

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 October, 2010	Page 1 of 15
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****PROGRESS AVENUE, EASTWOOD****Request for Extension of On-Street Disabled Parking Space**File No: D10/80493

Council's Traffic & Transport Planner – reports 11 October 2010**Report**

Council has received the following requests from a resident who is a full-time carer of a young adult who uses a wheel chair for mobility:

- Reduce the number of on-street parallel parking spaces in Progress Avenue outside No. 6 from 3 spaces to 2 spaces. The shortened length of the existing 3 disabled parking spaces makes it difficult for carer's to manoeuvre a wheel chair to and from the rear of a vehicle as there is insufficient space.
- Introduce a new disabled parking space on the western side Progress Avenue and change existing parking restriction.

The resident explains that the new space on the western side of Progress Avenue plus the increase in the time restriction would provide improved accessibility to the Eastwood shops.

Background

The three (3) existing (two end bays and one middle bay) on-street parallel disabled parking spaces on the eastern side of progress each have a measured length of 5.3m. The Australian Standard and Ryde Council's DCP Access for People with Disabilities for on-street disabled parking space indicates that the desirable length for an end bay is 5.5m and a middle bay 6.7m. The lengths of the existing disabled parking spaces do not match the desirable length as detailed in the Australian Standard or Ryde Council's DCP Access for People with Disabilities - Section 9.2.

There is a high demand for the standard short-term 1/2P Parking 8am - 6pm Monday to Sunday in Progress Avenue.

Consideration

The existing disabled zone could be divided into 2 parking spaces with an equal length of 7.95m which make the disabled spaces compliant and would allow for rear unloading/loading of wheel chairs. Council's DCP indicates that kerb ramps are to be provided at each end of a parking bay. The newly formed northern end bay should be fitted with a kerb ramp whereas the southern end bay can make use of the existing driveway.

Progress Avenue is one-way southbound. Locating the disabled space 6.7m in length in mid-block standard parking bays which are 6m in length would mean that two standard parking spaces would be affected. By introducing the new on-street parallel disabled parking space in the western side end bay at the northern end of Progress Avenue only 1-parking space would be affected and advantage could be taken of the spare space available between the bay end and the kerb indentation, thus providing a bay length of 8.00m. Due to the high demand for standard 1/2P parking spaces in Progress Avenue the Eastwood Centre shop owners/businesses fronting onto Progress Avenue between Hillview Road and Lakeside Road

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should be notified of the proposed parking changes prior to implementing the new disabled parking space in the western side end bay at the northern end of Progress Avenue.

A disabled parking zone is identified by the use of the R5-1-3 sign with time(s) of operation.

The existing and new disabled parking space(s) should be sign posted with the R5-1-3 (L or R) signs with time(s) of operation 8am - 6pm Monday to Sunday.

The proposal is shown in the **ATTACHMENT REPORT**.

RECOMMENDATION:

- (a) That Council approves reduction in the number of on-street parallel disabled parking spaces in Progress Avenue outside No.6 from 3 spaces to 2 spaces and sign posted with the R5-1-3 (L or R) signs with time(s) of operation 8am - 6pm Monday to Sunday.
- (b) The Council approves the request for a new disabled parking space on the western side at the northern end of Progress Avenue and that the Eastwood Centre shop owners/businesses fronting onto Progress Avenue between Hillview Road and Lakeside Road should be notified of the proposed parking changes prior to implementing the new disabled parking space in the western side end bay at the northern end of Progress Avenue.
- (c) That the kerb ramps for disabled parking bays be implemented in Council's future works program.

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****WINGATE AVENUE, EASTWOOD
Request for Double Barrier Centre Line**File Ref: D10/76070

Council's Traffic & Transport Planner – reports 11 October 2010**Report**

Council has received a request from Parramatta City Council to install double barrier centre line at the bend in Wingate Avenue between Lakeside Avenue and Railway Avenue, Eastwood which has been endorsed by the Parramatta Traffic Committee. Parramatta City Council has advised that they will arrange for the lines to be marked.

Background

Wingate Avenue centre line forms the common boundary between Ryde LGA and Parramatta LGA. At the bend in Wingate Avenue there is parallel parking on the northern side; perpendicular parking on the southern side (Ryde LGA) formed by kerb blisters and narrow traffic lanes in each direction. The width between the northern kerb and edge of the kerb blisters is approximately 8 metres.

Consideration

Observations on site indicate that motorists are parking adjacent to the houses along the northern side of Wingate Avenue up to and around the bend, opposite house No's 7, 7A and 9. The parked vehicles infringe on the narrow traffic lane width and are causing drivers to encroach into the opposing path of eastbound traffic, potentially bring 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 perpendicular parking on Ryde's side of Wingate Avenue and parallel parking in front of Parramatta's residential properties, while providing a 3m traffic lane in each direction.

