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File No:	COR2009/206 – D12/89959	
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 2

ITEM 1

CURZON STREET, WATT AVENUE AND BAVIN AVENUE, TOP RYDE
Request for 2P Resident Parking Scheme
 File No: D12/68339

Council’s Traffic Engineer – Traffic and Governance report 16 October 2012

Summary Report

Council has received written correspondence from the local residents of Curzon Street, Watt Avenue and Bavin Avenue requesting a Resident Parking Scheme be implemented in their street.

Council has also received phone calls from other residents in relation to on-street parking situation along above streets.

Background

Council at its meeting of 13 October 2009 resolved to create a Resident Parking Scheme (RPS), Zone 10, Marsfield, bounded by Epping Road, Balaclava Road, Agincourt Road and Herring Road.

Parking zone at Top Ryde be listed Zone 11 as Zone 10 is allocated within Marsfield.

Consideration

Following the request from the residents, in-line with Council set guidelines, an on-street parking utilisation survey was conducted for three (3) streets with the outcome being as follows:-

<i>Parking Occupancy Survey</i>			
Curzon Street, Top Ryde			
Total Length (excluding No Stopping)	160m		
Northern side		Southern side	
Total length excluding driveways & 'No Stopping'	110m	Total length excluding driveways & 'No Stopping'	120m
Total available number of parking spaces	18	Total available number of parking spaces	19

Northern side	23/10 - Wed	24/10-Thu	25/10 - Fri
Morning	17	18	17
Noon	18	17	18
Afternoon	16	17	18
Avg % Occupancy	94%	96%	98%
Southern side	23/10 - Wed	24/10-Thu	25/10 - Fri
Morning	19	18	18
Noon	19	17	18
Afternoon	16	18	17
Avg % Occupancy	95%	93%	93%
Total average northern side occupancy.	96%		
Total average southern side occupancy.	94%		
Total Average % Occupancy	95%		

<i>Parking Occupancy Survey</i>			
Watt Avenue, Top Ryde			
Total Length (excluding No Stopping)	180		
Northern side		Southern side	
Total length excluding driveways & 'No Stopping'	115	Total length excluding driveways & 'No Stopping'	125
Total available number of parking spaces	19	Total available number of parking	20

	spaces		
	23/10 - Wed	24/10-Thu	25/10 - Fri
Northern side			
Morning	18	17	18
Noon	16	18	16
Afternoon	19	16	18
Avg % Occupancy	93%	90%	91%
Southern side			
Morning	20	19	17
Noon	20	18	18
Afternoon	20	16	19
Avg % Occupancy	100%	88%	90%
Total average northern side occupancy.	91%		
Total average southern side occupancy.	93%		
Total Average % Occupancy	92%		

<i>Parking Occupancy Survey</i>			
Bavin Avenue, Top Ryde			
Total Length (excluding No Stopping)	170m		
Eastern side		Western side	
Total length excluding driveways & 'No Stopping'	105	Total length excluding driveways & 'No Stopping'	110
Total available number of parking spaces	17	Total available number of parking spaces	18
Eastern side		24/10-Thu	25/10 - Fri
Morning	13	15	14
Noon	15	12	16
Afternoon	12	14	13
Avg % Occupancy	82%	81%	85%
Western side		24/10-Thu	25/10 - Fri
Morning	15	14	16
Noon	13	14	14
Afternoon	14	13	15
Avg % Occupancy	77%	76%	84%
Total average eastern side occupancy.	83%		
Total average western side occupancy.	79%		
Total Average % Occupancy	81%		

The outcome of the residential survey is as follows:-

Request for Resident Parking Scheme	
Street	Curzon Street
Suburb	Ryde
Zone	
	11
Survey questions	
Proposed 2P parking restrictions	
1. On southern side of street	10
2. On northern side of street	6
3. Undecided	6
4. No Response	0

Request for Resident Parking Scheme	
Street	Watt Avenue
Suburb	Ryde
Zone	
	11
Survey questions	
Proposed 2P parking restrictions	
1. On southern side of street	9
2. On northern side of street	1
3. Undecided	2
4. No Response	0

Request for Resident Parking Scheme	
Street	Bavin Avenue
Suburb	Ryde
Zone	
	11
Survey questions	
Proposed 2P parking restrictions	
1. On southern side of street	2
2. On northern side of street	1
3. Undecided	6
4. No Response	0

As the three-day average for on-street parking utilisation met the set guidelines the residents were surveyed in order to obtain their views on the proposed introduction of a Resident Parking Scheme.

Also, attached to the survey form was a map of streets with proposed parking restrictions and residents were asked if they supported these restriction.

Of the residents who responded to the survey a number provided comments and they are as follows:-

- Would like to apply for parking permit

- Request for two parking permits
- Staff of Top Ryde should be allowed free parking
- Will residents also receive permits
- There should be exemptions for residents
- As resident I should get priority for parking in Curzon Street
- Make both sides 2P Resident Parking Scheme
- It is very hard to find parking during day time

The majority of comments related to having parking restrictions on both sides and the difficulty this may cause whilst reversing out of their driveway. However, parking restrictions on 1-side only is consistent in the way Council has introduced Resident Parking Schemes for some time as this permits motorists and residents to share the roadway. Bavin Avenue residents requested two sided resident parking scheme due to narrow width.

COUNCIL PROPOSAL

- (a) That Council approves the installation of 2P (8am- 6pm, Mon-Fri) Resident Parking Scheme (RPS) along the southern side of Curzon Street, along the southern side of Watt Avenue and along the western side of Bavin Avenue.
- (b) That Top Ryde parking zone be corrected to Zone 11, as Zone 10 is operational in Marsfield.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2****WEST PARADE AND RAILWAY PARADE, EASTWOOD****Request for Drop off/Pick up area**

File No: D12/77038; DESK HELP/4231 & 4238

Council's Traffic Engineer – Traffic and Governance report 16 October 2012**Summary Report**

Councillor Perram has received representations from the local residents of Eastwood, who have requested a "Drop off and Pick up" area outside Eastwood Railway station.

Background

Council approved 5 minute parking on both sides of the station a few years ago and residents feel that people park there illegally and there are no opportunities for people to drop or pick up passengers outside station.

Consideration

Railway Parade is located on the eastern side of Eastwood station and West Parade is located on the western side of station. A bus interchange is located on the western side and parking restrictions are as follows:

- A taxi zone and a bus zone on station side
- Railcorp parking on the opposite side of station (on library side)
- Four (4) parking spaces for disabled persons (angle parking)
- Seven (7) parking spaces which are unrestricted (angle parking)
- Pedestrian crossing align with station entrance and pedestrian crossing in West Parade

Due to the width of one way lane within the interchange drivers park illegally and drop or pick up passengers. This practice creates safety concerns for pedestrians at the crossing and creates traffic congestion within the interchange including buses being delayed.

In 2007, a workshop was held between Council, Railcorp, Sydney Buses and NSW Transport to discuss improvements at the Eastwood bus interchange. Council has not received any further update on the proposed improvements.

Survey results of parking behaviour of drivers indicate that the majority of drivers park before the crossing and after the taxi zone to drop passengers. Council rangers confirm that drivers park any where to drop passengers within the Bus Interchange.

It was also noted that 5 minute parking spaces along West Parade and Railway Parade were occupied which prohibits anyone to quickly drop and drive on.

Consultation

A site meeting at the Eastwood Station was organised to discuss the drop off and pick up areas around station. Representatives from RMS, Taxi Association, Station Master, Sydney Buses and Council staff including parking rangers met on 26 October 2012. All the members were informed that there are only limited areas for drop off and pick up around the station.

Comments and concerns raised at the meeting as follows:

- Drivers use existing No Parking area outside station entrance for drop off and pick up purposes
- Also drivers park in the middle of the road and drop the passengers
- 5 Minute parking around station not helping people dropping or picking up
- Often drivers double park within bus interchange for dropping or picking up passengers
- During site inspections it was noted that taxi zone and bus zones are used for pick up and dropping off passengers.

