

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 24 November 2011	Page 1 of 44
-----------------	--	--------------

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 24 November 2011	Page 1 of 44
File No:	COR2009/206	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

TABLE OF CONTENTS

SECTION 2	Resident Parking Schemes	
	ITEM 1	See Street, Meadowbank
SECTION 3	Parking Restrictions and statutory requirement	
	ITEM 2	Waterview Street, Kissing Point Wharf
	ITEM 3	Oxford Street, Gladesville
	ITEM 4	Yarwood Street, Marsfield
	ITEM 5	Bowden Street, Meadowbank
SECTION 5	Pedestrian Crossings	
	ITEM 6	Buffalo Road, Ryde
	ITEM 7	Vimiera Road and Waterloo Road, Marsfield
SECTION 6	Traffic Facilities	
	ITEM 8	Lancaster Avenue and Cobham Avenue, Melrose Park
	ITEM 9	Adelaide Street, West Ryde
	ITEM 10	Waterloo Road, Marsfield
SECTION 11	Traffic Management	
	ITEM 11	Cox’s Road, North Ryde
	ITEM 12	Charles Street & Morrison Road, Putney
	ITEM 13	Road Hierarchy
	ITEM 14	Staff Parking Management

SECTION 2

ITEM 1

SEE STREET, MEADOWNBANK
Request for change to RPS

File No: D11/52944

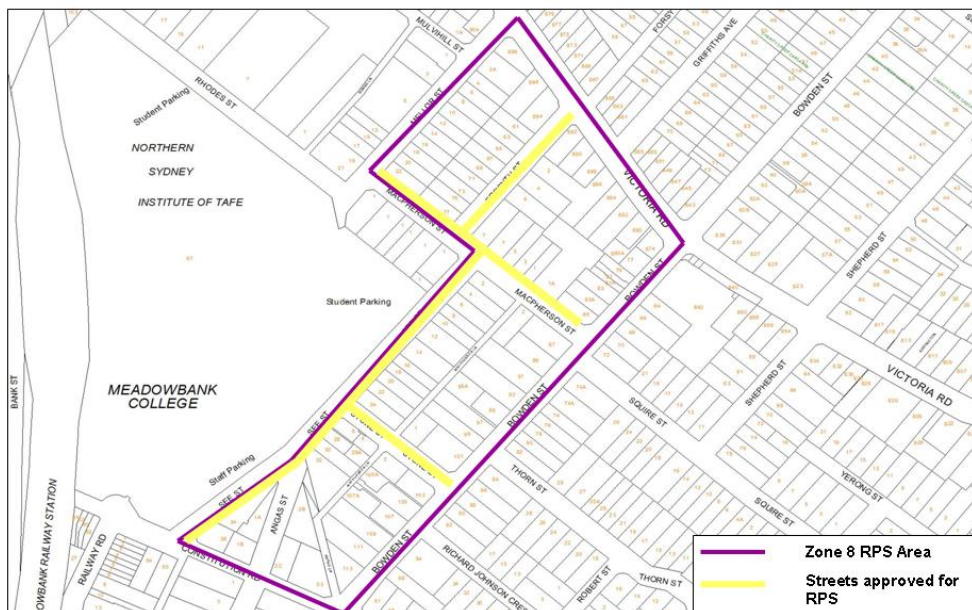
Council’s Traffic Engineer – Traffic and Governance report 13 October 2011

Summary Report

A resident of See Street has made representation to Councillor Yedelian to alter the existing resident parking limits on the eastern side of See Street to “1P: 8am – 9pm Mon – Fri, Permit Holders Excepted Zone 8”.

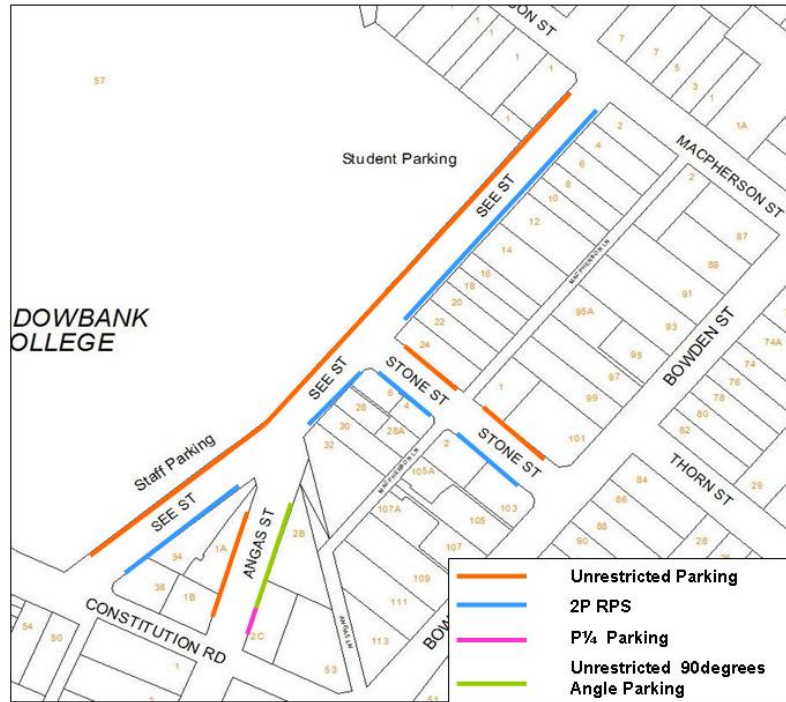
Background

See Street is part of the Zone 8 Resident Permit Scheme (RPS) area shown in the figure below.



The eastern side of See Street is currently signposted as “2P: 8am – 9pm Mon – Fri, Permit Holders Excepted Zone 8”. The western side of See Street is unrestricted to facilitate all day parking by long term parkers.

The present layout of parking availability in the vicinity of See Street is shown on the following page.



Council at its meeting of 21 April 2009 resolved to adopt the following assessment criteria for assessment of the Resident Parking Scheme.

Criteria
On-street parking utilisation rate must be greater than 80% (of available on-street parking spaces on both sides of the road or street)
That surveys are undertaken at three (3) time periods (morning, lunchtime, afternoon) on any three (3) days of a normal week (does not include holidays and special event periods) to gauge the parking demand along a local road or street

Consideration

A Parking Utilisation Survey was conducted to assess the current RPS usage in See Street and the nearby Stone Street. Stone Street was included in the Survey because the same RPS restriction as See Street is applied in Stone Street, any changes made in See Street are expected to impact on parking in Stone Street. Survey results are presented over the page:

		See Street	Stone Street
10 November 2011	Morning	30 (68%)	5 (56%)
10 November 2011	Lunchtime	22 (50%)	2 (22%)
10 November 2011	Afternoon	37 (84%)	7 (78%)
16 November 2011	Morning	37 (84%)	8 (89%)
16 November 2011	Lunchtime	32 (73%)	5 (56%)
16 November 2011	Afternoon	32 (73%)	6 (67%)
17 November 2011	Morning	40 (91%)	9 (100%)
17 November 2011	Lunchtime	32 (73%)	3 (33%)
17 November 2011	Afternoon	18 (41%)	0 (0%)
3 Day Average		31 (71 %)	5 (56%)

The number of available parking spaces in the RPS area of See Street and Stone Street are forty-four (44) and nine (9) respectively. Percentages shown in the table above represents parking utilisation rates during different times of the day.

Survey results do not support the proposed change to RPS as the three day average parking utilisation rate determined is less than required rate of minimum 80%.

Community Consultation

A Resident Survey was also carried out as part of the investigation. Seventeen (17) letters were sent out with four (4) responses received. The responses are shown in the table below.