The proposed treatment is shown in the **ATTACHMENT REPORT** in Parramatta City Council's Drawing DI169.

RECOMMENDATION:

- (a) That Council advise Parramatta City Council that Ryde City Council supports the installation of double barrier line at the bend in Wingate Avenue that maintains on-street parking in front of the residential properties while providing a minimum 3m wide traffic lane in each direction as shown in PCC Drawing DI169.
- (b) That all costs associated with the implementation of the double barrier lines be borne by Parramatta City Council.
- (c) That all necessary consultation with affected residents is undertaken by Parramatta City Council.

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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

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SECTION 3**ITEM 3****COX'S ROAD, NORTH RYDE**
Formalise 90⁰ angle parking
File No: D10/65277**Council's Traffic Engineer – Access reports 7 October 2010****Report**

Councillor Yedelian has received representations from local residents and businesses, that the existing 90⁰ parking outside an existing mixed use development, that includes Council's library, retail shops and a bank along the northern side of Cox's Road, be formalised as "all vehicles park front to kerb".

Consideration

The section of Cox's Road between Lane Cove Road and Wicks Road has two (2) schools, shopping centre, library, post office and retail shops. There are thirty (30) on-street parking spaces in front of mixed use development that includes Council library, retail shops and bank along the northern side of Cox's Road which are 90⁰ parking and short term parking for 1 Hour for quick turn around. At present cars are parked front in or reverse in at the 90⁰ angle parking spaces along Cox's Road as there are no instruction in place as to whether front or reserve is required.

It has been suggested that this parking spaces be sign posted as front to kerb for safety and amenity out door dining customers along Cox's Road footpath. Reversed parked cars put exhaust gases directly into dining area. There are out door dining areas on south side of Cox's Road and have not affected as there is parallel parking.

This proposed measure was considered as part of developing the new M2 Alternative Cycle route which goes through this location and safety audit found the arrangement satisfactory.

It is recommended that existing angle parking along Cox's Road be sign posted as 'Front to Kerb Only' to ensure that the health and wellbeing of outdoor dining patrons in relation to vehicles fumes is preserved as far as possible.

RECOMMENDATION:

That Council approve changes to the existing 1P parking restrictions (90⁰ parking only) in front of the mixed use development that includes Council library, retail shops and bank along the northern side of Cox's Road to a 'Front to Kerb Only'.

Submitted for the consideration of the Committee**Ramesh Desai**
Traffic Engineer**Anthony Ogle**
Manager – Access**Harry Muker****Terry Dodds**

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Senior Traffic Engineer

Group Manager – Public Works

SECTION 3**ITEM 4****STANSELL STREET/CONCORD PLACE, GLADESVILLE
No Stopping Restrictions and Barrier Lines at bend**

File Ref: D10/67584

Council's Traffic Engineer – Access reports 7 October 2010**Report**

Council has received a written correspondence from a resident of Stansell Street in relation to on-street parking at the bend along Stansell Street/Concord Place creating a 'bottleneck' that may lead to future incident.

Consideration

Stansell Street/Concord Place intersects at the bend where the 'bottleneck' occurs at present in relation to traffic movements. The parked vehicles force vehicles to travel in wrong side of road.

The average width of Stansell Street/Concord Place is 10.0m wide (kerb to kerb). When vehicles are parked on both sides of street, the effective carriageway is reduced to between 2.6m and 2.9m. It is not uncommon for sections within local roads to be reduced to a single carriageway. Motorists exercising appropriate judgement negotiating these conditions. However, in circumstances when sight distance is restricted, kerb side parking controls in conjunctions with delineation measures need to be considered.

In case of Stansell Street/Concord Place intersection No stopping restrictions must be installed at the bend for 10 metres on either side supplemented with a small section of barrier lines to encourage vehicles to keep to the correct side of street, when negotiating the bend.

It has been observed that a commuter parking occur on Stansell Street and Concord Place hence local residents will not be affected.

It is recommended that "No Stopping" restrictions be implemented at the inside bend with associated barrier lines along Stansell Street/Concord Place.

RECOMMENDATION:

- (a) That Council approve No Stopping restrictions for 10 metres on Stansell Street/Concord Place at the inside bend supplement with a short section of barrier lines at bend.
- (b) That the affected residents be notified prior to implementation of signs and lines along Stansell Street and Concord Place.

