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

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SECTION 3**ITEM 1****JUNCTION OF RONALD AVENUE & DOROTHY STREET, RYDE****Parking Restrictions**File No: D10/84945

Council's Traffic & Transport Engineer – reports 6 January 2011**Report**

Council has received correspondence from residents of Dorothy Street requesting a review of the parking conditions at the junction of Ronald Street and Dorothy Street for the purpose of improving access through the bend, and to and from driveways.

Background

The average width of Ronald Avenue and Dorothy Street is 7.50m wide (kerb to kerb) around the bend. The centreline of the road carriageway at the bend is defined by double barrier line and rumble bars. When vehicles are parked on both sides of the street the effective road pavement is reduced to 3.1m which is less than the 5.8m minimum width required to accommodate vehicle movements in both directions. On occasions some vehicles are illegally parked as they are parked within 3m of the double barrier line.

When vehicles are parked up to and around the bend, opposite house No's 39 & 44 Dorothy Street, and No's 42, 44, 46, 48, 50 Ronald Avenue drivers visibility through the bend and from these adjoining driveways is impeded.

With one traffic lane available for travel in each direction drivers are forced to cross the existing double barrier line and encroach into an oncoming vehicle path, potentially bringing oncoming vehicles into a conflict.

Consideration

Narrower carriageways are not uncommon within the local road network and incidents are normally avoidable because motorists exercise appropriate judgement when negotiating the conditions. However, in circumstances where sight distance is restricted, kerb side parking controls in conjunction with delineation measures need to be considered.

To improve access and the potentially hazardous situation the implementation of parking restrictions and additional line marking are proposed. This will include; "No Stopping" on both sides of the bend, "No Parking" within the road blister on the outside of the bend and continuity line on the outside of the bend along the prolongation of the kerb line to clearly define the traffic lane on the outside of the bend between house No's 44 and 50 Ronald Avenue.

All residents support the implementation of parking restrictions as per the **ATTACHMENT**

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RECOMMENDATION:

The Traffic Committee supports the implementation of the following further management measures:

- (a) "No Stopping" on both sides of the bend,
- (b) "No Parking" within the road blister on the outside of the bend in front of house No's 44, 46, 48, 50 Ronald Avenue, and
- (c) A continuity line on the outside of the bend along the prolongation of the kerb line to clearly define the traffic lane on the outside of the bend between house No's 44 and 50 Ronald Avenue.

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager - Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 11

ITEM 2

**INTERSECTION SLUMAN STREET & DUNSHEA STREET, DENISTONE WEST
Rationalise Priority at 5-Leg Intersection**

File Ref: D10/90349

Council's Traffic & Transport Engineer – reports 11 January 2011**Report**

Council has received correspondence from a motorist identifying the potential vehicle-vehicle conflicts that may occur at the junction of Sluman Street, Allars Street, Cusacks Street and Dunshea Street, Denistone West. Priority at this 5-leg intersection is not clear and should be defined to improve safety at this intersection.

Background

The junction of Sluman Street, Allars Street, Allsacks Street and Dunshea Street forms five (5) T-intersections which are separated by a landscaped median positioned in the centre of the roadway. There are no pavement markings, delineation lines or road traffic signs.

Traffic volumes at this location are light.

Accident Data

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 junction formed by Sluman Street, Allars Street, Cusacks Street and Dunshea Street.

Consideration

The junction formed by the 5 -separate intersections creates 45 points of conflict and a degree of confusion as to who has priority. The preferred approach is to define/recognise the through traffic movements and add in the priority controls where potentially a turning movement may conflict with a through movement.

Through traffic movements can be defined by the use of centreline double barrier lines, centreline and separation lines. The road carriageway widths are narrow and will only accommodate single traffic movements in each direction. The centreline double barrier line would exclude adjacent kerb side parking in front No. 2 Sluman Street. The impact on on-street parking would be kept to a minimum by placing the separation lines at and either side of the intersections.

The proposed traffic management measures are shown in the **ATTACHMENTS report**.

In this regard a notification will be prepared and distributed to residents in the local area to inform them of the proposal. The notification will be distributed in February after the school vacation period has elapsed.

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RECOMMENDATION:

The Traffic Committee supports the installation of:

- (a) Double barrier lines between Dunshea Street and Sluman Street;
- (b) Centreline S1- separation lines along Sluman Street and Dunshea Street stemming from the Allars Street intersection;
- (c) TB - hold lines across the leg of the T – intersections formed by Dunshea Street, Sluman Street and Allars Street at their junction;
- (d) Giveway signs at Sluman Street and Dunshea Street intersections.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 3****INTERSECTION PARKES STREET & BELMORE ROAD**
Rationalise Priority at T- Intersection
File Ref: CRM 1220477

Council's Traffic & Transport Engineer – Access reports 10 January 2011**Report**

Council has received correspondence from a resident requesting that a “Giveaway” Sign or “Stop” Sign be installed at the intersection of Belmore Road and Parkes Street, Ryde. The priority at this intersection is not clear and should be defined to improve safety at this intersection.

Background

Belmore Road and Parkes Street is an uncontrolled T- intersection with traffic and parking lanes in each direction on the western and southern legs. The eastern leg has a single traffic lane westbound. The

The western leg is delineated by a centreline double barrier line and edge lines to separate traffic and parking movements.

