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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 26 May 2011	Page 1 of 27
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.	

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SECTION 3**ITEM 1****LEE AVENUE & NICOLL AVENUE, RYDE
RICHARD JOHNSON CRESCENT, RYDE
MERITON STREET, GLADESVILLE
WATT AVENUE, RYDE****Request for parking restrictions**

File No. D11/21671; D11/21535; COR2009/206, D11/14184; D11/23046

Council's Traffic Engineer – Access reports 3 May 2011**Report**

Council has received requests at several locations for “No Stopping” or “No Parking” restrictions around driveways and at the bend to improve ease of access to and from the driveway and improve visibility to oncoming traffic while entering the roadway.

These locations are:

- Lee Avenue and Nicoll Avenue requested to install No Stopping at the bend to improve safety of all road users.
- Richard Johnson Crescent requested to install No Parking on one side only at narrow section of street.
- Meriton Street requested to install No Parking between two driveways of adjoining properties.
- Watt Avenue requested to install No Parking opposite side for safe access from properties.

Consideration

The circumstances of each location are discussed in the following sections. In each case, as the restriction would only affect parking on the kerbside outside the requesting property, it is proposed to agree to implement the restriction.

Surveys of residents who would have parking outside their property affected have been carried out and no objections have been received for proposed parking restrictions on the locations.

The proposed parking restrictions are shown in the (**ATTACHMENT REPORT**).

Lee Avenue & Nicoll Avenue

Lee Avenue and Nicoll Avenue forms a 90⁰ bend and there are no signage restricting parking. It has been observed during several site inspections that drivers do park within the bend restricting the sight visibility from the opposite direction. Lee Avenue and Nicoll Avenue are 8.5metres wide and parking is allowed on both sides of the street.

The resident says it is difficult to manoeuvre vehicles as there is restricted access outside the property due to the high demand for on-street parking from bus commuters and customers accessing the adjacent local shops as well as cars parked immediately adjacent or encroaching into the bend on Lee Avenue and Nicoll Avenue.

Observations on site indicate that the high demand for on-street parking in Lee Avenue and Nicoll Avenue would require the statutory parking restrictions along the bend for safety reasons.

Richard Johnson Crescent

Richard Johnson Crescent is located between Bowden Street and Thorn Street. A small section of Richard Johnson Crescent between Bowden Street and Robert Street has a resident parking scheme approved by Council. A small narrow section of Richard Johnson Crescent between Robert Street and Thorn Street do not have any restrictions so commuters and residents park their cars for unlimited time. Richard Johnson Crescent is only 5.8 metre wide between Robert Street and Thorn Street.

Consultation with affected residents of all properties were carried out on 14 April 2011 and all residents have supported the proposed No parking restrictions on the western side of Richard Johnson Crescent between Robert Street and Thorn Street outside property 1 to 11.

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both sides of Richard Johnson Crescent in the narrow section. During the inspection on 27 April 2011 it was noted that the rigid truck or a small has difficulty driving between two parked cars on narrow section of Richard Johnson Crescent between Robert Street and Thorn Street.

Meriton Street

Meriton Street has a roadway width that measures 10 metres kerb to kerb. Access to properties No's 10 and 12 is via narrow and steep driveways. To drive to and from the driveways in a safe manner residents enter and exit in a forward direction from both properties. Both driveways are separated by 8 metres through a verge and when a car or cars parked at kerbside, it obstructs visibility to approaching traffic when exiting from both properties.

All properties along Meriton Street have off-street parking.

The resident has raised a concern that parked cars obstructs view of on-coming traffic in Meriton Street and also right turning vehicles from George Street which is located opposite to the driveway of No.10 Meriton Street.

To improve and maintain safe access the resident requests "No Parking" be implemented between two driveways of Nos 10 and 12 Meriton Street which is 8 metres in length.

Consultation with affected residents of both properties were carried out on 15 April 2011 and three (3) residents continued their support and only one (1) resident objected to proposed parking restrictions along Meriton Street.

