

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 26 July 2012	Page 1 of 31
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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 26 July 2012	Page 1 of 31
File No:	COR2009/206 –D12/54407	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

TABLE OF CONTENTS

SECTION 3	Parking Restrictions and Statutory Requirement	
	ITEM 1	Higginbotham Road, Gladesville
	ITEM 2	Ryde Eisteddfod - 2012
	ITEM 3	Rowe Street, Eastwood
SECTION 6	Traffic Facilities	
	ITEM 4	High Street, Gladesville
	ITEM 5	Norma Ave, Wishart Ave, Eastwood
	ITEM 6	Morrison Road and Charles Street, Putney
	ITEM 7	Lansdowne Street, Eastwood
	ITEM 8	Bridge Road, North Ryde
	ITEM 9	Church Street, Ryde
	ITEM 10	Twin Road, East Ryde
	ITEM 11	Brendon Street, North Ryde
SECTION 9	Work Zones	
	ITEM 12	Fourth Avenue, Denistone
	Traffic Management	
SECTION 11	ITEM 13	Temporary Road Closure – Waterview Street
	ITEM 14	Spring Cycle 2012

SECTION 3**ITEM 1****HIGGINBOTHAM ROAD, GLADESVILLE**
Request for disabled parking space
FILE REF: D12/32091

Council's Traffic Engineer – Traffic and Governance report 25 June 2012**Summary Report**

Council has received written correspondence from the resident at 88 Higginbotham Road, Gladesville for an on-street disabled parking space outside the property. The resident is elderly and confined to a wheel chair. The resident's daughter advised that it is very difficult for carer's to manoeuvre the wheel chair "to and from" a vehicle parked on-site because the driveway gradient is steep and there is restricted access to convenient on-street parking outside the property because of the high demand for on-street parking at this location.

Consideration

Higginbotham Road is collector road and has unrestricted parking on the southern side near this property except at the bus stop.

The Australian Road Rules permit the establishment of prescribed parking zones such as disabled parking zones on public roads. A disabled parking zone is identified by the use of the R5-1-3 sign.

The current practice is to provide on-street disabled parking space where it can be verified:

1. manoeuvrability on-site is difficult because of steep access gradients
2. there is a high demand for on-street parking
3. the applicant provides a current medical certificate or similar
4. the warrant for the disabled parking zone is reviewed annually by Council's Traffic Engineer.

Council staff have inspected the property access and confirmed that wheel chair access up and down the driveway would be difficult.

A parking occupancy survey was undertaken in Higginbotham Road near the property No 88 which confirms 90% occupancy (Refer to **ATTACHMENT REPORT**).

The resident has provided sufficient evidence of their disability and has disabled parking permit.

Under these circumstances the disabled parking space is considered warranted.

It has been recommended to install a disabled parking space 6 metre in length along the frontage of No. 88 Higginbotham Road after consulting the resident and it should be reviewed annually. This would allow a resident to park safely as her driveway access is unsafe.

COUNCIL PROPOSAL

- (a) That Council approves the installation of the 6m long Disabled Parking Zone along frontage of No.88 Higginbotham Road, Gladesville with the location to determined on-site with the applicant, with associated regulatory sign posting.
- (b) The warrant for the disabled parking space along Higginbotham Road outside property No. 88 is to be reviewed annually.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2****BLAXLAND ROAD AND PARKES STREET, RYDE
Ryde Eisteddfod - 2012
FILE NO: D12/41698****Council's Traffic Engineer – Traffic and Governance report 25 June 2012****Summary Report**

Council has received written correspondence from the Ryde Eisteddfod committee regarding the Eisteddfod festival on 30, 31 July 2012 and 6, 7 August 2012. The organisers have requested that a temporary bus zone be provided in Blaxland Road and Parkes Street behind the Civic Centre.

Background

The Ryde Eisteddfod was held at Civic Centre in 2010 and 2011 and there were "no issues" with the temporary arrangements for "bus parking" along Parkes Street and Blaxland Road.

