



7 September 2017

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 7 September 2017

Ryde Traffic Committee Meeting

Committee Meeting Room, Level 1A, 1 Pope Street, 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 (3 items)..... The Hon. A Roberts MP

ADVISORS

Sydney Buses Western Region

Committee Members, Advisors and Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email, by 5pm Tuesday 5 September 2017.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor, via email, by 5pm Tuesday 5 September 2017.

Meeting Convenor
Greg Holding - Team Leader Traffic Services
gholding@ryde.nsw.gov.au



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Meeting Date: Thursday 7 September 2017
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

CONFIRMATION OF PREVIOUS MINUTES

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) PITTWATER ROAD NEIGHBOURHOOD CENTRE, GLADESVILLE - ON-STREET PARKING REVIEW**
- (B) ARTHUR STREET, RYDE - TRAVEL LANE WIDTH**
- (C) KISSING POINT PARK CAR PARK, PUTNEY - TRIAL PARKING CHANGE REVIEW**
- (D) WATTS ROAD, RYDE, AND TALLWOOD AVENUE AND DONOVAN STREET, EASTWOOD - LOCAL AREA TRAFFIC MANAGEMENT SCHEME**
- (E) ROWE STREET, EASTWOOD - DRIVER SPEEDS**
- (F) BALACLAVA ROAD, MARSFIELD - DRIVEWAY EGRESS AT 172 & 176 BALACLAVA ROAD**
- (G) MACQUARIE PARK - SHORT-TERM PARKING / CAR SHARE PARKING TRIAL REVIEW**
- (H) BANK STREET, MEADOWBANK - KERB BLISTERS**
- (I) LARKARD STREET AND CAM STREET, NORTH RYDE - TRAVEL LANE WIDTH AT HORIZONTAL CURVE**
- (J) CITY OF RYDE DEVELOPMENT CONTROL PLAN PART 9.3 PARKING CONTROLS - INTERIM POSITION**
- (K) CULLODEN ROAD AND WATERLOO ROAD, MARSFIELD - ROUNDABOUT**



MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (L) MATTERS APPROVED UNDER DELEGATION**
- (M) TIMED PARKING IN RESIDENTIAL AREA NEAR MACQUARIE PARK**
- (N) 2018/2019 BLACK SPOT PROGRAMME NOMINATIONS**
- (O) LANEWAY TREATMENT IN HERMITAGE LANE AND HERBERT LANE,
WEST RYDE**
- (P) RIGHT TURN PHASE AT TRAFFIC SIGNALS IN EAST PARADE AT
RUTLEDGE STREET, EASTWOOD**

LATE ITEMS

GENERAL BUSINESS

**ITEM (A) PITTWATER ROAD NEIGHBOURHOOD CENTRE, GLADESVILLE**

SUBJECT: **ON-STREET PARKING REVIEW**
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: CLASSIFIED REGIONAL ROAD
REFERENCE: CRM-1963469 & T2017-00729
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received a petition from the business owners at Pittwater Road Neighbourhood Centre (20, 22, 24, 26, 28 & 30-32A Pittwater Road, Gladesville) requesting consideration be given to extending the existing quarter-hour parking in Pittwater Road to include the remaining shop frontages.

CONTEXT

1. There are currently:
 - two spaces of quarter-hour parking across the frontage of 28 to 30-32A Pittwater Road, and
 - three spaces of unrestricted parking across the frontage of 22 to 26 Pittwater Road.
2. The parking in front of 20 Pittwater Road is within 10 m of the intersection with Harvard Street.
3. The south-eastern side of Pittwater Road, opposite the abovementioned shops, is signposted '1P 10AM–3PM MON-FRI' and managed by Hunters Hill Council.

REFERENCES

- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated.

COMMUNITY ENGAGEMENT

A petition, containing signatures from all seven businesses at 20 to 30-32A Pittwater Road has been received in favour of the proposed changes.

The occupants of fifteen surrounding properties, including the seven businesses, were notified of the proposal, as shown in *Figure A1*. No comments have been received in response.



Figure A1 Consultation distribution map

DISCUSSION

Site observations indicate that these unrestricted parking spaces are fully utilised throughout the day.

Given that all of the business owners are in concurrence with the propose changes, it is recommended that the existing quarter-hour parking be extended to encompass the frontages of the commercial premises at 20 to 30-32A Pittwater Road.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be refered to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To convert the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladeville to '1/4P'.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	1/4P	L	15 minute parking
NSt - No Stopping	1P - One hour parking	1	1/4P	R	15 minute parking
NP - No Parking	1/4P - 15 minute parking	1	1/4P	LR	15 minute parking
LZ - Loading Zone	900 - Angle parking	1	NSt	L	No Stopping
BZ - Bus Zone	BS - Bus Stop	1	NSt	R	No Stopping
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



**ITEM (B) ARTHUR STREET, RYDE**

SUBJECT: **TRAVEL LANE WIDTH**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D17/58358 & T2017-00831
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from residents of Arthur Street, Ryde requesting consideration be given to installing parking control measures in Arthur Street to provide two travel lanes near the entrance to Arthur Street and provide more passing opportunities along the length of Arthur Street.

CONTEXT

1. Arthur Street is a narrow residential local street with a carriageway width of 7.5 m.
2. Currently, there are no parking restrictions along Arthur Street apart from the statutory 'NO STOPPING' restrictions at its intersection with Quarry Road.
3. Quarry Road is subject to 'NO STOPPING' restrictions along much of its length.
4. Presently, there is considerable construction activity along Quarry Road, with contractors and workers using Arthur Street to park their vehicles.

REFERENCES

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

COMMUNITY ENGAGEMENT

The occupants of 27 surrounding properties were notified of the proposal, as shown in *Figure B1*. Three responses have been received in support of the proposed changes and one response has been received in opposition to the proposed changes. The following concerns have been raised:

- The occupants of 159 Quarry Road have indicated that they currently park two vehicles on-street with a current Complying Development Certificate to demolish the existing three-car garage/carport and swimming pool, to facilitate the construction of a secondary dwelling (granny flat). This will require more on-street parking, during the construction period, and additional vehicles, in the long term. They have therefore requested that the proposed 'NO PARKING' zone be installed on the opposite side of Arthur Street.
- Council has consulted with the property owner of No 161 Quarry Road and she has no objections to the 'NO PARKING' zone being installed along her side frontage.



Figure B1 Consultation distribution map

DISCUSSION

Arthur Street is a residential street with all properties having access to off-street parking, with many having the capacity of parking more than two vehicles. Council was contacted by a resident who was concerned at the level of congestion that was occurring at the intersection of Arthur Street at Quarry Road. The narrow width of Arthur Street does not allow two-way traffic flow, with parking on both sides, hence the reason for congestion.

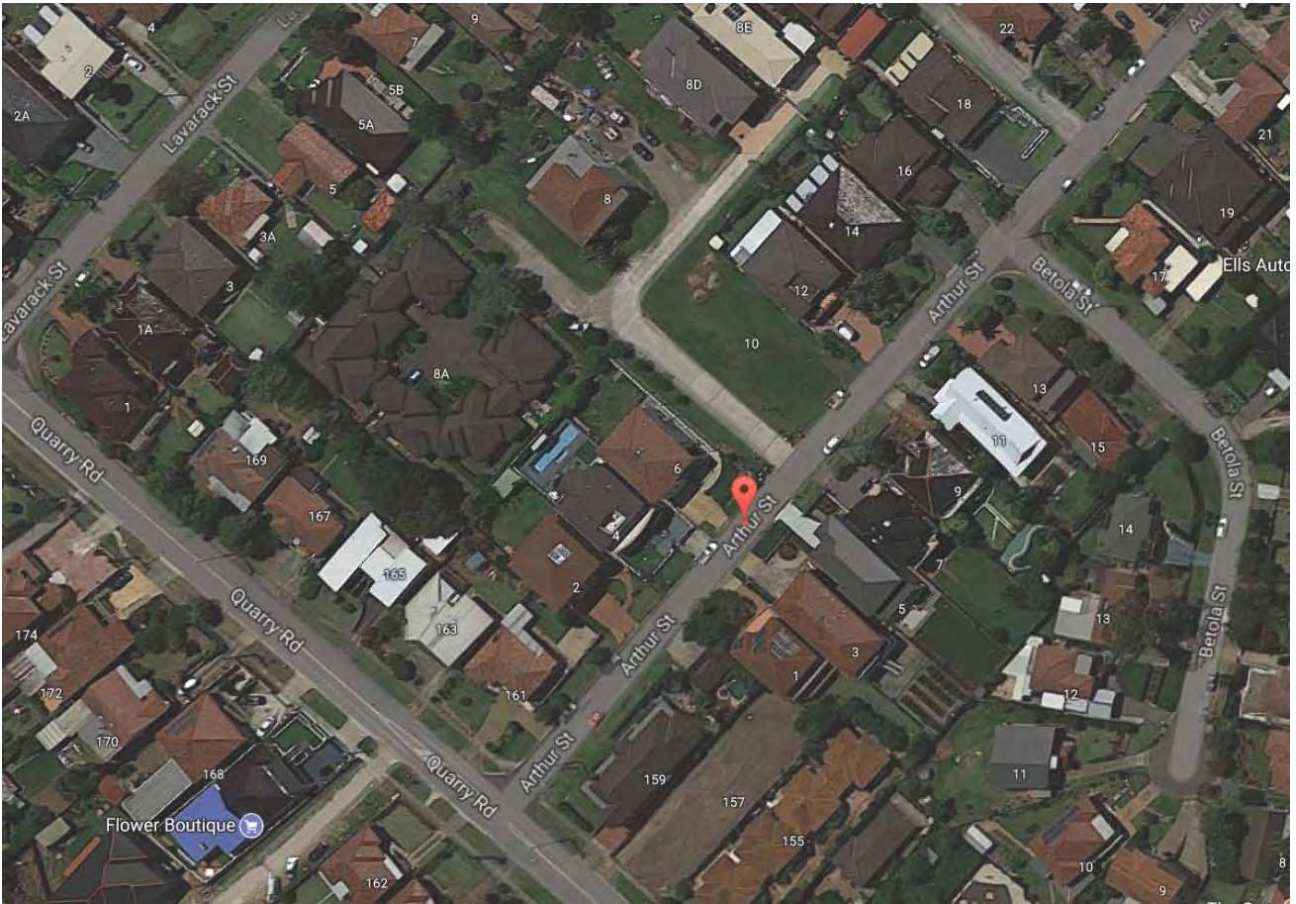
It was determined that 'NO PARKING' controls on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, would alleviate the congestion at Arthur Street / Quarry Road. While domestic driveways along Arthur Street permit vehicles to pass one another, it was determined that an additional dedicated passing zone should be provided along Arthur Street. The frontage of the vacant block at 10 Arthur Street was considered a suitable location for the additional 'NO PARKING' zone.

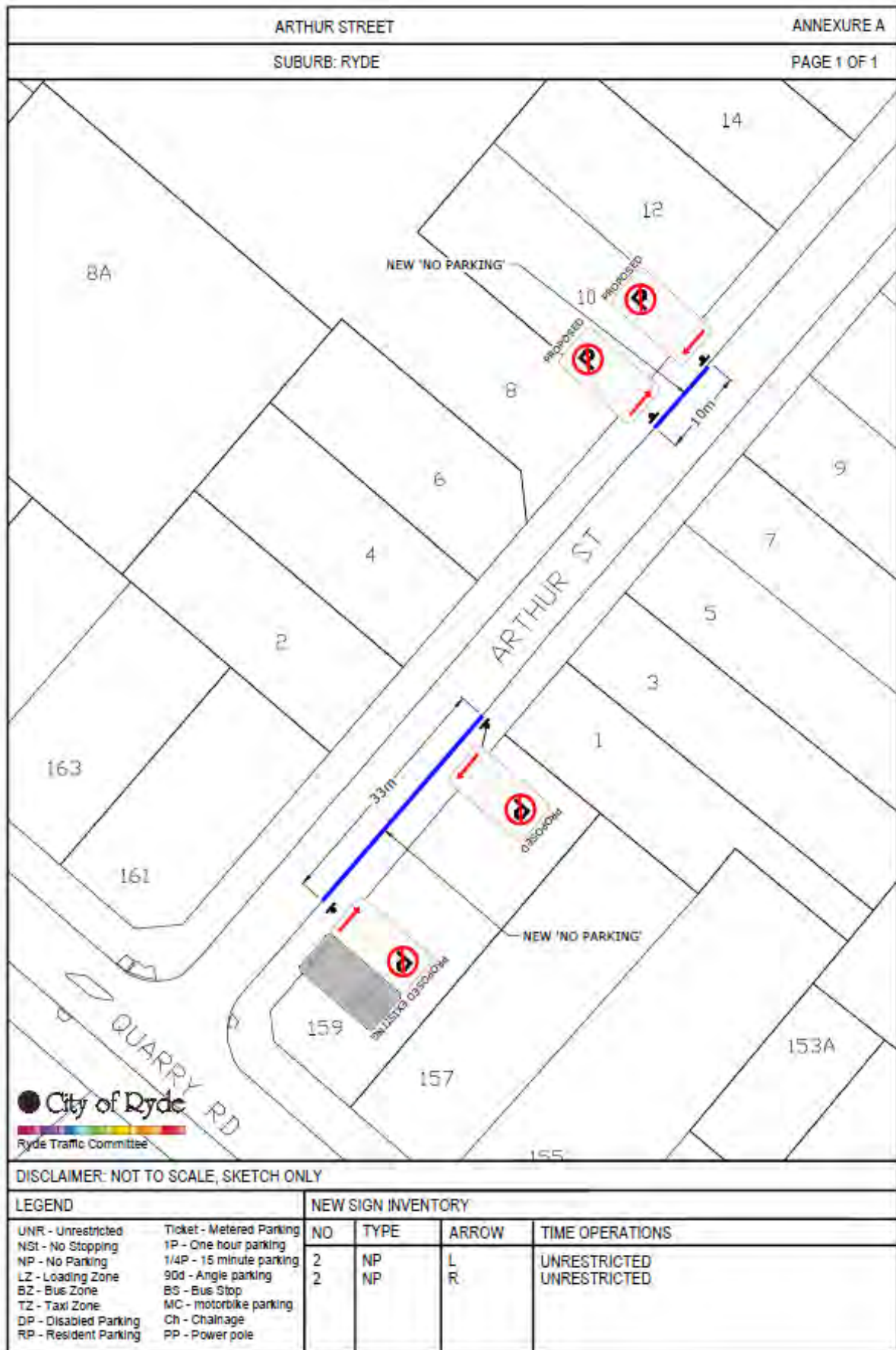
APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

1. To convert 33 m of the existing unrestricted parking on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, Ryde, to 'NO PARKING'.
2. To convert 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.





**ITEM (C) KISSING POINT PARK CAR PARK, PUTNEY**

SUBJECT: TRIAL PARKING CHANGE REVIEW
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00217
OFFICER: A MENDIS

INTRODUCTION

The Council approved a six-month trial of parking changes in Kissing Point Park car park, Putney. *This Item* provides a summary of community consultation results and proposes to retain the changes on a permanent basis.

BACKGROUND

City of Ryde received representation from a local resident requesting consideration be given to converting some of the boat trailer parking in Kissing Point Park car park to all-day parking for ferry patrons. Investigations in October to December 2015 revealed that the monthly average occupancy rate of “Car & Trailer” parking spaces on weekends was 70%.

The matter was referred to the Ryde Traffic Committee meeting held on 21 July 2016. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 16 August 2016:

That Council:

- 1. converts 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. converts 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; and*
- 3. undertakes community consultation during the six month trial period.*

The changes were implemented on 17 October 2017.



CONTEXT

With the approved trial changes in place, the following parking control measures apply to the Kissing Point car park:

- 7 spaces of 'NO PARKING CARS WITH TRAILERS EXCEPTED',
- 6 spaces of 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED',
- 19 spaces of 'NO PARKING SAT-SUN & PUB HOLS' (to provide manoeuvring space for vehicles with trailers),
- 2 spaces of 'P DISABILITY ONLY', and
- 49 spaces of unrestricted parking.

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
- ASTROADS : Guide to Traffic Management Part 11; Parking

COMMUNITY ENGAGEMENT

Temporary signs, advertising the trial changes and an online survey were displayed at prominent locations in Kissing Point Park car park. The survey period started on 17 October 2016 and ended on 12 March 2017 and fifteen responses were received.

Twelve respondents were in support of the changes and provided the following comments:

- At present there are a number of parking spaces vacant which are reserved for vehicles with boat trailers.
- The existing parking restrictions favours people with boats those who do not live in this LGA.
- The proposed changes to parking restrictions are expected increase use of the park by non-boat owners.

Three respondents were in opposition of the changes and provided the following comments:

- At present the available boat trailer parking is inadequate.

A parking occupancy survey conducted in October to December 2015 revealed that the monthly average occupancy rate of Car & Trailer parking spaces on Saturday and Sundays was 70%.



- There is insufficient boat trailer parking in warmer months. The additional parking on the weekend/public holidays will make it difficult and dangerous to manoeuvre the boat trailer out of a parking space.

Parking survey results indicate the demand for boat trailer spaces is only eleven spaces (70%). There are twelve remaining parking spaces reserved for boat trailer parking on weekend/public holidays. It is also considered that there is sufficient space for a boat trailer to reverse out of unrestricted angled parking spaces.

- The existing two disabled parking spaces in the Kissing Point car park are inadequate.

Although the provision of 'P DISABILITY ONLY' zones is outside the scope of this review, the number of spaces recently increased from one to two.

DISCUSSION

Given that the majority of respondents to the survey were in support of the trial changes, it is recommended that the trial be adopted on a permanent basis.

