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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 1****WATTS ROAD, RYDE,  
PORTER STREET, MEADOWBANK  
GLADSTONE AVENUE, RYDE  
Request for parking restrictions**

File No. D10/92880, D10/102783; D10/104366; D10/104376; D10/104628, CRM 1246922

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

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

- 7 Watts Road, Ryde who has reduced mobility restrictions – resident request
- industrial unit at 2 Porter Street, Meadowbank – business manager – on the basis rigid trucks can not get access to the property due to cars parked on the opposite side.
- Gladstone Avenue, Ryde to improve access in Gladstone Avenue to property driveways at 26, 28, 30 and 32. - petition from four (4) residents – on the basis blocking by tradesman’s vehicles and construction vehicles.

This issue was dealt with in the general terms of the principles involved in a report to Works Committee meeting of 7<sup>th</sup> December 2011, with Council resolving:

*“That any requests for on street parking restrictions to increase sightlines for egress from driveways be advised that Council does not generally support this measure as it does not consistently or equitably address the loss of on street parking for other residents and road users but will assess each request on a case by case basis.”*

This report deals with case where the matter has been assessed and the measures are supported.

**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.

However, as there is a loss of parking, and the request is to satisfy the driving and parking preferences of the property owner, the restriction should not endure in perpetuity. Similar to disabled parking zones for specific properties, the restriction should be periodically reviewed and removed if the occupant of the premises changes. Should the new occupants request the restriction remain, the control can be reviewed based on the circumstances at the time.

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)**.

Watts Rd

Because the resident has reduced mobility they rely on special needs vehicles and the community bus for transport which are larger in size than a standard car.

Watts Road is 8.0m wide (kerb to kerb) and when vehicles are parked on both sides of the street the roadway width is reduced to 4.0m or vehicles are parked either side of their driveway there is insufficient space to accommodate the swept turning path for a car or larger vehicle entering or exiting No.7's driveway .

The resident says it is difficult to manoeuvre their larger size 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 driveway.

Consultation has been undertaken with the adjoining neighbour who is directly affected. This adjacent house, No. 7A Watts Road is located on the corner of Roland Avenue and Watts Road and whose owner is the parents of the resident of No.7 Watts Road. No.7A has off-street parking and access from Roland Avenue. The owner(s) of No.7A confirm that they have no objection to parking restrictions being implemented along their frontage to Watts Road.

Observations on site indicate that the high demand for on-street parking in Watts Road and Roland Avenue would require the resident of No. 7 to travel an unreasonable distance and it would be difficult for the mobility impaired resident to access an alternative pick-up and drop-off location in an adjacent street.

The resident has provided sufficient evidence of their disability.

Under these circumstances the parking restrictions across and either side of No. 7's Watts Road driveway are proposed improve access to and from No. 7's Watts Road driveway. Statutory 'No Stopping' would apply in Watts Road on the south eastern corner of Roland Avenue and Watts Road intersection and "No Parking" extend across No. 7A and 7 frontage with Watts Road. The warrant for the "No Parking" restriction is to be reviewed annually.

Porter St

The property is located along mid block in Porter Street and width of Porter Street is 8 metres and parking is unrestricted in the vicinity of no. 2 Porter Street. This industrial property is located in front of Hays Reserve and it is proposed to restrict parking for one car length opposite to the driveway access would allow trucks to access property without difficulty.

Affected business operator has indicated that that he gets two to three deliveries by rigid trucks per week and pick up by trucks also occur from the site. There are other units at the same address occupied by other businesses use the same driveway in Porter Street for access.

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both sides of Porter Street in the vicinity of this property. During the inspection on 16 March 2011 it was noted that the rigid truck has difficulty accessing the property when a car was parked in Porter Street just opposite to the driveway.

Gladstone Ave

It is not uncommon for on-street parking demand to increase when construction activity occurs along a residential street, as tradespersons 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.

Gladstone Avenue has a narrow roadway width that measures 7.0m. Access to No's 26, 28 and 30 is via relative narrow and steep driveways due to the gradient of the land. To exit the driveways in a safe manner residents reverse into the driveways, so they can exit in a forward direction. 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.

The roadway vertical alignment is very steep and horizontal alignment straight. 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.

The residents have also raised concern that the 16 unit development once completed will attract additional on-street parkers; visitors, tradesman, removalists and residents vehicles. Again reasonable access to their driveways will be restricted.