Consideration

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

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

It is recommended that a length of 60 metres be made available for a temporary "Bus Zone" which will accommodate three (3) buses in Blaxland Road on the events days, 30, 31 July 2012 and 6, 7 August 2012. An additional Bus Zone of 60 metres can also be provided on Parkes Street (northern side) adjacent to Council's lower level car park.

COUNCIL PROPOSAL

- (a) That Council install a temporary "Bus Zone" for a length of 60 metres on the western side of Blaxland Road, north of Council's car park entry, on the 30, 31 July 2012 and 6, 7 August 2012.
- (b) That a length of 60 metres on the northern side of Parkes Street, adjacent to the Council car park be designated as a temporary "Bus Zone" on the 30, 31 July 2012 and 6, 7 August 2012.
- (c) That an area on the southern side of Parkes Street, from Belmore Street to Lee Avenue be designated as "No Parking" (Drop-off and Pick-up) on 30, 31 July 2011 and 6, 7 August 2012.
- (d) That the adjoining property owners and businesses be notified of the temporary bus zones in Blaxland Road and Parkes Street, on these days.

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 2**ITEM 3**

ROWE STREET, EASTWOOD
Loading Zone (Time Restrictions)
FILE REF: D12/47349

Council's Traffic Engineer – Traffic and Governance report 25 June 2012**Summary Report**

Councillor Li has received representations from the business owners of the Eastwood area to consider that existing loading zone in Rowe Street outside the Masonic Centre be converted to a timed loading zone to create an additional parking space for town centre patrons.

Consideration

It has been observed that the parking is in very high demand in western side of Rowe Street near the intersection of Rowe Street and The Avenue near Eastwood Plaza.

It has been suggested that the existing Loading Zone shall be amended to allow after hours parking for customers.

Consultation

This matter has been discussed and a survey letter has been distributed to the affected businesses in the vicinity of existing loading zone near Eastwood Plaza including Eastwood Chamber of Commerce for their concurrence.

Majority of business managers stated that the change of time is out of their business hours and will not affect their businesses. The President of Eastwood Chamber of Commerce has not raised any issue with proposed changes to the existing Loading Zone in Rowe Street.

It is recommended that the Loading Zone parking restrictions be changed at the intersection of Rowe Street and The Avenue from (6:00 am to 6:00 pm, Mon- Sun). Outside these times, parking will be available to the general public.

COUNCIL PROPOSAL

That Council approve change in operating times of the existing loading zone along Rowe Street outside the Masonic Centre to 6am to 6pm, Mon – Sun.

RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 4

HIGH STREET AND WESTMINSTER ROAD, GLADESVILLE
Review of traffic flows
 FILE NO: D12/48699

Council’s Traffic Engineer – Traffic and Governance report 28 June 2012

Summary Report

Councillor Tagg has received representations from the resident of High Street to investigate traffic volumes in High Street and Westminster Road and introduce traffic calming to reduce bypassing traffic. The resident has indicated that since the roundabout at High Street was constructed more traffic use High Street and Westminster Road.

Consideration

In establishing warrants for traffic management measures in established residential areas, a daily traffic volume greater than 2500 vehicles/day has often been used as criteria. The RMS Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr is the environmental goal for a residential street.

Traffic Survey

A traffic survey as undertaken in June 2012 for High Street and Westminster Road between Pittwater Road and Thompson Street.

Duration	High Street west of Pittwater Road June 2012	Westminster Road between High Street and Thompson Street June 2012
7-DAY AVERAGE VEH/DAY	676	655
5-DAY AVERAGE VEH/DAY	669	652
PEAK HOUR VOLUME	TWO WAY	TWO WAY
AM (8 - 9)	53	53
PM (5 - 6)	64	64

The results of the traffic survey confirm that traffic volumes in High Street and Westminster Road are within environmental goal.

It is recommended that the no action be taken to introduce traffic calming facilities in High Street and Westminster Road as traffic volumes are within environmental capacity limits for a local road.