Suggestions given by the members present at the meeting are as follows:

- Convert all 5 Minute parking to 'No Parking' (Kiss and Ride)
- Change existing 'No Parking' in front of station to 'No Stopping' as per statutory requirement for existing pedestrian crossing
- Install two (2) spaces for 'Loading Zone' at 90⁰ parking south of pedestrian crossing
- Install five (5) spaces for 'No Parking' (Kiss and Ride) at 90⁰ parking within interchange.
- Install No Stopping signs along western side of interchange in front of angle parking
- Install 2 metre wide edge line in front of 90⁰ parking for pedestrians.
- Install 3 metre wide edge line in front of station entry to manage taxi parking and bus parking.

It is recommended that 'No Parking' restrictions with 'Kiss and Ride' plates be introduced within the Bus Interchange and along West Parade and Railway Parade. It is recommended to implement additional 'No Stopping' signs and edge line markings within the Bus Interchange to improve overall safety of all users.

COUNCIL PROPOSAL

- (a) That Council approve 'No Parking' restrictions (6am-10am, 3pm-7pm) with 'Kiss and Ride' supplementary signs and 1/2P (10am-3pm) along Railway Parade north of station exit for four (4) car spaces
- (b) That Council approve 'No Parking' restrictions (6am-10am, 3pm-7pm) with 'Kiss and Ride' supplementary signs and 1/2P (10am-3pm) along West Parade outside Eastwood Park for four (4) car spaces.
- (c) That Council approve 'No Parking' restrictions (6am-10am, 3pm-7pm) with Kiss and Ride supplementary sign and 1/2P (10am-3pm) along West Parade outside Landmark Hotel for three (3) spaces.
- (d) That Council approve 'No Parking' restrictions (6am-10am, 3pm-7pm) with 'Kiss and Ride' supplementary signs and 1/2P (10am-3pm) within Bus Interchange at 90⁰ angle parking for five (5) spaces.
- (e) That Council approve 'Loading Zone' for two (2) parking spaces next to disabled parking spaces within Bus Interchange.
- (f) That Council approve edge line 2.5 metre wide within Bus Interchange on both sides.

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3****MORRISON ROAD AND PARRY STREET, PUTNEY**
Request for “Stop” control at intersection
File No: D12/73006

Council’s Traffic Engineer – Traffic and Governance report 16 October 2012**Summary Report**

Council has received correspondence from the office of the Hon. Duncan Gay MLC, Minister for Roads and Ports, requesting to investigate the existing intersection of Parry Street and Morrison Road, Putney because a resident has indicated that drivers do not obey the existing “Give Way” rules. At the above ‘T’ intersection eastbound traffic along Morrison Road has priority over eastbound traffic along Parry Street.

Consideration

A ‘Stop’ control at an intersection is applied when sight distance to approaching traffic is restricted. RMS guidelines indicate that for 50km/hr speed limit the required sight distance will be 90 metres. A situation diagram for sight distance is enclosed in **ATTACHMENT REPORT**.

A review onsite confirms that the vehicular sight distance at the intersection of Morrison Road and Parry Street is approximately 100 metres. It has been noticed that drivers in both directions speed across the intersection with out giving way or slow down to look left or right. Traffic volumes along Morrison Road and Parry Street have increased gradually during past few years.

To encourage driver compliance with the existing ‘Give Way’ controls it is recommended that the existing traffic controls be changed to a ‘Stop’ control with associated line marking and signs according to the RMS sign register. The ‘Stop’ controls will address the speeding along Parry Street and Morrison Road.

It is also recommended that temporary signs ‘Changed Traffic Condition’ be installed along Parry Street and Morrison Road for three (3) months.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported at the intersection of Morrison Road and Parry Street.

COUNCIL PROPOSAL

- (a) That Council approve the installation of “Stop” controls at the intersection of Parry Street and Morrison Road.
- (b) That Council approve the installation of ‘Changed Traffic Conditions’ signs along Morrison Road and Parry Street.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 4****PRINCES STREET, RYDE**
Request for No Stopping restrictions
File No: D12/76961 & D12/81475**Council's Traffic Engineer – Traffic and Governance report 18 October 2012****Summary Report**

Council has received correspondence from the Building Services Manager of Royal Rehabilitation Centre (RRC) requesting No Stopping signs along the exit driveway of RRC into Princes Street.

Two local residents have requested to restrict parking along the eastern side of Princes Street north of Morrison Road due to narrow width and parking on both sides restricts movement of traffic flow.

Consideration

Princes Street is local road with 6.6 metres width which will only allow one of lane traffic when cars are parked on both sides. Recently on-street parking demand has increased due to the construction activity of RRC.

Due to changes to internal traffic arrangements RRC has introduced exit only from the driveway access into Princes Street north of Morrison Road.

A number of on-site inspections were carried out to gauge parking behaviour in Princes Street just north of Morrison Road on the eastern side. It was found that a 150 metre long section of Princes Street could only facilitate a single trafficable lane which created congestion at the Morrison Road intersection. It has been suggested that parking restrictions on one side will open up traffic for two lanes and will eliminate congestion at the busy intersection of Morrison Road and Princes Street.

COUNCIL PROPOSAL

That Council approve 'No Stopping' on the eastern side of Princes Street for distance of 150m south of Morrison Road front of Royal Rehabilitation Centre.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5****CLARENCE STREET, NORTH RYDE****Request for 1P parking restrictions and No Right turn restrictions**

File No: D12/72254

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Council has received written correspondence from a local resident of Clarence Street, requesting 1P parking between 7am-6pm, No Right Turn restrictions in the peak hour, No Stopping signs and a reduced speed limit to 40km/hr.

Background

Council previously considered similar concerns about the traffic congestion and parking conditions in Warwick Street, a parallel street to Clarence Street, Pittwater Road, Blenheim Road and Cressy Road.

- Council at its meeting on the 4 December 2007 resolved to adopt the following recommendation in respect of the report titled "Warwick Street, North Ryde – Right Turn Restrictions", as follows:

That Council take no action to install right-turn restrictions at the intersection of Blenheim Road and Warwick Street.

- Council at its meeting on the 16 February 2010 resolved to adopt the following recommendation in respect of the report titled "Warwick Street, North Ryde (INTERIM REPORT) – Traffic and Parking Congestion", as follows:

That Council does not take any further actions in respect of traffic management measures for Warwick Street, North Ryde.

- Council at its meeting on the 18 March 2010 resolved to adopt the following recommendation in respect of the report titled "Warwick Street, North Ryde (INTERIM REPORT) – Traffic and Parking Congestion"

- (a) That the request for an additional Left Turn Lane at the Pittwater Road / Epping Road intersection, be referred to the RTA for investigation and advice to the Ryde Traffic Committee in due course.*
- (b) That Council write to STA requesting that the route option Gladesville, then Boronia Park, Pittwater Road to Epping Road be considered in a future upgrade to the local bus network.*
- (c) That Council does not consider traffic signals at the Cressy Road / Pittwater Road intersection.*

Consideration

Clarence Street is a local road under Council's Road Hierarchy with a nominal carriageway width of 7.5 metres (kerb to kerb).

Before giving consideration to the traffic management request traffic surveys recording traffic volume and the speed of vehicles are required in Clarence Street. Traffic surveys in Clarence Street were carried out in October 2012, after the school holidays to ensure that the counts are representative of the typical weekday traffic movements. The results of the traffic surveys are presented in the following table with previous counts in 2010.

