

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 July 2011	Page 1 of 19
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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 July 2011	Page 1 of 19
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	Cressy Road, Ryde
	ITEM 2	Bright Street, Ryde
SECTION 3	Parking Restrictions	
	ITEM 3	Lucknow Road, Macquarie Park Aeolus Avenue, Ryde Morrison Road, Putney Kent Road, North Ryde
	ITEM 4	Belmore Street, Ryde
SECTION 5	Pedestrian Crossings	
	ITEM 5	Princes Street, Ryde
SECTION 9	Work Zones	
	ITEM 6	Morshead Street, North Ryde
SECTION 10	Public Transport	
	ITEM 7	Blaxland Road and Parkes Street, Ryde

SECTION 2

ITEM 1

**CRESSY ROAD, RYDE
Resident parking Scheme**

File No: D11/14547

Council’s Traffic Engineer – report 5 July 2011

Report

Council has received petition from the residents of Cressy Road, Ryde requesting that Cressy Road between Buffalo Road and Higginbotham Road be included in the Zone 9 Resident Parking Scheme (RPS). The resident has made representation to Councillor Ivan Petch and Local Member.

The resident properties are located within the section of Cressy Road north that is, north of Holly Avenue where all day parking occurs and at times have difficulty accessing their properties.

Background

Council at its meeting of 21 April 2009 resolved to adopt the following assessment criteria to ascertain whether a road or street should be 1-sided or 2-sided 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

Following the representation an on-street parking survey was conducted to gauge the level of parking demand in the street between Buffalo Road and Higginbotham Road. The outcome of the survey is as follows:-

Cressy Road	Ryde	Northern (A) side	Northern (B) side	Southern (B) side	Southern (A) side	Summary
Carriageway				9.2m		
Parking spaces @ 6m per space		9	9	7	6	31
Property No’s		82 Cressy Rd to 72 Cressy Rd	70 Cressy Rd to 56 Cressy Rd	5 Holly Ave to 89 Buffalo Rd	57 Higginbotham Rd to 7 Holly Ave	
Vehicles parked (% represents on-street parking utilisation rate)						
Date	Period					
5 April 2011	Morning	7	7	6	4	24 (78%)
5 April 2011	Lunchtime	7	6	6	3	22(71%)

Cressy Road	Ryde	Northern (A) side	Northern (B) side	Southern (B) side	Southern (A) side	Summary
Carriageway				9.2m		
Parking spaces @ 6m per space		9	9	7	6	31
Property No's		82 Cressy Rd to 72 Cressy Rd	70 Cressy Rd to 56 Cressy Rd	5 Holly Ave to 89 Buffalo Rd	57 Higginbotham Rd to 7 Holly Ave	
Vehicles parked (% represents on-street parking utilisation rate)						
Date	Period					
5 April 2011	Afternoon	9	9	7	5	29(93%)
6 April 2011	Morning	8	7	6	5	26(83%)
6 April 2011	Lunchtime	8	7	6	5	26(83%)
6 April 2011	Afternoon	8	8	6	6	28(90%)
7 April 2011	Morning	7	6	6	3	22(71%)
7 April 2011	Lunchtime	6	8	6	3	23(74%)
7 April 2011	Afternoon	7	8	4	6	25(81%)
3-day average						25 (81%)

Comment

The majority of the above vehicles were parked on both sides of Cressy Road between Higginbotham Road and Buffalo Road.

A draft assessment criterion has been established with the key elements as follows:-

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

Due to the results of the parking survey exceeding the minimum 80% occupancy rate for on-street parking utilisation, the residents of Cressy Road between Buffalo Road and

Higginbotham Road were surveyed to confirm their support of other wise for a Resident Parking Scheme.

Support from the residents were 90% which was more than 51% criteria set by Council. Council has received a petition signed by all residents requesting RPS be introduced on both sides of Cressy Road between Buffalo Road and Higginbotham Road.

It is recommended that the Local Traffic Committee supports the installation of 2P Resident Parking Scheme along Cressy Rod between Buffalo Road and Higginbotham Road.

COUNCIL PROPOSAL

Install 2P (8.00am – 6pm, Mon- Fri)” Zone 9 Resident Parking Scheme along both sides of Cressy Road between Buffalo Road and Higginbotham Road.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 July 2011	Page 5 of 19
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SECTION 3

ITEM 2

Bright Street, Ryde
Request for Resident Parking Scheme
 File Ref: D11/19636, D11/18447

Council’s Traffic Engineer – report 5 July 2011

Report

Council has received a further request from the residents of Bright Street, Ryde requesting that Bright Street be included in the Zone 9 Resident Parking Scheme.