The southern leg is delineated by a centreline double barrier line, the approach traffic lane is marked with a left-turn pavement arrow and “Left-Turn Only” and “Left – Oneway” signs face this approach traffic lane.

The eastern leg has no delineation and a “No Entry” sign faces the western and southern legs approach traffic lanes.

All pavement and line markings and signs are visible.

Approach sight distance is available on all legs.

Consideration

The western and eastern legs (i.e. Parkes Street) form the head or through road at the T- intersection, while the southern leg (i.e. Belmore Road) forms the stem or terminating road.

However, if approaching from Parkes Street and Belmore Road the edge line marking defining the parking lane in Parkes Street is curved at its junction with Belmore Road giving the perception that the western leg of Parkes Street and Belmore Road forms the through road.

Conversely approaching from the eastern leg of Parkes Street the curved edge linemarking is not as evident giving the perception that Parkes Street is the through road. The intersection layout may create confusion as to who must giveaway.

The different perceptions of the intersection layout have the potential to cause vehicle from adjacent directions conflict (left near - RUM 16) or vehicle from opposing direction conflict (right-through – RUM 21).

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The priority at this intersection is not clear and should be defined to improve safety at this intersection. In this regard two options are feasible:

1. Install a "Giveaway sign and TB line" on the Parkes Street (eastern) approach
2. Install a "Giveaway sign and TB line" on the Belmore Road approach

Traffic Counts indicate that the majority of traffic transits east-west along Parkes Street and as a result priority should be given to the east-west movements. The preferred option is the installation of a "Giveaway sign and TB line" on the Belmore Road approach.

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

Accident Data

An investigation of the Roads and Traffic Authority's (RTA) accident database for the five (5) year period 2004 to 2009 indicates that there have been no vehicle -vehicle incidents that can be directly associated the potential vehicle from adjacent directions conflict (left near - RUM 16) or vehicle from opposing direction conflict (right-through – RUM 21).

RECOMMENDATION:

The Traffic Committee supports the installation of a "Giveaway sign and TB line" on the Belmore Road approach.

Submitted for the consideration of the Committee

Paul Davidson
Traffic & Transport Engineer

Anthony Ogle
Manager – Access

Harry Muker
Senior Traffic Engineer

Terry Dodds
Group Manager – Public Works

SECTION 11

ITEM 4

WEST RYDE URBAN VILLAGE DEVELOPMENT**NEW Betts Street – Signage and Line Marking (including s138 Application)**

File Ref: LDA 2007/0559

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

Coles Group Property Developments Ltd is developing the West Ryde Village project. The traffic consultant appointed by Coles (has prepared for NEW Betts Street) the Traffic Management Scheme covering both signage and line marking components of the design as part of Phase 1 works.

Background

Council at its meeting on the 7 December 2010 (Committee of the Whole) considered a report titled "West Ryde Urban Village Development – Current Project Status" and resolved to adopt the following recommendations:

- (a) That Council approves the changes to the current traffic management plan as detailed in the letter from C & M Consulting Engineers Pty Ltd dated 21 October 2010 (**purpose of this report**).
- (b) That the design of the village square as shown in the attachment CIRCULATED UNDER SEPARATE COVER to this report be endorsed.
- (c) That the revised arrangements for the temporary car parking and community bus access be noted.
- (d) That the proposal for temporary disabled car parking and community bus access be noted.

Consideration

C & M Consulting Engineers have prepared a series of design plans in relation to the construction to NEW Betts Street covering both signage (refer to the **ATTACHMENT Report**) and line marking (refer to the **ATTACHMENT Report**) attributes and has provided Council with an s138 application for the purposes of allowing works to be carried out to facilitate the construction to the NEW Betts Street (refer to the **ATTACHMENT Report**).

In summary the parking controls along NEW Betts Street will be FULL TIME No Stopping to maintain traffic flow in both directions in an unimpeded fashion. However in this particular phase of construction, the loading dock will not be operational, hence No Stopping Signs will traverse the layback area to prevent vehicles from inadvertently parking within any accessible footpath areas.

RECOMMENDATION:

The Traffic Committee supports the signage and line marking plans (Drawing's: CV CC 8003 Issue C & CV CC 8005 Issue C) in conjunction with the applicants s138 application.

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Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Anthony Ogle
Manager – Access**

**Harry Muker
Senior Traffic Engineer**

**Terry Dodds
Group Manager – Public Works**

SECTION 11**ITEM 5****COX'S ROAD, NORTH RYDE
M2 Alternative Cycle Route**
File Ref: COR2006/2

Council's Senior Traffic Engineer – Access reports 20 January 2011**Report**

The recent construction of the M2 Alternative Cycle route by Leighton Contractors (contractor for the Hills M2 Widening Project) along Cox's Road has received strong community objection for its construction due to safety concerns.

Consideration

The M2 Alternative Cycle route has been tabled at the Ryde Bicycle Committee on a number of occasions. The design of the alternative cycle route has been through a design audit process with a rideability audit to be undertaken, when construction is complete.

To ascertain whether further refinements or otherwise should be considered for the alternative cycle route, it is recommended that an independent rideability audit be undertaken; with an emphasis placed on 'at grade' safety risks.

RECOMMENDATION:

The Traffic Committee recommends that an independent rideability audit be undertaken as soon as possible with the findings of the audit report tabled at a future Local Traffic Committee meeting.

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.