



21 July 2016

File: COR2009/206

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**NOTICE OF MEETING**

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**You are advised of the following meeting:**

**Thursday 21 July 2016**

**Ryde Traffic Committee Meeting**

**Royal Meeting Room, Level 1, Building 1, Binary Centre,  
3 Richardson Place, North Ryde - 10.00am**

**MEMBERS**

City of Ryde (Chair)..... Director City Works and Infrastructure  
Roads and Maritime Services of NSW ..... Sydney North Region  
NSW Police Force ..... Ryde Local Area Command  
Member for Ryde (10 items)..... The Hon. V Dominello MP  
Member for Lane Cove (6 items)..... The Hon. A Roberts MP

**ADVISORS**

Sydney Buses ..... Western Region

Committee members and advisors are invited to attend the next meeting of the Traffic Committee. Alternatively, please forward comments on any matter to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email **gholding@ryde.nsw.gov.au** by 5pm Tuesday, 19 July 2016. If no comments are received, it is intended to deal with the matters in accordance with the Agenda proposals.

Councillors with an interest in any Agenda item should forward comments to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email **gholding@ryde.nsw.gov.au** by 5pm Tuesday, 19 July 2016.



**Meeting Date:** Thursday 21 July 2016  
**Location:** Royal Meeting Room, Level 1, Building 1, Binary Centre,  
3 Richardson Place, North Ryde  
**Time:** 10.00am

## **NOTICE OF BUSINESS**

### **APOLOGIES**

### **DECLARATIONS OF INTEREST**

### **CONFIRMATION OF PREVIOUS MINUTES**

### **MATTERS ARISING FROM PREVIOUS MINUTES**

### **MATTERS FOR CONSIDERATION**

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**ITEM (A)**                      **BOYD LANE, GLADESVILLE**  
**SUBJECT:**                      PROPERTY AND EMERGENCY VEHICLE ACCESS  
**ELECTORATE:**                LANE COVE  
**WARD:**                         EAST  
**POLICE LAC:**                RYDE  
**ROAD CLASS:**                NON-CLASSIFIED  
**REFERENCE:**                 D15/139322 & T2015-01846  
**OFFICER:**                     G HOLDING

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**ITEM (B)**                      **HERMITAGE LANE & HERBERT LANE, WEST RYDE**  
**SUBJECT:**                      NO PARKING  
**ELECTORATE:**                RYDE  
**WARD:**                         CENTRAL  
**POLICE LAC:**                RYDE  
**ROAD CLASS:**                NON-CLASSIFIED  
**REFERENCE:**                 CRM-1780780 & T2015-02122  
**OFFICER:**                     P JOHNSON

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**ITEM (C) KULGOA AVENUE, RYDE**  
SUBJECT: CONVERT 'NO PARKING' TO UNRESTRICTED PARKING  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D15/5051 & T2015-00070  
OFFICER: P BASTAWROUS

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**ITEM (D) SCOTT STREET, MARSFIELD**  
SUBJECT: WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1753770 & T2015-01522  
OFFICER: P JOHNSON

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**ITEM (E) TALAVERA ROAD, MACQUARIE PARK**  
SUBJECT: BUS ZONE EXTENSION  
ELECTORATE: RYDE  
WARD: WEST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D16/65518 & T2016-00892  
OFFICER: G HOLDING

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**ITEM (F) WATERLOO ROAD, MACQUARIE PARK**  
SUBJECT: BUS LAYOVER  
ELECTORATE: RYDE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D15/149152 & T2015-01998  
OFFICER: G HOLDING

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**ITEM (G) TUCKER STREET, RYDE**  
SUBJECT: BUS LAYOVER  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: CRM-1735178 & T2015-01214  
OFFICER: G HOLDING

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**ITEM (H) CLARENCE STREET AND WARWICK STREET, NORTH RYDE**  
SUBJECT: REVIEW OF TIMED-PARKING CONTROL MEASURES  
ELECTORATE: LANE COVE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D15/162440 & T2015-02206  
OFFICER: G HOLDING

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**ITEM (I) WHARF ROAD, GLADESVILLE**  
SUBJECT: CHANGE NO STOPPING TO NO PARKING  
ELECTORATE: LANE COVE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D16/60132 & T2016-00805  
OFFICER: P JOHNSON

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**ITEM (J) CUTLER PARADE, NORTH RYDE**  
SUBJECT: MODIFYING APPROVED PARKING CONTROL MEASURES  
ELECTORATE: RYDE  
WARD: EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D15/128274 & T2015-01551  
OFFICER: P JOHNSON

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**ITEM (K) KISSING POINT PARK, PUTNEY**  
SUBJECT: PARKING CONTROL MEASURES - TRIAL CHANGES  
ELECTORATE: RYDE  
WARD: CENTRAL  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: D15/132123 & T2015-00935  
OFFICER: A MENDIS

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**ITEM (L) SCHOOL PEDESTRIAN SAFETY INFRASTRUCTURE PROGRAM**  
SUBJECT: PEDESTRIAN CROSSING UPGRADES  
ELECTORATE: LANE COVE AND RYDE  
WARD: WEST, CENTRAL AND EAST  
POLICE LAC: RYDE  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: T2016-00979  
OFFICER: L PEARS

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**ITEM (M)                      BLENHEIM ROAD, NORTH RYDE**

SUBJECT:                      BUS LANE EXTENSION  
ELECTORATE:                LANE COVE AND RYDE  
WARD:                         EAST  
POLICE LAC:                 RYDE  
ROAD CLASS:                NON-CLASSIFIED  
REFERENCE:                 T2016-01151  
OFFICER:                    G HOLDING

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**ITEM (N)                      MORRISON ROAD, PUTNEY**

SUBJECT:                      LATM TREATMENT AT PARRY STREET / ACACIA AVENUE  
ELECTORATE:                LANE COVE  
WARD:                         EAST  
POLICE LAC:                 RYDE  
ROAD CLASS:                NON-CLASSIFIED  
REFERENCE:                 NOTICE OF MOTION & T2016-00853  
OFFICER:                    G HOLDING

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**EXTRA ITEMS**

**GENERAL BUSINESS**

**ADVISORY ITEMS**

- 1.    MATTERS APPROVED UNDER DELEGATION**
- 2.    AUSTRALIAN GOVERNMENT'S BLACK SPOT PROGRAMME – 2017/2018**
- 3.    TRAFFIC IN THE MEADOWBANK AREA**
- 4.    CHARLES STREET, PUTNEY - TRAFFIC CALMING NORTH OF PARRY STREET**



<b>ITEM (A)</b>	<b>BOYD LANE, GLADESVILLE</b>
<b>SUBJECT:</b>	<b>PROPERTY AND EMERGENCY VEHICLE ACCESS</b>
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D15/139322 & T2015-01846
<b>OFFICER:</b>	G HOLDING

## INTRODUCTION

City of Ryde has received representation from a resident of Westminster Road requesting consideration be given to installing parking control measures to improve access to their property from Boyd Lane, Gladesville.

## CONTEXT

1. Boyd Lane has a variable carriageway width (4.3-5.1 m) and provides access to Field of Mars Reserve and properties in High Street, Kennedy Street and Westminster Road.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road (except in a median strip parking area)
- [NSW] *Road Rules 2014* Rule 168 No parking signs

## CONSULTATION

The occupants of the fifteen properties with access to Boyd Lane, in High Street, Kennedy Street and Westminster Road, have been notified of the proposal. Two comments have been received, both in opposition to the proposed changes:

- One submission states that they believe it is possible to legally park a vehicle in Boyd Lane, leaving a 3 m gap for emergency vehicles. However, the evidence provided does not take into account the mirrors of the vehicle.
- One submission has raised a number of issues, mainly related to emergency vehicle access. Therefore, NSW Fire & Rescue and Ambulance Service of NSW have been requested to provide comments regarding the access in the area.

## DISCUSSION

Notwithstanding, vehicles parked in Boyd Lane are unable to maintain a 3 m wide travel lane for emergency-vehicle access, as required under Rule 208 of the [NSW] *Road Rules 2014*. Therefore, it is recommended that the existing parking control measures be signposted in Boyd Lane.



**PROPOSAL**

To install a 'NO PARKING AREA' for the length of Boyd Lane, Gladesville.





RYDE TRAFFIC COMMITTEE	STREET:BOYD LANE	ANNEXURE A
T2015-01846	SUBURB:GLADESVILLE	PAGE 1 OF 1

**Proposed NO PARKING**

**BOYD LN**

**KENNEDY ST**

City of Ryde  
Ryde Traffic Committee

**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				

**ITEM (B) HERMITAGE LANE & HERBERT LANE, WEST RYDE**

**SUBJECT:** NO PARKING  
**ELECTORATE:** WEST RYDE  
**WARD:** CENTRAL  
**POLICE LAC:** WEST RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** CRM-1780780 & T2015-02122  
**OFFICER:** P JOHNSON

**INTRODUCTION**

City of Ryde has received representation from a number of residents with access to Hermitage Lane and Herbert Lane requesting consideration be given to the installation of parking control measures in Hermitage and Herbert Lanes, West Ryde to assist with through-traffic movements and property access.

**CONTEXT**

Hermitage Lane and Herbert Lane:

1. provide access to Hermitage Road and Victoria Road properties;
2. have 5.0 m and 4.8 m wide carriageways, respectively, with approximately 0.5 m between the face of the kerb and the boundary line;
3. have no signposted parking control measures; and
4. are located within walking distance to West Ryde Railway Station; and
5. experience vehicles parking opposite driveways and outside pedestrian-access gates, which restricts pedestrian access.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 68 No Parking Signs
- [NSW] *Road Rules 2014* Rule 67 No Stopping Signs

**CONSULTATION**

Local residents were surveyed to determine the level of support for installing the following parking control measures in Hermitage Lane and Herbert Lane:

- a 45 m 'NO PARKING' zone on both sides of Herbert Lane,
- a 38 m 'NO PARKING' zone on the north-eastern side of Hermitage Lane, between Falconer Street and Herbert Lane,
- 100 m of 'NO PARKING' on the southwestern side of Hermitage Lane,
- 'NO STOPPING' across the side gate to 74 Hermitage Road, in Hermitage Lane, and





- 10 m of 'NO STOPPING' at all intersections.

Properties consulted	11
Responses received	4

Supported	4
Not Supported	0
Undecided	0

## DISCUSSION

The road northwest of Hermitage Road is subject to timed parking control measures due to the close proximity to West Ryde Train Station. As a consequence vehicles are regularly parking in the surrounding unrestricted streets.

Hermitage Lane (southeast of Herbert Lane) and Herbert Lane have road carriageway widths of 5.0 m and 4.8 m, respectively, with property access along the laneways. As a result of vehicles parking in these laneways, there are inadequate road apron widths for vehicles exiting their driveways. Additionally, when vehicles park on the road there is less than the minimum 3.0 m available road space for emergency vehicles.

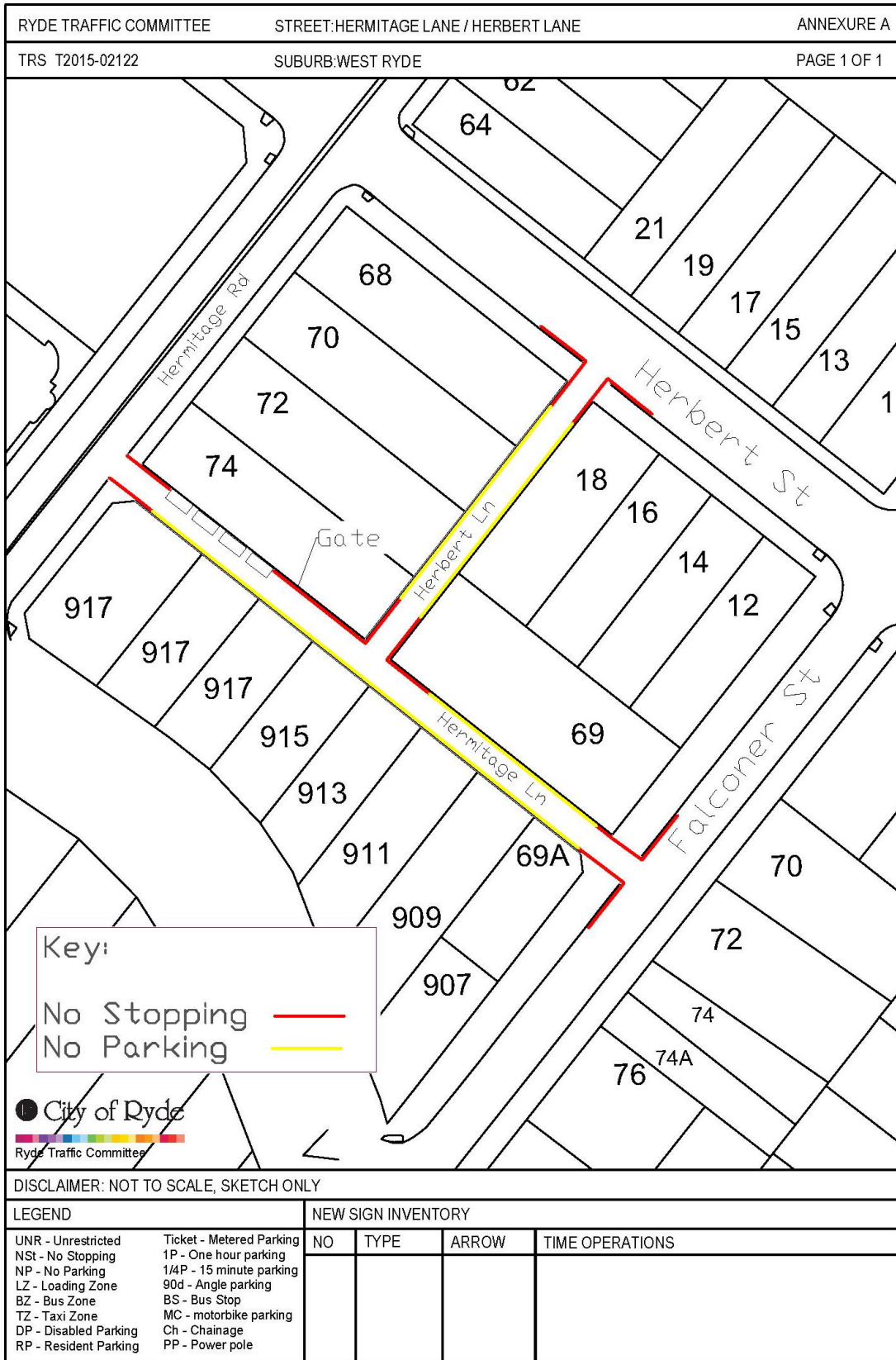
Three units at 69 Falconer Street have property frontage onto Hermitage Lane. The 0.5 m wide "buffer zone" between the face of kerb and property boundary, provides inadequate space for pedestrians to access their properties, due to parked vehicles.