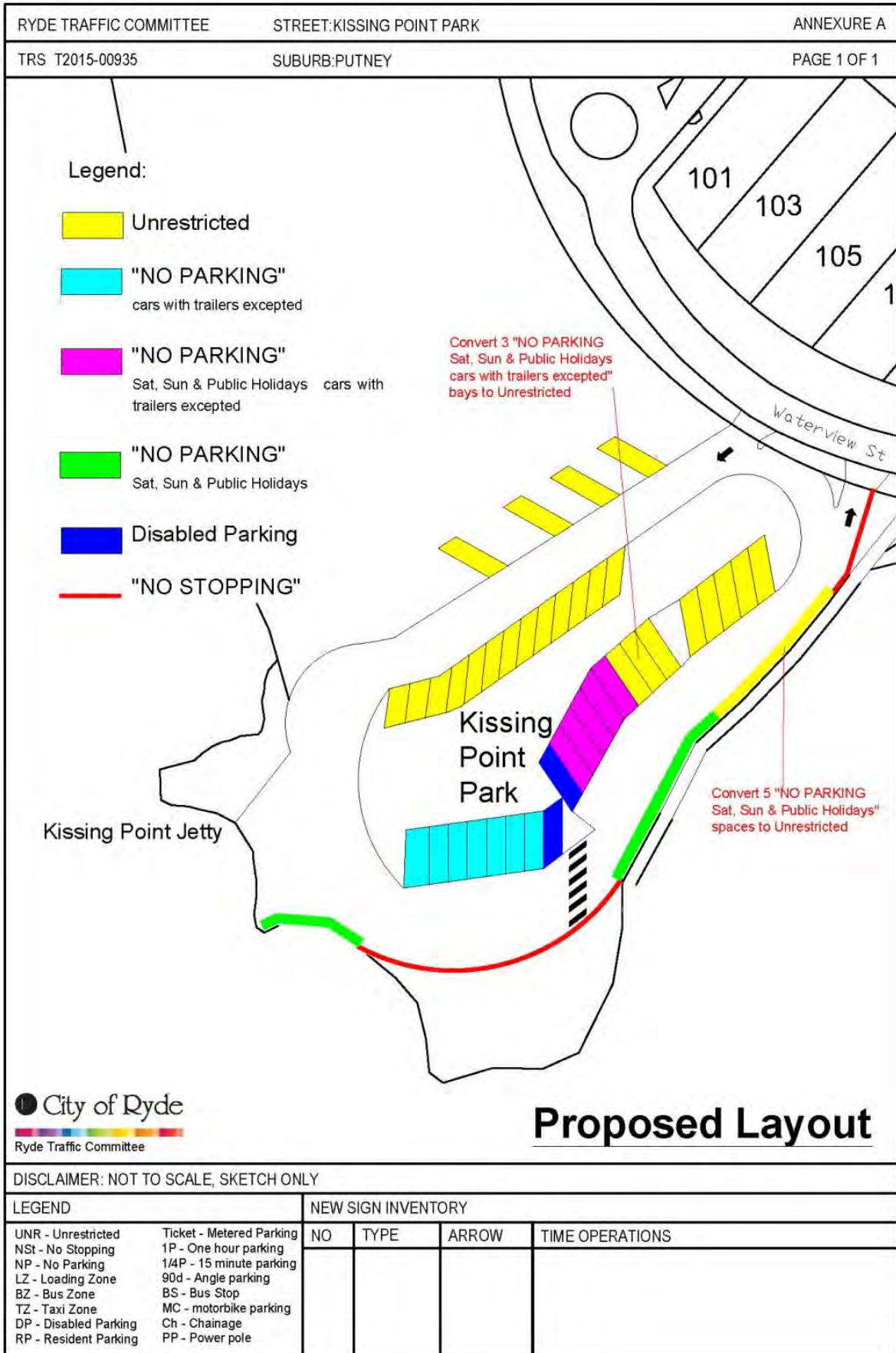
APPROVALS

The trial measures are currently in place. Should the proposal to retain these measures on a permanent basis be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To retain the following changes to parking control measures in Kissing Point Park car park, Putney on a permanent basis:

1. Convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED' to unrestricted parking;
2. Convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLS' spaces to unrestricted parking.



**ITEM (D) WATTS ROAD, RYDE, AND TALLWOOD AVENUE AND
DONOVAN STREET, EASTWOOD**

SUBJECT: **LOCAL AREA TRAFFIC MANAGEMENT SCHEME**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-8027 & T2015-00446
OFFICER: A MENDIS

INTRODUCTION

This Item provides the Council with the results of further consultation with local residents, regarding the installation of a Local Area Traffic Management (LATM) scheme in Watts Road, Ryde, Tallwood Avenue and Donovan Street, Eastwood as resolved by the Council.

BACKGROUND

Following resident concerns regarding the speed of vehicles in Watts Road, the matter of installing speed-reduction devices has previously been investigated:

- A proposal to install a one-way, angled slow-point adjacent to Watts Park was presented to residents in May 2009. Due to resident concerns, regarding the loss of parking, Council resolved not to progress the matter.
- A proposal to reduce the travel lane width, by installing a dividing (BB) line at the crest in Watts Road was presented to residents in November 2013. Due to resident concerns, regarding the loss of parking, Council resolved not to progress the matter.

Following further representations from local residents, speed surveys were undertaken in Watts Road in August 2015, which indicated that the 85th percentile speed of drivers is in excess of 60 km/h. A survey of Watts Road occupants revealed support for traffic calming in Watts Road.

Further studies indicated that the introduction of traffic calming in Watts Road would likely result in the displacement of through traffic to the adjacent roads of Tallwood Avenue and Donovan Street. Further speed surveys revealed that the 85th percentile speed of drivers in:

- Tallwood Avenue is 60 km/h, and
- Donovan Street is in excess of 50 km/h.

An external provider carried out a detailed study into the introduction of an LATM scheme in all three streets and concluded that measures to reduce traffic speeds were justified.



A subsequent proposal to install an LATM scheme in Watts Road, Tallwood Avenue and Donovan Street was considered by the Ryde Traffic Committee meeting held on 17 November 2016. The Ryde Traffic Committee resolved the following:

1. *That the Ryde Traffic Committee agrees to the installation of flush thresholds in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan.*
2. *That the Ryde Traffic Committee agrees to the installation of rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan.*

However, to address concerns regarding the impact of the proposed measures, the Council resolved the following at the Works and Community Committee meeting held on 13 December 2016:

That Council:

- i. *Installs flush thresholds in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan, provided they are not on pedestrian desire lines.*
- ii. *That Council consult with the impacted residents regarding the implementation of the following minor road safety works and that report be brought back to the Works and Community Committee Meeting:-*
 - *Installation of rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street, Ryde, with locations to be determined in consultation with the local residents.*

CONTEXT

1. Watts Road, Tallwood Avenue and Donovan Street all provide a link between North Road and Bridge Road.
2. Watts Road is classified as a collector road and has an average carriageway width of 7.5m.
3. Tallwood Avenue and Donovan Street are classified as local roads and have an average carriageway width of 6.5 m.
4. All three streets have a 50 km/hour speed limit.
5. Drivers can use any of these three streets in conjunction with Herring Road to provide an alternative route to Epping Road that avoids Lane Cove Road.
6. The area is characterised by residential dwellings and Watts Road contains a strip of three local shops (cafe, chemist and surgery).
7. Tallwood Avenue provides access for Bus Routes 286, 297 & 518.

8. Traffic speed/volume surveys have been undertaken in Watts Road, Tallwood Avenue and Donovan Street. The summary of traffic surveys are shown in *Table D1*. The results show Watts Road is providing a higher order function consistent with its collector road designation and Donovan Street is providing a lower order function consistent with its local road designation. However Tallwood Avenue is providing a higher order function inconsistent with its local road function.

Table D1 Traffic Survey Data Summary (Weekdays)

Road Name	Road Classification/ Environmental Capacity	Average Daily Traffic Volume (vehicles/day)	AM Peak Hour (vehicles)	PM Peak hour (vehicles)	85 th Percentile Speed (km/hour)
Watts Road	Collector/5000	4394	525 (12%)	374 (9%)	60
Tallwood Avenue	Local/3000	3518	223 (6%)	448 (13%)	60
Donovan Street	Local/3000	1069	122 (11%)	92 (9%)	53

REFERENCES

- [NSW] *Road Rules 2014 Rule 25* Speed limit elsewhere
- *Austrroads' Guide to Traffic Management Part 8 – Local Area Traffic Management*
- State Transit's *Bus Infrastructure Guide*.

COMMUNITY ENGAGEMENT

Initial Consultation

Initial consultation in November 2015 with the occupants of the 59 properties in Watts Road revealed support for traffic calming.

A second survey, delivered in September 2016 to the occupants of the 48 properties in Tallwood Avenue and 39 properties in Donovan Street have revealed similar support for installing traffic calming in their street, as shown in *Table D2*.

Table D2 Initial consultation results summary

	Watts Road	Tallwood Avenue	Donovan Street	Total
Properties consulted	59	48	39	146
Responses received	28	12	11	41
Support	21	9	6	26
Do not support	7	3	2	12
Undecided	0	0	3	3



Although some objections were received from residents, closer analysis indicated that no objections were received from residents that will be directly impacted by the proposed rubber speed cushions. On this basis, the proposal to proceed with the LATM scheme was forwarded to Ryde Traffic Committee and the Council.

Recent Consultation

Following the Council's resolution to undertake further consultation, plans of proposed locations for rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street were prepared and distributed by hand to the 29 residential properties that will be directly impacted. Eight properties responded in support of the proposed locations and seven properties responded in opposition to the proposed locations. A summary of results is provided in *Table D3*.

Table D3 Recent consultation results summary

	Watts Road	Tallwood Avenue	Donovan Street	Total
Properties consulted	10	11	8	29
Responses received	7	5	2	15
Support	1	3	1	7
Do not support	6	2	1	8
Did not respond	3	5	6	14

Respondents who were opposed to the proposed locations made the following comments:

- *The proposed position of the rubber speed cushion is placed opposite my driveway thus creating a serious problem entering & departure (pensioners - 88). I suggest moving 10/20 yards towards North Road. Placed here it would not obstruct my driveway No 2 Tallwood Avenue. There is a STOP sign & North Road. They don't stop so hoping speed humps will help.*
- *Speed cushions position right in front of our house. Our bedrooms are at front of house. Not only will we have to listen to cars hitting the speed cushion during the daytime but all night also so sleeping will be impossible.*
- *Support the traffic calming scheme but do not support a rubber cushion in front of my property.*
- *When Utes with tool boxes travel over speed cushions create a lot of noise.*

DISCUSSION

Given that a number of residents directly affected have objected to the proposed locations of rubber speed cushions, the LATM scheme has been modified to provide:

- no speed-reduction measures in Watts Road,
- two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, and
- two flush thresholds and three pairs of rubber speed cushions in Donovan Street.



It is acknowledged that the speed and volume of vehicles are likely to increase in Watts Road. Therefore, further reviews of the scheme will be undertaken six months after implementation.

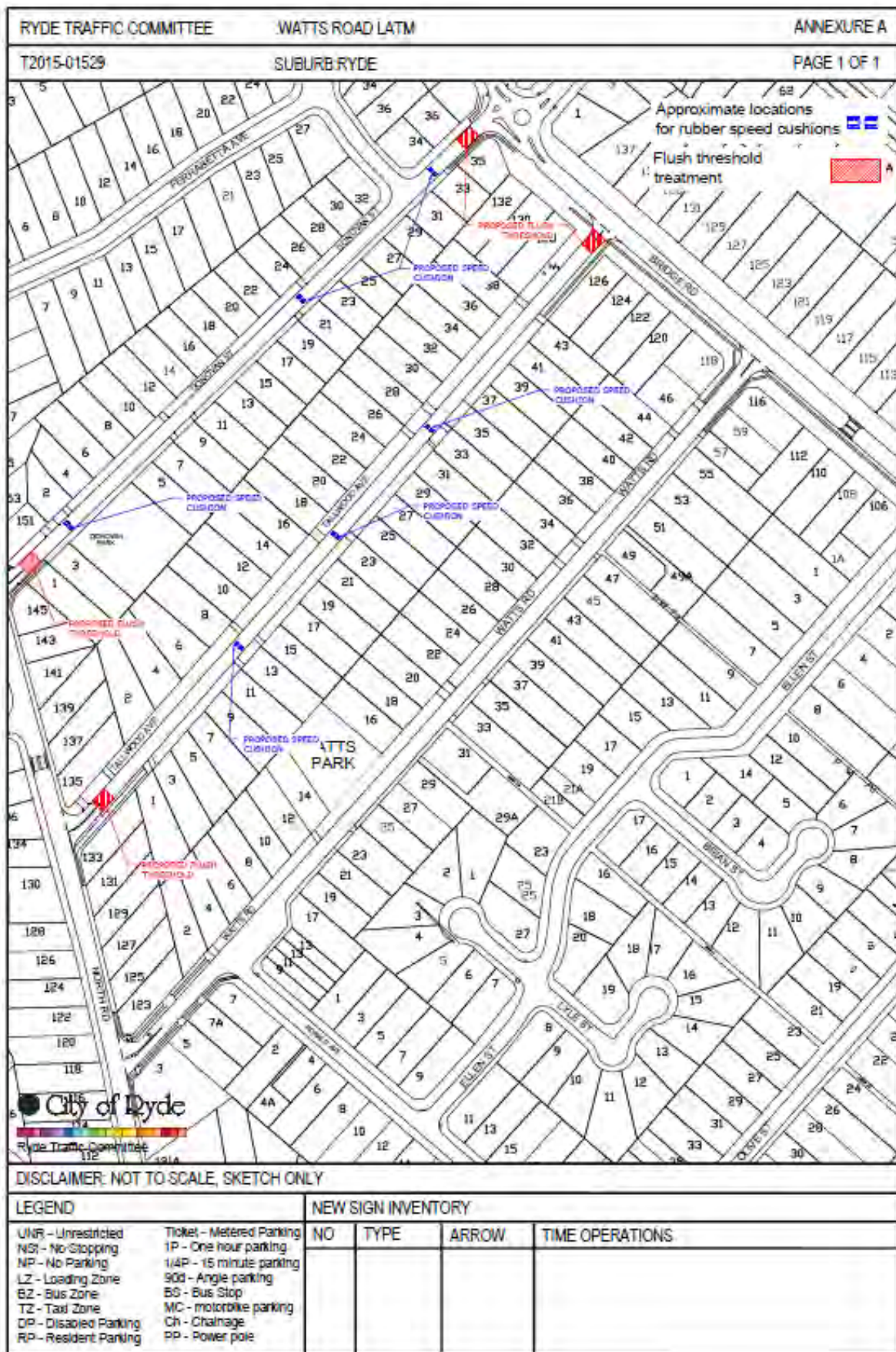
APPROVALS

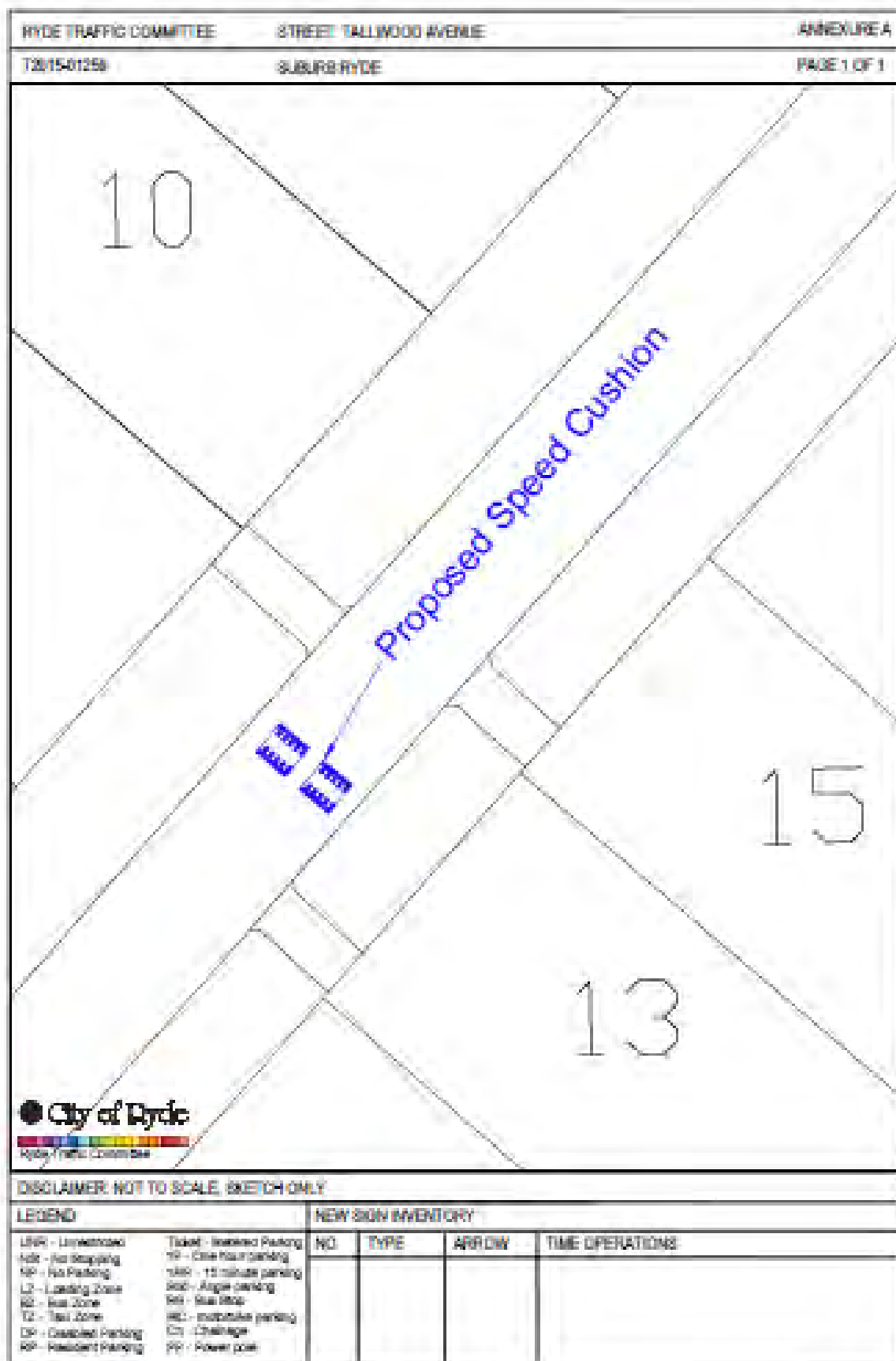
The installation of an LATM scheme, consisting of flush thresholds and rubber speed cushions, in Watts Road, Tallwood Avenue and Donovan Street has previously been supported by the Ryde Traffic Committee and is presented for information only. The proposed measures will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