To improve and maintain access the petition requests "No Parking" be implemented on the eastern side of Gladstone Avenue across the frontage of No's 28, 30 and 32. Parking would remain on the western side of the street. Restrictions will therefore only directly affect those who are signatures to the request for the "No Parking" restrictions. Consequently further resident consultation in Gladstone Avenue is not considered necessary

**COUNCIL PROPOSAL**

That following parking restrictions as listed be implemented:

- (a) Statutory 'No Stopping' in Watts Road on the south eastern corner of Roland Avenue and Watts Road intersection and "No Parking" extend across No. 7A and No.7 frontage with Watts Road. The warrant for the "No Parking" restriction is to be reviewed annually.
- (b) "No Parking" restriction for 6 metres in length along Porter Street opposite to the driveway access of industrial property no. 2 Porter Street.
- (c) "No Parking" restrictions across the frontage of No's 28, 30 and 32 Gladstone Avenue.

**COMMITTEE RECOMMENDATION:**

**Ramesh Desai  
Traffic Engineer**

**Harry Muker  
Senior Traffic Engineer**

**Terry Dodds  
Group Manager – Public Works**

**SECTION 3**

**ITEM 2**

**RAILWAY PARADE AND MAY STREET, EASTWOOD  
Proposed Change to Weekend Parking Restrictions**

File No. D10/83484

**Council’s Traffic Engineer – Access reports 18 March 2011**

**Report**

A resident request has been received, via Councillor Li, for a review of the weekend 1/2P and 1 P on-street parking restrictions in Railway Parade and May Street, Eastwood.

**Consideration**

Council has been requested to change the 1/2P and 1P on-street parking restrictions in Railway Parade and May Street so they do not apply for the whole of the weekend.

In Railway Parade and May Street between Rowe Street and Ball Avenue there are a total of 42 on-street and off-street car spaces.

- 6 - ½ hour parking spaces 8am - 6pm Monday to Sunday and 9 - 1 hour parking spaces 8am - 6pm Monday to Sunday on-street car spaces on the western side.
- 13 - ½ hour parking spaces 8am - 6pm Monday to Sunday on-street car spaces on the eastern side.
- 14 - 2 hour parking spaces 8am - 6pm Monday to Sunday in Council’s off-street carpark at the western end of Rowe Street.

Proposed changes could include:

- Extending the parking time e.g. 1/2P to 1P or 2P
- Shortening the parking time e.g. 1P to 1/2P
- Shortening the operation period; 8am to 6pm; Monday – Sunday to 8am to 6pm; Monday – Friday; 8:30am to 12:30pm Saturday.

Consultation

To gauge the views of business owners/proprietors consultation has been undertaken in Railway Parade, May Street and Ethel Street. A total of 150 business questionnaires were distributed to owners/residents in the Eastwood Eastside, Shopping Village. The consultation period closed on the 16 December 2010, and 20 responses have been received.

Support Proposal to Review	Status Quo	Undecided	No Reply
<b>14</b>	<b>6</b>	<b>0</b>	<b>130</b>

The very high level of no reply can be taken three ways:

- the “silent” majority are accepting of the proposal, or
- they wish to retain the current arrangements, but have not bothered to respond, or
- they don’t care whether the arrangements are changed or not

In these situations, the assumption of acceptance is reasonably taken, with any implementation then allowing a notification period in case there are significant and reasonable objections from those who elected to not reply.

Discussion

Seventy (70%) of the business owners/residents that responded supported the proposal to review the on-street parking restrictions in Railway Parade and May Street on a Saturday and Sunday. There is some sentiment that a longer period of time is required to undertake business transactions or take lunch at the local restaurants.

There is already a mix of 1/2P, 1P and 2P off-street and on-street parking restrictions in Railway Parade and May Street and within the rest of the shopping village which are within walking distance to all shops. Past studies (e.g. Eastwood Town Centre Transport Management and Access Plan) indicate that the eastside Eastwood Shopping Village has a high utilization rate and parking turn-over should be encouraged to provide shoppers better access to businesses.

This matter was instigated by a sole resident and there is a minority interest from the business owners/proprietors in extending the parking duration in Railway Parade and May Street on the weekend.

**COUNCIL PROPOSAL**

Changes to the parking restrictions on the weekend are not proposed at this time along Railway Parade and May Street.

