

City of Ryde

TRAFFIC COMMITTEE

AGENDA

THURSDAY, 6 MAY 2010

Part 1 of 2



**RYDE TRAFFIC COMMITTEE
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ITEM 1

ALAN BOND CLOSE, MARSFIELD

Request for Resident Parking Scheme within Zone 10

File No D10/14002; D10/22109; D10/18148; D10/18116

Council's Contracts & Permits Officer – reports 15 April 2010

Report

Council has received representation from Alan Bond Close residents requesting to be included in a Resident Parking Scheme (extension of Zone 10).

Background

Council at its meeting of 13 October 2009 resolved to create a Resident Parking Scheme (RPS), Zone 10, Marsfield, bounded by Epping Road, Balaclava Road, Agincourt Road and Herring Road. The residents of Alan Bond Close reside within this Zone and have requested to be included due to the number of non-resident all-day parked vehicles in their street which impedes upon the line-of-sight, thus safety and deterioration of the residential amenity.

Consideration

Following the request from the residents, in-line with Council set guidelines, an on-street parking utilisation survey was conducted with the outcome being as follows:-

ALAN BOND PLACE, MARSFIELD		Resident Parking Zone 10							
On-street parking utilisation survey									
Carriageway width in metres		8							
		North eastern side				South western side			
		<u>Sobraon Rd to Waring St</u>		<u>Waring St to Liberty Park</u>		<u>Sobraon Rd to Bertrand Cl</u>		<u>Bertrand Cl to Liberty Park</u>	
Approx parking spaces @ 6m per space		13		9		5		11	
Includes 4 spaces in roundabout									
Vehicles parked (% represents on-street parking utilisation rate)									
Date	Period								
09-Mar-10	Morning	12	92%	3	33%	4	80%	11	100%
	Lunchtime	12	92%	6	67%	5	100%	11	100%
	Afternoon	6	46%	6	67%	4	80%	9	82%
10-Mar-10	Morning	11	85%	6	67%	6	120%	10	91%
	Lunchtime	12	92%	7	78%	6	120%	13	118%
	Afternoon	5	38%	7	78%	9	180%	5	45%
11-Mar-10	Morning	12	92%	7	78%	6	120%	11	100%
	Lunchtime	12	92%	7	78%	5	100%	13	118%
	Afternoon	8	62%	7	78%	2	40%	10	91%
3-day average		10	77%	6	69%	5	104%	10	94%
TOTAL: 3-DAY AVERAGE									
		Number of parked vehicles				32			
		Number of parking spaces				38			
		Utilisation rate				84%			

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As the three-day average for on-street parking utilisation met the set guidelines the residents were surveyed in order to obtain their views on the proposed introduction of a Resident Parking Scheme.

Also, attached to the survey form was a map of Alan Bond Close with proposed parking restrictions and residents were asked if they supported these restriction.

The outcome of the survey is as follows:-

Request for Resident Parking Scheme			
Street	Alan Bond Place		
Suburb	Marsfield		
Zone	10		
Residential properties in street	20		
Number of properties represented on petition	13	65%	
Number of signatures on petition	17		
Requirements	Criteria	Actual	Comply
<u>Number of letters received and / or</u>	More than 2	3	Yes
<u>Petition received</u>	1	1	Yes
<u>Street within Resident Parking Zone</u>	Yes		Yes
<u>On-street parking utilization</u>	> 80%	84%	Yes
Survey questions			
<u>Introduction of Resident Parking Scheme</u>	Criteria	Actual	Comply
1. For	> 51%	75%	Yes
2. Against	N/A	0%	N/A
3. Undecided	N/A	0%	N/A
4. No Response	N/A	25%	N/A
<u>Proposed parking restrictions</u>			
1. For	> 51%	60%	Yes
2. Against	N/A	15%	N/A
3. Undecided	N/A	0%	N/A
4. No Response	N/A	25%	N/A

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Of the residents who responded to the survey a number provided comments and they are as follows:-

Request for Resident Parking Scheme		
Street	Alan Bond Place	
Suburb	Marsfield	
Zone	10	
Residents surveyed	20	
Comments from residents surveyed	Percentage	
Backing out of driveways is dangerous	3	15.00%
No parking in front of number 3	2	10.00%
Object to 1 sided parking restrictions	5	25.00%
No Standing signs too close to corners	1	5.00%
No Parking should be Mon - Fri, 8am - 6pm	1	5.00%
Bertrand Cl & Sobraon Rd should be included in RPS	1	5.00%
Vehicles parked closer than 15 m of intersections	1	5.00%
2P parking 1 side, No Parking the other side	1	5.00%
	1	5.00%
Have to place garbage bins on roadway to have them emptied		
Fully endorse proposed scheme	1	5.00%

The majority of comments related to having parking restrictions on one-side only and the difficulty this may cause whilst reversing out of their driveway. However, parking restrictions on 1-side only is consistent in the way Council has introduced Resident Parking Schemes for some time as this permits motorists and residents to share the roadway.

Council at its Works and Community Committee of 1 December 2009 endorsed the current practice of implementing RPS on 1-side of a road only, except in exceptional circumstances.

In addition, attached to one of the survey was a petition signed by 17 Alan Bond Close residents, representing 13 properties (65%), informing Council of the following:-

1. 2P on both sides of street,
2. Cars parked close to intersections reduce visibility,
3. Reversing out of driveways is very tricky due to parked cars,
4. If council wants to provide free (on-street) parking for university students and Macquarie Park workers Dunbar Park car park should be opened during business hours,
5. Council's cleaning truck has not been able to clean the street.

In response to the points raised in the petition the following information is provided:-

1. Council at its Works and Community Committee of 1 December 2009 resolved to endorse the current practice of implementing RPS on 1-side of a road only, except in exceptional circumstances. The reasons provided for 2-sided parking in the petition are not regarded as being exceptional.
2. Arrangements have been made to relocate the No Stopping signs at the intersection of Sobraon Road and Alan Bond Close, placing the signs 15 metres from the intersection.
3. The number of parked cars would be reduced if a RPS is introduced, thereby addressing this matter,
4. This request has been referred to Maintenance Services for consideration.
5. This request has been referred to Maintenance Services for appropriate action.

RECOMMENDATION:

- (a) That Council notes the information contained within this report.
- (b) That Council approves the request to include Alan Bond Close, Marsfield, in the Zone 10 Resident Parking Zone.
- (c) That the parking restrictions be as per the map attached (Attachment No. 1) to the survey with the following exception
 - I. No Parking to apply Monday to Friday, 8am to 6pm.
- (d) That the time restrictions for the above RPS be 2P, Monday to Friday, 8am to 6pm.
- (e) That the resident be advised of Council's decision.