Watt Avenue

It is not uncommon for on-street parking demand to increase when construction activity occurs in a surrounding area, as tradespersons and commuters can at times occupy numerous on-street parking locations that are generally left clear, by the residents, to maintain adequate sight lines when they exit their driveway.

Watt Avenue has a narrow roadway width that measures 7.0m. Access to No's 21, 23 and 25 is via relative narrow and angled driveways due to the bend in road. To exit the driveways in a safe manner residents reverse out of the properties. With vehicles are parked opposite and/or adjacent to the driveways the roadway narrows, making manoeuvring into and out of their driveways difficult.

The road carriageway 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.

Consultation with affected residents was carried out on 29 April 2011 and two (2) residents supported the proposed changes and two (2) residents indicated a preference for no change to the existing situation along Watt Avenue.

The visibility is considered adequate, although the resident's petition explains that when vehicles park in the street or they are negotiating the manoeuvre into or out of their driveways their have been occasions when vehicles have been brought into a potential conflict.

There will be loss of three (3) parking spaces along Watt Avenue.

COUNCIL PROPOSAL

That following parking restrictions as listed be implemented:

- (a) Install Statutory 'No Stopping' restrictions for the length of 10 metres at the bend on Lee Avenue and Nicoll Avenue on both sides.
- (b) Install "No Parking" restrictions on the western side of narrow section of Richard Johnson Crescent between property Nos. 1 and 11.
- (c) Install "No Parking" restrictions along Meriton Street outside property No.s 10 and 12 including both driveways.
- (d) Install "No Parking" restrictions along the north side of Watt Avenue opposite property Nos 21 and 23.

COMMITTEE RECOMMENDATION:

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Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2****PARKES STREET, RYDE****Loading Zone**File No: D11/21535

Council's Traffic Engineer – Access reports 4 May 2011**Report**

A local business has requested loading zone restrictions in Parkes Street outside their own premises. There is unrestricted parking at present time and is often occupied by long term parkers.

20A Parkes Street, Ryde who has business operating from the property and has unrestricted parking in front of his property along Parkes Street.

Consideration

The property is located at the intersection of Parkes Street and Lee Avenue. The driveway access from the property located is in Parkes Street. The business has a loading dock off Parkes Street.

Business had the occasional difficulty with deliveries, pick-ups, and moving their equipment safely to and from our own vehicles due to a lack of parking space on the street. Since the opening of the new Top Ryde City shopping complex however, the situation has got considerably worse, and has become a major issue, particularly regarding the safety of the staff and the couriers and shipping companies who pick up and deliver equipment to us.

Most of our shipments and the equipment we are loading in and out of our vans is very large and heavy (up to 200kg +). Trucks often need to use a ramp and trucks with hydraulic lifters to wheel equipment and road cases in and out of vehicles. If business is forced to load or unload away from our business we need to roll heavy road cases along pedestrian footpaths and across busy roads, creating large safety issues for not only our staff but also pedestrians and motorists.

They also have large trucks delivering and picking up equipment at their office. At times there is no option but for the truck to double park on the road which is illegal. While being very dangerous, it is also highly disruptive to traffic and buses using the road. In the past drivers servicing our business have received council infringements while attempting to load or unload equipment at our premises because there is simply no other safe option but to park contrary to current council signage or rules.

At present business average around 20 courier deliveries a week (sometimes more) with at least 2-3 of those each week being large trucks.

Observations

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both spaces. A large trucks delivering goods into loading dock disrupts traffic

flow in Parkes Street. It has been noted that a guard rail is located at the kerbside frontage of this property.

An investigation of the Roads and Traffic Authority's (RTA) accident database for the five (5) year period 2004 to 2009 indicates that no vehicle-vehicle incidents have occurred at this location in Parkes Street.

COUNCIL PROPOSAL

Install Loading Zone restrictions across the frontage of No. 20 Parkes Street for length of 12 metres between access driveway and the existing No Stopping sign.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3****WARWICK STREET, NORTH RYDE
3P on-street parking restrictions**

File No. D10/83484

Council's Traffic Engineer – Access reports 4 May 2011**Report**

A resident has requested that a short term parking be considered in Warwick Street to cater for visitors and trade persons.