The reasons for the request are as follows:-

- Medical staff unable to attend to elderly residents,
- Residents unable to park near their home,
- Difficult for trades people to park near the residence,
- Difficult and at time dangerous for residents to access their driveway.

Bright Street is a local street and has width of 6.7 metres.

Background

The request to extend the Zone 9 Resident Parking Scheme and include Bright Street, Ryde was last considered by Council on 6 August 2009. At that time the request was not supported as the on-street parking utilisation rate did not meet the set 80% rate (of available on-street parking spaces on both sides of the road or street).

Council at its meeting of 21 April 2009 resolved to adopt the following assessment criteria to ascertain whether a road or street should be 1-sided or 2-sided 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

Since Council’s determination the Bright Street residents have made further representations to Council through local Member of Parliament, Mr Anthony Roberts and resulted in a new on-street parking utilisation assessment being undertaken.

The outcome of survey is as follows:

Bright Street	Ryde	Northern (1-2) side	Western (2-3) side	Southern (1-2) side	Eastern (2-3) side	Summary
Carriageway				6m		
Parking spaces @ 6m per space		10	13	10	10	44
Property No's		25 Providence Street to 11 Bright Street	11 Bright Street to 102 Buffalo Road	23 Providence Street to 14 Bright Street	16 Bright Street to 100 Buffalo Road	
Vehicles parked (% represents on-street parking utilisation rate)						
Date	Period					
21 March 2011	Morning	10	13	6	11	40 (91%)
21 March 2011	Lunchtime	7	8	4	7	26 (65%)
21 March 2011	Afternoon	9	13	9	9	40 (91%)
22 March 2011	Morning	5	13	7	10	35 (80%)
22 March 2011	Lunchtime	4	12	7	10	33 (75%)
22 March 2011	Afternoon	9	12	10	10	41 (93%)
23 March 2011	Morning	9	12	10	10	41 (93%)
23 March 2011	Lunchtime	10	8	7	7	32 (73%)
23 March 2011	Afternoon	10	13	10	9	42 (95%)
3-day average						37 (84%)

Comment

The residents have advised that the majority of vehicles parked all-day in Bright Street are generally belong to State Transit Authority employees, who work at the Ryde Bus Depot which is located along Buffalo Road.

Consultation

Support from the residents was 90% which was more than 51% criteria set by Council. Council has received a petition signed by all residents requesting RPS be introduced on Bright Street.

It is recommended that the Local Traffic Committee supports the installation of 2P Resident Parking Scheme along Bright Street between Buffalo Road and Providence Road on the north/west side.

COUNCIL PROPOSAL

Install 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.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3**

**LUCKNOW ROAD, MACQUARIE PARK
AEOLUS AVENUE, RYDE
MORRISON ROAD, PUTNEY
KENT ROAD, NORTH RYDE**

Request for parking restrictions and line marking

File No: D11/48050; D11/57247; D11/31981; D11/45288

Council's Traffic Engineer – report 4 July 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. Request to install line marking to regulate traffic flow on the road.

These locations are:

- Lucknow Road -requested to install No Stopping on the side of building between two driveways.
- Aeolus Avenue -request for centre line marking between Quarry Road and Wolgar Road.
- Morrison Road -request to change full time bus zone to a part time to facilitate parking by residents.
- Kent Road – The Principal and P & C of the Kent Road Public School has requested a ‘Kiss and Ride’ zone outside school to assist parents to pick up and drop off their children safely outside school.

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)**.

Lucknow Road, Macquarie Park

Lucknow Road is a very narrow road running parallel to and immediately north of Epping Road and carries only local traffic accessing commercial buildings.

An on-site inspection confirms that recent new buildings and commuters activities have increased parking demand in the area and workers/ commuters park their vehicles on both sides Lucknow Road, east of Rivett Road.

This practice of parking on both sides of a narrow street creates congestion and allows for only one lane of traffic. This type of parking reduces sight distance at the driveways to 3M building, for vehicles entering and leaving the site. It is recommended that the northern side of Lucknow Road, east of Rivett Road, be sign posted as “No Stopping”, for the full frontage of newly occupied building.

In 2008 similar restrictions were installed in front of Microsoft building located west of Rivett Road along Lucknow Road.

Aeolus Avenue, Ryde

Aeolus Avenue is a local road under Council’s Road Hierarchy with a carriageway width of 9 metres (kerb to kerb). Prior to the consideration of further traffic management devices a traffic survey is required to gauge the extent of volume of traffic.