Hermitage Lane (northwest of Herbert Lane) has a road carriageway of 6.0 m and one property access point along its entirety. As a result of this layout, it is proposed to maintain four on-street unrestricted parking spaces on the north-eastern side of Hermitage Lane.

## PROPOSAL

To install 'NO PARKING' and 'NO STOPPING' control measures in Hermitage Lane and Herbert Lane, West Ryde, as shown in attached *Drawing T2015-02122*.









<b>ITEM (C)</b>	<b>KULGOA AVENUE, RYDE</b>
<b>SUBJECT:</b>	CONVERT 'NO PARKING' TO UNRESTRICTED PARKING
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D15/5051 & T2015-00070
<b>OFFICER:</b>	P BASTAWROUS

## INTRODUCTION

City of Ryde has received representation from residents of Kulgoa Avenue requesting consideration be given to removing the 'NO PARKING' zone on the north western side of Kulgoa Avenue, outside 283-289 Blaxland Road, Ryde.

## BACKGROUND

When considering the development of 283-289 Blaxland Road, Council included in the Condition of Consent:

*11(a) Kulgoa Avenue frontage of the property shall be sign posted as 'No Parking' by the applicant.*

It is understood that Condition 11(a) was included to maximise sight distance between the driveway in Kulgoa Avenue and Blaxland Road.

Works have since been completed and the building is occupied. A number of residents of Kulgoa Avenue have requested the removal of the 'NO PARKING' zone, to increase the supply of on-street parking in the area.

## CONTEXT

1. The 5.5 m wide driveway to 283-289 Blaxland Road is located on Kulgoa Avenue, 55 m from the intersection of Blaxland Road.
2. The width of Kulgoa Avenue at the Blaxland Road intersection is 13 m.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No Parking Signs



## CONSULTATION

Local residents were surveyed to determine the level of support for the proposed changes. The results are summarised in the table, below.

Properties consulted	202	Supported	5
Responses received	9	Not Supported	4
		Undecided	0

## DISCUSSION

Residents that do not support the changes have raised the following concerns:

- Removing the 'NO PARKING' will mean that TAFE students will be able to park in this location.
- Access into Kulgoa Avenue will be restricted and more dangerous.
- Trucks parking in this location will deteriorate sight visibility.
- Cars make u-turns at the intersection to travel the opposite direction of Blaxland Road. Parked cars will make this more dangerous.
- Bins are placed in the 'NO PARKING' zone. Waste vehicles will be unable to collect bins.
- Concern that allowing parking will cause narrowing of the road way and will be unsafe.
- Issues with speeding cars and exiting driveways at the same time.

Inspections of the site revealed that if 6 m of 'NO PARKING' remains adjacent to the driveway, 55 m of sight distance can be maintained, in accordance with Australian Standards.

Further the slight narrowing of the road due to parked cars on either side will deter any potential speeding through the local streets as the lanes are visually narrower.

With the width of Kulgoa Avenue being 13 m, this allows for parking bays of 2.5 m each as well as travelling lanes of approximately 4 m each. This demonstrates that there is no issue related to the narrowing of the carriageway by parked cars, and there is more than adequate space available to exit driveways and manoeuvre from Blaxland Road onto Kulgoa Avenue and vice versa.

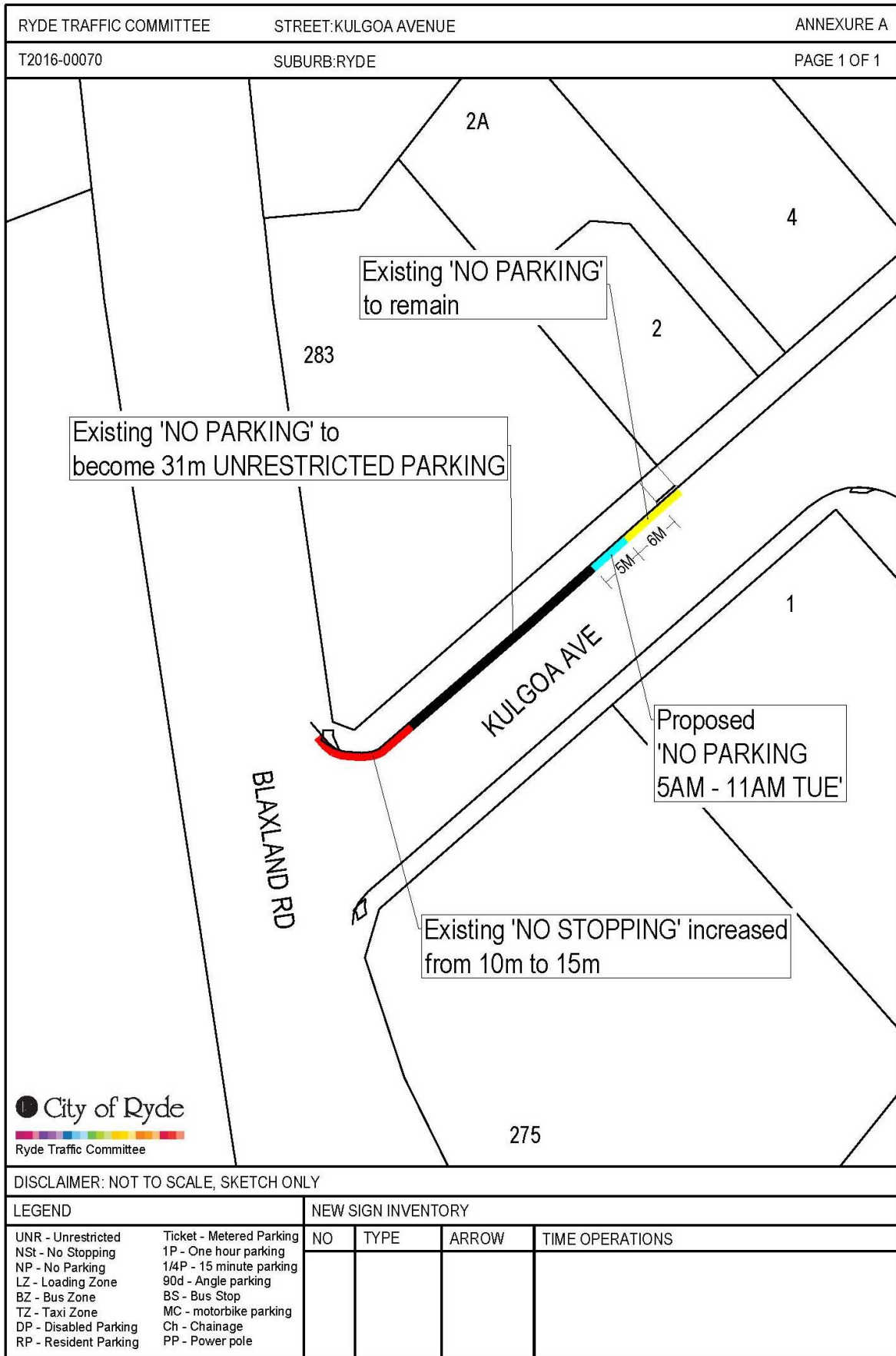
The concerns related to the collection of bins can be satisfied with the erection of timed parking on bin collection days. The installation of 'NO PARKING 5AM-11AM TUE' would be beneficial and subject to Traffic Committee endorsement.



**PROPOSAL**

To convert 36 m of the existing 42 m 'NO PARKING' zone on the north western side of Kulgoa Avenue, outside 283-289 Blaxland Road, Ryde, to 5 m of 'NO PARKING 5AM-11AM TUE' and 31 m of unrestricted parking, as shown in the attached diagram.







**ITEM (D) SCOTT STREET, MARSFIELD**

**SUBJECT:** WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** CRM-1753770 & T2015-01522  
**OFFICER:** P JOHNSON

**INTRODUCTION**

City of Ryde has received representation from a resident and the waste-collection contractor requesting consideration be given to improving access for waste collection vehicles in Scott Street, Marsfield. Since the start of 2015, nine similar proposals to install 'NO PARKING 5AM-11AM' for waste-collection days have been tabled at the Ryde Traffic Committee and approved by Council.

**CONTEXT**

1. Scott Street is a local road with a 6.5 m wide carriageway.
2. There are two-hour timed parking restrictions on both sides of Scott Street.
3. Due to a 6 m pinch point on the corner of 1 Scott Street, it is proposed to install 'NO PARKING 5AM-11AM FRI' parking control measures to assist waste-vehicle access in Scott Street.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 168 No Parking signs

**CONSULTATION**

The occupants of the fourteen surrounding properties have been notified of the proposal. Two comments have been received, both in support of the proposed changes. Additional parking control measures have been requested and these will be the subject of further investigations.

**DISCUSSION**

Waste collection vehicles currently experience access difficulties when attempting to service Scott Street due to vehicles that regularly park on both sides of the street outside 1 Scott Street. These parked vehicles restrict the movements of waste collection vehicles to collect bins and access properties. The installation of 'NO PARKING 5AM-11AM FRI' parking control measures will remove the obstructive parking and provide City of Ryde waste vehicles unimpeded access.



**PROPOSAL**

To install a 24 m 'NO PARKING 5AM-11AM FRI' zone on the northern side of Scott Street, outside 1 Scott Street, Marsfield.





RYDE TRAFFIC COMMITTEE	STREET:SCOTT STREET	ANNEXURE A
T2016-01522	SUBURB:MARSFIELD	PAGE 1 OF 1

**Proposed NO PARKING  
5AM-11AM FRI**

**SCOTT ST**

**BOOTH ST**

City of Ryde  
Ryde Traffic Committee

**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				

**ITEM (E) TALAVERA ROAD, MACQUARIE PARK**

**SUBJECT:** BUS ZONE EXTENSION  
**ELECTORATE:** RYDE  
**WARD:** WEST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** D16/65518 & T2016-00892  
**OFFICER:** G HOLDING

**INTRODUCTION**

City of Ryde has received representation from Hillsbus requesting consideration be given to extending the length of the 'BUS ZONE' on the north-eastern side of Talavera Road, northwest of Herring Road, Macquarie Park to accommodate additional buses.

**CONTEXT**

1. There is an existing 19 m 'BUS ZONE' at the Bus Stop on the north-eastern side of Talavera Road, northwest of Herring Road.
2. There are up to 20 buses per hour stopping at this Bus Stop, which causes queuing back into the adjacent 'NO STOPPING' zone.

**REFERENCES**

- State Transit's *Bus Infrastructure Guide*
- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone

**CONSULTATION**

The existing parking control measures are 'NO STOPPING' and therefore the proposed changes will not affect the surrounding businesses.

**DISCUSSION**

State Transit's *Bus Infrastructure Guide* specifies that 'BUS ZONE's with 20 buses stopping per hour should be one or two bus lengths. Given that the bus operator is experiencing queuing at this stop, it is recommended that the existing 'BUS ZONE' be extended to accommodate two buses.

