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<b>File No:</b>	COR2009/206	
<b>Venue:</b>	Civic Centre, Level 5 – Room 2	
<b>Time:</b>	10:00am	
<b>Chair:</b>	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

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**SECTION 3****ITEM****BELMORE STREET, MEADOWBANK****Request for parking restrictions**

File No: D11/69461

**Council's Traffic Engineer – Traffic and Governance report 30 August 2011****Report**

Council has received a request from the Strata Management for “No Parking” restrictions along both sides of two (2) access driveways that service a block of units located at No. 84-101 Belmore Street, Meadowbank to improve visibility to oncoming traffic while entering the roadway.

**Consideration**

Belmore Street is a collector road linking Church Street and Constitution Road which carries significant traffic in peak hours.

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 of Belmore Street.

Vehicles exiting the basement parking area into Belmore Street have difficulty in judging approach sight distance due to the vertical uphill alignment of Belmore Street between the roundabout and Constitution Road and cars are being parked at the edge of the driveways.

This practice of parking on both sides of a street creates congestion. This type of parking reduces sight distance at the driveways to the new buildings, for vehicles entering and leaving the site.

An onsite inspection was undertaken on the 15 September 2011 in reference to Council's DCP to confirm the necessary approach sight distance. For a posted speed limit of 50 km/hr approach sight distance (ASD) of 69 metres is required or desired sight distance (DSD) of 40 metres required to facilitate ease of egress, at present ASD is approximately 10 metres which is insufficiently especially when the driveway interface is on an incline. To improve the sight triangle such that the ASD is in the order of 69 metres parking restriction at the kerbside on the driveway approach need to be set back five (5) metres and on the downstream side two (2) metres.

It is recommended that the “No Parking” signs be installed on either side of both driveways of the new buildings along Belmore Street between Constitution Road and Parsonage Street.

**COUNCIL PROPOSAL**

Install Statutory 'No Parking" restrictions for the length of 5 metres on approach side and 2 metres on departure side of two (2) access driveways of the block of units located at No. 84-102 Belmore Street.

**COMMITTEE RECOMMENDATION:**

**Ramesh Desai**  
Traffic Engineer – Traffic & Governance

**Harry Muker**  
Section Manager - Traffic & Governance

**Terry Dodds**  
Group Manager – Public Works

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**SECTION 3****ITEM****POTTS STREET, RYDE**  
**Review of parking restrictions**  
File No: D11/71613

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**Council's Traffic Engineer – Traffic and Governance report 31 August 2011****Report**

A resident of Potts Street have raised concern with the recently installed parking controls (by others) along Potts Street (on its western side) between Victoria Road and Frederick Street that will assist with traffic flow along Potts Street. St Charles Public School has opened a new off street 'Kiss and Ride' facility which is accessing via Potts Street.

**Background**

The Ryde Traffic Committee on the 5 August, 2010 considered the request of the Assistant Principal of St. Charles School to install temporary parking restrictions along Potts Street and recommended the following:

- (a) *That Council has circulated this matter to RTA and Police for concurrence and no objections were received.*
- (b) *That Council approve "No Parking zone (8am-9am, school days) and 15 Minute parking (2.30pm-4pm, School Days) along the western side of Potts Street south of Victoria Road.*
- (c) *That Council approves supplementary blue and white "Kiss and Ride" signs mounted on top of the No Parking signs along Potts Street.*
- (d) ***The existing parking restrictions along Potts Street be reviewed after the completion of renovation of the St Charles Public School. (Purpose of this report)***
- (e) *That the applicants be advised of Council's decision.*

Under the Federal Building Stimulus Program relating to schools, St Charles School had an approved Traffic Management Plan prepared by others. The plan provided the following measures as tabled below:

- *'No Stopping 8.00am – 9.30am and 2.30pm - 4.00pm' signposting is to be installed along the western kerb alignment of Potts Street between the new car park access driveway and Victoria Road in order to encourage the utilisation of the formal internal set-down / pick-up and parking area.*
- *'No Parking 8.00am - 9.30-am and 2.30pm - 4.00pm; signposting is to be installed along the western kerb alignment of Potts Street between the new car park access driveway and Frederick Street to provide for the queuing of parent vehicles on approach to the formalised on-site set-down / pick-up area without impeding public Potts Street traffic flow.*

**Consideration**

Potts Street is classified as a local road under Council's road hierarchy with a carriageway width of 10 metres kerb to kerb and parking is allowed on both sides with two (2) travelling lanes in each direction.

**EXISTING ON-STREET PARKING RESTRICTIONS ALONG POTTS STREET FRONTAGE OF SCHOOL**

PARKING RESTRICTIONS ON POTTS STREET FRONTING SCHOOL IS NO STOPPING FOR FULL LENGTH.