Submitted for the consideration of the Committee

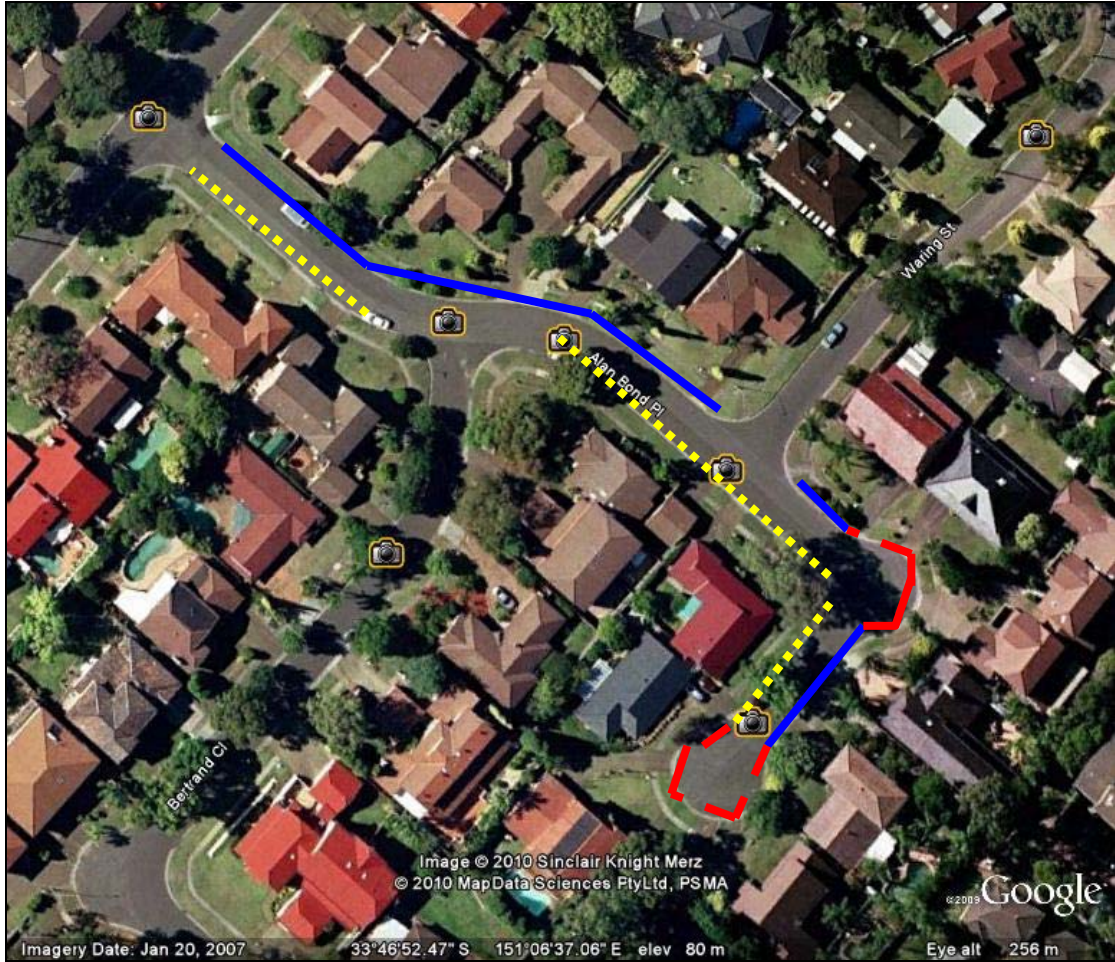
Alex Helderman
Contracts and Permits Officer

Dominic Johnson
Group Manager - Environment and Planning

Leon Marskell
Manager – Regulatory Services

Kim Woodbury
Group Manager – Public Works

Location Plan - Alan Bond Place, Marsfield



Proposed parking restrictions

 2 hour parking restrictions, Monday to Friday, 8 am to 6 pm

 No Parking

 Unrestricted parking

ITEM 2

WILDING STREET, MARSFIELD

Request for extension to Zone 3 Resident Parking Zone

File No D10/15439;

Council's Contracts & Permits Officer reports – 15 April 2010

Report

Council has received a petition from residents in Wilding Street, Marsfield requesting that their street be included in a Resident Parking Scheme (extension of Zone 3).

Background

In August 2009 Council considered a request for a Resident Parking Scheme (RPS) in Wilding Street. However, as the on-street parking utilisation rate did not meet the guideline of 80% Council resolved not to approve the request. At that time the utilisation rate was 41%.

The current request for a RPS is based on the following:-

- Resident safety – reduced line of sight, speed of vehicles,
- Garbage bins not being emptied,
- Inability of lawn contractor to park his vehicle,
- Drivers of parked vehicles and catch the 288 bus.

Consideration

Following receipt of the petition, in line with Council's set guidelines, an on-street parking utilisation survey was conducted and the outcome is as follows:-

Wilding Street	Marsfield	On-street parking utilisation		
		Eastern side	Western side	Summary
Carriageway width		6.4 metres		
Parking spaces @ 6m per space		35	37	72
Vehicles parked (% represents on-street parking utilisation rate)				
Date	Period			
30-March-2010	Morning	8	12	20 28%
	Lunchtime	12	17	29 40%
	Afternoon	10	12	22 31%
31-March-2010	Morning	13	9	22 31%
	Lunchtime	19	15	34 47%
	Afternoon	20	18	38 53%
01-April-2010	Morning	15	11	26 36%
	Lunchtime	17	19	36 50%
	Afternoon	18	18	36 50%
			3-day average	29 41%

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Request for Resident Parking Scheme			
Street	Wilding Street		
Suburb	Marsfield		
Zone	10		
Residential properties in street	42		
Number of properties represented on petition	35	83%	
Number of signatures on petition	57		
Requirements	Criteria	Actual	Comply
<u>Number of letters received and / or Petition received</u>	More than 2	1	No
	1	1	Yes
<u>Street within Resident Parking Zone</u>	Yes		Yes
	<u>On-street parking utilization</u>	> 80%	41%
<u>Percentage of residents surveyed in favour of scheme</u>	> 51%	Not surveyed	N/A

As the current on-street parking utilisation rate was below the set guideline of 80% the residents were not surveyed and no future action is proposed.

RECOMMENDATION

- (a) That Council notes the information contained within this report.
- (b) That Council does not approve an extension to the Zone 3 Resident Parking Zone to include Wilding Street, Marsfield.
- (c) That the resident be advised of Council's decision.

Submitted for the consideration of the Committee

Alex Helderman
Contracts and Permits Officer

Dominic Johnson
Group Manager - Environment and Planning

Leon Marskell
Manager – Regulatory Services

Kim Woodbury
Group Manager – Public Works

ITEM 3

**ON-STREET PARKING – PAUL STREET, MCGREGOR STREET &
DAVID AVENUE, NORTH RYDE**

Request for a reduction in timed parking restrictions

File No D10/23876

Council's Contracts & Permits Officer reports 15 April 2010

Report

Councillor Nicole Campbell has received representation from a David Avenue, North Ryde, resident requesting a reduction in the Resident Parking Scheme 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. The request seeks to reduce the number of all-day parked vehicles in these streets.

Background

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.

Since the introduction of the Resident Parking Scheme the residents of Paul Street, McGregor Street and David Avenue have raised a number of concerns, namely:-

1. Deliberately ignoring 2P limits
2. Parking all-day
3. Removing chalk marks
4. Moving vehicles within zone
5. Council staff not addressing his concerns satisfactorily
6. Illegally parked
7. Cars parked without permits

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.

The day a complaint is received it is allocated and actioned. 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.

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During March 2010 an on-street parking utilisation survey was conducted of the above streets and revealed the following:-

STREET	AVERAGE NUMBER OF PARKED VEHICLES OVER 3-DAYS	NUMBER OF AVAILABLE PARKING SPACES	PERCENTAGE OF PARKING SPACES UTILISED
David Avenue	17	105	16%
McGregor Street	12	18	66%
Paul Street	35	61	57%

The utilisation rate of on-street parking spaces reveal that the current restrictions provide equitable on-street parking spaces for road users and residents.

Consideration

In the representation to Councillor Campbell the resident raises concern about illegal parking and requests the General 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.

The issues raised by the resident have been addressed and formally responded to on 15 March 2010, 29 January 2010 and 20 November 2009. Council's Parking Enforcement Officers patrol Paul Street, McGregor Street and David Avenue an average of 3 times per week compared to fortnightly for streets in other Resident Parking Schemes.

In view of the representation a number of options were considered.