Outside House No. 11 Clarence Street	17 April 2010– 24 April, 2010	29 October 2012 – 4 November 2012
7-day Average veh/day	477	570
5-day Average veh/day	608	738
85th Percentile Speed km/hr	49	54
Peak Hour Volume		
AM (8am -9am)	251	340
PM (4pm – 5pm)	18	15

Clarence Street traffic volumes has increased marginally but are within the environmental capacity standard of local roads. Clarence Street is within close proximity to Pittwater Road and Epping Road intersection which processes high volumes of traffic especially in peak times. Clarence Street is providing an alternate route to Pittwater Road and Epping Road intersection during the AM peak when traffic congestion is worst. Council has requested that the RTA consider improving the capacity on the Pittwater approach. Measures to mitigate traffic flow would therefore not be effective or transfer the traffic flow to adjacent street or inconvenience other resident's access.

- **Speed**

The measured 85th percentile speed is less than the speed limit of 50km/hr and is considered acceptable for a local road. Clarence Street is short, the horizontal alignment is straight with good visibility and the road gradient follows the steep terrain. The good visibility and steep gradient of the road may tend to encourage higher travel speeds. However the narrowness of the road and park vehicles is a deterrent to higher traffic speed.

- **Parking**

Currently commuters are parking in Clarence Street and are occupying on-street parking. Parking encroachments in or across a driveway is a traffic infringement. If motorists continue to obstruct Clarence Street resident's driveway accesses with their vehicles, Clarence Street residents should contact Council's rangers through Customers Service on 9952-8222 and request that Council's rangers take appropriate action to deter the illegal parking practice.

<i>Parking Occupancy Survey</i>			
Clarence Street, North Ryde			
Total Length (excluding No Stopping)	195 m		
Northern side		Southern side	

Total length excluding driveways & 'No Stopping'	160	Total length excluding driveways & 'No Stopping'	160
Total available number of parking spaces	23	Total available number of parking spaces	22
Northern side	25/10/2012	26/10/2012	31/10/2012
Morning	3	4	7
Noon	3	3	5
Afternoon	4	3	5
Avg % Occupancy	13%	13%	25%
Southern side	25/10/2012	26/10/2012	31/10/2012
Morning	4	3	6
Noon	4	3	5
Afternoon	4	4	6
Avg % Occupancy	18%	18%	27%
Total average northern side occupancy.	17%		
Total average southern side occupancy.	21%		
Total Average % Occupancy	19%		

These counter measures are considered where it can be demonstrated that there are ongoing and long-term impacts consistently over the normal week with parking utilisation greater than 80 percent. A formal parking survey was undertaken with results presented in the table above indicates occupancy less than 20%.

These measures are not favoured at this stage as past experience has shown that these measures will disadvantage or favour different residents and that resident would be split on a course of action.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported along full length of Clarence Street.

COUNCIL PROPOSAL

That Council not to proceed with 1P parking restrictions along Clarence Street and 'No Right Turn' restrictions at Blenheim Road intersection as both are not warranted.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 6****MALVINA STREET AND FORREST ROAD, RYDE****Request for “Kiss and Ride” outside school and ‘No Parking’ at cul-de-sac**

File No: D12/71670 & 71665

Council’s Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Council has received written correspondence from parents who sends their children to Ryde Secondary College, requesting a “Kiss and Ride” zone in Forrest Road along the school frontage.

Councillor George Simon has received representations from the residents at the end of Forrest Road for ‘No Stopping’ signs along the cul-de-sac to assist with circulation and manoeuvrability.

Consideration

The property is located at the bottom end of Forrest Road, opposite Ryde Secondary College. This particular property has its driveway located on the north side of the cul-de-sac. The diameter of the cul-de-sac was measured to be 7.7 metres and parking is unrestricted in the vicinity of the property.

The resident claims that during school drop up and pick up hours as well as when there are special functions on at the school, cars park in the cul-de-sac blocking the turning circle as well as impacting the residents ability to enter or exit their driveway with ease.

Other request received from parents of Ryde Secondary College requesting ‘Kiss and Ride’ facility outside school as many parents park in the middle of road and drop their children.

The Deputy Principal of Ryde College was consulted and she agreed for the Kiss and Ride spaces outside administration office for three spaces. The times agreed are 8am- 9am and 2.30pm-3.30pm. It has been agreed to change existing Kiss and Ride area along Malvina Street to include morning hour to facilitate parents to drop children safely on school side.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been one (1) non injury accident reported in Malvina Street.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	0	Not Applicable
2008	1	74
2009	0	Not Applicable
2010	0	Not Applicable

Note on "RUM" codes

>> RUM 74: Right Off Carriageway into object:

COUNCIL PROPOSAL

- a) That Council approve 'No Parking' along the annulus of cul-de-sac at the eastern end of Forrest Road, Ryde.
- b) That Council approve "No Parking" (8am-9am, 2.30pm-3.30pm, School Days) along Forrest Road outside school administration office for three (3) car parking spaces with 'Kiss and Ride' supplementary plates.
- c) That Council approve additional times (8am-9am) on the existing 'No Parking' signs along Malvina Street south of school access driveway.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 2**ITEM 7****VINCENTIA STREET, MARSFIELD****Request for restricted parking**

File No: (Help desk Ref: 4158)

Council's Traffic Engineer – Traffic and Governance report 16 October 2012**Summary Report**

Councillor Perram has received representations from residents of Vincentia Street requesting parking be restricted to one side of Vincentia Street due to the narrow carriageway.

Consideration

A number of on-site inspections were carried out to gauge parking behaviour in Vincentia Street, south east side of Curzon Hall (53 Agincourt Rd). Vincentia Street is a local road under Council's Road Hierarchy with a carriageway width of 8.1 metres wide (kerb to kerb). The street is 133 metre long and can facilitate 22 cars on the northern side and 20 cars on the south side of the street. There are 17 metres of "No Stopping" zone on both sides of the street from the tangent point at the intersection of Agincourt Road and Vincentia Street to maintain ease of movement.

Residents claim that when cars are parked on both sides of Vincentia Street only one lane is available for traffic. This creates a potential conflict point at the intersection of Agincourt Road and Vincentia Street which is 15 metres wide kerb to kerb. Fast turning vehicles from Agincourt Road create a risk of collision with cars exiting Vincentia Street.

Residents have requested that Council install parking restrictions on one side of Vincentia Street. Parking restrictions along Vincentia Street would impact on local community including school parents who use Vincentia Street for short term parking. Vincentia Street is short, the horizontal alignment is straight with good visibility and the road gradient follows the slight terrain. The good visibility and slight gradient of the road may tend to encourage higher travel speeds. However the narrowness of the road and parked vehicles is a deterrent to higher traffic speed.

To gauge extent of the parking intrusion reference is made to the following parking survey recently undertaken along the full length of Vincentia Street. This survey indicates an average utilisation rate of 44% through out a typical week.

Northern side of Vincentia Street	19/10/2012 (Friday)	23/10/2012 (Tuesday)	24/10/2012 (Wednesday)
Morning	11	15	13
Noon	8	16	10
Afternoon	2	5	7
Average number of Occupancy	7	12	10
Avg % Occupancy	32%	55%	45%
Southern side of Vincentia Street	19/10/2012 (Friday)	23/10/2012 (Tuesday)	24/10/2012 (Wednesday)
Morning	14	16	10

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Noon	7	13	9
Afternoon	5	3	4
Average number of Occupancy	8.7	10.7	7.7
Avg % Occupancy	43%	53%	38%

Above table indicates that there are safe gaps available along Vincentia Street for other direction traffic to pass safely.

COUNCIL PROPOSAL

That Council take no action on parking along Vincentia Street as the on-street parking utilisation is only 44%.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 8

HERBERT STREET, WEST RYDE
Request for parking restrictions
 File No: D12/ 63731

Council’s Traffic Engineer – Traffic and Governance report 16 October 2012

Summary Report

Council has received written correspondence from the residents of Herbert Street to review the existing on-street parking conditions along Herbert Street between Anzac Avenue and Hermitage Road especially in regard to long-term parking in the area.

