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File No:	COR2009/206	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Anthony Ogle, Manager Access – Public Works, City of Ryde (delegated role as Chair, by Mr Terry Dodds, Group Manager – Public Works, City of Ryde)	

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SECTION 3**ITEM 1****MARS LANE & KENNEDY LANE, GLADESVILLE****Improved Access**

File No: D10/880515

Council's Traffic & Transport Engineer – reports 9 November 2010**Report**

Council has received a request from a long-term resident of Kennedy Street, Gladesville to improve access in Mars Lane and Kennedy Lane which provides access to the rear of his property and neighbouring residents' property due to narrowness of the lane.

Background

Mars Lane and Kennedy Lane provide access to the rear of approximately 30 properties that have frontage to Kennedy Street, The Strand and High Street. Mars Lane and Kennedy Lane have a narrow road pavement width that measures 5.2m. The width provides for either a traffic lane in each direction with no on-street parking or a single traffic lane catering for movements in both directions and on-street parking on one side. The lane-way's vertical and horizontal alignments are straight and there is good visibility along their length, although on the eastern side of Mars Lane the levels of the formed table drain and a raised sewer manhole tends to narrow the pavement width.

There is poor visibility at the intersection formed by the junction of Kennedy Lane and Mars Lane. At present there are no parking restrictions or traffic direction controls in both lanes.

Consideration

At the intersection of Kennedy Lane and Mars Lane the existing fencing forms a square corner on the northern leg of the T- intersection. Without the normal splayed corners, visibility to and from vehicles entering and leaving Kennedy Lane and Mars Lane is obstructed.

Frequently, reasonable access to and from exiting driveways is blocked by vehicles and trucks parking too close or opposite driveways or by tradesman storing their materials and equipment on the narrow roadway. The obstruction of the traffic lanes and driveways is a traffic infringement under the Australian Road Rules.

Driveways are located only on the western side of Mars Lane and southern side of Kennedy Lane, except there is one driveway on the north eastern corner of Mars Lane and Kennedy Lane intersection. To maintain the swept path of a turning vehicle to and from the driveways 'No Parking' restrictions is required opposite the driveways and due to the narrowness of the lanes width at least along one side of the laneways.

Therefore to improve and maintain access "No Parking" is proposed on the eastern side of Mars Lane and the northern side of Kennedy Lane, west of Mars Lane and "No Stopping" on the northern side of Mars Lane and Kennedy Lane intersection for the purpose of maintaining

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access to and from existing driveways. The proposed parking restrictions are shown in the **ATTACHMENT REPORT**.

However, given the constraints within Mars Lane the Traffic Committee members should give consideration to implementing "No Parking" on both sides of Mars Lane.

Community Consultation

Consultation letters and questionnaire outlining the proposal were distributed to the 30 residents whose property has existing access or potential access to Mars Lane and Kennedy Lane. The consultation period closes on the 22 November, 2010. The results of the consultation will be presented to Committee Members at the meeting.

RECOMMENDATION:

That the Committee agrees to the implementation of "No Parking" restrictions on the eastern side of Mars Lane and the northern side of Kennedy Lane, west of Mars Lane and "No Stopping" on the northern side of Mars Lane and Kennedy Lane subject to the majority support of the residents surveyed.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2****LANCASTER AVENUE, MELROSE PARK**
Request for Double Barrier Centre Line
File Ref: D10/87326

Council's Traffic Engineer – reports 9 November 2010**Report**

Council has received written correspondence from a resident of Lancaster Avenue describing the potentially hazardous situation when vehicles park on the bend which is located 80 metres east of Wharf Road. The remaining road pavement is too narrow to accommodate vehicle movements in both directions and restricted visibility through the bend could cause a conflict between oncoming vehicles.

Background

The average width of Lancaster Avenue is 8.0m wide (kerb to kerb) around the bend. When vehicles are parked on both sides of the street the effective road pavement is reduced to 4.6m which is less than the 5.8m minimum width required to accommodate vehicle movements in both directions. Narrower carriageways are not uncommon within the local road network and incidents are normally avoidable because motorists exercise appropriate judgement when negotiating the conditions. However, in circumstances where sight distance is restricted, kerb side parking controls in conjunction with delineation measures need to be considered.

Consideration

Observations on site indicate that motorists are parking adjacent to the houses on either side of Lancaster Avenue up to and around the bend, opposite house No's 7, 7A, 4 and 2. The parked vehicles infringe into the narrow traffic lane width and are causing drivers to encroach into the oncoming vehicle path, potentially bringing oncoming vehicles into a conflict.

To improve this potentially hazardous situation the implementation of a double barrier line is proposed that would maintain the existing parallel parking on the northern side of Lancaster Avenue and "No Stopping" restrictions for 30 metres on the southern side, while providing a 2.9m traffic lane in each direction.

