

City of Ryde

TRAFFIC COMMITTEE

AGENDA

THURSDAY, 18 March 2010

Part 1 of 2



RYDE TRAFFIC COMMITTEE

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ITEM 1

**WARWICK STREET, NORTH RYDE (INTERIM REPORT)
Traffic and Parking Congestion**

File No: D09/67731

Council's Senior Traffic Engineer – reports 8 March 2010

Report

To consider a series of traffic management measures proposed by a resident of Warwick Street:

The following options (1, 2 and 3) are listed in the order as detailed in the correspondence

(1). A second lane tuning left for traffic entering Epping Road toward Delhi Road would help reduce the bank up of traffic in Pittwater Report. It should be placed to the left side of the current lane to the left side of the bus only lane coming down Blenheim Road.

This would allow the traffic to be directed onto Epping Road without having to widen Pittwater Road further backwards towards North Ryde Park. The reason drivers use the side streets (Cressy, Warwick and Clarence) to get to Pittwater Road is because the bank up at the Blenheim / Pittwater intersection is dangerous and blocks with little chance for cars to enter Pittwater Road, either to eventually turn left or right onto Epping Road. At the moment the left side exit for traffic turning left into Epping Road is blocked to cars for 20 metres to allow the City/Chatswood buses to enter Pittwater Road.

(2). There is no bus service working along the route from Gladesville / Boronia Park coming directly along Pittwater Road to Epping Road and surely an introduction of such a service would help reduce the amount of single drivers cars moving through the area to their workplaces.

(3). A set of traffic lights at the entrance to Pittwater Road from Cressy Road would help organise the flow of traffic, and drivers would be confident to use Cressy Road, knowing that they would have a safe option to enter Pittwater Road, without relying on the courtesy of other drivers. Cressy Road is a wider street than Warwick and Clarence and allows traffic to move freely without blocking resident's access to their houses / driveways.

Background

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.

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Consideration

Option 1: As the configuration is a modification of an existing signalised crossing at a junction with a State Road, the matter will be referred to the RTA for investigation and advice to the Ryde Traffic Committee in due course.

>> The footpath on the western side of the intersection would need to be retracted by a minimum of 3 meters which is likely to contain underground services that would need to be relocated which is extremely cost prohibitive.

Option 2: Council will request that the STA consider as a possible future bus route (in any future upgrades of the existing bus network) a service that passes through Gladesville, then Boronia Park, Pittwater Road to Epping Road.

Option 3: Traffic signals may or may not have the desired effect depending on the level of green time available for the dominant moment and are extremely cost prohibitive. RTA warrants would also need to be satisfied.

RECOMMENDATION:

- (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.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 2

**SHAFTSBURY ROAD / DICKSON AVENUE, MELROSE PARK
On-street Parking Restrictions**

File No: D10/13003

Council's Senior Traffic Engineer – reports 27 January 2010

Report

Cr Justin Li has received representations from a resident of Ryde for parking restrictions to be installed along both sides of Dickson Avenue at the Shaftsbury Road to assist with egress movements in peak periods from Dickson Avenue into Shaftsbury Road.

Consideration

No Stopping restrictions at an intersection can be extended by up to 15m from the adjoining street. Due to localised narrowing in Dickson Avenue the road narrows to 6.5 metres close to the intersection and widens to 10 metres approximately 20 metres from the intersection. It is recommended that parking restrictions be implemented for this 20 metres section, as follows:

>> No Stopping for 15 metres along both side of Dickson Avenue, commencing at the TP within Shaftsbury Road; and

>> No Stopping (6am to 10pm, 3pm to 7pm, weekdays) for 5 metres which continue from the end of the Full Time, No Stopping restrictions (above) which are in line with clearway restrictions along Victoria Road, West Ryde.