A traffic survey has been undertaken along Aeolus Avenue (in the vicinity of No.22 Aeolus Avenue) with the results of the survey summarised in the table below:

	Survey Period (26 August 2009 to 31 August 2009)
5-day AADT	5388
7-day AADT	4854
85 th % speed (km/hr)	65
Peak hour volume (bi-directional)	
AM: 8 to 9	652
PM: 5 to 6	562

However, given that Aeolus Avenue has a variable vertical alignment a higher than normal travelling speed on the downward movement which may be the main contributing factor to the higher than normal “average” speed including drivers driving on the centre of road which is without any markings at present time.

The results of the traffic survey highlighted that volume of traffic is higher than 2500 AADT which will warrant a centre line markings along Aeolus Avenue between Quarry Road and Wolgar Road.

It is recommended that a dividing separation line (S1 type) be installed according to the RTA’s Delineation Guidelines. (Version 1.0, issued April 2008).

Morrison Road

Morrison Road is a Collector road and it connects Victoria Road and Church Street. There is a regular bus route 507 to the City and it runs in both directions.

A stand alone bus stop has been converted to a bus zone outside No. 170 and a resident has requested to change full time bus zone to a day time bus zone so as parking can be available in the after hours for residents.

It is recommended that a full time bus zone be converted to a part time bus zone after consultation with the Sydney Buses confirming the time table for Route 507 which runs between Macquarie Park and the City via Morrison Road.

Kent Road, North Ryde

Kent Road is classified as a collector road under Council's road hierarchy with a carriageway width of 9 metres kerb to kerb and parking is allowed on both sides with two (2) travelling lanes in each direction.

The following observations below were noted onsite during school days.

- Access for students to Kent Road from within the school compound is permitted as student ingress/egress is also available from Herring Road.
- Parents do park in Kent Road on the both sides along Kent Road and Herring Road to access Kent Road Public School.
- Parents will have opportunity to quickly drop or pick up from the proposed Kiss and Ride zone along Kent Road.

Current on site parking restrictions are as follows:

- A bus stop
- No Stopping at the exiting crossing
- No Stopping sign at the roundabout

Proposed parking restrictions along Kent Road outside school are as follows:

- No Parking (Kiss and Ride) for 60 metre length
- Bus zone for 20 metres length
- 10 metres of No Stopping from the crossing and
- 20 metres of No Stopping from the roundabout at Herring Road.

A review of the onsite observation suggests that this site has merit to introduce "Kiss and Drop" zone during the AM and PM peak to facilitate quick turn around for cars which will eventually accommodate more parents to drop/pick up their children safely.

A bus stop be relocated further east and bus zone sign be installed for 20 metres length along Kent Road after the existing No Stopping zone subject to the consultation with the Sydney Buses.

It is recommended that "Kiss and Drop" zone along the southern side of Kent Road between (8am to 9.30am, 2.30pm and 4pm), School Days for length of 60 metres be approved.

COUNCIL PROPOSAL

That following parking restrictions as listed be implemented:

- (a) Install Statutory 'No Stopping' restrictions for the length of 60 metres along the northern side of Lucknow Road east of Rivett Road in front of 3M building.
- (b) Install centre line marking type S1 along Aeolus Avenue between Quarry Road and Wolgar Road.
- (c) That the existing full time be change to suit bus time table along Morrison Road after consultation with Sydney Buses.
- (d) That the existing unrestricted parking along Kent Road out side Kent Road Public School be sign posted as follows:
 - 20 metre long No Stopping Zone from Herring Road roundabout.
 - 60 metres of "Kiss and Ride" zone between 8am-9.30am; 2.30pm-4pm, School Days.
 - 20 metres of bus zone and
 - 10 metres of No Stopping zone up to the existing Wombat crossing.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 4****BELMORE STREET, RYDE****Disabled parking space**

File No: D11/21535

Council's Traffic Engineer – report 4 July 2011**Report**

A local resident has made representation to the Mayor, Councillor Artin Etmekdjian for a disabled parking space in Belmore Street outside residential property. There is unrestricted parking at present time and is often occupied by long term parkers. A resident has a registered Doctor's surgery that operates within the property that provides services to disabled patrons.

(3 Belmore Street, Ryde who has business operating from the property and has unrestricted parking in front of her property along Belmore Street).

Consideration

The property is located in Belmore Street, south of Parkes Street and it is mainly residential nature.

A resident practicing medical practice from this property and many of her patients are elderly and unable to walk long distance.

She has requested to install one (1) space for disabled drivers next to her driveway along Belmore Street would assist elderly drivers to access the services provided by the doctor.

