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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 2 February 2012	Page 1 of 22
File No:	COR2009/206	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

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SECTION 3**ITEM 1**

CAMBRIDGE STREET, GLADESVILLE
Request for No Stopping restrictions
File No: D11/107988

Council's Traffic Engineer – Traffic and Governance report 6 December 2011**Summary Report**

Council has received written correspondence from Ausgrid to implement parking restrictions in front of their sub-station along Cambridge Street to assist delivery vehicle accessibilities. Ausgrid is expecting large equipments to the new substation in Cambridge Street, Gladesville in early 2012.

Consideration

The new Ausgrid sub-station in Cambridge Street has a six (6) metre wide driveway access and property frontage of sixteen (16) metres. Ausgrid contactor has requested No Stopping restrictions across the full frontage of the property to minimise interference of parked vehicles along their property frontage. Ausgrid is expecting deliveries of large equipments which require larger area for trucks to manoeuvre in and out of the site. Ausgrid will have local traffic management in place for each delivery at the Cambridge Street sub-station.

COUNCIL PROPOSAL

That Council approves No Stopping signs along the frontage of the Ausgrid property in Cambridge Street for sixteen (16) metres.

COMMITTEE RECOMMENDATION:**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2**

**CRESSY ROAD, RYDE
(BETWEEN VICTORIA ROAD AND BUFFALO ROAD)
Request for parking restrictions
File No: D11/94701**

Council's Traffic Engineer – Traffic and Governance report 6 December 2011**Summary Report**

Council has received a written correspondence from a resident of Cressy Road in relation to vehicles parked in Cressy Road between Victoria Road and Buffalo Road. The resident has requested that Council impose parking restrictions on the western side of Cressy Road between Victoria Road and Buffalo Road for a length of approximately sixty (60) metres.

Consideration

The section of Cressy Road between Victoria Road and Buffalo Road is a collector road which is approximately 7.2 metre wide with a small section of unrestricted parking on the western side. Buses use Cressy Road to access the Bus Depot located in Buffalo Road. When cars are parked in the unrestricted parking area in Cressy Road, vehicles including buses, have to cross into the opposing lane to travel up Buffalo Road.

Onsite inspection on 12 January 2012 and 19 January 2012 revealed that when cars are parked in the kerbside lane, free flow traffic in both directions is not possible.

A review onsite indicates that this site has merit for implementing 'No Parking' restrictions during (8.30am-6pm, Mon-Fri) along the western side of Cressy Road for 60 metres. This will allow residents to park their cars in the evening and on weekends.

Traffic Survey

A traffic survey was carried out in December 2011 along Cressy Road outside house No. 40 and result indicated that 630 buses and trucks use Cressy Road on average daily.

Consultation

A survey form and a letter have been sent out to all affected residents of five (5) properties on 5 January 2012 for the concurrence of the proposed part time 'No Parking' zone along Cressy Road. Council has received favourable response from residents. The results of the Survey are summarised in the table below:

<i>Resident Survey</i>	<i>Number of Responses</i>
Support the proposed No Parking (8am – 6pm, Mon – Fri) from the frontage of No. 34 to No. 46 Cressy Road	2
Status Quo (No change to existing parking arrangements)	1
Undecided	0

The supervisor of Sydney Buses supports the proposal as bus drivers have raised the issue of buses having difficulty negotiating small section of Cressy Road when cars are parked in the designated kerbside parked area.

It is recommended that the 'No Parking' zone along Cressy Road during (8.30am-6pm, Mon-Fri) be installed to assist traffic including buses pass each other more safely.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2005 and 2009 indicates that there have been no accidents reported in Cressy Road between Victoria Road and Buffalo Road.

COUNCIL PROPOSAL

That Council installs 'No Parking' in Cressy Road between the hours of 8.30am and 6pm, weekdays for length of sixty (60) metres along the residential frontage of property numbers 36,38,40,42 and 44 Cressy Road.

RECOMMENDATION:**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3****WINBOURNE STREET, WEST RYDE****Request for "Kiss and Ride"**File No: D11/109274

Council's Traffic Engineer – Traffic and Governance report 6 December 2011**Summary Report**

Council has received a written correspondence from P&C of Ermington Public School for additional Kiss and Ride facilities along Winbourne Street (school side).