<i>Resident Survey</i>	<i>Number of Responses</i>
Support Change of Resident Parking Restriction to 1P RPS Zone 8	1
Status Quo (No change to existing traffic arrangements)	2
Undecided	1

Comments

Short term period parking such as 1P is generally used within shopping/commercial strips to provide regular parking turn-over and allow businesses to have optimum exposure to customers. Longer period parking restrictions are generally found to be more appropriate for residential streets where there is a lower demand for parking, as evident in the Parking Utilisation Survey, to better cater for visitors to the area.

COUNCIL PROPOSAL

- (a) Maintain the existing 2P RPS Zone 8 in See Street.
- (b) That the residents of See Street be advised of Council’s decision.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 2

WATERVIEW STREET, PUTNEY
Request for parking restrictions
 File No: D11/75957 & D11/86929

Council’s Traffic Engineer – Traffic and Governance report 13 October 2011

Summary Report

Council has received two requests from residents of Ryde to review existing parking restrictions within the parking area in front of Kissing Point Wharf.

Background

Council approved trailer parking at Kissing Point Wharf on 17 August 2010 at the request of boat owners and resolved as follow:

That Council install signposting within the trailer parking area advising of “Car plus Trailer Parking Only” and notify trailer owners accordingly.

Consideration

At present there are forty one (41) parking spaces available in front of Kissing Point Wharf and seventeen (17) are signposted to allow trailer parking seven (7) days a week. A Parking Utilisation Survey was carried out and results are summarised in the following tables.

Parking at Kissing Point Wharf	
Number of unrestricted parking spaces (NR)	22
Number of restricted parking spaces, vehicles with trailers excluded (R)	17
Number of disable parking spaces (D)	1
Number of taxi vehicle parking spaces (T)	1
Total	41

Period	Date	Time	Unrestricted	Occupancy	Restricted for Trailers	Occupancy	Disabled	Taxi
Non-School Holidays	16/09/2011	9:45	10	45.5%	3	13.6%	1	0
	16/09/2011	14:00	13	59.1%	5	22.7%	1	0
	23/09/2011	12:00	14	63.6%	3	13.6%	1	0
	23/09/2011	15:00	12	54.5%	4	18.2%	1	0
School Holidays	26/09/2011	12:00	18	81.8%	4	18.2%	1	0
	26/09/2011	14:00	13	59.1%	3	13.6%	1	0
	30/09/2011	10:00	7	31.8%	4	18.2%	0	0
	30/09/2011	13:30	16	72.7%	7	31.8%	0	0
	4/10/2011	10:00	12	54.5%	4	18.2%	1	0
	4/10/2011	15:00	13	59.1%	9	40.9%	0	0
	7/10/2011	10:00	13	59.1%	6	27.3%	0	0
7/10/2011	14:00	18	81.8%	11	50.0%	0	0	
Non-School Holidays	10/10/2011	9:30	10	45.5%	5	22.7%	0	0
	10/10/2011	15:00	15	68.2%	7	31.8%	0	0
	14/10/2011	13:30	12	54.5%	1	4.5%	1	0

The table above indicates that the unrestricted parking area is currently utilised by ferry commuters and it is proposed to restrict trailer parking for boat owners to weekends and public holidays. Based on the Survey results, parking spaces are available to commuters and boat owners on first come first served basis. It should be noted that all parking spaces are line marked where the parking bays are suitable for boat and trailers.

Parking spaces located on the eastern side of the parking area is occupied as both the Ferry Wharf and boat ramps are located on the eastern side.

It is proposed that the existing “No Parking Vehicles with Trailers excepted” signs be altered to include the wording “Saturday, Sunday and Public Holidays” for ten (10) out of the seventeen (17) spaces to allow other vehicles to utilise the parking spaces during weekdays. The occupancy rate during non-school holidays period is an average of 20% as shown in the table above, therefore five (5) spaces should be retained for vehicles with trailers and the remaining twelve (12) spaces be converted to parking for all vehicles during weekdays.

COUNCIL PROPOSAL

Install signs for “No Parking Vehicles with Trailers excepted (Saturday, Sunday and Public Holidays)” for twelve (12) of the seventeen (17) parking spaces on the eastern side of the parking located at Kissing Point Park and retain the existing signage for the remaining five (5) spaces to restrict parking for vehicles with trailers only for seven days a week.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3****OXFORD STREET, GLADESVILLE
“Kiss and Ride” parking outside school**

File No: D11/83961

Council’s Traffic Engineer – Traffic and Governance report 13 October 2011**Summary Report**

Council has received a request from a Consultant on behalf of Our Lady Queen of Peace (OLQP) Primary School for the provision of Kiss and Ride parking in Oxford Street along the school’s frontage.

Background

Council has approved Kiss and Ride facility along Westminster Road near Oxford Street where the school gate is located. There is ¼ P parking for three cars in front of the Church along Westminster Road to allow parents to park for a short time. The existing No Parking restrictions outside the school was installed at the request of the school and resulted in loss of 1P parking along Westminster Road.

Consideration

OLQP is located at the corner of Oxford Street and Westminster Road, both Roads are local roads. The intersection of Westminster Road and Victoria Road is signalised and Oxford Street has roundabout control.

EXISTING ON-STREET PARKING RESTRICTIONS ALONG THE WESTMINSTER ROAD FRONTAGE OF THE SCHOOL

- No Stopping restrictions – 40 metres from Victoria Road
- 1/4P parking during business hours – 40 metres
- No Parking – Kiss and Ride – 40 metres
- No Stopping – 10 metres to roundabout

EXISTING ON-STREET PARKING RESTRICTIONS ALONG THE OXFORD STREET FRONTAGE OF THE SCHOOL

- No Stopping restrictions – 25 metres from roundabout up to pedestrian crossing
- No Stopping restrictions – 30 metres from the crossing towards east
- Un-restricted parking – 35 meters for full frontage of school

PROPOSED ON-STREET PARKING RESTRICTIONS ALONG WESTMINSTER ROAD

- Existing Kiss and Ride zone to be converted to 1P parking during business hours. – 40 metres
- No changes to other restrictions.

PROPOSED ON-STREET PARKING RESTRICTIONS ALONG OXFORD STREET

- No Stopping zone of 20 metres as per the RTA's standards at the approach to the crossing.
- Unrestricted parking be replaced by "No Parking" (8.am-9.30am and 2.30pm-4pm, School Days) with associated supplementary "Kiss and Ride" sign plates placed above along Oxford Street.

An onsite meeting was convened with OLQP's Consultant and the following were discussed onsite:

- Parents are picking up their children from Westminster Road and making U-turn to go back further north to avoid traffic congestion in Victoria Road in afternoon peak period.
- Consultant advised that majority of parents come to school from north east direction.
- Consultant advised that parents use Oxford Street and Eltham Street to avoid driving along Victoria Road.
- New extension OLQP will change the pedestrian gate to Oxford Street.

The onsite investigation revealed that school frontage (45 metres), on the southern side of Oxford Street, has merit for implementing 'No Parking' restriction during the hours of "8.00am-9.30am; 2.30pm-4pm, School Days".

It is recommended that the 'No Parking' zone be install in Oxford Street during pick up and drop off periods in the morning and afternoons to assist parents with picking and/or dropping off children safely. The existing "Kiss and Ride" zone in Westminster Road is to be converted back to 1P period parking during weekdays.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the five (5) year period 2005 to 2009 indicates that there have been no accidents reported outside OLQP in Oxford Street nor Westminster Road.