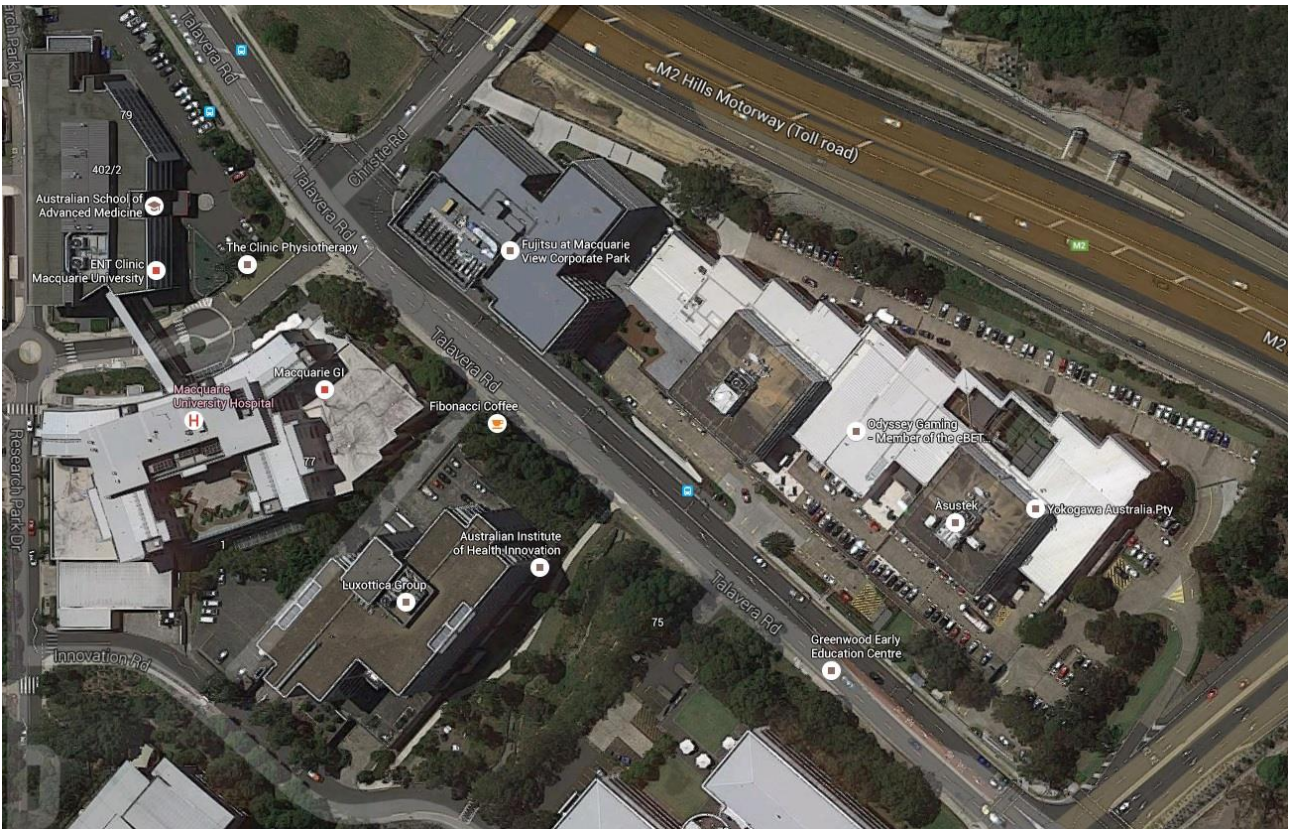
State Transit's *Bus Infrastructure Guide*, recommends the provision of a 26 m 'BUS ZONE' for two 12.5 m long buses to stop. Given that there is a nearby street light pole, it is recommended that this be used to display the 'BUS ZONE (R)' sign, extending the 'BUS ZONE' to 42 m in length.





## PROPOSAL

To extend the length of the existing 19 m 'BUS ZONE' on the north-eastern side of Talavera Road, northwest of Herring Road, Macquarie Park to 42 m.





RYDE TRAFFIC COMMITTEE	STREET: TALAVERA ROAD	ANNEXURE A								
T2016-00892	SUBURB: MACQUARIE PARK	PAGE 1 OF 1								
<p>City of Ryde Ryde Traffic Committee</p>										
DISCLAIMER: NOT TO SCALE, SKETCH ONLY										
LEGEND		NEW SIGN INVENTORY								
UNR - Unrestricted NSt - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking	Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	<table border="1"> <thead> <tr> <th>NO</th> <th>TYPE</th> <th>ARROW</th> <th>TIME OPERATIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO	TYPE	ARROW	TIME OPERATIONS				
NO	TYPE	ARROW	TIME OPERATIONS							

**ITEM (F) WATERLOO ROAD, MACQUARIE PARK**

**SUBJECT:** BUS LAYOVER  
**ELECTORATE:** RYDE  
**WARD:** EAST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** D15/149152 & T2015-01998  
**OFFICER:** G HOLDING

**INTRODUCTION**

City of Ryde has received representation from a worker of Macquarie Park requesting consideration be given to adjustments to the 'BUS ZONE's in Waterloo Road, Macquarie Park to encourage traffic flow.

**CONTEXT**

1. Waterloo Road is used by a number of Hillsbus routes to layover buses in preparation to start routes at Macquarie Park Train Station.
2. There are a number of Bus Stops, Bus Shelters and BUS ZONEs in Waterloo Road that can be used for a bus layover.
3. Buses have been observed queuing through the roundabout at Thomas Holt Drive / Eden Park Drive.
4. Bus Shelter locations are due to be reviewed in the coming years.

**REFERENCES**

- State Transit's *Bus Infrastructure Guide*
- RMS's Technical Direction *TDT 2013/07 Bus Layover Parking*
- [NSW] *Road Rules 2014 Rule 183 Stopping in a bus zone*

**CONSULTATION**

The existing parking control measures are 'NO STOPPING' and therefore the proposed changes will not affect the surrounding businesses.

**DISCUSSION**

In conjunction with other works in the area, the location of the Bus Stops on both sides of Waterloo Road, southeast of Lane Cove Road, have been adjusted, with no changes to the associated 'BUS ZONE's. It is recommended that these 'BUS ZONE's be adjusted to accommodate two buses.



There are two other 'BUS ZONE's on the south-western side of Waterloo Road, southeast of Lane Cove Road, currently being used as bus layover areas. The RMS's Technical Direction *TDT 2013/07 Bus Layover Parking* recommends the use of 'NO PARKING BUSES EXCEPTED' for bus layover areas. Furthermore, it is recommended that the existing bus layover area on the south-western side of Waterloo Road, northwest of the roundabout at Thomas Holt Drive / Eden Park Drive, be extended to accommodate three 12.5 m long buses with independent movement.

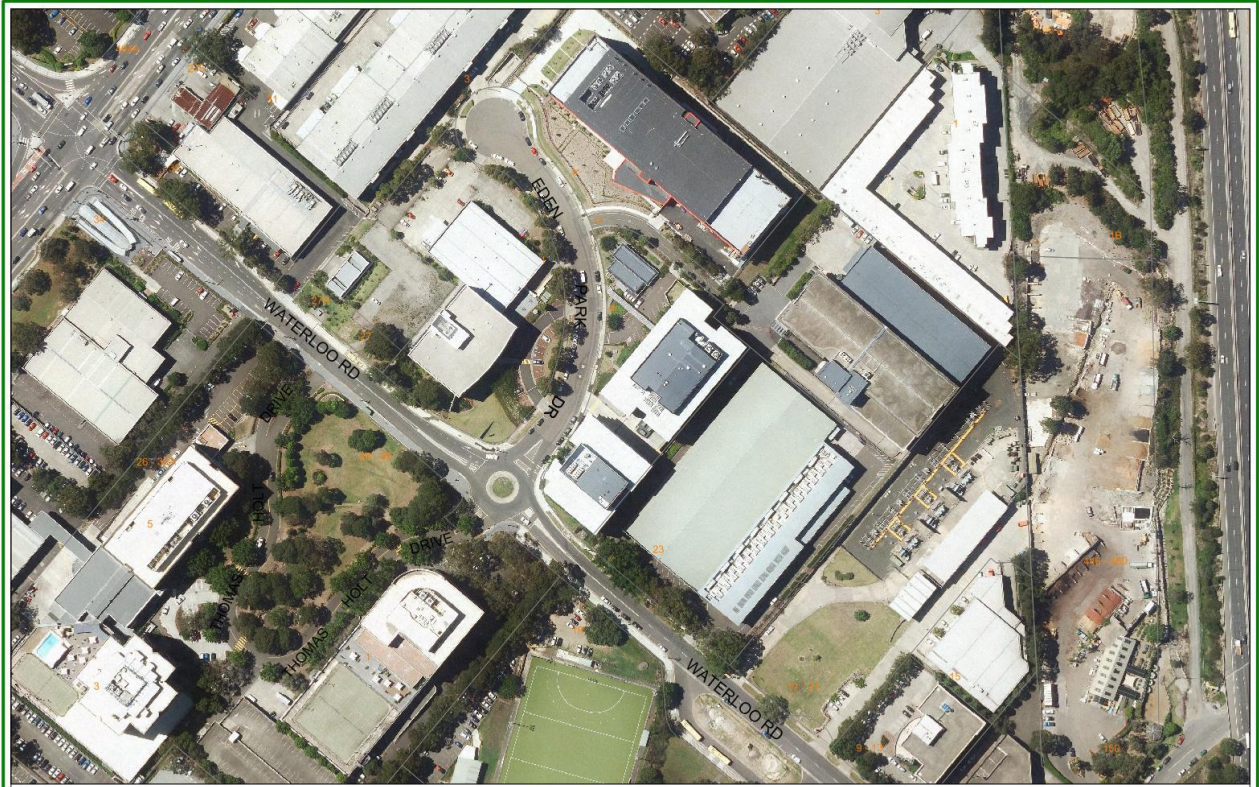
Council is responsible for adjusting the infrastructure associated with bus parking, but is unable to control driver behaviour, which is a matter for NSW Police Force to enforce.

It is likely that Waterloo Road will be used during the impending railway shutdown period for temporary replacement buses.

## **PROPOSAL**

1. To install a 61.8 m 'NO STOPPING' zone and then a 27 m BUS ZONE at the existing Bus Stop on the north-western side of Waterloo Road, southeast of Lane Cove Road, Macquarie Park.
2. To install a 50 m 'NO STOPPING' zone and then a 27 m 'BUS ZONE' at the existing Bus Stop on the south-western side of Waterloo Road, southeast of Lane Cove Road, Macquarie Park.
3. To convert the existing 60.5 m 'BUS ZONE' on the south-western side of Waterloo Road, between Thomas Holt Drive and Wicks Road, Macquarie Park, to a 'NO PARKING BUSES EXCEPTED' zone.
4. To convert the existing 42 m 'BUS ZONE' on the south-western side of Waterloo Road, northwest of the roundabout at Thomas Holt Drive / Eden Park Drive, to a 49.5 m 'NO PARKING BUSES EXCEPTED' zone.

