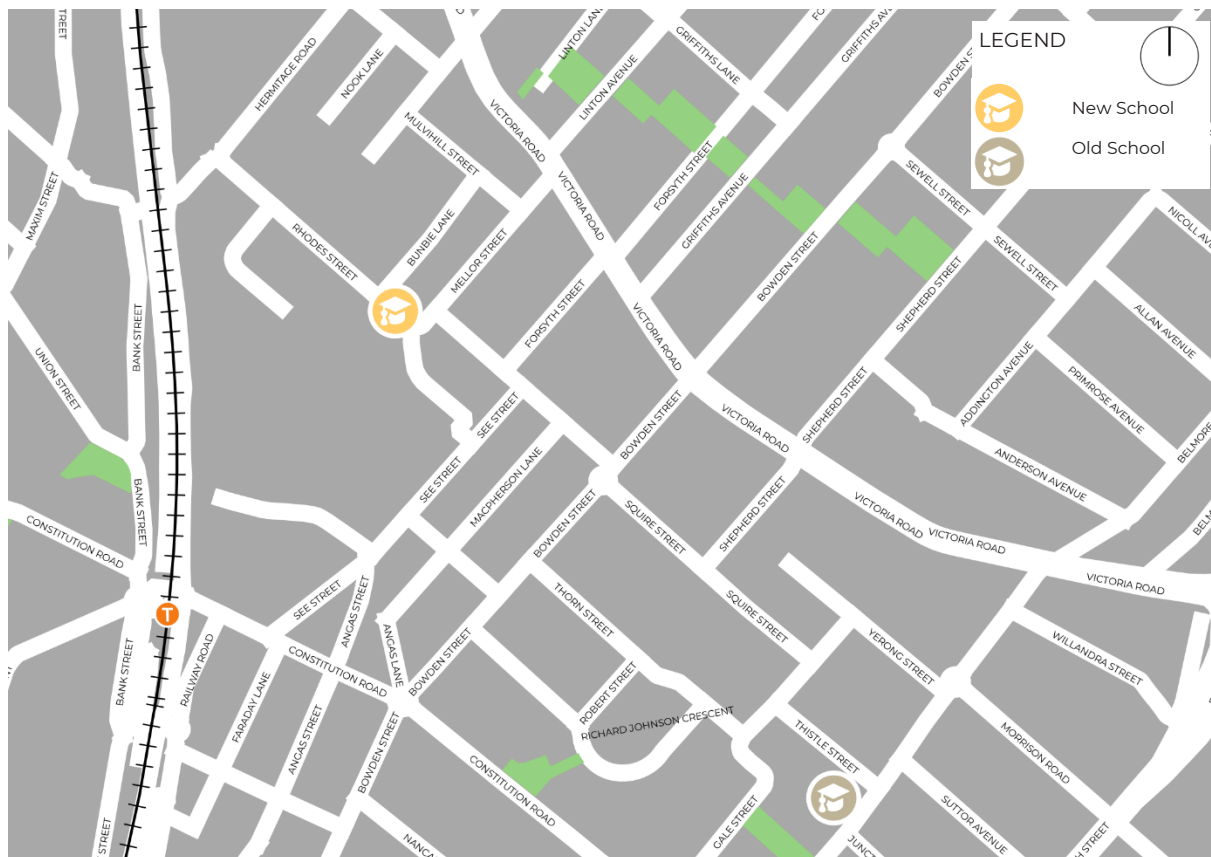
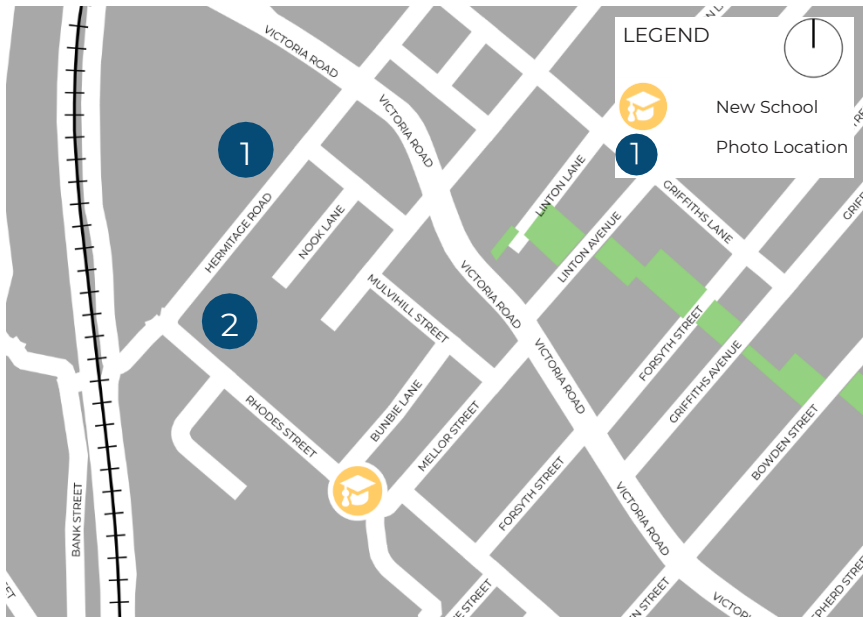


Figure 1 New school location at Rhodes St

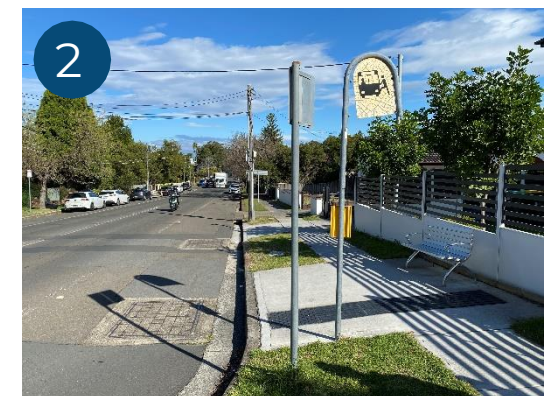
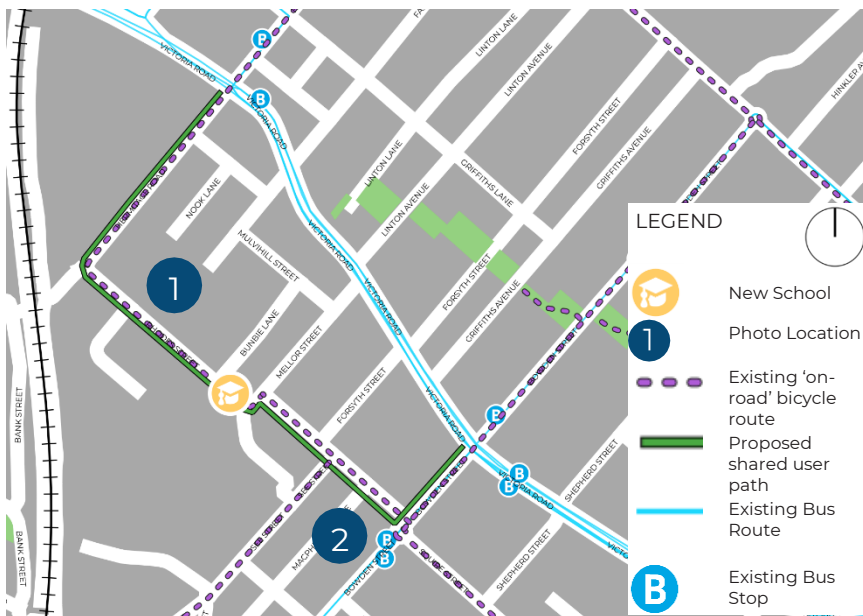
There are a number of challenges in accessing the new site. These challenges have created a need for a study that will help parents and their children access the site either by walking, cycling, public transport, or by parking and walking from nearby locations. An overview of the existing conditions and challenges at the new site's location is provided below:

Limited Parking and Drop-off Locations



The primary challenge in accessing the new site is the limited parking spaces available for parents to park and drop off their children. The surrounding streets are host to busy industrial and residential areas, where parking spots are usually filled up or unavailable for the general public.

Existing Bicycle Routes and Bus Routes



There is a lack of dedicated cycling paths currently available in the area, with 'on-road' mixed traffic conditions provided. This gap will be slightly alleviated with the provision of the proposed shared user path. However, the remaining 'on-road' mixed traffic conditions in the area are too dangerous for use by school children at the current 50 km speed limit.

The existing bus routes currently pass through Victoria Rd and Bowden St, but they do not bring children directly to the new school. The nearest bus stops are currently a 5-10 minute walk away from the new location.

Postcode Heat Map

The postcode heat map shown in Figure 2 below provides an overview of where the Meadowbank Public School students are currently travelling from to get to school.

376 students (67%) are currently travelling from postcode 2112. This comprises the suburbs of Denistone East, Putney, and Ryde located immediately east of the new school location. 152 of students (27%) are currently travelling from postcode 2114. This comprises the suburbs of Denistone, Denistone West, West Ryde, Meadowbank, and Melrose Park located immediately west of the new school location.

This indicates that there will be a higher demand for active travel links from the eastern side of the new school location.

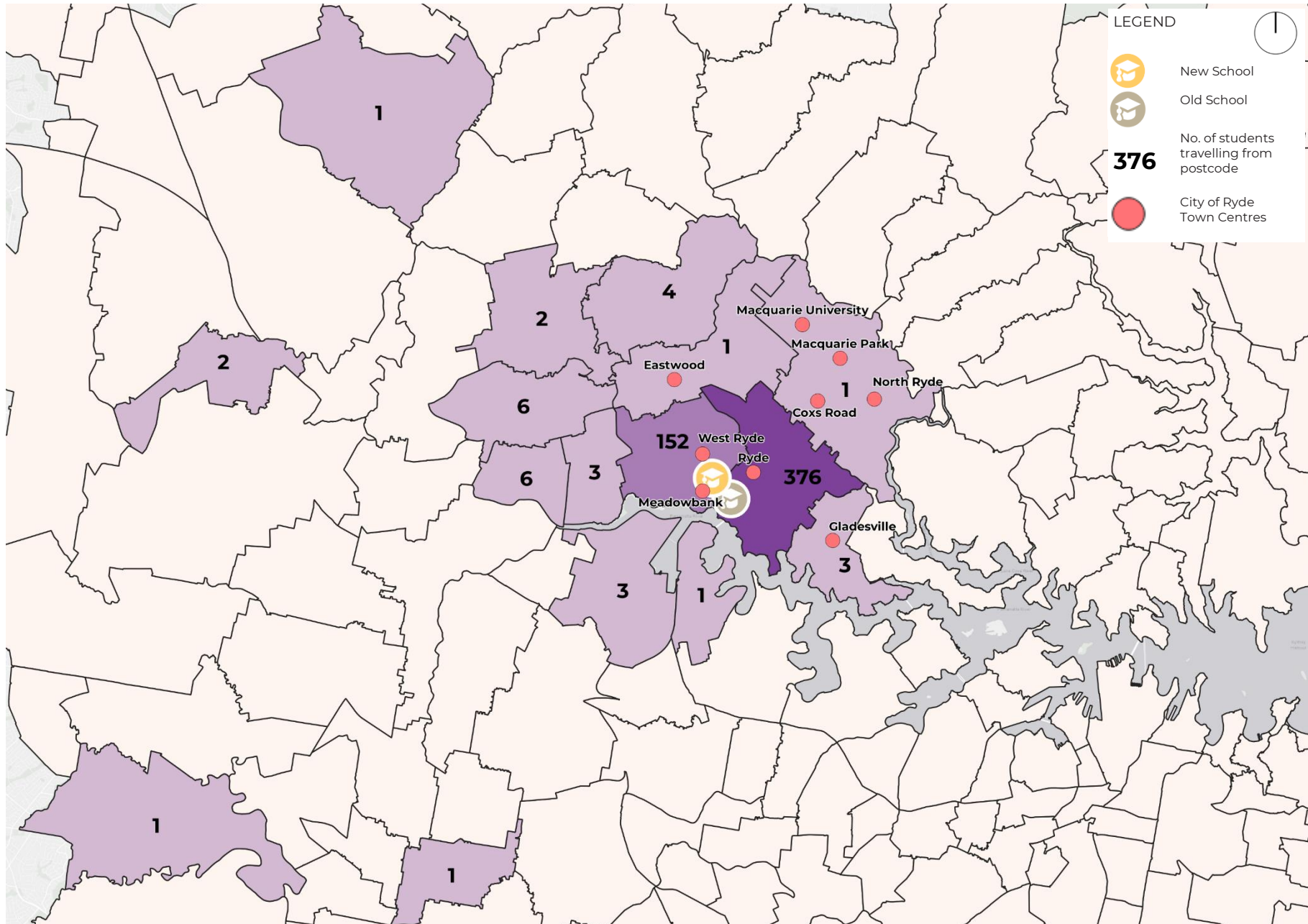


Figure 2 Student postcode heatmap

Hands Up Survey Findings

'Hands Up' surveys were conducted to gain an understanding of how students are currently travelling to and from the existing school. These surveys were carried out from Wednesday 16th June to Friday 25th of June. 23 out of the 24 classes at Meadowbank Public School were surveyed. 492 students (93%) were present at the time of the surveys, and 36 students (7%) were absent.