COUNCIL PROPOSAL

- (a) Install 'No Parking' zone along Oxford Street on school frontage during (8:30am - 9:30am; 2:30pm - 4pm, School Days) for length of 45 metres and supplementary "Kiss and Ride" signs on the top of all No Parking signs.
- (b) Install 'No Stopping' zone for 20 metres along Oxford Street at the eastern approach to the existing pedestrian crossing.

(c) Install 1P (8.30am-6pm, Mon-Fri; 8.30am -12.30pm, Sat.) along the school frontage on Westminster Road and remove existing Kiss and Ride zone for 40 metres.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 4

YARWOOD STREET, MARSFIELD
Request for No Parking restriction
 File No: D11/83961

Council’s Traffic Engineer – Traffic and Governance report 13 October 2011

Summary Report

Council has received a request from a local resident for parking restrictions along one side of Yarwood Street to address concerns relating to access in and out of Yarwood Street.

Background

Parking is currently unrestricted along Yarwood Street and Culloden Road, south of Epping Road.

Consideration

Yarwood Street is a local road parallel to Epping Road with residential properties at the southern side of the street. The average width of Yarwood Street is 7.5 metres and parking by all day parkers on both sides of the street have restricted access in and out of Yarwood Street.

Traffic flow is reduced to one lane on weekdays due to parking on both sides of Yarwood Street. It has been suggested that proposed “No Parking” on the northern side of Yarwood Street be installed during Monday to Friday only.

Parking Utilisation Survey was carried out at randomly chosen times and results are shown below:

On-street parking in Yarwood Street between Culloden Road and Karalee Close			
<i>Date</i>	<i>North side</i>	<i>South side</i>	<i>Occupancy</i>
12/10/11 at 3pm	9	10	100%
13/10/11at 1pm	10	8	95%
18/10/11 at 8.30am	1	3	40%
18/10/11 at 11.30am	6	5	50%
19/10/11 at 3.30pm	9	8	90%
20/10/11 at 4pm	6	5	50%

Survey results demonstrate that this site has merit for implementing ‘No Parking’ restrictions along the northern side of Yarwood Street between Culloden Road and Karalee Close during week days.

It is recommended that ‘No Parking’ (Monday – Friday) be installed along the northern side of Yarwood Street for a length of 60 metres along between Culloden Road and Karalee Close to improve access in and out of Yarwood Street.

COUNCIL PROPOSAL

Council to install “No Parking” (Monday – Friday) for sixty (60) metres along the northern side of Yarwood Street, west of Culloden Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5****BOWDEN STREET, MEADOWBANK****Request for short term restriction**File No: D11/88256

Council's Traffic Engineer – Traffic and Governance report 17 October 2011**Summary Report**

Council has received a request from the Chairman of Epping Scout Group Committee to provide short term parking in Bowden Street to assist scout leaders to load and unload their equipment into the boat shed located at the southern end of Bowden Street.

Consideration

The Meadowbank Ferry Wharf and commuter parking are located at the southern end of Bowden Street. The boat shed is located on the eastern side of Bowden Street, south of Bay Drive.

Actual measurements of parking restrictions were recorded along Bowden Street where it has been widened to two lanes.

A bus zone of 20 metres and a taxi zone of 24 metres, including 6 metres of No Stopping zones are located on the eastern side of Bowden Street. It has been requested that a loading zone be considered outside the boat shed. The proposed loading zone in Bowden Street was discussed with the Chairman of the Epping Scout Group Committee on 7 November 2011 and he has confirmed with Council Traffic Engineer about the proposal.

It is recommended that the existing Taxi Zone be changed to a "Loading Zone" along the eastern side of Bowden Street for 12 metres to be followed by 12 metres of Taxi Zone. The existing Bus Zone is 20 metres in length and it will remain unchanged.

Consultation

A site meeting was arranged with Sydney Buses and they have confirmed that 20 metres of bus zone is sufficient for their buses. The NSW Taxi Council was also consulted and has confirmed that 24 metres of Taxi Zone at Meadowbank Ferry Wharf is not required and it can be reduced to 12 metres and the remainder can be allocated for other purposes such as short term parking or other.

Council's Regulatory Services advised that small passenger vehicles with a trailer is not allowed to park legally in a Loading Zone. Epping Scout Group agreed to 30 minute short term parking to allow loading and unloading of their equipments in front the boat shed.

COUNCIL PROPOSAL

- (a) Install 30 minutes parking for twelve (12) metres in length along the eastern side of Bowden Street outside the existing boat shed.
- (b) Install taxi Zone for twelve (12) metres just north of the existing bus zone outside Meadowbank Ferry Wharf along Bowden Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 5**ITEM 6****BUFFALO ROAD, RYDE**
Request for pedestrian crossing
File No: D11/59936

Council's Traffic Engineer – Traffic and Governance report 14 October 2011**Summary Report**

This item on Buffalo Road was tabled at the last Ryde Traffic Committee on 29 September 2011. The Roads & Maritime Services (RMS) representative has indicated that according to TDT 2001/04a, a risk analysis must be undertaken to determine the risk associated with traffic calming device that may be used as pedestrian crossing.

Background

This matter was deferred to allow Council to undertake a risk assessment of pedestrian movements and report back to the 24 November 2011 Ryde Local Traffic Committee (RLTC) with the results of the assessment.

The RTA's Technical Direction Number 2001/04a, May 2011 states, in part, the following:

"Some of these devices are not signed and marked for pedestrians. Pedestrians perceive all these devices, whether signed and marked or not, as crossing on which they have priority over vehicles. Likewise motorists perceive the absence of pedestrian crossing signs and markings at these devices as giving them priority over pedestrians.

In accordance with the definition in the Australian Road Rules (ARR) incorporated under the Road Transport (Safety and Traffic Management) Act 1999 (Division of Part 4), any of devices without marked foot crossing (pedestrian crossing) signs and markings (zebra markings) are not marked foot crossing as such. Therefore, legal ramifications could result, should a collision occur between a vehicle and pedestrian on such a device.

Where an existing device (as at May 1998) serves both traffic calming and pedestrian crossing functions a risk analysis must be undertaken to:

- Determine risk associated with traffic calming device which may be used as a pedestrian crossing:
- Determine the most appropriate remedial measures: and

Where it is appropriate to install a pedestrian crossing, RTA requirements for the installation of a marked crossing are waived."

The alternative is to:

- Remove the device
- Relocate device so it complies with technical direction

Consideration

Council has carried out a risk assessment for both speed humps located in Buffalo Road between Princes Street and Aitchandar Road, Ryde.

A previous report for Buffalo Road is **ATTACHED**.

A risk analysis can be assessed by determination of Predicated Hazard Index (PHI) for the particular locations.

PHI for both speed humps has been calculated and **ATTACHED** in the attachment report.

PHI for speed hump 1 = 80 which is $\Rightarrow 50 < 120$ (restrict pedestrian access)

PHI for speed hump 2 = 2 which is < 50 (monitor the device on an annual basis)

Following assumptions were considered for the PHI calculation.

- All accidents considered within 50 metres.
- Buffalo Road carries heavy vehicle traffic including buses (10% of heavy vehicles).

The Management Action required for both devices is **ATTACHED**.

Comments:

- Speed hump 1 is used by both students and residents, with the majority of users being students during the morning and afternoon peak periods.
- Residents use the Speed Humps 1 & 2 as a crossing during other times of the day.
- Some drivers give way to pedestrian on the speed humps as if it is crossing

An on-site inspection confirms that the existing speed hump (Speed Hump No.1) near Princes Street is predominantly used by school children and elderly pedestrians. It is appropriate for a 'marked' pedestrian crossing be installed at this location as per PHI calculations.