The 'key' issues raised by the school P&C are as follows:

- Traffic congestion is occurring at the intersection of Marsden Road and Winbourne Street.
- The section of unrestricted parking along property numbers 8 and 10 Winbourne Street causes congestion.
- Buses have difficulty negotiating a narrow section of Winbourne Street near Marsden Road.

Background

Council at its meeting on 27 April 2010 resolved that:

That Council approve No Parking zone (8-9.30am and 2.30-4pm, Mon-Fri School Days) for 180 metres on the eastern side of Winbourne Street between Hermoyne Street and the Bus turning area outside Marsden High School subject to the concurrence of affected residents.

Consideration

Winbourne Street is a local residential street that connects Marsden Road and Rutledge Street. Two (2) local schools are located in Winbourne Street and parents park their cars in front of residential properties to pick up their children.

Parents of children of both schools use Winbourne Street, Farnell Street and Fir Tree Avenue for short-term parking when picking up and dropping off children.

An onsite inspection of Winbourne Street between Fir Tree Avenue and the existing pedestrian crossing has identified the following on-street parking conditions:

- There is approximately twenty (20) metres of unrestricted on-street parking space along the eastern side of Winbourne Street that will accommodate three (3) car spaces.
- Cars were parked in Winbourne Street on both kerbs during school start and finish time for very short periods of time.

School P&C requested additional Kiss and Ride in Winbourne Street to assist quick turn around of cars and allow smooth traffic flow at the congested section of Winbourne Street.

Consultation

A survey form and a letter have been sent out to all affected residents of three (3) properties in Winbourne Street for concurrence of the proposed 'No Parking'. The results of the survey are summarised in the table below:

<i>Resident Survey</i>	<i>Number of Responses</i>
Support the proposed No Parking (8am-9:30am, 2:30pm-4pm, School Days) from the frontage of No. 6 to No.10, Winbourne Street	0
Status Quo (No change to existing parking arrangements)	1
Undecided	0

It is recommended that the 'No Parking' (8am-9.30am; 2.30pm-4pm, school days) for twenty (20) metres along the eastern side of Winbourne Street, north of Fir Tree Avenue be approved.

COUNCIL PROPOSAL

- (a) That Council approves installation of a No Parking zone (8am-9.30am, 2.30pm-4pm, school days) for a length of twenty (20) metres on the eastern side of Winbourne Street, north of Fir Tree Avenue
- (b) That Council Regulatory Services be requested to enforce parking compliance in Winbourne Street once the signs are installed.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 4

CHURCH STREET, RYDE
Relocation of Bus Zone
 File No: D11/110795

Council’s Traffic Engineer – Traffic and Governance report 7 December 2011

Summary Report

Council has received written correspondence from a business owner in Church Street to relocate an existing bus zone further south along the western side of Church Street by approximately ten (10) metres.

The ‘key’ issues raised by the business owner are as follows:

- Conflict between customers and passengers waiting at bus stop.
- Staff safety while leaving car park due to bus blocking driveway access.
- Passengers leave rubbish on the steps of a business entry.
- School children sitting on the steps of business premises while waiting at this stop

Consideration

Council officers have undertaken an on-site inspection to determine the existing bus zones length on the western side of Church Street. Existing parking on the western side of Church Street from the Council car park entry are as follows:

Existing parking restrictions along Church Street on the western side	Proposed parking restrictions along Church Street on the western side
<ul style="list-style-type: none"> • 20 metres long No Stopping restrictions from Blaxland Road. • 15 metres Bus Zone outside No. 5 Church Street • 15 metres length of Bus Zone outside No. 7 is being used as change over for drivers. • 6 metres long Taxi Zone (approved during construction of Top Ryde Shopping Centre) • 30 metres 1 Hour Parking during business hours. 	<ul style="list-style-type: none"> • 20 metres long No Stopping restrictions from Blaxland Road. • 15 metres 15 P outside No. 5 Church Street to operate between 8.30am – 3.30pm (Mon-Fri) • 15 metres length of Bus Zone outside No. 7 will be used by regular buses as bus stop. • 15 metres length of Bus Zone outside No. 9 will be used for change over purpose. • 6 metre length of taxi zone after new bus zone • 30 metres 1 Hour Parking during business hours outside No. 9.