The charts shown in Figures 3 and 4 below present the number of children travelling to and from the existing school, by each mode of transport.

Transport to School

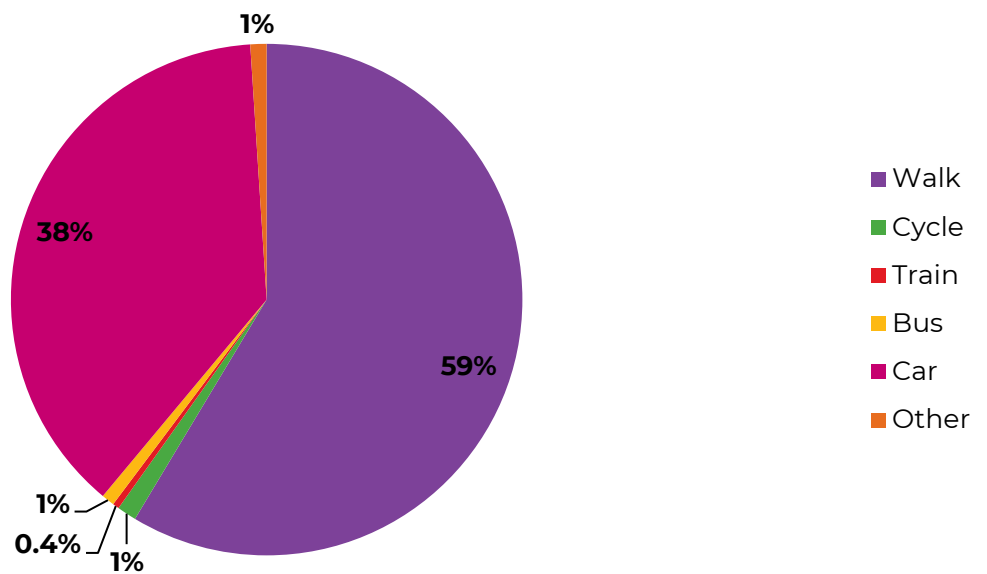


Figure 3 Mode share of students travelling to school

Transport from School

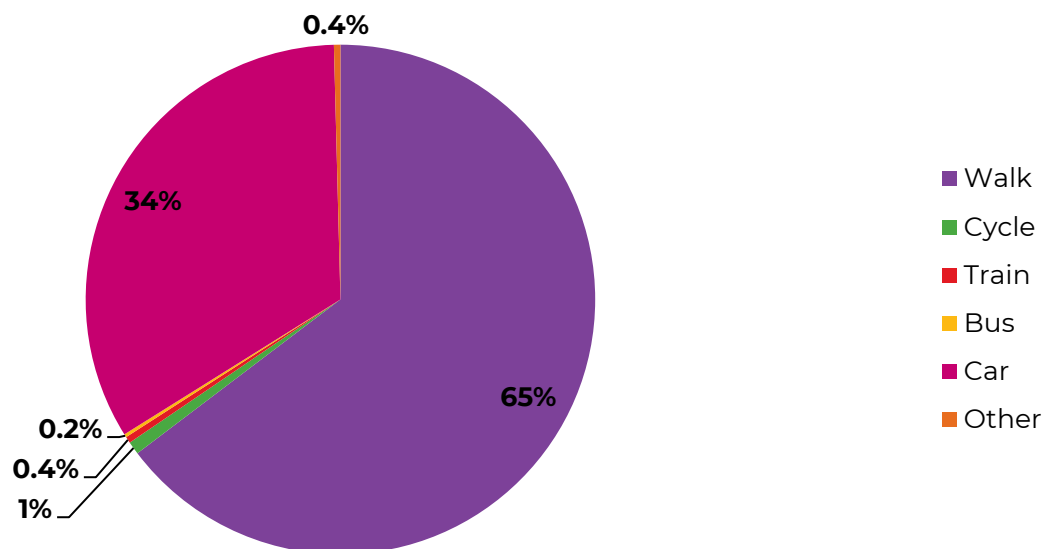
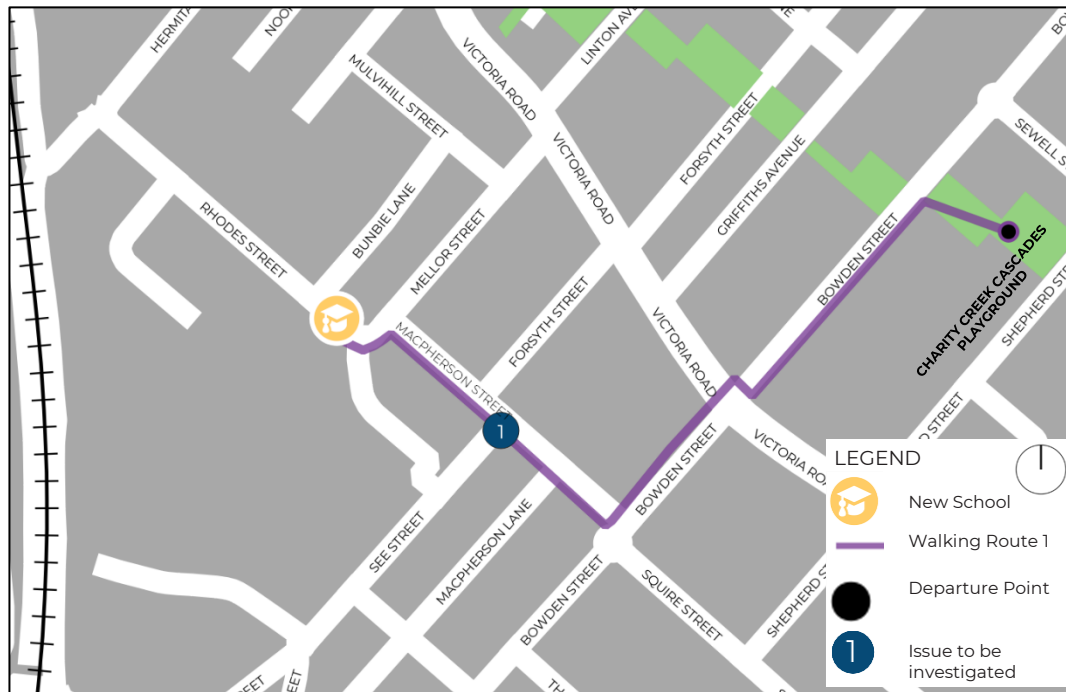


Figure 4 Mode share of students travelling from school

Almost two-thirds of students are currently walking to and from school. Approximately a third of students are driven to and from school. A small portion of students are cycling, taking public transport, or using other means of transport to get to and from school.