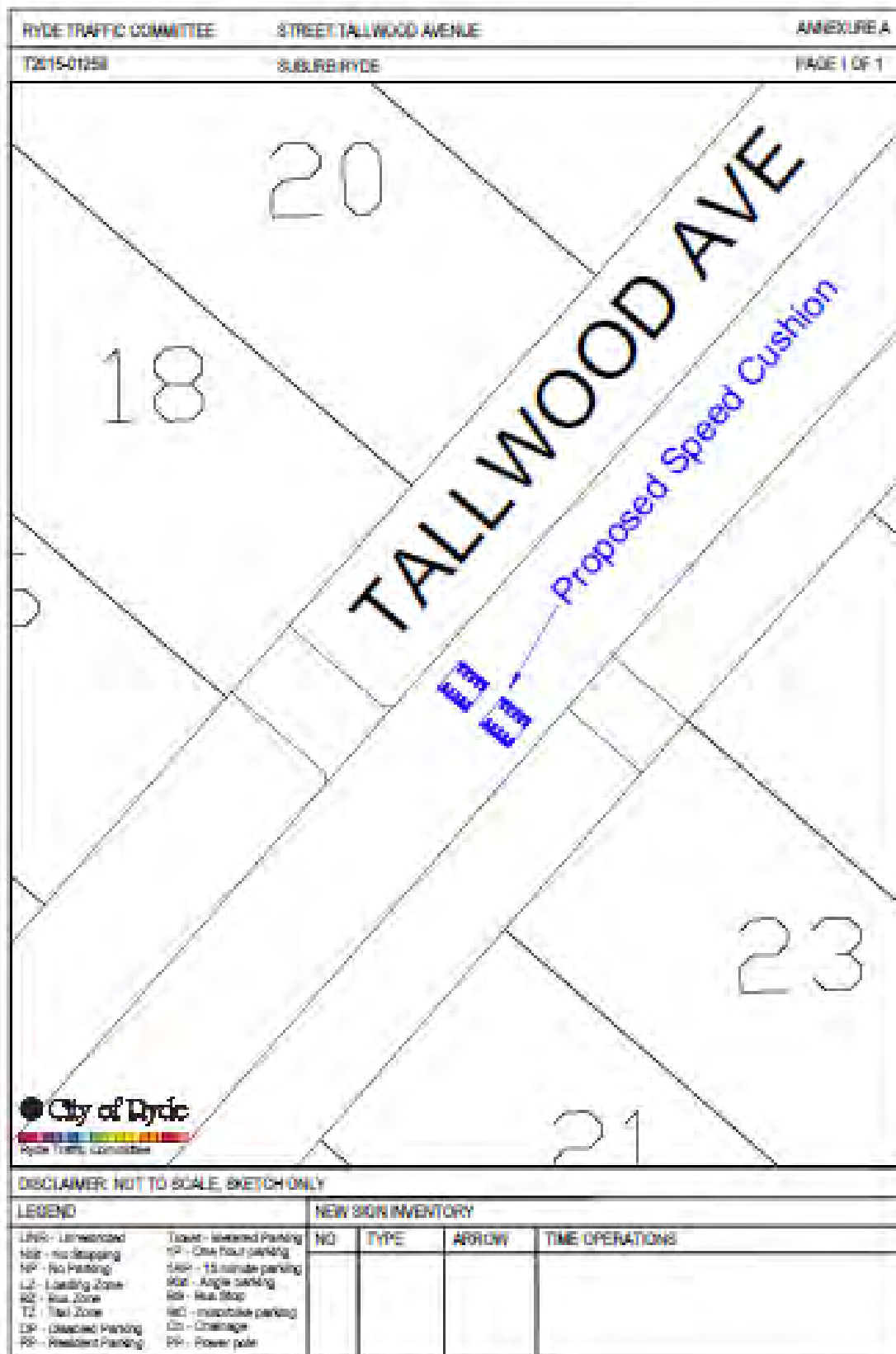
PROPOSAL

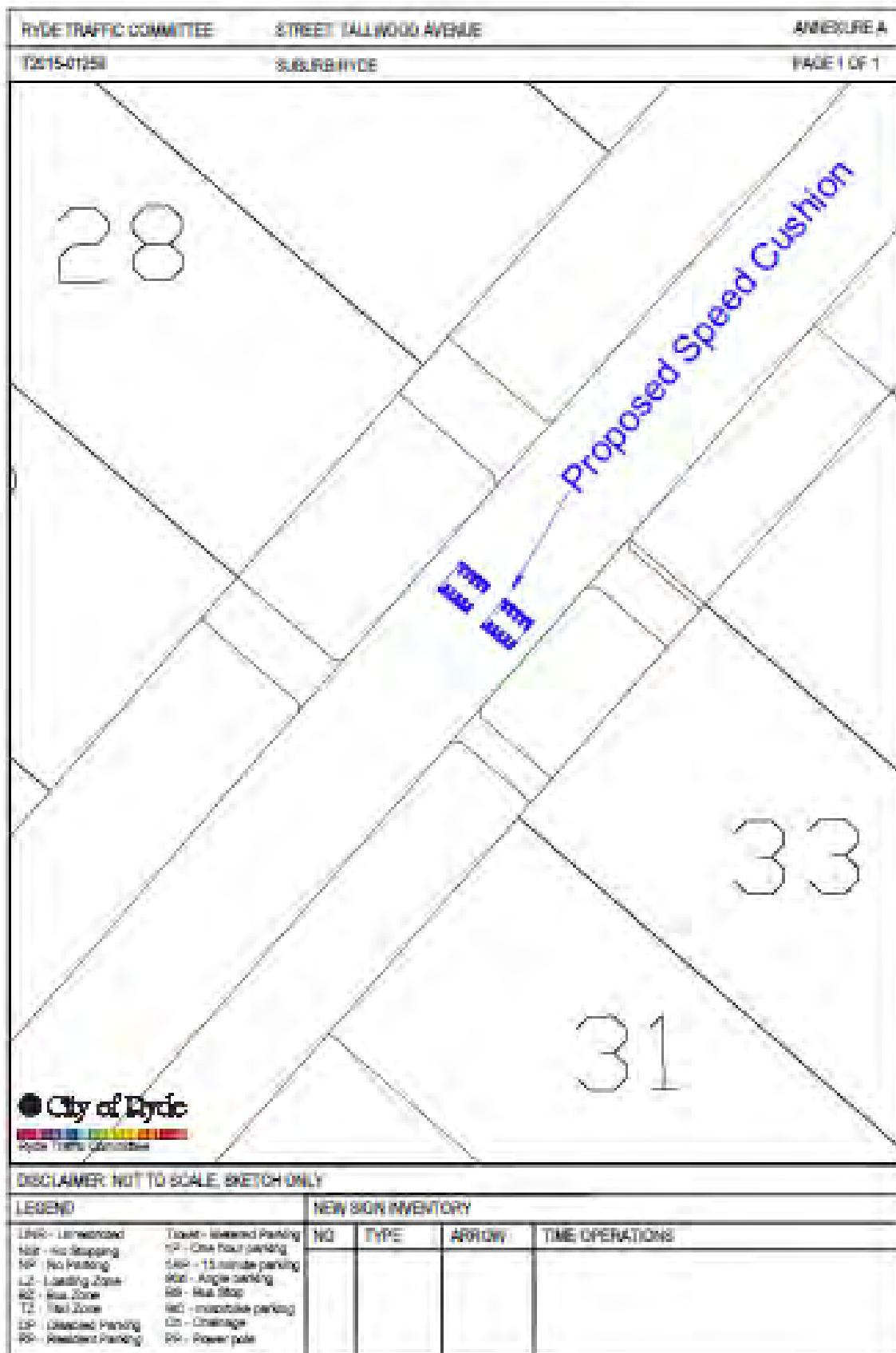
1. To install two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans.
2. To install two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans.



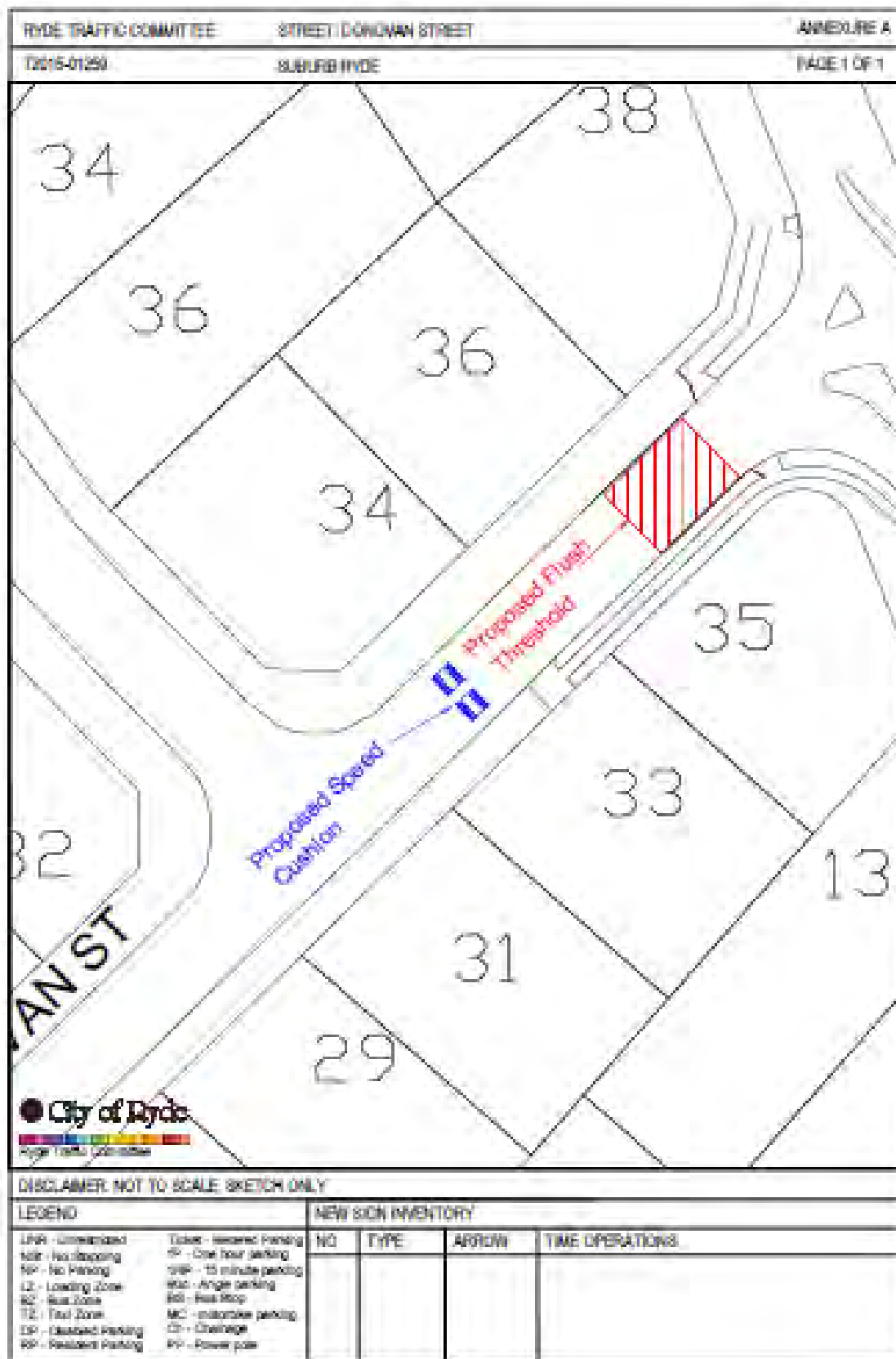


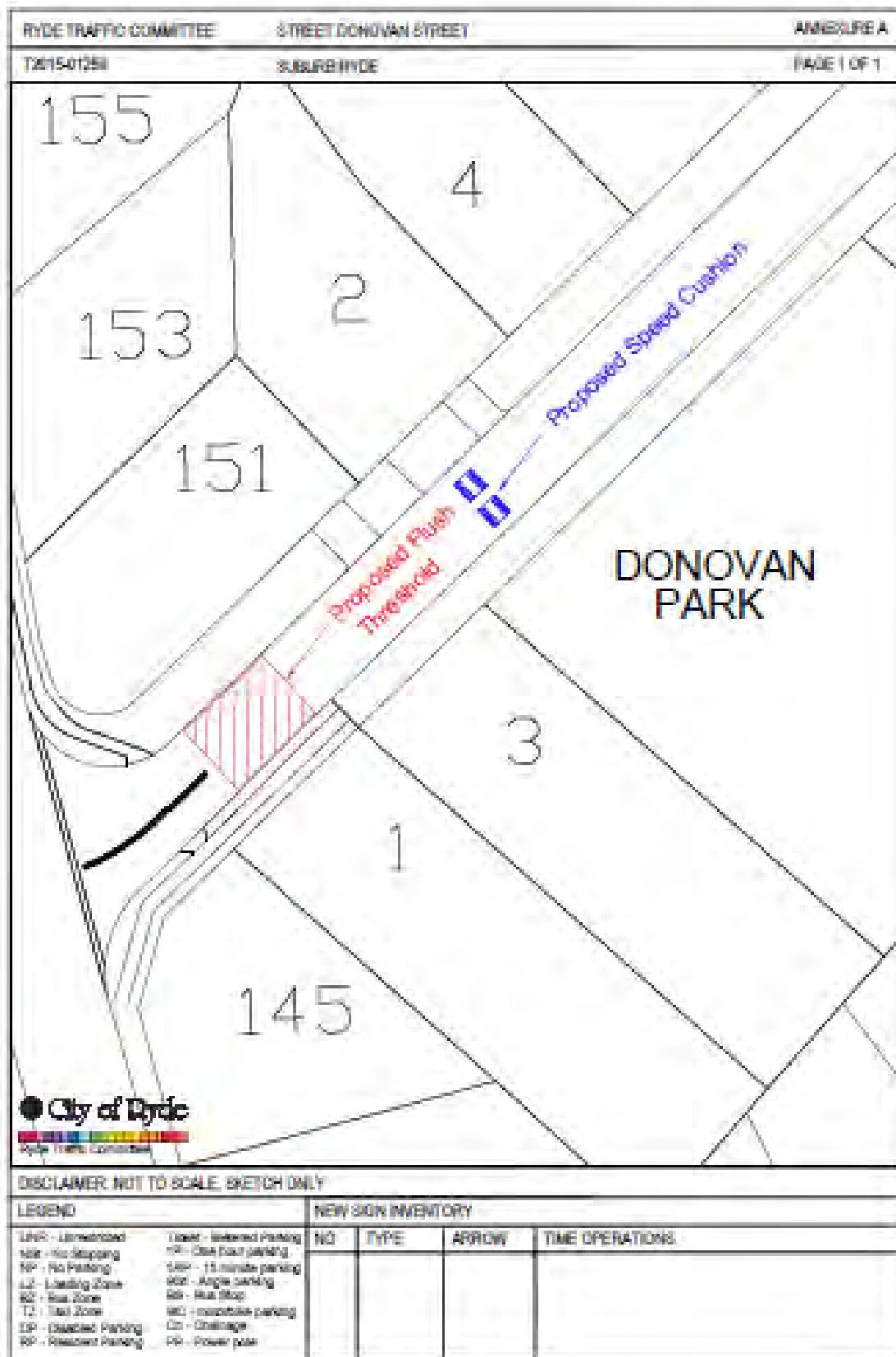












**ITEM (E) ROWE STREET, EASTWOOD**

SUBJECT: **DRIVER SPEEDS**
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00171
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has been requested to investigate measures to address the safety concerns of motorists accessing/egressing the Royale Eastwood Medical Centre car park, located on Rowe Street immediately southwest of its intersection with Blaxland Road.

BACKGROUND

City of Ryde has recently undertaken streetscape works on Rowe Street, with some footpath works on Blaxland Road. The combination of vehicles exiting from Blaxland Road onto Rowe Street at excessive speeds, with the reduced sightlines caused by the artwork installation on Blaxland Road footway, has caused a road safety issue for vehicles accessing / egressing the Medical Centre car park.

CONTEXT

1. Blaxland Road is a State road, under the care and control of RMS, with a speed limit of 60 km/h.
2. Rowe Street is a local road with a posted speed limit of 50 km/h.
3. The recent streetscape works on Rowe Street included a central median along sections of Rowe Street, providing a left-in/left-out operation at the Royale Eastwood Medical Centre carpark.

REFERENCES

- [NSW] *Road Rules 2014* Rule 25 Speed limit elsewhere
- Austroads' *Guide to Traffic Management Part 8 – Local Area Traffic Management*
- State Transit's *Bus Infrastructure Guide*.

COMMUNITY ENGAGEMENT

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



DISCUSSION

The proximity of the car park access on Rowe Street to Blaxland Road, combined with the alignment of the intersection and placement of artwork all contribute to a reduced road safety environment for patrons of the Royale Medical Centre car park.

Reducing the speed of vehicles exiting from Blaxland Road onto Rowe Street is the most effective way of improving the road safety environment at this location, as lower speeds affords drivers additional time to observe what other motorists intended movements are i.e. slowing down to access the car park or attempting to egress from the car park.

The proposed measures will be accompanied by a SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To install a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood.





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ITEM (F)	BALACLAVA ROAD, MARSFIELD
SUBJECT:	DRIVEWAY EGRESS AT 172 & 176 BALACLAVA ROAD
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	CLASSIFIED REGIONAL ROAD
REFERENCE:	T2016-01155
OFFICER:	J BEGLEY

INTRODUCTION

City of Ryde has received representation from the Daughters of Charity of St Vincent de Paul requesting consideration be given to installing parking control measures on approach to and across its driveways at both 172 & 176 Balaclava Road, Marsfield, to assist with sight distance concerns when egressing their property.

CONTEXT

1. Balaclava Road is a Classified, Regional road with a speed limit of 60 km/h.
2. 172 & 176 Balaclava Road are located on the north-western side of Balaclava Road, between Epping Road and Agincourt Road.
3. This section of Balaclava Road is governed by a number of parking controls:
 - A 'BUS LANE 6AM-10AM MON-FRI' operates along this section of Balaclava Road,
 - The driveway to 172 Balaclava Road is covered by a 'NO PARKING' zone,
 - A 'BUS ZONE' nearly encompasses the full section of kerbside parking between the driveways to 172 and 176 Balaclava Road,
 - There is parking for two cars permitted outside Bus Lane times between the abovementioned 'BUS ZONE' and the driveway to 176 Balaclava Road.

REFERENCES

- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone

COMMUNITY ENGAGEMENT

Given that the affected parking is located along the frontage of St Vincent de Paul, no additional consultation has been undertaken with the surrounding community.



DISCUSSION

Site observations indicate that the 'BUS ZONE' draw-out length does not meet the standard required for articulated buses, thus in order to address this deficiency, an extension of the 'BUS ZONE' is required up to the driveway of 176 Balaclava Road. It is considered that with this proposed extension of the 'BUS ZONE' up to the driveway of 176 Balaclava Road, this modification will address the sight distance concerns.