**COMMITTEE RECOMMENDATION:**

**Ramesh Desai**  
Traffic Engineer

**Harry Muker**  
Senior Traffic Engineer

**Terry Dodds**  
Group Manager – Public Works

**SECTION 3****ITEM 3****ANTHONY ROAD AND PARK AVENUE, WEST RYDE****Address intersection safety**

File No: CRM 1239463

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

A local resident has requested parking restrictions, through Councillor Perram, in relation to the sight visibility while reversing out of their property in Anthony Road. This issue is dealt with separately to ITEM1 as the restrictions are not supported, but is presented to this Committee so that Council through the Works Committee can assess the request.

**Consideration**

The property is located at the intersection of Anthony Road and Park Avenue. The driveway access from the property is in Anthony Road opposite Park Avenue. It has been observed that sight visibility for drivers reversing out from the property reduces due to parked cars close to the driveway. Council has installed driveway delineation lines on both sides of driveways.

**Consultation**

Affected resident of Anthony Road has indicated that while reversing out from the property the visibility is very poor due to parked cars along Anthony Road. He has mentioned that he has no objection to restrict parking in front of his property. All other properties along Anthony Road have similar conditions due to parked cars on both sides. Any parking restrictions considered for one property would set precedence for similar restrictions along Anthony Road.

It has been suggested that warning signs for ' Caution Driveways' along Anthony Road be considered which will alert drivers to watch out for cars exiting from the properties.

**Observations**

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both sides of Anthony Road. Council has implemented driveway delineations lines on both sides of driveways along Anthony Road between Betts Street and Park Avenue so that cars are parked away from the actual driveway.

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 Anthony Road and Park Avenue, West Ryde.

**COUNCIL PROPOSAL**

Installation of two (2) warning signs " CAUTION DRIVEWAYS" signs (W2-206) in Anthony Road north of Park Avenue facing southbound traffic.

**COMMITTEE RECOMMENDATION:**

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

**Harry Muker**  
**Senior Traffic Engineer**

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

**SECTION 3****ITEM 4****HERBERT STREET, WEST RYDE****Short term parking**

File No: D11/12640

**Council's Traffic Engineer – Access reports 21 March 2011****Report**

Council has received a request from the café owner located at the corner of Herbert Street and Hermitage Road to consider parking restrictions in Herbert Street so that customers can get parking in the close proximity.

**Consideration**

A mix use development is located at the corner of Herbert Street and Hermitage Road. There are four (4) retail businesses is located at the ground floor of the building and facing Hermitage Road. A bus zone is located in Hermitage Road in front of this property and unrestricted parking in Herbert Street. Access for basement parking is from Hermitage Road and pedestrian access to the resident foyer is located in Herbert Street. There are about 8 to 9 parking spaces located in Herbert Street which are occupied by commuters between Monday to Friday.

Consultation

Affected business operator has indicated that their customers have complained that they could not get parking in close proximity to the shops. There are four businesses located and all agree to introduce short term parking for their customers. Viability of any businesses depends upon accessibility of their customers.

Door knock survey was carried out of all businesses and all agree to the 1P parking between 8am to 6pm (Mon-Fri) and 8.30am to 12.30pm, Sat along property frontage on Herbert 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 parking restrictions in Herbert Street. (letter and survey form **ATTACHED**)

## Businesses doorknock survey response

Description	No of Responses
<b>No of properties surveyed</b>	<b>4</b>
1P (8.30am to 6pm, Mon-Fri;8.30am to 12.30pm, Sat)	4
Status Quo (No change to existing traffic arrangement)	Nil
Undecided	Nil

## Residents letterbox drop survey response

Description	No of Responses
<b>No of properties surveyed</b>	<b>70</b>
1P (8.30am to 6pm, Mon-Fri;8.30am to 12.30pm, Sat)	4

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Status Quo (No change to existing traffic arrangement)	5
Undecided	Nil

Discussion

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both sides of Herbert Street in the vicinity of this property. As per survey results it has been suggested that 1P parking be introduced in Herbert Street for four (4) parking spaces closer to the shops.

**COUNCIL PROPOSAL**

That Committee support installation of 1P (8.30am to 6pm, Mon-Fri; 8.30am to 12.30pm, Sat) for four (4) parking spaces in Herbert Street on the south side closer to the shops.