The proportion of children being driven creates approximately 190 car trips in the morning and 170 car trips in the evening to and from school, assuming there is a single child being picked up. Given the limited parking access available at the new school, these results highlight the need to encourage more people to walk, park further away and walk, or to use other transport modes.

Walking Bus Route 1: Charity Creek Cascades Playground Route, 850 m, 12-15 minutes



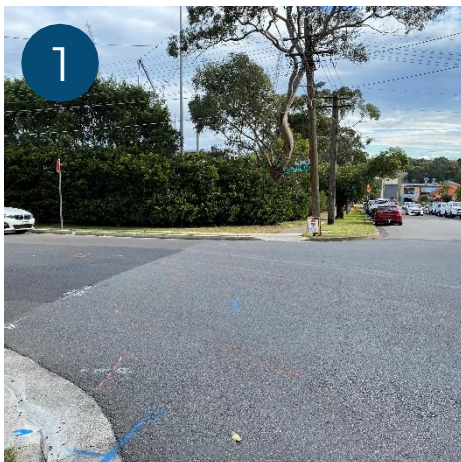
Route Description and Conditions

The first proposed walking bus route starts at Charity Creek Cascades Playground. There are many parking spots and potential drop-off points at the surrounding streets. The footpaths along the route are in good condition with minimal defects. Suitable crossings or median islands are provided at all high-risk crossing points except at See St. The safety and suitability of the route will be further improved once the proposed shared user path and raised pedestrian crossing (at the Southern end of Macpherson St) are installed.



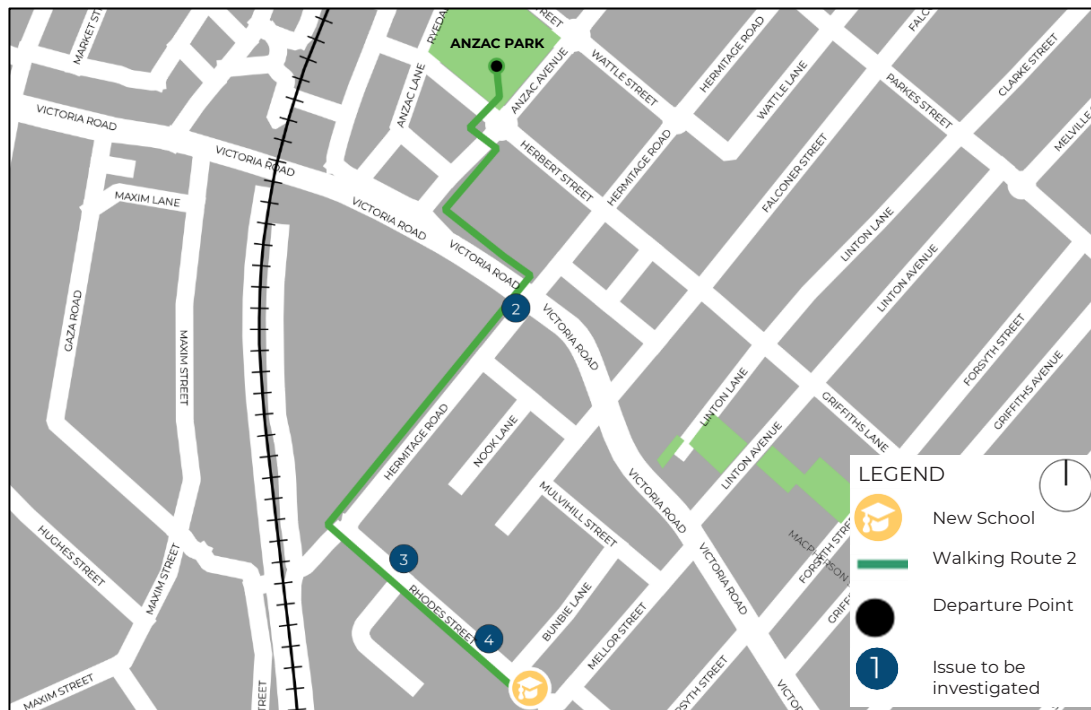
Departure point at Charity Creek Cascades Playground

Issues to be investigated



The crossing point at See St is currently very wide, and high numbers of cars and people walking are expected once the Meadowbank Education and Employment Precinct opens. Measures to calm traffic and enable safer crossing experiences such as installing a pedestrian crossing or a median island here will make it safer for everyone to cross.

Walking Bus Route 2: Anzac Park Route, 1 km, 15 minutes



Route Description and Conditions

The second proposed walking bus route starts at Anzac Park. This route is only viable once the proposed shared user path along Hermitage Rd (western side) and Rhodes St (southern side) is developed. This route is not recommended until then as:

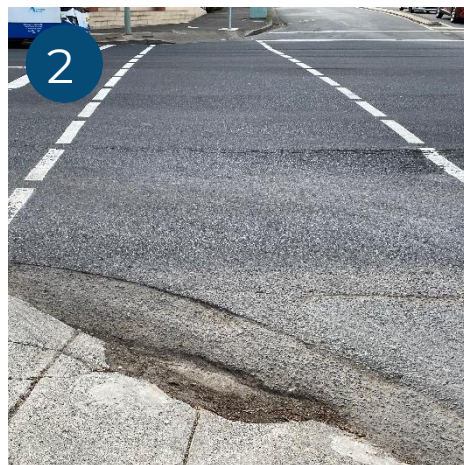
- The existing footpath on one side of Hermitage Rd (western side) currently terminates before it reaches Rhodes Street.
- On the opposite footpath of Hermitage Rd (eastern side), the presence of repair shops and forklift work makes it unsafe for children to use.

Once the shared user path is implemented, children can then use the route safely. There are parking facilities at Anzac Park; however, the spots fill up quickly which can make parking/drop-off difficult. Existing footpaths along the route are in good condition, although there are some minor defects which are noted below. Suitable crossings or median islands are provided at all high-risk crossing points.



Departure point at playground of Anzac Park. Parking provided next to the playground.