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been three (3) accidents reported in High Street between Pittwater Road and Westminster Road. There was no incidence reported along Westminster Road north of Thompson Street.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	1	10
2008	1	10
2009	1	71
2010	0	Not Applicable

Note on “RUM” codes

- >> RUM 10: Cross traffic;
- >> RUM 71: Left Off Carriageway into Object;

COUNCIL PROPOSAL

That Council do not introduce any traffic calming measures in High Street and Westminster Road at present time as traffic volumes are within environmental limits set by Roads and Maritime Services (RMS).

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
 Traffic Engineer – Traffic & Governance

Harry Muker
 Section Manager - Traffic & Governance

Nancy Decuzzi
 Contract Traffic Engineer – Traffic & Governance

Terry Dodds
 Group Manager – Public Works

SECTION 6

ITEM 5

NORMA AVENUE AND WISHART AVENUE, EASTWOOD
Review of traffic flow
 FILE NO: D12/50918

Council’s Traffic Engineer – Traffic and Governance report 28 June 2012

Summary Report

Councillor Li has received representations from the resident of Norma Avenue and Wishart Street to investigate traffic flows in Norma Avenue and Wishart Street and introduce traffic calming to reduce speed and volume of traffic.

Consideration

In establishing warrants for traffic management measures in established residential areas, a daily traffic volume greater than 2500 vehicles/day has often been used as criteria. The RMS Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr is the environmental goal for a residential street.

Traffic Survey

A traffic survey as undertaken in June 2012 for Norma Avenue and Wishart Street.

Duration	Norma Avenue February 2005	Norma Avenue June 2012	Wishart Avenue June 2012
7-DAY AVERAGE VEH/DAY	1247	1960	1947
5-DAY AVERAGE VEH/DAY	2309	2220	2185
85% SPEED KM/HR	63	55	46
PEAKHOUR VOLUME	TWO-WAY	TWO-WAY	TWO-WAY
AM (8 - 9)	219	295	289
PM (5 - 6)	242	249	246

The recent traffic survey indicated that the traffic volume in Norma Avenue is below these threshold figures. The results of Norma Avenue and Wishart Street indicated that over seven (7) year period traffic volumes and speed are reducing and falls within acceptable limit.

It is recommended that the no action be taken to introduce traffic calming facilities in Norma Avenue and Wishart Street as traffic data are within environmental limit. It is recommended that NSW Police be requested to enforce speeding in residential streets within Eastwood.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported in Norma Avenue and Wishart Street.

COUNCIL PROPOSAL

- (a) That Council do not introduce any traffic calming measures in Norma Avenue and Wishart Street at present time as traffic volumes are within environmental limits set by RMS.
- (b) That NSW Police be requested to enforce speeding along Graham Avenue, Kingsford Street, Orange Street, Wishart Avenue and Norma Avenue during morning and afternoon peak periods.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 6

MORRISON ROAD AND CHARLES STREET
Proposed Roundabouts – Ryde Rehabilitation Centre Development
File Ref: D12/22276

Council's Traffic Engineer – Traffic and Governance – 27 June 2012**Summary Report**

ADCO Constructions have been commissioned by Ryde Rehabilitation Centre to project manage the development on Morrison Road. In accordance with the Ministerial approval, the company has submitted to Council design plans for the construction of three (3) roundabouts on Morrison Road, intersection with Payten Street and Douglas Street, and Charles Street, Putney.

Background

This report seeks approval for the roundabouts on Morrison Road, intersections of Payten Street and Douglas Street, and Charles Street at site access ONLY. It does not include Morrison Road and Princess Street as this design is being developed by another company.

Ministerial Approval:

“Traffic calming works and roundabouts will be provided within Morrison Road, Charles Street and Princes Street as set out in the Section 94 Agreement comprising:

- (a) Roundabouts at the intersections of Morrison Road with Princes Street, Payten Street and Douglas Street (the last two intersections will also provide access to the subject site)*
- (b) Roundabout at the intersection of Charles Street and the site access.”*

The item was considered at the 29 March 2012 meeting with the following resolutions:

- (a) That ADCO Constructions investigate the potential of converting splitter islands to pedestrian refuges to improve pedestrian access adjacent to roundabouts (considering the likely increase in both density of pedestrian traffic and an ageing population).*
- (b) That ADCO Constructions consult the NSW Fire Brigade to seek advice as to the type of service vehicle that may be used in an emergency situation to ensure that accessibility will be maintained,*
- (c) That ADCO constructions review the bus / heavy vehicle movements across roundabouts to ensure that compliance with Australian road rules is maintained (50% overlap rule)*
- (d) That ADCO Constructions undertake supplementary modelling analysis to confirm if a left in / left out arrangement at the intersection of Morrison Road and Payten Street could be considered in lieu of a roundabout. (This consideration is being given due to the close proximity of the proposed roundabouts as presently proposed. Consideration should also be made to minimise the loss of parking).*

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 provision of 'specific' traffic calming facilities has Ministerial Approval. The applicant is seeking feedback as to any further technical considerations that may need to be considered prior to finalising the roundabout designs at the subject intersections as noted above.

Council supports the two (2) roundabouts either side of Payten Street with the subject RAB under question to be reviewed in conjunction with a larger 'network' based equilibrium traffic model (mesoscopic model) for the area.

COUNCIL PROPOSAL

- (a) That Council supports the construction of the roundabouts at the intersections of Charles Street and the site access road, and Morrison Road and Douglas Street.
- (b) The proposed roundabout at Payten Street will be reviewed in conjunction with a larger 'network' based equilibrium traffic model (mesoscopic model) for the area.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 7

LANSDOWNE STREET, EASTWOOD
Review of traffic flows
 FILE NO: D12/32784

Council’s Traffic Engineer – Traffic and Governance report 28 June 2012

Summary Report

Council has received correspondence from a resident of Lansdowne Street requesting Council to investigate volumes and speeds of vehicles travelling along Lansdowne Street. The resident has requested that traffic calming measures be considered due to vehicle speeds.

Consideration

The section of Lansdowne Street between Blaxland Road and Gordon Street is local road and there is right turn restriction apply during peak hours for traffic turning right from Blaxland Road into Lansdowne Street.

In establishing warrants for traffic management measures in established residential areas, a daily traffic volume greater than 2500 vehicles/day has often been used as criteria. The RMS Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr as the environmental goal for a residential street.

Traffic Survey

A traffic survey as undertaken in June 2012 for Lansdowne Street between Blaxland Road and Gordon Street.

Duration	Lansdowne Street between Blaxland Road and Gordon Street June 2012
7-DAY AVERAGE VEH/DAY	479
5-DAY AVERAGE VEH/DAY	502
85% SPEED KM/HR	58
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	42
PM (5 - 6)	53

The recent traffic survey indicated that the traffic volumes in Lansdowne are well below these threshold figures. It has been noted that there is right turn restriction in peak hour from Blaxland Road into Lansdowne Street.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. In case of Lansdowne 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 in Lansdowne Street as traffic data are within environmental limit. It is recommended that NSW Police be requested to enforce speeding in Lansdowne Street.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported in Lansdowne Street, Eastwood .

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures in Lansdowne Street as traffic data does not warrant any action at present time.
- (b) 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

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 8

BRIDGE ROAD, NORTH RYDE
Review of traffic flows
 FILE NO: D12/25295

Council’s Traffic Engineer – Traffic and Governance report 28 June 2012

Summary Report

Council has received written correspondence from a resident of Bridge Road request to review traffic conditions (traffic volumes and speed) and to consider traffic management measures such as roundabout or similar traffic calming device.

Consideration

The section of bridge Road between Smalls Road and Brendon Street has no traffic facilities and Bridge Road between Lane Cove Road and Herring Road is a collector Road which carries higher traffic then normal residential street.

Traffic Survey

A traffic survey as undertaken in June 2012 for Bridge Road between Smalls Road and Brendon Street.

Duration	Bridge Road between Smalls Road and Brendon Street
7-DAY AVERAGE VEH/DAY	4367
5-DAY AVERAGE VEH/DAY	4492
85% SPEED KM/HR	63
PEAK HOUR VOLUME	TWO WAY
AM (8 - 9)	421
PM (5 - 6)	405

In establishing warrants for traffic management measures in established residential areas, a daily traffic volume greater than 2500 vehicles/day has often been used as the criteria for the potential implementation of a roundabout or slow point and higher volumes for collector roads similar to Bridge Road.