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Option Analysis

Traffic management measure	Advantages	Disadvantage	Comments
Reduce time limit to 1P.	* Increased turnover in parking spaces. * Increased choice of parking spaces. * Possible reduction in on-street parking.	* 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 requirements outlined in the Roads and Traffic Authority (RTA) *Permit Parking* manual are mandatory under the legislation. All future and existing permit parking schemes should comply with the manual.

Part 3 of the manual outlines the Objectives, namely:-

- Improve amenity for particular classes of road users who do not have sufficient off-street parking facilities or unrestricted on-street parking facilities available,
- Provide equitable on-street parking space for road users,
- Provide parking schemes to cope with extreme demands for parking that would otherwise be placed on road system,
- Provide an appropriate mix of on-street parking spaces in residential street and in streets close to commercial centres,
- Support regional transport objectives and strategies that have been framed with commuters in mind,

- Increase public transport usage by converting those unrestricted kerbside parking spaces in residential areas into restricted parking spaces such as a permissive parking space or pay parking spaces where appropriate.

Generally, Council's Resident Parking Scheme in Paul Street, McGregor Street and David Avenue meet the objectives set out in the RTA mandatory Permit Parking manual and to vary the current restrictions could place Council in breach of legislation.

RECOMMENDATION:

- (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.

Submitted for the consideration of the Committee

Alex Helderman
Contracts and Permits Officer

Dominic Johnson
Group Manager - Environment and Planning

Leon Marskell
Manager – Regulatory Services

Kim Woodbury
Group Manager – Public Works

ITEM 4

ANGUS STREET, MEADOWBANK

Request for Truck Zone

File No: D10/13009

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Cr Justin Li has received representations from an owner and occupier of 4a, 6 and 11 Angus Street, requesting a Truck Zone outside No 4a & 6 Angus Street to enable large delivery trucks to park legally while dropping off, or picking up goods.

Consideration

The Australian Road Rules permit the establishment of prescribed parking zones such as Truck Zones or Loading Zones on public roads. A truck zone is identified by the use of the R5-24 sign.

Angus Road is a local road that provides access to the Meadowbank east industrial estate. Angus Road is situated in close proximity to both Meadowbank Railway Station and Meadowbank Technical College. As such Angus Street attracts long-term commuter, student parkers as well as local employees. Consequently there would be little or no turnover of parking in this industrial/commercial street and therefore restricted opportunity for on-street drop off, or picking up goods.

Prior to implementing the new parking arrangements in Angus Street a parking survey is to be undertaken to assess and confirm the demand for parking in the vicinity of No. 4a & 6 Angus Street. The parking survey is being carried out in late April 2010, after the school holidays to ensure that the counts are representative of the typical weekday parking demand. The results of the traffic surveys will be presented to Committee Members at the meeting.

RECOMMENDATION:

That Council approves the installation of the 12.5m long Truck Zone between No.4a & No.6 Angus Street existing driveway entrances.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ANGUS STREET, MEADOWBANK

Request for Truck Zone.



ITEM 5

SEE STREET, MEADOWBANK

Request for Traffic Calming

File No: D10/16179

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received a request from a resident of See Street requesting the installation of traffic calming devices in See Street.

Background

The installation of traffic facilities on local roads (e.g. speed humps, slow points, pedestrian refuge and squeeze points) has both advantages and disadvantages. The key advantage of course is the reduction in speed which is likely to be localised. However with the reduction in speed, generally there is a loss in the quality of the local amenity and this can be summarised as follows:

- Increased noise in the area due to vertical translations (emergency vehicles are not in favour of such devices as they pose a risk to patients that have a heart condition);
- Noise associated with acceleration and deceleration;
- Loss of on-street parking (in particular, for slow points and pedestrian refuges).

The effectiveness of the traffic facility is governed by its location and from past experience, there is generally an unwillingness to have the facility installed along the property frontage, especially if the enquiry, is requested by a resident who does not reside at that location. In this regard, the resident/applicant should confirm in their written correspondence, their willingness to have the facility installed along their property frontage which is accompanied with a petition that shows overwhelming support, for the facility to be installed in the street, in question.

Consideration

See Street is a busy local road that provides access to the Meadowbank Technical College, Meadowbank railway station, Meadowbank light industrial zone and an alternative route across the main north-south rail corridor. See Street has a nominal width of 11m which allows parking on both the eastern and western side of the street with nominal 3.3m traffic lanes in each direction. The horizontal alignment is straight with a gently sloping vertical gradient. See Street horizontal alignment and long radius vertical curves along its length provide good visibility along the roadway.

The resident explained that motorists are exceeding the general urban speed limit of 50km/hr, create unnecessary traffic noise and are a potential hazard to pedestrians crossing See Street.

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Before giving consideration to the traffic calming request traffic surveys recording traffic volume and the speed of traffic are required in See Street. Traffic surveys in See Street were carried out in April 2010, after the school holidays to ensure that the counts are representative of the typical weekday traffic movements. The results of the traffic surveys are presented in the following table.

Outside House No. 12 See Street	17 April – 24 April, 2010
7-day Average veh/day	2132
5-day Average veh/day	2591
85th Percentile Speed km/hr	54
Peak Hour Volume	
AM (8am -9am)	232
PM (4pm – 5pm)	245

See Street traffic volumes are within the environmental capacity standard of local roads. The measured 85th percentile speed is not significantly greater than the speed limit of 50km/hr.

Further traffic calming is generally considered if the location matches the National Black spot criteria of 3 or more crashes per year over the most recent 5 year period and the location has a benefit /cost ratio (BCR) that provides a good economic return to the community. See Street doesn't meet the crash rate criteria and the BCR would be low. Therefore, it is unlikely that traffic calming would be supported.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been a total of 4 vehicle crashes as outlined in the following table.

Year	Total	Non-injury	Injury	Fatal	Rum/comments
2003	1	0	1	0	73 - right off-path on carriageway into parked vehicle
2004	2	2	0	0	71 - left off-path on carriageway into object vehicle 42 - leaving parking & unparking
2005	0	0	0	0	
2006	1	1	0	0	71 - left off-path on carriageway into object vehicle
2007	0	0	0	0	
2008	0	0	0	0	

There was one (1) – injury crash and none of the crashes involved pedestrians. The historical crash data indicates that the incidence and severity of crashes doesn't match the RTA Black Spot crash rate criteria.

The investigation indicates that there is a driver behaviour issue with some of the through traffic. To address this issue either the Police may undertake surveillance or Council may undertake a spot educational and awareness program with a VMS board installed in See Street for 2 or 3 weeks which monitors and advises motorists to slow down.

RECOMMENDATION:

- (a) That no action be taken to install traffic calming devices in See Street at this stage.
- (b) Council consider undertaking a spot educational and awareness program with a VMS board installed in See Street for 2 or 3 weeks which monitors and advises motorists to slow down.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 6

GAZA ROAD, WEST RYDE

Request to change 1P Parking to 2P Parking

File No: D10/16215

Council’s Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received a request from Dr K T Chan a Director of the Medical Centre located on the corner of Victoria Road and Gaza Road, West Ryde to change the existing 1P-Parking 8:30am-6:00pm Monday to Friday and 8:30am-12:30pm Saturday restriction in Gaza Road to 2P-Parking 8:30am-6:00pm Monday to Friday and 8:30am-12:30pm Saturday.

Background

The Medical Centre has a 12 space off-street car park which has high utilisation. In support of the request, Dr Chan explains that the medical centre is busy, there are many elderly patients who rely on their car to get medical treatment, patients have consultation times longer than 1hr depending on the degree of medical service required which can typically range from 1.5hrs to 3hrs and, as a result there is also increased waiting times.