Issues to be investigated



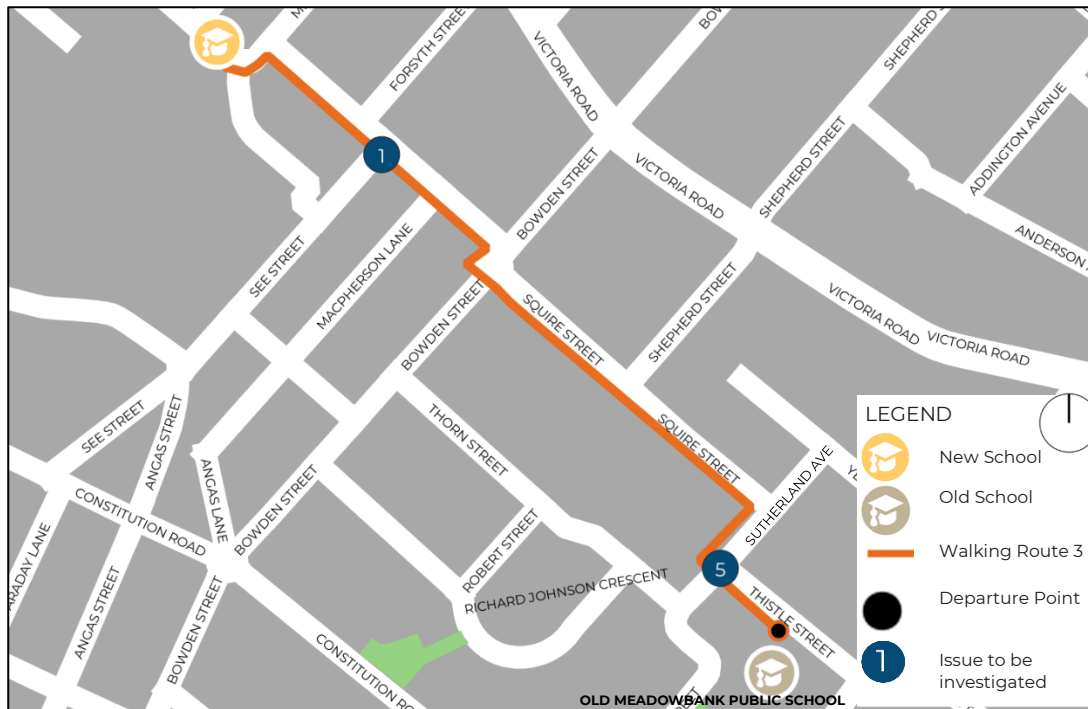
At the crossing from Hermitage Rd to Victoria Rd, the dropped kerb is damaged. This defect could present a tripping hazard to people crossing the road.



The northern footway of Rhodes St is in poor condition, with many pavement defects which pose a tripping hazard.

Although this footway is outside of the proposed walking route (as the use of the southern footway is proposed instead), these defects should still be investigated as the footway is likely to be used by students.

Walking Bus Route 3: Old school to new school Route, 800 m, 12 minutes



Route Description and Conditions

The third proposed walking bus route starts at the entrance of the old school. This is an advantageous starting point as students who already walk to school can easily reach here and meet up with the walking bus to complete the rest of the walk to the new school.

The footpaths along the route are in good condition with minimal defects. However, there are no crossings or median islands provided at Sutherland Ave and See St. The safety and suitability of this route will also improve once the proposed pedestrian facilities are installed.

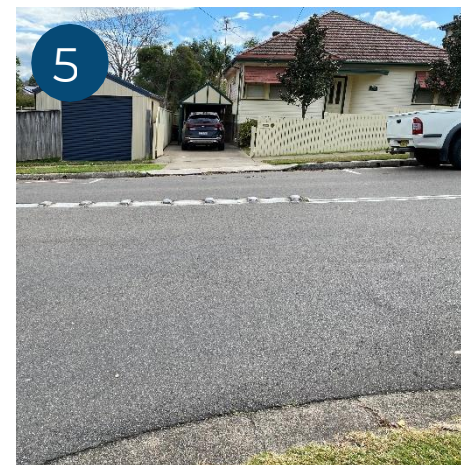


Departure point at the old Meadowbank Public School entrance

Issues to be investigated



The crossing point at See St is currently very wide, and high numbers of cars and people walking are expected once the Meadowbank Education and Employment Precinct opens. Measures to calm traffic and enable safer crossing experiences such as installing a pedestrian crossing or a median island here will make it safer for everyone to cross.



There is no crossing opportunities provided at Sutherland Ave for people walking. Sighting is also poor if cars are parked along the street. Potential opportunities to enhance the suitability of this route involve installing a pedestrian crossing or a median island along Sutherland Ave will make it safer to cross.