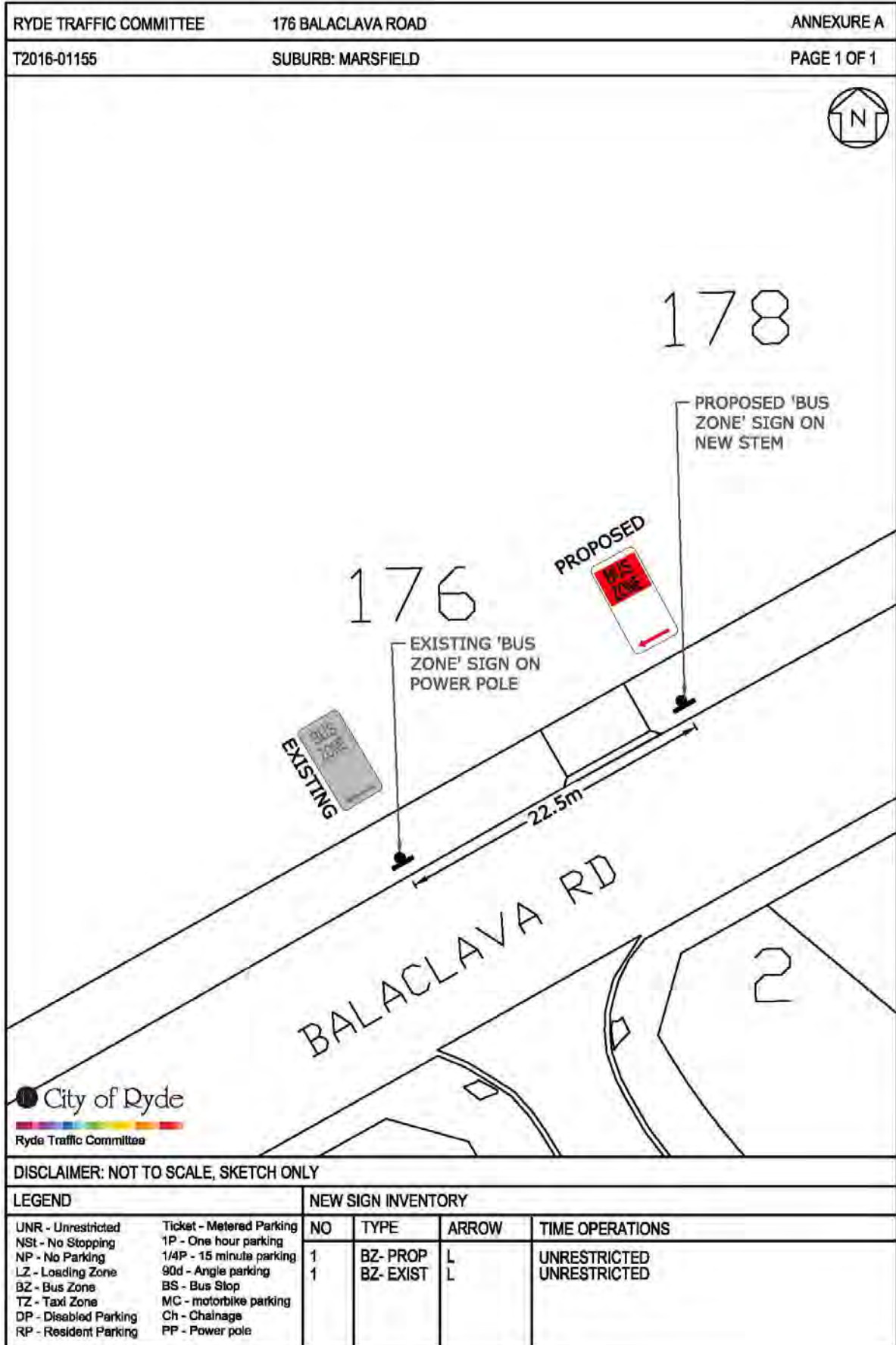
Sight distance lines at the driveway of 172 Balaclava Road are already catered for by the existing 'NO PARKING' zone.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To extend the existing 'BUS ZONE' outside 176 Balaclava Road for 12 m in a north-easterly direction, to abut the driveway of 176 Balaclava Road, Marsfield.





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ITEM (G)	MACQUARIE PARK
SUBJECT:	SHORT-TERM PARKING AND CAR SHARE PARKING TRIAL REVIEW
ELECTORATE:	LANE COVE and RYDE
WARD:	CENTRAL and EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2016-02231
OFFICER:	A MENDIS

INTRODUCTION

This Item provides Ryde Traffic Committee and the Council with the results of a six-month trial, converting 5% of the existing twelve-hour pay parking in Macquarie Park to two-hour pay parking and installing one on-street car-share space. The aim of the trial was to inform long-term changes to on-street parking in Macquarie Park, to provide more short-term parking for visitors.

It is proposed to:

1. retain the trial changes on a permanent basis,
2. undertake a further trial of twenty short-term pay parking spaces in Coolinga Street and Giffnock Avenue, to compensate the loss of parking in Waterloo Road due to bus-priority measures being installed by Transport for NSW,
3. develop a long-term Parking Plan for Macquarie Park, and
4. develop a *Car Share Policy* for City of Ryde.

BACKGROUND

There were 493 spaces of long-term pay parking, signposted '12P TICKET 7AM-7PM MON-FRI' in the Macquarie Park area, distributed as shown in *Table G1*, before the trial commenced.

The Planning and Environmental Committee considered a report regarding Car Parking in Macquarie Park its meeting held on 14 June 2016. Subsequently, Council resolved the following:

That Council undertake a study as the basis for converting on-street long-term pay parking to short-term pay parking in Macquarie Park and this study is to be funded from the Macquarie Park Special Levy that this is subject to a further report to Council, identifying the locations for the short term parking.

City of Ryde discussed suitable locations for the trial with local businesses, through Connect Macquarie. A proposal was tabled at the Ryde Traffic Committee meeting held on 15 September 2016. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 15 November 2016:



That Council undertakes the following changes to parking in Macquarie Park, on a six month trial basis:

- *Convert 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to 'NO PARKINGAUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.*

Table G1 Pre-existing pay parking in Macquarie Park

Road Name	Twelve-hour pay parking spaces	Two-hour pay parking spaces
Giffnock Avenue	103	0
Lyonpark Road	60	0
Byfield Street	62	0
Khartoum Road	70	0
Eden Park Drive	40	0
Waterloo Road	30	90
Talavera Road	15	0
Coolinga Street	20	0
Alma Road	18	0
Wicks Road	56	150
Plassey Road	19	0
Total	493	240



CONTEXT

1. The NSW Department of Planning's *A Plan for Growing Sydney* identifies Macquarie Park business centre as a "Strategic Centre" on Sydney's Global Economic Corridor, as shown in *Figure G1*. Other significant business centres on the Global Economic Corridor include Sydney City, North Sydney, Chatswood, Parramatta and Norwest. These business centres typically provide short-term pay parking on-street, as shown in *Table G2*. With the exception of Norwest Business Park, other business centres generally have short-term pay parking, with some long-term low-price pay parking on the periphery.
2. Given that Macquarie Park is expected to increase in size from 60,000 to 80,000 employees by 2031 and Council is unable to increase the supply of on-street parking beyond the current 500-odd spaces, it is impractical to continue attempting to supply long-term parking for employees in the area. Furthermore, the road network will never be able to be widened enough to provide enough road space for commuters driving to/from Macquarie Park.
3. Anecdotally, many Macquarie Park businesses are currently using their own parking for visitors and the on-street parking for all-day use.
4. The hourly rate of pay parking has been gradually increased and the price cap has been removed over recent years, as shown in *Chart G1*.
5. City of Ryde has been advised that the Northern Line Railway shutdown period is currently due to commence sometime in the second half of 2018. Prior to the shutdown period, parking will be removed from Waterloo Road and Herring Road, to make way for permanent Bus Lanes.

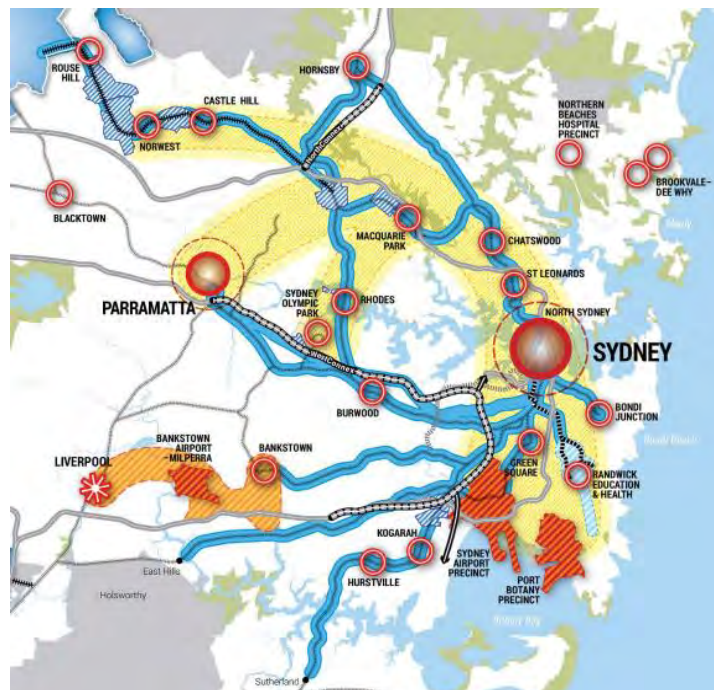


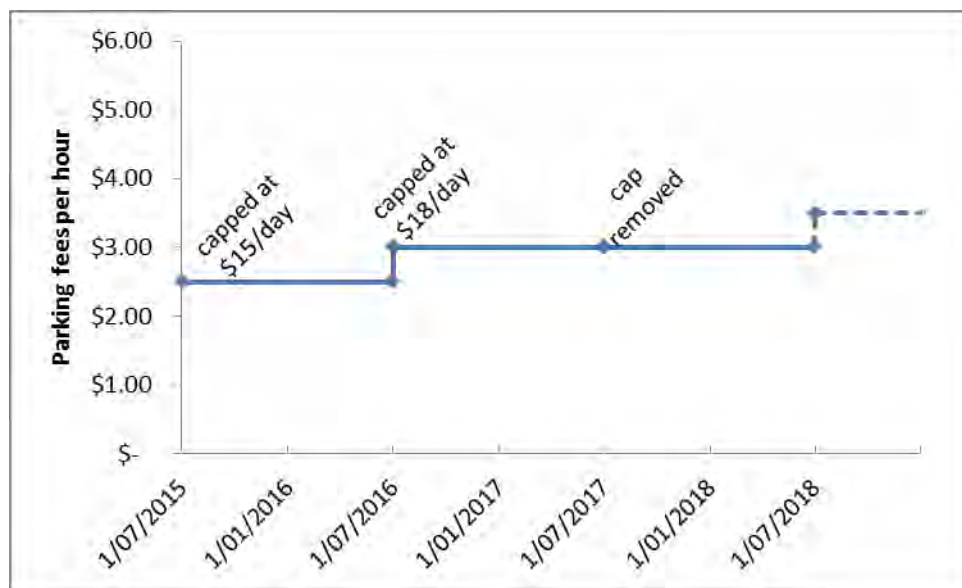
Figure G1 Sydney's Global Economic Corridor (Source: NSW Department of Planning)



Table G2 Parking Controls and Modal Share in Business Centres of Sydney

Business centre	Employees	On-street parking controls (general)	Car modal share	Public transport modal share
Sydney City	424,449	Ticket Loading Zones (with some short-term pay parking on the periphery)	28%	61%
North Sydney	41,967	½P, 1P & 2P pay parking (with some 8P, low price pay parking on the periphery)	33%	57%
Chatswood	24,243	½P, 1P & 2P pay parking	52%	35%
Parramatta	41,166	2P daytime and 4P evening pay parking (with some 10P, low price pay parking on the periphery)	55%	38%
Norwest	18,276	Unrestricted parking	93%	4%
Macquarie Park	57,428	493 12P pay parking spaces and 240 2P pay parking spaces	75%	20%

Chart G1 Pay parking fees in Macquarie Park





REFERENCES

- AS/NZS 2890.5:2004 Part 5 : On-Street Parking
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated
- [NSW] *Road Rules 2014* Rule 207 Parking where fees are payable
- NSW Department of Planning's *A Plan for Growing Sydney*.

CONSULTATION

The following measures were undertaken to notify users of the trial changes:

- notification letters were distributed to businesses in the area,
- ticket machine Tariff Cards were replaced,
- '12P TICKET 7AM-7PM MON-FRI' signs were converted to '2P TICKET 7AM-7PM MON-FRI' for short-term parking and 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1' for car share parking, and
- additional advisory signs were installed in new two-hour pay parking areas.

The abovementioned notification letters and signage provided details of an online survey for members of the public to provide feedback from 12 March to 11 June 2017. 33 respondents participated in the online survey. The salient points of the feedback are:

- 76% of the respondents are employees that work in the area,
- 61% of the respondents support the trial changes,
- 84% of respondents would like to see more two-hour pay parking in the Macquarie Park area,
- 75% of respondents were in favour of the car share space in Lyonpark Road, and
- 50% of respondents would like to see more car share spaces in Macquarie Park.

A list of comments received has been provided at the end of this item, which can be categorised into two distinct groups:

1. Visitors to the Macquarie Park area that are in favour of the trial changes and are in favour of more two-hour parking.
2. Commuters to the Macquarie Park area that are not in favour of the trial changes and are not in favour of more two-hour parking.



DISCUSSION

Review of trial two-hour pay parking

The trial commenced on 20 March and concludes on 15 September 2017. Ticket prices and enforcement have been maintained during any data capture periods.

Bitzios Consulting was engaged to evaluate the two-hour pay parking trial. The salient points of the subsequent attached report are:

- Parking occupancy surveys indicate that the average occupancy rate was 58.4% during the trial period.
- Parking turnover surveys indicate that the average time occupied was 5.26 hours, with an average duration of stay 2.85 hours per vehicle and with an average number of vehicle turnovers of 2.44 per parking space.
- Parking ticket sales data indicate that long-term ticket sales decreased by 6% and short-term ticket sales increased by 7% during the trial period.
- A further trial will be beneficial to further evaluate the effects of the changes.

This indicates that there is a demand for short-term on-street parking in the Macquarie Park area and it is subsequently recommended that the trial changes be retained on a permanent basis.

Review of Car Share

GoGet car share company was engaged to use the car share parking space in Lyonpark Road and they have provided the utilisation data shown in *Table G3*.

This data indicates that the trial car share space has increased in use over the six-month trial period, which is consistent with car share spaces in other areas typically taking around six to twelve months to build up utilisation levels

GoGet estimates that this particular car share vehicle provided at Lyonpark Road eliminates around 9 cars from the area. There are a further nine other established GoGet vehicles in off-street locations within 500 m that have higher average utilisation levels.

Given the success of the trial car share program, it is recommended that the Council considers:

- retaining the trial space in Lyonpark Road on a permanent basis, and
- developing a *Car Share Policy*.

Until an Expressions of Interest process can be undertaken, estimated to be completed by April 2018, the on-street car share parking space on Lyonpark Road will continue to be provided to GoGet.



Table G3 Trail car share space utilisation

Month	Hours of bookings	Number of bookings	Trips on weekdays	Trips on weekends	Members within 250m	Average trip hours
Mar 2017	8	4	4	0	36	2.0
Apr 2017	156	9	4	5	36	17.3
May 2017	62.5	15	10	5	37	4.2
Jun 2017	56.5	8	3	5	37	7.1
Jul 2017	72	3	0	3	38	24

Medium-term plans for parking in Macquarie Park

Transport for NSW has advised City of Ryde that parking will be removed from Waterloo Road and Herring Road, to install Bus Lanes in preparation for the Northern Line Railway closure. This effectively removes 30 twelve-hour pay parking spaces and 90 two-hour pay parking spaces from the Macquarie Park area.

Analysis of the demand for these parking spaces, based on ticket sales data, indicates a demand of twenty short-term spaces. It is therefore recommended that an additional twenty twelve-hour pay parking spaces in nearby Coolinga Street and Giffnock Avenue be converted to two-hour pay parking, to compensate the loss of two-hour pay parking in Waterloo Road due to bus-priority measures being installed by Transport for NSW.

It is intended that these spaces be used to further evaluate the effects of converting long-term pay parking to short-term pay parking on a trial basis.

Long-term plans for parking in Macquarie Park

The intention of trial changes was to inform the abovementioned study, with a view to continue increasing the supply of short-term parking in the Macquarie Park area.

It is therefore recommended that the cumulative effects of price increases and abovementioned additional trial changes be assessed to develop a long-term plan to continue changing long-term pay parking to short-term pay parking in Macquarie Park, including:

- locations for short-term pay parking,
- locations for taxi parking,
- locations to expand on-street car share spaces,
- location for bus layover areas and
- “trigger points” to gradually undertake changes.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