Speed hump No.2 has minimal pedestrian thoroughfare based on the pedestrian survey undertaken onsite. Based on the pedestrian volume from the Risk Analysis carried out, the existing FTRH is not required to be augmented as a "raised" Zebra Crossing. Therefore the existing kerb ramps are to be removed and replaced with kerb and gutter and that the crossing gap between two (2) garden beds is to be "in filled" with concrete to match existing conditions as far as practicable.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the five (5) year period 2005 to 2009 indicates that there have been no accidents reported in Buffalo Road at the both existing speed humps.

COUNCIL PROPOSAL

- (a) That Council not install a zebra crossing on the existing speed hump (Speed Hump No.1) along Buffalo Road near Princes Street according to the RTA's Technical Supplements for a Raised Pedestrian Crossing as PHI value is lower than 120.
- (b) Speed Hump No.2 near Aitchandar Road modified to prevent any pedestrian access across Buffalo Road by converting existing kerb ramps to kerb and gutter and the existing

crossing gap between the landscaped islands to be filled with concrete to match existing conditions as far as practicable.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 5

ITEM 7

VIMIERA ROAD AND WATERLOO ROAD, MARSFIELD

Request for pedestrian crossing

File No: D11/48322

Council’s Traffic Engineer – Traffic and Governance report 13 October 2011

Summary Report

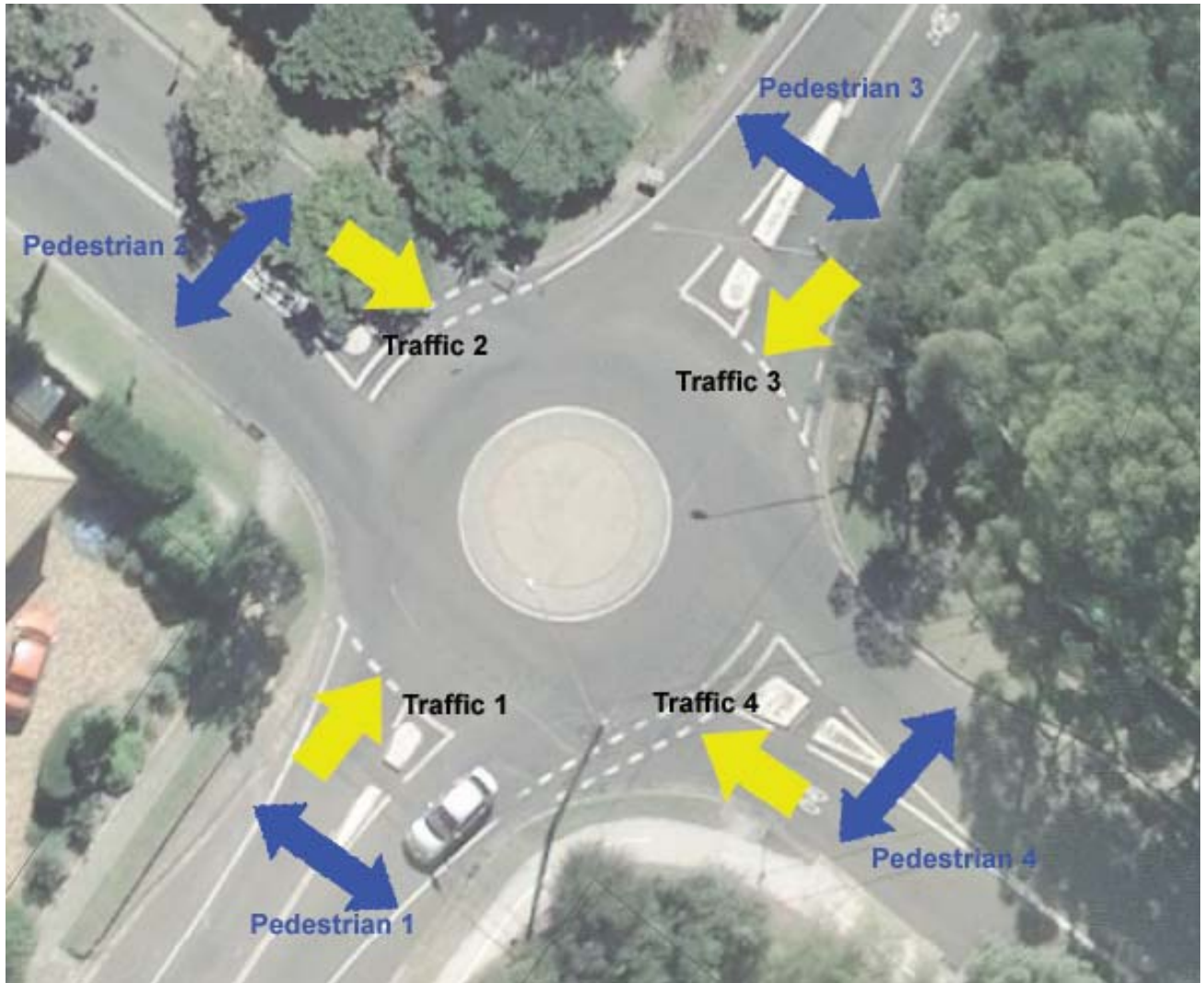
The Hon. Greg Smith MP, Member for Epping has received representation from a resident in Waterloo Road for the provision of pedestrian crossing at the roundabout of Vimiera Road and Waterloo Road, Marsfield.

Consideration

Traffic and pedestrian survey was conducted week starting 17 October and results are tabulated below.

Date	Time	T1	T2	T3	T4	P1	P2	P3	P4
Tue 18/10/11	9:30am - 10:30pm	204	192	132	168	84	60	24	84
Tue 18/10/11	12:30am - 1:30pm	225	159	71	267	12	10	45	19
Tue 18/10/11	2:30pm - 3:30pm	84	106	20	258	19	21	10	34
Wed 19/10/11	9:30am - 10:30pm	424	81	12	197	56	14	10	5
Wed 19/10/11	12:00pm - 1:00pm	132	91	18	250	6	15	11	4
Thu 20/10/11	9:30am - 10:30pm	557	141	10	212	25	25	41	6
Thu 20/10/11	12:00pm - 1:00pm	180	167	22	201	13	20	51	21
Thu 20/10/11	2:30pm - 3:30pm	138	112	27	279	40	25	14	12
Tue 25/10/11	9:30am - 10:30pm	674	211	21	196	5	12	2	2
Tue 25/10/11	12:30pm - 1:30pm	250	96	54	231	20	25	10	12
Tue 25/10/11	3:00pm - 4:00pm	109	83	36	398	27	11	4	45
Wed 26/10/11	9:30am - 10:30pm	494	70	25	227	37	23	41	12
Wed 26/10/11	12:30pm - 1:30pm	196	135	13	210	60	32	45	33
Thu 27/10/11	9:30am - 10:30pm	438	199	30	256	41	25	39	3

Date	Time	T1	T2	T3	T4	P1	P2	P3	P4
Thu 27/10/11	12:00pm - 1:00pm	241	121	15	213	30	25	26	7
Thu 27/10/11	3:00pm - 4:00pm	276	86	40	311	44	5	13	25
Average for three days		289	128	34	242	32	22	24	20



RTA has set warrants for pedestrian crossing which is as follows.

In reference to RTA Austroads Guide Supplements (Ref No: RTA/PUB.11.020) Section 8: Pedestrian and Cyclist Crossing of Roads, the following warrants apply for a “Pedestrian (Zebra) Crossing” under the “Special Warrant” criteria as follows:

In special circumstances where the product of PV is greater or equal to 45,000 (but less than 60,000) and P is greater than or equal to 30 and V is greater than or equal to 500 then consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration.