Please refer to the **ATTACHMENT REPORT** for the “existing” and “proposed” parking restrictions along Church Street.

Consultation

A site meeting was arranged with the supervisor of State Transit and they have confirmed that fifteen (15) metres of bus zone is sufficient for their buses. The supervisor of Sydney Buses has confirmed that the two parking spaces outside No. 5 should operate between 8.30am and 3.30 pm (Mon-Fri) and No Stopping restrictions should apply between 3.30pm and 6.30pm (Mon-Fri). He has requested that the traffic situation need to be monitored along Church Street post the changes to the parking outside No. 5, No.7 and No.9.

It is recommended that the existing bus zone outside No. 5 Church Street be relocated in front of No. 7 Church Street and the existing layover bus zone outside No 7 be relocated outside No. 9 Church Street for twenty (20) metres in length. The existing twenty (20) metres of kerb side space along Church Street in front of No. 9 be replaced by 1P parking between 8.30am-3.30pm, Mon-Fri and 8.30am-12.30pm, Sat. The existing 'Taxi Zone' be relocated further south after the new 'Bus Zone'.

Existing bus zone for 15 meters outside No. 5 Church Street be converted to short term parking (P15) between 8.30am-3.30pm, (Mon-Fri) and No Stopping 3.30pm-6.30pm,(Mon-Fri).

COUNCIL PROPOSAL

- (a) That the existing Bus Zone outside No. 5 Church Street be replaced by P15 (8.30am-3.30pm, Mon-Fri; 8.30am-12.30pm, Sat) and 'No Stopping' (3.30pm-6.30pm, Mon-Fri)
- (b) That the exiting part time Bus Zone outside No. 7 Church Street be replaced by a full time Bus Zone.
- (c) That the existing two (2) 1P parking spaces and one (1) space for Taxi outside No. 9 Church Street be moved further south by 20 metres and replaces the 'Bus Zone' for change over purpose.

RECOMMENDATION:**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5****COOLINGA STREET AND GIFFNOCK AVENUE, MACQUARIE PARK****Adjustment of Give Way lines**

File No: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 7 December 2011**Summary Report**

Council has received a report from a consultant on behalf of Optus that buses are experiencing difficulties navigating the right turn from Coolinga Street into Giffnock Avenue due to the existing 'Give Way' lines.

Consideration

Giffnock Avenue's carriageway has a nominal width of 11m and Coolinga Street's carriageway measures approximately 10.5m. Both roads have a traffic lane and a parking lane in each direction. Statutory 'No Stopping' restrictions apply in the parking lane on the approach and departure sides of the intersection. 'TB' holding lines extend across Giffnock Avenue which confirms that Coolinga Street has vehicle movement priority.

At a safe turning speed in the order of 15km/hr there is sufficient width in the carriageway for the B99 car swept path with clearances to undertake the right-turn manoeuvres without encroaching into the adjacent traffic lane. Larger commercial vehicles like rigid and articulated trucks would need to negotiate the right-turn when there is a sufficient gap in the opposing traffic flow.

Consultation

Sustainable Transport officer of Optus was consulted and advised that the bus contract provider has raised an issue with the right turning movement by buses at the subject intersection. A car waiting at give way lines along Giffnock Avenue travelling in an easterly direction would prevent a large vehicle from making a "right" turn from Coolinga Street into Giffnock Avenue.

COUNCIL PROPOSAL

That the existing Give Way line in Giffnock Avenue at the Coolinga Street intersection be "set back" a further 0.5 metres to the west to assist larger vehicles and buses to turn 'right' from Coolinga Street into Giffnock Avenue.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 4**ITEM 6****HAIG AVENUE, DENISTONE EAST**
Request for turning restrictions and speed control
File Ref: D12/1666

Council's Traffic Engineer – Traffic and Governance report 7 December 2011**Summary Report**

Council has received a request from a resident of Haig Avenue, Denistone East to implement 'No Right Turn' restriction at the intersection of Blaxland Road and Haig Avenue and at the intersection of North Road and Haig Avenue. Resident raised concerns about speeding and drivers doing 'rat runs' during peak hours in Haig Avenue and requested that Council install speed control device/s in Haig Avenue.