RECOMMENDATION:

That Council approves the installation of No Stopping restrictions along Dickson Avenue as follows:

(a). No Stopping for 15 metres along both sides of Dickson Avenue, from Shaftsbury Road; and

(b). No Stopping (6am to 10pm, 3pm to 7pm, weekdays) for 5 metres which continue from the end of the Full Time, No Stopping restrictions (part (a) above) along both sides of Dickson Avenue, subject to the concurrence of affected residences.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 3

CUTLER PARADE, NORTH RYDE

Request for No Right Turn (4pm to 6pm, weekdays)

File No: D10/13002

Council's Senior Traffic Engineer – reports 8 March 2010

Report

Cr Vic Tagg has received representations from a resident of Cutler Parade requesting No Right Turn (4pm to 6pm) from Blenheim Road weekdays to reduce peak hour traffic volumes along Cutler Parade.

Consideration

At the time of the report compilation traffic counts were being undertaken. The results of the traffic survey will be presented to Committee Members at the meeting.

With any measures to restrict turn movements, a TMP needs to be prepared that identifies other route options that vehicles could use to access restricted areas. Further, policing of "No Right Turn" restrictions is difficult, as NSW Police have limited resources.

RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

ITEM 4

ANDREW STREET, RYDE & BADAJOZ ROAD / CALLAGHAN STREET, EAST RYDE

National Black Spot Remediation Projects

File No: D10/13002

Council's Senior Traffic Engineer – reports 8 March 2010

Report

To inform Council on possible traffic management measures that could be considered in the vicinity of the Badajoz Road / Callaghan Street intersection in lieu of a roundabout.

Background

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", 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 (Purpose of this report).*
- (e) That the residents at Badajoz Road / Callaghan Street be consulted with regard to proposed measures.*

Consideration

The roundabout proposal which was subsequently not approved by Council due to strong resident objection was the most efficient traffic facility that could be installed at the Badajoz Road / Callaghan Street intersection to deal with both right turn and pedestrian crossing incidents. The table on the following page considers alternative measures that could be considered, in lieu of a roundabout, however each option proposed would not treat the injury accident cluster that is defined as follows:

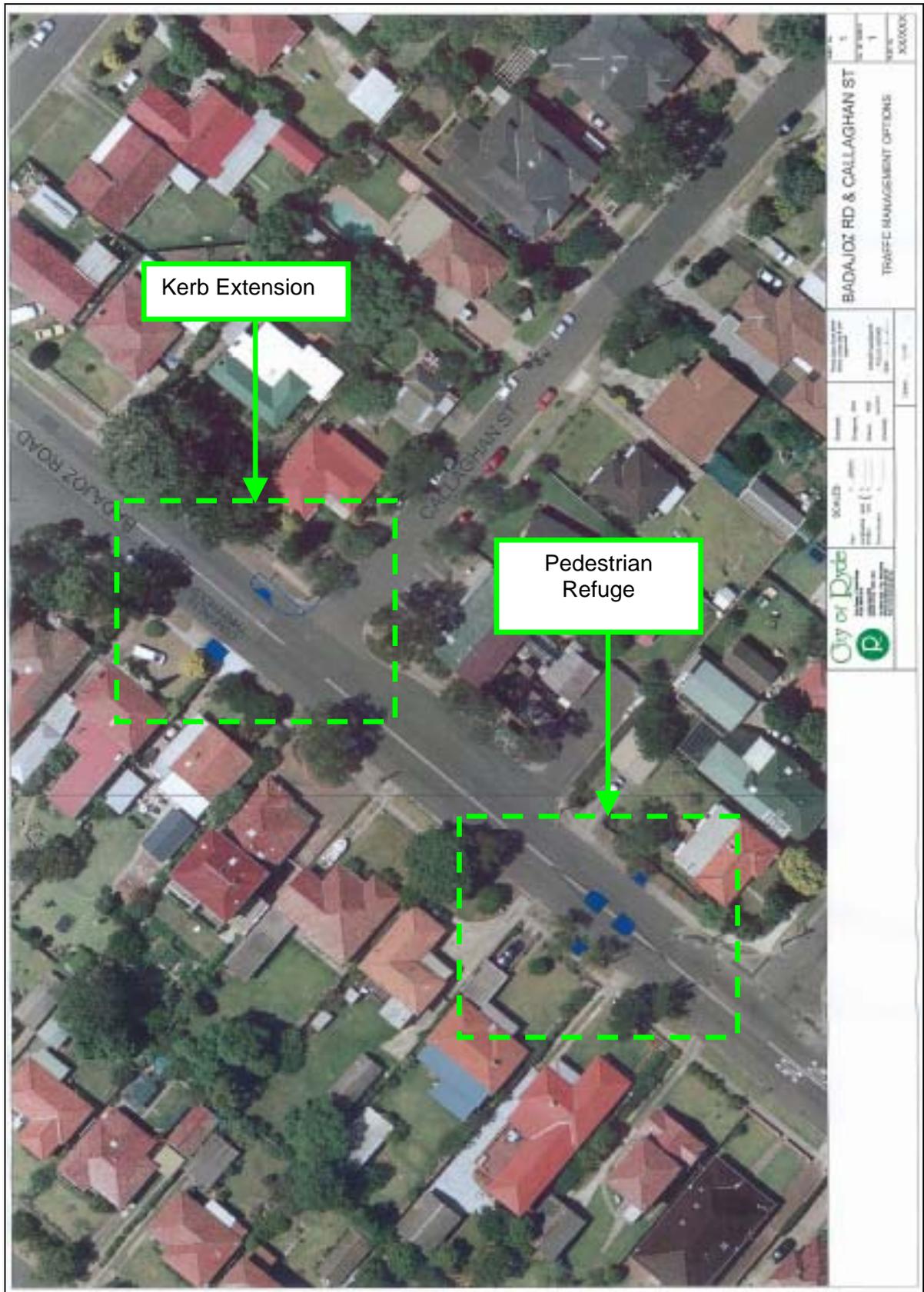
>> Right Near Incident (intersection only) whereby the key vehicle turning right; the other vehicle is travelling straight through (2 injury accident recorded);