From the table on the previous page if we consider maximum pedestrian flow in one (1) hour and maximum vehicle flow in one (1) hour and aggregate these results over three (3) one (1) hour period, the sum value of **P x V will be less than 45,000. {P (34) x V (289) X 3 = (29,478)}**. Applying the reduced warrants, given the proportion of elderly crossing at this location is in the order of 50 %, the warrants are still not satisfied.

Therefore, it is recommended that a marked pedestrian crossing not be installed as the RTA warrants are not satisfied at the intersection of Vimiera Road and Waterloo Road.

However Council be requested to install pedestrian warning signs at all approaches to the roundabout which will warn drivers that pedestrians are about.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) audited accident database for the five (5) year period 2005 to 2009 indicates that there has been two (2) accidents reported in Waterloo Road and Vimiera Road intersection at the existing roundabout.

Accident Year	No of Accidents	RUM Code
2005	1	10
2006	0	N/A
2007	1	44
2008	0	N/A
2009	0	N/A

Notes on “RUM” codes:

- >> RUM 10: Cross Traffic.
- >> RUM 44: Parking Vehicles only.

COUNCIL PROPOSAL

- (a) No action be taken to install pedestrian crossing at the intersection of Vimiera Road and Waterloo Road as RTA warrants are not met.
- (b) Pedestrian warning signs W6-1 be installed on all approaches to the roundabout at the Vimiera Road and Waterloo Road intersection.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 8****LANCASTER AVENUE AND COBHAM AVENUE, MELROSE PARK****By passing traffic**File Ref: D11/66645

Council's Traffic Engineer – Traffic and Governance reports 13 October 2011**Summary Report**

Residents in the locality of Melrose Park have raised concerns of increased traffic in their streets as drivers bypass Wharf Road to avoid 40km/hr speed limits when the school zone is in operation during school days.

Background

Council at its meeting on 2 August 2011 resolved to adopt the following recommendation in relation to traffic bypassing the southern end of Wharf Road, Melrose Park as follows:

- (a) *That Council investigate issues associated with through traffic that currently bypasses the southern end of Wharf Road Melrose Park, particularly at times when a 40 kph speed limit applies outside Melrose Park Public School by using either Taylor Avenue and Cobham Avenue or Lancaster Avenue and report on measures to encourage through traffic to remain on the collector road system in this area.*
- (b) *That before any action is taken in this matter, consultation be undertaken with residents in the affected area.*

Consideration

In establishing warrants for traffic management measures in established residential areas, a daily traffic volume greater than 2500 vehicles/day has often been used as criteria. The RMS Guidelines for Traffic Generating Developments gives a peak hour volume of 200 vehicles per hour as the threshold figure that is desirable (the environmental goal) for a residential street.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. Any proposed traffic calming measures will need to be subjected to full community consultation.

Lancaster Avenue and Cobham Avenue are local roads that connect Andrew Street to Victoria Road via Wharf Road. Both streets are located south of Victoria Road. Melrose Park Primary School is located on the western side of Wharf Road, south of Lancaster Avenue. Lancaster Avenue has an average width of 8.6m and Cobham Avenue has an average width of 12.5m.

Traffic volumes and speed data comparisons are presented in the table over the page:

Date of Counts (24 October 2011 to 30 October 2011)	Lancaster Avenue	Cobham Avenue south of Taylor Avenue	Andrew Street west of Cobham Avenue
7-DAY AVERAGE VEH/DAY	1096	1149	4941
5-DAY AVERAGE VEH/DAY	1295	1274	4187
85% SPEED KM/HR	63.7	44.6	52.7
SCHOOL PEAK HOUR VOLUME (bi-directional average)			
AM (8 - 10)	134	85	230
PM (2 - 4)	58	85	340

The survey data collected indicates that during morning and afternoon school peak periods Lancaster Avenue and Cobham Avenue carries an average maximum of 135 vehicles per hour. Andrew Street carries 340 vehicles per average one hour for similar period. The traffic data does not indicate that the large numbers of motorists avoid Wharf Road during school peak periods as suggested, however speeding was identified in Lancaster Avenue.

To extrapolate the likely average hourly volumes for a general weekday, a generally accepted approach is to divide the AADT by 10. This could determine an average hourly flow of 130 vehicles/hour which is considered acceptable for a local road.

The table over the page details the various traffic management options that could be considered to ameliorate the incidents of speeding and improve accessibility from side streets.

Traffic Management Measure	Advantages	Disadvantages	Estimated Construction Cost	Comments
Speed Hump required between Parer Street and Andrew Street	Slows down traffic	Noise associated with braking, accelerating and traversing over the speed hump. Emergency services (such as ambulance) are generally not supportive of speed humps as they may compromise a patient wellbeing, due to vertical translation across the traffic facility	\$20,000 + upgrade lighting	Council in the past is not supportive of traffic management measures of this type. The noise dissipated as cars brake and traverse over the device would generally be problematic.
Central "Tadpole" spaced at with additional lighting	Forces cars through a two (2) point deflection which assists in reducing speed	There will be losses in on-street parking in front of residential properties over a 10 metre to 15 metre section of roadway, both sides (will need to be confirmed through detailed design)	\$25,000 + upgrade lighting	Residents may or may not be supportive of the traffic facility being installed along their residential frontage that may results in losses in on-street parking.
Road Centrelines subject to detailed onsite assessment.	Will reduce the incidence of cars straddling the centre of the road as opposing traffic flows will be clearly delineated	May not be 100% effective at curtailing vehicle speeds.	\$2,500	There is existing kerbside parking on both sides of Lancaster Avenue and Cobham Avenue

It is recommended that a Road Centreline (S3) can be installed in Lancaster Avenue to act as an effective speed deterrent and that NSW Police Services be requested to enforce the 50km/hr speed limit along Lancaster Avenue as the recorded 85th percentile speed was 63.7km/hr. With respect to Cobham Avenue, the results of the Traffic Survey do not support the installation of traffic calming measures.

COUNCIL PROPOSAL

- (a) That a Road Centreline (S3) be installed along Lancaster Avenue between Wharf Road and Andrew Street, Melrose Park.
- (b) That the NSW Police Services be requested to undertake periodic surveillance to mitigate the incidence of speeding along Lancaster Avenue between Parer Street and Andrew Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 9

ADELAIDE STREET, WEST RYDE
Speeding of vehicles
 File Ref: D11/60808

Council’s Traffic Engineer – Traffic and Governance report 13 October 2011

Summary Report

The Hon. Victor Dominello MP Member for Ryde has received representation from a resident in Adelaide Street concerning speeding in Adelaide Street, south of Moss Street.

Consideration

Adelaide Street is a Collector Road under Council’s Road Hierarchy. It is important to note that a Collector Road generally provides a means of getting traffic in and out of a local area efficiently and hence experience higher traffic volumes than local roads.

Traffic volumes and speed data comparisons are contained in the following table:

Adelaide Street between Moss Street and Constitution Road	18 June 2008 to 25 June 2008	17 November 2008 to 19 November 2008 (3 Days data)	24 October 2011 to 30 October 2011
7-DAY AVERAGE VEH/DAY	4247	4164	3785
5-DAY AVERAGE VEH/DAY	4027	3939	3926
85% SPEED KM/HR	60	61	48
PEAK HOUR VOLUME (bi-directional)	[REDACTED]		
AM (8 - 9)	360	355	325
PM (5 – 6)	394	396	394

The survey data collected indicates an 85th percentile speed of 48 km/hr which is below the speed limit 50 km/hr in the street. Detail speed data indicates that a small percentage of motorists drive along Adelaide Street at speed between 50km/hr and 70km/hr. It is recommended that the NSW Police Services be requested to undertake regular surveillance to deter speeding in Adelaide Street south of Moss Street for which Council will supply speed data for specific enforcement target.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) accident database for the five (5) year period 2005 to 2009 indicates that there has been only been one (1) incident along Adelaide Street within the zone of influence (between Huxley Street and Deakin Street).