More recently patients have been issued parking infringements for exceeding the 1hr time restriction.

Consideration

The present period parking layout within the shopping strip on the southern side of Victoria Road between Mons Avenue and Maxim Street is shown in the following table. There is no parking permitted on the southern side of Victoria Road between Mons Road and Maxim Street.

Street	Restriction			
	Eastern Side	No. of Spaces	Western Side	No. of Spaces
Mons Ave	1/2P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	4	1/2P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	4
Station Street	2P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	4	1P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	4
Gaza Road	1P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	12	1P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	4
Maxim Street	2P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	16	2P 8:30am-6:00pm M-F 8:30am-12:30pm Sat	12

- 1/2P Parking - 8 spaces
- 1P Parking - 20 spaces
- 2P Parking - 32 spaces

Total Spaces – 60 spaces

The purpose of the parking restrictions within the shopping/commercial strip is to provide short - term and regular parking turn-over so that all shops and businesses on the southern side of Victoria Road have optimum exposure to their customers. The longer-period parking restrictions are usually located further away from the shopping core. There are an estimate 43 shops and businesses within the shopping/commercial strip on the southern side of Victoria Road between Mons Avenue and Maxim Street.

The extent to which this parking strategy is working or suitable can only be verified by a parking survey and consultation with businesses/shop proprietors. It is appropriate to include the shops and businesses on the southern side of Victoria Road between Mons Avenue and Maxim Street because they are within an easy and convenient walking distance of Gaza Road 1P zone. The 1P parking represents a significant proportion (33 percent) of the on-street parking spaces within this business/commercial area.

Consequently parking and consultation surveys should be undertaken prior to considering changes to the 1P parking restriction in Gaza Road.

Parking surveys will be carried out within the period parking restriction zones on the southern side of Victoria Road between Mons Road and Maxim Street in late April 2010, after the school holidays to ensure that the counts are representative of the typical weekday and Saturday parking demand.

Like wise, consultation with the 43 businesses/shop proprietors will be carried out on the southern side of Victoria Road between Mons Avenue and Maxim Street in conjunction with the parking surveys.

Both the parking survey results and consultation results/ comments will be presented to Committee Members at the meeting.

RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 7

WHARF ROAD, MELROSE PARK

Provision of No Parking No.35 to No.39 Wharf Road

File No: D10/18458

Council's Traffic & Transport Engineer – Access reports 6 May 2010.

Report

Council has received a request from a resident of Wharf Road to remove the parking opposite the driveway access to Pfizer as this would improve safety and traffic flow along Wharf Road at this location.

Background

Wharf Road is a busy collector road that provides access to Melrose light industrial estate and the adjoining residential area. Wharf Road has a nominal width of 12m which allows parking on both the eastern and western side of the road with nominal 3.8m wide traffic lanes in each direction. The local road horizontal alignment is straight with a long radius vertical alignment.

During the AM & PM peak periods motorists turning right into Pfizer's driveway occupy the southbound traffic lane waiting for a suitable gap in the northbound traffic flow. There is potential for southbound traffic to be delayed because there is insufficient width for motorist to manoeuvre around a right-turning vehicle, if vehicles are parked in the eastern kerb side lane.

Presently 2P - Parking 8:30am-6:00pm Monday to Saturday operates on approach to Pfizer's driveway entry/exit between No's 23/25 and No's 33/35 Wharf Road.

Consideration

Both the straight horizontal alignment and large radius vertical curve on approach to the driveway provides good visibility along the roadway. At this driveway the stopping sight distance to a stationary car waiting the turn right for the 50km/hr speed limit exceeds the RTA road design criteria of 40 to 50m. An approaching driver of a vehicle has adequate distance to observe the roadway layout i.e. a stationary car waiting the turn right ahead and have sufficient time to react and stop, if necessary.

Recent observations along the eastern side parking lane (outside 31-39 Wharf Road) indicates that the parking lane is partially utilised, so through traffic can on occasions be delayed while a vehicle completes the right-turn into Pfizer's driveway. The extent to which the delay is significant can only be gauged by traffic & parking surveys.

Consequently traffic and parking surveys opposite Pfizer's driveway should be undertaken prior to considering whether or not the parking restrictions should be implemented opposite Pfizer's driveway entrance, 31-39 Wharf Road.

Traffic and parking surveys in Wharf Road are scheduled for the later half of April 2010, after the school holidays to ensure that the counts are representative of the typical weekday traffic and parking conditions. The results of the traffic surveys will be presented to Committee Members at the meeting.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been no crashes recorded in the vicinity of Pfizer's driveway opposite No. 31 Wharf Road.

RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 8

CLARENCE STREET, NORTH RYDE

Clarence Street Traffic Congestion & Long-Term Parkers

File No: D10/18757

Council's Senior Traffic Engineer – reports 6 May 2010

Report

Council has received representations/petition from residents of Clarence Street in respect of traffic volumes and speed, and parking intrusion along Clarence Street. Of the 22 residents in Clarence Street 19 residents signed the petition.

Background

The installation of traffic facilities on local roads (e.g. speed humps, slow points, pedestrian refuge and squeeze points) has both advantages and disadvantages. The key advantage of course is the reduction in speed which is likely to be localised. However with the reduction in speed, generally there is a loss in the quality of the local amenity and this can be summarised as follows:

- Increased noise in the area due to vertical translations (emergency vehicles are not in favour of such devices as they pose a risk to patients that have a heart condition);
- Noise associated with acceleration and deceleration;
- Loss of on-street parking (in particular, for slow points and pedestrian refuges).

The effectiveness of the traffic facility is governed by its location and from past experience, there is generally an unwillingness to have the facility installed along the property frontage, especially if the enquiry, is requested by a resident who does not reside at that location. In this regard, the resident/applicant should confirm in their written correspondence, their willingness to have the facility installed along their property frontage which is accompanied with a petition that shows overwhelming support, for the facility to be installed in the street, in question.

Council previously considered similar concerns about the traffic congestion and parking conditions in Warwick Street, a parallel street to Clarence Street, Pittwater Road, Blenheim Road and Cressy Road.

- Council at its meeting on the 4 December 2007 resolved to adopt the following recommendation in respect of the report titled “Warwick Street, North Ryde – Right Turn Restrictions”, as follows:

That Council take no action to install right-turn restrictions at the intersection of Blenheim Road and Warwick Street.

- Council at its meeting on the 16 February 2010 resolved to adopt the following recommendation in respect of the report titled “Warwick Street, North Ryde (INTERIM REPORT) – Traffic and Parking Congestion”, as follows:

That Council does not take any further actions in respect of traffic management measures for Warwick Street, North Ryde.

- Council at its meeting on the 18 March 2010 resolved to adopt the following recommendation in respect of the report titled “Warwick Street, North Ryde (INTERIM REPORT) – Traffic and Parking Congestion”
 - (a) *That the request for an additional Left Turn Lane at the Pittwater Road / Epping Road intersection, be referred to the RTA for investigation and advice to the Ryde Traffic Committee in due course.*
 - (b) *That Council write to STA requesting that the route option Gladesville, then Boronia Park, Pittwater Road to Epping Road be considered in a future upgrade to the local bus network.*
 - (c) *That Council does not consider traffic signals at the Cressy Road / Pittwater Road intersection.*

Consideration

Clarence Street is a local road under Council’s Road Hierarchy with a nominal carriageway width of 7.5 metres (kerb to kerb).

Before giving consideration to the traffic management request traffic surveys recording traffic volume and the speed of vehicles are required in Clarence Street. Traffic surveys in Clarence Street were carried out in April 2010, after the school holidays to ensure that the counts are representative of the typical weekday traffic movements. The results of the traffic surveys are presented in the following table.

