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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 5 August, 2010	Page 1 of 42
File No:	COR2009/206	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Kim Woodbury, Group Manager – Public Works, City of Ryde.	

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The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

SECTION 2**ITEM 1****Paul Street, McGregor Street, David Avenue, North Ryde**

Request for one (1) hour parking

File Ref: D10/54403; COR2009/206

Council's Traffic Engineer – reports 28 July 2010**Report**

Councillor Nicole Campbell has made representation on behalf of resident of David Avenue, North Ryde, requesting increase in the timed parking restrictions in Paul Street, McGregor Street and David Avenue, North Ryde, from 2P Monday to Friday, 8 am to 6 pm (Permit holders excepted) to 1P Monday to Friday, 8 am to 6 pm.

Background

Council at its meeting on the 18 May 2010 resolved to adopt the following recommendation in respect of the report titled "ON-STREET PARKING – PAUL STREET, MCGREGOR STREET AND DAVID AVENUE, NORTH RYDE – Request for a Reduction in Timed Parking Restrictions" as follows:

- (a) That Council notes the information contained within this report.*
- (b) That Council does not vary the Zone 3 Resident Parking Scheme time restrictions.*
- (c) That the resident be advised of Council's decision.*

Paul Street, McGregor Street and David Avenue, North Ryde, are in the Zone 3 Resident Parking Scheme which limits on-street parking to two-hours Monday to Friday, 8 am to 6 pm. Residents of these streets are provided with two-permits to exempt them from the time restrictions, one affixed to a vehicle and the other for visitors. These restrictions are in force since December 2006.

The Macquarie Park Corridor Parking Study identified following:

There is also some evidence that the streets closest to Macquarie Park (eg Paul Street, Macgregor Street, Herring Road are still suffering from high parking demand as these streets are still relatively close to the core Macquarie Park business precincts and the Macquarie Shopping Centre and are therefore still attractive even for short stay (2 hour) parking for visitors to the area. Further reductions of the "non resident" parking time limits, eg to 1 hour instead of 2 hours, should therefore be considered for these streets."

Consideration

In the representation to Councillor Campbell the resident raises concern about illegal parking and requests the Group Manager to assess available options to provide a "good" outcome for the residents. The resident is of the opinion that 1P would make it much harder for people in the commercial area to leave their office and move their vehicles.

Paul Street, McGregor Street and David Avenue are Local Roads under Council’s Road Hierarchy. They are currently within the confines of a Zone 3 Resident Parking Scheme for the North Ryde precinct.

A majority of the vehicles parked in the above streets belong to Macquarie Park Business Corridor employees and due the nature of their employment are able to move their cars every couple of hours thereby generally complying with the time restrictions

In August 2009 an extensive investigation was conducted into the continued concerns raised and a survey conducted of all vehicles parked in Paul and McGregor Streets. David Avenue was not included in the survey due to the small number of vehicles parked in that street. The survey comprised of nine visits over six days. Of the 375 vehicles observed during the survey, 7 exceeded the 2P time limit.

Recently it has been observed that the people who work close to Epping Road do park their cars on above streets and change over every two hours.

Following the adoption of Macquarie Park Parking Study consideration should be given to converting streets adjacent to the Macquarie Park Business Precinct to 1P RPS, however such changes depart from the generally accepted 2P RPS which operates in ALL other applicable RPS that are currently in place within the City of Ryde. Therefore prior to rolling out any changes to the current 2P RPS, it is recommended that Council seeks the support of residents in Paul St, David Avenue and McGregor Street prior to any further consideration of a 1P parking scheme. That is, a residential survey be undertaken to confirm or otherwise that the responses confirming support of a 1P RPS must show an aggregate response rate for the affirmative (1P) of 51% or more (in support).

Option Analysis

Traffic management measure	Advantages	Disadvantage	Comments
Reduce time limit to 1P.	<ul style="list-style-type: none"> * Increased turnover in parking spaces. * Increased choice of parking spaces. * Possible reduction in on-street parking. 	<ul style="list-style-type: none"> * Increase vehicle movement. * Increased noise from vehicle movement. * Relocates vehicles to 2P area. * Reduced on-street parking tends to increase vehicle travelling speed. *Set precedent for other RPS. 	Additional resources required to enforce 1P limit.

No Parking, 2-sided, Permit holders exempted.	Removes non-resident vehicles.	*Discriminates against non-residents. *Relocates vehicles to 2P area. *Reduced on-street parking tends to increase vehicle travelling speed. *Set precedent for other RPS. * Breaches RTA mandatory guidelines.	Potential illicit trade in parking permits.
No Parking, 1-side only Mon – Fri, 8am – 6pm	Removes non-resident vehicles.	*Discriminates against non-residents. *Relocates vehicles to 2P area. *Set precedent for other RPS.	Disadvantages residents who have No Parking in front of their home.

The following observations below were noted onsite.

- Pedestrian bridge over Epping Road is located at Paul Street.
- It has been observed that commuters change location of their cars every two (2) hours in Paul Street and McGregor Street.
- Very few cars parked in David Avenue during recent inspections.

RECOMMENDATION:

- (a) That Council approve 1P parking in Paul Street, McGregor Street and David Avenue subject to a minimum of fifty one percent (51%) or clear majority of those surveyed in any street or section of a street must be in favour of the scheme.
- (b) That the Regulatory Services be requested to carry out survey of residents of Paul Street, McGregor Street and David Avenue for the proposed changes to the existing parking restrictions.
- (c) That the Council rangers be requested that the parking restrictions in Paul Street, McGregor Street and David Avenue be enforced upon changes of parking restriction from 2P to 1P.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3**ITEM 2****Waterview Street, Putney**

Trailer parking at Kissing Point Park and Bennelong Park, Putney

File Ref: D10/44131 and D10/27158

Council's Traffic & Transport Planner – reports 16 July 2010**Report**

A request has been received from local residents for additional trailer boat parking in Kissing Point Park and Bennelong Park, Putney.

Background

The residents explain that both parks are very popular and attract both boating and picnickers' who compete for the available parking spaces within the Parks. During busy times picnickers' are stack parking in the formed trailer boat parking bays.

Consideration

Council has recently improved the parking arrangement in Kissing Point Park and Bennelong Park. Kissing Point Park contains 41 car/trailer spaces and Bennelong Park contains 22 car spaces in Yaralla Road. At present there are no parking restrictions.