On site survey of on-street parking was carried out on three (3) different times of the day and confirms that patrons need to park 20 to 30 metres away from the surgery and is difficult for mobility impaired people to walk along Belmore Street

Consultation

A survey was conducted to the immediate properties in relation to converting one (1) space for disabled parking from unrestricted parking along Belmore Street. Council received support for the changes except one resident do not want change and other resident suggested to install disabled space only on working days between 9 am to 5pm, Mon- Fri. The surgery operates during business hours.

The following table indicates support for the disabled parking space.

Survey letters distributed	12
Response received	7
In favour of disabled space	5
In favour with amendment	1
Status Quo	1
Undecided	0

COUNCIL PROPOSAL

Install disabled parking space next to the driveway of No. 3 Belmore Street between 9am to 5pm, Mon- Fri. along Belmore Street, Ryde.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 5

ITEM 5

PRINCES STREET, RYDE**Request for a Pedestrian Crossing – Marked or Signalised**

File No: D09/108861; D09/117469

Council's Section Manager – report 20 July 2011**Report**

This report informs the Committee as to the outcome of the "Pedestrian Crossing" re-assessment at the NEWLY constructed Pedestrian Refuge located along Princes Street at the Blaxland Road intersection

Background

Council at its meeting on the 24 August 2010 resolved to adopt the following recommendation in relation to the report titled "Princes Street, Ryde – Pedestrian Refuge", as follows:

- (i). *That Council does not install pedestrian crossing in Princes Street due to lack of warrants set by the RTA.*
- (ii). *That Council approve modified pedestrian refuge with kerb blisters on Princes Street at Blaxland Road intersection as detailed in the Report with bollards installed at the adjacent kerb ramps.*
- (iii). *That the residents be advised of Council's decision.*
- (iv). *That a further report be prepared for the Committee's consideration in 6 months (purpose of this report)*

Consideration

The Pedestrian Crossing Re-assessment was recently undertaken following the completion of the refuge construction and a period of settlement to allow the pedestrian movements to return to normal.

The results undertaken on Thursday 30 June 2011 have been compared to previous survey results undertaken on 25 February 2010 which coincidentally is a THURSDAY as well. The updated results are highlighted in **RED** so that differences can be clearly illustrated.

Pedestrian Count on Princess Street at Blaxland Road (P)			
<i>(Intersection at Princess Street and Blaxland Road, Ryde)</i>			
	Hourly Total in Both Directions		30 (50% are elderly)
25/02/2010	8:30am - 8:45am	7	2
	8:45am - 9:00am	2	5
	9:00am - 9:15am	5	0
	9:15am - 9:30am	2	4
	Hourly Total	16	11
	Hourly Total in Both Directions		27 (36)
	12:00pm-12:15pm	1	0

	12:15pm - 12:30pm	2	0
	12:30pm - 12:45pm	1	3
	12:45pm - 1:00pm	1	3
	Hourly Total	5	6
	Hourly Total in Both Directions		11 (20)
	3:15pm - 3:30pm	8	0
	3:30pm - 3:45pm	5	1
	3:45pm - 4:00pm	1	1
	4:00pm - 4:15pm	4	4
	Hourly Total	18	6
	Hourly Total in Both Directions		24 (21)

Vehicle Count on Princess Street at Blaxland Road (V)				
<i>(Intersection at Princess Street and Blaxland Road, Ryde)</i>				
Date	Time	Vehicles		
		Travelling in South North Direction	Travelling in North South Direction	
25/02/2010	8:30am - 8:45am	63	48	
	8:45am - 9:00am	44	37	
	9:00am - 9:15am	25	31	
	9:15am - 9:30am	25	26	
	Hourly Total	157 (162)	142 (122)	
	Hourly Total in Both Directions		299 (284)	
	12:00pm-12:15pm	10	14	
	12:15pm - 12:30pm	21	15	
	12:30pm - 12:45pm	26	24	
	12:45pm - 1:00pm	21	23	
	Hourly Total	78 (90)	76 (58)	
	Hourly Total in Both Directions		154 (148)	
	3:15pm - 3:30pm	39	41	
	3:30pm - 3:45pm	31	36	
	3:45pm - 4:00pm	29	30	
	4:00pm - 4:15pm	41	47	
	Hourly Total	140 (147)	154 (141)	
	Hourly Total in Both Directions		294 (288)	

In reference to the RTA Austroads Guide Supplements (Ref No: RTA/PUB.11.020) under 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.

The assessment for a “Pedestrian (Zebra) Crossing” along Princes Street has been undertaken in reference to the “Special Warrant” criteria (previous page).