Outside House No. 11 Clarence Street	17 April – 24 April, 2010
7-day Average veh/day	477
5-day Average veh/day	608
85th Percentile Speed km/hr	49
Peak Hour Volume	
AM (8am -9am)	251
PM (4pm – 5pm)	18

Clarence Street traffic volumes are within this environmental capacity standard of local roads. Clarence Street is within close proximity to Pittwater Road and Epping Road intersection which processes high volumes of traffic especially in peak times. Clarence Street is providing an alternate route to Pittwater Road and Epping Road intersection during the AM peak when traffic congestion is worst. Council has requested that the RTA consider improving the capacity on the Pittwater approach. Measures to mitigate traffic flow would therefore not be effective or transfer the traffic flow to adjacent street or inconvenience other resident’s access.

- **Speed**

The measured 85th percentile speed is less than the speed limit of 50km/hr and is considered acceptable for a local road. Clarence Street is short, the horizontal alignment is straight with good visibility and the road gradient follows the steep terrain. The good visibility and steep gradient of the road may tend to encourage higher travel speeds. However the narrowness of the road and park vehicles is a deterrent to higher traffic speed.

- **Economic Justification**

Further traffic calming is generally considered if the location matches the National Black spot criteria of 3 or more crashes per year over the most recent 5 year period and the location has a benefit /cost ratio (BCR) that provides a good economic return to the community. Clarence Street doesn't met the crash rate criteria and the BCR would be low. Therefore, it is unlikely that traffic calming would be supported.

- **Parking**

Currently commuters are parking in Clarence Street and are occupying on-street parking. Parking encroachments in or across a driveway is a traffic infringement. If motorists continue to obstruct Clarence Street resident's driveway accesses with their vehicles, Clarence Street residents should contact Council's rangers through Customers Services on 9952-8222 and request that Council's rangers take appropriate action to deter the illegal parking practice.

The extent of the parking intrusion will be gauged from the parking surveys. The obstruction to the garbage collection is an inconvenience. These parking issues may need some form of countermeasure. Council has written to the STA requesting that that the route option Gladesville, then Boronia Park, Pittwater Road to Epping Road be considered in a future upgrade to the local bus network to remove some of the commuter parkers.

Other potential measures that could be considered are as follows:

- Provision of a residential parking scheme.
- Introduce "No Parking" on one side of the street.

These counter measures are considered where it can be demonstrated that there are ongoing and long-term impacts consistently over the normal week with parking utilisation greater than 80 percent. A visual inspection would infer parking rates less than 80% on-street, however, a formal parking survey will be undertaken with results presented to Committee members at the meeting.

These measures are not favoured at this stage as past experience has shown that these measures will disadvantage or favour different residents and that residents would be split on a course of action.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been no crashes in Clarence Street.

RECOMMENDATION:

That Council does not take any further actions at this stage in respect of traffic management measures for Clarence Street, North Ryde.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 9

WEST RYDE BUS TERMINUS, WEST RYDE

Taxis obstructing pedestrian access

File No: D10/26416

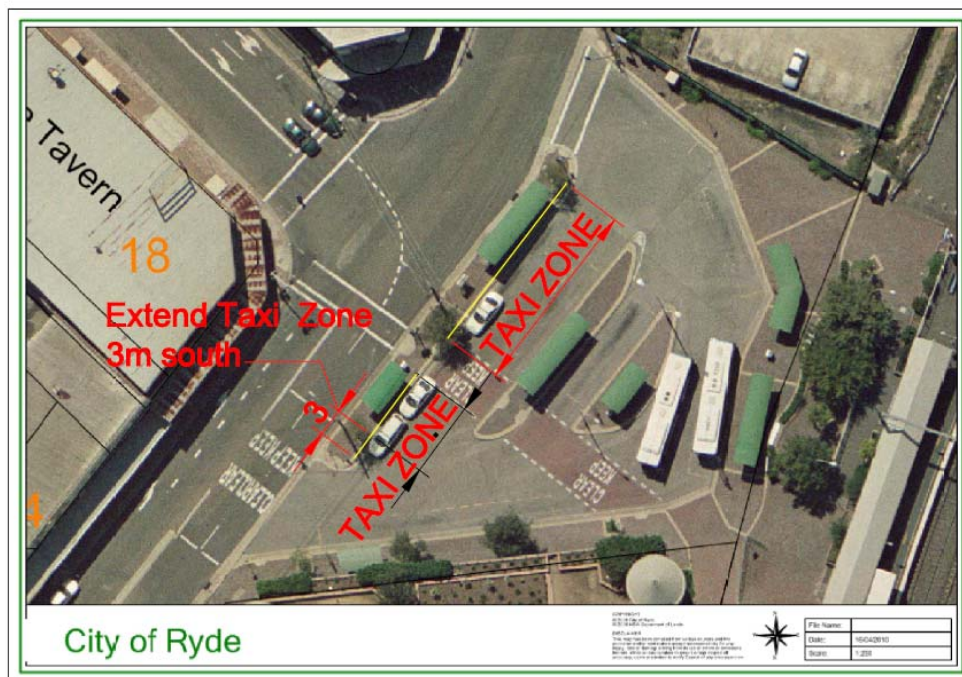
Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received representations from a resident explaining that taxis are regularly parking across the pedestrian ramp and Keep Clear zone at the taxi stand thereby obstructing pedestrian access, particularly for the elderly and disabled.

Background

The interchange houses the taxi zone between the interchange entry and exit, adjacent to the eastern side footpath of West Parade. The existing taxi stand straddles the Keep Clear zones. Existing “No Stopping” signs delineate the Keep Clear zone which contains the pedestrian ramp with taxis parking on either side. The length defined by the signs/posts at the taxi stand measures approximately 9m on the southern side which allows only one (1) taxi to park legally on the southern side of the Keep Clear Zone and approximately 21m on the northern side which allows only three (3) taxis to park legally on the northern side of the Keep Clear Zone. However when more than four (4) taxis are waiting at the taxi stand the taxi drivers use the extra space on the southern side as well as encroach into the Keep Clear zone to accommodate the greater number of taxis waiting. Taxis are also double parking along the taxi stand.



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At other times taxis simply park across the Keep Clear Zone which is also sign posted No Stopping.

Consideration

To alleviate part of the situation it is possible to relocate the southern side, southern most sign/post defining the limit of the taxi stand approximately 3m south to provide an additional space. Parking in the Keep Clear Zone or contrary to the posted signage is a traffic infringement. This later matter should be referred to Council's rangers for surveillance and appropriate action.

RECOMMENDATION:

- (a) Relocate the southern side, southern most sign/post defining the limit of the taxi stand 3m south to provide an additional space.
- (b) Request Council's rangers undertake surveillance at the West Ryde interchange taxi stand to deter the illegal parking.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 10

**INTERSECTION OF GOULDING ROAD, TWIN ROAD & WICKS ROAD,
NORTH RYDE**

Request for guard rail

File No: D10/26411

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Councillor Tagg has requested that a safety barricade be installed at the T- intersection formed by Goulding Road, Twin Road and Wicks Road.

Background

The resident is requesting that a safety barrier be placed across the stem of the T- intersection (Goulding Street) to protect pedestrians walking along the footpath on the northern side of Twin Road and Wicks Road from the right-turn traffic particularly in the peak hour.