Summary of Walking Bus Routes

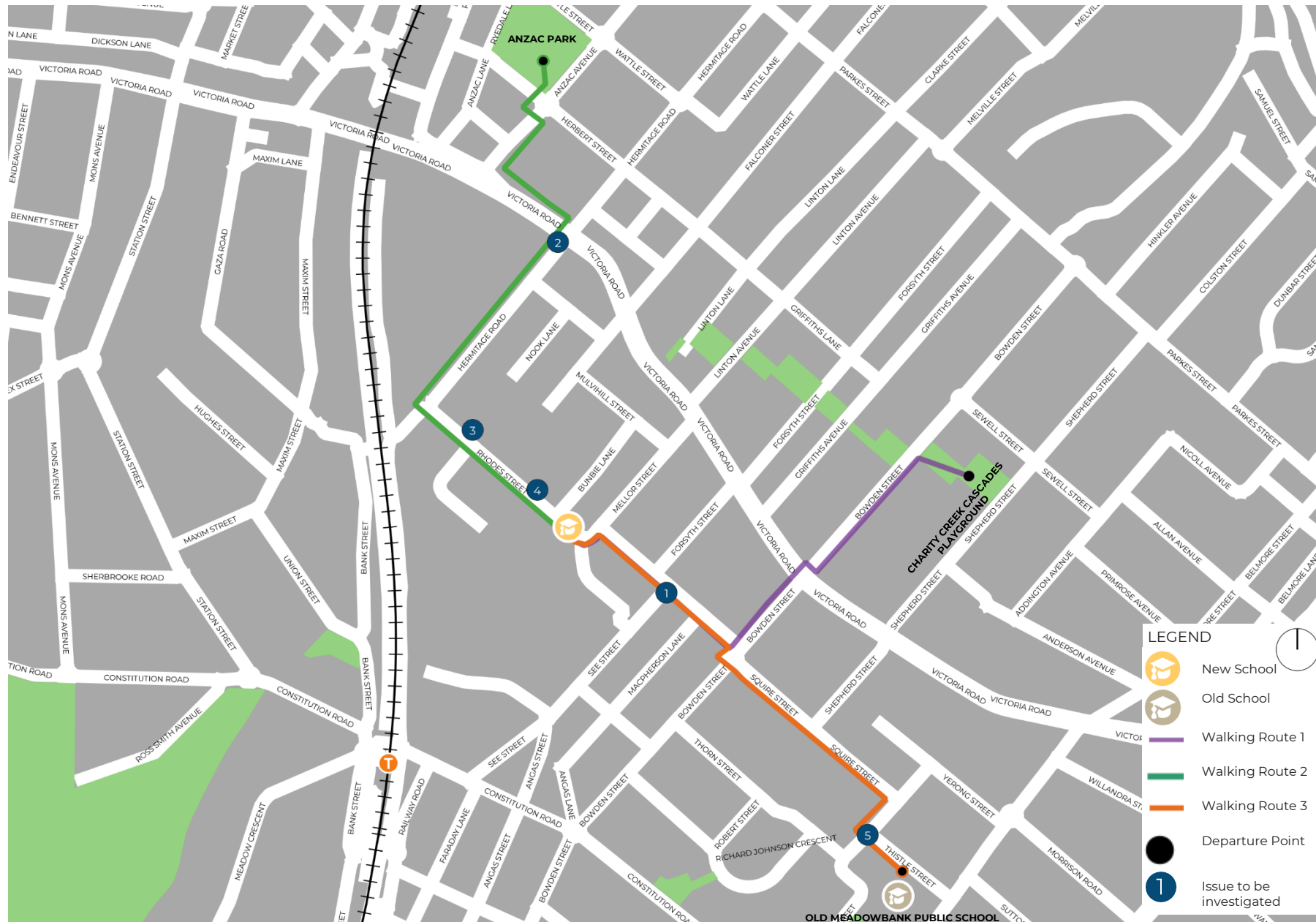


Figure 5 Proposed walking bus routes

Potential Park and Walk Sites

The map below shows the three potential park and walk sites that have been identified. These sites are all within the 1km walking catchment of the school.

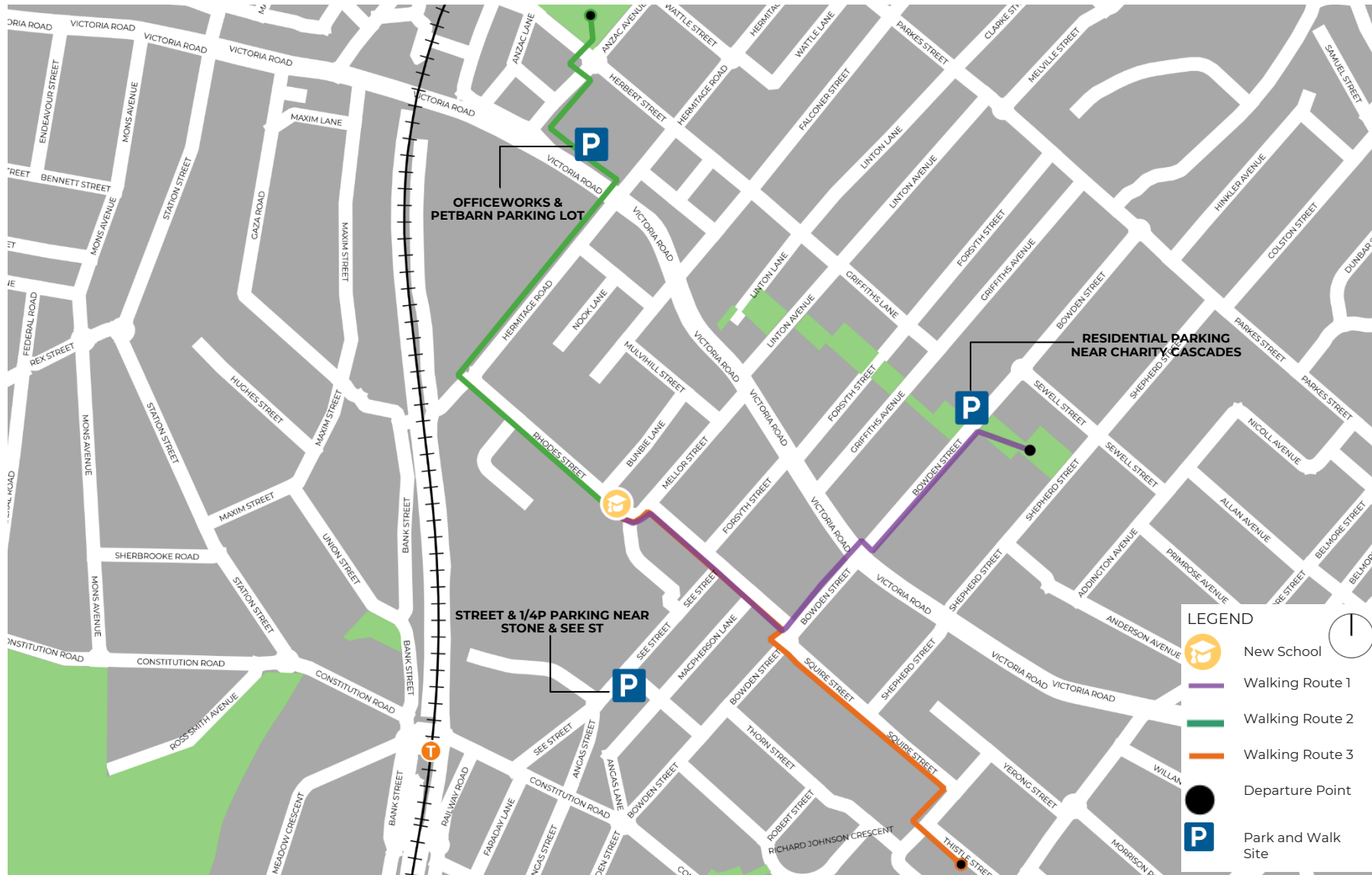


Figure 6 Potential Park and Walk sites

Residential Parking near Charity Cascades Playground



Figure 7 Parking on Bowden Street looking Southbound



Figure 8 Parking on Bowden Street looking Northbound



Figure 9 Additional parking on Bowden Street looking Northbound

During the site visit, it was noted that the residential streets near Charity Cascades Playground has many opportunities for people to park and walk from Shepherd St, Bowden St, Griffiths Ave, and Sewell Street. These parking spots are approximately a 10-minute walk away from the school and would be suitable for parents coming from southeast of the school.

Street & 1/4P Parking near Stone & See St



Figure 10 Stone Street 1/4P parking



Figure 11 See Street 1/4P parking



Figure 12 Additional 1/4P parking on Stone

During the site visit, it was noted that several parking spots on Stone St and See St have been converted into 15-minute parking spots. There are also many spots along See St designated for street parking. These parking spots are approximately a 5–10-minute walk away from the school and could be utilised by parents for quick drop-offs or for parking and walking. This park and walk location would be suitable for parents coming from southwest of the school.