**COMMITTEE RECOMMENDATION:**

**Ramesh Desai**  
Traffic Engineer

**Harry Muker**  
Senior Traffic Engineer

**Terry Dodds**  
Group Manager – Public Works

**SECTION 3**

**ITEM 5**

**COX’S ROAD, NORTH RYDE**

**Request for Time Restricted parking along the frontage of K U Preschool**

File Ref: D11/12619

**Council’s Senior Traffic Engineer – Access reports 16 March 2011**

**Report**

Council has received correspondence from the Director of K U North Ryde Preschool via the Mayor, Councillor Etmekjian, for time restricted parking to be installed along the business frontage (Cox’s Road) to assist with pick-up / drop-off during peak periods, namely 8:30am to 10:30am; 2:00pm to 4:00pm.

The Director has provided the following commentary with respect to the parking issues within and along the boundary of the preschool.

1. *We now have commuters parking in front of the centre all day. Some days are worse than others. While I understand that commuters need parking it is important that parents have access to the centre at drop-off and pick-up times.*
2. *Since the bus stop has been moved we have had a car door taken off while being opened and a number of near misses with regards to accidents. Entering and exiting the preschool has become increasingly difficult to see oncoming traffic due to the cars parked along the side of the road. We would appreciate a resolution to this issue as it has been ongoing for some time.*

Council staff have spoken with the Director of K U Preschool and confirmed the preferred parking time restrictions as follows:

“P15minute (AM: 8.30 to 10.00; PM: 2.00 to 4.00, Mon – Fri)”

**Background**

The relocation of the bus zone along the frontage of K U Preschool North Ryde has provided an opportunity for short term parking to be considered along the business frontage for pick-up / drop-off.

Council has on a previous occasion considered a request for P15minute (AM: 8.30 to 10.00; PM: 2.00 to 4.00, Mon – Fri) parking along the northern side of Cox’s Road between the preschool and Blamey Street. The results of the survey were as follows:

Cox’s Road Residents Survey Total Number Surveyed = 3	
SUPPORT for restrictions	Nil
DO NOT SUPPORT restrictions	2
STATUS QUO	Nil
NO RESPONSE	1

Base on the results of the above survey responses, Council did not support the application for short-term parking along the northern side of Cox's Road between the preschool and Blamey Street, North Ryde, as follows on the 17 November 2009:

- (a) *That Council notes the information contained within the report.*
- (b) *That Council not accede to the request to install short term parking on Cox's Road near K U North Ryde Preschool.*

### Consideration

An independent Road Safety Audit has been carried out by a traffic consultant to review "at grade" safety risks associated with the potential pick-up / drop-off of preschool children within or along the confines of the centre, as the letter from the Director of K U Preschool North Ryde identified a number of issues (refer to the comments in *italics* under the section heading "Report")

The RSA report extract below "Summary and Conclusions" (refer to the **ATTACHMENTS** report for the complete report) affirms that there is no risk if "drop-off / pick-up" is from the building frontage.

## SUMMARY AND CONCLUSIONS

- ❑ A road safety audit was undertaken on March 16 and 17, 2011 during the day before and after school opening and finishing times which included detailed observations obtained from a "walk through" and a number of "drive throughs" at different times and conditions.
- ❑ The conclusion of the site inspections showed no unsafe pedestrian or vehicular incidences observed.
- ❑ Children did not cross Coxs Road and were not left unsupervised. Drivers did not park illegally, double park, park across driveways or perform dangerous manoeuvres.
- ❑ Children were loaded into cars from the kerb with no behavioural issues by parents or children which would cause safety concerns.
- ❑ The road alignment falls to the east which at times induces high speeds.
- ❑ Signposting opposite the school on the southern side of Coxs Road includes a single faded 'No Stopping' sign without an accompanying end 'No Stopping' sign, however parking does not occur here.
- ❑ Road line marking prevents overtaking to the west towards Blamey Street where sight distance is limited and lines are in good condition.

Consultation

Not required in this instance as the preschool is an advocate for restricted parking along their business frontage.

**Accident History**

An investigation of the Roads and Traffic Authority’s (RTA) accident database for the four (4) year period 2005 to 2008 indicates that there have been two (2) recorded incidents along Cox’s Road between 143 Cox’s Road and 1 Blamey Street, North Ryde.