Parking is generally available in the adjoining Road network; Waterview Street, Charles Street and Douglas Street, although in the past there has been some resistance from local residents to recreational parkers occupying on-street parking.

At present parking surveys have not been carried to verify the demand and usage of the parking in Kissing Point Park and Bennelong Park. A weekday and weekend parking survey is needed to determine whether or not consideration should be given to implementing parking controls.

A site inspection shows that there is no additional space in these Parks to provide additional parking without encroaching into the Park's domain. Such encroachment would not be supported due to the loss of green space and the environmental impacts.

RECOMMENDATION:

That Council staff undertakes weekday and weekend parking demand surveys in Kissing Point Park, Bennelong Park, Putney and neighbouring streets to gauge the demand and usage of these parking areas before further consideration is given to whether or not parking controls should be implemented.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3

ITEM 3

Doomben Avenue, Eastwood

Extension of parking space and provision of restricted parking

File Ref: D10/35794

Council’s Traffic & Transport Planner – reports 16 July 2010

Report

Council has received written correspondence from the daughter of a local elderly resident who lives in Doomben Avenue requesting an extension to the parking at the southern end of Doomben Avenue and the provision of restricted parking because parking is required for short-term visitors like doctors and nurses attending the elderly that live in the neighbouring unit buildings.

Background

The southern end of Doomben Avenue has a narrow carriageway that measures 6m wide with a traffic lane in each direction. Recently Council re-constructed the southern side of Doomben Avenue between Ball Street and the railway corridor to improve the conveyance of surface runoff and reduce the transport of sediment into the existing storm water channel. The improvement works has formalised 8 unrestricted on-street car parking spaces.

Consideration

The southern end of Doomben Avenue is located within close walking distance to Eastwood Railway Station and this location is likely to attract commuter parking. In accordance with current practice a parking survey was undertaken between the 20-22 July at the southern end of Doomben Avenue to assess and confirm the demand for parking. The results are outlined in the following table.

Doomben Avenue		
Ball Street to Railway Corridor		
Date	Time	Total Number of Spaces - 8
		Summary
20/07/2010	9:00am	7
Tuesday	1.30pm	7
	3:35pm	7
21/07/2010	9:35am	6
Wednesday	1.00pm	6
	4.10pm	7
22/07/2010	9:00am	5
Thursday	12:15pm	7
	4.10pm	7
	3-Day Ave	7 (87%)

On-street parking is a valuable convenience for local residents and commuters. Council's practice is to maintain a balance of on-street parking for all road users. The parking survey indicates that there is on average 1 space available, although utilisation rates are high.

At the southern end of Doomben Avenue, the kerb and gutter and eastern boundary of the railway corridor forms a verge area. At present when vehicles park in this area they are liable to be fined for parking illegally. Council has completed its programmed works in Doomben Avenue and has no additional funds to extend parking. In addition to the 8 spaces in Doomben Avenue Council has provided an additional 42 car parking spaces in Eastwood.

Parking restrictions are not warranted.

RECOMMENDATION:

That Council not introduce parking restrictions in the southern end of Doomben Avenue between Ball Street and the railway corridor.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3**ITEM 4****Miriam Road, Denistone**

Poor sight distance in Miriam Road at bend opposite house No's 10 and 12

File Ref: CRM - 1170747 - ID 246835

Council's Traffic & Transport Planner – reports 16 July 2010**Report**

Council has received a request from a resident of Miriam Street raising concern about the poor sight distance at the bend in Miriam Road opposite house No's 10 and 12 which is further restricted by vehicles parking on the inside of the bend.

Consideration

Miriam Road is a local undivided road that provides alternative access between Denistone railway station and West Ryde shopping village. The carriageway has a measured width of 9.70m to 11.2m which allows kerb side parking lanes and a traffic lane in each direction.

The vertical alignment is straight with a constant gradient of about 5 percent that falls towards the south. The horizontal alignment is connected by a short radius curve/bend of less than 50m.

Residential houses on the western side of Miriam Road are located around the external radius of the bend and on the eastern side Reserve Park borders the inside radius.

Observations on site indicate that motorists are parking adjacent to the Park along the eastern side of Miriam Road up to and around the bend, opposite house No's 10 and 12. The parked vehicles are infringing on the already poor line of sight through the bend. The parked vehicles are also forcing southbound drivers to encroach into the opposing northbound traffic lane, potentially bring oncoming vehicles into a conflict.

The proposed treatment in this situation is the implementation of "No Stopping" restrictions on the inside of the bend and double barrier lines that would maintain parking in front of residential properties while providing a traffic lane in each direction.

The proposed treatments are shown in the **ATTACHMENT REPORT**.

RECOMMENDATION:

- (a) That No Stopping restriction be installed along the inside of the bend in Miriam Road opposite house No's 10 and 12.
- (b) That double barrier lines be installed at the bend in Miriam Street that maintains parking in front of the residential properties while providing a minimum 3m wide traffic lane in each direction.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3

ITEM 5

COX’S ROAD, NORTH RYDE

Relocation of Existing Bus Stop Southeast of Blamey Street
 File Ref: D2010/0038463, D10/37700, D10/37797 and D10/10981

Council’s Traffic & Transport Planner – reports 16 July 2010

Report

Council has received representation from Sydney Buses requesting that Council consider relocating the existing bus zone outside No. 153 and 147-151 Cox’s Road, North Ryde to a position immediately southeast of Blamey Street, North Ryde.

Background

The Ryde Traffic Committee on the 24 June, 2010 considered the proposal to relocate the existing bus zone and recommended the following:
“That Sydney Buses undertake community consultation with the affected residents; No.1 Blamey Street and No’s 155, 153, 151-147, 145 Cox’s Road. The results of the consultation are to be referred back to the next Ryde Traffic Committee for further consideration”.
 Council resolved to adopt the recommendation on 20 July, 2010.

Consideration

The existing and new position of the bus zone is shown in the **ATTACHMENT REPORT**.

Results of Consultation Survey carried out by Sydney Buses

Consultation letters have been distributed to the 5 affected residents; No.1 Blamey Street and No’s 155, 153, 151-147, 145 Cox’s Road. The consultation period closed on Friday 23 July, 2010, and 3 of the 5 residents consulted, replied.