Consideration

Herbert Street is a local road that connects Ryedale Road and Hermitage Road. There is unrestricted parking along full length and both sides of Herbert Street; with exception of three spots on the south west corner of the street. These spots have existing “2P 8am-6pm” restrictions to allow turn over of cars for the customers of local corner store. North side of Herbert Street contains one storey residential properties (Houses) where as majority of the south side holds apartment blocks. Residents of the north side claim that residents of the unit blocks and commuters are creating parking problems by permanently parking their vehicles on the north side of the street.

Residents have requested that Council install parking restrictions on the north side of Herbert Street between Anzac Avenue and Hermitage Road. Herbert Street between Anzac Avenue and Ryedale Road has short term parking on both sides.

To understand the extent of parking problems reference is made to the following parking survey recently undertaken along Herbert Street between Anzac Avenue and Hermitage Road. This survey indicates an average utilisation rate of 95% on north side of Herbert Street.

Northern side of Herbert Street	19/10/2012 (Friday)	23/10/2012 (Tuesday)	24/10/2012 (Wednesday)
Morning	14	14	13
Noon	14	14	13
Afternoon	13	12	13
Avg% (per day)	13.7	13.3	13.0
% Occupancy(per day)	97.6%	95.2%	92.9%

Southern side of Herbert Street	19/10/2012 (Friday)	23/10/2012 (Tuesday)	24/10/2012 (Wednesday)
Morning	13	10	13
Noon	15	13	13
Afternoon	13	11	13
Avg no. cars (per day)	13.7	11.3	13.0
% Occupancy(per day)	80.4%	66.7%	76.5%

Community consultation was also carried out with the affected households of seven (7) properties along the north side of Herbert Street between Anzac Avenue and Hermitage Road on 27 August 2012 for the concurrence of the proposed parking restrictions. Council has received responses from the residents. The results of the survey are summarised in the table below:

<i>Residents Survey</i>	<i>Number of Responses</i>
Support the proposed 2P parking (8am – 6pm, Mon – Fri) <i>fronting the residential properties on the north side of Herbert Street</i>	3
Status Quo (No change to existing unrestricted parking arrangements)	0
Undecided	0
Total properties surveyed along Herbert Street between Anzac Avenue and Hermitage Road	7

COUNCIL PROPOSAL

That Council approve ‘2P parking (8am – 6pm, Mon – Fri)’ on the north side of Herbert Street between Anzac Avenue and Hermitage Road.

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 9

WARRAWONG STREET, EASTWOOD
Request for 'No Stopping' along the inner radius bend
 File No: Help Desk (Ref: 3933)

Council’s Traffic Engineer – Traffic and Governance report 18 October 2012

Summary Report

Councillor Li has received representations from the residents regarding the reduced visibility in the inner radius of the bend where Warrawong Street meets Brush Road especially when cars are parked in the bend.

Consideration

In accordance with Australian Road Rules February 2008 section 193

A driver must not stop on or near a crest or curve on a length of road that is not in a built-up area unless:

- (a) The driver’s vehicle is visible for 100 metres to drivers approaching the vehicle and travelling in the direction of travel of traffic on the same side of the road as the vehicle; or*
- (b) The driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Australian Road Rules.*

Australian Road Rules also restrict parking within three metres of any double centre lines. Parked cars within the inner radius of the curve on Warrawong Street force vehicles travelling south on Brush Road to cross the double line in to the opposite carriage way. Parked vehicles also seriously impede site distance for drivers at the intersection of Warrawong Street meets Brush Road. Warrawong Street is also on a public bus route which complicates the situation even further. Although vehicles are not permitted to park where there are unbroken centre lines, there are currently no signs in place to reinforce the restrictions, and therefore no infringement notices have been issued.

A recent parking occupancy survey was conducted in Warrawong Street which reveals that on-street parking utilisation averages around 11% within the inner radius of the mentioned street. To better serve the need clear and safe sight distance, Council supports the introduction of “No Stopping” space at the eastern side/ inner radius of Warrawong Street.

Eastern side/ Inner radius of the Street		Western side/ Outer radius of the Street	
Total length excluding driveways & 'No Stopping'	112	Total length excluding driveways & 'No Stopping'	110
Total available number of parking spaces	18	Total available number of parking spaces	18

Eastern side/ Inner radius of the Street	19/10/2012 (Friday)	23/10/2012 (Tuesday)	24/10/2012 (Wednesday)
Morning	2	2	2
Noon	2	1	2
Afternoon	1	3	4
Avg No. car spaces	2	2	3
Avg % Occupancy	9%	11%	15%

Community consultation was also carried out with the affected households of ten (10) properties along the bend of Warrawong Street and Brush Road on 26 October 2012. Council has received favourable response from residents. The results of the survey are summarised in the table below.

<i>Residents Survey</i>	<i>Number of Responses</i>
Support the proposed “No Stopping”, along the inner radius bend as Warrawong Street meets Brush Road	5
Status Quo (No change to existing unrestricted parking arrangements)	0
Undecided	1
Total properties surveyed along Warrawong Street and Brush Road	9

COUNCIL PROPOSAL

That Council approves the ‘No Stopping’ along the inner radius of the bend where Warrawong Street meets Brush Road.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 10**

DENISTONE ROAD, EASTWOOD
No parking (Motor cycles excepted)
File No: D12/76961

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Council has received correspondence from a resident of Denistone Road, North Ryde, requesting the installation of 'No Parking (Motor cycles excepted)' for 4metres along the residential frontage to improve the sight lines at egress.

Consideration

Denistone Road is a local road under Council's Road Hierarchy. It connects to Ryedale Road on the northern end and Florence Avenue on the southern end. There is existing unrestricted parking on Denistone Road with parking line markings in place. The resident claims that the small nature strip in between their driveway and that of the adjacent property is not long enough to accommodate a medium size car with out the front of the car protruding over his driveway. This particular property has no internal turning bay available so residents are forced to reverse out of their driveway in to Denistone road.

Council investigation confirmed the space in between the two driveways is only 4.1 metres long which is less than the specified small car parking dimension (AS 2890.5). In order to improve the sight distance as residents reverse out of their driveway in the moderately busy road it is recommended that the small space in between the two driveways be converted to "No Parking (Motor cycles excepted)". This option will offer the residents a better visibility of the road as well as preserving much needed parking spots on Denistone Road.

COUNCIL PROPOSAL

That Council install 'No Parking (Motorcycle excepted)' signs for a length of 4 metres along Denistone Road, Eastwood outside property No.32.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 11

MIRIAM ROAD, WEST RYDE
No parking (Kiss and Ride)
 File No: D12/54864

Council’s Traffic Engineer – Traffic and Governance report 8 November 2012

Summary Report

The General Manager has received correspondence from a resident of West Parade, West Ryde, requesting the installation of ‘No Parking (Kiss and Ride)’ for 6 metres in length along the residential frontage of Miriam Road.

Consideration

West Parade and Miriam Road are local roads with kerb side parking and two travelling lanes. There is existing unrestricted parking on the both sides of Miriam Road and 1 P parking during business hours along West Parade between Miriam Road and Anthony Road.

Council investigation and observations confirms that there is no demand for drop off and pick along Miriam Road as the block of units have there own parking on site. There is turn over of cars along West Parade due to short term parking while Miriam Road has long term parking because it is unrestricted.

Council staff has carried out survey of parked cars and traffic flow along Miriam Road and results listed in following table.

Miriam Road traffic counts and parking survey				
Total length of Miriam Road between West Parade and Reserve Street				90 m
Parking spaces on north side				10 nos
Parking spaces on south side				8 nos
Date	Time	westbound	eastbound	Total
Friday, 9 Nov 2012	3pm - 4pm	50	63	113
Monday, 12 Nov 2012	12pm- 1pm	68	86	154
Tuesday, 13 Nov 2012	9am- 10am	75	96	171
Note: During survey periods it was observed that there were no drivers dropping or picking up any passengers along Miriam Road.				