Consideration

Council has been requested to change the existing unrestricted parking for only three (3) spaces along Warwick Street to time restricted parking. Long term parking in Warwick Street on work days during business hours restricts the ability for residents to park within close proximity to their residential properties.

Warwick Street parking issues has been tabled at the Ryde Traffic Committee in the past and no action was taken to introduce Resident Parking Scheme (RPS) because it did not meet the RPS criteria set by Council. Council has installed driveway delineations lines at all access driveways to assist with parking regulation along Warwick Street.

Similar, 3P parking restriction was approved by Council on the northern side of Warwick Street for three (3) spaces, 20 metres from Blenheim Road.

It has been suggested that 3P parking during Monday to Friday be introduced for only three (3) spaces towards Blenheim Road. Consultation with affected residents indicated that there were no objections received for the proposal for short term parking along Warwick Street.

COUNCIL PROPOSAL

Install 3P (8.30am – 6pm, Mon- Fri)” restrictions for 18 metres in length along Warwick Street on the southern side outside property No. 28 and No. 30.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 4**

**Rowe Street, Eastwood
Request for 5 Minute Parking**
File Ref: D11/36781

Council's Traffic Engineer – Access reports 10 May 2011**Report**

Councillor Justin Li has made representation to table an item for Committee's consideration, P5 Minute parking to assist the elderly when it comes to pick up/ drop off near the medical centre located at 199-201 Rowe Street, Eastwood.

Background

Rowe Street is one-way in westerly direction from Trelawney Street. It has 1P and ½ P parking restrictions along both sides of street with angle parking outside Eastwood Primary School and ½ P parking outside shops on the northern side of Rowe Street which is parallel parking.

Consideration

It has been observed that the short term parking is in very high demand in Rowe Street and surrounding streets.

There are thirteen (13) parking spaces outside retail shops on the northern side between Trelawney Street and the pedestrian crossing along Rowe Street. It has been suggested that last two (2) parking spaces towards Trelawney Street be converted to P5 minute parking from the existing 1/2P parking restrictions along Rowe Street. This would assist elderly patients to be dropped off or pick up safely outside existing Medical Centre along Rowe Street.

Consultation

The Dental Surgery at the Rowe Street has been consulted in relation to the proposed short term parking restrictions outside the centre and they have no objections to the proposed changes in Rowe Street.

It is recommended that the Local Traffic Committee supports the installation of time restricted P5 minute (8.30am to 6pm, Mon – Fri) parking along the frontage of Medical Centre on 199-201 Rowe Street for only two (2) spaces.

COUNCIL PROPOSAL

Install restricted P5 minute (8.30am to 6pm, Mon – Fri) parking along the frontage of the Medical Centre on 199-201 Rowe Street, Eastwood for two (2) parking spaces.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5****The Avenue & Rowe Street, Eastwood
Request to swap parking restrictions**

File Ref: D11/94199

Council's Traffic Engineer – Access reports 18 May 2011**Report**

A local resident has requested to address safety of elderly passengers at the Rowe Street near Eastwood Plaza. She has requested to swap existing Taxi Zone and Mini Bus Zone in front of Eastwood Plaza.

Background

Mini Bus Zone was approved by Council few years ago along Rowe Street outside Eastwood Plaza at the request of Alan Walker Village residents. Council has not received any complaints from the users of the bus zone for at least five (5) years. A Taxi Zone for one (1) taxi was approved by Council at the request of an elderly resident.

Consideration

It has been observed that the short term parking and a bus zone are in very high demand in Rowe Street near Eastwood Plaza.

It has been suggested that the existing Taxi Zone north of crossing be relocated where there is existing Mini Bus Zone which is located just south of the crossing. Resident has indicated that the existing lay back at the bus zone is not safe for elderly and fragile passengers.

Consultation

A survey letter and for has been distributed to the affected businesses in the vicinity of existing bus zone and taxi zone outside Eastwood Plaza including Eastwood Chamber of Commerce and Korean Chamber of Commerce for their concurrence.