**Sydney Buses Survey Result Cox’s Road, North Ryde
 Proposed Relocaton of Bus South East of Blamey Street**

Proposal	Response
Support relocating the existing Bus Zone from its current position outside No’s 151 - 153 Cox’s Road to a position closer to Blamey Street outside No. 155 Cox’s Road	2
Status Quo (No change to existing on-street parking and relocation of the Bus Zone closer to Blamey Street)	1
Undecided	-
Awaiting/No Reply	2

The majority of the residents that responded support relocating the existing Bus Zone from its current position outside No’s 151 -153 Cox’s Road to a position closer to Blamey Street outside No. 155 Cox’s Road

RECOMMENDATION:

That the existing bus zone outside No. 153 and 147-151 Cox's Road, North Ryde be relocated to a position closer to Blamey Street outside No. 155 Cox's Road, North Ryde.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3**ITEM 6****BUFFALO ROAD, RYDE**

Request for on-street disabled parking space

File Ref: D10/27852, D2010/0036196

Council's Traffic & Transport Planner – reports 28 July 2010**Report**

Council has received a request from the resident at 103 Buffalo Road, Ryde for an on-street disabled parking space outside the property. The resident is elderly and confined to a wheel chair. The resident's son explains that it is very difficult for carer's to manoeuvre the wheel chair to and from a vehicle parked on-site because the driveway gradient is steep and there is restricted access to convenient on-street parking outside the property because of the high demand for on-street parking at this location.

Background

The Ryde Traffic Committee on the 24 June, 2010 considered the request for a Disabled on-street parking space outside 103 Buffalo Road, Ryde and recommended the following:

"That Council take no action to convert part of the unrestricted parking along the frontage of No. 103 Buffalo Road to a Disabled parking space." Council resolved to adopt the recommendation on 20 July, 2010.

Further information has been provided to Council's staff and the request should be re-considered on compassionate grounds.

Consideration

The Australian Road Rules permit the establishment of prescribed parking zones such as disabled parking zones on public roads. A disabled parking zone is identified by the use of the R5-1-3 sign.

The current practice is to provide on-street disabled parking space where it can be verified:

- manoeuvrability on-site is difficult because of steep access gradients
- there is a high demand for on-street parking
- the applicant provides a current medical certificate or similar
- the warrant for the disabled parking zone is reviewed annually by Council's Traffic Engineer.

Council staff has inspected the property access. It is agreed that wheel chair access up and down the driveway would be difficult.

Further investigation revealed that Sydney Buses, Buffalo Road Depot employees park in Buffalo Road once their on-site car parks are full. The peak parking demand periods are 7:00am to 10:30am and 2:00pm to 7:00pm. A revised parking survey is being carried out over the period 26-30 July, 2010. The results will be made available to Traffic Committee members

at the meeting. Observations indicate that there is a high demand for on-street parking in Buffalo Road between house No. 107 and Cressy Road

The resident has provided sufficient evidence of their disability.

Under these circumstances the disabled parking space is considered warranted.

RECOMMENDATION:

That Council approves the installation of the 6m long Disabled Parking Zone outside 103 Buffalo Road, Ryde with the location to determined on-site with the applicant. The warrant for the disabled parking space is to be reviewed annually.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 3**ITEM 7****Badajoz Road, North Ryde**

Relocate existing Bus Zone

File Ref: D10/46329; COR2009/206

Council's Traffic Engineer – reports 19 July 2010**Report**

Council has received correspondence from the Regional Traffic and Services manager of the State Transit requesting that the existing bus stop and bus zone at No.64 Badajoz Road be relocated to No. 31 Twin Road for operational reasons.

Consideration

Badajoz Road and Twin Road are collector roads under Council's Road hierarchy. The carriageway width is some 11 metres (kerb to kerb) for Badajoz Road and 9 metres (kerb to kerb) for Twin Road which facilitates on-street parking (both sides) which is currently unrestricted except outside East Ryde Public School.

There is a crossing outside school access point in Badajoz Road which is controlled by school supervisor. A marked pedestrian crossing is located in Badajoz Road near the roundabout. Also a raised marked crossing is located outside school in Twin Road which is 120 metres east of Badajoz Road.

An on-site inspection undertaken on 21 July 2010 and 22 July 2010 that indicated that congestion does occur at roundabout during morning and afternoon school peak pick up/drop off times along both Badajoz Road and Twin Road. The 506 bus route which runs along both Badajoz Road and Twin Road is being delayed due to this congestion in peak periods.

The STA has requested to relocate the existing bus stop from outside No 64 Badajoz Road to No. 31 Twin Road along commercial property frontage which is currently vacant land. The existing bus stop in Badajoz Road once relocated will be converted to unrestricted parking.

It is recommended that Council supports the relocation of the existing Bus Stop outside No 64 Badajoz Road to No. 31 Twin Road (east of Badajoz Road). Council approves a Bus Zone of 20 metres from the existing No Stopping sign located in Twin Road.

RECOMMENDATION:

- (a) That Council approves the request to relocate the existing bus stop from the outside of No. 64 Badajoz Road to No. 31 Twin Road.
- (b) That Council approves 20 metres of Bus Zone along Twin Road immediately east of existing No Stopping zone which is located on the northern side of the road.

Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Anthony Ogle
Manager – Access**

**Harry Muker
Senior Traffic Engineer**

**Kim Woodbury
Group Manager – Public Works**

SECTION 3**ITEM 8****Potts Street, Ryde**

Kiss and Drop Zone

File Ref: D10/45895; COR 2009/206

Council's Traffic Engineer – reports 19 July 2010**Report**

Mr Anthony Roberts MP, Member for Lane Cove and Councillor Roy Maggio, Deputy Mayor, received representation from the assistance Principal of St Charles Primary School for a temporary "Kiss and Drop" zone in front of school along Potts Street up to twelve (12) months.

Consideration

Potts Street is classified as a local road under Council's road hierarchy with a carriageway width of 10 metres kerb to kerb and parking is allowed on both sides with two (2) travelling lanes in each direction.

EXISTING ON-STREET PARKING RESTRICTIONS ALONG POTTS STREET

PARKING RESTRICTIONS ON POTTS STREET FRONTING SCHOOL IS 15 MINUTE PARKING (8AM-9.30AM; 2.30PM-4PM, SCHOOLDAYS).