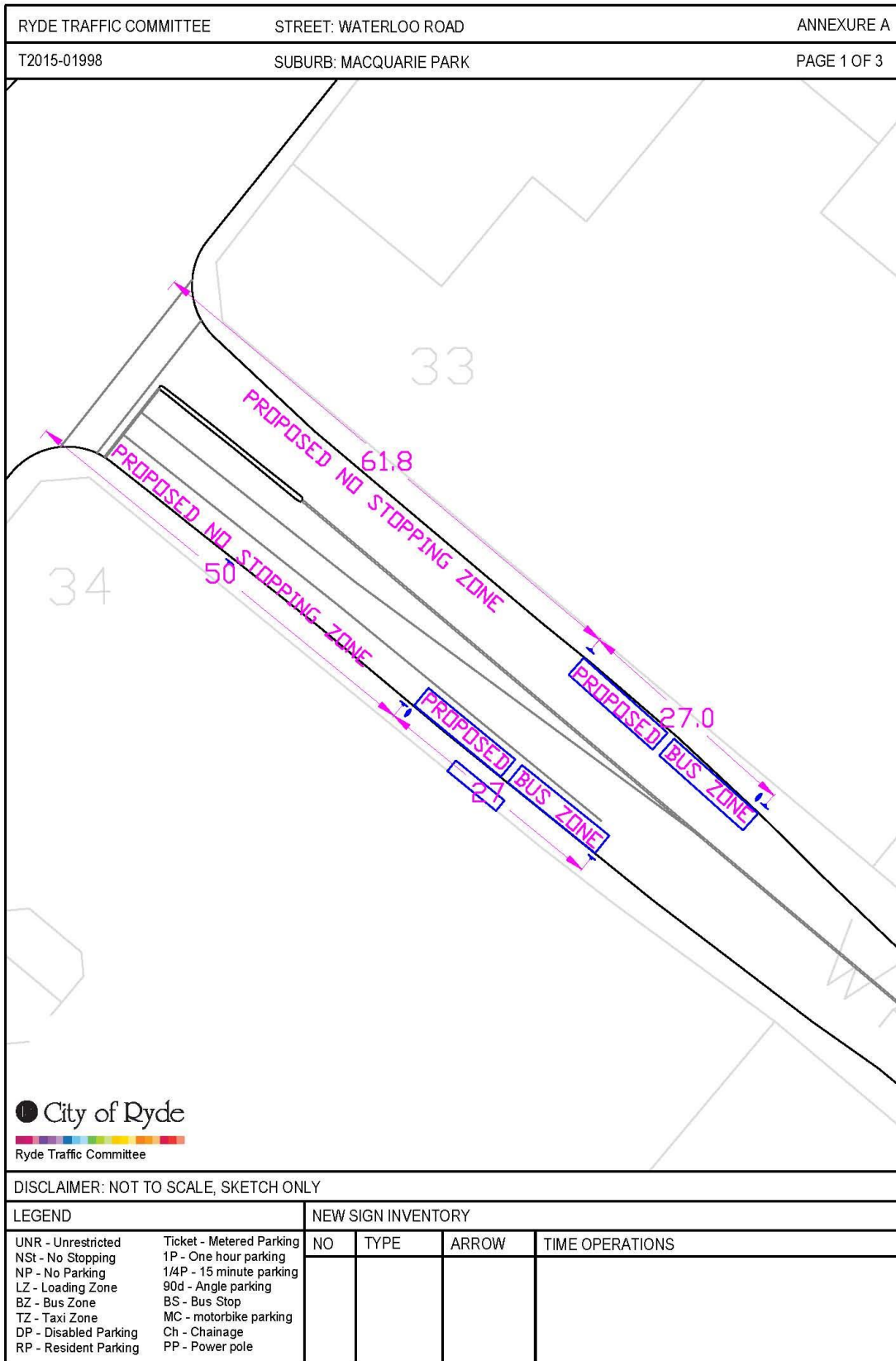




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RYDE TRAFFIC COMMITTEE	STREET: WATERLOO ROAD	ANNEXURE A								
T2015-01998	SUBURB: MACQUARIE PARK	PAGE 2 OF 3								
<p>Ryde Traffic Committee</p>										
DISCLAIMER: NOT TO SCALE, SKETCH ONLY										
LEGEND		NEW SIGN INVENTORY								
UNR - Unrestricted NSt - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking	Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	<table border="1"> <thead> <tr> <th>NO</th> <th>TYPE</th> <th>ARROW</th> <th>TIME OPERATIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO	TYPE	ARROW	TIME OPERATIONS				
NO	TYPE	ARROW	TIME OPERATIONS							



RYDE TRAFFIC COMMITTEE	STREET: WATERLOO ROAD	ANNEXURE A								
T2015-01998	SUBURB: MACQUARIE PARK	PAGE 3 OF 3								
DISCLAIMER: NOT TO SCALE, SKETCH ONLY										
LEGEND		NEW SIGN INVENTORY								
UNR - Unrestricted NSt - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking	Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	<table border="1"> <thead> <tr> <th>NO</th> <th>TYPE</th> <th>ARROW</th> <th>TIME OPERATIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO	TYPE	ARROW	TIME OPERATIONS				
NO	TYPE	ARROW	TIME OPERATIONS							





<b>ITEM (G)</b>	<b>TUCKER STREET, RYDE</b>
<b>SUBJECT:</b>	BUS LAYOVER
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	CRM-1735178 & T2015-01214
<b>OFFICER:</b>	G HOLDING

## INTRODUCTION

City of Ryde has received representation from a resident of Ryde requesting consideration be given to removing the bus layover area in Tucker Street, Ryde.

## BACKGROUND

Sydney Buses has previously indicated that the bus layover area in Tucker Street is used to reduce pressure on the BUS ZONES in Devlin Street. Sydney Buses and RMS have since indicated that the bus layover area should be removed.

## CONTEXT

1. The existing bus layover area in Tucker Street is signposted '¼P 8AM-6PM MON-FRI, BUS ZONE OTHER TIMES'.

## REFERENCES

- State Transit's *Bus Infrastructure Guide*
- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone
- [NSW] *Road Rules 2014* Rule 204. Meaning of certain information on or with permissive parking signs
- [NSW] *Road Rules 2014* 205 Parking for longer than indicated
- [NSW] *Road Rules 2014* 205A Parking outside times indicated

## CONSULTATION

Given the low impact of the proposed changes, no consultation has been undertaken.

## DISCUSSION

Given that the other timed-parking control measures are applicable during 8am-6pm Monday-Friday and 8.30am-6pm Saturday, it is recommended that this zone be converted to '¼P 8AM-6PM MON-FRI 8.30AM-6PM SAT'.



**PROPOSAL**

To convert the existing '¼P 8AM-6PM MON-FRI, BUS ZONE OTHER TIMES' in Tucker Street, Ryde to '¼P 8AM-6PM MON-FRI 8.30AM-6PM SAT'.



Photograph of Bus Layover area in Tucker Street, Ryde

(source: Google Streetview)

**ITEM (H) CLARENCE STREET AND WARWICK STREET, NORTH RYDE**

**SUBJECT:** REVIEW OF TIMED-PARKING CONTROL MEASURES  
**ELECTORATE:** LANE COVE  
**WARD:** EAST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** D15/162440 & T2015-02206  
**OFFICER:** G HOLDING

**INTRODUCTION**

Two-hour parking control measures were installed in Clarence Street in October 2015, as an interim measure until a larger study could be undertaken into “rat-running” in the area. This study has been delayed and therefore it is appropriate to review the parking control measures. City of Ryde has also received representation from several residents of Warwick Street, requesting similar parking control measures in Warwick Street.

**BACKGROUND**

The matter of installing two-hour parking control measures was tabled at the Ryde Traffic Committee meeting held on 30 July 2015. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 15 September 2015:

*That:*

- (i) Council investigates the installation of ‘No Left Turn’ signs in Blenheim Road, North Ryde at Clarence Street and Warwick Street, as detailed in the discussion of the report.*
- (ii) Council installs short-term 2P: 6am to 11am, Mon to Fri along both sides of Clarence Street, North Ryde as an interim measure until the end of the investigation for the ‘No Left Turn’ proposal.*
- (iii) A further report be tabled at a future Traffic Committee with the results of the investigation.*

The approved parking control measures were signposted in October 2015.

**CONTEXT**

1. Blenheim Road (north), Clarence Street and Warwick Street experience high parking occupancy throughout the day, most likely due to commuters using the area as a “park and ride”.
2. Parking occupancy surveys were undertaken in October 2015 in Blenheim Road (north), Clarence Street and Warwick Street, shortly before the approved ‘2P 6AM-11AM MON-FRI’ was installed in Clarence Street.





3. Recent parking occupancy surveys have revealed that the occupancy of Warwick Street has increased, since installing the approved '2P 6AM-11AM MON-FRI' in Clarence Street.
4. There are five spaces of '3P 9AM-3PM MON-FRI' at the western end of Warwick Street, which are to be retained.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 204 Meaning of certain information on or with permissive parking signs
- [NSW] *Road Rules 2014* 205 Parking for longer than indicated
- [NSW] *Road Rules 2014* 205A Parking outside times indicated

## CONSULTATION

A survey has been distributed to residents in Clarence Street and Warwick Street to determine the level of support for:

1. retaining the existing '2P 6AM-11AM MON-FRI' in Clarence Street, and
2. converting the existing unrestricted parking in Warwick Street, North Ryde to '2P 6AM-11AM MON-FRI'.

The survey results for Clarence Street will be tabled at the Ryde Traffic Committee meeting. The survey period for Warwick Street has been extended and results will not be available for the meeting.

## DISCUSSION

City of Ryde previously received representation from residents of Clarence Street, requesting consideration be given to taking measures to reduce the incidence of drivers using Epping Road, then Pittwater Road, then Blenheim Road, then Clarence Street / Warwick Street, then Pittwater Road, then Epping Road, and then Rivett Road in lieu of Epping Road, then Delhi Road, and then Julius Avenue / Julius Avenue West, North Ryde. Council resolved to undertake a study to determine the extent of this "rat-run" and the effects of installing a 'NO LEFT TURN' in Blenheim Road at Clarence Street and Warwick Street. The study will commence once other higher-priority investigations, such as those related to school safety, are complete.

Given that the approved parking control measures in Clarence Street are an interim measure, until the abovementioned study can be undertaken, it is appropriate to review parking controls in the area, including Warwick Street.

## PROPOSAL

1. To retain the existing '2P 6AM-11AM MON-FRI' in Clarence Street, North Ryde.



- 2. To discuss converting the existing unrestricted parking in Warwick Street, North Ryde to '2P 6AM-11AM MON-FRI'.









<b>ITEM (I)</b>	<b>WHARF ROAD, GLADESVILLE</b>
<b>SUBJECT:</b>	CHANGE NO STOPPING TO NO PARKING
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D16/60132 & T2016-00805
<b>OFFICER:</b>	P JOHNSON

## INTRODUCTION

City of Ryde has received representation from St Andrew Parish Church requesting consideration be given to change the existing 'NO STOPPING WEDDING OR FUNERAL VEHICLES EXCEPTED' to 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED' to allow a pick up and drop off zone on Wharf Road, Gladesville.

## CONTEXT

1. Wharf Road is a local, two-way road, with an 8.5 m wide carriageway and unrestricted parking on both sides.
2. Parking in Wharf Road along the frontage of St Andrew Parish Church is sign-posted 'NO STOPPING WEDDING OR FUNERAL VEHICLES EXCEPTED'.
3. The remainder of the street is unrestricted parking.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 168 No parking signs

## CONSULTATION

The occupants of the 267 properties with access to Wharf Road have been notified of the proposal. Two comments have been received, both in support of the proposed changes. Additional parking control measures have been requested and these will be the subject of further investigations.

## DISCUSSION

With increased demand for parking in the area, St Andrew Parish Church has reported that drivers are using the existing 'NO STOPPING WEDDING OR FUNERAL VEHICLES EXCEPTED' zone to drop-off passengers and then finding parking in the nearby area to attend the church. The provision of a 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED' zone will allow drivers to stop for up to two minutes, in order to drop-off/pick-up goods and/or passengers.





**PROPOSAL**

To convert the existing 'NO STOPPING WEDDING OR FUNERAL VEHICLES EXCEPTED' zone on the eastern side of Wharf Road, outside St Andrew Parish Church, Gladesville, with a 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED' zone.







RYDE TRAFFIC COMMITTEE	STREET:WHARF ROAD	ANNEXURE A
T2016-00805	SUBURB:GLADESVILLE	PAGE 1 OF 1

Existing 'NO STOPPING WEDDING OR FUNERAL VEHICLES EXCEPTED' to be changed to 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED'

<b>DISCLAIMER: NOT TO SCALE, SKETCH ONLY</b>													
<b>LEGEND</b> UNR - Unrestricted NST - No Stopping NP - No Parking LZ - Loading Zone BZ - Bus Zone TZ - Taxi Zone DP - Disabled Parking RP - Resident Parking Ticket - Metered Parking 1P - One hour parking 1/4P - 15 minute parking 90d - Angle parking BS - Bus Stop MC - motorbike parking Ch - Chainage PP - Power pole	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">NEW SIGN INVENTORY</th> </tr> <tr> <th>NO</th> <th>TYPE</th> <th>ARROW</th> <th>TIME OPERATIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NEW SIGN INVENTORY				NO	TYPE	ARROW	TIME OPERATIONS				
NEW SIGN INVENTORY													
NO	TYPE	ARROW	TIME OPERATIONS										



<b>ITEM (J)</b>	<b>CUTLER PARADE, NORTH RYDE</b>
<b>SUBJECT:</b>	MODIFYING APPROVED PARKING CONTROL MEASURES
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D15/128274 & T2015-01551
<b>OFFICER:</b>	P JOHNSON

## INTRODUCTION

City of Ryde has received representation from business owners in Blenheim Road requesting consideration be given to modifying the previously approved changes to parking control measures in Blenheim Road, North Ryde, to retain a small amount of unrestricted parking in the area. The existing two-hour parking zone in Cutler Parade, adjacent to the Blenheim Road businesses has been identified as a suitable location.

## BACKGROUND

City of Ryde originally received representation from a business owner requesting consideration be given to installing timed parking outside their premises at 3 Blenheim Road. Following community consultation, a proposal to change the three unrestricted parking spaces on the eastern side of Blenheim Road, outside 3 & 5 Blenheim Road, to one-hour timed parking was tabled at the Ryde Traffic Committee meeting held on 26 November 2015. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 15 December 2015:

*That Council ... installs a 17.2 m '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' zone on the eastern side of Blenheim Road, outside 3 & 5 Blenheim Road, North Ryde ...*

On notification to the wider community, some businesses expressed a desire to maintain some unrestricted parking in the area. There are four spaces of '2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' in in Cutler Parade, adjacent to the business at 34 Blenheim Road, that have been identified as a suitable location to convert to unrestricted parking.

## CONTEXT

1. There are four spaces of '2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' in Cutler Parade, adjacent to 34 Blenheim Road and the proposal is to convert two of these parking spaces to unrestricted parking.
2. The remainder of parking in the area has similar timed parking control measures.
3. Some businesses find it difficult to park in the area for their day-to-day operations.



## REFERENCES

- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road (except in a median strip parking area).

## CONSULTATION

A survey was distributed to local residents, community groups and businesses to determine the level of support for converting two of the existing four spaces of '2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' in Cutler Parade, adjacent to 34 Blenheim Road, to unrestricted parking.