Accident Year	No of Accidents	RUM Code
2005	0	Not Applicable
2006	0	Not Applicable
2007	1	47 (outside 143 Cox’s Road)
2008	1	72 (outside 1 Blamey Street)

Notes on “RUM” codes:

- >> RUM: 47 off carriageway to the right
- >> RUM: 72 emerging from driveway

It is recommended that the Local Traffic Committee supports the installation of time restricted (P15minute (AM: 8.30 to 10.00; PM: 2.00 to 4.00, Mon – Fri) parking along the frontage of K U Preschool located at 147-151 Cox’s Road, North Ryde.

**COUNCIL PROPOSAL**

Install restricted (P15minute (AM: 8.30 to 10.00; PM: 2.00 to 4.00, Mon – Fri) parking along the frontage of K U Preschool located at 147-151 Cox’s Road, North Ryde.

**COMMITTEE RECOMMENDATION:**

**Ramesh Desai**  
Traffic Engineer

**Harry Muker**  
Senior Traffic Engineer

**Terry Dodds**  
Group Manager – Public Works

## SECTION 5

## ITEM 6

**BELMORE STREET, RYDE****Pedestrian Access**

File Ref: D11/19642

**Council's Senior Traffic Engineer – Access reports 16 March 2011****Report**

Council has received a written request from a resident in Belmore Street, Ryde for a 'marked' or Zebra Pedestrian Crossing along Belmore Street in the vicinity of Rothesay Avenue.

**Consideration**

Belmore Street is classified as a local road under Council's adopted road hierarchy with a carriageway width of 11 metres kerb to kerb (between Rothesay Avenue and the adjacent roundabout).

The RTA practices for numerical warrants for Pedestrian (Zebra) Crossing are now referred to as a Supplement Guide to Traffic Management, Part 6, Section 8 of the Austroads Publication Series (Part 10).

In summary, under 'normal' conditions the following applies for a Zebra Crossing (RTA extract):

- (a). The product of the measured pedestrian flow per hour ( $P$ ) and the measured vehicle traffic flow per hour ( $V$ ),  $PV$ , is equal or greater than 60,000 and;
- (b). The measured flows,  $P$  and  $V$  are equal or greater than 30 and 500 respectively;
- (c). The measured flows apply for three periods of one hour in any day.

An onsite audit undertaken from the 8 March 2011 to 10 March 2011 respectively identified the following pedestrian and vehicle movements, which are summarised in the following tables:

<b>Pedestrian Count on Belmore Street between Parsonage Street and Rothesay Avenue</b>				
<b>Date</b>	<b>Time</b>	<b>Pedestrians</b>		
		<b>Travelling in East West Direction</b>	<b>Travelling in West East Direction</b>	
<b>8/03/2011 Tuesday</b>	8:15am - 8:30am	3	1	
	8:30am - 8:45am	3	0	
	8:45am-9:00am	1	1	
	9:00am -9:15am	2	1	
	<b>Hourly Total</b>	<b>9</b>	<b>3</b>	
	<b>Hourly Total in Both Directions</b>		<b>12</b>	
	12:30pm -12:45pm	2	3	
	12:45pm – 1:00pm	2	2	
	1:00pm - 1:15pm	1	4	
	1:15pm - 1:30pm	2	2	

	<b>Hourly Total</b>	<b>7</b>	<b>11</b>
	<b>Hourly Total in Both Directions</b>		<b>18</b>
	3:20pm - 3:35pm	1	2
	3:35pm - 3:50pm	2	0
	3:50pm - 4:05pm	1	1
	4:05pm - 4:20pm	0	3
	<b>Hourly Total</b>	<b>4</b>	<b>6</b>
	<b>Hourly Total in Both Directions</b>		<b>10</b>
<b>9/03/2011 Wednesday</b>	8:15am - 8:30am	2	0
	8:30am - 8:45am	3	1
	8:45am-9:00am	4	2
	9:00am -9:15am	3	2
	<b>Hourly Total</b>	<b>12</b>	<b>5</b>
	<b>Hourly Total in Both Directions</b>		<b>17</b>
	12:30pm - 12:45pm	2	3
	12:45pm - 1:00pm	1	2
	1:00pm - 1:15pm	1	1
	1:15pm - 1:30pm	0	1
	<b>Hourly Total</b>	<b>4</b>	<b>7</b>
	<b>Hourly Total in Both Directions</b>		<b>11</b>
	3:20pm - 3:35pm	2	2
	3:35pm - 3:50pm	1	4
	3:50pm - 4:05pm	3	4
	4:05pm - 4:20pm	0	2
<b>Hourly Total</b>	<b>6</b>	<b>12</b>	
<b>Hourly Total in Both Directions</b>		<b>18</b>	
<b>10/03/2011 Thursday</b>	8:15am - 8:30am	4	1
	8:30am - 8:45am	4	0
	8:45am-9:00am	3	3
	9:00am -9:15am	5	2
	<b>Hourly Total</b>	<b>16</b>	<b>6</b>
	<b>Hourly Total in Both Directions</b>		<b>22</b>
	12:30pm - 12:45pm	1	2
	12:45pm - 1:00pm	2	2
	1:00pm - 1:15pm	1	3
	1:15pm - 1:30pm	3	4
	<b>Hourly Total</b>	<b>7</b>	<b>11</b>
	<b>Hourly Total in Both Directions</b>		<b>18</b>
	3:15pm - 3:30pm	2	4
	3:30pm - 3:45pm	0	2
	3:45pm - 4:00pm	3	4