**PROPOSED ON-STREET PARKING RESTRICTIONS ALONG POTTS STREET AND APPROVED TRAFFIC MANAGEMENT**

NO STOPPING ZONE BETWEEN 8AM-9.30AM, AND 2.30PM – 4PM, SCHOOL DAYS BETWEEN ACCESS DRIVEWAY TO SCHOOL AND 10 METRES FROM VICTORIA ROAD.

NO STOPPING BETWEEN 2.30PM – 4PM SCHOOL DAYS ONLY IN FRONT OF HOUSE NUMBERS 84 AND 86 AND UPTO FEDRICK STREET.

FULL TIME NO STOPPING RESTRICTIONS FOR 10 METRES FROM VICTORIA ROAD.

The following observations below were noted onsite (5 & 7 September 2011):

- Access for students to Potts Street from within the school compound is permitted as student ingress/egress is also available from Fredrick Street, Charles Street and Victoria Road.
- Parents are allowed in the new parking and pick up/drop off area off Potts Street.
- Parents are not allowed to park on Potts Street on school side to regulate smooth traffic flow in and out of the parking area.
- It has been observed that a number of parents do access Victoria Road and few parents turn right and travel south along Potts Street.
- There were no issues with traffic flow observed in the morning, however in the afternoon the queue extends into the parking area and along Potts Street due to congestion along Victoria Road.

A review onsite suggests that this site has merit for implementing 'No Stopping' restrictions during morning and afternoon school pick up and drop off times. It was discussed at the site meeting that afternoon for 'No Stopping' restrictions be introduced in front of two (2) residential properties along Potts Street south of the school access driveway and up to Frederick Street. Residents affected by the proposal (2 properties) have been consulted and no objections have been received from the residents in relation to the above proposal.

It is recommended that the 'No Stopping' zone along Potts Street during morning and afternoons during school days only be installed to 'free up' on-street parking for residents in the area when school is closed and further extend 'No Stopping' restrictions in front of two (2)

properties along Potts Street and up to Fredrick Street during afternoons only to assist traffic flow in and out of school parking.

**RECOMMENDATION:**

- (a) That Council and Police are requested to monitor parking and traffic flow along Potts Street.
- (b) That Council approve a 'No Stopping' zone (8am-9.30am and 2.30pm-4pm, School Days) along the western side of Potts Street south of Victoria Road for length of 25 metres.
- (c) That Council approve a 'No Stopping' zone (2.30pm-4pm, School Days) along Potts Street south of school access driveway in front of house No 84 and No 86 and extend up to Frederick Street.
- (d) That Council approves a 'No Stopping' zone for 10 metres along Potts Street from Victoria Road intersection.
- (e) That the residents be advised of Council's decision.

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

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**Council's Traffic Engineer – Traffic and Governance report 30 August 2011****Report**

Council has received a correspondence from a local resident regarding the existing speed humps in Buffalo Road between Princes Street and Aitchandar Road. The resident has indicated that both speed humps (Flat Top Road Humps - FTRH) are used by pedestrians as a crossing facility as kerb ramps are provided at either ends of the speed humps along Buffalo Road.

**Background**

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's) is incorporated under the Road Transport (Safety and Traffic Management) Act 1999 (Division of Part 4), any of these 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, the appropriate pedestrian crossing signs and line markings (zebra marking) for a marked crossing must be installed. In this case, RTA requirements for the installation of a marked crossing are waived."

Council has been requested to use this Technical Direction to:

- review all existing traffic calming devices, evaluate and remove, relocate or take remedial action as necessary
- ensure that all traffic calming devices are designed and installed in accordance with the above principles
- ensure that all signs and markings used at these devices are in accordance with RTA's requirements
- ensure that marked foot crossing are not provided on Watts profile humps. If pedestrian crossing signs and crossing signs exist, they must be removed
- Check risk associated with traffic calming devices which are used as pedestrian crossings
- Prioritise the various traffic calming devices according to the risk levels
- establish a program of remedial works

**Consideration**

Council has carried out an on-site pedestrian and traffic survey at both speed humps in Buffalo Road. The outcome of the survey is as follows:-