Consideration

Factors influencing the provision of a safety barrier at this location include;

- **Speed of vehicles**
Goulding Road and Wicks Road form a 90 degree dual right-turn and motorists approaching the right-turn (northbound along Goulding Street) are observed to reduce their speed in order to make the right-turn movement safely. Speed surveys are scheduled for the later half of April 2010, after the school holidays to ensure that the counts are representative of the typical weekday traffic conditions. The results of the speed surveys will be presented to Committee Members at the meeting.
- **Condition of the road pavement**
A site inspection indicated that the road pavement surface is in a good condition and provide sufficient friction under normal conditions so that vehicles can tract the right-turn
- **Delineation**
Linemarking at this location is visible although the tuning lane line (T1) has faded and should be re-painted.
- **Lighting**
There is adequate lighting at this intersection

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008

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there have been three (3) crashes that can be associated with the right-turn movement from Goulding Road into Wicks Road as outlined in the following table.

Year	Total	Non-injury	Injury	Fatal	Rum/comments
2003	0	0	0	0	
2004	0	0	0	0	
2005	0	0	0	0	
2006	1	0	0	0	rear end crash
2007	2	1	0	0	off-path on curve vehicle from adjacent direction
2008	0	0	0	0	

There was one (1) – injury crash and none of the crashes involved pedestrians. The historical crash data indicates that the incidence and severity of crashes is low and there is no pattern in the type of crashes that would indicate that the right-turn is dangerous.

RECOMMENDATION:

- (a) That no action be taken to install a safety barrier.
- (b) That the turning lane line defining the right-turn from Goulding Street into Wicks Road be re-painted at the intersection.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 11

CRESSY ROAD, NORTH RYDE

Request for Traffic Calming

File No: D10/17829

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received representation from a resident explaining that drivers are speeding in Cressy Road between Magdala Road and Pittwater Road and with an increase in the popularity of the recently renovated North Ryde Park feels that the children's safety when crossing Cressy Road will be comprised by the speeding motorists.

Background

The installation of traffic facilities on local roads (e.g. speed humps, slow points, pedestrian refuge and squeeze points) has both advantages and disadvantages. The key advantage of course is the reduction in speed which is likely to be localised. However with the reduction in speed, generally there is a loss in the quality of the local amenity and this can be summarised as follows:

- Increased noise in the area due to vertical translations (emergency vehicles are not in favour of such devices as they pose a risk to patients that have a heart condition);
- Noise associated with acceleration and deceleration;
- Loss of on-street parking (in particular, for slow points and pedestrian refuges).

The effectiveness of the traffic facility is governed by its location and from past experience, there is generally an unwillingness to have the facility installed along the property frontage, especially if the enquiry, is requested by a resident who does not reside at that location. In this regard, the resident/applicant should confirm in their written correspondence, their willingness to have the facility installed along their property frontage which is accompanied with a petition that shows overwhelming support, for the facility to be installed in the street, in question.

Consideration

Cressy Road is a local road under Council's Road Hierarchy and is approximately 12 metres wide (kerb to kerb).

Traffic surveys in Cressy Road were undertaken April 2010, after the school holidays to ensure that the counts are representative of the typical weekday traffic movements. The results of the traffic surveys are presented in the following table.

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Outside House No. 186 Cressy Street between Magdala Road & Pittwater Road	17 April – 24 April, 2010
7-day Average veh/day	840
5-day Average veh/day	898
85th Percentile Speed km/hr	56
Peak Hour Volume	
AM (8am -9am)	147
PM (5pm – 6pm)	79

Cressy Road traffic volumes are within the environmental capacity standard of local roads. The measured 85th percentile speed is not significantly greater than the speed limit of 50km/hr. Cressy Road's straight horizontal alignment and long radius vertical curves along its length provide good visibility along the roadway.

Further traffic calming is generally considered if the location matches the National Black spot criteria of 3 or more crashes per year over the most recent 5yr period and the location has a benefit /cost ratio (BCR) that provides a good economic return to the community. Cressy Road doesn't meet the crash rate criteria and the BCR would be low. Therefore, it is unlikely that traffic calming would be supported.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been no crashes in Cressy Road between Cox's Road and Pittwater Road.

RECOMMENDATION:

That no action be taken to install traffic calming devices in Cressy Road.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 12

COX'S ROAD, NORTH RYDE

Request for parking restrictions Cox's Road, Badajoz Street to Wicks Road

File No: D10/18534

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received representation from a resident of Cox's Road requesting parking restrictions be installed in Cox's Road between Badajoz Street and Wicks Road to improve through traffic flow and access to and from residential properties fronting Cox's Road

Background

Council previously considered similar concerns about improving through traffic flow and access to and from properties fronting Cox's Road between Blamey Street and Blenheim Road. Council at the Public Facilities and Services Committee meeting on 17th February 2009 resolved to adopt the following recommendation in respect of the report titled "Cox's Road, North Ryde– Request for on-street parking restrictions", as follows:

That Council take no action to introduce any parking restrictions or parking bay line marking in Cox's Road between Blamey Street and Blenheim road, at this stage.

Consideration

Cox's Road is a collector road under Council's Road Hierarchy with a nominal carriageway width of 8.4m to 9.3metres (kerb to kerb). Cox's Road between Badajoz Street /Blenheim Road and Wicks Road is approximately 800m. Blamey Street is located midblock. It is also a full-time State Transit bus route. Centre separation lines provide divided traffic lanes in each direction along the straight segments of the road and barrier lines separate traffic lanes in each direction over the crest between Blamey Street and Chauvel Street. Restricted parking exists at the bus stops, No Stopping 8:30am to 4:00pm westbound 85m south-east of Blamey Street to Chauvel Street and No Stopping eastbound from Blamey Street to 85m south-east of Blamey Street.

The speed limit is 50km/hr.

The most recent traffic surveys indicated a 5-day AADT of 8350 vehicles per day with a 50/50 directional split in the traffic flow. This equates to approximately 400 veh/hr each direction in the peak periods with uninterrupted traffic flow conditions generally prevailing. Sight distance to oncoming vehicle is good because of the straight alignment except for the crest between Blamey Street and Chauvel Street, although this section is delineated with a centre barrier line and under the ARR parking is not permitted within 3m of the barrier line. However the carriage way is not wide enough to accommodate a bus and a parked vehicle. If a bus encounters a parked vehicle and oncoming traffic the bus or oncoming vehicle(s) must wait until the other passes.

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The majority of parking occurs on the northern side of Cox's Road between Badajoz Street and Blamey Street. Previous parking surveys presented to the Traffic Committee in the report titled Item 7 "Cox's Road, North Ryde – Request for on-street parking restrictions" 6 January, 2009 indicated a low to moderate level of parking demand. And vehicles were found to park with acceptable offsets from the edge of the driveways.

Prior to the consideration of any change to the parking arrangements a parking survey will undertaken in late April to check parking demand and the nature of access to and from residential properties fronting Cox's Road. Supplementary parking surveys will be divided into two zones; Zone 1 - Badajoz Street to Blamey Street, the extent of the on-street parking survey presented to the Traffic Committee in the previous report and Zone 2 – Blamey Street to Wicks Road.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been 4 crashes as outlined in the following table.

Year	Total	Non-injury	Injury	Fatal	Rum/comments
2003	0	0	0	0	
2004	1	0	1	0	00 - pedestrian nearside crossing road
2005	1	1	0	0	21- right through opposite a driveway entrance
2006	0	0	1	0	
2007	2	1	1	0	47-emergeng from driveway 36 - right-turn side swipe
2008	0	0	0	0	

There were three (3) – injury crash. The historical crash data indicates that the incidence and severity of crashes is low and there is no ongoing trend in the pattern and type of crashes.