Council has received three (3) responses indicating status quo (no change to existing parking arrangement) with a one (1) comment as follows.

Bus Zone is appropriately located for set down and pick up elderly passengers who are frequent users.

It has been assumed that both chambers did not respond as to they are happy with existing situation.

It is recommended that the existing situation of parking restrictions be maintained along The Avenue and Rowe Street at present time.

COUNCIL PROPOSAL

Council do not accept the request of swapping of Taxi Zone and Mini Bus Zone along Rowe Street outside Eastwood Plaza at present time.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 5**ITEM 6**

Pittwater Road, Gladesville
Request for pedestrian crossing
File Ref: D10/46491

Council's Traffic Engineer – Access reports 12 May 2011**Report**

Council has received correspondence from the resident of Gladesville requesting pedestrian crossing in Pittwater Road between Harvard Street and Venus Street.

Background

Council at its meeting on the 17 August 2010 resolved to adopt the following recommendation in respect of the report titled "Pittwater Road – Request for Pedestrian crossing", as follows:

- (i) That Council take no action to install a "marked" pedestrian crossing or pedestrian actuated signalised pedestrian crossing in Pittwater Road, between Harvard Street and Venus Street, Gladesville.*
- (ii) That Council advise Hunters Hill Council that Ryde Traffic Committee does not support the provision of a "marked" pedestrian crossing or pedestrian actuated signalised pedestrian crossing in Pittwater Road, between Harvard Street and Venus Street, Gladesville, as the RTA warrants are not met.*
- (iii) That a further review be undertaken and a report provided for the Committee's consideration in 6 months.***

Consideration

As per Council decision a pedestrian counts was carried out commencing week 16 May 2011 and results will be presented at the Ryde Traffic Committee meeting on 26 May 2011.

The RTA warrants for pedestrian crossings are as follows:

Warrant – Marked Pedestrian Crossing

In each of three (3) separate one (1) hour periods in a typical day:

- i. The pedestrian flow/hour (P) crossing the road is greater than or equal to 30 and;
- ii. The vehicle flow/hour (V) through the site is greater than or equal to 500 and;
- iii. The product PV is greater than or equal to 60,000.

However, if the crossing area is predominantly used by children or the elderly the following reduced warrant may apply:

Reduced Warrants

In each two (2) separate one (1) hour periods immediately before and after school hours on a typical school day:

- i. The pedestrian flow/hour (P) crossing the road is greater than or equal to 30; and

- ii. The vehicle flow/hour (V) through the site is greater than or equal to 200

An onsite audit was undertaken from 16 May to 20 May 2011 to ensure that the counts are representative of the typical weekday pedestrian and traffic movements. The audit of the pedestrian and vehicle movements will be summarised and presented to the members at the meeting on 26 May 2011.

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 have been no incidents recorded.

COUNCIL PROPOSAL**COMMITTEE RECOMMENDATION:**

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 7

**VIMIERA ROAD, MARSFIELD, CURZON STREET & SMITH STREET, RYDE
Capital Works Program 2010/2011 – Pedestrian Refuges**

File No: COR 2009/206

Council’s Traffic Engineer – Access reports 9 May 2011

Report

Council has programmed for construction of the following pedestrian refuge, projects under the 2010/11 Capital Works Program.

- Vimiera Road, Marsfield (North of Deborah Place), Marsfield
- Curzon Street and Smith Street intersection, Ryde

Background

Council at its meeting on the 17 November 2009 resolved to adopt the following recommendation in respect of the report titled “Vimiera Road, Request for pedestrian refuge”, as follows:

That Council consider the construction of the pedestrian refuge on Vimiera Road north of Deborah Place when developing future Management Plans.

The project for two (2) pedestrian refuges at Smith Street and Curzon Street are funded under National Blackspot program and considers as one project for funding.

Consideration

Plans detailing the Pedestrian refuge in Curzon Street, Smith Street and Vimiera Road are **ATTACHED** for the review/comments from the members of the Ryde Traffic Committee.

Consultation

Curzon Street and Smith Street.