PROPOSED ON-STREET PARKING RESTRICTIONS ALONG POTTS STREET

NO PARKIN ZONE BETWEEN 8AM-9AM, SCHOOL DAYS AND 15 MINUTE PARKING FROM 2.30PM – 4PM, SCHOOL DAYS.

The following observations below were noted onsite (1 and 2 July 2010):

- Access for students to Potts Street from within the school compound is permitted as student ingress/egress is also available from Fredrick Street, Charles Street and Victoria Road.
- Parents do park in Potts Street on the eastern side and cross the road to access school on the western side.
- Parents park on the western side of Potts Street to drop school children and undertake "U" turn before the intersection of Victoria Road to travel south.
- It has been observed that a number of parents undertake U-turns along Potts Street when parking is not available outside the school.

A review of the onsite observation suggests that this site has merit to introduce "Kiss and Drop" zone during the AM peak to facilitate quick turn around for cars which will eventually accommodate more parents to drop their children safely. As indicated in the letter by the Principal

this zone will be temporary for twelve (12) months or until the renovations of the school are complete.

It is recommended to approve “Kiss and Drop” zone along the western side of Potts Street between 8am to 9am, School Days and 15 Minute parking during 2.30pm and 4pm, School Days.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) accident database for the five (5) year period 2004 to 2008 indicates that there have been no incidents recorded along Potts Street close to St Charles Primary School.

RECOMMENDATION:

- (a) That Council has circulated this matter to RTA and Police for concurrence and no objections were received.
- (b) That Council approve “No Parking zone (8am-9am, school days) and 15 Minute parking (2.30pm-4pm, School Days) along the western side of Potts Street south of Victoria Road.
- (c) That Council approves supplementary blue and white “Kiss and Ride” signs mounted on top of the No Parking signs along Potts Street.
- (d) The existing parking restrictions along Potts Street be reviewed after the completion of renovation of the St Charles Public School.
- (e) That the applicants be advised of Council’s decision.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 4

ITEM 9

Crimea Road, Marsfield
 Speeding traffic
 File Ref: D10/23742; CRS2008/421

Council’s Traffic Engineer – reports 19 July 2010

Report

Council has received correspondence from the Strata Manager of No. 140-148 Crimea Road requesting that Council reconsider the previous request for a speed hump as traffic speed recorded are in excess of the posted speed limit of 50 km/hr.

Background

Council at its meeting on the 28 July 2009 resolved to adopt the following recommendation in respect of the report titled “Crimea Road, Marsfield – Request for Speed hump” as follows:

- (a) *That no action be taken to install speed hump on Crimea Road at this stage.*
- (b) *That the NSW Police be requested to enforce speeding vehicles on Crimea Road during evening peak hours.*

Consideration

Crimea Road is a local under Council’s road hierarchy and carries an AADT of 1440 vehicles/day. The carriageway width is some 12 metres (kerb to kerb) which facilitates on-street parking which is currently unrestricted for the full length of Crimea Road on both sides.

The traffic composition is mainly local traffic access residential properties. The functional usage of Crimea Road is consistent with the type of traffic the road is designed to carry. Epping High School is located on the eastern side and has no vehicular access from Crimea Road.

Council has undertaken a re-survey and the table below summarised the findings of the survey:

Crimea Road south of Waterloo Road	19 May 2009 to 27 May 2009	22 July 2010 to 28 July 2010
7-DAY AVERAGE VEH/DAY	1438	
5-day average veh/day	1354	
85% speed – km/hr	77	
Peak hour volume		
AM (7am – 8am)	113	
PM (5pm – 6pm)	120	
Southbound (7-day)	718	
Northbound (7-day)	720	

** Traffic survey results will be submitted at the meeting.

The posted speed limit is 50 km/hr on Crimea Road.

Above table indicates that traffic volume on Crimea Road is below the RTA threshold of 2500 vehicles per day on residential streets. The 85 percentile speed on Crimea Road is recorded as 77 km/hr in 2009 which is mainly due to the steep gradient in both.

It is recommended that a dynamic electronic VMS sign be placed along Crimea Road for a period of two (2) weeks to advise motorists of the speed and to encourage compliance with the posted speed limit of 50 km/hr in conjunction with advisory signage that the NSW Police patrol this area.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) accident database for the four (4) year period 2005 to 2008 indicates that there have been two (2) incidents along Crimea Road.

Accident Year	No of Accidents	RUM Code
2005	0	Not Applicable
2006	1	71
2007	0	Not Applicable
2008	1	21

Note on "RUM" codes

- >> RUM 21: Right thru;
- >> RUM 71: Left Off Carriageway into Object;

RECOMMENDATION:

- a) That no action be taken with regards to the request to install speed hump along Crimea Road.
- b) That Council's Road and Community Officer list Crimea Road on a road safety program to mitigate speeding through the use of a dynamic electronic VMS sign that measure speed of vehicles.
- c) That signs be installed advising motorists that NSW Police Services undertake speeding enforcement in this area.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 4

ITEM 10

Wharf Road, Melrose Park.

Trucks speeding

File Ref: D10/50136, CRS2007/270

Council’s Traffic Engineer – reports 19 July 2010

Report

Ms Maxine McKew MP, Member for Bennelong has made representation on behalf of a resident of Wharf Road requesting to investigate trucks speeding in Wharf Road and apply compression breaks.

Consideration

Wharf Road is a collector road under Council’s Road Hierarchy and is approximately 12 metres wide (kerb to kerb). Wharf Road is boundary between Ryde and Parramatta. Eastern section is residential and western section of Wharf Road is industrial. Trucks are using Wharf Road to access industrial area on the western side.

Council has undertaken a traffic survey along Wharf Road near Taylor Avenue and the table below summarises the findings of the survey:

Ashburn Place between Wharf Road and Pearson Street	22 July 2010 to 28 July 2010
7-day average veh/day	
5-day average veh/day	
85% speed – km/hr	
Peak hour volume	
AM (8am – 9am)	
PM (5pm – 6pm)	

**Traffic survey results will be submitted at the meeting

Above table indicates the volume of traffic according to its classification and speed limit recoded as xx km/hr.

It is recommended that an advisory signs be installed in Wharf Road indicating ‘LIMIT USE OF COMPRESSION BREAKS” on the eastern side and Parramatta City Council be requested to install similar sign on the western side of Wharf Road.

The following observations below were noted onsite.