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****BADAJEZ ROAD AND TWIN ROAD, EAST RYDE
'Kiss and Ride' parking restrictions**

File Ref: D10/62045

**Council's Traffic Engineer – Access reports 13 October 2010
Report**

Council has received request from the P & C of the Ryde East Public School to make provision for 'Kiss & Ride' parking restrictions outside school.

Consideration

Twin Road east of Badajoz Road has different parking zones including No Parking zone outside Ryde East Public School, in the mornings between 8am and 9.30am. There are five (5) private properties and a Ryde East Public School on its south side and a commercial property on the northern side. It is also a regular bus route and there are few school special routes in both directions in Twin Road between Badajoz Road and John Miller Street.

At the Works and Community Committee on the 19 October 2010 the report titled "TRAFFIC ARRANGEMENTS AROUND RYDE EAST PUBLIC SCHOOL" was tabled for Council's consideration (copy **ATTACHED**).

The changes proposed would increase the 'Kiss & Ride' by six (6) spaces. Based on the observations, this is likely to reduce the congestion during peak times to levels, below the current levels experienced along Badajoz Road.

It is recommended that Kiss and Ride be installed along Twin Road on both sides of street to increase spaces for parents to pick up and drop off safely and consultation be carried out with Ryde East Public School.

RECOMMENDATION:

- (a) The Committee agrees in principle to No Parking (8am-9.30am; 2.30pm-4pm, School Days) on the northern side east of the existing pedestrian crossing for 50 meters in length with blue and white 'Kiss & Ride' signs as supplementary plates above the No Parking signs.
- (b) The Committee agrees in principle No Parking (8am-9.30am; 2.30pm-4pm, School Days) on the southern side east of the existing pedestrian crossing (outside school frontage) for 50 meters in length with blue and white 'Kiss & Ride' signs as supplementary plates above the No Parking signs.
- (c) The Committee agrees with No Stopping restrictions along the frontage of No.37 Badajoz Road, East Ryde.
- (d) That Ryde East Public School be consulted prior to implementation of (a) and (b).

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Anthony Ogle
Manager – Access

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Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 6

**SHAFTSBURY ROAD AND GLEN STREET, EASTWOOD
Proposed Roundabout (Black Spot Remediation Site)**

File No: COR2009/206

Council's Senior Traffic Engineer – Access reports 28 September 2010**Report**

Council's annual Capital Works Program for the period 2010/11 has listed for construction under the category "Traffic Facilities Construction (New)" a roundabout at the intersection of Shaftsbury Road/Glen Street.

A concept design plan has been prepared for the Committee's consideration which has been modified to take into consideration input from affected residents.

Background

Council on the 7 June 2010 received written notification from the RTA that the roundabout proposal for the Shaftsbury Road/Glen Street intersection has been successful in receiving 100% Federal Funding under the "Nation Building Program" for its construction.

Consideration

The roundabout concept design plan has been refined to improve access to/from residential access driveways affected by the roundabout proposal. Council officers have undertaken a doorknock with all residents who are directly affected by the proposal and modifications have been made to address the issues as far as practicable.

The roundabout is identified in the "Eastwood Town Centre – Transport Management and Access Plan" as an integral component within the "Traffic Management Plan" study report undertaken by Cardno Eppell Olsen in 2008 for the City of Ryde (Section 16.0 Recommended Traffic Management Plan – T5) to improve vehicle priority and minimise intersection accidents.

Following the initial consultation with the three (3) directly affected properties, an amended design (Concept Plan B) was produced, that was again canvassed with affected residents to obtain their view point on the amended design.

The "comments" raised in relation to the amended design, are noted below as follows:

Note: Concept Design Plan (A) and Concept Design (B) are contained in the **ATTACHMENTS report** which is supplemented with drawings, detailing turning path analysis.

- Affected Property No.1: Would support the construction of the roundabout subject to the loss of three (3) unrestricted on-street parking spaces being provided along Glen Street (closest to Shaftsbury Road) in close proximity to the business, to service business patrons.
- Affected Property No.2: "appreciate your efforts to create a modified roundabout design which addresses some of the concerns we have raised. It is unfortunate our remaining

concerns regarding loss of visitor parking and potential for increased noise cannot be addressed, but this appears to be the nature of roundabouts rather than any lack of effort on your part.”

- Affected Property No.2: “Our preference would be to maintain the status quo and not have a roundabout of any kind, however, given the seemingly inevitable requirement to address the blackspot we feel considerably more amenable to the new draft plan (Concept Plan (B)).”
- Affected Property No.3: Suggestion that Council does not do anything as a first priority (keep as status quo). However, was far more amenable to Concept Plan (B) as access the enclosed garage along Shaftsbury Road was improved.