Resident’s Comments:

Installation a “No parking” sign at the end of Miriam Road, at the cost of one commuter parking space is required to mitigate existing safety hazard to elderly pedestrians for drop off and pick up purposes.

At this stage, Council will monitor the parking situation and take no action on parking changes fronting the residential properties along Miriam Road which is unrestricted at present time.

COUNCIL PROPOSAL

That Council not to install 'No Parking (Kiss and Ride)' signs for a length of 6 metres along Miriam Road on the southern side as it is not warranted.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 12

PRICE STREET, RYDE
Request for Traffic Calming Devices
 File No: D12/75294

Council’s Traffic Engineer – Traffic and Governance – 18 October 2012

Summary Report

Council has received written correspondence from a local resident of Price Street requesting traffic calming and parking management measures in the street.

Consideration

Price Street is local road under Council’s Road hierarchy. Council officers have undertaken a traffic survey to determine traffic volumes and speed. The table below summarises the survey results were acquired in 2009 and 2012.

Price Street between Lane Cove Road and Kulgoa Avenue	24 February 2009 to 3 March 2009
7-DAY AVERAGE VEH/DAY	898
5-DAY AVERAGE VEH/DAY	916
85% SPEED KM/HR	53
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	91
PM (5PM – 6PM)	75

It should be noted that speed limit for all residential streets is 50 km/hr unless otherwise signposted. The results indicate that there is an incidence of speeding all residential streets during off peak hours.

The RMS Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr as the threshold figure that is desirable (the environmental goal) for a residential street. Price Street is well within the limit of an environmental goal set by the RMS.

To assist with mitigation the incidence of cars parking across or close to private access driveways, driveway delineation has been installed since 2009.

It is recommended to install edge line markings for parking on both sides and keeping 3 metres of travelling lanes in each direction. This will reduce speed of vehicles in both directions.

Accident History

An investigation of the Roads and Traffic Authority’s (RMS) accident database for the five (5) year period 2006 to 2010 indicates that there has been one (1) accident along Price Street.

Accident Year	No of Accidents	RUM Code
2006	1	81
2007	0	Not Applicable
2008	0	Not Applicable
2009	0	Not Applicable
2010	0	Not Applicable

Notes on “RUM” codes:

>> RUM 81: Off carriageway, left on right bend into parked object / parked vehicle.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures in Price Street as traffic data does not support their introduction.
- (b) That Council install edge lines for parking along Price Street on both sides and allow two (2) lanes of 3 metres width.
- (c) That NSW Police be requested to undertake surveillance in the area to encourage compliance with the posted speed limit for local roads.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 13****CRESSY ROAD, RYDE**
Request for "one way" traffic movement
File No: D12/75294

Council's Traffic Engineer – Traffic and Governance – 18 October 2012**Summary Report**

Councillor Maggio has received representations from a local resident of Cressy Road requesting to make Cressy Road between Victoria Road and Buffalo Road "one way" so that on-street parking can be considered for residents and visitors.

Consideration

Cressy Road between Victoria Road and Buffalo Road is 440 metres long and it is two way traffic and no parking on both sides due to its narrow width. (6.5m). Recently small section of Cressy Road was widened to accommodate buses outside Holy Cross College.

The following issues are considered relevant:

- Cressy Road is designated a "Collector" road in Council's road hierarchy. The RTA Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr as the threshold figure that is desirable (the environmental goal) for a residential street and 500veh/hr for a collector roads.
- The road closure or one way traffic option would have a negative impact on residents in the area and is not considered warranted for Cressy Road as it is main route for the Sydney buses to and from the bus depot along Buffalo Road. The main problems for making Cressy Road one way would be:
 - It is likely to be strongly opposed by local residents;
 - Accessibility to the local areas would be significantly affected;
 - An increase traffic load in surrounding streets; and
 - There would be pressure on Council to close other local roads as well.
 - RMS will require a complete traffic management plan for the proposed one way of Cressy Road
- In view of the favourable accident history and medium traffic volumes, it is considered that Council should take no further action to make Cressy Road between Victoria Road and Buffalo Road one way.

It is most likely that there would be strong objections to the proposed one way of Cressy Road by other local residents in the local precincts and by motorists. Council is not aware of community support to implement one way for Cressy Road. On the basis of the traffic flow volume and accident statistics, many streets in the City of Ryde are considered to be of higher priority than Lancaster Avenue.

There are few disadvantages with one way of a collector road.

- Possible shift of accidents, noise and air pollution from one road to other
- Increased traffic congestion on side streets
- Loss of the community of connecting routes
- Loss of alternative and emergency routes
- Unable to provide turning area
- Increased journey distance and travel time for local residents

Traffic Survey

A traffic survey as undertaken in December 2011 for Cressy Road between Victoria Road and Buffalo Road:

Duration	Cressy Road – December 2011
7-DAY AVERAGE VEH/DAY	6249
5-DAY AVERAGE VEH/DAY	6900
85% SPEED KM/HR	54.5
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	555
PM (5 - 6)	556

The traffic survey indicated that the traffic volumes in Cressy Road are within these threshold figures.

Any implementation of acceptable traffic changes would be restricted to roads with significant speeding and accident problems only. In case of Cressy Road there are no significant issues identified which will warrant any changes to the traffic flow and parking conditions.

It is recommended that no action be taken to make Cressy Road between Victoria Road and Buffalo Road one way as traffic survey data are collected is within environmental limits.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been four (4) non injury accidents reported in Cressy Road between Victoria Road and Buffalo Road.

Accident Year	No of Accidents	RUM Code
2006	2	32 and 21
2007	0	Not Applicable
2008	0	Not Applicable
2009	1	41
2010	1	71

Note on "RUM" codes

- >> RUM 21: Right Thru;
- >> RUM 32: Rear Left
- >> RUM 41: Leaving Parking
- >> RUM 71: Off Carriageway to Left

COUNCIL PROPOSAL

That Council take no action to make Cressy Road between Victoria Road and Buffalo Road 'one way' in the northerly direction.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 14****SHAFTSBURY ROAD AND PERKINS STREET, EASTWOOD****Review of left turn traffic**

File No: DESK HELP: 4241

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Councillor Perram has received representations from a local resident of Shaftsbury Road requesting that a painted blister be installed the intersection of Shaftsbury Road and Perkins Street.

Consideration

Perkins Street near Shaftsbury Road is approximately 7.5 metres wide and Shaftsbury Road is 8.5 metres wide. Recently installed rumble bar has regulated the traffic at the intersection of Shaftsbury Road and Perkins Street. A requested painted median for left turning vehicles will not reduce speed of traffic turning left.

The recent observation on 6 November 2012 and 7 November 2012 indicated that the traffic volumes in Shaftsbury Road are medium but very few cars turn into Perkins Street. It has been noted that intersection of Sluman Street and Shaftsbury Road is also T intersection. It has been noticed that the majority of cars turn slowly due to new rumble bars installed recently.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. In case of Perkins Street there are no significant issues identified which will warrant any traffic calming at present time.

It is recommended that the no action be taken to introduce traffic calming facilities at the intersection of Shaftsbury Road and Perkins Street as Council has installed a strip of rumble bars in Perkins Street at Shaftsbury Road.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been one (1) accident reported in Shaftsbury Road at Perkins Street. The right turning vehicle was involved in the crash in 2009.

COUNCIL PROPOSAL

That Council take no action to install painted blister along Perkins Street at the intersection of Shaftsbury Road as current data does not support any changes at this intersection.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 15****MALVINA STREET AND FORREST ROAD, RYDE**
Request for marked pedestrian crossing
File No: D12/70043

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Council has received representations from the parents who send their children to Ryde Secondary College requesting that a pedestrian crossing be installed along Malvina Street and Forrest Road outside school.