Background

There are three (3) cross roads between Blaxland Road and North Road, Haig Avenue, Beattie Avenue and Rickard Street. A 'No Right Turn' restriction was installed at the intersection of Blaxland Road and Rickard Street in November 2006 in response to safety concerns due to limited sight distance in both directions on Blaxland Road.

Consideration

Any turning restriction imposed at the intersection of Haig Avenue and Blaxland and Haig Avenue and North Road will divert traffic to the adjacent Beattie Avenue.

Intersection Counts

Counts were carried out at the following intersections:

- Blaxland Road and Haig Avenue
- North Road and Haig Avenue
- Blaxland Road and Beattie Avenue
- North Road and Beattie Avenue

Results of the intersection counts carried out do not support 'No Right Turn' at the intersection of Blaxland Road and Haig Avenue as significantly higher number of vehicles was recorded to be turning into Beattie Avenue (the adjacent street) from Blaxland Road and a 'No Right Turn' restriction will only divert more traffic to Beattie Avenue.

Similarly at the intersection of North Road and Haig Avenue, counts did not support installation of 'No Right Turn' as higher number of vehicles was also recorded to be turning into Beattie Avenue from North Road.

Traffic Counts

Traffic counts carried out in Haig Avenue did not reveal any issues with speeding. The 5-day 85th percentile speed recorded was 43.4km/hr while the 7-day 85th percentile speed recorded was 43.4km/hr.

Accident History

Investigation of the RMS's audited crash statistics for the most recent five (5) year period between 2006 and 2010 indicates that there have been two (2) crashes at the intersection of Haig Avenue and Blaxland Road with one (1) being a right turn related crash. No accident was recorded at the intersection of Haig Avenue and North Road during the same period.

The RMS's audited crash statistics also showed that there have been two (2) crashes at the intersection of Beattie Avenue and Blaxland Road between 2006 and 2010, both are right turn related crashes that occurred during dry condition. No accident was recorded at the intersection of Beattie Avenue and North Road during the same period.

COUNCIL PROPOSAL

- (a) That Council takes no action to implement any turn restrictions at the intersection of Haig Avenue and North Road.
- (b) That Council takes no action to install speed control devices on Haig Avenue as speed data indicates that speed of vehicles are within the speed limit of 50 km/hr.

RECOMMENDATION**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 7**

CRESSY ROAD, RYDE
Traffic safety (speed)
File Ref: D11/84957

Council's Traffic Engineer – Traffic and Governance report 6 December 2011**Summary Report**

Council has resolved to consider options regarding traffic speed management in Cressy Road between Buffalo Road and Higginbotham Road, Ryde.

Background

Council at its meeting on 20 September 2010 resolved that:

- (a) That Council install a 2P (8.00am – 6pm, Mon- Fri) zone 9 Resident Parking Scheme along both sides of Cressy Road between Buffalo Road and Higginbotham Road.*
- (b) That this item be referred back to the Ryde Traffic Committee to consider other options in regards to traffic safety (speed).***

Consideration

Cressy Road between Buffalo Road and Higginbotham Road is a small section with a crest at Holly Avenue. Ryde Buses use Cressy Road for access to the depot located in Buffalo Road.

There are no warning signs along Cressy Road indicating the crest at Holly Avenue.

Since the 2P (RPS) signs have been installed along Cressy Road the visibility from the resident's driveways has been improved and residents can reverse safely in the kerb side lane.

Traffic Counts

Traffic counts were carried out in Cressy Road between Buffalo Road and Higginbotham Road to ascertain if speeding is an issue. The recorded 5-day 85th percentile speed was 41.0 km/hr whilst the recorded 7-day 85th percentile speed was 48.5 km/hr. Both speeds are within the acceptable posted speed limit of 50 km/hr for a local road.