Date	Time	Vehicle Traffic Count				Pedestrian Count	
		Speed Hump 1		Speed Hump 2		Speed Hump 1	Speed Hump 2
		T1	T2	T3	T4	P1	P2
Tuesday, 2 August 2011	9:50am - 10:50am	190	188	182	189	11	3
Tuesday, 2 August 2011	1:10pm - 2:10pm	240	294	225	280	18	2
Tuesday, 2 August 2011	3:20pm - 4:20pm	119	317	126	324	11	1
<b>Total</b>		<b>549</b>	<b>799</b>	<b>533</b>	<b>793</b>	<b>40</b>	<b>6</b>
Wednesday, 3 August 2011	8:30am - 9:30am	149	224	152	228	24	4
Wednesday, 3 August 2011	1:00pm - 2:00pm	479	213	187	210	6	2
Wednesday, 3 August 2011	3:00pm - 4:00pm	260	409	266	417	10	4
<b>Total</b>		<b>888</b>	<b>846</b>	<b>605</b>	<b>855</b>	<b>40</b>	<b>10</b>
Thursday, 4 August 2011	8:30am - 9:30am	261	282	264	271	22	6
Thursday, 4 August 2011	12:00pm - 1:00pm	132	198	138	195	3	0
Thursday, 4 August 2011	3:00pm - 4:00pm	372	496	373	491	12	4
<b>Total</b>		<b>765</b>	<b>976</b>	<b>775</b>	<b>957</b>	<b>37</b>	<b>10</b>
<b>Average/hr</b>		<b>245</b>	<b>291</b>	<b>213</b>	<b>289</b>	<b>13</b>	<b>3</b>
<b>Average/day</b>		<b>734</b>	<b>874</b>	<b>638</b>	<b>868</b>	<b>39</b>	<b>9</b>

Comments:

- 1 During morning, both students and residents used the speed hump as a crossing
- 2 During midday, mainly residents used the speed hump as a crossing
- 3 During afternoon, mainly students used the speed hump as a 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 and a reduced warrant would apply. It is appropriate for a 'marked' pedestrian crossing be installed at this location.

Speed hump No.2 has minimal pedestrian thoroughfare based on the pedestrian survey undertaken onsite. Based on the pedestrian volumes it is not appropriate to augment the existing FTRH 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 or around both existing speed humps.

**COUNCIL PROPOSAL**

- (a) That Council install a zebra crossing on the existing speed hump (Speed Hump No.1) along Buffalo Road near Princes Street with associated signs and lines according to the RTA's Technical Supplements for a Raised Pedestrian Crossing.
- (b) Speed Hump No.2 near Aitchandar Road is modified to prevent any pedestrian access across Buffalo Road by converting existing kerb ramps to a 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:**

**Ramesh Desai**  
Traffic Engineer – Traffic & Governance

**Harry Muker**  
Section Manager - Traffic & Governance

**Terry Dodds**  
Group Manager – Public Works

**SECTION 6**

**ITEM**

**RYRIE STREET, NORTH RYDE  
Request for speed hump**

File No: D11/56093

**Council’s Traffic Engineer – Traffic and Governance report 30 August 2011**

**Report**

The Hon. Victor Dominello MP , Member for Ryde has received representation from a resident in Ryrie Street for the provision of speed humps in Ryrie Street to reduce incidence of speeding.

**Consideration**

Ryrie Street is a local road with on-street parking on both sides. It is a residential street and Ryrie Street Public School is located on the eastern side. Ryrie Street and Morshead Street are busy roads during the morning and afternoon peak periods, due to school finishing times. Both roads border the school and general speed limit is 50 km/hr but 40 km/hr school zone operates between 8am-9.30am and 2.30pm-4pm school days.

Ryrie Street between Epping Road and Cox’s Road is approximately 830 metres long and to determine if speeding is an inherent problem, traffic surveys are required at more than one (1) location. Council has therefore undertaken traffic surveys at two locations along Ryrie Street along the frontage of No. 25 and No. 56 Ryrie Street.

The recorded 85<sup>th</sup> percentile speed outside No.25 Ryrie Street as 46.4 km/hr and outside No.56 was 47.3 km/hr which are below posted speed of 50km/hr.

**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 three (3) accidents reported in Ryrie Street between Epping Road and Cox’s Road.

Accident Year	No of Accidents	RUM Code
2005	0	0
2006	0	0
2007	0	0
2008	0	0
2009	3	81,87 & 10

Notes on "RUM" codes:

- >> RUM: 10 Intersection cross traffic
- >> RUM: 81 Off carriageway hitting object (RH BEND)
- >> RUM: 87 Off carriageway hitting object (LH BEND)

It is recommended that no action be taken to install traffic calming measures in Ryrie Street at present due to low traffic speeds and traffic volumes. However due to the recent incidents involving vehicles hitting objects that a further review of RTA's accident database be undertaken to confirm or otherwise if a possible trend in accident types may be occurring along Ryrie Street.

**COUNCIL PROPOSAL**

- (a) That the Council take no action to install traffic calming measures in Ryrie Street due to the 85<sup>th</sup> percentile speed (higher value) of 47.3 km/hr and Annual Average Daily Traffic (AADT) on Ryrie Street was 904 vehicles/day are both within the acceptable operational traffic volumes for a local road.
- (b) That Council undertake in twelve (12) months time a further review of accident statistics for Ryrie Street to confirm or otherwise if an accident trend is occurring and prepare a report to the Committee if this is indeed the case.