Background

Malvina Street and Forrest Road are classified as local roads and both are no through roads. The RMS's Supplement Guide to Traffic Management, Part 6, and Section 8 of the Austroads requires the numerical warrants to be met for Pedestrian Crossing.

In summary, under 'normal' conditions the following applies for a Pedestrian Crossing (RMS 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.*

Consideration

The Ryde Secondary College is located on the eastern side of Malvina Street just north of Buffalo Road and it has entrance along Forrest Road which is cul de sac.

Malvina Street is 10.8 wide kerb to kerb along school frontage and 8.5 metre wide between property No's 1 Malvina Street and 133 Buffalo Road near Buffalo Road. Forrest Road is similar width with 90⁰ parking along the school frontage. Both above roads are No through roads and only local traffic travel along these roads.

There is no desired path of travel by children along both roads as parents drop their children on the opposite side of school on both roads and children cross the street when it is safe to cross. Observations during morning and afternoon indicate that if there are set area for 'Kiss and Ride' along the frontage of school on both roads. The Principal of The Ryde Secondary College be requested to inform parents about safety of their children and other children by abiding road rules through their news letter.

Traffic surveys were undertaken on 30 October 2012 and 31 October 2012, identified the following pedestrian and vehicle movements, which are summarised in the following tables:

1. Malvina Street near school main entrance				
<i>Vehicles</i>	8am-9am	PV	2.30pm-3.30pm	PV
30 Octo 2012 (Tue)	230	7130	340	14620
31 Octo 2012 (Wed)	265	9275	370	12950
<i>Pedestrians</i>	8am-9am		2.30pm-3.30pm	
30 Octo 2012 (Tue)	31		43	
31 Octo 2012 (Wed)	35		35	

2. Forrest Road near entrance of school				
<i>Vehicles</i>	8am-9am	PV	2.30pm-3.30pm	PV
30 Octo 2012 (Tue)	154	3850	125	2750
31 Octo 2012 (Wed)	165	5610	146	3942
<i>Pedestrians</i>	7am-8am		5pm-6pm	
30 Octo 2012 (Tue)	25		22	
31 Octo 2012 (Wed)	34		27	

Note: Children were crossing both roads morning and evening at different locations.

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.

It also fails to satisfy the special warrants conditions. 'Special Warrants' condition for Children or Elderly where warrants states product of PV is greater than or equal to 45,000 (but less than 60,000).

Several inspections by Council staff have indicated that there are no signs indicating children in the area on both frontage of school. It has been suggested that children warning signs be installed along Malvina Street and Forrest Road to warn drivers. Also it was noticed that Malvina Street is 11 metre wide and there are no markings. It has been suggested that an edge line marking be installed along Malvina Street between Forrest Road and school driveway access which will reduce speed of vehicles.

Traffic Survey

A traffic survey as undertaken in October and November 2012 along Malvina Street and Forrest Road are summarised in following tables:

Duration	Malvina Street 29 October 2012 – 4 November 2012
7-DAY AVERAGE VEH/DAY	899
5-DAY AVERAGE VEH/DAY	1080
85% SPEED KM/HR	48.5
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	152
PM (3 - 4)	39

Duration	Forrest Road 29 October 2012 – 4 November 2012
7-DAY AVERAGE VEH/DAY	202
5-DAY AVERAGE VEH/DAY	238
85% SPEED KM/HR	38
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	80
PM (5 - 6)	17

The traffic survey indicated that the traffic volumes in both roads are within these threshold figures.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been one (1) non injury accident reported in Malvina Street.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	0	Not Applicable
2008	1	74
2009	0	Not Applicable
2010	0	Not Applicable

Note on "RUM" codes

>> RUM 74: Right Off Carriageway into object:

COUNCIL PROPOSAL

- (a) That Council not proceed with the installation of pedestrian crossing along Malvina Street and Forrest Road outside Ryde Secondary College as the RMS warrants are not met.
- (b) That Council approve children warning signs along Malvina Street and Forrest Road frontage of Ryde Secondary College.
- (c) That Council approve edge line markings along Malvina Street (wider section) between Buffalo Road and Forrest Road.
- (d) That Council write to the Principal of Ryde Secondary College to publicise 'Kiss and Ride' areas along Forrest Road and Malvina Street through the college news letter.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 16****COX'S ROAD, NORTH RYDE**
Proposal for kerb blisters
File No: D12/67669

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

A concept plan detailing traffic calming devices (kerb blisters) along Cox's Road is submitted for the committee's technical approval.

Background

This matter has been tabled in 27 September 2012, Ryde Traffic Committee (RTC) meeting and Council adopted following recommendation.

That this matter be referred back to the Traffic Committee with a report on traffic calming devices (kerb blisters) which could be implemented at the intersections at Hartford and Jopling Streets with Cox's Road

Consideration

- Plans detailing with the project specifics at each location of improvements are detailed in the **ATTACHMENT REPORT** for the review/consideration by the members of the Ryde Local Traffic Committee. The proposed kerb blisters along Cox's Road will reduce speed of traffic in both directions.

Community Consultation

Directly affected properties/businesses and Chamber of Commerce within Eastwood will be notified regarding the project prior to the construction of all above listed works.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the five (5) year period 2006 to 2010 indicates that there have been no accidents reported on the section of Cox's Road between Blenheim Road and Cressy Road.

COUNCIL PROPOSAL

Council approve the concept proposal for traffic calming along Cox's Road between Blenheim Road and Cressy Road and list the project for future funding subject to future budget consideration of capital works.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 17****ROWE STREET, EASTWOOD****Black Spot Program 2012/2013 – Black Length**File Ref: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 19 October 2012**Summary Report**

Council is tabling the Black Length design concept for Rowe Street for technical approval of the proposed traffic management measures under the 2012/13 Black Spot program.

The Black Length treatment will target traffic incidents along Rowe Street that over time should minimise future incident risk.

Consideration

Plans detailing with the project specifics at each location of improvements are detailed in the **ATTACHMENT REPORT** for the review/consideration by the members of the Ryde Local Traffic Committee. The Traffic Management measures prepared to remediate the locations of 'Black Length' along Rowe Street are as follows:

- Raise existing pedestrian crossing
- Provide kerb blisters
- Install regulatory and warning signs
- Install curve warning signs

Community Consultation

Directly affected properties/businesses and Chamber of Commerce within Eastwood will be notified regarding the project prior to the construction of all above listed works.

COUNCIL PROPOSAL

That Council supports the proposed traffic management measures along Rowe Street as per drawings for Nation Building Blackspot Program (Concept Design) which are detailed in the Ryde Traffic Committee **ATTACHMENT REPORT**.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 3

ITEM 18

KINGS ROAD AT BRABYN STREET & HENDERSON STREET, DENISTONE EAST
Request for roundabouts
 File No: D12/72106

Council’s Traffic Engineer – Traffic and Governance report 25 October 2012

Summary Report

Councillor Terry Perram has received representations from the local community to provide additional safety measures in the form of ‘roundabouts’ at the intersections of Kings Road and Brabyn Street/ Henderson Street.

Consideration

Kings Road is a collector road under Council’s Road Hierarchy and is approximately 9 metres wide (kerb to kerb). There is an existing pedestrian crossing on Kings Road between Brabyn Street and Henderson Street.

Council has undertaken a traffic survey along Kings Road and tables below summarise the findings of the survey:

Kings Road Between Brabyn Street and Henderson Street	31 October 2012 to 6 November 2012
7-DAY AVERAGE VEH/DAY	2,446
5-DAY AVERAGE VEH/DAY	2,737
85% SPEED KM/HR	54
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	311
PM (5PM – 6PM)	234

Kings Road Between Henderson Street and Russell Street	31 October 2012 to 6 November 2012
7-DAY AVERAGE VEH/DAY	1,996
5-DAY AVERAGE VEH/DAY	2,110
85% SPEED KM/HR	57
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	166
PM (5PM – 6PM)	287

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been one (1) non injury accident reported at the intersection of Kings Road and Henderson Street.