Accident History

An investigation of the Roads and Maritime Services' (formerly the RTA) audited crash statistics for the five (5) year period of 2005 to 2009 indicates that there have been no accidents reported in Cressy Road between Higginbotham Road and Buffalo Road.

COUNCIL PROPOSAL

That Council takes no action to install traffic calming measures in Cressy Road between Buffalo Road and Higginbotham Road at the present time as the speed survey data indicates that vehicle travelling speeds are within the acceptable speed limits for a local road.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 8**

RICKARD STREET, RYDE
Request for concrete median
File Ref: D11/84957

Council's Traffic Engineer – Traffic and Governance report 6 December 2011**Summary Report**

Council has received a written correspondence from a local resident for a concrete splitter island in Rickard Street at the Blaxland Road intersection to prevent drivers from undertaking illegal right turns to and from Richard Street.

Background

Council approved the left in/left out arrangement at the intersection of Rickard Street and Blaxland Road on safety grounds in 2006 following Technical Approval given by the Roads and Maritime Services (formerly the RTA) in June 2006.

Consideration

Signs indicating 'No Right Turn' into Rickard Street from Blaxland Road and 'No Right Turn' into Blaxland Road from Rickard Street currently exist at the intersection. Additional supplementary 'No Right Turn' signs installed to mitigate the incident of illegal turns at the above intersection have been found to be ineffective at controlling this type of driver behaviour.

It is recommended to install a painted splitter island with rumble bars (physical barrier) to prevent illegal turns to and front Rickard Street at the intersection above.

Accident History

An investigation of the Roads and Maritime Services' (formerly the RTA) audited crash statistics for the five (5) year period between 2005 and 2009 indicates that there have been three (3) crashes recorded at the intersection of Richard Street and Blaxland Road, none of which were right turn related crashes.

COUNCIL PROPOSAL

- (a) That Council install a painted splitter island with rumble bars (physical barrier) in Rickard Street at the intersection of Blaxland Road to mitigate drivers from carrying out illegal right turns from Blaxland Road into Rickard Street and vice versa.
- (b) That the NSW Police Services be requested to undertake periodic surveillance at the above intersection to mitigate the incident of illegal turns.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager – Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 9**

CONSTITUTION ROAD AND SEE STREET, MEADOWBANK
National Black Spot Construction Program 2011/2012 –
Pedestrian Refuge Island
File Ref: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 8 December 2011**Summary Report**

Council has programmed for construction of pedestrian refuge island at the intersection of Constitution Road and See Street, Meadowbank under the 2011/12 National Black Spot Program.

Consideration

Plan detailing the pedestrian refuge island in See Street outside Meadowbank TAFE is **ATTACHED** for review by members of the Ryde Traffic Committee.

Consultation

Council doorknocked directly affected residents but unfortunately no one was available to be consulted. A letter including a survey with the design of the pedestrian refuge island was left with each directly affected resident. The residents have been asked to complete the survey and submit their comment on the design to Council, should they wish to, before Friday 20 January. Please refer to the **ATTACHMENT REPORT** for the consultation letter and survey.

Results of the consultation will be tabled at the Traffic Committee Meeting.

A plan has been forwarded to the Roads and Maritime Services (RMS) for their technical comment.

COUNCIL PROPOSAL

That the Committee endorses the design plan for the pedestrian refuges in See Street at the intersection with Constitution Road (No.57011-1c).

RECOMMENDATION**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic &

Terry Dodds
Group Manager – Public Works

Governance**SECTION 6****ITEM 10**

KHARTOUM ROAD, MACQUARIE PARK
Shared User Path (SUP) construction Program 2011/2012
Pedestrian Refuge Island
File Ref: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 8 December 2011**Summary Report**

Council has programmed for construction of a “temporary” pedestrian refuge island at Khartoum Road, Macquarie Park under the 2011/12 SUP construction in Waterloo Road between Lane Cove Road and Herring Road.

Consideration

Plan detailing the pedestrian refuge island in Khartoum Road at the Waterloo Road intersection is **ATTACHED** for review by members of the Ryde Traffic Committee.