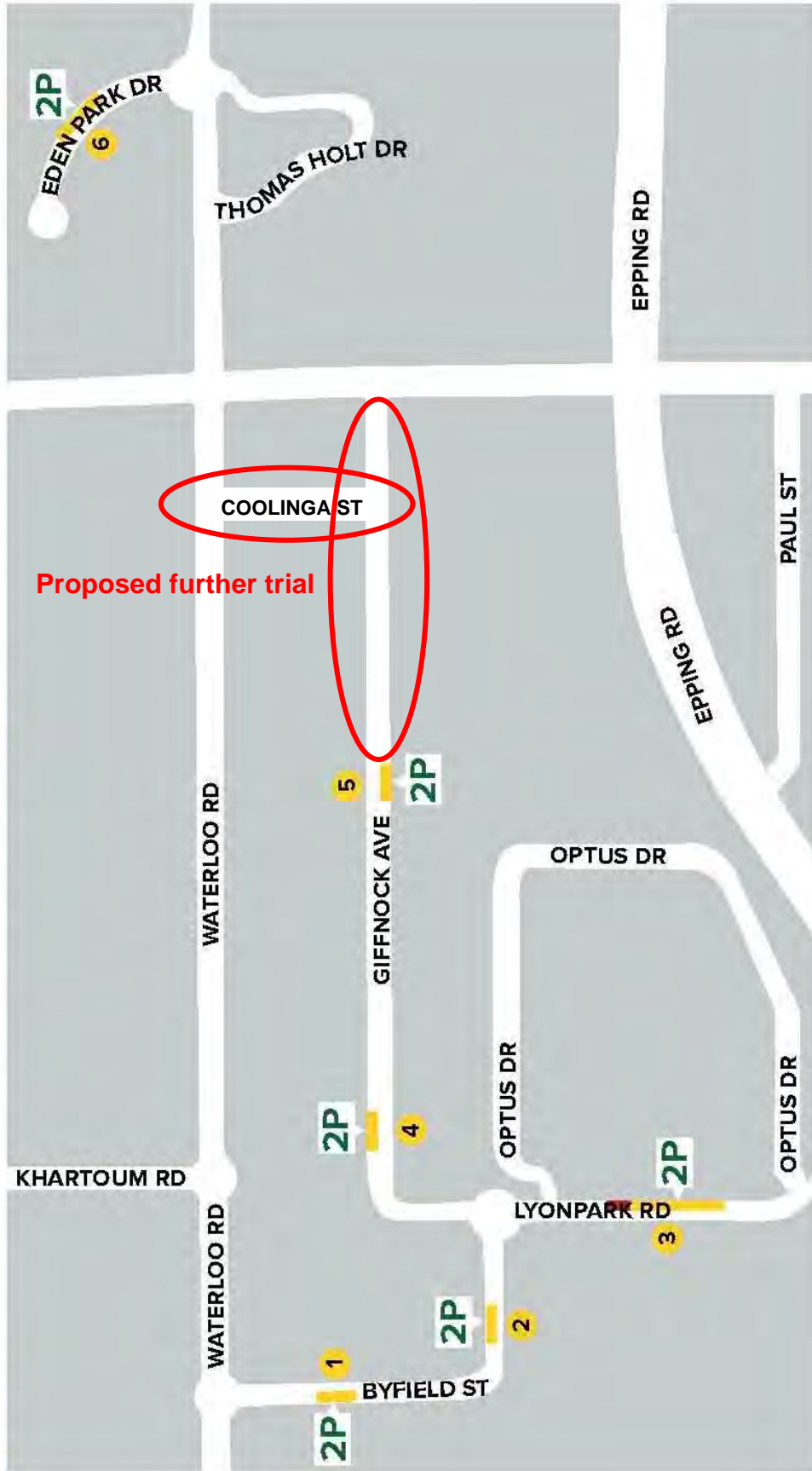
**PROPOSAL**

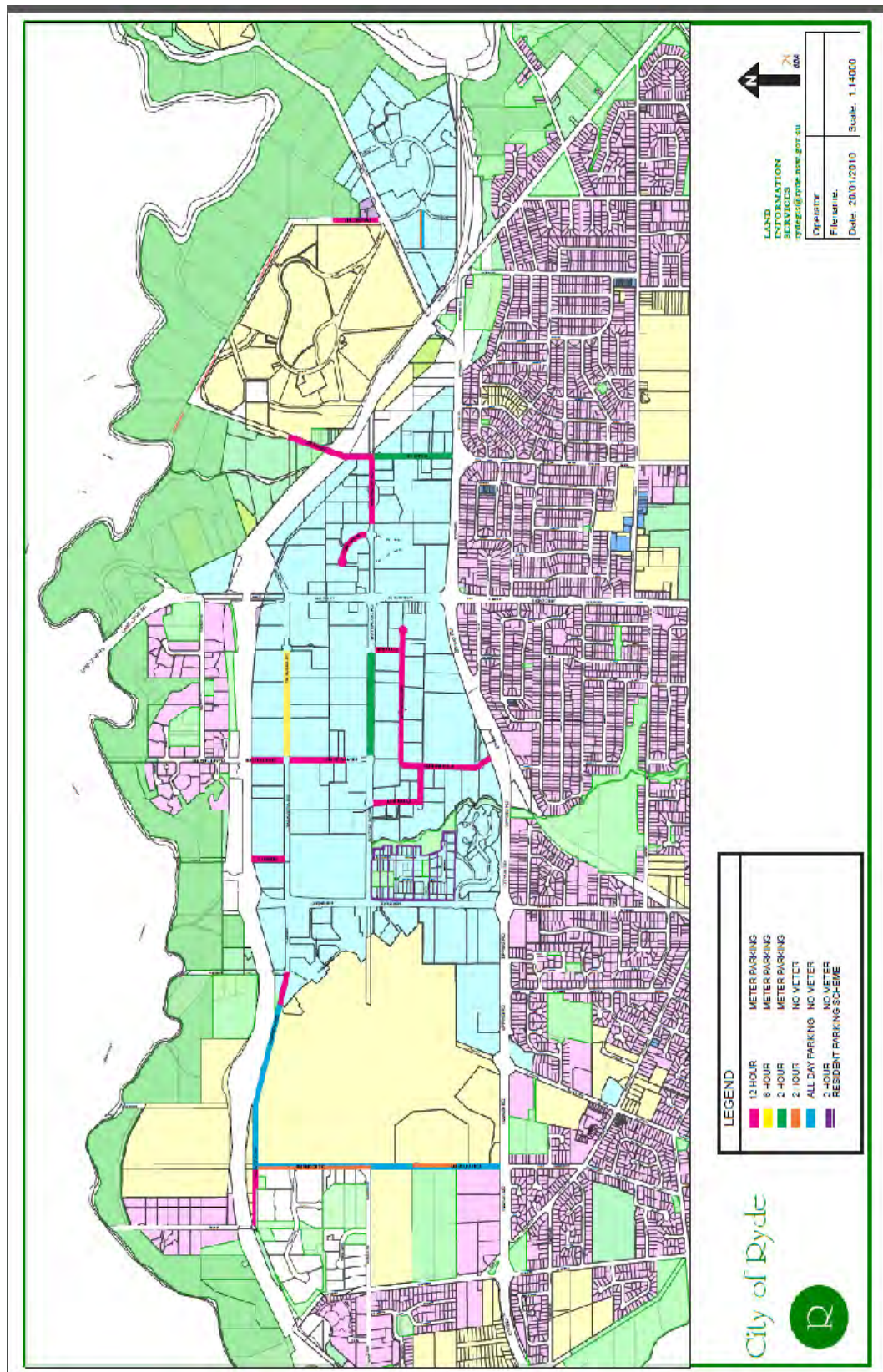
1. To retain the following changes to parking in Macquarie Park on a permanent basis:
 - 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, converted to '2P TICKET 7AM-7PM MON-FRI'.
 - 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, converted to '2P TICKET 7AM-7PM MON-FRI'.
 - 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, converted to '2P TICKET 7AM-7PM MON-FRI'.
 - 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive converted to '2P TICKET 7AM-7PM MON-FRI'.
 - 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road converted to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.
2. To undertake the following changes to parking in Macquarie Park, on a six month trial basis, with final locations to be determined in consultation with local businesses:
 - Convert 15 of the remaining 95 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
 - Convert 5 of the existing 20 spaces of '12P TICKET 7AM-7PM MON-FRI' in Coolinga Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
3. To develop a staged parking-classification map to increase the proportion of short-term, on-street, pay parking in Macquarie Park, in collaboration with RMS and Transport for NSW.
4. To develop a *Car Share Policy* for City of Ryde.



Locations of 2P Parking Bays (Shown in yellow below, not to scale)

- 1** 4 bays in front of No. 16 Byfield Street
- 2** 4 bays in front of No. 3 Byfield Street
- 3** 8 bays in front of No. 1 Lyon Park Road (+ 1 Car Share bay)
- 4** 5 bays at rear of 66 Waterloo Road (in Giffnock Avenue)
- 5** 3 bays in front of No. 14 Giffnock Avenue
- 6** 4 bays in front of No. 6 Eden Park Drive







LIST OF COMMENTS RECEIVED VIA ONLINE SURVEY

- I can arrive for a meeting throughout the day and find on street parking without any fuss. It makes having meetings easier, faster and convenient.
- For 2P trial on Eden Park Drive causes lots of illegal parking inside the building around. Especially, illegal parking commits every day in 6 Eden Park Drive. More cars park illegally either on driveways or in visitor parking. It may be caused council ranger is not able to control building property. So this 2P trial is a good idea but causes more illegal parking around other properties. Rangers should be able to have ability to control illegal parking stopped on driveways.
- There should be reasonable free parking in the area. We should be attracting people to the area not away from it!!
- This ridiculous move to reduce all day parking in the area is going to make things harder and harder for people who work here. Public transport is NOT a viable option for everyone and it is wrong that you are headed towards making those people pay exorbitant amounts of money to park near where they work.....and you won't allow the businesses to provide additional parking for their employees. Blatant money grab by council.
- Parking is hard enough, this is an industrial area so obviously mostly employees use the parking, which is costly and hard enough to find as it is!!
- If the Council does not allow sufficient parking on site for businesses then we should have access to all day parking. Productivity suffers if you have to keep coming out to top up meter parking.
- Would like to see a compromise between 2P and 12P. The council could implement some 4P areas as well. This is for contractors that need to work a bit longer at business and do not have to run around looking for parking. Saves time and money for both business and for the council.
- The parking spots on Lyonpark Road outside Optus have now turned into an overflow taxi rank in the afternoon! Taxi's should be banned to leave these spots available - isn't that the whole idea! I see lots of cars were fined even though they had purchased \$18 day ticket as the signage and especially the notification has been insufficient. "2P" looks similar to "12P". Why not change the ticket machines adjacent to the 2h bays to only issue 2h tickets!?! I assume that all of this is to eventually change everything, by stealth, to 2hr. Perhaps council should build a LARGE multi-storey car park to service the area - would be a huge money maker!
- Since the council has increased the cost of parking to \$18 a day there are more available spots. The cost of the parking is ludicrous.



- Hello, this is one of the best ideas for this area. we often have visitors who cannot park in Eden Park Drive due to people parking there all day
- Failure of the Council to allow sufficient parking on-site forces those who have no real viable option other than to drive to park on street. There is already competition for spaces such that such drivers must arrive before core office hours just to procure a parking spot on the street, and introduction of 2 hour parking only increases this competition for spaces. Additionally contractors in the area usually provide services for businesses in the area that exceed 2 hours so 2 hour spaces are insufficient.
- My building that I am working at the moment the parking bay is full. I need to park outside of the building.
- Please do not change anything. The price is already so high and there are of available parking on the streets. You can create small sections on each road which are for 2P only.
- I love the availability of bays around Giffnock Avenue, Lyonpark Road & Byfield Street. It means our clients & suppliers can easily find on-street parking & be on time for meetings, rather than running late because they cannot find anywhere to park.

**ITEM (H) BANK STREET, MEADOWBANK**

SUBJECT: **KERB BLISTERS**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01184
OFFICER: G HOLDING

INTRODUCTION

City of Ryde is building a concrete footpath on the north-eastern side of Union Street, West Ryde, under the Paths and Cycleways Program. The footpath crosses Bank Street, near the intersection with Union Street, which is on a horizontal curve, to link to existing concrete paths in the area. In order to improve sightlines for pedestrians crossing from the inside of the curve, it is proposed to install 6 m of 'NO STOPPING' and kerb blisters on the southwestern side of the road, Bank Street.

CONTEXT

1. Bank Street and Union Street are two-way local roads with a speed limit of 50 km/h.

REFERENCES

- [NSW] *Road Rules 2014* Rule 176 No stopping signs
- [NSW] *Road Rules 2014* Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island.

COMMUNITY ENGAGEMENT

Given that the proposed changes are located a considerable distance away from residential and commercial properties, no consultation has been undertaken.

DISCUSSION

In order to improve sightlines for pedestrians crossing from the inside of the curve, it is proposed to install 6 m of 'NO STOPPING' and kerb blisters on the southwestern side of the road, Bank Street.

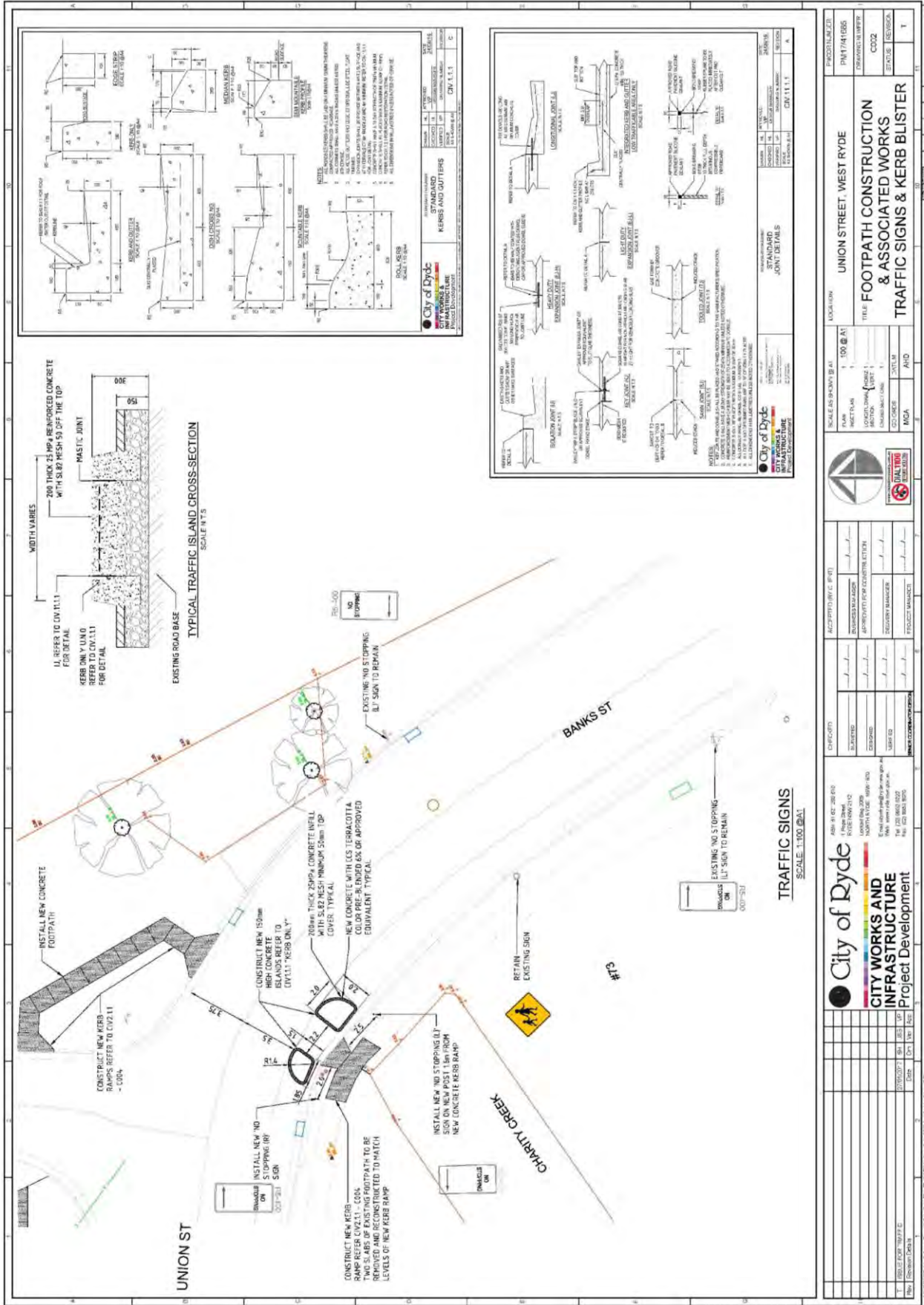
APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.



PROPOSAL

1. To convert 6 m of the existing unrestricted parking on the south-western side of Bank Street, at Union Street, West Ryde, to 'NO STOPPING' as shown in the attached diagram.
2. To install two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.





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**ITEM (I) LARKARD STREET AND CAM STREET, NORTH RYDE**

SUBJECT: TRAVEL LANE WIDTH AT HORIZONTAL CURVE
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00850
OFFICER: H CHOUDHRY

INTRODUCTION

City of Ryde has received representation from a local resident requesting consideration be given to widening the travel lanes at the horizontal curve at the corner of Larkard Street and Cam Street, North Ryde, in order to reduce the conflict between opposing vehicles.

CONTEXT

1. Cam Street and Larkard Street are two-way roads, with 7.3 m wide carriageways.
2. Kerbside parking is currently signposted '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' on the inner radius of the bend (southern side).

REFERENCES

- [NSW] Road Rules 2014 Rule 167 No Stopping Signs

COMMUNITY ENGAGEMENT

The occupants of eleven surrounding properties were notified of the proposal. No comments from the consulted properties have been received.

DISCUSSION

When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passenger vehicles, and one-way traffic for larger vehicles, such as waste-collection trucks and emergency vehicles. The proposed measures will help resolve this issue, by not allowing parked vehicles to block the travel lanes.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

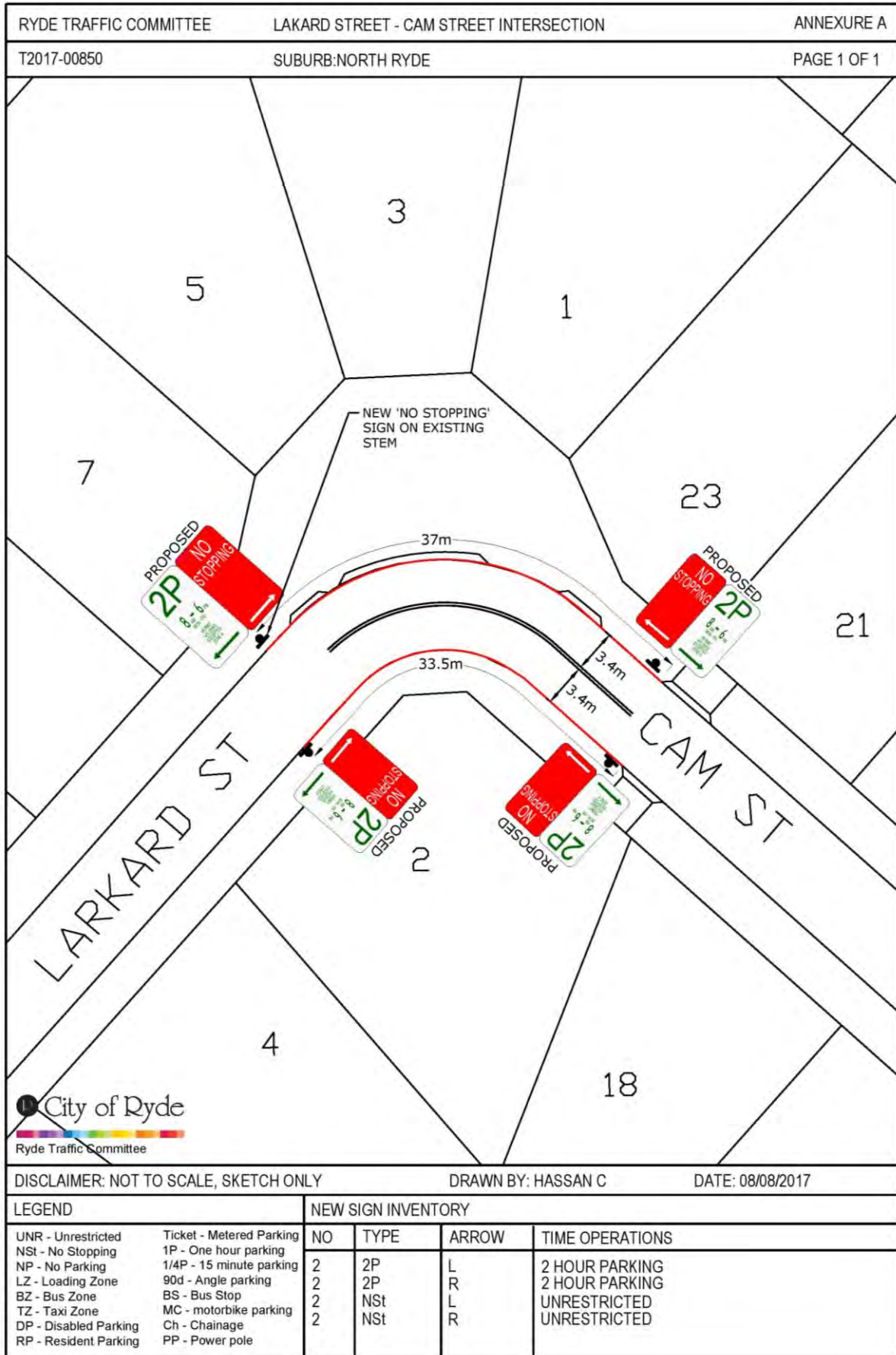


PROPOSAL

To convert the existing '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' at the intersection of Larkard Street and Cam Street, North Ryde to 'NO STOPPING':

1. 33.5 metres of 'NO STOPPING' on the inner radius of the bend (southern side).
2. 37 metres of 'NO STOPPING' on the outer radius of the bend (northern side).







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**ITEM (J) CITY OF RYDE DEVELOPMENT CONTROL PLAN
PART 9.3 PARKING CONTROLS**

SUBJECT: INTERIM POSITION
ELECTORATE: RYDE and LANE COVE
WARD: WEST, CENTRAL and EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01089
OFFICER: K YOON

INTRODUCTION

City of Ryde is considering amending Chapter 3.1 On-site Loading and Unloading Facilities of Council's Development Control Plan (DCP) Part 9.3 Parking Controls. *This Item* seeks support from Ryde Traffic Committee and the Council for an interim position until the DCP can be updated on a permanent basis.

CONTEXT

Chapter 3.1 of the current Council's DCP 9.3 is presented below.

3.1 On-Site Loading and Unloading Facilities**Controls**

- a. All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
 - i. Dwelling houses, dual occupancies
 - ii. Residential flat buildings and multi dwelling housing with access from the local road network.
 - iii. Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.
- b. Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.