>> Right Thru Incident whereby the key vehicle is turning right; the other vehicle, from opposing direction, is travelling straight through (1 injury accident recorded).

Traffic Management Options				
Traffic Management Measure	Advantages	Disadvantages	Estimated Construction Cost	Comments
Pedestrian Refuge	Will allow pedestrians to cross Badajoz Road in two (2) stages which is beneficial during peak movement times	Loss of on-street parking along the frontage of private property. Only effective if the facility lies on a pedestrian desire line which is generally in direct alignment with the Satellite Shopping Strip in Badajoz Road. Bus Zone along the western side of Badajoz Road would need to be relocated and therefore on-street parking capacity will be reduced.	\$ 15,000	Loss of on-street parking was a major issue for the residents of Badajoz Road
Kerb Extension - northeast corner of the intersection and into the travelling lane by some 2.5m - 3.0m	Will allow pedestrians to cross Badajoz Road far more efficiently as the crossing distance is reduced	Articulated buses (generally the afternoon school special) would have difficulty pulling up into the indented bus bay due to the higher than normal glancing angle that would result in part of the back of the bus lying in the carriageway.	\$25,000	The bus zone adjacent to the shopping strip is a well patronised pick up / drop-off location.

Alternative Measures – Summary Table

Please refer to the following page for a preliminary concept plan detailing both options



Traffic Management Options – Location Plan

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The results of the doorknock survey will be presented to Committee members at the meeting.

RECOMMENDATION:

Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Harry Muker
Senior Traffic Engineer**

**Andrew Cooper
Manager - Access**

**Kim Woodbury
Group Manager – Public Works**

ITEM 5

ST CHARLES SCHOOL & CHURCH

562 – 568 Victoria Road, Ryde

File No: PRL 2009 - 47

Council's Senior Traffic Engineer – Access reports 10 March 2010.

Report

The Catholic Education Office (CEO) for the Archdiocese of Sydney has submitted a funding application under the Commonwealth “Building the Education Revolution (BER) – Under the National Building Job Plan Stimulus Package” to facilitate a number of infrastructure improvements within the confines of the school compound as detailed below:

Proposed BER funded works:

- Demolition of the existing (former) Presbytery building;
- Construction of a new school hall and administration building with two new classrooms above;
- Refurbishment of existing school buildings to provide upgraded learning areas and facilities;
- Construction of a new PE / Sports court adjoining the new school admin building;
- New security fencing;
- Upgraded play areas;
- **Construction of a new vehicular entry off Potts Street to access a new bitumen parking area to accommodate 49 cars, and incorporating a ‘kiss and drop’ area (for consideration);**
- Provision of a (temporary) single storey demountable classroom on the south eastern side of the site;
- Landscaping works to the school grounds.