In determining the position of the “temporary” pedestrian refuge island, an onsite survey was carried out and the results showed that the average queue length in Khartoum Road in the southbound direction during the period of 5:30pm to 6:30pm was between 75 metres and 125 metres. A high proportion of the stationary vehicles were right turning vehicles and the chance of a pedestrian emerging from behind a stationary vehicle with limited sight distance is high given the queue lengths. The proposed “temporary” pedestrian refuge island is an interim measure to provide protection for pedestrians.

Consultation

Sydney Buses have been consulted and the bus routes along both sides of Khartoum Road will need to be “temporarily” relocated to accommodate the temporary pedestrian refuge.

COUNCIL PROPOSAL

That the Committee endorse the design plan for the “temporary” pedestrian refuge islands in Khartoum Road at Waterloo Road (No.57112-3).

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 7**ITEM 11****WHARF ROAD, MELROSE PARK****Line marking**

File Ref: D11/104504

Council's Traffic Engineer – Traffic and Governance report 19 December 2011**Summary Report**

Council has received a written correspondence from Parramatta City Council to approve installation of double barrier centre lines at the intersection of Wharf Road, Hope Street and Lancaster Avenue by Parramatta City Council.

Background

Line marking in Wharf Road requires approval by both Ryde City Council and Parramatta City Councils as it is on the border of the two (2) Local Government Areas.

Consideration

Plan detailing line marking in Wharf Road at the intersection with Hope Street and Lancaster Avenue is **ATTACHED** for review by members of the Ryde Traffic Committee.

Information provided by Parramatta Council indicates that the proposed line marking is to delineate the intersection of Wharf Road, Hope Street and Lancaster Avenue and deter vehicles from corner cutting or overtaking at the intersection. Investigation by Council confirms this and supports installation of the double barrier centre lines as the existing line marking at the above intersection is faded and requires repainting.

COUNCIL PROPOSAL

- (a) That Council supports the proposal by Parramatta City Council to install double barrier centre lines at the intersection of Wharf Road, Hope Street and Lancaster Avenue (No.DI184).
- (b) That Parramatta City Council pays for all the associated cost with respect to the installation of double barrier lines as details in part (a) above.

RECOMMENDATION**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Lydia Li
Graduate Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 10**ITEM 12****MAIN NORTHERN LINE AND NORTH SHORE LINE RAILWAY CLOSURE
STRATHFIELD TO HORNSBY AND WYNYARD TO BEROWRA AND EPPING TO
CHATSWOOD (11 - 12 FEBRUARY 2012 & 9 - 11 JUNE 2012)****Buses replacing trains**

File Ref: D12/1538

Council's Traffic Engineer – Access reports 10 January 2012**Report**

Council has received a correspondence from the Alternative Transport Officer of Rail Corporation advising that the North and North Shore Line Railway Closure will occur on the weekend of 11 February to 12 February 2012 and the long weekend of 9 June to 11 June 2012.

Consideration

RailCorp has proposed closing the Northern Rail lines on the weekend of 11 February to 12 February 2012 and the long weekend of 9 June to 11 June 2012. During this period buses will replace train services and will use Council's local road network. All replacement buses will use the same route as that used during similar closures in previous years.

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

RailCorp has prepared a Temporary Bus Services Plan for this rail shut down and details are available upon request (a copy will be provided at the Ryde Traffic Committee Meeting).

RailCorp has in place a major advertising campaign for regular rail commuters and the community in general for the proposed rail line closures.

COUNCIL PROPOSAL

- (a) That Council raise no objection to the complete closure of the Northern Rail Line and North Shore Railway Line from 11 February to 12 February 2012 and future planned closure from 9 June to 11 June 2012, subject to a fully integrated temporary bus services plan meeting the needs of the affected Ryde community.
- (b) That Council raise no objection to the use of Council's local road network by RailCorp's replacement buses on the above dates (11 February to 12 February 2012 and 9 June to 11 June 2012 inclusive).

RECOMMENDATION

Submitted for the consideration of the Committee

**Ramesh Desai
Traffic Engineer**

**Harry Muker
Senior Traffic Engineer**

**Lydia Li
Graduate Traffic Engineer – Traffic &
Governance**

**Terry Dodds
Group Manager – Public Works**