- Taylor Avenue forms T intersection with Wharf Road with no signs or lines.
- It is regular bus route along Taylor Avenue.
- Trucks use Wharf Road for access to the industrial area west of Wharf Road.
- There is existing Giveaway signs and line marking at Hope Street intersection with Wharf Road.
- Speed limit of Wharf Road is 50 km/r and 40 km/hr during school peak hours outside Melrose Primary School.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the four (4) year period 2005 to 2008 indicates that there have been one (1) accident reported along Wharf Road near Taylor Avenue.

RECOMMENDATION:

- (a) That Council approve advisory sign indicating to truck drivers to "LIMIT USE OF COMPRESSION BREAKS" on the eastern side of Wharf Road.
- (b) That Parramatta City Council be requested to install similar warning sign on the western side of Wharf Road south of Victoria Road.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 5**ITEM 11****Pittwater Road, Gladesville**

Request of a pedestrian crossing – marked or signalised

File Ref: D2010/0046491

Council's Traffic & Transport Planner – reports 16 July 2010**Report**

Council has received a written request from a resident for a pedestrian crossing marked or signalised across Pittwater Road between Venus Street and Harvard Street, Gladesville.

Consideration

Pittwater Road is classified as a regional road with a carriageway width of approximately 12 metres kerb to kerb. Pittwater Road centre line forms the common boundary with Hunters Hill Council.

The RTA Interim Guide to Signs and Markings (Section 4.17-3) stipulates the following when determining if a 'marked' foot crossing is warranted:

Warrant – Marked Pedestrian Crossing

In each of three (3) separate one (1) hour periods in a typical day:

- i. The pedestrian flow/hour (P) crossing the road is greater than or equal to 30 and;
- ii. The vehicle flow/hour (V) through the site is greater than or equal to 500 and;
- iii. The product PV is greater than or equal to 60,000.

However, if the crossing area is predominantly used by children or the elderly the following reduced warrant may apply:

Warrant – Signalised Pedestrian Crossing:

In each two (2) separate one (1) hour periods immediately before and after school hours on a typical school day:

- i. The pedestrian flow/hour (P) crossing the road is greater than or equal to 30; and
- ii. The vehicle flow/hour (V) through the site is greater than or equal to 200

The warrant for pedestrian actuated signalised pedestrian crossing would require greater pedestrian and vehicle volumes than for a marked pedestrian crossing.

An onsite audit was undertaken from 20 to 22 July, 2010 after the school holidays to ensure that the counts are representative of the typical weekday pedestrian and traffic movements. The audit of the pedestrian and vehicle movements are summarised in the following table:

Pittwater Road Pedestrian and Traffic Count					
Zone A – southwest of Harvard Street; Gladesville Zone B - northeast Harvard Street, Gladesville					
Date	Time	Vehicle Traffic (no of vehicles)		Pedestrian Movement (no of persons)	
		Westbound	Eastbound	Zone A	Zone B
Tuesday 20th of July, 2010	8:00pm - 9:00pm	258	161	9	8
	12:30pm – 1:30pm	307	201	11	4
	3:30pm - 4:30pm	342	226	10	4
Wednesday 21st of July, 2010	8:00pm - 9:00pm	313	234	6	13
	12:30pm – 1:30pm	246	296	15	12
	3:30pm - 4:30pm	366	251	9	17
Thursday 22nd of July, 2010	8:00pm - 9:00pm	300	261	6	11
	12:30pm – 1:30pm	224	278	8	6
	3:30pm - 4:30pm	402	292	4	10

A review of the data collected in conjunction with the onsite observations suggests that this site has not met the RTA warrants for a marked pedestrian or pedestrian actuated signalised pedestrian crossing at this site because low pedestrian movements were recorded.

The intersection of Pittwater Road and Vensus Street is controlled by a single lane roundabout. The approach splitter islands in Pittwater Road form pseudo pedestrian refuges which allow pedestrians to cross Pittwater Road in stages.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) accident database for the five (5) year period 2003 to 2008 indicates that there have been two pedestrian incidents recorded; one just southwest of Harvard Street and the other northeast between Harvard Street and Venus Street.

Year	Total	Non-injury	Injury	Fatal	RUM/Comments
2003	0	0	0	0	
2004	2	0	1	1	pedestrian, near side
2005	0	0	0	0	
2006	0	0	0	0	
2007	0	0	0	0	
2008	0	0	0	0	

>> RUM 00 Pedestrian, near side

RECOMMENDATION:

- (a) That Council take no action to install a “marked” pedestrian crossing or pedestrian actuated signalised pedestrian crossing in Pittwater Road, between Harvard Street and Vensus Street, Gladesville.

(b) That Council advise Hunters Hill Council that Ryde LTC doesn't support the provision of a "marked" pedestrian crossing or pedestrian actuated signalised pedestrian crossing in Pittwater Road, between Harvard Street and Vensus Street, Gladesville, as the RTA warrants are not met.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 6**ITEM 12****Andrew Street, Melrose Park**

Angled Slow Points

File Ref: D10/55072

Council's Senior Traffic Engineer – reports 29 July 2010**Report**

Cr Nicole Campbell has received representations following a community meeting on the 17 July 2010 concerning the Slow Points along Andrew Street, Melrose Park that were part of the 2009 Auslink National Black Spot program. A number of residents in Andrew Street would like the Ryde Traffic Committee to review the facility onsite with a view of looking at alternative traffic management options.

Background

Council received confirmation on the 7 April 2009 from the RTA that funding for two (2) slow points along Andrew Street, Melrose Park was successful in receiving Federal Funding for its construction (100%).

Council at its meeting on the 17 November 2009 resolved to adopt the following recommendation in respect of the report titled "Andrew Street, Ryde & Badajoz Road / Callaghan Street, East Ryde – National Black Spot Remediation Projects", as follows:

- (a) That Council notes the information and Concept Plan Design contained within this report.
- (b) That Council approves the traffic facilities for Andrew Street, Slow Points subject to the final detailed design.
- (c) That Council not proceed with a roundabout at Badajoz Road / Callaghan Street.
- (d) That a further report be provided on safety measures at Badajoz Road / Callaghan Street.
- (e) That the residents of Badajoz Road / Callaghan Street be consulted with regard to proposed measures.

Consideration

An onsite meeting has been scheduled for the 5 August 2010 at 9:30am before the commencement of the Ryde Traffic Committee meeting to liaise with the residents in Andrew Street as to their concerns. The issues raised will then be discussed at the Committee meeting to formulate a way forward, if possible.