Proposed independently funded works:

- Construction of a new presbytery (for the Parish priest) in the south western corner of the site and accessed via Charles Street, to replace the former presbytery building (which is to be demolished to allow construction of the new multi-purpose school hall);
- Upgrading and minor realignment of the existing entry and roadway on the eastern side of the Church from Charles Street;
- **Upgrading of the existing parking area to the north of the new school admin building to provide formal parking for 41 spaces (for consideration);**
- Construction of a new pathway from the Church to the school and parish centre;
- Upgrade works to the existing driveway; and
- Landscaping works to the Church grounds.

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Consideration

The proposed development does not include any increase in student numbers and seeks to rationalise existing site operations from both an accommodation and parking viewpoint as follows:

- The rationalisation of the Charles Street vehicular accesses, particularly the reduced usage of the access closest to Victoria Road (closed during school periods);
- Reduced traffic demand on Charles Street and subsequent anticipated improvements in accessibility to Victoria Road;
- Removal of a vehicular access driveway to Victoria Road; and
- Concentration of parent pick-up / set-down to Potts Street in preference to Charles Street with an internal kiss and ride facility within the school grounds thus reducing demand on on-street parking by parents.

Car Parking

Section 9.3 of Ryde City Council's DCP 2006 (effective from 26th July 2006) states the following with respect to car parking requirements for "Primary and Secondary Schools" and a "Place of Public Worship and Place of Assembly" respectively (as detailed in the table below):

	DCP 2006 (Part 9.3)			
	Primary & Secondary Schools		Place of Public Worship & Place of Assembly (GREATER OF)	
<i>DCP 2006 Parking Rate</i>	<i>1 Space per two (2) employees</i>	<i>1 Space / 10 students over 17 years of age</i>	<i>1 Space per 10m2 of nett usable floor area, OR</i>	<i>1 Space per / 10 fixed seats</i>
DCP 2006 Parking Provision Requirements (see notes 1 & 2 below)	15	0	50	44
Total No of Parking Spaces Required by DCP 2006	65 Parking Spaces			
Parking Provisions Proposed by the Applicant (see note 3)	65 Parking Spaces			

Note(s):

1. The school has 30 staff / teachers and zero students over the age of 17 years;
2. Church nett usable floor area of 500m2 and 435 fixed seats; and
3. The 65 car parking spaces proposed by the applicant is broken down into the following segments (please refer to the following page):

- I. A large formalised area is located to the east of the church containing a total of 42 marked parking spaces;
- II. A smaller formalised parking area is located to the south of the church building containing a total of 15 marked spaces;
- III. An informal parking area is located to the north of the presbytery capable of accommodating approximately 5 vehicles; and
- IV. A smaller informal parking area is located to the east of the presbytery (adjoining the parish offices) capable of accommodating approximately 3 vehicles.

The car park requirements onsite complies with Council's DCP requirements.

Access

Vehicular access is currently permitted via Victoria Road (2 off) and Charles Street (2 off). Refer to **ATTACHED** Plans.

The access driveways along Charles Street (existing) and Potts Street (new) are the main access points into the school for vehicles. In particular for pick up / drop off of school children, access will be via the new Potts Street driveway to the new car park area. The new access driveway will be 7 metres wide to cater for two-way traffic which is considered adequate.

The applicant will prepare a Traffic Management Plan (TMP) that will focus on set-down and pick-up conditions within and adjoining areas to the car park along Potts Street. However as the access driveway is within close proximity to Victoria Road (some 35 metres) traffic management within Potts Street in the vicinity of the access driveway will be required to ensure that circulation along Potts Street in both directions is maintained (refer to **ATTACHED** Traffic Impact Assessment prepared by Thompson Stanbury Associates).

The site is well served by public transport being located adjacent to Victoria Road.