**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 6

## ITEM

**ANDREW STREET, MELROSE PARK****Final drawing for construction**

File Ref: COR 2009/206

**Council's Traffic Engineer – Traffic and Governance reports 9 September 2011****Report**

This updated reports to seek advise of Council for the further improvements to the traffic flow in Andrew Street. The amendment was carried out following the site meeting with the affected residents along Andrew Street. Main issues are vehicles regularly cut corners whilst travelling along a radius curve along Andrew Street.

**Background**

Council at its meeting on the 21 June 2011 resolved to adopt the following recommendation in relation to the previous report, titled "Andrew Street, Melrose Park Preferred Option", as follows:

***ANDREW STREET, MELROSE PARK – Preferred Option (Final Report).***

*That a further report be brought back to a future Works and Community Committee meeting following an onsite meeting with the residents of Andrew Street on the 16 June 2011.*

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

***ANDREW STREET, MELROSE PARK - Preferred Option***

*That the matter be deferred pending further consultation with the affected residents and the outcome reported back to Council.*

*That Council staff communicate this outcome to residents of Andrew Street, Melrose Park.*

Council at its meeting on the 17 August 2010 resolved to adopt the following recommendation in relation to the previous report, titled "Andrew Street, Melrose Park Slow Points", as follows:

***ANDREW STREET, MELROSE PARK – Angled Slow Points.***

*(i) That Council investigate new traffic management management options along Andrew Street, between Adelaide Street and Macintosh Street, with at least one option considering the following:*

- *Raised thresholds.*

- *A physical barrier to stop vehicles 'cutting' the inside corner along Andrew Street in the vicinity of the residence at No. 20 Andrew Street.*
  - *"Local Traffic Only" and / or "3T Load Limit" signage.*
  - *Raised pavement markers.*
  - *Resurfacing of sections of Andrew Street.*
  - *Provision for safe cycling.*
- (ii) *The NSW Police to undertake an intensive enforcement program in the area to mitigate the incidence of speeding.*

Council at its meeting on the 18 May 2010 resolved to adopt the following recommendation in relation to the report, titled "Slow point impact on cyclist", as follows:

***ANDREW STREET, MEADOWBANK – Slow Point Impact on Cyclists.***

*That this matter be referred back to the Traffic Committee for further consideration and to enable Bike North to address the Committee.*

All previous reports are **ATTACHED** in the ATTACHMENT report.

**Consideration**

Residents of Andrew Street have approached Council to investigate other traffic calming options along the existing bend in Andrew Street. Majority of residents surveyed would like Council to consider "Raised Thresholds" instead of "Angled Slow Points".

A total of two (2) residential properties are directly affected by cars "cutting" the corner whilst heading westbound along Andrew Street and raised concerns with Council directly.

Consultation

Property No's 20 and 22 were re-consulted (on 16 June 2011) to ascertain if additional measures were needed to improve access and safety in the area. It was discussed and confirmed that a "concrete kerb blister" will be incorporated in to the final design at the bend with associated rumble bars.

The UPDATED drawings will be provided at the Committee meeting for review, discussion and technical approval.

**COUNCIL PROPOSAL**

Council approve final drawings of the UPDATED traffic management scheme for Andrew Street, Melrose Park.

**RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Ramesh Desai**  
**Traffic Engineer**

**Harry Muker**  
**Section Manager - Traffic & Governance**

**Terry Dodds**  
**Group Manager – Public Works**

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**SECTION 9****ITEM****WEST PARADE, EASTWOOD****Request for a Works Zone**File Ref: CRM 1286313

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**Council's Traffic Engineer – Traffic and Governance report 26 August 2011****Report**

Council has received correspondence from the company Rohrig (NSW) Pty Ltd for a "Works Zone" along the frontage of the proposed new hotel development at 20 West Parade, Eastwood. The proposed Work Zone will be of 25 metre length in front of the property.

**Consideration**

West Parade is a local road and there is restricted parking for ½ P parking for eight (8) number of cars between driveway of the property at 20 West Parade and the existing pedestrian crossing. The proposed work zone will be operational for six (6) months from 23 August 2011.

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

It is recommended that a Work Zone of 25 metres be approved in front of 20 West Parade for a period of six (6) months commencing from 23 August 2011 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.

The above work zone item has been circulated to the voting members of the Ryde Traffic Committee on 23 August 2011 with responses as follows.

Representative of the Local Member for Ryde.