Affected businesses and residents of unit block have been consulted for the proposed pedestrian refuges in Smith Street and Curzon Street.

A letter box drop was also carried out to the residents of the street block to gauge support or other wise for the proposed installation of pedestrian refuges (letter and survey form **ATTACHED**).

Businesses and residents surveyed

Description	No of Responses
No of properties surveyed	24
Pedestrian refuge in Curzon Street (support)	3
Pedestrian refuge in Smith Street (do not support)	2
Status Quo (No change to existing traffic arrangement)	Nil
Undecided	19

Discussion

The construction of the pedestrian refuge in Smith Street and Curzon Street will provide the elderly and other residents in the area with an alternate pedestrian crossing facility apart from the traffic signals at the intersection of Smith Street and Pope Street which in the past had been point of contention. (not enough alternative pedestrian crossing facilities between Pope Street and Watt Avenue along Smith Street).

Two (2) residents have raised concerns over loss of parking along Smith Street. It has been noted that all residents have off-street parking and businesses have also off-street parking for their customers. Top Ryde Shopping centre has provided ample parking so that the demand for street parking has reduced and loss of few parking spaces in Smith Street would be justified.

Vimiera Road

The pedestrian facility was requested by a parent of the Eastwood Heights Public School along Lincoln Street. The location has been chosen in such a way the street parking for residents has not been affected. The refuge has been constructed and reported for the Traffic Committee endorsement.

COUNCIL PROPOSAL

That Committee supports the design plans for the pedestrian refuges along

- Vimiera Road just north of Deborah Place.
- Curzon Street at Smith Street.
- Smith Street between Curzon Street and Watt Avenue.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 8

ANDREW STREET, MELROSE PARK

Preferred Option (Final Report)

File No: COR2009/206

Council’s Senior Traffic Engineer – Access reports 12 May 2011

Report

Council officers have undertaken a ‘doorknock’ of five (5) residential properties in Andrew Street to seek their support or otherwise of Option 1 (**ATTACHED**) which has been updated to reflect concerns raised by residents in Andrew Street of cars “cutting” the corner.

Background

Council at its meeting on the 22 February 2011 resolved to adopt the following recommendation in relation to the previous report, titled “Andrew Street, Melrose Park Preferred Option”, as follows:

- 6(e) (i) *That the matter be deferred pending further consultation with the affected residents and the outcome reported back to Council (**Purpose of this report**).*
- (ii) *That Council staff communicate this outcome to residents of Andrew Street, Melrose Park*

Consideration

A total of five (5) residential properties are directly affected by the proposed Flat Top Road Humps (FTRH) to be positioned at specific locations to provide effective speed management along Andrew Street from the rear facing of Ryde Golf Course through to the intersection of Andrew Street, with Adelaide Street. The results of the survey are tabulated below.

Consultation

Property No’s 5, 12, 14, 32 and 34 were consulted (second occasion on 5 April 2011) as the previous residential survey (undertaken on the 8 November 2010) undertaken through a written survey form directly, with a return self addressed envelope did not yield any responses confirming support or otherwise for Option 1 – Raised Threshold.

Through a ‘face to face’ consultation process Council has received three (3) responses confirming support for the construction of Option 1 – Raised Threshold with comments as follows:

<i>Comment</i>	<i>Response</i>
1. Can we close the street or local traffic only?	Andrew Street is a Collector Road which assists with the collection and distribution of traffic from adjoining local roads. Closure of this road would have serious consequences in relation to traffic management in the area, with a number of smaller roads likely to experience traffic volumes that will be

	significantly above their recommended operational limits, thereby reducing the amenity in the area over a larger geographical area.
2. Close the street at the bottom of Andrew Street at the Golf Course?	Refer to response in relation to Comment 1 above.
3. For vehicles travelling east towards Adelaide Street, please consider placing the Raised Threshold or Speed Cushions outside the adjoining fences of nine and five or opposite the telegraph pole outside nine. The reason being that drivers are less likely to accelerate if they see the raised threshold as they round the bend.	An Advisory Speed sign is located at the bend advising a 'turn' speed on a large radius of 35 km/hr. This is a comfort speed to facilitate ease of turn and safe access. The location of the threshold has been determined through an onsite assessment based on information provided by those whom install proprietary "Speed Cushions" as an alternative speed management device.