	4:00pm - 4:15pm	2	5
	<b>Hourly Total</b>	<b>7</b>	<b>15</b>
	<b>Hourly Total in Both Directions</b>		<b>22</b>

**Vehicle Count on Belmore Street between Parsonage Street and Rothesay Avenue**

Date	Time	Vehicles		
		Travelling in North South Direction	Travelling in South North Direction	
<b>8/03/2011 Tuesday</b>	8:15am - 8:30am	107	116	
	8:30am - 8:45am	117	119	
	8:45am-9:00am	110	150	
	9:00am -9:15am	87	100	
	<b>Hourly Total</b>	<b>421</b>	<b>485</b>	
	<b>Hourly Total in Both Directions</b>		<b>906</b>	
	12:30pm -12:45pm	39	63	
	12:45pm – 1:00pm	53	63	
	1:00pm - 1:15pm	52	53	
	1:15pm - 1:30pm	29	58	
	<b>Hourly Total</b>	<b>173</b>	<b>237</b>	
	<b>Hourly Total in Both Directions</b>		<b>410</b>	
	3:20pm - 3:35pm	64	95	
	3:35pm - 3:50pm	41	97	
	3:50pm - 4:05pm	72	104	
	4:05pm - 4:20pm	59	135	
	<b>Hourly Total</b>	<b>236</b>	<b>431</b>	
<b>Hourly Total in Both Directions</b>		<b>667</b>		
<b>9/03/2011 Wednesday</b>	8:15am - 8:30am	96	123	
	8:30am - 8:45am	117	147	
	8:45am-9:00am	96	139	
	9:00am -9:15am	76	71	
	<b>Hourly Total</b>	<b>385</b>	<b>480</b>	
	<b>Hourly Total in Both Directions</b>		<b>865</b>	
	12:30pm - 12:45pm	30	53	
	12:45pm - 1:00pm	41	50	
	1:00pm - 1:15pm	39	55	
	1:15pm - 1:30pm	40	49	
	<b>Hourly Total</b>	<b>150</b>	<b>207</b>	
<b>Hourly Total in Both Directions</b>		<b>357</b>		
3:20pm - 3:35pm	57	93		

	3:35pm - 3:50pm	58	110
	3:50pm - 4:05pm	51	110
	4:05pm - 4:20pm	57	149
	<b>Hourly Total</b>	<b>223</b>	<b>462</b>
	<b>Hourly Total in Both Directions</b>		<b>685</b>
<hr/>			
<b>10/03/2011 Thursday</b>	8:15am - 8:30am	109	108
	8:30am - 8:45am	104	122
	8:45am-9:00am	91	130
	9:00am -9:15am	83	105
	<b>Hourly Total</b>	<b>387</b>	<b>465</b>
	<b>Hourly Total in Both Directions</b>		<b>852</b>
	12:30pm - 12:45pm	62	46
	12:45pm - 1:00pm	60	62
	1:00pm - 1:15pm	42	64
	1:15pm - 1:30pm	30	56
	<b>Hourly Total</b>	<b>194</b>	<b>228</b>
	<b>Hourly Total in Both Directions</b>		<b>422</b>
	3:15pm - 3:30pm	68	56
	3:30pm - 3:45pm	54	35
	3:45pm - 4:00pm	56	49
	4:00pm - 4:15pm	67	106
	<b>Hourly Total</b>	<b>245</b>	<b>246</b>
<b>Hourly Total in Both Directions</b>		<b>491</b>	

Applying the numerical warrants to the most desirable vehicle and pedestrian movement combination confirms that the warrants for a 'marked' pedestrian crossing have not been satisfied. However, in such circumstances a pedestrian refuge could be considered in lieu of a Zebra Crossing, as the pedestrian movement potential is in the range  $15 < X < 30$  on a particular day and would allow pedestrians to cross Belmore Street in two (2) stages, that would assist safe passage in busy periods.