The above control, a.ii. stipulates that *Residential flat buildings with access from the local road network are not required to provide on-site loading and unloading facilities.*

REFERENCES

- City of Ryde's *DCP Part 9.3 Parking Controls*.



COMMUNITY ENGAGEMENT

No consultation has been undertaken. However, when amendments to the DCP are formally adopted by the Council, it will be on exhibition for 28 days including notification in papers and letters to relevant stakeholders.

DISCUSSION

Council receives a significant amount of Local Development Applications (LDAs) for high-density residential flat buildings. Development yields generally range from moderate size (i.e. 10 to 20 residential units) to over 1,000 residential units. The majority of developments within City of Ryde will have an access to the local road network. Failure to provide adequate on-site loading and unloading facilities for large developments will have significant adverse impacts on the surrounding road network, such as loss of on-street parking amenity. To date a number of reports have already been tabled at the Ryde Traffic Committee for 'NO PARKING 5AM-11AM' zones on waste-collection days to accommodate on-street waste collection. Furthermore, a number of requests have been received to install 'LOADING ZONE's' to accommodate removalist vehicles.

The process of amending the DCP requires a minimum of twelve months and, based on their current resources, Council's Strategic Planning is unable to schedule the proposed amendments in the near future.

Therefore, as an interim position, Council staff are seeking support to make the following amendments to the Council's DCP 9.3, Chapter 3.1:

Development Control Plan 2014

Part: 9.3 Parking Controls

3.1 On-Site Loading and Unloading Facilities

Controls

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
 - i. *Dwelling houses, dual occupancies*
 - ii. ~~*Residential flat buildings and multi dwelling housing with access from the local road network.*~~
- b. *Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.*
- c. *Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.*

APPROVALS

Should the proposal be supported by the Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council.



PROPOSAL

To make an interim ammendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

Development Control Plan 2014

Part: 9.3 Parking Controls

3.1 On-Site Loading and Unloading Facilities

Controls

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
 - i. *Dwelling houses, dual occupancies*
 - ii. *Multi dwelling housing with access from the local road network.**
- b. *Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.*
- c. *Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.*



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**ITEM (K) CULLODEN ROAD AND WATERLOO ROAD, MARSFIELD**

SUBJECT: ROUNDABOUT
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: COR2017/82 & T2017-00596
OFFICER: J BEGLEY

INTRODUCTION

A modification of the existing roundabout at the intersection of Culloden Road and Waterloo Road, Marsfield, to incorporate Gymnasium Road, has been approved by the Council, through a Voluntary Planning Agreement, entered into under the Minister for Planning's approval for the Cochlea Building. *This Item* seeks Technical Approval to modify the roundabout and associated design.

BACKGROUND

Macquarie University's Land is listed as a State Significant Site under the Major Development SEPP. The Minister for Planning granted approval 08_0032 to Macquarie University for the Cochlear Building on 2 January 2009 (subsequently modified on 9 April 2009 by Modification 08_0032(1)), under Section 75J of the *Environmental Planning and Assessment Act 1979*, subject to a number of conditions, including:

Contributions will be paid consistent with the Macquarie University Campus-wide VPA presently being negotiated between Macquarie University and the City of Ryde Council.

Due to the expected increase in traffic using Gymnasium Road as a direct result of the development, the subsequent Voluntary Planning Agreement between the University and the Planning Authority (City of Ryde Council) requires the University to upgrade the existing roundabout at the intersection of Waterloo Road and Culloden Road, to incorporate Gymnasium Road. Although the upgrade is only triggered once two-way traffic flows in Gymnasium Road increase from the current 4,000 veh/day to 7,000 veh/day, the University is currently seeking all necessary approvals to undertake the work, including Technical Approval of the prescribed traffic control device and associated design.

CONTEXT

1. The intersection of Culloden Road and Waterloo Road presently operates as a single-lane roundabout.
2. Gymnasium Road is located immediately south of the above roundabout and is accessed from the south via a dedicated right turn bay from Culloden Road.



REFERENCES

- [NSW] *Road Rules 2014* Part 9 Roundabouts

COMMUNITY ENGAGEMENT

Given the minor effect of the proposed changes on the local community and approval has been granted by the Minister for Planning in January 2009 and Council, no consultation has been undertaken.

DISCUSSION

Macquarie University's consultants, Northrop Consulting Engineers have worked with Council's Engineers to produce a design that incorporates Gymnasium Road into the existing roundabout, while at the same time accommodating existing local infrastructure, namely the shared user path that runs from Culloden Road to Waterloo Road and the wombat crossing that is located on Culloden Road (south). The design also addresses the turning path for an 18.96 m long articulated bus, as the Hurstville-to-Marsfield Metrobus M41 route commences its run from Waterloo Road via Culloden Road.

Although the design includes pedestrian access across all legs of the intersection, via gaps in the splitter islands, kerb ramps and leader paths have not been provided for pedestrians to cross the north-eastern leg of the intersection. Therefore it is recommended that the approval be conditioned to include these facilities.

APPROVALS

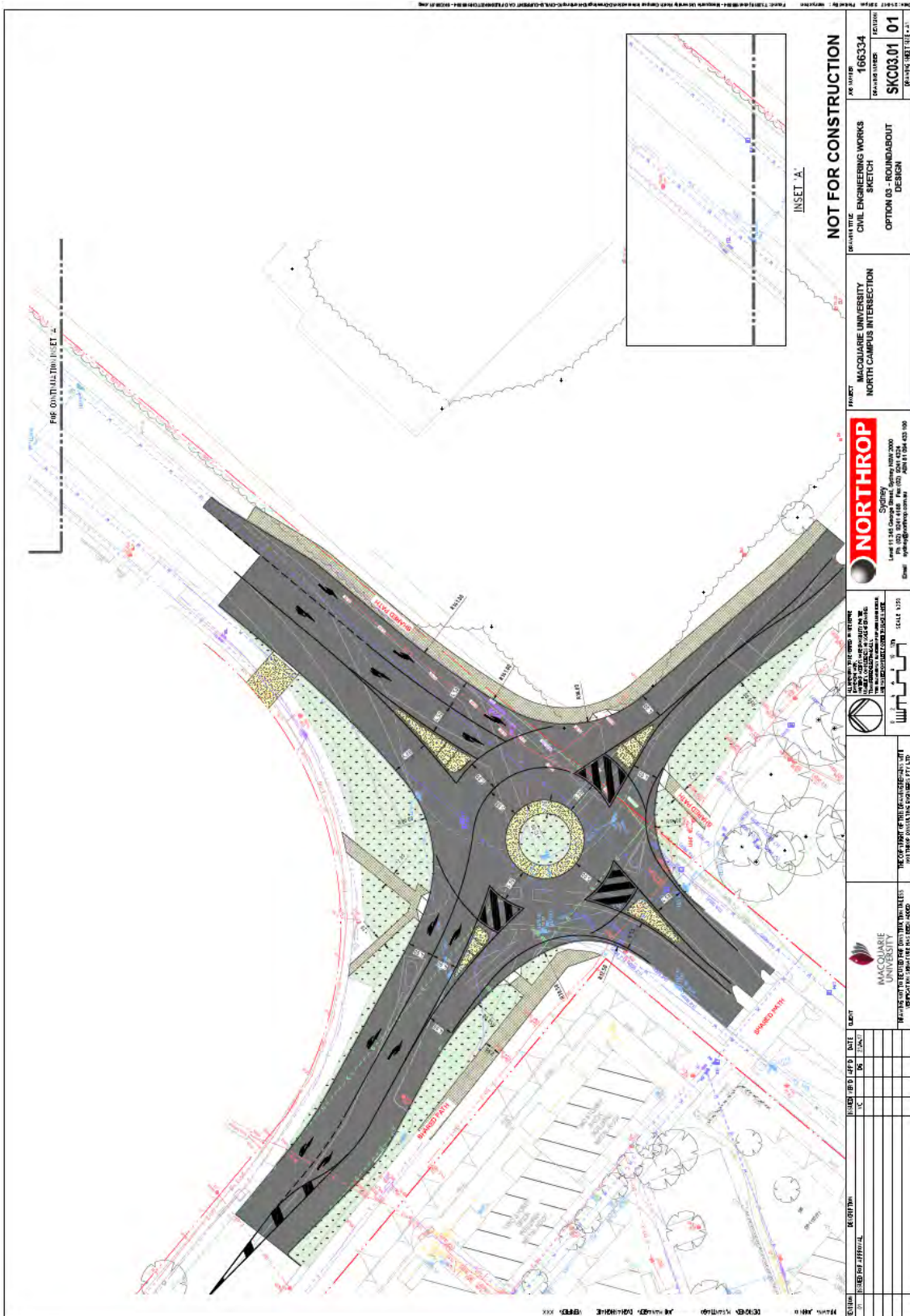
The Minister for Planning has approved the development through the planning-approval process, which required the University to enter into a Voluntary Planning Agreement. The Council has ratified the proposed changes, through this Voluntary Planning Agreement. *This Item* refers the prescribed traffic control device and associated design to the Ryde Traffic Committee to seek Technical Approval.

Further approvals are required for supporting infrastructure, such as street lighting and drainage, which are intended to be granted by City of Ryde staff under Delegated Authority.

PROPOSAL

To modify the existing roundabout at the intersection of Culloden Road, Waterloo Road, to include Gymnasium Road, Marsfield, as shown in the attached plan, subject to:

- kerb ramps and leader paths being installed on the north-eastern leg of the intersection.



NOT FOR CONSTRUCTION

PROJECT: **MACQUARIE UNIVERSITY NORTH CAMPUS INTERSECTION**

DATE: **15/04/17**

SCALE: **AS SHOWN**

PROJECT NO: **166334**

REVISED: **SKC03.02**

SHEET NO: **01**

TITLE: **CIVIL ENGINEERING WORKS SKETCH OPTION 03 - TURNING DIAGRAMS SHEET 01**

APPROVED BY: [Signature]

DATE: [Date]

BY: [Name]

FOR: [Description]

NOT FOR CONSTRUCTION

PROJ: 166334

DATE: 15/04/17

SCALE: AS SHOWN

SHEET: 01

PROJECT NO: 166334

DATE: 15/04/17

SCALE: AS SHOWN

SHEET: 01

APPROVED BY: [Signature]

DATE: [Date]

BY: [Name]

FOR: [Description]

NOT FOR CONSTRUCTION

PROJ: 166334

DATE: 15/04/17

SCALE: AS SHOWN

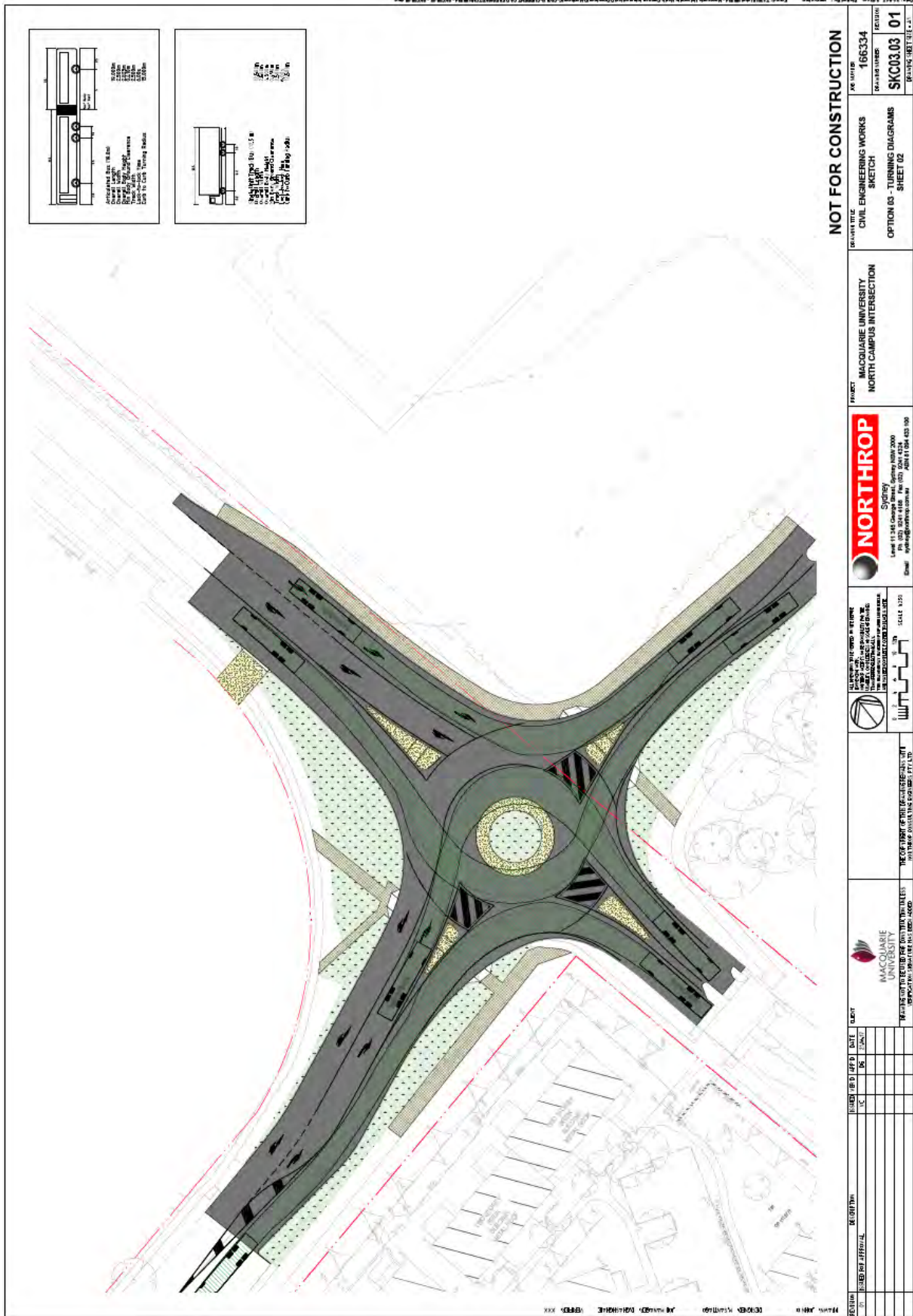
SHEET: 01

PROJECT NO: 166334

DATE: 15/04/17

SCALE: AS SHOWN

SHEET: 01



NOT FOR CONSTRUCTION

PROJECT	MACQUARIE UNIVERSITY NORTH CAMPUS INTERSECTION
CLIENT	MACQUARIE UNIVERSITY
NO. 166334	166334
SKC03.03 01	SKC03.03 01
OPTION 03 - TURNING DIAGRAMS	OPTION 03 - TURNING DIAGRAMS
SHEET 02	SHEET 02

SYDNEY	NORTHROP
Level 11 345 George Street, Sydney NSW 2000	Sydney
Phone: (02) 9550 6200	www.northrop.com.au
Fax: (02) 9550 6201	ADN 41 584 433 100

REVISIONS	DATE	BY	CHKD

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ITEM (L) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table K1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Table K1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Reference	Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
T2017-00764	Tarrants Avenue and Richards Avenue, Eastwood	Install 10m of 'NO STOPPING' on both sides of Richards Avenue, east of the intersection with Tarrants Avenue.	Rule 170 Stopping at or near an intersection	End of August
T2017-00805	Tarrants Avenue and Rowe Street, Eastwood	Install 10m of 'NO STOPPING' west of Tarrants Avenue, south-west of intersection with Rowe Street	Rule 170 Stopping at or near an intersection	End of August
T2017-01002	Herbert Street and Linton Lane, West Ryde	Install 10 m of 'NO STOPPING' at the intersection of Herbert Street and Linton Lane.	Rule 170 Stopping at or near an intersection	End of August
T2017-00766	Anzac Avenue and Wattle Street, West Ryde	Install NO STOPPING at the intersection of Anzac Avenue and Wattle Street, West Ryde, to prevent travel lanes being blocked by parked vehicles.	Rule 170 Stopping at or near an intersection. Rule 208 Parallel parking on a road (except in a median strip parking area)	End of August
T2017-01020	Avon Road and Lorna Avenue, North Ryde	Install 10 m of 'NO STOPPING' at the intersection of Avon Road and Lorna Avenue, North Ryde.	Rule 170 Stopping at or near an intersection	End of August



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**ITEM (M) TIMED PARKING IN RESIDENTIAL AREA NEAR
MACQUARIE PARK**

REFERENCE: D16/110754 & T2016-01500
OFFICER: J BEGLEY

INTRODUCTION

This Item advises Ryde Traffic Committee and the Council of a forthcoming investigation into installing parking control measures for residential streets within walking distance of Macquarie Park business area, in the lead-up to the upcoming Northern Railway Line shutdown period.

CONTEXT

1. City of Ryde has received representation from residents of various streets, southwest of Epping Road requesting consideration be given to converting the existing unrestricted parking to timed parking.
2. An upcoming review of parking controls is scheduled for Sobraon Road.

REFERENCES

- [NSW] *Road Rules 2014* Rule 205 parking for longer than indicated
- RMS's *Permit Parking Schemes*

COMMUNITY ENGAGEMENT

Surveys will be distributed to local residents and businesses to determine the level of support for installing the proposed measures. Results of this consultation will be provided to Ryde Traffic Committee and the Council.

DISCUSSION

City of Ryde receives a large number of requests to install parking control measures to address the issue of on-street parking demand outweighing supply. These requests are increasing in residential streets within walking distance of Macquarie Park, southwest of Epping Road, as commuters are increasingly willing to walk further to park in unrestricted areas. The issue is also affecting local businesses and schools.

The problem is likely to be aggravated by the upcoming Northern Railway Line shutdown period. Although buses will replace trains during this period, it is likely that many commuters will change their mode of transport to driving.



Although there has been a previous reliance on Resident Parking Schemes and associated parking controls to address the issue, Council is now required by legislation to comply with the RMS's *Permit Parking Schemes*. A preliminary review of the parking permit criteria indicates that many residents who now have permits will not be entitled to them in future years.

To address the situation, City of Ryde is developing a parking strategy that will encompass all streets that are bound by Epping Road, Pembroke Road, Agincourt Road, Kent Road, Coxes Road and Pittwater Road. It is considered that this zone of streets is the upper boundary in which workers will be prepared to walk, in their endeavour to find unrestricted parking.

In the first instance, the parking strategy will review the parking needs of the most vulnerable sections of the community namely school children, hospitals, local medical centres. This review will centre on providing pick-up/drop-off zones along school frontages or local streets in close proximity to formalised pedestrian crossing facilities.

The strategy will then review whether residents in the above area are entitled to a resident parking permit under the now mandatory permit parking guidelines. If residents qualify then a scheme will then be developed for these residents.

Parking needs for local businesses and town centres will also be investigated to assess what changes are required for these areas to promote growth. This will centre on the provision of loading zones and mobility parking, with a range of time restricted parking periods proposed to address the parking needs of the varying clientele who access these businesses and town centres.

The Parking Plan will endeavour to address the parking needs of all sections of the community, and this community also includes workers from both the Macquarie Park and North Ryde Employment zones. It is considered that all streets or zones should equally bear the parking burden that everyday living places on our community. Thus, for example, a street might have two-hour parking controls on one side, whilst the other side would be unrestricted. Each and every area will have its own parking issues.