Following the two (2) stages of consultation, the responses above would suggest that apart from one (1) resident directly affected by the proposal, the two (2) remaining directly affected properties appear to be amenable to the revised or amended proposal (Concept Plan (B)).

Council also received correspondence from three (3) residents in Shaftsbury Road who are not directly affected by the proposal confirming their objection to the initial proposal. The questions raised were identical to those raised by the residents of “Affected Property No.2” who are more amenable to the revised proposal. Council will forward to the residents of the three (3) properties who are not directly affected by the roundabout proposal, the updated design plan for their information (Concept Plan B). The provision of three (3) unrestricted parking spaces to assist “Affected Property No.1” could be accommodated by converting three (3) 2P parking spaces along the southern side of Glen Street (nearest to Shaftsbury Road) to unrestricted parking to meet the needs of their existing customers. Further, information in respect of resident consultation will be made available at the Committee Meeting, in hardcopy.

The roundabout design is able to accommodate the turning paths of buses and Medium Rigid Vehicles (the turning path diagrams are detailed in the **ATTACHMENT report**).

It is recommended that roundabout Concept Plan (B) be approved for detailed design and subsequent construction within the 2010/11 financial year to meet Blackspot requirements.

RECOMMENDATION:

- (a) That Concept Plan (B) for the roundabout be approved.
- (b) That Council commences immediately detailed design to facilitate the construction of the roundabout at the intersection of Shaftsbury Road and Glen Street in the period 2010/11 financial year.
- (c) That three (3) 2P time restricted parking spaces along the southern side of Glen Street (nearest to Shaftsbury Road) are converted to unrestricted parking.
- (d) The three (3) residential properties in Shaftsbury Road, who are not directly affected by the roundabout proposal, are sent a copy of the updated design plan (Concept Plan B) for their information.

Submitted for the consideration of the Committee

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 11

ITEM 7

**TWIN ROAD, NORTH RYDE
Forthcoming Special Events**

File Ref: COR 2009/206

Council's Traffic Engineer – Access reports 11 October 2010**Report**

Item A: *CAROLS BY CANDLELIGHT – CHRISTMAS SPECTACULAR*
Event Date: Sunday, 19 December 2010

On Sunday, 19 December 2010 the North Ryde Rotary Club is sponsoring the annual Carols by Candlelight/Christmas Spectacular to be held at North Ryde Common. The organiser is expecting a crowd of 8,000-10,000 persons and it is anticipated that a large proportion of the crowd will walk to the venue.

Item B: *AUSTRALIA DAY CELEBRATIONS – NORTH RYDE*
Event Date: Wednesday, 26 January 2011

The City of Ryde, in conjunction with the Australia Day Task Force, will once again be hosting an "Australia Day" celebration on Wednesday, 26 January 2011 from 4.00 pm to 9.00 pm at North Ryde Common, North Ryde.

Consideration

Parking provisions within the hospital grounds should be adequate. However, it is likely that some cars will try to park in surrounding public streets fronting the hospital, particularly along Twin Road. To allow better access and traffic circulation, temporary "No Stopping" / "No Parking" restrictions on both sides of Twin Road between Wicks Road and Badajoz Road would be implemented, as in previous years. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2009 or in previous years.

As in past years, parking will be available at local schools, Macquarie Hospital grounds and on local streets. Disabled parking will be allowed in a designated area of the North Ryde Common, near the western end of Twin Road with the area policed by SES personnel. Two-way traffic will be maintained in Twin Road with temporary 'No Parking' signs erected on both sides early in the morning of 26 January 2011. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2010.

There are no road closures proposed for this event. Eastwood Police and Gladesville Police will be notified in advance of the event.

These parking arrangements apply to both events as both events held at same location at North Ryde Common.

RECOMMENDATION:

- (a) That temporary “No Parking” signs be installed on both sides of Twin Road between Badajoz Road and Wicks Road and “No Stopping” signs be installed 10 metres from the corners of side streets on Sunday, 19 December 2010 and on Wednesday, 26 January 2011, for the respective special events Carols by Candlelight (December 2010) and Australia Day (January 2011).
- (b) That disabled parking be allowed in a designated area on the Common near the western end of Twin Road, with the area controlled on the day by SES personnel.
- (c) That necessary signposting be installed in advance of the event and affected residents in Twin Road and intersecting streets be advised of arrangements.
- (d) That step be taken to ensure that only existing vehicle entry/exit points are used by vehicles and, other than disabled parking, no additional entry/exit points are used.
- (e) That the cost for installation and removal of the necessary traffic signs is to be borne by the organiser.
- (f) That the approval is subject to a submission to Council and verification from the insurers that the event is covered by an appropriate Public Liability Insurance in an amount not less than \$20 million.

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