**Accident History**

An investigation of the Roads and Traffic Authority's (RTA) accident database for the four (4) year period 2005 to 2008 indicates that there have been one (1) accidents recorded along Belmore Street, Ryde close to Rothesay Avenue.

<b>Accident Year</b>	<b>No of Accidents</b>	<b>RUM Code</b>
2005	0	Not Applicable
2006	0	Not Applicable
2007	1	63
2008	0	Not Applicable

Notes on “RUM” codes:  
>> RUM: 63 Vehicle Door

**COUNCIL PROPOSAL**

Install of a pedestrian refuge along Belmore Street, between Rothesay Avenue and the adjoining roundabout at Parsonage Street.

**RECOMMENDATION**

**Submitted for the consideration of the Committee**

**Ramesh Desai**  
Traffic Engineer

**Harry Muker**  
Senior Traffic Engineer

**Terry Dodds**  
Group Manager – Public Works

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**SECTION 10****ITEM 7****WATERLOO ROAD, MACQUARIE PARK****Request for bus zone**

File No: D10/97112

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

Cabcharge /Hillsbus (CDC) propose a 42m bus stop/layer over zone in the existing service road along the frontage of the old school campus in Waterloo Road between Eden Park Drive and Wicks Road.

**Background**

Council over the period 2009/2010 has received several requests for additional on-street kerb space for bus zones and bus layovers in the Macquarie Park.

At the Works and Community meeting held on 17 August 2010 it was resolved as follows:

**MACQUARIE PARK CBD – Additional Bus Zones, Macquarie Park.**

- (i) *That Council note that Council's staff, Sydney Buses (State Transit Authority) and the ComfortDelgroCabCharge (Hillsbus & Westbus) are working together on the details to settle on suitable bus zone locations within Macquarie Park.*
- (ii) *That the request for additional bus zones be re-tabled at the next meeting of the Ryde Traffic Committee to be held on 16 September 2010.*
- (iii) *That a further report be prepared for the Committee's consideration."*

**Consideration**

Comfort Delgro Cabcharge Pty Ltd (Hillsbus/Westbus) has been pursuing locations in Macquarie Park for a bus stop and layover zone since October, 2010.

E-mail responses and discussions have been undertaken over this time to encourage the bus service provider to choose a bus stop layover location that will not have significant impacts on the existing parking supply or metered parking arrangements in Macquarie Park.

Comfort Delgro Cabcharge Pty Ltd Planning Manager advises that the additional sites allocated to Sydney Buses recently (Report to Council 28<sup>th</sup> September - Item 9 Macquarie Park CBD – Additional Bus Zones, Macquarie Park) are fully utilized.

The most appropriate site appears to be the existing service road along Waterloo Road frontage of the 144 Wicks Road (School Campus) between Eden Park Drive and Wicks Road.

The proposal is to occupy 42meters along the service road southern kerb which would accommodate 3 buses.

On site measurements indicate that the service road has a min. width of 6.1/6.2m which will accommodate the bus parking against the kerb (2.9m) and allow a car to pass (3.2m).

The current parking restriction is P5 minute along service road along Waterloo Road.

CDC advised they have undertaken parking surveillance in the service road. The parking is infrequently used, with coaches occasionally servicing the Thomas Hockey Centre Field. CDC advised they have undertaken consultation with affected properties owners and businesses.

Nought to Five Early Childcare Centre advised they have no objection provided the following additional traffic management is included with the bus stop/layer over proposal. Their requests are considered below.

- The service road is made one-way east to west to remove the potential conflict between buses and vehicles using the service road because the service road currently allows traffic to flow in both directions. The service road is 6.2m wide and when a bus parks against the kerb, this reduces the carriageway to a single traffic lane. There is potential for oncoming vehicles to come into conflict. The formalization of the one-way movement will improve road user safety. A TMP will need to be prepared to support changing the two-way service road into and one-way service road. This part of the proposal will be referred to the RTA before it can be considered by the LTC.
- The intersections formed by the service road and Waterloo Road are treated with 'Do Not Queue Across Intersections', as it is difficult entering & exiting in the peak periods. This measure should to be supported by "Keep Clear" and transverse pavement markings. The use of this measure is consistent with current traffic management practice. This is to be referred to the LTC for their consideration.