Properties surveyed	32
Responses	7
Response rate	22%

Group	Support	Not Support
Residents	2	0
Businesses	2	2
Community Groups	0	1
<b>Total</b>	<b>4</b>	<b>3</b>

## DISCUSSION

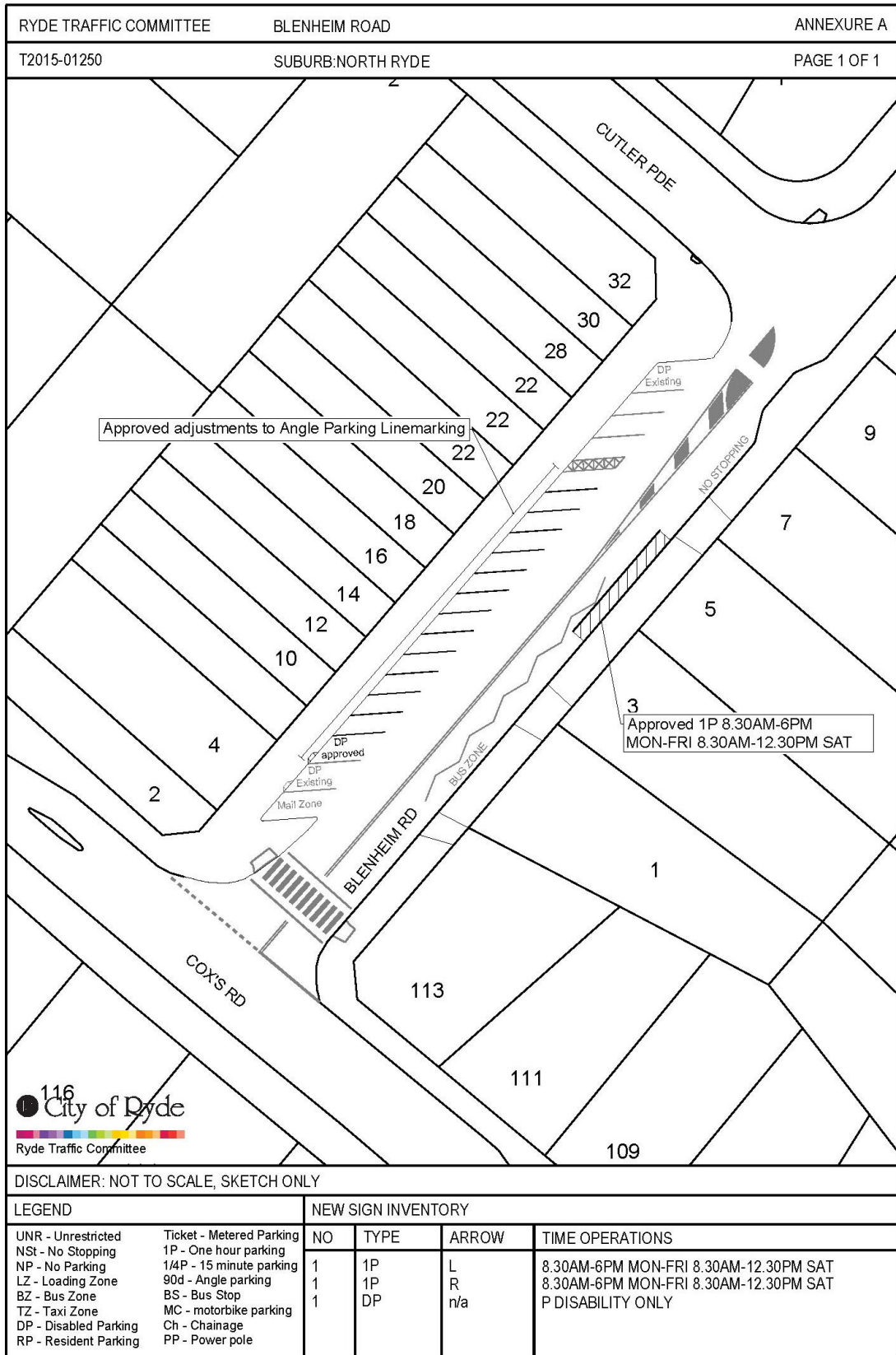
The proposal has received:

- unanimous support from the residents in Cutler Parade,
- 50/50 support from the businesses in the area, and
- no support from the community group in Cutler Parade.

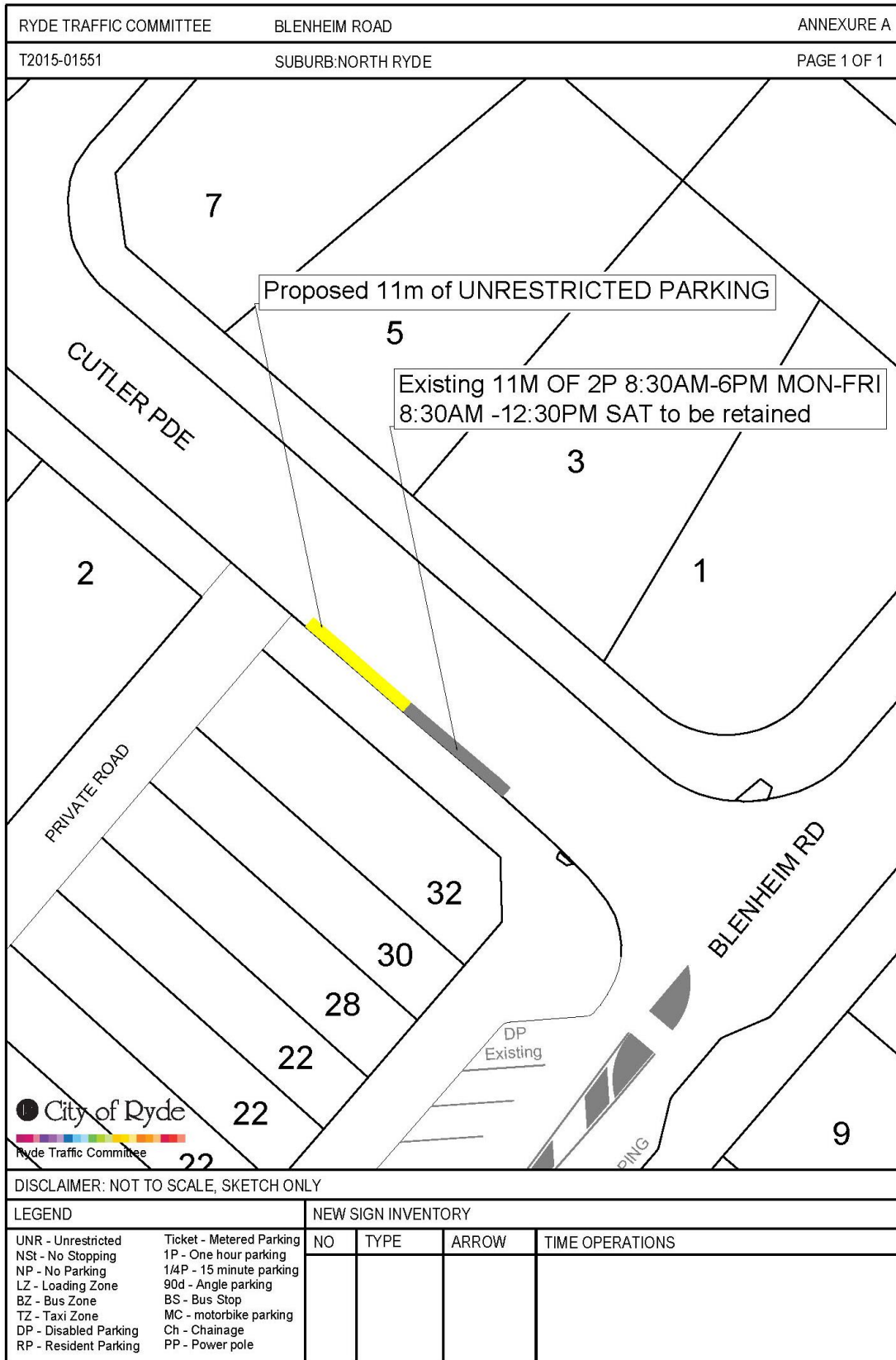
On the whole, it is considered appropriate to maintain some unrestricted parking in the area. Therefore, it is recommended that two of the existing four spaces of '2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' in Cutler Parade, adjacent to 34 Blenheim Road, be converted to unrestricted parking.

## PROPOSAL

To convert two of the existing four spaces of '2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' in Cutler Parade, adjacent to 34 Blenheim Road, North Ryde, to unrestricted parking.









<b>ITEM (K)</b>	<b>KISSING POINT PARK, PUTNEY</b>
<b>SUBJECT:</b>	PARKING CONTROL MEASURES - TRIAL CHANGES
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	D15/132123 & T2015-00935
<b>OFFICER:</b>	A MENDIS

## INTRODUCTION

City of Ryde has received representation from a resident of Pellisier Road requesting consideration be given to converting some of the existing car-with-trailer parking to unrestricted parking in Kissing Point Park, Putney, to increase the supply of parking for Ferry patrons. The proposed changes are for a trial period of six months, during which the community is to be consulted.

## BACKGROUND

Part of Kissing Point Park provides a community car park, catering for a broad range of users. The original parking allocation has been set up to accommodate a balance of parking for:

- visitors to Kissing Point Park,
- commuters catching the Ferry service, and
- boat-ramp users.

More recently, City of Ryde has made some amenity improvements to the car park, including:

- increasing the existing provision of one 'P DISABILITY ONLY' zone to two, and
- re-painting the existing pedestrian crossing.

The resident has requested the reallocation of a number of the existing sixteen car-with-trailer parking to unrestricted parking during winter months.

## CONTEXT

1. Kissing Point Park has the existing parking control measures in the car park, as shown in the attached drawing:
  - 7 spaces of..... 'NO PARKING CARS WITH TRAILERS EXCEPTED'
  - 9 spaces of..... 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED'
  - 24 spaces of..... 'NO PARKING SAT-SUN & PUBLIC HOLIDAYS' (to provide manoeuvring space for vehicles with trailers)



- 2 spaces of..... 'P DISABILITY ONLY'
  - 41 spaces of..... unrestricted parking
  - 'NO STOPPING' for the safe circulation of vehicles in the car park.
2. The existing parking restrictions have been placed considering the following:
- not all parking spaces can facilitate the length required for a car with a boat trailer, and
  - for safety, not all areas of the carpark can accommodate the space required for manoeuvring a large vehicle, particularly when side parking is in use.
3. It is appropriate to review the existing parking restrictions to improve parking availability for the various park users.

## REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No Parking signs
- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 205 parking for longer than indicated
- AS/NZS 2890.1:2004 Part 1 : Off-street Car Parking
- AUSTRROADS : Guide to Traffic Management Part 11: Parking

## CONSULTATION

Local boat users will be notified of the six-month trial, before implementing the changes and signs will be installed in a prominent location, advising how feedback can be provided during the trial period.

## DISCUSSION

Parking occupancy surveys were undertaken to investigate the seasonal pattern of parking use on weekends. Surveys were undertaken at 10am and 3pm on Saturdays and Sundays during 2015. The key findings were:

- Occupancy rates of cars-with-trailers decreased with a reduction in temperature and the presence of rainfall.
- Occupancy rates of cars-with-trailers increased between September and December 2015.
- During the highest occupancy period of cars-with-trailers, the average occupancy rates were 60-80%.
- During the highest occupancy period of cars-with-trailers, the average vacancies were 3-5 allocated spaces.

On review of the parking occupancy survey data, it is proposed to make the following changes to the existing parking control measures in the Kissing Point Park car park, as shown in the attached sketch, for a trial period of six months:



1. Convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED' spaces in Kissing Point Park, to unrestricted parking, for a trial period of six months, and
2. Convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLS' spaces in Kissing Point Park, to unrestricted parking, for a trial period of six months.