A copy of the resident's submission is detailed in the **ATTACHMENT REPORT**.

RECOMMENDATION:**Submitted for the consideration of the Committee**

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 6**ITEM 13****Princes Street, Ryde**

Pedestrian Refuge

File Ref: D09/108861; D09/117469

Council's Traffic Engineer – reports 19 July 2010**Report**

To seek the support of the Traffic Committee on Council's updated Pedestrian Refuge and kerb blisters in Princes Street north of Blaxland Road.

Background

Council at its meeting on the 18 May 2010 resolved to adopt the following recommendation in respect of the report titled "Princes Street, Ryde – Request for a Pedestrian Crossing" as follows:

That Council approve the construction of a pedestrian refuge in Princes Street at the Blaxland Road intersection, in accordance with the detailed design sketch, subject to design templates for 12.5 metre buses being cast over the intersection for turning movements into Princes Street from Blaxland Road being met.

Consideration

Princes Street is a local road under Council's Road Hierarchy and is approximately 20.0 metres wide (kerb to kerb). Ryde Park and bus stop located in Blaxland Road and this section of Princes Street is busy with traffic movements by traffic and buses. It is difficult for elderly pedestrian to cross wide Princes Street.

It has been decided that narrowing of Princes Street at Blaxland Road is preferred to a marked crossing. Investigation was carried out in the past in relation to the required warrants for the marked crossing in Princes Street.

A concept drawing is detailed in the **ATTACHMENT REPORT**.

The following observations below were noted onsite.

- Pedestrian sight lines are obstructed when bus is parked outside childcare centre for change over purpose.
- No protection for elderly pedestrians while crossing wide Princes Street at Blaxland Road.
- Buses are tuning in and out of Princes Street and make 'U' turn in Princes Street.
- The STA use kerbside on both sides of Princes Street for change over of drivers seven days a week.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the four (4) year period 2005 to 2008 indicates that there have been no accidents reported along Princes Street near Blaxland Road.

RECOMMENDATION:

- (a) That Council does not install pedestrian crossing in Princes Street due to lack of warrants set by the RTA.
- (b) That Council approve modified pedestrian refuge along Princes Street at Blaxland Road intersection.
- (c) That the applicant be advised of Council decision.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 7

ITEM 14

Anzac Avenue

Centre line markings

File Ref: D10/44001; CRS2007/240

Council's Traffic Engineer – reports 19 July 2010**Report**

Council has received correspondence from a resident of Beltana Street requesting the need for line markings at the bend near Pennant Avenue along Anzac Avenue to maintain vehicle priority.

Consideration

Anzac Avenue is a local road under Council's road hierarchy and connects Blaxland Road and Goodwin Road. The topography of Anzac Avenue between Blaxland Road and Goodwin Street shows moderate descent.

Existing signs and lines along Anzac Avenue between Blaxland Road and Pennant Avenue are as follows:

- 44 metres No Stopping opposite Pennant Avenue;
- 130 meters of No parking on the northern side of Blaxland Road between Pennant Avenue;
- No line markings on Anzac Avenue to guide traffic in both directions.
- Giveaway lines and signs for traffic exiting Pennant Avenue.
- A slip lane for traffic travelling north along Anzac Avenue and wish to access Pennant Avenue.

Note: Refer to **ATTACHMENT REPORT** for a Plan to illustrate locations of signs and pavement markings.

Council has undertaken an on-site assessment to determine if cars are possibly driving in the opposing lane as tabled below:

Date	Time	No of cars drive on centre of road along Anzac Avenue at Pennant Avenue
19 July 2010	4 pm – 4.30pm	14 (70%)
20 July 2010	12.00pm-12.30pm	11 (65%)
21 July 2010	11.30am-12pm	10 (60%)
22 July 2010	8.30am-9am	18 (80%)
23 July 2010	2.30pm-3pm	9 (60%)

It is recommended that Council approve barrier lines with intermittent breaks along Anzac Avenue at the intersection of Pennant Avenue to keep vehicles on correct side of street, based on the survey statistics in above table.

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Accident History

An investigation of the Roads and Traffic Authority’s (RTA) audited accident database for the five (5) year period 2003 to 2007 indicates that there have been no accidents reported on Anzac Avenue between Blaxland Road and Pennant Avenue.

RECOMMENDATION:

That Council approve the installation of 30 metres long barrier lines along Anzac Avenue at the bend near Pennant Avenue with intermittent break.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

SECTION 9**ITEM 15****Reserve Street, West Ryde**

Work Zone

File Ref: CRM 1168204

Council's Traffic Engineer – reports 19 July 2010**Report**

Council has received correspondence from Builtform Construction for a "Works Zone" along the side frontage of the proposed West Ryde Community Centre located at the intersection of Anthony Road and Reserve Street, to carryout construction activities within the confines of the site. The proposed Work Zone will occupy six (6) parking spaces along Reserve Street, West Ryde.

Consideration

Reserve Street is a local road and there is restricted parking in front of Reserve Street which is the side boundary of the site. The work zone will be operational for eleven (11) months from 28 June 2010.

A site inspection indicates that Reserve Street carries moderate volumes of traffic in peak hours and the work zone will encourage trade persons to park within the confined area rather than parking in front of other residential and business properties along Reserve Street and other residential streets nearby.

It is recommended that a Work Zone of 30 metres be approved in front of 3 Reserve Street for a period of eleven (11) months commencing from 28 June 2010 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.

RECOMMENDATION:

- (a) That the approval for the Work Zone in front of 3 Reserve Street, West Ryde for 30 metres in length for the period 28 June 2010 to 28 April 2011, subject to the associated work zone permit fee being paid in accordance with Council's approved Fees and Charges 2010/11.
- (b) That the Work Zone operates between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.
- (c) That the RTA approved traffic controllers be employed at all times to control ingress / egress movements within the Work Zone.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 10**ITEM 16****Macquarie Park CBD**

Additional Bus Zones, Macquarie Park

File Ref: D10/46155

Council's Traffic & Transport Engineer – reports 22 July 2010**Report**

Council has received correspondence from Sydney Buses (State Transit Authority) requesting that Council provide additional on-street kerb space for bus zones to cater for the growth of buses services within Macquarie Park CBD. The bus zones will provide for short duration bus layovers.