The streets in the above-mentioned area can generally be broken into three zones:

- streets located west of Herring Road,
- streets between Herring Road and Lane Cove Road, and
- streets between Lane Cove Road and Pittwater Road.

A Parking Plan will be developed for each area that will address the parking needs of all sections of the community. While local residents will be canvassed for their opinion and local knowledge of parking patterns, the eventual parking strategy for each area will be driven by the parking needs of the community.





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**ITEM (N) 2018/2019 BLACK SPOT PROGRAMME NOMINATIONS**

REFERENCE: T2017-01000
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has applied for grant funding, under the Australian Government's Black Spot Programme, to undertake the following crash-reduction measures:

- A Median Island Stop Treatment (MIST) in Cambridge Street at Victoria Road, Gladesville.
- Median Island Stop Treatments (MISTs) in Aeolus Avenue at Wolger Road / Eulo Parade, Ryde.
- A number of treatments in North Road between Alison Road and 40 m west of Longview Street, Eastwood, including:
 - a median island stop treatment on Alison Road, and
 - speed cushions on North Road.
- A number of treatments in Orchard Street, Terry Road and Ryedale Road, West Ryde, including:
 - a roundabout at the intersection of Orchard Road and Forster Street,
 - a roundabout at the intersection of Terry Road and Orchard Road,
 - upgrading the existing pedestrian crossing in Ryedale Road to a raised pedestrian crossing.

CONTEXT

Federal Blackspot Projects are 100% funded, while projects that are funded through the State Blackspot Program are 50% funded.

COMMUNITY ENGAGEMENT

Given that the projects do not affect any on-street parking, no consultation has been undertaken at this stage. Should the nominated projects prove successful the necessary consultation will be undertaken.

DISCUSSION

Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding these measures at dangerous locations, the programme reduces the risk of crashes. Programmes of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.



Prioritisation of funding is based on the crash history and associated cost to the Australian community compared to the life cost of the facility, providing a benefit-to-cost ratio for each project.

The Black Spot Programme makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan.

The following projects have been nominated in the City of Ryde:

- **Cambridge Street at Victoria Road**

A MIST to address turning movement crashes whilst also providing pedestrians a safe area to wait when crossing Cambridge Street. The estimated cost of this project is \$35,000, with a benefit-to-cost ratio of 12.6.

- **Aeolus Avenue at Wolger Road / Eulo Parade**

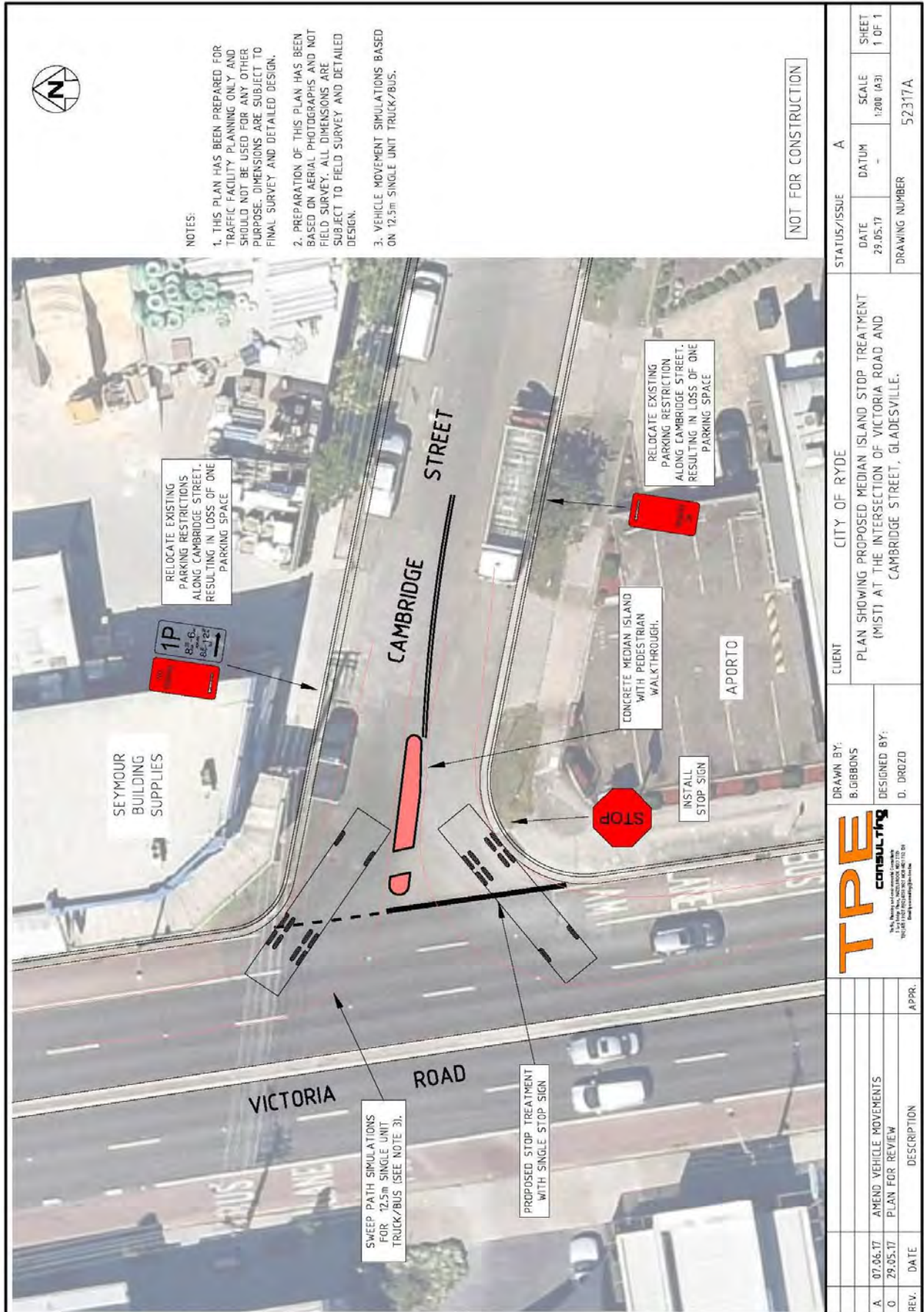
MISTs to address cross intersection and turning movement crashes, whilst also providing residents with a safe area to wait when crossing the road. The estimated cost of this project is \$50,000, with a benefit-to-cost ratio of 10.4.

- **600m black spot length in North Road between Alison Road and 40 m west of Longview Street**

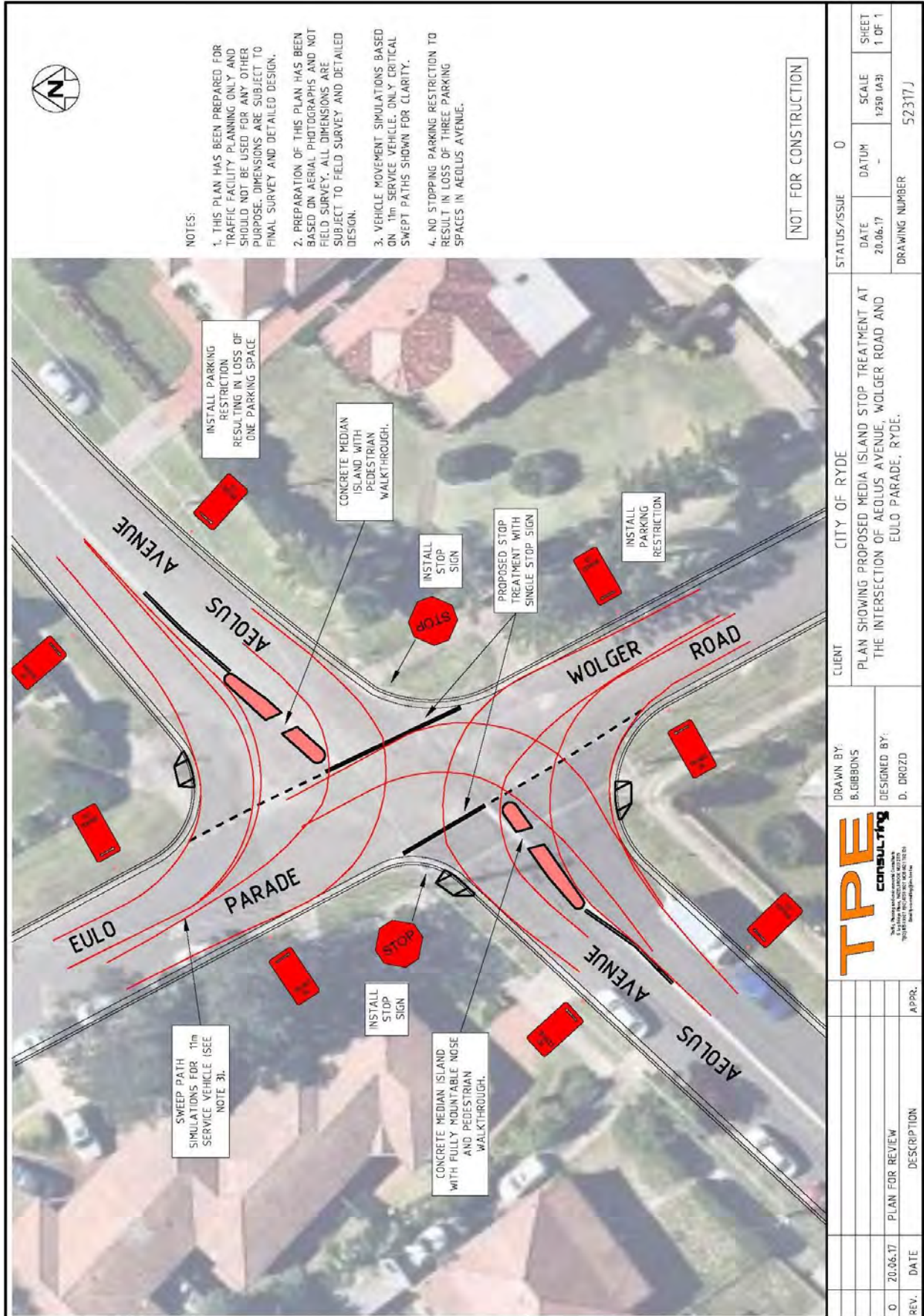
A number of treatments, including a MIST on Alison Road, and speed cushions on North Road. The estimated cost of this project is \$60,000, with a benefit cost ratio of 6.85.

- **250m black spot length in Orchard Street, Terry Road and Ryedale Road.**

A number of treatments, including a roundabout at the intersection of Orchard Road and Forster Street, a roundabout at the intersection of Terry Road and Orchard Road, and upgrading the existing pedestrian crossing in Ryedale Road to a raised pedestrian crossing. The estimated cost of this project is \$265,000, with a benefit cost ratio of 5.26.

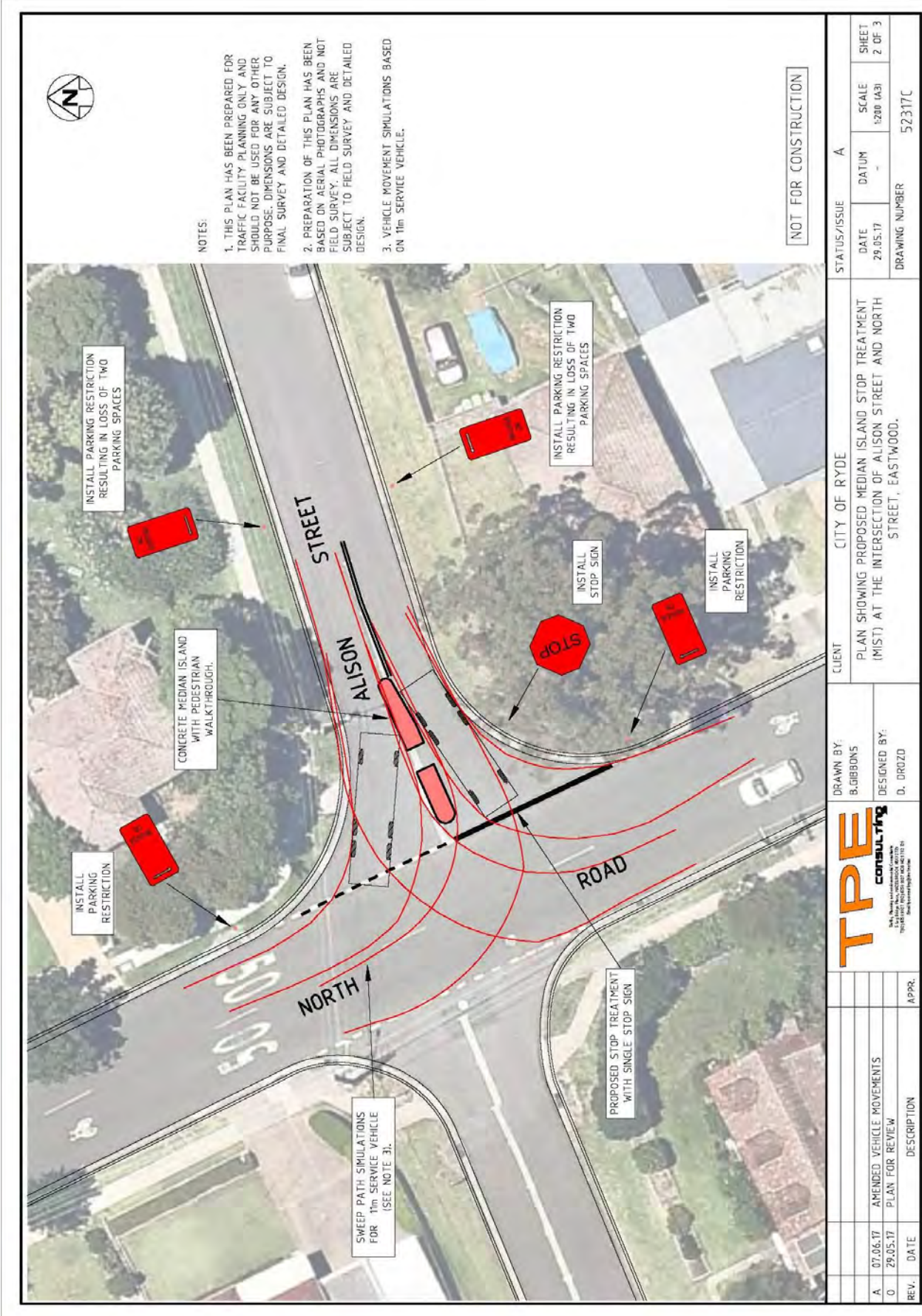


CLIENT CITY OF RYDE PLAN SHOWING PROPOSED MEDIAN ISLAND STOP TREATMENT (MIST) AT THE INTERSECTION OF VICTORIA ROAD AND CAMBRIDGE STREET, GLADESVILLE.		STATUS/ISSUE A	
DRAWN BY: B. GIBBONS		DATE 29.05.17	
DESIGNED BY: D. DROZD		DATUM -	
TPE CONSULTING <small>TPE CONSULTING PTY LTD 15/16, BERRY STREET, SYDNEY NSW 1587 TEL: 02 9550 2222 FAX: 02 9550 2224 Email: tpe@tpeconsulting.com.au</small>		SCALE 1:200 (A3)	
AMEND VEHICLE MOVEMENTS		SHEET 1 OF 1	
PLAN FOR REVIEW		DRAWING NUMBER 52317A	
REV.	DATE	DESCRIPTION	APPR.
A	07.06.17	AMEND VEHICLE MOVEMENTS	
0	29.05.17	PLAN FOR REVIEW	





REV.		DATE	DESCRIPTION	APPR.
0	29.05.17	PLAN FOR REVIEW		
<p>TPE CONSULTING <small>141, Newbold Street, Ryde NSW 2114 Tel: 02 9370 0000 Fax: 02 9370 0001 Email: info@tpeconsulting.com.au</small></p>				
DRAWN BY:		CITY OF RYDE		
B. GIBBONS		CLIENT		
DESIGNED BY:		PLAN SHOWING PROPOSED BLACKSPOT TREATMENT SITES		
D. DRZDZ		NORTH ROAD BETWEEN ALISON STREET AND LONGVIEW STREET, EASTWOOD.		
STATUS/ISSUE		DATE	DATUM	SHEET
0		29.05.17	-	1 OF 3
DRAWING NUMBER		52317C		



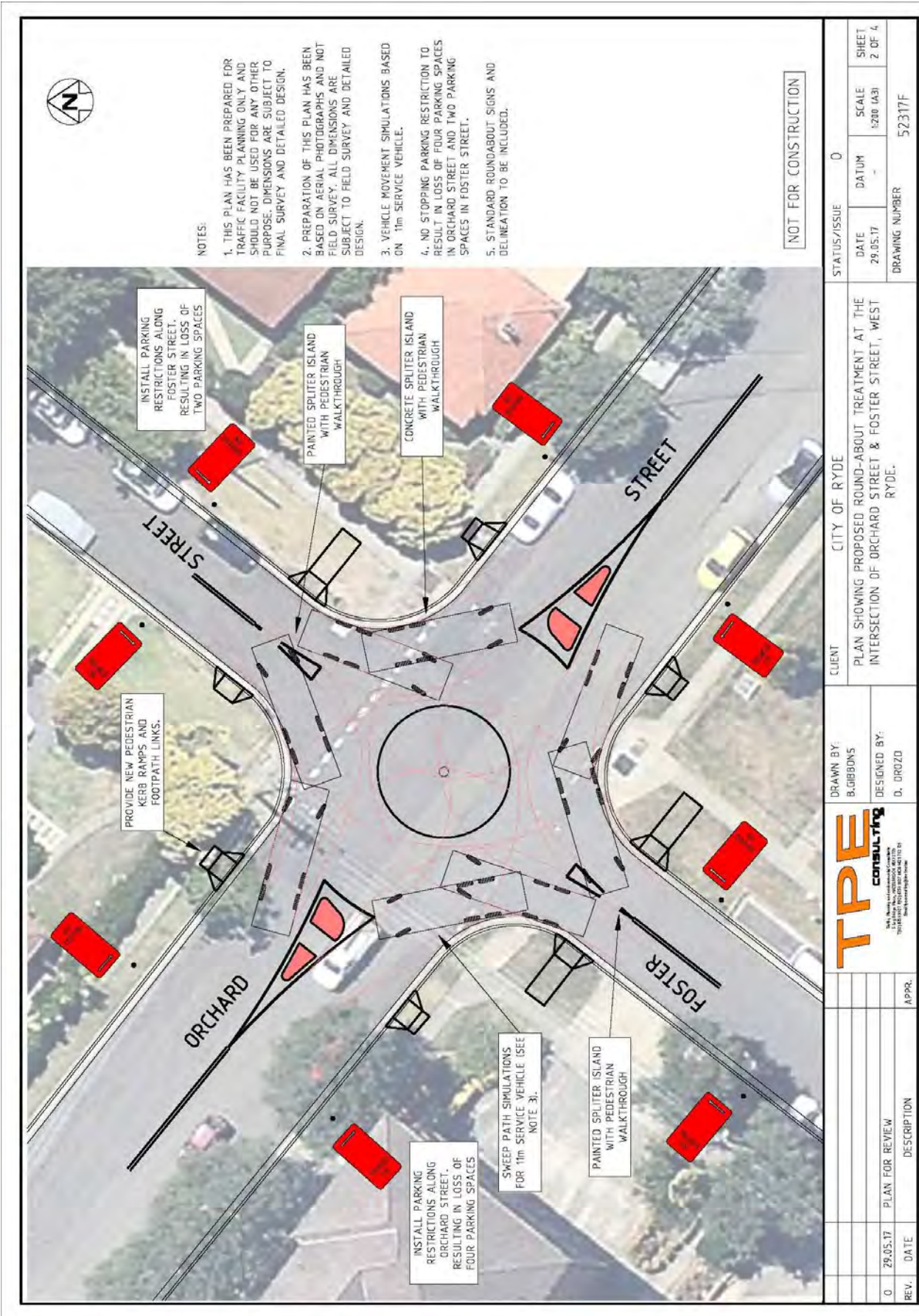




NOTES:
 1. THIS PLAN HAS BEEN PREPARED FOR TRAFFIC FACILITY PLANNING ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.