Comments Raised through Face to Face Meeting with a Resident of Andrew Street	
<i>Comment</i>	<i>Response</i>
1. Roadway Edge line incorrect	Edgeline to be updated to reflect the movement of buses through the bend which is a constraint
2. Starting rumble bars at the boundary of House No's 18/20 will be ineffective	Rumble bars will be installed in sections based on Traffic Engineer onsite assessment
3. Vehicles must be prohibited from using the parking lane to go around the raised thresholds	Upon the reinstatement of the parking lane edge lines and through self enforcement (cars parking within the confines of the parking bay edge lines) this problem should not be prevalent. Further, Andrew Street is designated as an on-road cycle route and putting any barrier within the edge of the Flat Top Road Hump and the gutter would force cyclists to ride onto the road hump which is undesirable.
4. We are not sure that 2 raised thresholds will be sufficient on this stretch of road	The modified design proposal has been developed to address the Black Spot concerns which relate to vehicle movement/speed at the radius bend.
5. There is no mention of our request for a '3 tonne' load limit sign	Andrew Street was a higher order road in Council's Road Hierarchy (Collector Road) and if a limit was imposed it would force trucks to use adjacent streets that are not designed to cope with any moderate heavy vehicle activity to the detriment of those streets.
6. There was no undertaking to investigate pedestrian access, both with a crossing allowing access to the bus stop and a crossing on the northern side of Andrew Street east of the golf course	Council advised that the provisions of a marked crossing in the area are determined based on RTA warrants for Zebra Crossings. Based on past historical observation surveys, the RTA warrants for the pedestrian

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	movements were not met.
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COUNCIL PROPOSAL

- (a) That Andrew Street be reconfigured between the kerb lines as detailed in Option 1 – Raised Threshold.
- (b) That funds be sought in future Capital Works Programs to facilitate the construction of Option 1 – Raised Threshold.
- (c) That the residents of Andrew Street be informed of this resolution.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 9****SHAFTSBURY ROAD AND GLEN STREET, EASTWOOD
Proposed Roundabout (Black Spot Remediation Site – UPDATE)**
File Ref: COR2009/206

Council's Senior Traffic Engineer – Access reports 17 May 2011**Report**

Council officers have prepared a revised intersection layout of the proposed roundabout at the intersection of Shaftsbury Road / Glen Street, Eastwood.

Background

Council at its meeting on the 14 December 2010 resolved to adopt the following recommendation in relation to the report titled "Shaftsbury Road and Glen Street, Eastwood – Proposed Roundabout (Black Spot Remediation Site)":

(d) That Council not proceed with the roundabout at Shaftsbury Road and Glen Street, Eastwood.

Council, at its meeting held on 8 February 2011, under Notices of Rescission – 1: Proposed Roundabout at Shaftsbury Road and Glen Street, Eastwood (BP11/3), it was proposed:

That Council rescind the previous resolution of ITEM 9(d) – TRAFFIC MATTERS PRESENTED TO RYDE LOCAL TRAFFIC COMMITTEE HELD ON 28 October 2010: Proposed roundabout at Shaftsbury Road and Glen Street, Eastwood, passed at the Council Meeting held on 14 December 2010, namely:

"(d) That this matter be deferred to the next meeting of the Traffic Committee for redesign and to consider alternate options."

Consideration

The updated design plan accommodates the concerns raised by the RTA in relation to the splitter island provided the necessary physical presence to separate opposing traffic movements. The initial concerns relating to the adjustment to an existing main Telstra Junction Pit (circa \$400K) has been addressed by repositioning the annulus of the roundabout further west.

The table on the following page compares the operational intersection performance of roundabout design in relation to a traditional 'T' intersection, which clearly demonstrates that a roundabout will provide a 'superior' level of service in terms of accessibility and operation.