*"Have no problem with a construction zone being created. However, I am concerned about the loss of eight car parking spaces along this section of West Parade at Eastwood. Will other arrangements be made for the loss of car parking even though it is only for six months".*

Representative of the RTA

*"RTA has no objections to the proposed Works Zone along West Pde, Eastwood, for the construction of the hotel at 20 West Pde, subject to the following:  
Statutory 'No Stopping' distances are maintained from the roundabout at the intersection of West Pde and Hillview Rd.  
Confirmation from STA that bus movements will not be impacted by this 'Works Zone'.  
The cost of any road or service damage as a result of the proposed works shall be charged to the applicant.  
The applicant shall not bag or block any traffic signs in this area without Council or Police approval.  
Any barricades and signs to be provided in accordance with Australian Standards"*

Representative of NSW Police. (Gladesville and Eastwood)

- *“Only concern I have is whether there will still be adequate lane width with the through lane, considering the number of STA buses that use the area. I appreciate that there will be traffic control on site who will need to manage the area effectively. Other than that I don't see any other issues, there should still be adequate distance and line of sight from the pedestrian crossing.”*
- *“I have seen the traffic management plans for the duration of the construction of this site. I have no objection to the creation of a work zone at this time. If anything is might improve the flow of traffic and reduce traffic problems created by contractors / deliveries trying to find somewhere to park.”*

**COUNCIL PROPOSAL**

- (a) That the approval for the Work Zone in front of 20 West Parade, Eastwood for 25 metres in length for the period from 23 August 2011 to 23 February 2012, 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 and from the site.

**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

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**SECTION 9****ITEM****POPE STREET, TOP RYDE****Request for a Works Zone**

File Ref: Cor2009/206

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**Council's Traffic Engineer – Traffic and Governance report 26 August 2011****Report**

Council has received correspondence from the company Crown Group Construction Pty Ltd for a "Works Zone" along the frontage of the proposed new development at Pope Street, Top Ryde. The proposed Work Zone will be of 20 metre length in front of the Top Ryde Shopping Centre.

**Consideration**

Pope Street is a local one way road and there is a loading zone, Taxi Zone and a Kiss and Ride area along Pope Street on the southern side. There are No Stopping restrictions on the northern side of Pope Street between Smith Street and Devlin Street.

A site inspection indicates that Pope Street carries high volumes of traffic in peak hours and the work zone will encourage deliveries trucks to park within the confined area rather than parking in front of other residential and business properties along surrounding streets.

It is recommended that a Work Zone of 20 metres be approved in front of Top Ryde Shopping Centre for a period of six (6) months commencing from 3 October 2011 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday. The zone will be measured 20-metres from the existing loading dock driveway. Applicant has erected class B hoarding in Pope Street to lift material by overhead crane at this location.

**COUNCIL PROPOSAL**

- (a) That the approval for the Work Zone in front of the Top Ryde Shopping Centre in Pope Street for 20 metres in length for the period from 3 October 2011 to 3 March 2012, 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 and from the site.

**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 11****ITEM****ROAD CLOSURES – EASTWOOD****Granny Smith Festival – Saturday 15 October 2011**

File Ref: COR2009/206

**Council's Traffic Engineer – Traffic and Governance report 24 August 2011****Report**

The Granny Smith Festival will take place this year on Saturday, 15 October 2011. The format is similar to that of previous years commencing with a street procession, market stalls and entertainment. Due to recent fire in Eastwood a section of Trelawney Street will be closed at Rutledge Street and access allowed to the festival officials.

As per the 2010 Festival we will continue the small change to traffic conditions in Hillview Lane between Shaftsbury Road and the roundabout at Lakeside Road where traffic has previously been allowed to exit at the roundabout turning left only. Hillview Lane and the Council car park will be closed to improve safety of pedestrians using the lane. All the retailers in Rowe Street will be allowed access to this section of lane by SES personnel manning the intersection of the lane at Shaftsbury Road. This has been in operation over during the 2009 and 2010 Festivals. This year's parade will start similar to last year.

**Street Closure for Procession:**

- Date:** Saturday 15 October 2011.
- Time:** Procession assembles from 8.00 am at Eastwood Oval, commences at 9.15 am and arrives at Rowe Street at approximately 10.00 am.
- Route:** Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue and back to Eastwood Oval via Lakeside Road.
- Participants:** 30 Vehicles  
1500 people walking
- Length of Parade:** Approximately 1 km in length and it is estimated it could take approximately 1 hour to travel the full route.
- Street closure:** Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street and The Avenue. Roads closed half an hour prior to the procession starting (other than the permanent closures).
- Marshals:** The SES and Eastwood Police will be invited to marshalls the parade and assist as in previous years.