Background

Council over the period 2009/2010 has received several requests for additional on-street kerb space for bus zones and bus layovers in the Macquarie Park. The key resolutions

Council Min No. 71 (9) - 19 May 2009 LYON PARK ROAD, MACQUARIE PARK

Request for Bus Layover Area adopted the following recommendations:

Report.

The Mayor, Councillor V Tagg, expressed his opposition to the proposed use of Lyon Park Road as a bus layover area in the Macquarie Park precinct.

It was recommended:

- (b) That Council supports the proposed increase in public transport to and from Macquarie Park;*
- (c) That Council supports the establishment of a bus layover area within the Macquarie Park precinct with an exact location to be agreed between the Ministry of Transport, the State Transit Authority, the Roads & Traffic Authority and Council and subject to the Ministry of Transport confirming, in writing, that the following actions will be implemented:*
 - I. Successful implementation and integration of suitable bus priority measures at Epping;*
 - II. Support from the Community for the extension for Bus Routes 546, 548 and 549;*
 - III. Construction of suitable Adshel Bus Shelters enclosures to meet the likely future demand by bus commuters to be fully funded by the Ministry of Transport.*

Council Min No. 236 (29) – 7 November 2009 WATERLOO ROAD, MACQUARIE PARK

Extension of Bus Zone adopted the following recommendations:

- (a) That Council not approve the extension of the existing bus zone along Waterloo Road east of Herring Road due to deceleration lane requirement not meeting RTA Guidelines.*
- (b) That Council approve the use of the existing bus layover near the Macquarie University Station (east), as a bus zone and use of the existing bus zone, east of entry/exit driveway access of Macquarie Centre along Waterloo Road, as a bus layover.*

Current Requests

The Macquarie Park CBD is a popular and growing education, shopping and employment centre. In line with the NSW Government Metropolitan Transport Strategy and the Premier of New South Wales, Kristian Keneally announcement on the 20 July 2010 that the metrobus network will be expanded across Sydney. Sydney Buses (STA) will be operating two (2) additional metrobus routes to and from Macquarie Park. This is Stage 1 (Hurstville and Parramatta) of a potentially three staged increase in additional services to Macquarie Park. In the future routes from Gordon, Hornsby and Dee Why would be implemented.

In conjunction with Sydney Buses (STA) the private bus operator, ComfortDegroCabCharge (Hillsbus & Westbus) has advised that they are also increasing the number and frequency of services to and from Macquarie Park due to increased demand and M2 Motorway construction works and, is also seeking additional on-street kerb space for their buses.

Sydney Buses(STA) and the private operator are requesting a total of 8 to 10 spaces in two separate locations.

Under separate cover Sydney Buses(STA) via e-mail 1 July 2010 is also seeking a part-time Bus Zone to alleviate congestion at Macquarie Centre Transport Interchange during the day time off-peak period. Sydney Buses is requesting an on-street lay over area for four (4) buses (i.e. 60m).

Sydney Buses(STA) correspondence is appended in the **ATTACHMENT REPORT**.

Consideration

Council's staff has met with Sydney Buses(STA) and the private operator on-site to identify possible suitable options for locating the additional bus zones. Sydney Buses(STA) are preparing specific sketches of the options which will be provided to Committee members at the meeting. The general locations are shown in the **ATTACHMENT REPORT**.

The STA proposed options include:

1. Eden Park Drive – northern end of the cul -de-sac.
2. Waterloo Road – East – use of the existing Turning Around/Drop-Off & Pick-Up Facility outside the existing pre-school.
3. Lyon Park Road – outside the Optus Centre.
4. Khartoum Road – between Talavera Road and Tasman Place with possible modification to the roundabout at the intersection of Khartoum Road and Fontenoy Road to allow buses to turn around and,
5. Along Waterloo Road outside Elouera Reserve – convert the current No Stopping zone to a part-time bus zone that would operate from 9:00am to 3:00pm, Monday to Sunday.

The options all share similar beneficial impacts like improved public transport and reduction in employee dependency on the use of their private motor vehicles and, the alternatives support Council's transport planning strategy to obtain a 40 percent public transport mode share for Macquarie Park.

However there are also some adverse impacts:

- the loss of on-street metered parking currently 12P - 7am -7pm Monday to Friday available for both short-term and long-term parkers.
- the loss of meter revenue.
- the relocation of commuter parking to other streets and increase in competition for the all ready heavily utilised on-street parking.
- The Waterloo Road, Elouera Reserve proposal is located on the eastern approach to the intersection of Waterloo Road and Herring Road. There is potential for the proposed bus zone to interfere with the eastern approach traffic movement efficiency. The loss left-turn storage capacity (60m) may cause left-turn queues to spill over into the adjacent through traffic lane thereby reducing the eastern approach throughput and creating queuing back into the Macquarie Shopping entry/exit. Before further consideration is given to the request to extend the Bus Zone in Waterloo Road, Sydney buses should undertake an intersection traffic survey between 9:00am to 3:00pm Monday to Sunday to determine the potential affect of an extended bus zone in Waterloo Road.

The implications of each of the on-street options should be determined and consultation undertaken. Other options like locating the bus zones off-street and expanding the current Macquarie Park Transport Interchange should also be considered in the longer term. Current advice from Sydney Buses is that the Macquarie Park Transport Interchange has reached its capacity and should be upgraded to cater for expansion of bus services. Council would appreciate any information as to the future development of the bus interchange to improve both storage and service capacity.

Council's staff, Sydney Buses and the ComfortDegroCabCharge (Hillsbus & Westbus) is working together on the details and to settle on suitable bus zone locations.

RECOMMENDATION:

- (a) That Council note that Council's staff, Sydney Buses (State Transit Authority) and the ComfortDegroCabCharge (Hillsbus & Westbus) is working together on the details and to settle on suitable bus zone locations.
- (b) Sydney Buses engage a traffic survey company to undertake an intersection traffic count between 9:00am to 3:00pm Monday to Sunday and forwarded the results of the traffic count to Council's Traffic Engineer for review.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 11

ITEM 17

Ashburn Place and Pearson Street, Gladesville

Traffic Management

File Ref: D10/40083; CRS2010/1525

Council's Traffic Engineer – reports 19 July 2010**Report**

Ms Maxine McKew MP, Member for Bennelong has made representation on behalf of a resident of Ashburn Place for traffic calming measures in Ashburn Place and Pearson Street. Resident has provided comprehensive information on traffic numbers in support of his request.