Intersection No.	Intersection	Intersection Control	2007_Existing AM Peak				2007_Existing PM Peak			
			Degree of Saturation	Delay (s)	Level of Service	Back of Queue (m)	Degree of Saturation	Delay (s)	Level of Service	Back of Queue (m)
1	Shaftsbury / Glen	Give Way (N-S)	0.108	16.0	B	13	0.661	30.0	C	39
1a	Shaftsbury / Glen	Roundabout	0.088	12.0	A	25	0.220	10.2	A	37

The assessment was also undertaken to assess the operational performance of the roundabout under future traffic conditions at 2027. The results of the assessment for the year 2027 is summarised in the table below.

Intersection No.	Intersection	Intersection Control	2027_Base AM Peak				2027_Base PM Peak			
			Degree of Saturation	Delay (s)	Level of Service	Back of Queue (m)	Degree of Saturation	Delay (s)	Level of Service	Back of Queue (m)
1	Shaftsbury / Glen	Give Way (N-S)	0.269	18.7	B	9	>1.000	>120	F	>250
1a	Shaftsbury / Glen	Roundabout	0.134	12.0	A	34	0.448	11.1	A	60

The results of the assessment clearly shows that under future traffic condition the existing intersection would deteriorate to an unacceptable level of performance (Level of Service 'F') with extensive traffic queues in the PM period. The assessment supports the construction of the roundabout at the intersection of Shaftsbury Road / Glen Street, Eastwood.

Consultation (Update)

Council has written to the residents of General Manager of the Cardiac Health Institute, resident of No. 188 Shaftsbury Road, and resident of 1 Richards Avenue, Eastwood on the 17 May 2011 to advise that Council will be re-tabling the report of the proposed roundabout at the intersection of Shaftsbury Road and Glen Street, Eastwood.

COUNCIL PROPOSAL

That the updated roundabout design for the intersection of Shaftsbury Road / Glen Street dated 19 May 2011 be approved for construction.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 10**ITEM 10****MAIN NORTHERN LINE AND NORTH SHORE LINE RAILWAY CLOSURE
STRATHFIELD TO HORNSBY AND WYNYARD TO BEROWRA AND EPPING TO
CHATSWOOD (11, 12 AND 13 JUNE 2011)****Buses replacing trains**

File Ref: D11/37399

Council's Traffic Engineer – Access reports 11 May 2011**Report**

Council has received correspondence from the Alternative Transport Officer of Rail Corporation advising that the North and North Shore Line Railway Closure will occur on the weekend of the 11, 12 and 13 June 2011.

Consideration

RailCorp has proposed closing the Northern Rail lines on the weekend of 11, 12 and 13 June 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 long weekends only.

Railcorp has utilised existing bus stops on the proposed route except at West Ryde where additional Bus Zone will be installed in Ryedale Road outside railway station by Railcorp. Council in the past has not received any complaints regarding traffic and parking issues during similar closures.

Railcorp has prepared a Temporary Bus Services Plan for this rail shut down and details are on the Council files. Railcorp has in place a major advertising campaign for the regular rail commuters and the community in general for proposed rail line closures.

Other Railway Closure is planned during 2011 and will be on 17 & 18 September 2011.

COUNCIL PROPOSAL

- (a) That no objection be raised to the complete closure of the Northern Rail Line and North Shore Railway Line during 11, 12 and 13 June 2011 and future planned closure on 17 and 18 September 2011.
- (b) That no objection be raised to the use of Council's road network by RailCorp's replacement buses on the above dates (11, 12 and 13 June 2011 and future dates 17 and 18 September 2011).

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

Ramesh Desai
Traffic Engineer

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 11****COX'S ROAD, NORTH RYDE
M2 Alternative Cycle Route (UPDATE)**

File No: COR2006/2

Council's Senior Traffic Engineer – Access reports 17 May 2011**Report**

Leighton Contractors commissioned in March 2011 Winning Traffic Solutions to undertake an independent Road Safety Audit of the Temporary M2 Cycleway Route along Cox's Road, North Ryde to review "at grade safety risks". Please refer to the **ATTACHMENTS** report for the Audit report in its entirety.