Accident Year	No of Accidents	RUM Code
2006	1	40
2007	0	Not Applicable
2008	0	Not Applicable
2009	0	Not Applicable
2010	0	Not Applicable

Note on "RUM" codes

>> RUM 40: U Turn;

An examination of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been no accident reported at the intersection of Kings Road and Brabyn Street.

COUNCIL PROPOSAL

- (a) That Council do not approve the installation of roundabouts at the intersections of Kings Road and Brabyn Street/ Henderson Street at this point due to low accident reports.
- (b) That Council monitor the traffic conditions in Kings Road and further report be tabled at the Traffic Committee in six (6) months time.
- (c) That NSW police be requested to under take surveillance in the area to encourage compliance with the posted speed limit for local roads.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
 Traffic Engineer – Traffic & Governance

Harry Muker
 Section Manager - Traffic & Governance

Nina Fard
 Contract Traffic Engineer – Traffic & Governance

Terry Dodds
 Group Manager – Public Works

SECTION 6

ITEM 19

ADA STREET, FLINDERS ROAD, SMALLS ROAD, BARINGA STREET, TREVITT ROAD, NORTH RYDE
Request for review of traffic conditions (traffic flow)
 File No: D12/44114

Council’s Traffic Engineer – Traffic and Governance report 22 October 2012

Summary Report

Council has received correspondence from residents of North Ryde requesting a review of traffic conditions in Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road with a view of implementing measures to reduce traffic volumes.

Consideration

Milroy Street has a carriageway width of 7 metres and on-street parking on both sides of the street and acts as a ‘pseudo’ collector road during peak periods. A recent observation reveals that on-street parking occupancy is less than 50%.

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 300 veh/hr desirable and maximum 500 veh/hr environmental goal for a collector roads. The peak hour volume is within the environmental capacity limits for a collector road and should be monitored over the next six (6) months to ensure that there is no significant deterioration in the residential amenity.

Traffic Survey

Traffic survey undertaken in August 2012 along Milroy Street and summarised as follows:

Duration	MILROY ST
7-DAY AVERAGE VEH/DAY	1165
5-DAY AVERAGE VEH/DAY	1321
85% SPEED KM/HR	56.5
Morning peak - (8-9), (Two-way)	470
Evening peak - (5-6), (Two-way)	210

Recent traffic counts data for Ada Street, Baringa Street, Trivett Road, Flinders Road and Smalls Road are shown below.

Ada Street between Mavis Street and Ford Street	31 October 2012 to 4 November 2012
7-DAY AVERAGE VEH/DAY	1,234
5-DAY AVERAGE VEH/DAY	1,400
85% SPEED KM/HR	54

PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	75
PM (5PM – 6PM)	306

Flinders Road, Midblock	31 October 2012 to 4 November 2012
7-DAY AVERAGE VEH/DAY	Data to be presented at the Traffic Committee
5-DAY AVERAGE VEH/DAY	
85% SPEED KM/HR	
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	
PM (5PM – 6PM)	

Smalls Road between Santa Rosa Avenue and Neville Street	31 October 2012 to 4 November 2012
7-DAY AVERAGE VEH/DAY	3,154
5-DAY AVERAGE VEH/DAY	3,558
85% SPEED KM/HR	45
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	213
PM (5PM – 6PM)	550

Baringa Street, Midblock	31 October 2012 to 4 November 2012
7-DAY AVERAGE VEH/DAY	973
5-DAY AVERAGE VEH/DAY	1,080
85% SPEED KM/HR	57
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	95
PM (5PM – 6PM)	175

Trevitt Road between Pine Street and Leslie Street	31 October 2012 to 4 November 2012
7-DAY AVERAGE VEH/DAY	295
5-DAY AVERAGE VEH/DAY	299
85% SPEED KM/HR	52
PEAK HOUR VOLUME (bi-directional)	

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AM (8AM – 9AM)	17
PM (5PM – 6PM)	36

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2007 and 2011 indicates that there have been no accidents reported in Milroy Street.

COUNCIL PROPOSAL

- (a) That Council not approve traffic calming measures along Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road at present.
- (b) That Council monitor the traffic conditions in Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road and further report be tabled at the Traffic Committee in six (6) months time.
- (c) That NSW police be requested to under take surveillance in the area to encourage compliance with the posted speed limit for local roads.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 20**

WICKS ROAD, NORTH RYDE
Request for 'KEEP CLEAR' line marking
File No: D12/76961

Council's Traffic Engineer – Traffic and Governance report 18 October 2012**Summary Report**

Council has received correspondence from a resident of Cam Street, North Ryde, requesting the installation of KEEP CLEAR line marking on the intersection of Wicks Road and Beatrice/ Barr Street, respectively.

Consideration

Wicks Road is a collector road and has high traffic volume. Residents have difficulty turning left from Beatrice and Barr Street into Wicks Road. As per the mentioned guideline below, only "DO NOT QUEUE ACROSS INTERSECTION" sign in Wicks Road ahead of Spooner Place for left hand turn at the intersection can be approved.

RMS supplementary guideline on Delineation, Section 9 'Messages of pavements' states the following:

"9.3.2.3 Warrants for use

When considering the use of 'KEEP CLEAR' pavement markings, the following must be observed:

The markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to road geometry.

The markings must NOT be provided to allow vehicles to turn left from a side street or car park. 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area. In this situation the soft option of erecting an advisory 'DO NOT QUEUE ACROSS INTERSECTION (G9-237) sign should be considered."

Traffic surveys were carried out at the intersection of Wicks Road and Beatrice/ Barr Street. Results of the peak hour summary have been tabled in the next page. Raw data, hourly summary and intersection diagrams have been included in the **ATTACHMENT REPORT**.

Location: 1 Barr Street, movement into Wicks Road
Day/Time: Tuesday 23rd Oct to Thu, 25th Oct 2012-11-08
Weather: Fine
Description: Intersection Counts

Peak Hour Summary													
		Tue, 30 th Oct 2012				Wed, 31 st Oct 2012				Thu, 1 st Nov 2012			
Approach		Turn Left		Turn Right		Turn Left		Turn Right		Turn Left		Turn Right	
Time Period		Cars	Total	Cars	Total	Cars	Total	Cars	Total	Cars	Total	Cars	Total
8:00 am	9:00 am	73	75	3	3	69	70	5	5	66	68	5	5

Grand Total: 226

Location: 2 Beatrice Street, movement into Wicks Road
Day/Time: Tuesday 23rd Oct to Thu, 25th Oct 2012-11-08
Weather: Fine
Description: Intersection Counts

Peak Hour Summary													
		Tue, 30 th Oct 2012				Wed, 31 st Oct 2012				Thu, 1 st Nov 2012			
Approach		Turn Left		Turn Right		Turn Left		Turn Right		Turn Left		Turn Right	
Time Period		Cars	Total	Cars	Total	Cars	Total	Cars	Total	Cars	Total	Cars	Total
8:15 am	9:15 am	18	19	6	6	29	30	9	9	38	39	10	10

Grand Total: 113

Above tables indicate that the warrants for Keep Clear are not met at both intersections in accordance with the technical directory. It is suggested that “DO NOT QUEUE ACROSS INTERSECTION (G9-237)” signs be installed instead.