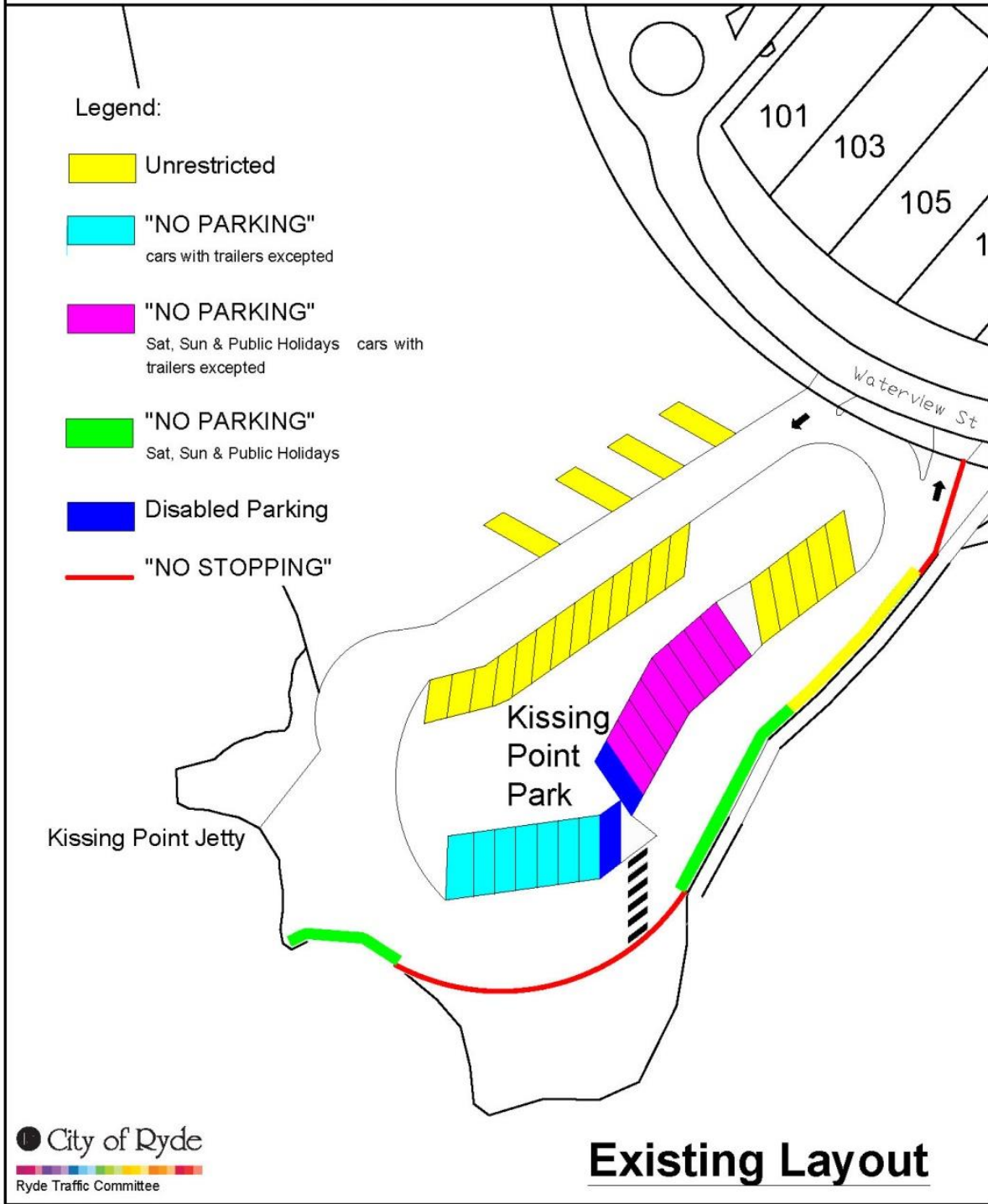
## **PROPOSAL**

1. To convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED' spaces in Kissing Point Park, Putney to unrestricted parking, for a trial period of six months.
2. To convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLS' spaces in Kissing Point Park, Putney to unrestricted parking, for a trial period of six months.
3. To undertake community consultation during the six month trial period.



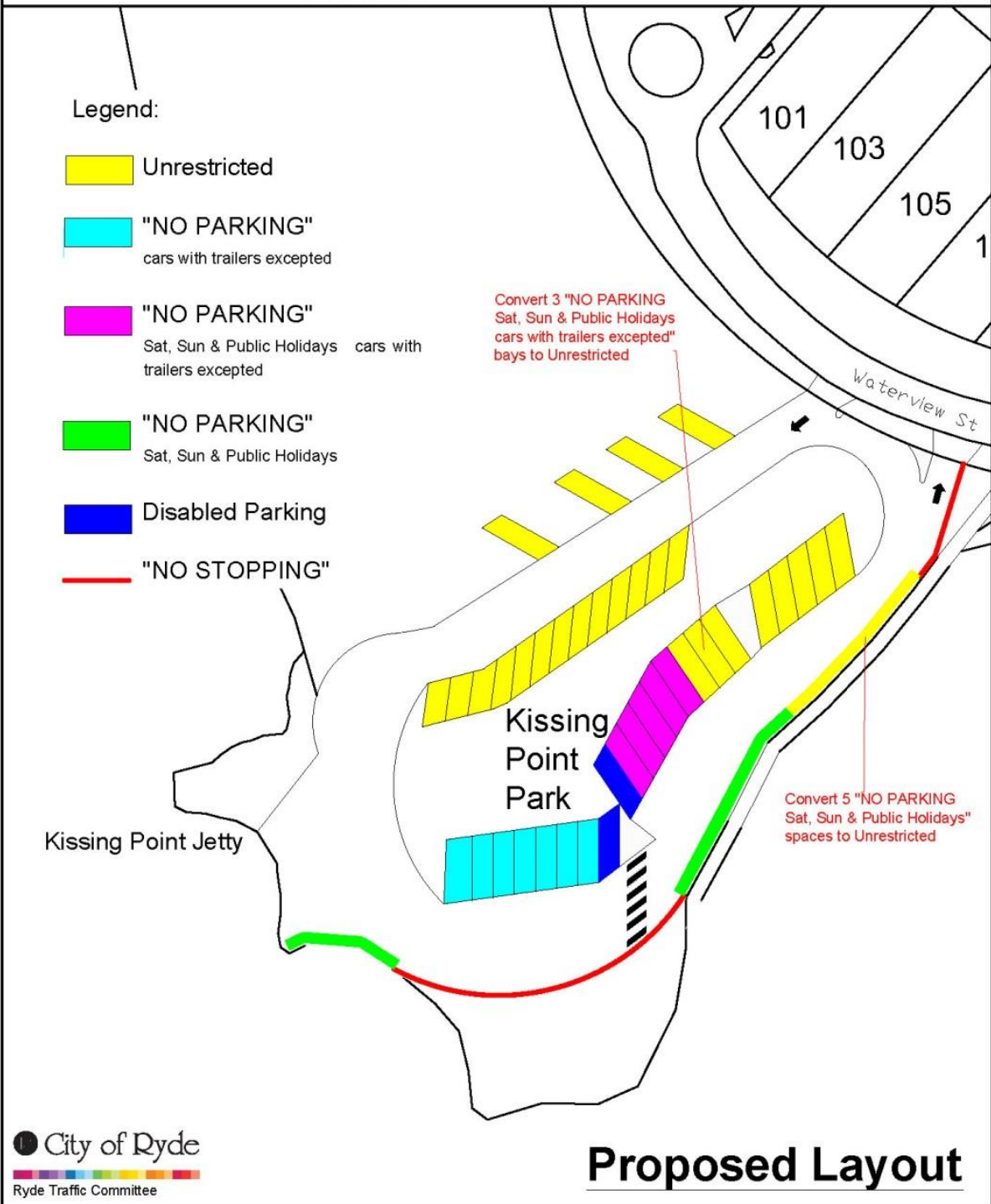


RYDE TRAFFIC COMMITTEE	STREET:KISSING POINT PARK	ANNEXURE A
TRS T2015-00935	SUBURB:PUTNEY	PAGE 1 OF 1



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				



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				



### APPENDIX - OCCUPANCY SURVEY DATA

Data was collected on weekends (Saturday and Sunday). The weather was fine and dry on most occasions. The raw data was collected in the same manner each time.

The results of the car parking survey that was undertaken in Kissing Point Park car park for the first week of October, December and the full month of November 2015 are tabulated below:

	Capacity	Day		Average Occupancy		Free Spaces		Peak		Minimum	
A	5 Cars/Trailers	Saturday	AM	76%		1		100%		40%	
			PM	64%		2		100%		20%	
		Sunday	AM	68%		2		100%		40%	
			PM	72%		1		100%		40%	
C	13 Cars	Saturday	AM	80%		3		100%		54%	
			PM	80%		3		100%		54%	
		Sunday	AM	86%		2		100%		69%	
			PM	69%		4		100%		15%	
D	7 Cars & Trailers	Saturday	AM	74%		2		100%		57%	
			PM	66%		2		86%		43%	
		Sunday	AM	60%		3		100%		29%	
			PM	54%		3		86%		29%	
F	5 Cars + 9 Cars & Trailers	Saturday	AM	64%	56%	2	4	80%	78%	40%	33%
			PM	72%	73%	1	2	100%	100%	40%	44%
		Sunday	AM	52%	67%	2	3	80%	100%	40%	44%
			PM	52%	67%	2	3	80%	89%	20%	33%

Monthly Average Occupancy of Car & Trailer parking spaces on Saturdays and Sundays during 2015 (Capacity = 16 Spaces).

Month	Average Occupancy	Average Number of Vacant Spaces
October	63%	6
November	57%	7
December	86%	2



**KEY:**

- A. Unmarked / Unrestricted (10 spaces)
- B. Unmarked / Unrestricted (26 spaces)
- C. Unrestricted C (13 spaces)
- D. NO PARKING CARS WITH TRAILERS EXCEPTED' (7 spaces)
- E. 'P DISABILITY ONLY' (2 spaces)
- F. NO PARKING SAT, SUN & PUBLIC HOLIDAYS CARS WITH TRAILERS EXCEPTED' (9 spaces) and Unrestricted (5 spaces)
- G. NO PARKING SAT, SUN & PUBLIC HOLIDAYS' (unmarked 24 Spaces)
- H. NO PARKING SAT, SUN & PUBLIC HOLIDAYS' (unmarked 3 spaces)



**ITEM (L) SCHOOL PEDESTRIAN SAFETY INFRASTRUCTURE PROGRAM**

**SUBJECT:** PEDESTRIAN CROSSING UPGRADES  
**ELECTORATE:** LANE COVE AND RYDE  
**WARD:** WEST, CENTRAL AND EAST  
**POLICE LAC:** RYDE  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2016-00979  
**OFFICER:** L PEARS

**INTRODUCTION**

City of Ryde has applied for funding to upgrade a number of pedestrian crossings, located in close proximity to schools in the City of Ryde area, under RMS's School Pedestrian Safety Infrastructure Program. The proposed upgrade sites are presented to Ryde Traffic Committee for endorsement.

**BACKGROUND**

RMS's School Pedestrian Safety Infrastructure Program is aimed at improving pedestrian safety, through the provision of non-signalised pedestrian crossing facilities on local and regional roads, both within school zones or on main routes to schools. Grants of up to \$50,000 per project are available for the following treatments:

- pedestrian crossings, if warrants are met,
- raised pedestrian (wombat) crossings, if warrants are met,
- kerb blisters,
- pedestrian refuges,
- pedestrian fencing, and
- improvements to signs/linemarking for crossing facilities or school drop-off/pick-up zones.

**CONTEXT**

1. Funding is available for approximately 100 locations across the State, over a three-year period, and each site is eligible to receive up to \$50,000 for pedestrian infrastructure from the eligible treatment options listed above.
2. Councils were permitted to submit up to ten applications for funded projects.

**REFERENCES**

- RMS's Australian Standard Supplement *Australian Standard – AS1742 MUTCD Parts 1-15*



## CONSULTATION

If successful, each project site will be designed and consulted on separately, before being referred to Ryde Traffic Committee for technical approval.

## DISCUSSION

An external provider assessed the infrastructure of each school in the area, and identified the following sites as being eligible, under the program, to be upgraded from pedestrian crossings to wombat crossings, as detailed in the attached submissions:

- Rowe Street, Eastwood .....Eastwood Public School
- Lincoln Street, Eastwood..... Eastwood Heights Public School
- Oxford Street, Gladesville..... Our Lady Queen of Peace Primary School
- Hughes Street, West Ryde ..... St Michaels Primary School
- Winbourne Street, West Ryde ..... Ermington Public School
- Winbourne Street, West Ryde .....Marsden High School
- Kent Road, Eastwood..... Kent Road Public School
- Hillview Road, Eastwood .....St Kevin's Primary School
- Badajoz Road, North Ryde..... Ryde East Public School \*

Submissions are currently being considered by RMS.