RECOMMENDATION:

That Council take no action to introduce any parking restrictions in Cox's Road between Badajoz Street and Wicks Road, at this stage

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 13

**INTERSECTION KING ROAD AND BLAXLAND ROAD
Extension of No Stopping in King Road, Denistone East**

File No: D10/26258

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

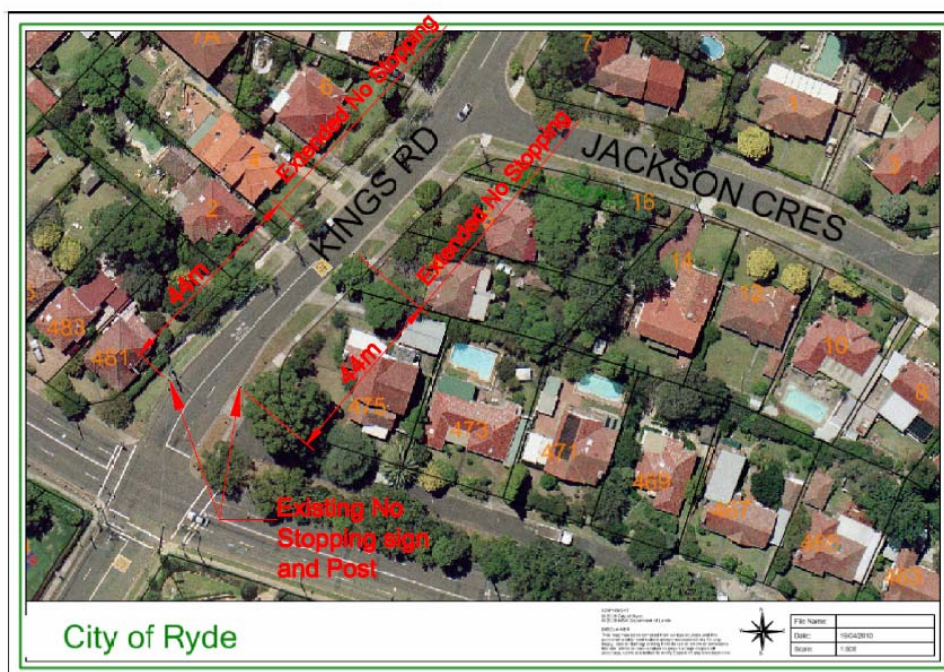
Councillor Li on behalf of a West Ryde resident has requested that the No Stopping zones on the eastern leg of King Road and Blaxland Road intersection be extended east in King Road from the existing No Stopping at the traffic lights.

Background

The resident explains that during school days, cars are parked too close to the intersection, making it difficult to pass through King Road without encroaching on the marked double barrier centre line, and conflicting with opposing traffic.

Consideration

Parking of vehicles on either side of King Road adjacent to the unbroken BB line beyond the existing No Stopping would be problematic because the traffic lane widths on the departure narrows to 4.7m and the transition into the left and right approach lanes to the traffic lights measures 4.6m to 4.9m which is less than the nominal 5.2m required (2.2m parking lane & 3.0m traffic lane). Passing vehicles were observed to cross the unbroken BB line when vehicles are parked against the kerb on either the departure or approach sides. The problem would be more acute during school drop-off & pick-up times with increased parking and transit traffic flows.



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House No. 481 Blaxland Road, No. 2 King Road, No. 475 Blaxland Road and No.3 King Road have frontage to King Road along the length of the double barrier line. All properties have off-street parking. There is also adequate on-street parking in the neighbouring streets; the service road parallel to Blaxland Road south of King Road and in Jackson Crescent. These local residents will be consulted and the results made available to the Committee Members at the meeting.

The Australian Road Rules state that parking within 3m of the double barrier line is illegal. Extending the No Stopping zone east in King Road from the existing No Stopping signs at the traffic lights to the eastern end of the double barrier line is merely reinforcing the parking restriction status quo. The No Stopping zone should be extended at least an additional 6m beyond the end of the double barrier line to allow vehicles to leave and enter the No Stopping zone without encroaching on the double barrier lines.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there has been one (1) crash involving a vehicle unparking outside House No.481 frontage to King Road.

RECOMMENDATION:

That No Stopping in King Road be extended a distance of 44m from the existing No Stopping signs to a point 6m beyond the end of the double barrier line.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 14

ANDREW STREET, MEADOWBANK

Slow Point impact on cyclists

File No: D10/26672

Council's Traffic & Transport Engineer – reports 6 May 2010

Report

Bike North representative tabled for consideration information concerning the recent changes to Andrew street management and the potential impact on cyclists using this on-road shared route.

Background

Bike North representative requested that the matter be raised at a future Ryde Traffic Committee meeting for consideration of measures to assist with cycle movements. Council staff advised that the project was a Black Spot project that focused on a specific problem relating to the radius bend, and that possible signage and line marking options could be reviewed to improve motorists and cyclists awareness of each others movements through the narrowed and curved traffic lanes.

Consideration

This is recognised Blackspot location that received 2009/2010 Federal funding. The traffic management consists of two angled slow point devices on both approaches to the bend in Andrews Street to achieve a three point deflection. A tighter horizontal alignment through the use of smaller radius curves and traffic medians has been introduced to impede the speed at which motorists travel. To fit the traffic calming within the existing carriageway the existing on-road bike shoulder lanes through the extent of the traffic calming were formally converted to on-road shared cycle/traffic lanes.

The traffic calming has the benefit of slowing the speed at which vehicles travel, thereby helping reduce the potential for the incidence and severity of a vehicle-bike conflict. Advisory 35m/hr speed warning signs visible on the approaches to the slow points.

To enhance motorists and cyclists awareness of each others movements through the narrowed and curved traffic lanes traffic control devices in the form of additional signage and pavement markings in accordance with NSW Bicycle Guidelines can be implemented. The following traffic control devices are proposed.

- On the approaches to the slow point an advanced "Watch for Cyclists" sign (G9-57)
- At the transition from the on-road separate bike lanes into the on-road shared cycle/traffic lanes the 'Share the Road" warning sign (W6-214)
- On approach to and through the slow points on-road-use bike logos (PS-2) at regular spacing.

The proposal is outlined on the **ATTACHED** plans.

RECOMMENDATION:

That the following traffic devices be implemented in Andrews Road at the slow points as shown on the attached plans.

- (a) On the approaches to the slow point an advanced “Watch for Cyclists” sign (G9-57)
- (b) At the transition from the on-road separate bike lanes into the on-road shared cycle/traffic lanes the ‘Share the Road” warning sign (W6-214)
- (c) On approach to and through the slow point on-road-use bike logos (PS-2) at regular spacing.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