COUNCIL PROPOSAL

- (a) That Council install “DO NOT QUEUE ACROSS INTERSECTION” signpost on Wicks Road at the Barr Street intersection.
- (b) That Council install “DO NOT QUEUE ACROSS INTERSECTION” signpost on Wicks Road at the Beatrice Street intersection.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 21****GANNET STREET, GLADESVILLE**
Review of traffic flow and parking (FINAL REPORT)
File No: D12/10429

Council's Traffic Engineer – Traffic and Governance report 30 October 2012**Summary Report**

This final report provides the Committee with update of further actions undertaken by Council to improve both traffic flow and parking conditions within Gannet Street.

Background

This matter has previously been tabled in 2 May 2012 and 27 September 2012 Ryde Traffic Committee (RTC) meeting and further review was recommended in the previous RTC meeting.

Council at the meeting on 6 November 2012 resolved as follow:

That Council adopt the following recommendations in relation to the report titled "GANNET STREET, GLADESVILLE" - Request traffic flow and parking as follows:

- i. As an interim measure subject to TMP approval that a 'No Right Hand Turn sign' be erected on Pittwater Road into Gannet Street.*
- ii. That this matter be further investigated. A set of questions will be framed for review by residents to ensure a holistic approach is undertaken prior to referral to the (technical) investigator/entity.*
- iii. A further report to be submitted to this committee with the results of the investigation.*

Council has investigated the issue with further community consultation (questions framework) and incorporated the community views in this final report.

Consideration

Post 27 September 2012 Ryde Traffic Committee (RTC) meeting, Council undertook 3rd phase of community consultation which included questions framework. There were more than fifty percent (50%) responses. The following questions were asked as part of the framework questionnaire.

Q1: Do you want Gannet Street to be "One-Way"?

The majority of the responses received were not in favour for Gannet Street to be 'One-Way' Street and Council is not in the position to support for Gannet Street to be made one-way at this stage.

Q2: Do you want time restricted parking along Gannet Street? “

The majority of the responses received were not in favour for Gannet Street to be restricted parking Street which is consistent with the previously undertaken parking options survey in September 2012 and Council is not in the position to support for restricted parking in Gannet Street at this stage.

Q3: Do you want to restrict vehicle access into Gannet Street from Pittwater Road?

The majority of the responses received were in favour for vehicle access into Gannet Street from Pittwater Road into Gannet Street to be restricted parking Street which is consistent with the previously undertaken traffic management options survey undertaken in September 2012.

Q4: Do you want improved pedestrian access across Gannet Street at the Pittwater Road intersection (example zebra crossing)?

The majority of the responses received were in favour for improved pedestrian access across Gannet Street at the Pittwater Road intersection.

Q5: Do you want right-hand-turn access to Woolworths and Harris farm supermarkets from Pittwater Road?”

The majority of the responses received were in favour for right-turn access to Woolworths and Harris farm supermarkets from Pittwater Road.

Council engaged external Traffic Consultant (Bitzios Consulting) to undertake Road Safety Audit to look at the existing traffic and road conditions at Pittwater Road/Gannet Street intersection.

Traffic consultant findings were that it is not feasible to remove the existing median and allow the access into Harris Farm and Woolworths Metro due to conflicts issues which are listed below. The road safety audit is attached to the **ATTACHMENT REPORT**.

Section 3.1.3 from Road safety audit is as follows:

“Removal of Pittwater Road Median Strip

We understand that a recent survey of Gannet Street residents revealed a strong preference for the median strip across the shops’ access driveways to be removed, thus allowing southbound right turns to the shops’ on-site car parks (and eastbound right turns from the car parks). Such removal would not be acceptable from a road safety perspective because the driveways are directly adjacent to one another, and there would be dangerous conflicts between entering and exiting vehicles. For example, a vehicle turning right from the Woolworths driveway could collide with a vehicle turning left from the Harris Farm driveway. “

A survey for the number of right hand turns from Pittwater Road to Gannet Street was submitted to May’s traffic committee meeting, results are tabulated bellow

Time Period – Friday 24 Feb 2012			U Turns	Right Hand Turns Counts
			Cars	Cars
8:00	to	9:00	1	1
9:00	to	10:00	4	19

10:00	to	11:00	-	8
11:00	to	12:00	-	27
12:00	to	13:00	1	10
13:00	to	14:00	3	10
14:00	to	15:00	5	12
15:00	to	16:00	6	12
16:00	to	17:00	6	11
17:00	to	18:00	3	12
Grand Total			29	122

Time Period – Saturday 25 Feb 2012			U Turns	Right Hand Turns Counts
			Cars	Cars
8:00	to	9:00	1	8
9:00	to	10:00	1	12
10:00	to	11:00	5	14
11:00	to	12:00	9	20
12:00	to	13:00	4	18
13:00	to	14:00	6	7
14:00	to	15:00	4	5
15:00	to	16:00	5	7
16:00	to	17:00	5	6
17:00	to	18:00	6	10
Grand Total			46	107

A second set of surveys was undertaken in October to show the number of right hand turns from Pittwater Road to Gannet Street as well as the number of 3 point turns in the street. Results of these surveys are as follows:

Time Period – Wednesday 24 Oct 2012			U Turns	Right Hand Turns Counts
			Cars	Cars
8:00	to	9:00	6	5
9:00	to	10:00	12	12
10:00	to	11:00	10	10
11:00	to	12:00	12	12
12:00	to	13:00	20	19
13:00	to	14:00	12	12
14:00	to	15:00	12	12
15:00	to	16:00	14	14
16:00	to	17:00	21	21
17:00	to	18:00	18	18
Grand Total			137	135

Time Period – Thursday 25 Oct 2012			U Turns	Right Hand Turns Counts
			Cars	Cars
8:00	to	9:00	6	9
9:00	to	10:00	12	8
10:00	to	11:00	10	11
11:00	to	12:00	28	13
12:00	to	13:00	17	26
13:00	to	14:00	25	13
14:00	to	15:00	24	13
15:00	to	16:00	19	16
16:00	to	17:00	18	14
17:00	to	18:00	19	29
Grand Total			178	152

Time Period – Saturday 27 Oct 2012			U Turns	Right Hand Turns Counts
			Cars	Cars
8:00	to	9:00	12	9
9:00	to	10:00	16	12
10:00	to	11:00	20	22
11:00	to	12:00	27	26
12:00	to	13:00	26	18
13:00	to	14:00	27	17
14:00	to	15:00	22	18
15:00	to	16:00	28	8
16:00	to	17:00	29	14
17:00	to	18:00	27	22
Grand Total			238	166

Recent traffic counts data for Gannet Street are shown bellow.

Gannet Street, Midblock	24 October 2012 to 30 October 2012
7-DAY AVERAGE VEH/DAY	315
5-DAY AVERAGE VEH/DAY	313
85% SPEED KM/HR	34
PEAK HOUR VOLUME (bi-directional)	
AM (8AM – 9AM)	16
PM (5PM – 6PM)	31

Traffic surveys were undertaken on 14 November 2012 and 15 November 2012, identified the following pedestrian and vehicle movements, which are summarised in the following tables:

1. Gannet Street near Pittwater Road intersection				
<i>Vehicles</i>	8am-9am	PV	2.30pm-3.30pm	PV
14 Nov 2012 (Wed)	25	1025	34	1020
15 Nov 2012 (Thur)	11	330	21	861
<i>Pedestrians</i>	8am-9am		2.30pm-3.30pm	
14 Nov 2012 (Wed)	41		30	
15 Nov 2012 (Thur)	30		41	

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.

It also fails to satisfy the special warrants conditions. ‘Special Warrants’ condition for Children or Elderly where warrants states product of PV is greater than or equal to 45,000 (but less than 60,000).

Subsequent to the surveys above, Council staff on the 14 November 2012 circulated a further survey (refer to **ATTACHMENT REPORT**) related to “long-term” traffic management options for Gannet Street. It is anticipated that results from the further survey will be tabled at the Traffic Committee meeting.

COUNCIL PROPOSAL

To be discussed at the Committee meeting.

RECOMMENDATION:

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
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