RECOMMENDATION:

- (a) That the Committee agrees with the proposal to install No Stopping restrictions for 30 metres on the southern side of the bend in Lancaster Avenue and double barrier lines that maintains minimum 2.9m traffic lanes in each direction.
- (b) That the affected residents be notified, prior to implementation of the "No Stopping" restrictions and double barrier lines at the bend Lancaster Avenue.

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Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Anthony Ogle
Manager - Access**

**Harry Muker
Senior Traffic Engineer**

**Terry Dodds
Group Manager – Public Works**

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SECTION 3**ITEM 3**

BUFFALO ROAD, RYDE
Short term parking (Temporary)
File No: D10/83351

Council's Traffic Engineer – Access reports 9 November 2010**Report**

Council has received written correspondence from a business owner whose retail business is located at the corner of Princes Street and Buffalo Road, requesting on-street parking restrictions outside his business. Due to on-street parking being utilised by workers associated with nearby development and the lack of parking affecting the business.

Background

Energy Australia is constructing a Zone Substation at the corner of Buffalo Road and Gardner Avenue, Ryde. Due to limited parking on site construction workers park their vehicles on Buffalo Road and Princes Street during the working day.

All on-street parking is unrestricted at the present time.

The business owner advises that his business is being affected because his customers could not find parking near by his shop. The shop owner has mentioned that he is losing customers over the few months due to intrusive parking by the construction workers.

Consideration

A site inspection confirms that there are three (3) unrestricted parking spaces outside the businesses (No.1 Princess Street) frontage to Buffalo Road that can be converted to a 1P parking zone during normal business hours.

The existing three(3) unrestricted parking spaces along Buffalo Road be converted to 1P parking 8am-6pm, Mon-Fri; 8am-12.30pm, Sat for a period of six (6) months or until all work associated with Energy Australia's sub station is completed.

RECOMMENDATION:

That the Committee agrees to temporarily change the existing three (3) unrestricted parking spaces outside the businesses (No.1 Princess Street) frontage to Buffalo Road to 1P Parking 8am-6pm, Mon-Fri; 8am-12.30pm,Sat , until all construction work associated with Energy Australia's new substation is completed.

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Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 4****MAIN NORTHERN LINE AND NORTH SHORE LINE RAILWAY CLOSURE
Temporary Bus Services**File Ref: D10/89638

Council's Traffic Engineer – Access reports 9 November 2010**Report**

Council has received correspondence on 18 November 2010 from the Alternative Transport Officer, Operations of Rail Corporation advising that the Main Northern Line and North Shore Line railway closures will occur on the weekend of the 26 and 27 February 2011 requiring temporary bus zones.

Background

Railcorp has proposed closing the Northern Rail lines on the weekend of 26 and 27 February 2011. During this period buses will replace train services and will use Council's road network. All replacement buses will use the same route as that used during similar closures in previous years. The closure will occur during the weekends only.

Railcorp has utilised existing bus stops on the proposed route outside railway stations within City of Ryde. Council in the past has not received any complaints regarding traffic and parking issues during similar closures, except from the West Ryde area.

At West Ryde Railway Station, Railcorp extended the bus zone along Ryedale Road during the last rail shut down on 30 October 2010 and 31 October 2010 without Council's concurrence. Council has received complaints from shop owners in relation to the loss of their on-street loading/unloading facility and the inconvenience to their customers. Railcorp's Transport Officer was informed of the complaints that Council received from the shop owners along Ryedale Road, after the October rail shut down.

Consideration

For future rail closures Railcorp will be utilising Ryedale Road outside West Ryde Railway Station for a temporary bus zone and will not occupy additional bus zone space in front of the Ryedale Road shops.

Railcorp will use existing bus zones at all other railway stations within City of Ryde.

Railcorp has prepared a Temporary Bus Services Plan for the 26 and 27 February 2011 rail shut down. – Refer **ATTACHED REPORT**. Railcorp has in place a major advertising campaign advising regular rail commuters and the community in general of the proposed rail line closures.

RECOMMENDATION:

- (a) That no objection be raised to the use of Council's road network by RailCorp's replacement buses on the 26, 27 February 2011.

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- (b) That Committee agrees that the Temporary Bus Service Plan, Option 2 Traffic Control Plan be adopted for the management of Railcorp buses in Ryedale Road during the rail shut down on 26 and 27 February 2011.

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5****BYFIELD STREET AND GIFFNOCK AVENUE, MACQUARIE PARK****Motorbike Parking**

File Ref: COR2009/206

Council's Traffic Engineer – Access reports 10 November 2010**Report**

Council has been approached by a motor bike rider to address the arguably discriminatory nature of the pay and display parking arrangement throughout Macquarie Park. They have highlighted that motorbikes can not securely display the tickets and are effectively denied access to on-street parking.