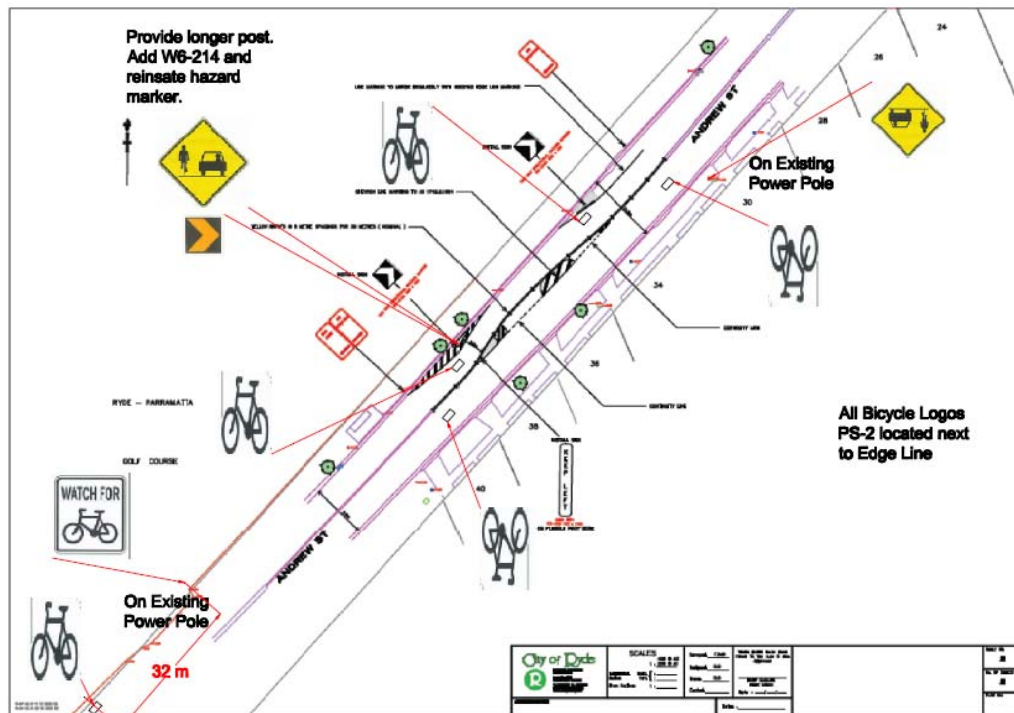
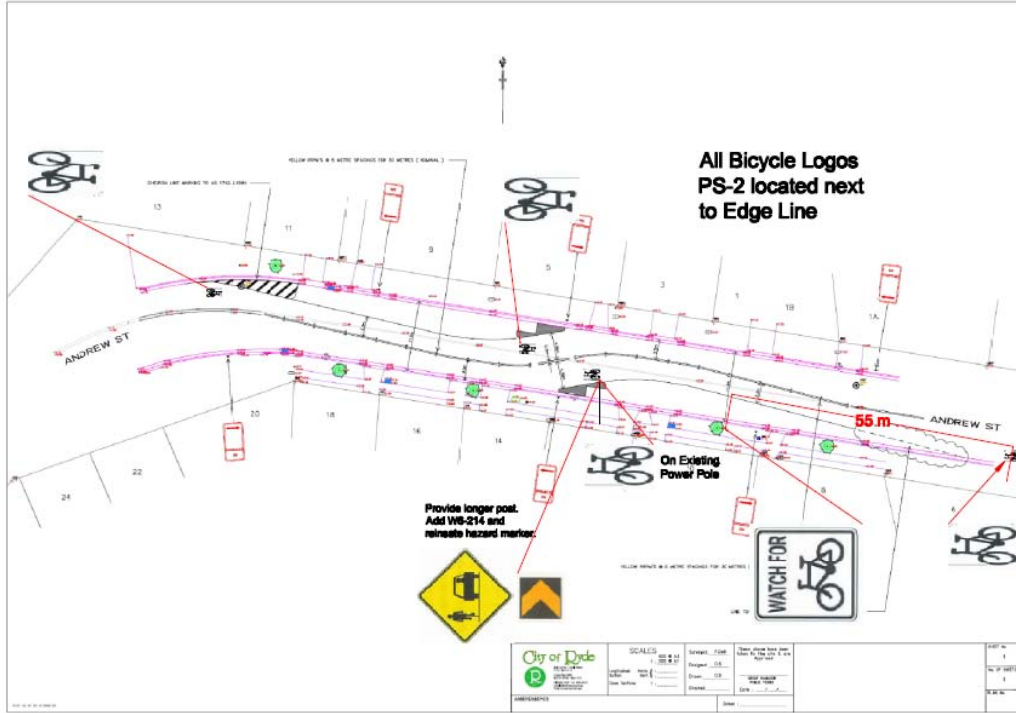
Paul Davidson
Traffic & Transport Engineer

Harry Muker
A/Manager - Access

Kim Woodbury
Group Manager – Public Works

ANDREW STREET, MEADOWBANK

Slow Point impact on cyclists



Note: A higher resolution copy will be provided at the meeting

ITEM 15

SHACKEL AVENUE, GLADESVILLE

Traffic & Parking Conditions

File No: D10/10932

Council’s Traffic & Transport Engineer – reports 6 May 2010

Report

Council has received representation from a resident of Shackel Avenue requesting a change in the traffic conditions to ensure the safe passage of cars and pedestrians. The resident suggests restricted parking on one side or one-way traffic movement.

Background

The resident explained that this is the fourth occasion that Council has been requested to consider making changes to the traffic and parking management in Shackel Avenue for the purpose of improving vehicle and pedestrian safety for the users of Shackel Avenue.

Council at the Public Facilities and Services Committee meeting on 21st February 2006 resolved to adopt the following recommendation in respect of the report titled “Shackel Avenue, Gladesville Road, Safety at Intersection”, as follows:

- (a) *That broken centre line marking be installed at the intersection of Meriton Street, Pile Street and Shackel Avenue in order to reduce the incidence of speeding vehicles at this intersection.*
- (b) *That the “Give Way” line marking be repainted at the intersection of Pile Street and Meriton Street.*

Consideration

Shackel Avenue is a local harbour foreshore road with a nominal width of 5.8m that provides direct access to 14 residential properties. It narrows to about 5.3m across Balum reserve, joining Del Mar Parade which contains the Scots College Boatshed Club and 28 residential properties.

Recent traffic volume and speed surveys were undertaken in Shackel Avenue outside No. 10 for a period of a week (3-10 March, 2010). The summarised results of the survey are presented in the following table.

Direction	7-day Average	5-day Average	85 Percentile Speed	Peak Hour Volume Vehicles	
	veh/day	veh/day		AM 10am-11am	PM 5pm-6pm
By-Directional	274	255	37	16	23

The weekday traffic volumes are consistent with the level of residential land use activity contained in Shackel Street and Del Mar Parade. The increase in the AADT for the 7-day count suggests that there is an activity on the weekend which marginally increases traffic in the area and this is likely to be attributed to Scots College Boatshed Club activities.

An assessment of the current road environment draws the following conclusions:

- **Traffic volume**

Shackel Avenue traffic volumes are within the environmental capacity standard of local roads.

- **Speed**

The speed profile in Shackel Avenue is considered acceptable because the measured 85th percentile speed of 37km/hr is less than the posted speed limit (50).

- **Existing Traffic Management**

- ✓ the downhill approach to Shaker Avenue is sign posted with a “divided road” warning sign and a warning 35km/hr advisory sign.
- ✓ TB lines and regulatory giveaway signs in Pile Street give vehicles travelling along Meriton Street and Shackel Avenue priority.
- ✓ separation lines mark the carriageway centre line and define the width of the traffic lanes in each direction at the bend where Meriton Street and Shaker Street join.
- ✓ the outside of the Meriton Street and Shaker Street bend is fitted with three hazard markers to guide road users around the bend.
- ✓ across Balum reserve No Stopping is provided on the foreshore side of the reverse horizontal curve and crest in the vertical alignment to improve sight distance between oncoming vehicles.

- **Parking**

- ✓ kerb side parking and driveways are staggered so that oncoming vehicles can travel and manoeuvre around each other.
- ✓ there is limited opportunity to legally park in Shaker Avenue due to the number and very wide residential driveways.

Under the above circumstances, traffic conditions are considered acceptable and changes are not considered warranted at this stage.

Accident History

The number and type of crashes is considered a measure of road safety. The RTA maintains a historical crash data base of the occurrence and type of crashes that occur on the state wide road network overtime. For the 5 year period 2003 to June 2008 there have been no crashes in Shaker Avenue.

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RECOMMENDATION:

- (a) That no action be taken to change the traffic management in Shakel Avenue.
- (b) That Council's Regulatory Services Team patrol the area on weekends to ensure that parking compliance is maintained.

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Harry Muker
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