#### Consultation

The Dexus Property Group, the owner of 144 Wicks Road (School Campus) is supportive of the proposal and has confirmed this in writing. However, the bus zone would require modification in the future when Macquarie Park DCP Road No.11 junction is constructed with Waterloo Road. At that time CDC would seek a new bus stop/layer over zone in Macquarie Park.

The proposal is supported by the affected business and property owner.  
**(See ATTACHMENTS).**

Council would require Comfort Delgro Cabcharge/Hillsbus Pty Ltd to meet all costs associated with the installation of the bus stop/layover zone and traffic management measures.

**COUNCIL PROPOSAL**

To agree to the request by the bus operator (CDC) to implement the following:

- (a) one-way traffic movement westbound in the service road and “Keep Clear” pavement markings and “Do Not Queue Across Intersection” signs at the intersections formed by the service road and Waterloo Road.
- (b) a 42 m bus stop/lay over zone within the existing service road along the frontage of the old school campus in Waterloo Road between Eden Park Drive and Wicks Road
- (c) the zones/controls be in place only until such time as the Macquarie Park DCP Road No.11 junction is constructed with Waterloo Road, after which the bus operator will need to secure alternative arrangements.

**COMMITTEE RECOMMENDATION:**

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

**Harry Muker**  
**Senior Traffic Engineer**

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

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**SECTION 10****ITEM 8****HERRING ROAD, MACQUARIE PARK****Bus Zone and Kiss and Ride Zone**

File No: D10/20853

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**Council's Traffic Engineer – Access reports 21 March 2011****Report**

Cabcharge /Hillsbus (CDC) propose a adjustment to the existing bus zone and kiss and ride zone along Herring Road on the western side outside Macquarie University Railway Station.

**Background**

Council over the period 2009/2010 has received several requests for additional on-street kerb space for bus zones and bus layovers in the Macquarie Park.

At the Works and Community meeting held on 17 August 2010 it was resolved as follows:

**MACQUARIE PARK CBD – Additional Bus Zones, Macquarie Park.**

- (i) *That Council note that Council's staff, Sydney Buses (State Transit Authority) and the ComfortDegroCabCharge (Hillsbus & Westbus) are working together on the details to settle on suitable bus zone locations within Macquarie Park.*
- (ii) *That the request for additional bus zones be re-tabled at the next meeting of the Ryde Traffic Committee to be held on 16 September 2010.*
- (iii) *That a further report be prepared for the Committee's consideration.*

**Consideration**

Comfort Delgro Cabcharge Pty Ltd (Hillsbus/Westbus) has requested that due to influx of university students using Herring Road bus stop. CDC buses (611,619,621 and 561) use Herring Road bus stop to access M2 heading to the North West.

Comfort Delgro Cabcharge Pty Ltd Planning Manager advises that the crowding of passengers at the existing bus stop is unsafe for the other pedestrians as there is not enough width available in the vicinity of the existing bus shelter.

The proposal is swap kiss and ride which is at the end of rank and bus zone which is ahead the rank. The existing bus shelter is in confined space due to rock cutting at the back.

At the present time bus shelter will not be relocated to the new location because of the cost involved in relocation. Also, the actual bus stop would not be at the shelter and which is not ideal situation for passengers to wait in extreme weather conditions.

CDC advised they have undertaken few inspections and it has been suggested to install kiss and ride zone at the beginning of the rank and bus zone to follow where there is wider footpath available.

It has been noted that even the existing interchange at Macquarie Sopping Centre is very congested due to Sydney Buses and CDC buses from the North West use limited space along Herring Road.

**Consultation**

The Hillsbus, Sydney Buses, Busways, Macquarie University, Transport NSW and City of Ryde met on site on 9 March 2011 to discuss few options to address safety of pedestrians.

**COUNCIL PROPOSAL**

Implement the swap of the “bus zone” and “kiss & ride zone” indicated in the body of the report subject to confirming all parties involved (Railcorp, Sydney Buses, Macquarie University, CDC, Busways and Transport NSW) being in agreement with the proposed changes to the exiting bus stop along Herring Road.

**COMMITTEE RECOMMENDATION:**

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

**Harry Muker**  
**Senior Traffic Engineer**

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