Officeworks & Petbarn Parking Lot



Figure 13 Car parking opportunities at Petbarn parking lot



Figure 14 Customer parking warning sign

The Officeworks and Petbarn parking lot is the closest commercial parking facility to the new school location. It is approximately a 10-minute walk away from the school. However, during the site visit it was noted that the parking lot currently displays 'Customer Parking Only' signage. If these restrictions were negotiated and eased with the stores, then this location would be suitable for parents who want to park and walk (especially for those coming from the north). Given that parents would only utilise the parking lot during quieter times, and for a limited time period (max 30 mins.), it may be possible for the City of Ryde to have these restrictions eased.

Existing Bus Routes

There are three existing bus routes which run to stops near the school.

- Bus 518 (Meadowbank Wharf to Macquarie University) which runs to the bus stop near the intersection of Bowden St and Macpherson St.
- Bus 501 (Parramatta to Central Pitt St via Victoria Rd) which runs to the bus stops at the intersection of Victoria Rd and Hermitage Rd/Bowden St
- Bus 524 (Parramatta to Ryde via West Ryde) which also runs to the bus stops at the intersection of Victoria Rd and Hermitage Rd/Bowden St.

These nearest bus stop locations are shown in Figure 15 below. These stops are all within a 5–10-minute walk away from the school. Therefore, these existing bus routes can be utilised by students who live along, or close to these routes.

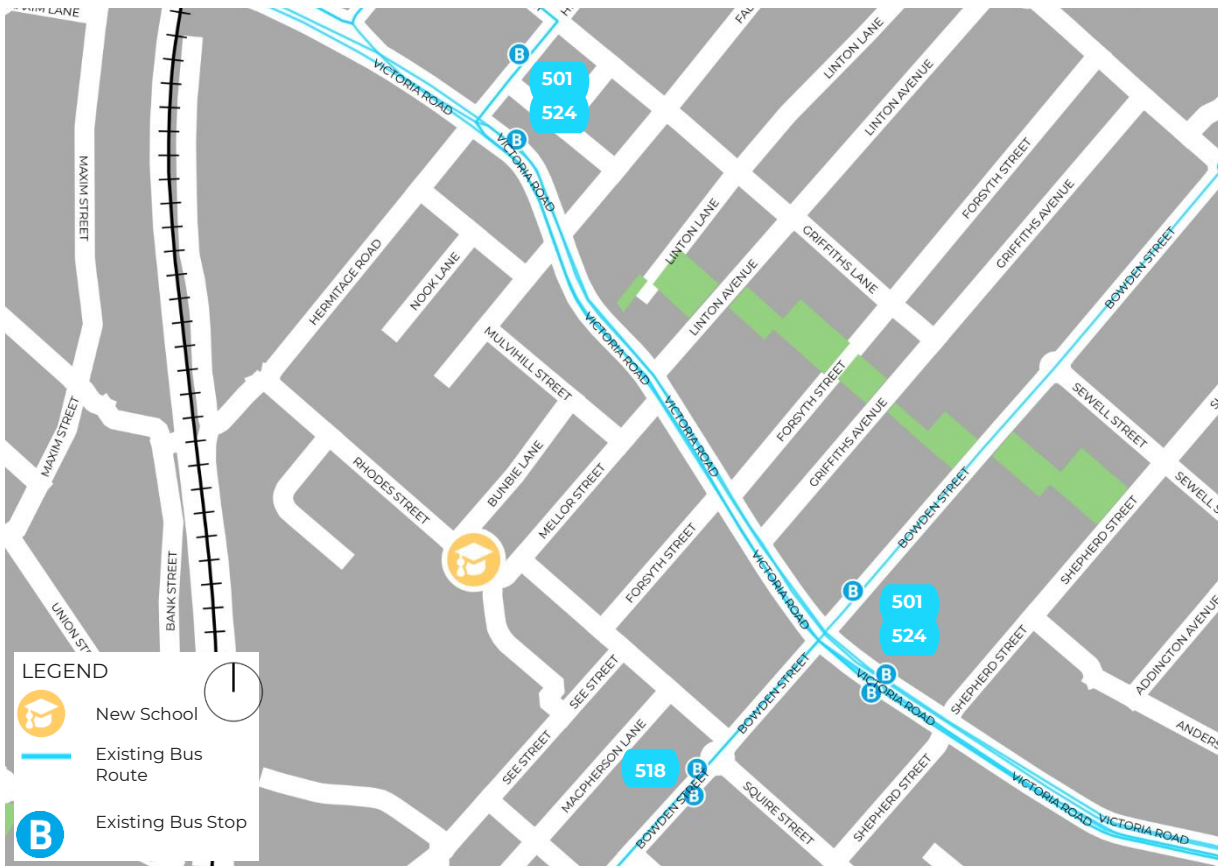


Figure 15 Nearest bus stop locations to the new school

Potential School Bus Routes

Two potential bus routes have been provided in Figure 16 below. These are completely new routes which would utilise existing bus stops and infrastructure. They are high-level suggestions which are to be investigated by Council. The proposed bus routes aim to:

- Bring the children right outside the school so there is no need to walk 10 minutes from the stop. This will make public transport a more attractive option.
- Provide additional connections from suburbs that are not directly connected by bus to the school, in particular those living in postcodes 2114.



Figure 16 Existing and potential bus routes

Summary of Walking Bus Routes, Park and Walk Sites, School Bus Routes



Figure 17 Summary of proposed walking bus routes, potential Park and Walk sites and proposed school bus routes

Ideas to Promote Active Travel Uptake at the School

Ideas which the school can implement to promote and encourage more walking, cycling, and scooting to school include:

1. Hold fun events

- Walk and Wheel Wednesdays
- Fancy Feet/Bling your Bike Day: students decorate their shoes or bike
- Walk a Bear: students walk their favourite soft toy to school
- Walk Safely to School Week: encourage parents to supervise their children and walk with them to and from school for a week at the start of the term. This will help children be more ready if/when they have to walk unsupervised.

2. Decorate walking routes and make it fun

- Footpath chalking: students decorate the walking route footpaths with chalk (can include active travel and road safety messages).

3. Incentives and rewards/competitions

- Track and tally students active travel behaviour using class calendars, punch cards, 'passports', etc.
- Individual rewards:
 - Offer rewards to students for weekly walking/scooting/riding.
 - Offer rewards to the student with the most walking/scooting/riding each month.
- Class and school rewards (avoids excluding children who cannot participate):
 - Offer rewards to classes with the most walking/scooting/riding each month (e.g. at assembly).
 - Offer rewards to the whole school for meeting walking/scooting/riding targets
 - Offer 'lottery tickets', the more children who walk in a class, the more tickets they receive to win a big prize draw for their class
- Further incentives:
 - Display participation in fun ways (e.g. total amount of kms travelled, number of marathons walked by the class, CO2 emissions saved).
- Rewards could include stickers, stamps, badges, rulers, pencils. Or get students to participate and ask them what kind of rewards they would like.