Traffic Generation

The RTA Guide to Traffic Generation Developments does not have indicative rates of traffic movements to / from a primary and/or secondary school. It is therefore appropriate in this case to review current traffic movement's onsite and superimpose the likely movement potential along Potts Street.

The applicant has not provided this data based on likely arrival mode splits to the Potts Road access and it is therefore difficult to quantify the extent of traffic queuing in the area. However, the key capacity constraint would be potential queuing onto Victoria Road from the Potts Street car park entrance. Council will refer the application to the RTA for review and comment.

RECOMMENDATION:

That Council supports the proposed development at St Charles School and Church subject to the following requirements:

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- (a) That the applicant prepares a rigorous Traffic Management Plan (TMP) covering pedestrian movements/vehicles movements during school peak pick-up / drop-off times and includes traffic movements along the adjoining public road (Potts Street); and
- (b) That the potential possible queuing along Potts Street into Victoria Road during peak pick up/ drop off times be referred to the RTA for review and comment.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Harry Muker
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Andrew Cooper
Manager - Access

Kim Woodbury
Group Manager – Public Works

INFORMAL ITEM

DEVLIN STREET, RYDE

At Grade Pedestrian Crossing

File No: D10/13002

Council’s Senior Traffic Engineer – reports 8 March 2010

Report

Cr Vic Tagg, Cr O’Donnell, Cr Maggio and Cr Pickering have received representations from residents in Ryde in respect to the at-grade signalised pedestrian crossing that was removed when the pedestrian overbridge was installed as part of the Integrated Traffic Solution for the Top Ryde City Shopping Centre.

Consideration

The recently installed pedestrian overbridge is currently the only safe, viable method available to the public when crossing Devlin Street in the vicinity of Parkes Street. The replacement of the “at grade” (on road) pedestrian crossings across Devlin Street with the pedestrian bridge was part of the Integrated Traffic Solution for Ryde Town Centre that was approved by the RTA and Council. This measure was due to the traffic congestion in peak times and conflicts with pedestrians (detailed in the Traffic Studies undertaken by the proponents traffic consultant – Mark Waugh Pty Ltd titled “Top Ryde Urban Village – Traffic Assessment Report – Nov 2004; and Council’s Traffic Consultant - Parson Brinkerhoff titled “Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review - Feb 2007). A review of breakdown statistics in respect of lift access (provided by the Beville Group on 8 March 2010) has confirmed the following number of breakdowns that has occurred over the period November 2009 to February 2010 which rendered the lift inaccessible for a period of time:

	Nov	Dec	Jan	Feb	Total
Lift No. 5 (Retail)	1	1	2	2	6
Lift No. 6 (Council)	0	10	3	2	15

The major issues identified were:

>> Lift No. 5 – Shaft alignment issues + doors not closing properly.

>> Lift No. 6 – Water ingress and programming.

Beville Group has advised that these issues are pretty standard for new lift installations and have been rectified.

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A second pedestrian bridge to the north is due for completion by the end of June 2010. This will provide an alternative fully accessible route should one of the lifts be not operational at any time and it is envisaged that directional wayfinding between the two (2) access bridges will be provided to direct pedestrians to an alternative access point, should either facility become inoperable.

Submitted for information only and will be referred to the RTA for investigation and reply.

**Ramesh Desai
Traffic Engineer**

**Harry Muker
Senior Traffic Engineer**

**Andrew Cooper
Manager - Access**

**Kim Woodbury
Group Manager – Public Works**

INFORMAL ITEM

MARSDEN ROAD / VICTORIA ROAD, RYDE

Barrier Protection

File No: D10/13001

Council's Senior Traffic Engineer – reports 8 March 2010

Report

Mr Victor Dominello MP, Member for Ryde has received a request from a resident in Ryde for barrier protection to be installed to safeguard children at the traffic island located at the northeast corner of the intersection.

The resident has indicated that school children are crossing to / from the triangular island on the north-eastern corner at a variety of paths which is unsafe.

Consideration

Improvements to an approved Traffic signal installation to facilitate pedestrian protection measures (barriers etc) are the responsibility of the RTA.

Submitted for information only and will be referred to the RTA for investigation and reply.

Ramesh Desai
Traffic Engineer

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