### \* **Badajoz Road, North Ryde at Ryde East Public School**

This submission is subject to ongoing investigations in the area. A Notice of Motion regarding the road safety in the Ryde East Public School area was considered at the Council meeting held on 22 March 2016. Subsequently, Council resolved the following:

- (a) *That the General Manager facilitate a collaborative meeting as soon as possible after the school holidays, to discuss and initiate a road safety improvement plan with the objective to reduce the safety risks to pedestrians and school children from Ryde East Public School.*
- (b) *That the General Manager invites the following parties to attend a collaborative style meeting including:-*
  1. *Roads Maritime Services Representative;*
  2. *City of Ryde, Director - City Works and Infrastructure and Traffic Engineers;*
  3. *Hon. Anthony Roberts MP;*
  4. *Ryde East Public School, Parents & Citizens Association and Ms Kat Everett;*
  5. *Local residents.*



- (c) *That the Council give due consideration for a road safety improvement plan which includes measures for increased visibility for pedestrians and school children at the Badajoz Road crossing.*
- (d) *That, in addition to the existing refuge island, Council investigate the option for a marked zebra crossing to replace the existing school crossing outside Ryde East Public School on Badajoz Road, including a speed hump for the safety of the Ryde East Public School and pedestrians.*
- (e) *That Council explore the option to remove the Zebra crossing at the Twin Road/Badajoz Road roundabout.*
- (f) *That Council give consideration to widening the "Kiss and Drop" Zone area by a metre, to alleviate traffic congestion during critical pick up and drop off times.*
- (g) *That Council, as a matter of urgency, investigate the road safety concerns affecting the Ryde East Public School community and provide a comprehensive report to Councillors outlining proposed road safety improvements with an indication of a timeframe for implementation.*
- (h) *That Council liaise with the relevant sources to discuss funding of the road safety improvements including the RMS and the Hon. Anthony Roberts MP.*
- (i) *That Council facilitate a road safety educational program for parents at the school working in conjunction with Ms Kat Everett and the P&C.*
- (j) *That the minutes of the initial meeting and any other meeting be provided to all Councillors.*

A study was undertaken of the pedestrian crossings in Badajoz Road and the school drop-off/pick-up zone in Twin Road by an external provider. Following receipt of the draft study report, a community drop-in session was held on Thursday 30 June 2016 at the Civic Centre. Written submissions could also be made before Monday 4 July 2016 and this has since been extended to Friday 15 July 2016. The following parties were notified of the drop-in session in writing:

- Ryde East Public School,
- Ryde East Public School P&C,
- 146 residencies of Badajoz Road (between Twin Road and Quarry Road), Bygrave Street, Nerang Street and parts of Twin Road,
- RMS,
- all Councillors, and
- Anthony Roberts MP.

The letter of notifying the above parties of the drop-in session included a map of key findings of the draft study:

- The location of drop-off/pick-up zones in Twin Road.
- The location of 40 km/h School Zones and associated flashing lights.



- That the existing pedestrian crossing in Badajoz Road near the roundabout meets RMS criteria for pedestrian crossings.
- That the existing children's crossing in Badajoz Road (with traffic controller) meets RMS criteria for a children's crossing and pedestrian crossing.
- That speed surveys were being undertaken.

Speed surveys have also been undertaken. The results were included on the plans displayed at the drop-in session and the further notification sent to residents, notifying of the extension of written submissions.

The next steps will be for staff to:

- review all comments received,
- determine what else should be considered in the study, and
- finalise the study.

If there are any proposed changes to infrastructure, then:

- a consultation survey, with a plan of the proposal, will be mailed to local residents, the School and P&C, and
- taking this feedback into consideration, if staff support the changes, they will be tabled at the Ryde Traffic Committee meeting before being presented to Council for consideration.

## **PROPOSAL**

To endorse converting the existing pedestrian crossings to raised pedestrian (wombat) crossings at the following locations, subject to funding under RMS's School Pedestrian Safety Infrastructure Program and detailed designs being approved by Ryde Traffic Committee:

1. Rowe Street, Eastwood, outside Eastwood Public School;
2. Lincoln Street, Eastwood, outside Eastwood Heights Public School;
3. Oxford Street, Gladesville, outside Our Lady Queen of Peace Primary School;
4. Hughes Street, West Ryde, outside St Michaels Primary School;
5. Winbourne Street, West Ryde, outside Ermington Public School;
6. Winbourne Street, West Ryde, outside Marsden High School;
7. Kent Road, Eastwood, outside Kent Road Public School;
8. Hillview Road, Eastwood, outside St Kevin's Primary School; and
9. Badajoz Road, North Ryde, outside Ryde East Public School.



**ITEM (M)                      BLENHEIM ROAD, NORTH RYDE**

**SUBJECT:**                      BUS LANE EXTENSION  
**ELECTORATE:**                LANE COVE and RYDE  
**WARD:**                        EAST  
**POLICE LAC:**                RYDE  
**ROAD CLASS:**                NON-CLASSIFIED  
**REFERENCE:**                T2016-01151  
**OFFICER:**                    G HOLDING

**INTRODUCTION**

The kerb and gutter on the western side of Blenheim Road, between Blenheim Road (north) and Donald Street, North Ryde, is in poor condition and requires renewal. In replacing this kerb and gutter, it is proposed to widen the carriageway of this section of Blenheim Road, thereby providing enough width to extend the existing Bus Lane by 170 m to Donald Street.

This report is presented to Ryde Traffic Committee and Council at this point in time to secure funding for the works, so that an extended Bus Lane can be considered as part of upcoming investigations into rat-running in the area.

**CONTEXT**

1. The signalised intersection of Epping Road and Pittwater Road experiences congestion during the morning peak period, with extensive queuing into Pittwater Road and its side streets, particularly Blenheim Road, Warwick Street and Clarence Street.
2. The queuing in Blenheim Road reduces the efficiency of the bus routes in the area.
3. A Bus Lane in Pittwater Road and then Blenheim Road provides some relief from congestion, but does not extend past Blenheim Road (north).

**REFERENCES**

- State Transit's *Bus Infrastructure Guide*
- [NSW] *Road Rules 2014* Rule 154 Bus lanes

**CONSULTATION**

Local residents will be consulted on the detailed design of the changes.

**DISCUSSION**

Recent inspections have revealed that the kerb and gutter on the western side of Blenheim Road, between Blenheim Road (north) and Donald Street, is in poor condition and requires renewal.



In replacing this kerb and gutter, it is proposed to widen the carriageway of this section of Blenheim Road, thereby providing enough width to extend the existing Bus Lane by 170 m to Donald Street, as shown in the attached plans.

This will secure funding for the works, so that an extended Bus Lane can be considered as part of upcoming investigations into rat-running in the area. Previous investigations in the area have revealed that installing morning peak turn bans in Blenheim Road at Clarence Street and Warwick Street would transfer vehicles currently queuing in Clarence Street and Warwick Street to Blenheim Road, thereby delaying buses travelling in the area. However, with an extended Bus Lane, this issue is likely to be ameliorated.

**PROPOSAL**

1. To widen the western side of Blenheim Road carriageway, between Blenheim Road (north) and Donald Street, North Ryde, by approximately one metre.
2. To extend the Bus Lane, currently between Pittwater Road and Blenheim Road (north), south to Donald Street, North Ryde.







RYDE TRAFFIC COMMITTEE T2015-01551	STREET: BLENNHEIM ROAD SUBURB: NORTH RYDE	ANNEXURE A PAGE 1 OF 1																																																																					
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<b>ITEM (N)</b>	<b>MORRISON ROAD, PUTNEY</b>
<b>SUBJECT:</b>	LATM TREATMENT AT PARRY STREET / ACACIA AVENUE
<b>ELECTORATE:</b>	LANE COVE
<b>WARD:</b>	EAST
<b>POLICE LAC:</b>	RYDE
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	NOTICE OF MOTION & T2016-00853
<b>OFFICER:</b>	G HOLDING

## **INTRODUCTION**

A Traffic Management Options Paper (TMOP) is currently being finalised for the intersection of Morrison Road, Parry Street and Acacia Avenue, Putney and is expected to be tabled at the Ryde Traffic Committee meeting. This is the third report to be tabled at the Ryde Traffic Committee regarding the Morrison Road LATM scheme project to approve different phases of the project.

## **BACKGROUND**

City of Ryde has previously received a number of representations from local residents requesting consideration be given to the installation of LATM devices to reduce the speed and volume of traffic in Morrison Road. Morrison Road is heavily used as a “rat-run” to avoid Victoria Road.

City of Ryde collected data and commissioned Bitzios Consulting to examine traffic volumes, average travel times and percentage of through vehicles in Morrison Road. The salient findings were:

1. Morrison Road is currently carrying 10,000 to 13,000 vehicles per day, two-way, with approximately 500-600 vehicles per hour in each peak direction.
2. 35% of the vehicles on Morrison Road in the AM period (7am-10am) and 30% of the vehicles in the PM peak comprise of through traffic.

RMS investigated restricting access to the area at the signalised intersection of Victoria Road and Meriton Street. Removing the free left turn from Victoria Road was examined. However, it was not possible to develop an option that would maintain sufficient efficiency during the afternoon peak. Furthermore, City of Ryde’s public consultation revealed significant opposition to installing a ‘NO LEFT TURN 3PM-7PM MON-FRI’.

City of Ryde worked in conjunction with RMS and NSW State Government to develop a concept LATM scheme for Morrison Road. The Member for Lane Cove announced that the project and other road safety initiatives would be funded by RMS.





RMS has agreed to proceed with the project, with funding over two financial years:

- 2015/16:            Design of all LATM devices  
Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School  
Flush threshold in Boulton Street, south of Morrison Road  
Flush threshold in Payten Street, south of Morrison Road  
Flush threshold in Douglas Street, south of Morrison Road  
Flush threshold in Charles Street, south of Morrison Road  
Flush threshold in Charles Street, south of Parry Street  
Flush threshold in Delange Road, south of Morrison Road  
Raised threshold in Morrison Road, east of Princes Street  
**Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.**
- 2016/17:            Raised threshold in Morrison Road, east of Delange Road  
Raised threshold in Morrison Road, west of Mitchell Street  
Roundabout at the intersection of Morrison Road and Princes Street  
Raised threshold in Morrison Road, at Bremner Park / Morrison Park  
Raised threshold in Morrison Road, at Peel Park  
**Implement a suitable treatment at the intersection of Morrison Road, Parry Street and Acacia Avenue**  
Monitor the LATM scheme and make adjustments.

Furthermore, RMS has agreed to:

- consider a 40 km/h speed limit in Morrison Road, between Princes Street and Mitchell Street,
- adjust the pedestrian phases at the signalised intersection of Morrison Road and Charles Street (complete),
- investigate a left-in / left-out at the signalised intersection of Morrison Road and Church Street,
- investigate the installation of an off-street drop-off / pick-up area at Putney Public School, and
- continue to monitor the signalised intersection of Meriton Road and Victoria Road.



At the Council meeting held on 23 June 2015, a Notice of Motion regarding the intersection of Morrison Road, Parry Street and Acacia Avenue was considered. Subsequently, Council resolved the following:

*That arising from concerns raised during the current community consultation on the Morrison Road Safety Initiative, Council prior to finalising the package of traffic calming works, conduct a road safety review (between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm) of the intersection of Morrison Road, Parry Street and Acacia Avenue (in close proximity to Putney Public School) to determine whether any additional traffic calming devices should be introduced at this intersection to improve safety for pedestrians, cyclists and vehicles.*

The initial consultation for the project revealed that a portion of the community consider the intersection of Morrison Road, Parry Street and Acacia Avenue as being of concern. Based on this feedback:

- A Road Safety Check at the intersection of has been undertaken by Bitzios Consulting, proposing a number of changes to the intersection, based on site observations
- City Works & Infrastructure staff have investigated other matters raised by members of the public, proposing further changes to the intersection
- GTA Consultants (Sydney Office) has been engaged to design a roundabout and traffic signals to concept level.

This information has been used to develop a Preliminary Draft Traffic Management Options Paper (TMOP) for the intersection that recommends that four design options be assessed through:

- traffic modelling analysis, and
- a Road Safety Audit.

The Preliminary Draft TMOP was tabled at the Ryde Traffic Committee meeting held on 26 November 2016. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 15 December 2015:

*That Council:*

- *Undertakes a warrant-based analysis as applicable, prior to undertaking any modelling analysis and road safety audit review of design options for the intersection of Morrison Road, Parry Street and Acacia Avenue, as endorsed by the Ryde Traffic Committee.*
- *Further investigates installing speed-reduction devices in Parry Street, Putney.*



## CONTEXT

1. Morrison Road is a non-Classified road that runs between Meriton Street and Church Street, providing a parallel route to Victoria Road.
2. Morrison Road is characterised by residential dwellings, Putney Village town centre and Putney Public School.
3. Morrison Road is part of a regional bike route and therefore lane widths between 3.3 m and 3.7 m have been avoided.
4. Morrison Road is a public bus route, operated by Sydney Buses.

## REFERENCES

- Austroads' *Guide to Traffic Management Part 8 - LATM*

## CONSULTATION

City of Ryde consulted the concept LATM scheme with residents/businesses in the area bounded by Church Street, Victoria Road, Punt Road and Parramatta River. This revealed:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

## DISCUSSION

### Project Timeline

The following provides an update to the timeline for the project:

#### **Stage 1 - 2015**

Phase 1 (complete) - Investigate:

- Develop a LATM scheme for Morrison Road, in conjunction with RMS and NSW State Government.

Phase 2 (complete) - Consult:

- Consult with residents/businesses bounded by Church Street, Victoria Road, Punt Road and Parramatta River.

Phase 3 (complete) - Agreement & funding:

- Based on consultation, seek agreement and funding for the LATM scheme over two years.

#### **Stage 2 - 2015/16**

Phase 1A (complete) - Design:

- Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School
- Flush threshold in Boulton Street, south of Morrison Road.



Phase 1B (complete) - Design:

- Flush threshold in Payten Street, south of Morrison Road
- Flush threshold in Douglas Street, south of Morrison Road
- Flush threshold in Charles Street, south of Morrison Road
- Flush threshold in Charles Street, south of Parry Street
- Flush threshold in Delange Road, south of Morrison Road
- Raised threshold in Morrison Road, east of Princes Street.