NOT FOR CONSTRUCTION

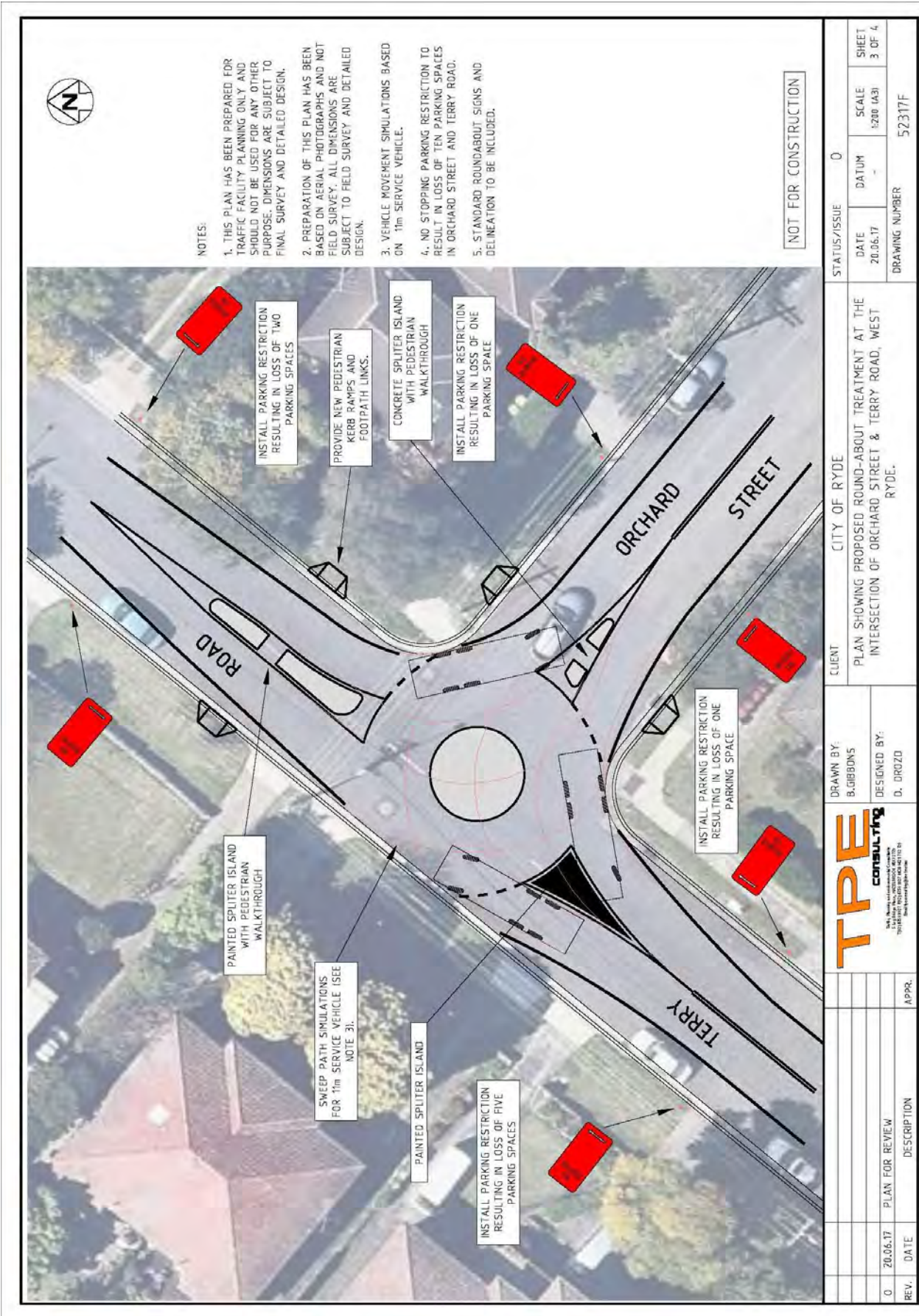
REV.		DATE	DESCRIPTION	APPR.
0	29.05.17	PLAN FOR REVIEW		
<p>TPE CONSULTING 141 Newbold Street, Ryde NSW 1513 Tel: 02 9370 4000 Fax: 02 9370 4001 www.tpeconsulting.com.au</p>				
DRAWN BY:		CITY OF RYDE		
DESIGNED BY:		PLAN SHOWING PROPOSED BLACKSPOT TREATMENT ORCHARD STREET, FORSTER STREET, TERRY ROAD AND RYEDALE ROAD, WEST RYDE.		
DRAWN BY:		STATUS/ISSUE	SCALE	SHEET
DESIGNED BY:		DATE	DATUM	2 OF 4
		29.05.17	-	1:200 (A3)
		DRAWING NUMBER	52317F	



- NOTES:
1. THIS PLAN HAS BEEN PREPARED FOR TRAFFIC FACILITY PLANNING ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.
 3. VEHICLE MOVEMENT SIMULATIONS BASED ON 11m SERVICE VEHICLE.
 4. NO STOPPING PARKING RESTRICTION TO RESULT IN LOSS OF FOUR PARKING SPACES IN ORCHARD STREET AND TWO PARKING SPACES IN FOSTER STREET.
 5. STANDARD ROUNDABOUT SIGNS AND DELINEATION TO BE INCLUDED.

NOT FOR CONSTRUCTION

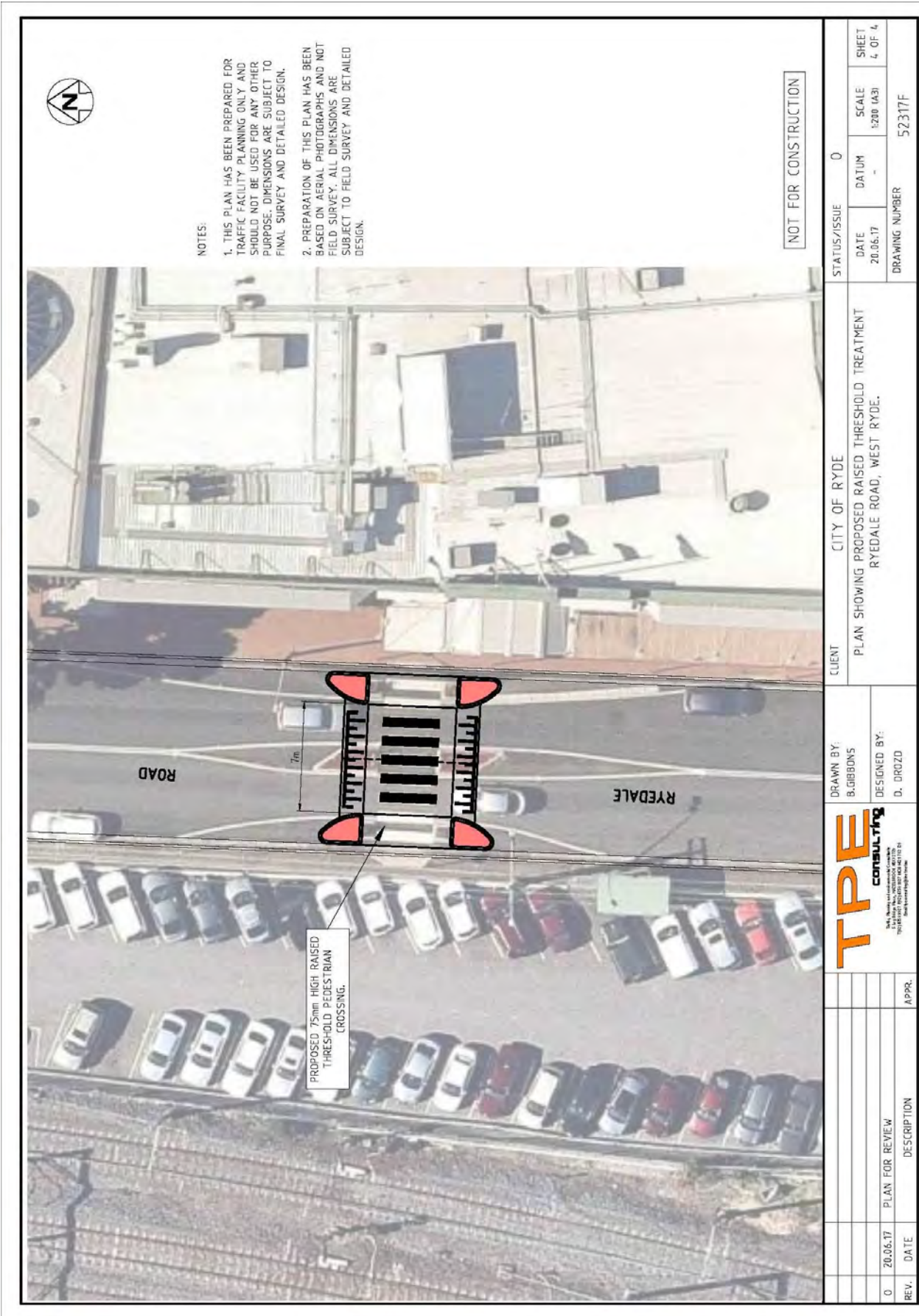
REV.	0	29.05.17	PLAN FOR REVIEW	APPR.	<p>TPE CONSULTING 141 New South Wales Highway Rydalmore NSW 1585 Australia Tel: 02 9370 0000 Fax: 02 9370 0001 Email: info@tpeconsulting.com.au</p>	DRAWN BY: B. GIBBONS DESIGNED BY: D. DRZDZ	CLIENT CITY OF RYDE PLAN SHOWING PROPOSED ROUND-ABOUT TREATMENT AT THE INTERSECTION OF ORCHARD STREET & FOSTER STREET, WEST RYDE.	STATUS/ISSUE 0	DATE	DATUM	SCALE	SHEET	
									29.05.17	-	1:200 (A3)	2 OF 4	
												DRAWING NUMBER	52317F



- NOTES:
1. THIS PLAN HAS BEEN PREPARED FOR TRAFFIC FACILITY PLANNING ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.
 3. VEHICLE MOVEMENT SIMULATIONS BASED ON 1m SERVICE VEHICLE.
 4. NO STOPPING PARKING RESTRICTION TO RESULT IN LOSS OF TEN PARKING SPACES IN ORCHARD STREET AND TERRY ROAD.
 5. STANDARD ROUNDABOUT SIGNS AND DELINEATION TO BE INCLUDED.

NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	APPR.
0	20.06.17	PLAN FOR REVIEW	
DRAWN BY: B. GIBBONS		DESIGNED BY: D. DRZDZ	
CLIENT CITY OF RYDE		PLAN SHOWING PROPOSED ROUNDABOUT TREATMENT AT THE INTERSECTION OF ORCHARD STREET & TERRY ROAD, WEST RYDE.	
STATUS/ISSUE 0		DATE 20.06.17	SCALE 1:200 (A3)
		DATUM -	SHEET 3 OF 4
		DRAWING NUMBER 52317F	



NOTES:
 1. THIS PLAN HAS BEEN PREPARED FOR TRAFFIC FACILITY PLANNING ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
 2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.

NOT FOR CONSTRUCTION

REV.	0	20.06.17	PLAN FOR REVIEW	APPR.
			DESCRIPTION	
DRAWN BY: B. GIBBONS		DESIGNED BY: D. DRZDZ		
CITY OF RYDE		PLAN SHOWING PROPOSED RAISED THRESHOLD TREATMENT RYEDALE ROAD, WEST RYDE.		
STATUS/ISSUE 0		DATE 20.06.17	DATUM -	SCALE 1:200 (A3)
		DRAWING NUMBER 52317F		SHEET 4 OF 4





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**ITEM (O) LANEWAY TREATMENT IN HERMITAGE LANE AND HERBERT LANE, WEST RYDE**

REFERENCE: CRM-1965619 & T2017-00787
OFFICER: H CHOUDHRY

INTRODUCTION

City of Ryde has received representation from residents with properties that access from Hermitage Lane and Herbert Lane, West Ryde, requesting consideration be given to provide better accessibility to driveways and garages in the local laneway network.

BACKGROUND

Residents with properties adjoining Hermitage Lane and Herbert Lane were consulted on a proposal to install 'NO PARKING' throughout the lane, except a small section of some five car spaces. Although the proposal was supported by the local residents and Ryde Traffic Committee, the Council had concerns regarding the impacts of removing parking from the laneway. Therefore, the Council resolved to:

That Council staff further investigate options for additional parking in Hermitage Lane and Herbert Lane, West Ryde, prior to being referred back to the Traffic Committee.

Therefore, Council is now installing linemarking (bow-tie) treatment and statutory 'No Stopping' linemarking in Herbert Lane and Hermitage Lane, West Ryde.

CONTEXT

1. Herbert Lane is a two-way road, with 4.1m wide carriageway, which runs between Herbert St and Hermitage Lane, West Ryde.
2. Hermitage Lane is a two-way road, with approximately 5.8m wide carriageway.
3. Unrestricted parking is provided in Herbert Lane and Hermitage Lane is generally at high occupancy.

REFERENCES

- [NSW] *Road Rules 2014* Rule 170 Stopping at or near an intersection.

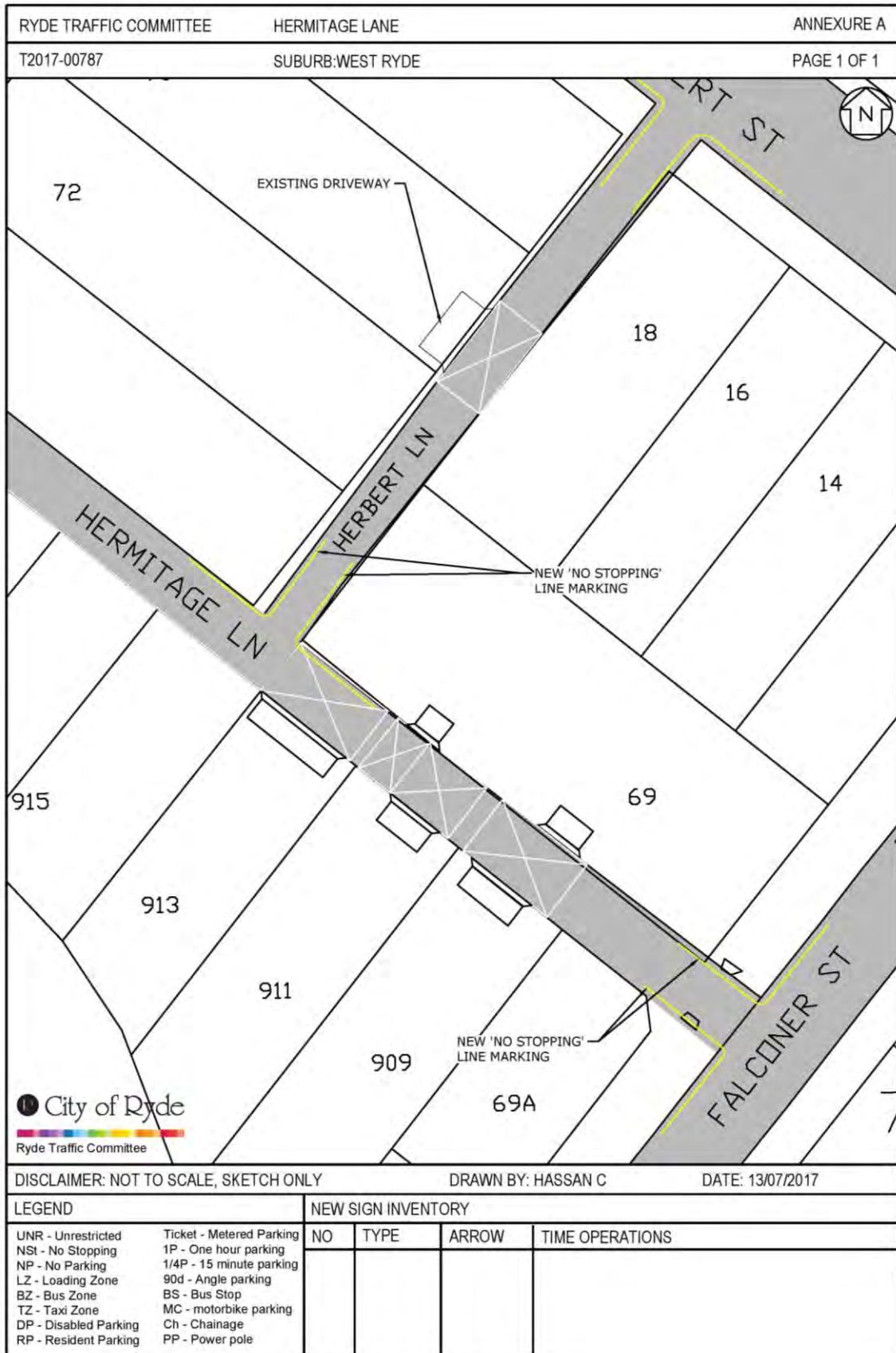
CONSULTATION

The occupants of thirteen surrounding properties were notified of the proposal.



DISCUSSION

The bow-tie linemarking and statutory 'No Stopping' linemarking will indicate drivers that the area is not suitable for parking. Bow-tie linemarking will provide better accessibility to driveways/garages and statutory 'No Stopping' will reinforce the Road Rules for parking at intersection and will improve safety at intersections, as shown in the attached plan.





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**ITEM (P) RIGHT TURN PHASE AT TRAFFIC SIGNALS IN EAST PARADE
AT RUTLEDGE STREET, EASTWOOD**

REFERENCE: D17/75725 & T2017-00832
OFFICER: P BASTAWROUS

INTRODUCTION

City of Ryde has received representation from the Eastwood Hotel requesting consideration be given to modifying the existing traffic lights, to provide a right-turn phase for southbound vehicles in East Parade at Rutledge Street, Eastwood.

DISCUSSION

City of Ryde is currently in discussion with the RMS's Network Operations, to determine the feasibility of providing a dedicated right hand turn phase in East Parade at the intersection of East Parade and Rutledge Street to assist the heavy right turn movement from East Parade to Rutledge Street.

A further update will be provided at the next Ryde Traffic Committee meeting.



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