Background

Council at its meeting on the 15 March 2011 resolved to adopt the following recommendation in relation to the report titled "Cox's Road, North Ryde – M2 Alternative Cycle Route" as follows.

5. *Cox's Road, North Ryde M2 Alternative Cycle Route*
 - a. *Council requests Leightons undertake urgently an independent post installation rideability audit of the alternative cycleway in Coxs Road through the town centre installed as part of the M2 widening, with the findings of the audit report provided to the Local Traffic Committee.*

Consideration

One of the issues identified in the deficiency matrix was the movement of cars to/from the 90 degree angled parking along Cox's Road that have a section of "green" cycleway paint applied to increase the awareness of cyclists in Cox's Road and provide a specific area of travel for cyclists. The report advises that vehicles are frequently crossing the double barrier lines to park in the 90 degree parking space which contravenes Road Rules 2008 NSW Legislation Part 11, Division 2, Rule 134 "it is illegal to cross barrier lines if not entering or leaving the road". The parking patterns within Cox's Road are consistent with a neighbourhood centre, that is, they are consistent within the locality, whereby locals and the like, park in their familiar or favourite locations.

To maintain this continuity and therefore mitigate the potential for drivers to be infringed on a regular basis, given that it is likely they are not aware that their parking behaviour is "illegal", it is recommended that a small section of the double barrier lines (BB lines) along Cox's Road be augmented as follows:

The existing double barrier lines of approximately 90 metres in length be converted to S1 dividing (separation line) in accordance with the RTA's Delineation Guidelines.

COUNCIL PROPOSAL

The existing double barrier lines of approximately 90 metres in length be converted to S1 dividing (separation line) in accordance with the RTA's Delineation Guidelines.

COMMITTEE RECOMMENDATION:

**Ramesh Desai
Traffic Engineer**

**Harry Muker
Senior Traffic Engineer**

**Terry Dodds
Group Manager – Public Works**

SECTION 11**ITEM 12****WEST PARADE, WEST RYDE**
Proposed Flat Top Road Hump (FTRH)
File No: COR2009/206

Council's Senior Traffic Engineer – Access reports 17 May 2011**Report**

For the Committee to consider the proposed Flat Top Road Hump (FTRH) along West Parade approximately 50 metres north of the Anthony Road / West Parade intersection.

Background

Council's Road Safety Officer has been working with a Speed Management Officer in the RTA's Road Safety Directorate for West Ryde Town Centre to be designated as a 40 Area High Pedestrian Activity Area or commonly known in the industry as 40 HPAA. Through the assessment process whereby traffic survey data is collected utilising tube counters, it has been confirmed through the RTA, that West Ryde Town Centre has satisfied the speed criteria in all cases (vehicle speeds were in the vicinity of 40 km/hr), with the exception of West Parade which posted an 85th percentile speed of over 50 km/hr. To reduce the traffic speeds in the area the RTA's Road Safety Section has advised Council that the construction of a Flat Top Road Hump 50 metres north of the Stop Line on the northern intersection approach will encourage speeds to be reduced to meet 40 HPAA requirements.

Designating West Ryde Town Centre as a 40 HPAA will improve pedestrian safety and will encourage pedestrians to walk to the Town Centre as the signage provided by the RTA visually encourages pedestrian movement.

Consideration

The proposed Flat Top Road Hump (FTRH) has been located approximately 50 metres from the Anthony Road / West Parade intersection as advised by the RTA's Road Safety Directorate. The design takes into consideration the needs of buses in the area by facilitating a low profile hump (100mm high) with low grade ramp transitions (1:12) onto a continuous platform with a straddle width (between ramps) of 3.7 metres (refer to **ATTACHMENTS** report). "Piano key" pavement markings will be used to highlight the visual presence of the Flat Top Road Hump within West Ryde Town Centre.

COUNCIL PROPOSAL

That the Flat Top Road Hump (FTRH) design for West Parade (Drag No: CVCC3031A) be approved.

COMMITTEE RECOMMENDATION:

Traffic Engineer

Senior Traffic Engineer

**Terry Dodds
Group Manager – Public Works**