Background

Council at its meeting on the 8 December 2010 resolved to adopt the following recommendation in respect of the report titled "Princes Street, Ryde – Request for a Pedestrian Crossing" as follows:

- (a) *That Council not approve a traffic calming device or speed hump on Ashburn Place as it is not warranted.*
- (b) *That Council approve pedestrian warning signs (W6-1A) on Ashburn Place between Wharf Road and Pearson Street.*

Consideration

Ashburn Place and Pearson Street are local roads under Council's Road Hierarchy and is approximately 10.0 metres wide (kerb to kerb). It is a residential street and connects Victoria Road and Meriton Street. Both streets are residential nature and kerb side parking is available.

An independent survey undertaken by the resident is summarised below (Copy of hand written notes is in the **ATTACHMENT REPORT**)

Date	Time (actual traffic counts)	Estimated traffic volume
4/11/95 (Saturday)	11.30am	2760/day
9/4/98 (Thursday)	3.30pm-4pm (200/hr)	3600/day
11/4/98 (Saturday)	8.30am (160/hr)	3040/day
2/12/1995 (Saturday)	9.45am (180/hr)	3240/day
13/3/2010 (Saturday)	12.45pm-1.15pm (300/hr)	5400/day
21/3/2010 (Sunday)	9.15am-9.45am (130/hr) 11.45am-12.15pm (250/hr)	No data
3/5/2010 (Monday)	7.50am-8.05am (280/hr) 8.05am-8.20am (320/hr)	3920/day

Council has undertaken a traffic survey along Ashburn Place and the table below summarises the findings of the survey:

Ashburn Place between Wharf Road and Pearson Street	5 November 2009 to 12 November 2009	22 July 2010 to 28 July 2010
7-day average veh/day	2577	
5-day average veh/day	2622	
85% speed – km/hr	53	
Peak hour volume		
AM (8am – 9am)	219	
PM (5pm – 6pm)	270	

** Traffic survey results will be submitted at the meeting.

Two (2) roundabouts are located at Wharf Road and Pearson Street along Ashburn Place approximately 150 metres apart and would act as pseudo traffic calming devices.

It is recommended that no action be taken to install additional traffic calming devices along Ashburn Place and Pearson Street as the traffic volumes are within acceptable limits.

Further check was carried out into the Council record which indicates that only a section of Morrison Road between Church Street and Princes Street is restricted to 3 tonne load limit. A vehicle with a legitimate destination, or where the street is the only practical alternative to and from a destination, is legally able to use a 3 tonne load limit road.

The following observations along below were noted onsite.

- A roundabout existing at Pearson Street and Wharf Road intersection.
- Roundabout existing at Meriton Street.
- On-street parking is unrestricted on both streets.
- Wharf Road is closed at Victoria Road.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the four (4) year period 2005 to 2008 indicates that there have been no accidents reported along Ashburn Place and Pearson Street.

RECOMMENDATION:

- That Council take no action to install additional traffic calming devices in Ashburn Place and Pearson Street.
- That Council request Council Rangers to enforce 3 Tonne load limit restrictions in Morrison Road.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works

SECTION 11

ITEM 18

Wicks Road, North Ryde

Do Not Queue Across Intersection

File Ref: D10/27995; COR2009/206

Council's Traffic Engineer – reports 19 July 2010**Report**

Council has received correspondence from a resident in Pamela Street, North Ryde for signs and pavement markings indicating “Do Not Queue Across Intersection” in Wicks Road at the intersections with Cooney Street and Farrington Parade.

Consideration

Wicks Road is a Regional road under Council's Road Hierarchy with a carriageway width of 12.5 meters. Wicks Road is regularly serviced by buses. It is two lanes in both directions. Wicks Road and Cox's Road is controlled by traffic signals. Cycle time for this signal is 240 seconds in peak times.

Line marking for vehicles to “Keep Clear” is an RTA function as the restrictions are generally provides for emergency services.

The “Do Not Queue Across Intersection (G9.237) sign is not regulatory sign, it merely supports the Road Rules 2008 blocked intersection rule and is used for treating intersections which are frequently blocked by traffic queues, usually on the approach to traffic signals.

Under the ARR, the KEEP CLEAR pavement marking becomes a regulatory device, while the blocked intersection rule also remains. When KEEP CLEAR pavement markings are used, it will be an offence to stop a vehicle between the transverse lines indicating the extent of the keep clear area.

Notes (for table below):

- Distance of Cooney Street from Cox's Road along Wicks Road = 75 metres.
- Distance of Farrington Street from Cox's Road along Wicks Road = 115 metres.

Date	Time	Queue length distance in metres (maximum)	No. of times Queue extends Cooney Street intersection	No. of times Queue extends Farrington Street intersection
19 July 2010	8.15am-8.30am	120	2	1
20 July 2010	12.30pm-1.30pm	70	0	0
20 July 2010	4.30pm-4.45pm	60	0	0

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21 July 2010	8.30am- 8.45am	100	1	0
22 July 2010	3.15pm- 3.30pm	130	2	3
23 July 2010	8.15am- 8.30am	140	1	2
23 July 2010	11.30am 11.45am	50	0	0

It was noted that during site inspections that although vehicles experienced some delay exiting above streets, but there were still “gaps” in the traffic available to allow vehicles to turn from the side streets.

It is recommended that the request for “Do Not Queue Across Intersection” sign on Wicks Road at Cooney Street and Farrington Street is not warranted as the level of conflicts is minimum.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) accident database for the four (4) year period 2005 to 2008 indicates that there have been five (5) incidents recorded along Wicks Road at the intersections of Cooney Street and Farrington Street.

Accident Year	No of Accidents	RUM Code
2005	2	13,13
2006	0	Not Applicable
2007	2	30, 87
2008	1	21

Note on “RUM” codes

- >> RUM 13: Right Near;
- >> RUM 21 Right Thru;
- >> RUM 30: Rear end;
- >> RUM 87: Off Carriageway;

RECOMMENDATION:

- (a) That Council notes the information contained within this report.
- (b) That the Ryde Traffic committee does not support the installation of “Do Not Queue Across Intersection” markings at the Cooney Street and Farrington Street intersections with Wicks Road.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Kim Woodbury
Group Manager – Public Works