Accident Year	No of Accidents	RUM Code
2005	0	N/A
2006	0	N/A
2007	1	71
2008	0	N/A
2009	0	N/A

Notes on "RUM" codes:

>> RUM 71: Left off carriageway into object or parked vehicle.

COUNCIL PROPOSAL

- (a) No action be undertaken to install traffic calming measures in Adelaide Street, south of Moss Street at present time.
- (b) That NSW Police Services be requested to undertake periodic surveillance to curtail erratic driving behaviour (speeding) along Adelaide Street, south of Moss Street.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 10****WATERLOO ROAD, MARSFIELD****Capital Works Program 2011/2012 – Pedestrian Refuges**File Ref: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 27 October 2011**Summary Report**

Council is tabling five (5) pedestrian refuges designs for technical approval under the 2011/12 capital works program. The pedestrian refuge locations are as follow:

- At Waterloo Road between Culloden Road and Trafalgar Place, Marsfield (Drawing No. 4/237).
- At Bowden Street south of Constitution Road, Meadowbank (Drawing No. 24/354).
- At Clive Road at Hillview Road, Eastwood (Drawing No. 11/320).
- At Terry Road at Brush Road, Eastwood (Drawing No. 11/321).
- At Twin Road near Boyce Street (Drawing No. 20/270).

The refuge islands will be a crossing point at their irrespective location for both pedestrians and cyclists to and from Waterloo Park. Waterloo Park is designated as a Shared User Path in Council's 2007 Ryde Bicycle and Strategy and Master Plan.

Pedestrian refuges at other locations will assist pedestrians to cross in two (2) stages with safety and reduce the speed of vehicles due to narrow travelling width along the street.

Consideration

Plans detailing with the project specifics at each location (5 in total) are detailed in the **ATTACHMENT REPORT** for the review/consideration by the members of the Ryde Local Traffic Committee.

Community Consultation

Directly affected properties will be notified regarding the project prior to the construction of all above pedestrian refuges.

COUNCIL PROPOSAL

That Committee supports the design plans for the pedestrian refuges along

- At Waterloo Road between Culloden Road and Trafalgar Place, Marsfield. (Drawing No. 4/237)
- At Bowden Street south of Constitution Road, Meadowbank (Drawing No. 24/354).
- At Clive Road at Hillview Road, Eastwood (Drawing No. 11/320).
- At Terry Road at Brush Road, Eastwood (Drawing No. 11/321).
- At Twin Road near Boyce Street (Drawing No. 20/270).

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 11****COX'S ROAD, NORTH RYDE****Pedestrian crossing outside Council car park**File Ref: COR 2009/206

Council's Traffic Engineer – Traffic and Governance report 13 October 2011**Summary Report**

Council and Councillors have received correspondence from a local resident in relation to the pedestrian safety at the existing crossing outside Council car park along Cox's Road, North Ryde located outside Council car park.

Following issues were identified by residents:

- Pedestrian crossing not visible to motorists
- Drivers do not give way to pedestrians
- Drivers are busy looking for car parking spaces
- Visibility at night is difficult
- Speed hump is not necessary at this crossing

Consideration

The Austroads Road Safety Manual (2009) guide defines a road safety audit as:

“a formal examination of an existing or future road or traffic project, or any project which interacts with road users, in which an independent, qualified examiner looks at the project's crash potential and safety performance.”

The aim of a road safety audit is:

“To identify any existing safety deficiencies of design, layout and road furniture which are not consistent with the road's function and use. There should be a consistency of standards such that the road users' perception of local conditions assists safe behaviour.”

Council has engaged a consultant to carry out independent Road Safety Audit for this crossing as part of a Stage 5 Audit report in accordance with RTA Guidelines.

The Road Safety Audit (RSA) for Cox's Road crossing is **ATTACHED** for members review.

Recommendations from the RSA are presented in the table over the page.

Issue	Direction	Recommendation	Priority
Southern side pedestrian crossing sign has been subjected to graffiti vandalism and reduces the legibility of sign by motorists	Westbound	It is recommended that the Pedestrian Crossing (R3-1) sign be replaced to conform to the latest specifications TDT2007/01 Use of Fluorescent Material for Road Signs.	High
Northern side pedestrian crossing sign is bent and may reduce the night time visibility of sign from distance, and hence reduce the awareness of the crossing.	Eastbound	It is recommended that the Pedestrian Crossing (R3-1) sign be replaced to conform to the latest specifications TDT2007/01 Use of Fluorescent Material for Road Signs.	High
The absence of advanced warning signs may reduce motorists' awareness of the pedestrian crossing in a busy section of the corridor.	Bi-directional	It is recommended that "zigzag" advanced pavement markings be provided on approach to increase motorists' awareness of the crossing and also as alternative to the advanced warning signs. The "zigzag" lines must conform to Section 7 of RTA Delineation – Transverse Lines Pedestrian Facilities.	High
Crossing Sight Distance is insufficient at west of the subject crossing (for eastbound vehicles). Reduces visibility of the crossing and pedestrians.	Eastbound	It is recommended that "zigzag" advanced pavement markings be provided on approach to increase motorists' awareness of the crossing. The "zigzag" lines must conform to Section 7 of RTA Delineation – Transverse Lines Pedestrian Facilities.	High
The last parking bay at the westbound approach to the subject crossing could present a visibility issue to northbound crossing pedestrian and westbound motorists when occupied (especially by a higher vehicle)	Westbound	It is recommended that "zigzag" advanced pavement markings be provided on approach to increase motorists' awareness of the crossing. The "zigzag" lines must conform to Section 7 of RTA Delineation – Transverse Lines Pedestrian Facilities. It is further recommended that a kerb extension and associated kerb blisters be provided on the southern side of Cox's Road, in order to bring the northbound pedestrians further into drivers' line of sight. Also refer to Issue No. 4.41	High
The high retail activities on both approaches reduce motorists' awareness of the subject crossing.	Bi-directional	It is recommended that the subject crossing be upgraded to a pedestrian crossing on a flat top road hump to increase motorists' awareness of the crossing. The design of such facility must conform to TDT 2001/04a Use of Traffic Calming Devices as Pedestrian Crossings.	High

Rigid poles are located along the eastern approach, in particular one located immediately east of the crossing. This presents as hazards to errant vehicles.	Westbound	When opportunity presents itself, it is recommended that the Council gives consideration to relocating the rigid pole to an alternative location which falls outside of the path of an errant vehicle.	Medium
Vehicle exiting from the parking bay immediately east of the subject crossing may encroach into the zebra line markings.	Eastbound	It is recommended that consideration is given to conversion of this parking bay to 'Motorcycle Parking Only'.	Medium

COUNCIL PROPOSAL

- (a) It is recommended that the Pedestrian Crossing (R3-1) signs be replaced to conform to the latest specifications TDT2007/01.
- (b) It is recommended that “zigzag” advanced pavement markings be provided on approach to increase motorists’ awareness of the crossing and also as alternative to the advanced warning signs.
- (c) It is further recommended that a kerb extension and associated kerb blisters be provided on the southern side of Cox’s Road, in order to bring the northbound pedestrians further into drivers’ line of sight.
- (d) It is recommended that consideration is given to conversion of parking bay east of pedestrian crossing (outside bank) to a ‘Motorcycle Parking Only’.
- (e) It is recommended that the subject crossing be upgraded to a pedestrian crossing on a flat top road hump to increase motorists’ awareness of the crossing along Cox’s Road

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 12****CHARLES STREET AND MORRISON ROAD, PUTNEY**
Pedestrian safety at shops and at Putney Public School
File Ref: COR 2009/206**Council's Traffic Engineer – Traffic and Governance report 13 October 2011****Summary Report**

Local shop owners and Councillors have raised concerns in relation to pedestrian safety and limited on-street parking around Putney Shops. Council has requested to include safety issues at Putney Primary School.