From the above 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 (30) x V (288) X 3 = (25,920)}**. Applying the reduced warrants, given the proportion of elderly crossing at this location is in the order of 50 %, the warrants are also not met.

Therefore, it is recommended that a marked pedestrian crossing not be installed as the warrants are not satisfied.

However, Council will undertake periodic surveillance of the intersection and if the circumstances change that is the warrant for a “Pedestrian (Zebra) Crossing is satisfied then the matter will be tabled at a future Ryde Local Traffic Committee meeting.

COUNCIL PROPOSAL

- (a) A marked (zebra) pedestrian crossing on Princes Street at Blaxland Road not be installed as it does not meet the warrants.
- (b) That further periodic surveys be conducted overtime and should the results of the survey satisfy the warrants for marked (Zebra) crossing that a report be tabled at a future Ryde Local Traffic Committee meeting.

COMMITTEE RECOMMENDATION:

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 9**ITEM 6**
MORSHEAD STREET, NORTH RYDE
Request for a Works Zone
File Ref: CRM 1281957**Council's Traffic Engineer – report 18 July 2011****Report**

Council has received correspondence from a resident of Morshead Street for a "Works Zone" along the side frontage of the proposed new residential house, to carryout construction activities within the confines of the site. The proposed Work Zone will be of 10 metre length in front of the property.

Consideration

Morshead Street is a local road and there is restricted parking between 7am-11am in front of proposed new building which is the side boundary of the site. The proposed work zone will be operational for three (3) months from 2 August 2011.

A site inspection indicates that Morshead Street carries low volumes of traffic in peak hours and the work zone will encourage trade persons to park within the confined area rather than parking in front of other residential and business properties along Morshead Street and other residential streets nearby.

It is recommended that a Work Zone of 10 metres be approved in front of 54 Morshead Street for a period of three (3) months commencing from 2 August 2011 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.

COUNCIL PROPOSAL

- (a) That the approval for the Work Zone in front of 54 Morshead Street, North Ryde for 10 metres in length for the period from 2 August 2011 to 1 November 2011, subject to the associated work zone permit fee being paid in accordance with Council's approved Fees and Charges 2011/12.
- (b) That the Work Zone operates between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.
- (c) That the RTA approved traffic controllers be employed at all times to control ingress / egress movements within the Work Zone.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 10**ITEM 7****BLAXLAND ROAD AND PARKES STREET, RYDE
Temporary Bus Zone and No Parking restrictions
File Ref: D11/43545**

Council's Traffic Engineer – report 2 July 2011**Report**

Council has received a request from the Eisteddfod committee regarding the Ryde Eisteddfod festival on 25, 26 July 2011 and 8, 9 August 2011. The organisers have requested that a temporary bus zone be provided in Blaxland Road and Parkes Street behind the Civic Centre.

Background

Similar event was held at the Civic Centre previously and there were no issues with the temporary arrangements for bus parking along Parkes Street and Blaxland Road.

This request has been circulated amongst Committee members on 2 June 2011 and to all Councillors through CIB item.

Consideration

The organisers have requested space for three (3) buses to drop-off and pick-up persons attending the Eisteddfod festival. A recent site inspection indicated that on street parking is available on the western side of Blaxland Road just north of Council's car park entry.

There is approximately 60 metres of kerb side space in Blaxland Road including residents' driveways available for a temporary bus zone. Also there is a short section of unrestricted parking on the southern side of Parkes Street between Belmore Street and Lee Avenue that could be used for drop off and pick up purposes.

It has been recommended that a length of 60 metres could be made available for a temporary bus zone which will accommodate three (3) buses in Blaxland Road on the events days, 25, 26 July 2011 and 8, 9 August 2011. An additional Bus Zone of 60 metres can also be provided on Parkes Street (northern side) adjacent to Council's lower level car park.
2011.

COUNCIL PROPOSAL

- (a) That Council install a temporary “Bus Zone” for a length of 60 metres on the western side of Blaxland Road, north of Council’s car park entry, on the 25, 26 July 2011 and 8, 9 August 2011.
- (b) That a length of 60 metres on the northern side of Parkes Street, adjacent to the Council car park be designated as a temporary “Bus Zone” on the 25, 26 July 2011 and 8, 9 August 2011.
- (c) That an area on the southern side of Parkes Street, from Belmore Street to Lee Avenue be designated as “No Parking” (Drop-off and Pick-up) on 25, 26 July 2011 and 8, 9 August 2011.
- (d) That the adjoining property owners and businesses be notified of the temporary bus zones in Blaxland Road and Parkes Street, on these days.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Terry Dodds
Group Manager – Public Works