Background

Copy of Work and Community meeting report dated 16 November 2010 is **ATTACHED**.

Consideration

The introduction of small lengths of additional on-street parking allocated to motorbikes would provide Council with capacity to support alternatives to car travel without altering the balance of car parking supply or interfering with the revenue aspects of the metered parking in Macquarie Park. Motor cycle parking zones will be created in existing "No Stopping" zones, where physically, it is possible maintain drivers' line of sight while entering or exiting property driveways and intersections.

The following locations have been identified as suitable motorcycle parking locations.
(See sketch **ATTACHED**)

- Convert a section of the 35 m space of "No Stopping" beyond the end of the metered parking area on the southern side of Byfield Street, west of Lyonpark Road.
- Convert a section of the 7.5m of "No Stopping" between the end parking bay and No. 13's driveway on the southern side of Giffnock Avenue.

In accordance with AS 2890.5 motorcycle parking bay (2.5m longx2m wide) be marked in designated locations within Macquarie Park area, as and when a request is received subject to Council's Traffic Engineer's approval.

RECOMMENDATION:

- (a) The Committee agrees that two (2) bays (2.5m longx2m wide) for motorcycle parking in Giffnock Avenue and Byfield Street as shown on attached sketch be installed.
- (b) The Committee agrees that motorcycle parking signs "No Stopping" (R5-400) with 'Motorcycle excepted' added to the sign be installed along Giffnock Avenue and Byfield Street.

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Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Anthony Ogle
Manager – Access**

**Harry Muker
Senior Traffic Engineer**

**Terry Dodds
Group Manager – Public Works**

SECTION 6**ITEM 6****ANDREW STREET, MELROSE PARK**
Preferred Option
File No: D10/55072

Council's Traffic & Transport Engineer – reports 9 November 2010**Report**

At the Ryde Traffic Committee meeting on 5 August, 2010 members considered Andrews Street residents concerns about the operational characteristics of the Slow Points along Andrew Street, Melrose Park that was part of the RTA approved 2009 Auslink National Black Spot Program.

Background

On the 17th August 2010 Council adopted the following resolution in response to residents concerns along Andrew Street.

That Council investigate new traffic management options along Andrew Street, between Adelaide Street and Macintosh Street, with at least one (1) option considering the following:

- *Raised thresholds.*
- *A physical barrier to stop vehicles 'cutting' the inside corner along Andrew Street in the vicinity of the residence at No. 20 Andrew Street.*
- *"Local Traffic Only" and / or "3T Load Limit" signage.*
- *Raised pavement markers.*
- *Resurfacing of sections of Andrew Street.*
- *Provision for safe cycling.*

Consideration

Council staff has investigated the possible alternatives and have undertaken further consultation with the residents of Andrew Street between Adelaide Street and Macintosh Street. Two options are considered appropriate.

- **Option 1.** Raised Threshold outside house No's.5, 12, 14 and No's. 32, 34 Andrew Street as well as a physical barrier to stop vehicles 'cutting' the inside corner outside No's. 20 and 22 Andrews Street.
- **Option 2.** Speed Cushions outside house No's.5, 12, 14 and No's. 32, 34 Andrew Street as well as a physical barrier to stop vehicles 'cutting' the inside corner outside No's. 20 and 22 Andrews Street.

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The evaluation of the options reveals that Option 1 is the preferred option. Option 1 is shown in the **ATTACHMENT REPORT**.

RECOMMENDATION:

That the Committee agrees in principle to adopt Option 1 as the preferred option, subject to the detailed design being finalised.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 7

ITEM 7

ROWE STREET, EASTWOOD**Work Zone**

File No: CRM 1215672

Council's Traffic & Transport Engineer – reports 17 November 2010**Report**

Council has received correspondence from Southern Cross Construction for a "Works Zone" along the side frontage of the proposed development along the southern side of Rowe Street, to carryout construction activities within the confines of the site. The proposed Work Zone will occupy five (5) parking spaces along Rowe Street, Eastwood in front of the site.

Consideration

Rowe Street is a local road and there is restricted parking in front of Rowe Street which is the side boundary of the site. The work zone will be operational for three (3) months from 26 November 2010.

A site inspection indicates that Rowe 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 business properties along Reserve Street and other streets nearby.

It is recommended that a Work Zone of 32 metres be approved in front of 62-80 Rowe Street for a period of three (3) months commencing from 26 November 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 62-80 Rowe Street, Eastwood for 32 metres in length for the period 26 November 2010 to 31 March 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

Terry Dodds
Group Manager – Public Works