There are over 280 festival stall sites (including stages) which can take the hire company over 6 hours to erect. Consequently it is essential that they start work on Friday 14 October 2011 from 12.00 noon in the Plaza, and from 6.00pm along Rowe Street. The stalls are dismantled at the end of the festival and closed roads are re-opened by 9.00pm on Saturday 15 October 2011. These arrangements are similar to those followed in recent years and no problems were observed.

In 2010 the following procedures were implemented to minimise disruption to traffic flow when road closures were being progressively implemented.

- Eastwood Police Service to undertake point duty along Rutledge Street at Trelawney Street and Shaftsbury Road at 6.00pm Friday 14 October 2010.
- Council to erect additional signage indicating No Left Turn, No Right Turn, and No Entry, as appropriate.
- The SES be requested to man the intersection of Rowe Street/Shaftsbury Road, Hillview Road/Lakeside Road and Hillview Lane/The Avenue. (These intersections are to remain controlled as long as the Police deem it appropriate)
- Due to the large number of pedestrians using Progress Avenue as a thoroughfare to Eastwood Oval, Progress Avenue and Hillview Road between Lakeside Road and West Parade would be closed to traffic throughout the day.
- Due to the congestion caused by parked cars on the eastern side of Shaftsbury Road between Rowe Street and Rutledge Street temporary "No Stopping" signs to be erected.
- Due to the size of the Street Parade, temporary "No Stopping" signs to be erected in Lakeside Road, between Hillview Road and Glen Street, to avoid the problem of the front of the parade reaching the last float and causing a gridlock.
- A number of bus stops would need to be temporarily relocated and the existing bus stops will need to be signposted accordingly.
- Provision of additional warning signs in Rutledge Street informing motorists that Trelawney Street is being closed at Rutledge Street.

Previously there was traffic congestion in Rutledge Street between Trelawney Street and Shaftsbury Road due to the parked vehicles on both sides of the road and the amount of traffic turning into and out of the Eastwood School and turning into and out of Shaftsbury Road. Parking will again be restricted along this section of Rutledge Street for this year's Festival.

The above procedures proved to be successful and a safe environment for the Street Parade and Festival activities was achieved. It is proposed that similar arrangements be implemented for the 2011 Granny Smith Festival. There have been no concerns raised regarding traffic movement as a result of the altered traffic arrangements required for the festival.

### **COUNCIL PROPOSAL**

- (a) That the following road closures and traffic management protocols be recommended to the RTA for approval as part of operation of the 2011 Granny Smith Festival.
- (b) That subject to approval of the temporary closure from the RTA, the following conditions apply:
  - i. That approval be given for the procession route and necessary temporary road are closed at the Granny Smith Festival half an hour prior to the Parade starting on Saturday 15 October 2011. The Procession route and temporary road closures are along Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue returning to Eastwood Oval via Lakeside Road.
  - ii. That approval be given for the temporary closure of Rowe Street (Shaftsbury Road to Eastwood Plaza) and The Avenue (Rowe Street to Hillview Lane) and Progress Avenue (The Avenue to Hillview Road) and Trelawney Street (Rowe Street and Rutledge Street) from 6.00pm on Friday 14 October 2011 to 9.00pm (or until stalls have been collected) on Saturday 15 October 2011.
  - iii. That approval be given for the temporary closure of Hillview Lane (between Shaftsbury Road and The Avenue) from 6.00am to 9.00pm on Saturday 15 October

- 2011 and Hillview Road between Lakeside Road and West Parade from 8.30am to 5.00pm on Saturday 15 October 2011.
- iv. That temporary “No Stopping” signs be erected on the eastern side of Shaftsbury Road between Rowe Street and Rutledge Street between 6.00am and 9.00pm Saturday 15 October 2011.
  - v. That temporary “No Stopping” signs be erected on Lakeside Road, between Hillview Road and Glen Street, between 6.00am and 9.00pm Saturday 15 October 2011.
  - vi. That the stall hire company be permitted to commence set up from 12.00 noon on Friday 14 October 2011 on the Plaza and from 6.00pm on Rowe Street, The Avenue and Progress Avenue.
  - vii. That large sized warning signs be erected notifying the public of the activities related to the Festival set up, the temporary road closures and alterations to bus routes.
  - viii. That temporary bus stops be located in Wingate Avenue from 6.00am on Saturday 15 October 2011 to 6.00am Sunday 16 October 2011 and at the eastern side of the Plaza at West Parade, from 5.00pm on Friday 14 October 2011 to 6.00am Sunday 16 October 2011 and the affected bus stops be signposted to redirect patrons to the temporary location.
  - ix. That temporary “No stopping” signs be erected in Rutledge Street on both sides between Trelawney Street and Shaftsbury Road.
  - x. That the Eastwood Chamber of Commerce be advised of the proposals.
  - xi. That the Traffic Officer stationed in Eastwood Police Station be notified in writing.