Background

Council at its meeting on 23 August 2011 resolved to adopt the following recommendation in relation to the Putney Village and Putney Public School as follows:

That Council facilitate a Road Safety Audit (RSA) that will identify any strengths, weakness and opportunities which will improve the safety and an overall efficiency of the Putney Village and Putney Public School precinct.

- 1. That all stakeholders of the Putney Village and Putney Public School precinct be contacted to attend the Safety Audit.*
- 2. That all results of the RSA be communicated to the stakeholders that participated.*
- 3. Is an alternative arrangement possible such as a 15 minute Loading Zone legal which would solve the solution at the Putney Village.*

Consideration

A road safety audit is defined by Austroads as "A formal examination of a future road, a traffic project or and/or existing road, in which an independent, qualified team reports on the project's crash potential and safety performance".

Stage 5 (existing roads) Road Safety Audit focusing on identifying risks and Road Safety Hazards within the Putney Village and Putney Public School precinct.

The Road Safety Audit encompasses the Putney Village and Putney Public School precinct in the Ryde LGA as shown in the **ATTACHMENT REPORT**.

The immediate road network servicing the site is comprised of the following:

- Morrison Road between Charles Street and Mitchell Street, a 12.8m wide sub-regional road running from East to West;
- Charles Street between Morrison Road and Parry Street, a 12.8m wide local road running from North to South;
- Parry Street between Charles Street and Morrison Road (only to the 40km/h patch) a 12.8m wide local road running from East to West; and

(d) Mitchell Street from Morrison Road to 40km/h patch, a 7m wide local road running from North to South.

This Audit is strictly confined to the bounds of the specified roads above, as defined by the following two site location diagrams. The School Audit covers area defined by existing 40km/h patches.

Council has engaged a consultant to carry out independent Road Safety Audit for this crossing at Morrison Road and Putney School.

The Road Safety Audit (RSA) for Putney Village and Putney Public School is **ATTACHED** for members review.

Deficiencies identified in the RSA are presented in the table over the page.

Road	Distance / Location	Deficiency	Relevant Document	Responsibility
Charles Street	At IGA supermarket ingress/egress driveway	Egress sight distance for vehicles is hindered by planting	AS 2890.1 (2009)	Council
Parry Street	at Charles Street	Inadequate Median Island crossing width	RTA Technical Direction TD 2011/01a	Council
Parry Street	at Charles Street	Improper crossfall due to raised section of AC at lip of kerb and guttering, can lead to water sheeting across Parry Street	RTA Supplements to Austroads Guide to Road Design - Part 5 (2008) Drainage Design	Council
Morrison Road	at Charles Street	Tapers for Eastern and Western directions of travel in Morrison Road end beyond intersection with minimal merging opportunity	RTA Austroads Supplements /Pub.11.094 - Section 5.4.3	Council / RTA
Morrison Road	Outside Caltex	Faded 'No Stopping' sign		Council
Morrison Road	Outside Post Office	A minimum 20m of statutory 'No Stopping' does not exist on the Northern side of Morrison Road immediately west of Charles Street, adjacent to the Post Box		Council / RTA
Charles Street - Northern Side	West of Parry St Roundabout	It is unclear why 'No Stopping' signage is required at this location		Council
Morrison Road	at Charles Street	Tapers for Eastern direction and Western directions of travel in Morrison Road are not signposted with advance warning signage indicating the lane ends		Council / RTA
Morrison Road	at Charles Street	From Morrison Rd into Charles, vehicles have no indication by way of traffic calming devices,		Council

Road	Distance / Location	Deficiency	Relevant Document	Responsibility
		that they are entering a pedestrian oriented environment		
Parry Street	at Charles Street	Chevron Pavement markings are not present on approach to the roundabout splitter island, Raised Pavement markers are also not present on all approaches		Council
Parry Street	at Charles Street	Use of Rumble Bars as median Islands do not provide adequate pedestrian protection		Council
Morrison Road	at Charles Street	Capacity issues appear to exist as Pedestrian Green time is coordinated with the through and Turning Movements in Charles Street. Pedestrian to Vehicle conflicts were observed. It is recommended the RTA investigate separate pedestrian phases particularly for the north - western pedestrian movement across Morrison Road		RTA
Morrison Road	at Charles Street	Power pole / Light pole identified as a hazard, Bus marking evident		Council / Ausgrid (under Lighting Blackspot program)
Charles Street	at Parry Street	Power pole / Light pole identified as a hazard, on roundabout departure deflection path		Council / Ausgrid (under Lighting Blackspot program)
Charles Street	at Parry Street	Roundabout sign partially obscured by Putney Village sign		Council
Charles Street	at Parry Street	Line marking faded and missing due to construction activity		Council

Road	Distance / Location	Deficiency	Relevant Document	Responsibility
Charles Street, Morrison Road and Parry Street		General lack of RRPM's observed, recommend installation of YY markers on approach to Roundabout facility		Council
Charles Street	Pedestrian Fencing	Fencing is not approved RTA fencing type fronting cafes		Council
Morrison Road	at Charles Street	Tactile ground indicators are not present on all legs of the intersection		Council
Morrison Road	at Charles Street	Signal lantern partially obscured by hoarding		RTA
Charles Street, Morrison Road and Parry Street		No defined Bike Route exists		
Charles Street	at Parry Street	No holding rails exist at Pedestrian refuge	RTA Technical Direction TD 2011/01a	Council
Morrison Street	at Parry Street	Minimum 1.2m gap from Stop Line to Pedestrian Crossing Line is not present	RTA Traffic Signal design - Section 6 Pavement Marking (2010)	RTA
Charles Street	at Parry Street	Pavement damaged due to construction activity		Council
Parry Street	at Charles Street	Improper cross fall due to raised section of AC at lip of kerb and guttering, can lead to water sheeting across Parry Street	RTA Supplements to Austroads Guide to Road Design - Part 5 (2008) Drainage Design	Council
Morrison Street	at Charles Street	Trucks accessing the Liquorland Driveway are cutting the corner and mounting the footpath	AS 2890.1 (2009)	Liquorland to widen driveway

The report make following deficiency at the Putney Primary School:

Road	Distance / Location	Deficiency	Relevant Document	Responsibility
Mitchell Street	at Morrison Road	Egressing vehicle in Mitchell Street has limited sight distance to the east in Morrison Road	RTA Supplement to AUSTRROADS GUIDE TO ROAD DESIGN Part 3 (2009): Geometric Design	Council
Morrison Road	at bend before Mitchell St	Advisory speed sign / curve advisory sign nor chevron turn signage are present		Council
Morrison Road	beyond bend before Mitchell St	40km/h patch on uphill in Morrison Road should be reinforced with a further 40km/h patch immediately before Mitchell Street, to reinforce school speed zoning		RTA
Morrison Road	Generally	Faded line marking		Council
Morrison Road	School Frontage	Replace faded No Stopping Signs		Council
Morrison Road	On uphill approach	Obscured 40km/h sign		Council
Parry Street	Approaches to Wombat crossing	Faded Zig Zag markings on both approaches		Council
Parry Street	Approaches to Wombat crossing	Faded 40km/h patches on both approaches		Council / RTA
Parry Street	Approaches to Wombat crossing	Faded crossing ahead sign		Council
Parry Street	At Wombat crossing	Incorrect colour on Chevron signage at crossing and Fluro leg signs should be used	TDT 2007/01 - Use of Fluorescent Material for Road Signs	Council
Parry Street	At Wombat crossing	Faded piano key markings		Council
Mitchell Street	at Morrison Road	40 km/h signs angled incorrectly		Council / RTA

Road	Distance / Location	Deficiency	Relevant Document	Responsibility
Morrison Road	at staff egress driveway	Egressing vehicle has sight distance blocked by tree	RTA Supplement to AUSTRROADS GUIDE TO ROAD DESIGN Part 3 (2009): Geometric Design	Council
Morrison Road	at Mitchell Street	No Delineators are present on existing guardrail		Council
Morrison Road	at Mitchell Street	Existing Guardrail is non compliant and does not have a terminal end		Council
Morrison Road	at Mitchell Street	No Delineators are present on existing guardrail		Council
Morrison Road	Midblock Pedestrian crossing	Tactile ground indicators are not present		Council
Morrison Road	Midblock Pedestrian crossing	Tree obscures lantern		Council
Morrison Road	Midblock Pedestrian crossing	Excessive Ramp Grades		Council
Morrison Road	at Mitchell Street	Ramp not properly defined		Council
Parry Street	At Wombat crossing	Excessive Ramp Grades		Council
Parry Street	School Frontage	Footpath is narrow and trip hazard exists due to height of kerb		Council
Parry Street	at Morrison Road	Footpath ends abruptly with no continuation		Council
Morrison Road	outside school frontage	Steep bank and excessive grade on drop off area and Bus Zone		Council

COUNCIL PROPOSAL

- (a) Council carry out regular maintenance of planting at the exit of Council/IGA car park in Charles Street.
- (b) Install Raised Pavement Markings (RRPM) at the existing barrier lines at Charles Street, Parry Street and Morrison Road intersections.
- (c) Install "Merge Right" signs with arrow along Morrison Road at west and east approaches to Charles Street.
- (d) Install concrete pad at the existing bus stop along Morrison Road outside Putney School.
- (e) Install terminal ends at the existing guard rail along Morrison Road to comply with new standards.
- (f) Re-paint all faded line markings along Morrison Road including Zig zag lines, barrier lines.
- (g) Replace defective signs identified in the RSA Report for Morrison Road and Parry Street.
- (h) That RMS be requested to upgrade 40km/hr patches along Morrison Road and Parry Street.
- (i) Install "No Parking" zone for 10 metres by reducing existing "No Stopping" zone along Charles Street on its western side north of Morrison Road.
- (j) Extend ½ P parking along the western side of Charles Street by 12 metres towards Parry Street.
- (k) Install two (2) chevron signs facing Morrison Road traffic at the bend east of Mitchell Street.
- (l) Council Asset Systems be requested to connect missing link along Parry Street on the southern side to connect existing along Morrison Road.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 13****ROAD HEIRARCHY
Shared Use Path (SUP)**
File Ref: COR 2009/206

Council's Manager – Asset Systems report 25 October 2011**Summary Report**

Council has considered a hierarchy for its road network reflecting current legislation, funding arrangements, and sustainable transport planning. As Council is committed to supporting cycling, it intends to reflect this by having the hierarchy treat all footpaths as shared user paths.

Background

Council in considering the hierarchy resolved to seek the Ryde Local Traffic Committee technical advice on the shared user path aspect. A copy of the report to Council has been circulated to members.

Consideration

Council at its meeting on the 20 September 2011 resolved to adopt the following recommendation in relation to the Road Hierarchy report as follows:

That Council designate all roads in the City of Ryde as shared user paths (SUPs) as outlined in the report, subject to consideration being made by the Ryde Local Traffic Committee and compliance with their technical advice.

The formal designated of bicycle pedestrian shared user paths to incorporate standard regulatory signs and line-marking requires Local Traffic Committee approval. Proposal for this designation normally include the path infrastructure being or widened to 2m wide minimum consistent with the RTA technical specifications.

However, the absence of the signage does not stop the designation and use of paths as shared use by Council, only that riding a cycle on the paths is not a traffic offence.

The broader city wide designation of paths based on the bicycle Master Plan allows cyclists to use footpaths rather travelling on road until such time any on road or separated paths are constructed or upgraded. The changes to the road and footpath infrastructure across the whole network is a major challenge and will takes years if not decades to make substantial improvements to facilitate and encourage cycling as an alternative to motorised transport journeys.

Without the designation, cycling in residential streets and to local destinations will be discouraged by the requirement to have to ride on the pavement amongst traffic. These footpaths have low levels of both pedestrian and cyclist movements, and any potential conflict between the two can be readily handled by courtesy and common sense. Where the risk is higher, Council will develop programs of modification works to address public safety. This may

also include footpath works to widen sections of paths. In addition, specific projects for formally signed paths will be developed over time.

COUNCIL PROPOSAL

That the road hierarchy for the City of Ryde includes a general designation for all footpath areas to be shared user paths. The future planning and construction of paths would address whether formal signage of the designation would be implemented at the project level.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Anthony Ogle – Manager Asset Systems

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 14****STAFF PARKING MANAGEMENT****Bus Depot – Buffalo Road**File Ref: COR 2009/206

Council's Traffic Engineer – Traffic and Governance report 8 November 2011**Summary Report**

The report reviews the parking management for the staff of the State Transit bus depot located at Buffalo Road, Ryde.

Background

Council at its meeting on 6 September 2011 resolved to adopt the following recommendation in relation to the Bright Street Resident Parking Scheme report as follows:

- (a) *That Council install a 2P (8.00am – 6pm, Mon- Fri) zone 9 Resident Parking Scheme along Bright Street; between Buffalo Road and Providence Road on one side (north/west), between property numbers 102 Buffalo Road and 25 Providence Road and that this be trialled for 6 months.*
- (b) *That Council contact the State Transit Authority to discuss alternate parking for its staff and that a further report be provided to the Committee for its consideration.*

Consideration

A meeting was conveyed at Council on 8 November 2011 with Traffic and Service Manager, Western Region of the STA, parking management for bus depot staff was discussed.

The State Transit will encourage their staff to take the following initiatives to improve parking situation surrounding bus depot. (Memo from the STA **ATTACHED**)

- Encourage staff to use staff bus which leaves Parramatta every day at 6am.
- Staff can also use any regular buses free of charge.
- Initiate car pooling amongst staff which will reduce number of cars that requires parking
- Staff should be requested to ride instead of driving to work. (bicycle or scooter)
- Staff needs to park away from residents driveways
- Existing onsite parking occupancy within the depot is between 80% and 90%, staffs are encouraged to utilise all on-site parking.

State Transit is currently investigating the option of moving part of their bus fleet to a new bus depot in the western region of Sydney in the current financial year that will reduce the number of buses and staff at the Ryde Bus Depot. This will have downstream benefits for the local community as the demand for on-street parking at staff changeover times would be greatly reduced.

COUNCIL PROPOSAL

That Council notes the information contained in the report.

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Anthony Ogle – Manager Asset Systems

Terry Dodds
Group Manager – Public Works