Phase 2 (current) - Investigate:

- Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Phase 3 (complete) - Consult:

- Consult with local residents/businesses on Phase-1A&B designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 1C (current) - Design:

- Raised threshold in Morrison Road, east of Delange Road
- Raised threshold in Morrison Road, west of Mitchell Street
- Roundabout at the intersection of Morrison Road and Princes Street
- Raised threshold in Morrison Road, at Bremner Park / Morrison Park
- Raised threshold in Morrison Road, at Peel Park.

Phase 3 (partially complete) - Construct:

- Construct all Phase-1B devices.

**Stage 3 - 2016/17**

Phase 1 - Consult (future):

- Consult with local residents regarding Stage 2 Phase-1C designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 2 - Construct (future):

- Construct all Stage 2 Phase-1A and 1C devices.

Phase 3 - Monitor & Review (future):

- Review effectiveness of the LATM scheme with tube counts
- Seek approval from RMS to install a 40 km/h speed zone.

Phase 4 (future) - Adjust:

- Based on the Phase-3 review, design, consult, approve and construct adjustments to the LATM scheme to optimise performance.



***Intersection of Morrison Road, Parry Street and Acacia Avenue***

Cardno has been engaged to undertake a warrant-based analysis of the four options. The report is currently in draft format, pending the outcome of safety analysis. The current findings are:

- Option 1A - Minor road safety works:
  - Warrants for a STOP sign are met in Acacia Avenue at Parry Street.
- Option 1B - Minor road safety works with no left right turn into Acacia Avenue:
  - Warrants for a STOP sign are met in Acacia Avenue at Parry Street.
  - Redistribution of traffic from 'NO RIGHT TURN' is negligible, but requires consultation before RMS will consider approval.
- Option 3 - Roundabout:
  - No warrants exist for a roundabout
- Option 4 - Traffic signals:
  - RMS warrants not met.

Given the warrant-based analysis has identified that traffic signals at this location do not meet the RMS warrants, the safety analysis is only being extended to the three remaining options. It is expected that results of the safety analysis will be available and the TMOP will be finalised shortly.

Further investigations into the installation of speed-reduction devices in Parry Street will be undertaken during the 'Monitor & Review' phase of the project.

**PROPOSAL**

To consider the Traffic Management Options Paper, for the intersection of Morrison Road, Parry Street and Acacia Avenue, Putney, to be tabled at the meeting.



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**ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION**

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

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

<b>Location</b>	<b>Parking Control Measure</b>	<b>Existing Road Rules 2014 Control</b>	<b>Installation Date</b>
Ryrie Street, North Ryde	10 m of 'NO STOPPING' in Ryrie Street, both sides of Edmondson Street.	Rule 170 Stopping at or near an intersection	3 May 2016
Ryrie Street, North Ryde	10 m of 'NO STOPPING' in Ryrie Street, both sides of Collins Street.	Rule 170 Stopping at or near an intersection	3 May 2016
Jennifer Street and Clermont Street, Ryde	10 m of 'NO STOPPING' at the intersection of Jennifer Street and Clermont Street.	Rule 170 Stopping at or near an intersection	TBA

*Table 2 Matters approved under Delegation*

<b>Location</b>	<b>Proposal</b>	<b>Consultation</b>	<b>Approval Date</b>
Lakeside Road, Eastwood	To install flat-top road humps at the two existing pedestrian crossings in Lakeside Road, Eastwood, as shown in the attached plans.	The local business community has been consulted in the development of the <i>Eastwood Traffic Management Access Plan 2008</i> and businesses and residents have been notified of the works.	TBA
Booth Street, Marsfield	To extend the existing 10 m 'NO STOPPING' zones on Booth Street (South-east of Ryrie Street) to 15 m.	Local residents have been notified of the proposal and no comments have been received.	TBA



Location	Proposal	Consultation	Approval Date
Farrington Street, North Ryde	To extend the existing 10 m 'NO STOPPING' zones on Farrington Parade (west of Ryrie Street) to 15 m.	<p>Local residents have been notified of the proposal and a comment has been received suggesting that safety will not be increased as a result of the proposed changes.</p> <p>Australian Standards states that by increasing site distances will result in an increase of vehicle and pedestrian safety.</p>	TBA





## **ADVISORY ITEM 2 AUSTRALIAN GOVERNMENT'S BLACK SPOT PROGRAMME – 2017/2018**

This item provides an update on Council's applications to fund crash-reduction projects under the Australian Government's Black Spot Programme.

The Australian Government's Black Spot Programme provides funding for crash-reduction projects, based on the crash history of the site and the subsequent benefit-cost ratio (BCR). RMS administers (on behalf of the Australian Government) the Australian Government Black Spot Programme in NSW. Nominated projects that miss out on funding under the Australian Government's Black Spot Programme are eligible for 50/50 funding under RMS's NSW State Black Spot Program.

Funds cannot be used for the purchase of road-building plant or equipment, or for operational or maintenance costs.

City of Ryde has previously been successful at securing funding for a number of projects under the Australian Government's Black Spot Programme:

### 2015/16 Financial Year:

- \$33,500 median island stop treatment in Blaxland Road at Ethel Street, Eastwood
- \$32,000 intersection upgrade at Adelaide Street in Bennet Street, West Ryde
- \$58,000 median island stop treatment in Rutledge Street at Darvall Road, Eastwood.

### 2016/17 Financial Year:

- \$50,000 raised islands with associated signs and stop sign in Blaxland Road at Dalton Avenue, Denistone East
- \$144,000 roundabout in Ryrie Street at Morshead Street, North Ryde
- \$91,000 midblock slow point, raised threshold, kerb extensions, linemarking and STOP sign in Smalls Road at Zola Avenue, Ryde.

The Australian Government broadened the programme's eligibility criteria for 2015-16 and 2016-17 to assist local communities to compete for the additional funding available over those two years. Under the new criteria, the minimum BCR for proposals was reduced from 2:1 to 1:1. In addition, the minimum crash history of sites has been reduced from 3 to 2 casualty crashes over five years or 0.13 casualty crashes per kilometre per year over 5 years. The criteria were also amended to allow more funding for the proactive treatment of unsafe roads. Consultative Panels will be able to allocate up to 40% of funding to sites on the basis of a road safety audit.

Applications for the 2017/18 Financial Year close on 29 July 2016 and sites will need to meet the usual criteria of 3 casualty crashes over five years or 0.2 casualty crashes per kilometre per year over five years and have a BCR of at least 2:1. City of Ryde intends to apply for funding to install:



- \$155,000 median island stop treatments and thresholds in Moncrieff Drive, East Ryde
- \$55,000 Median island stop treatment in Rutledge Street at Wentworth Road, Eastwood
- \$250,000 roundabout, median island stop treatment and raised thresholds in Pittwater Road, Gladesville
- \$65,000 median island stop treatment and kerb extensions in Balaclava Road at Koorong Street, Marsfield
- \$150,000 raised thresholds and kerb blisters in Chatham Road, West Ryde.



## **ADVISORY ITEM 3 TRAFFIC IN THE MEADOWBANK AREA**

A number of concerns have been raised by the community regarding traffic volumes, congestion and pedestrian safety in the Meadowbank area, especially having regard to development in the area. These following issues have been investigated:

### **1. Meadowbank Development**

Traffic levels on local streets are expected to increase with increased development. However, as the approval of most of these lies outside of Council, Council looks at traffic management measures to mitigate and adapt the traffic environment, on a site-specific and local-area basis. Developers may be required to undertake these measures as part of their consent, and there are also funds contributed to works that Council undertakes in the area. The main example is that traffic lights are to be installed at the intersection of Constitution Road and Bowden Street before the stages of development near that intersection are occupied. Signalising this intersection has been approved in-principle by RMS. The Angus Street bridge over Constitution Road will need to be replaced as part of the public domain upgrade of Constitution Road. The configuration of the replacement bridge as well as street and traffic arrangements will be determined as part of the consideration of the signalising of the intersection.

### **2. Development Precincts**

Due to the current volume of development in the City of Ryde and the concentration of this development in certain precincts, City of Ryde's Senior Civil Engineer Major Development is tasked with managing builders of major developments in a coordinated fashion. This includes the coordination of traffic management, provision of a point of contact, and generally managing the impact of the combined development sites on the surrounding precinct. Part of this role is to initiate Precinct Coordination meetings (generally monthly) to provide a forum for:

- developers / principle contractors to raise any issues they have,
- Council to provide feedback on their activities, and
- by developing this process of communication, head off any potential clashes in the adjoining site's work programs.

As each site comes on line, they are included in the distribution list for that precinct and invited to the monthly meetings. This promotes communication between the various sites which gives the contractors some ownership and allows Council to have a better coordinated approach across the precinct.

An example of the issues discussed is the requirement for builders and contractors of large-scale developments to use their basement parking during the construction phase, once it is available, under their conditions of consent. This is reinforced through the coordination meetings with contractors reminded of the compliance requirements and providing them with an avenue to clarify which types of vehicles and timing.



After some initial resistance, the building contractors in the Porter Street sub-precinct (within the Shepherds Bay/Meadowbank Precinct), which is the first group holding regular meetings, have embraced the forum to raise issues regarding:

- traffic management as it affects their site,
- upcoming works that may impact adjoining developers, and
- Council's expectations of the site progressing through their construction sequence.

This facilitates a round-table conversation as to the best way to manage the on-road activities, and minimise the disruption to adjoining sites and the public. The meetings are also used to inform the various construction management teams of their performance of complaints received, an assessment of how that issue has been managed on site and any other changes that could be made to improve the coordination of the sites.

These forums have also identified the following issues:

- The use of basement carparks are often restricted to some types of vehicles, due to height restriction caused by bracing and support required to remain in place during the construction process.
- There is a delay between the large number of construction workers on-site and basements being suitable for vehicles and it is during this period that the on-street parking around construction sites experiences high occupancy.

A similar process has commenced with the Holdmark Development site between Constitution Road and Rothesay Avenue. Whilst the builders are in the process of transitioning to a more compliant management system, initial success has been realised in:

- establishing lines of communication,
- the provision of construction timetables, and
- compliance with other regulatory requirements, such as road -activity permits.

### **3. Congestion**

Traffic volumes on Constitution Road have been stable for many years, and improving capacity has been established as being undesirable as more traffic would divert from the congested main roads to use the "rat-run". In addition, the terrain around Meadowbank Station prevents any alternative road configurations.





#### **4. Pedestrian Crossings in Bay Drive and Railway Road**

The pedestrian crossing in Bank Street cannot be upgraded without significant changes to the road network layout. A future Pedestrian Access and Mobility Plan (PAMP) study will inform changes to road network and strategic planning in the area to improve pedestrian safety. Pedestrian signals may not be suitable at this location, as it would be difficult to synchronise with other sites.

Signalising the pedestrian crossing in Railway Road has been approved in-principle by RMS. Once traffic and pedestrian volumes are high enough throughout the day, RMS can consider final approval.

#### **5. Traffic signals in Victoria Road at Bowden Street**

This intersection is under the care and control of RMS. Adjustments have already been made to the operation of the traffic signals in 2013, and it is understood that further changes are not viable to make any effective improvements in balancing the needs of all the traffic paths.

#### **6. Pedestrian Access to Meadowbank Public School**

City of Ryde staff recently met with the School Principal to discuss various issues raised in more detail. The following priorities have been identified in order to review the traffic, pedestrian and parking arrangements in in the Meadowbank Public School area:

- drop-off/pick-up arrangements in the area,
- existing parking controls and undertaking maintenance where necessary,
- parking controls to reinforce the existing Road Rules for parking at intersections,
- a review of parking and traffic measures in Thistle Street to improve traffic flow and safety, including the provision of linemarking to delineate parking spaces,
- existing 'BUS ZONE's in the area to determine if any upgrades are required to provide a designated School Bus Stop to operate 8am-9.30am School Days, given that Thistle Street is not wide enough for buses to use and the Operations Centre presents a safety risk for children to use,
- pedestrian crossings in the area, and
- 40 km/h School Zones and the speed of vehicles in the area.

**ADVISORY ITEM 4 CHARLES STREET, PUTNEY -  
TRAFFIC CALMING NORTH OF PARRY STREET**

City of Ryde has received representation from a local resident, requesting consideration be given to installing traffic calming in Charles Street, in order to reduce the speed of vehicles especially on approach to the intersection of Henry Street. Interim and final treatments are currently being considered.

Speed surveys indicate that the 85th percentile speed is higher than the speed limit and therefore, it is preferable to undertake some action in the area. However, the area is subject to works by developers, as part of their consent, in the near future. City of Ryde is in continuous discussions regarding the:

- installation of a roundabout in Charles Street at Susan Schardt Way, and
- constraining the travel lanes in Charles Street, between Susan Schardt Way and Kenneth Street, to create a lower-speed environment.

To improve sight distance for vehicles entering Charles Street from Henry Street, City of Ryde is investigating installing:

- 15 m of NO STOPPING on the western side of Charles Street, north of Henry Street, and
- 10 m of NO STOPPING on the western side of Charles Street, south of Henry Street.

Furthermore, these treatments will be supplemented with the use of temporary speed management trailers that display driver speeds as they drive downhill in Charles Street.