4. Share success and personal stories

- School newsletters: include regular articles about active travel results, travel tips, road safety tips, student travel stories.
- Public pledges/commitments: make a public statement about active travel and road safety through prominent messaging (e.g. at school entrance, newsletters, to families).

5. Homework

- Encourage the school to set a 'walk with a parent' homework activity where students go for a walk/ride/scoot in their local area with a parent or carer and then write about their experience.

6. Website

- Update the school website with an 'Active Travel to School' page showing maps of the different routes and park and walk sites. Include road safety tips on the webpage.

7. Parent/carers workshops

- Invite parents to participate in a workshop where they can identify issues and opportunities associated with active travel and getting to school.
- Brainstorm ideas with the parents on ways to encourage more walking to school.

8. Student workshops/active travel ambassadors

- Run a similar process to the parent workshops
- Designate student 'active travel ambassadors'. These students can lead active travel actions such as fun events, hands-up surveys, stories in newsletters, etc.

9. Pop-up stalls

- Hold a 'travel to school stall' after assemblies to provide information to parents on options to get their children to school.
- Print out a large map of the area to help parents consider walking routes or park and walk options.
- Capture any ideas and suggestions from parents.

10. Address parental fears around traffic and personal safety

- Encourage parents to volunteer for, or have their children use the walking school bus.
- Walking buddies: match older and younger students to walk together.
- Road safety education: run sessions with students to teach them road safety skills.
- Encourage parents to experience the walking routes themselves.

11. Monitor progress

- Regular monitoring will maintain motivation and measure change.
- Encourage more hands-up surveys (e.g. one week each term) to understand if active travel patterns have changed
- Short annual online surveys of parents and students to understand travel patterns and perceptions.
- Regular counts of bicycles and scooters at school.

12. Work with other schools or organisations

- Invite neighbouring schools to meetings to share ideas and strategies on how to promote active travel in the local area.

ITEM (H): RYEDALE ROAD, EASTWOOD
SUBJECT: 2P PARKING

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.

Council has received representation from business operators to introduce parking restrictions on Ryedale Road (north of First Avenue) to improve short term parking in the area.

PROPOSAL

It is proposed that the seven (7) unrestricted parking spaces on the eastern side of Ryedale Road be converted to “2P, 8:30AM-6PM, MON_FRI” parking. The western side of Ryedale Road to remain unchanged with 1/4P and unrestricted parking. Refer to Figure 1.



Figure 1: Proposed 2P parking on eastern side of Ryedale Road Eastwood



CONSULTATION

A “Have Your Say” online consultation was conducted for 3 weeks between 23rd August to 12th September 2021. A total of 38 letters were distributed to the properties on Ryedale Road for feedback. Refer to distribution map in Figure 2.

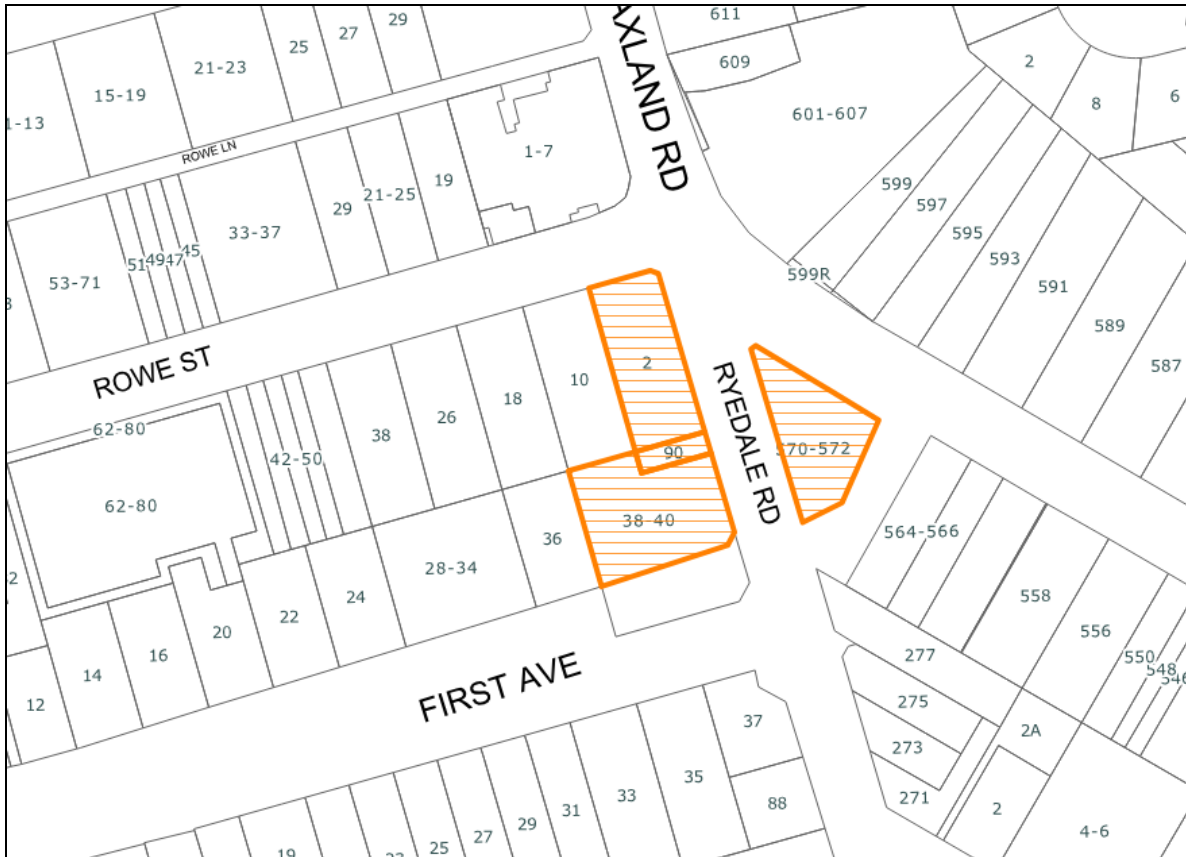


Figure 2: Distribution map for consultation.

Four (4) responses were received and were all in support of the proposal for the 2P timed parking restrictions on the eastern side of Ryedale Road, west of First Avenue.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) “2P, 8:30AM-6PM, MON_FRI” parking be introduced on the eastern side of Ryedale Road (north of First Avenue) Eastwood to improve the turnover of short time parking.