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

**Ramesh Desai**  
Traffic Engineer

**Harry Muker**  
Section Manager - Traffic & Governance

**Terry Dodds**  
Group Manager – Public Works

**SECTION 11****ITEM**

**TWIN ROAD, NORTH RYDE**  
**Forthcoming Special Events**  
 File Ref: COR 2009/206

**Council's Traffic Engineer – Traffic and Governance reports 30 August 2011****Report**

Item A: *CAROLS BY CANDLELIGHT – CHRISTMAS SPECTACULAR*  
*Event Date: Sunday, 18 December 2011*

On Sunday, 18 December 2011 the North Ryde Rotary Club is sponsoring the annual Carols by Candlelight/Christmas Spectacular to be held at North Ryde Common. The organiser is expecting a crowd of 8,000-10,000 persons and it is anticipated that a large proportion of the crowd will walk to the venue.

Item B: *AUSTRALIA DAY CELEBRATIONS – NORTH RYDE*  
*Event Date: Thursday, 26 January 2012*

The City of Ryde, in conjunction with the Australia Day Task Force, will once again be hosting an "Australia Day" celebration on Thursday, 26 January 2012 from 4.00 pm to 9.00 pm at North Ryde Common, North Ryde.

**Consideration**

Parking provisions within the hospital grounds should be adequate. However, it is likely that some cars will try to park in surrounding public streets fronting the hospital, particularly along Twin Road. To allow better access and traffic circulation, temporary "No Stopping" / "No Parking" restrictions on both sides of Twin Road between Wicks Road and Badajoz Road would be implemented, as in previous years. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2010 or in previous years.

As in past years, parking will be available at local schools, Macquarie Hospital grounds and on local streets. Disabled parking will be allowed in a designated area of the North Ryde Common, near the western end of Twin Road with the area policed by SES personnel. Two-way traffic will be maintained in Twin Road with temporary 'No Parking' signs erected on both sides early in the morning of 26 January 2012. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2011.

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

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

**COUNCIL PROPOSAL**

- (a) That temporary “No Parking” signs be installed on both sides of Twin Road between Badajoz Road and Wicks Road and “No Stopping” signs be installed 10 metres from the corners of side streets on Sunday, 18 December 2011 and on Thursday, 26 January 2012, for the respective special events Carols by Candlelight (December 2011) and Australia Day (January 2012).
- (b) That disabled parking be allowed in a designated area on the Common near the western end of Twin Road, with the area controlled on the day by SES personnel.
- (c) That necessary signposting be installed in advance of the event and affected residents in Twin Road and intersecting streets be advised of arrangements.
- (d) That step be taken to ensure that only existing vehicle entry/exit points are used by vehicles and, other than disabled parking, no additional entry/exit points are used.
- (e) That the cost for installation and removal of the necessary traffic signs is to be borne by the organiser.
- (f) That the approval is subject to a submission to Council and verification from the insurers that the event is covered by an appropriate Public Liability Insurance in an amount not less than \$20 million.

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

**Ramesh Desai**  
**Traffic Engineer**

**Harry Muker**  
**Section Manager - Traffic & Governance**

**Terry Dodds**  
**Group Manager – Public Works**

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**SECTION 11****ITEM****2011 SPRING CYCLE EVENT****Request for Council support**

File No :COR2009/206

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**Council's Traffic Engineer – Traffic and Governance reports 30 August 2011.****Report**

Council has received correspondence from the Event Director of Spring Cycle, Bicycle New South Wales requesting Council's support for the 2011 Spring Cycle Event which will be held on Sunday, 16 October 2011.

**Consideration**

The event commences at St. Leonard's Park and terminates at Sydney Olympic Park. This year's event will be similar to that held in 2010, which was well received by the Community and without any issues. The event was success with more than 10,500 riders participated from various start sites across Sydney including North Sydney, Blacktown, Liverpool and Parramatta.

Bicycle New South Wales have requested that the City of Ryde

- Support the 2011 Spring Cycle.
- Approval from Ryde Traffic Committee to conduct the event on 16 October 2011.
- Support from City of Ryde's Road Safety Officer to promote road safety message to whole community.
- Contact details for which all correspondence and queries should be directed.

The cycle route through Ryde will remain unchanged from that used in 2010, and is outlined as follows:

- On eastern side of Ryde Bridge from Concord;
- Ryde Bridge & Loop Road ;
- Loop Road & off road cycleway ;
- Cycleway & cross Bowden Street ;
- Bay Drive & bicycle ramp;
- Bay Drive & shared pathway ;
- Shared pathway & John Whitton Bridge ;
- A map is **ATTACHED**

(refer to location map on following page)



(g) That Bicycle New South Wales be requested to prepare a Traffic Management Plan which is to be forwarded to the RTA Transport Management Centre for approval and a copy provided to Council for reference purposes.

**RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Ramesh Desai**  
**Traffic Engineer**

**Harry Muker**  
**Section Manager - Traffic & Governance**

**Terry Dodds**  
**Group Manager – Public Works**

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**SECTION 11****ITEM****3T LOAD LIMIT - STREETS  
Exemption for Council Vehicles ONLY**  
File Ref: COR 2009/206

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**Council's Section Manager – Traffic and Governance reports 21 September 2011****Report**

Council's Section Manager, Waste has raised a major problem that could have major cost implications in relation to the "effective" management of Council's Waste Services contract, due to a number of infringements being issued to Waste Service Vehicles by Council's Regulatory Services Team in relation to the enforcement of the 3T load limit.

**Background**

Light Traffic Thoroughfares are a common occurrence in any LGA in NSW as they provide a mechanism to control/prevent the continuous and at times detrimental movements of trucks/heavy vehicle through a residential precinct. Council's throughout NSW have installed tonnage load limits on selected roads to curtail this type of driving behaviour to ensure that residential amenity is preserved.

A number of residential streets through Ryde are designed as 3T load limit roads and prior to the restrictions being in place, were used by heavy vehicles as a "rat-run" to bypass, congested state roads during peak times.

According to the Roads Act 1993, heavy vehicle drivers who fail to comply with any load restriction under a Light Traffic Thoroughfare scheme shall be guilty of an offence, unless evidence can be provided that there is no alternative route.

**Consideration**

Council's Traffic and Governance Section has liaised with the "voting" members of the Ryde Local Traffic Committee to seek their support or otherwise for the existing 3T load limits or similar that operates within the Ryde LGA to have exemptions in place (for Council vehicles only which performs a "value for money" service to the community).

A recent string of infringements (especially Council's Waste Services Vehicles) has prompted the review, as the "cost of operating" this value for money service would be impacted upon significantly, to the detriment of the community (higher rates or reduced service frequency).

The following email was sent (on the 11 August 2011) to the representatives of the RTA, Local Member and NSW Police seeking their support or otherwise for ALL load limit signs (3T or similar) within the City of Ryde to have stipulations confirming "Council Vehicles Exempt".

*"The Traffic Team seeks your support for the 3T Load Limit exemptions within the City of Ryde LGA boundaries for "Council Vehicles ONLY" whilst they undertake essential services for the people of Ryde. Generally this request will apply to Council's Waste Vehicle Fleet (generally greater than 3T, which provides a "value for money service" for the community).*

*Recently, enforcement of the 3T Load Limit has occurred that forces Council's Waste vehicles to travel extraordinary distances which places additional financial burden on the program, that will have a direct impact on the future delivery of this service.*

*Council's such as Fairfield and others have exemptions of this type to keep COST down, so that essential services are delivered at VALUE FOR MONEY for the community.*

*There is currently a three (3) week moratorium in relation to the above issue so that the matter can be investigated and a solution found. The above exemption would go some way at putting the issue to rest. I seek your support and confirmation, that the above solution is acceptable. This will of course be tabled at a future Ryde Local Traffic Committee meeting (29 September 2011) for Technical Approval.*

*Could you kindly reply NO LATER than COB Monday 15 August 2011 so that the appropriate signage adjustments can be made prior to the end of the three (3) week moratorium."*

The RTA representative responded as follows (15 August 2011):

*Based on the information presented in your email below, we understand that the '3T Load Limit' restrictions on the subject roads were implemented as part of Council's strategy for managing the movements of vehicles heavier than 3T, within the Ryde LGA.*

*Consequently, Council should prepare a report that clearly justifies the decision to provide an exemption for Council vehicles, specifically elaborating on the reasons (developed strategy) as advised in the emails below."*

The NSW Police representative responded as follows (15 August 2011):

*As discussed, forwarding favourable support for council vehicles to be exempt under the 3T Load Limit as they perform as an essential service for the community. Whilst also acknowledging that this issue will be tabled at the September 2011 Ryde Traffic Committee so that the necessary signage adjustments can be made.*

The Local Members representative responded as follows (11 August 2011):

*I have no difficulty with the proposal.*

Based on the responses above there is support for exemptions to be applied to ALL load limit signs within the Ryde LGA stipulating "Council Vehicle Exempt" as they perform a value for money service to the community.

### **COUNCIL PROPOSAL**

That Council approve the alteration to ALL existing load limit signs (3T or similar signs) within the Ryde LGA to have wording added to each name plate stipulating "Council Vehicles Exempt."

### **RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Ramesh Desai  
Traffic Engineer**

**Harry Muker  
Section Manager - Traffic & Governance**

**Terry Dodds  
Group Manager – Public Works**