Traffic Management Measure	Advantages	Disadvantages	Estimated Construction Cost	Comments
Speed Humps (two (2) required between Smalls Road and Brendon Street with additional lighting)	Slows down traffic	Noise associated with braking, accelerating and traversing over the speed hump. Emergency services (such as ambulance) are generally not supportive of speed humps as they may compromise a patient wellbeing, due to vertical translation across the traffic facility	\$30,000 + lighting	Council in the past is not supportive of traffic management measures of this type. The noise dissipated as cars brake and traverse over the device would generally be problematic.
Two-way angled slow point with additional lighting along Bridge Road	Forces cars to decelerate whilst passing through the traffic management device	Some drivers may treat it as a challenge and try to accelerate through the intersection. Braking and acceleration may increase the noise levels in the area. Some on-street parking may be lost due to the construction of the physical device	\$40,000 + lighting	Residents may or may not be supportive of the traffic facility being installed along their residential frontage that may results in losses in on-street parking.
Central "Tadpole" spaced at with additional lighting	Forces cars through a two (2) point deflection which assists in reducing speed	There will be losses in on-street parking in front of residential properties over a 10 metre to 15 metre section of roadway, both sides (will need to be confirmed through detailed design)	\$50,000 + lighting	Residents may or may not be supportive of the traffic facility being installed along their residential frontage that may results in losses in on-street parking.
Parking Bay Edge Lines subject to detailed onsite assessment as it requires minimum road width 10 metres.	Will reduce the travelling lane width which will assist with reducing through traffic speeds	May not be effective if cars are not parked on-street. Cars may then be able to straddle the parking lanes and through traffic lanes therefore maintaining speed	\$5,000	There is unrestricted parking along Bridge Road except at intersections and at bus stops.

Above table indicates the option analysis for the traffic calming treatment along Bridge Road between Smalls Road and Brendon Street.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. In case of Bridge Road 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 facilities in section of Bridge Road as traffic data are marginally higher than environmental limit set by RMS for collector roads. It is recommended that NSW Police be requested to enforce speeding in Bridge Road between Smalls Road and Herring Road.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported in Bridge Road between Smalls Road and Herring Road.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures (speed humps) in Bridge Road as the traffic survey data does not support its implementation at present time.
- (b) That NSW Police be requested to enforce speeding along Bridge Road between Smalls Road and Brendon Street.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 9****CHURCH STREET, RYDE**
Public Domain Works
FILE NO: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 27 June 2012**Summary Report**

Council is tabling a revised concept design plan for the provision of public domain works in Church Street between Victoria Road and Blaxland Road, Ryde. Council is proposing a facility for out door dining along the eastern side of Church Street.

Background

Council has considered Church Street Upgrade in its 2007-2008 Management Plan with pedestrian crossing and threshold along Church Street between Victoria Road and Blaxland Road. Council did not implement this upgrade of Church Street at that time.

Consideration

The concept design plan consists of pockets of out door dining on the eastern side of Church Street between Gowrie Street and Blaxland Road. There will be parking available in between out door dining areas.

A design plan is detailed in **ATTACHMENT REPORT** and high resolution drawings will be tabled at the meeting.

COUNCIL PROPOSAL

The Committee supports the concept design plan for Church Street between Victoria Road and Blaxland Road, Ryde.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 10**

TWIN ROAD, EAST RYDE
Pedestrian Refuge
FILE NO: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 27 June 2012**Summary Report**

Council is tabling for technical approval a concept design plan for the provision of pedestrian refuge along Twin Road west of Badajoz Road for comments from members of Ryde Traffic Committee. A site meeting was held on 6 June 2012 with the Principal of Ryde East Public School (Ms Jane Imer) and the President of P & C (Ms Robin Butterfield) to discuss the proposal and seek their support.

Background

At the Council meeting on 22 May 2012 it was resolved as follows:

- (a) *That public works stop at Corner Boyce Street and Twin Road. To go back to Traffic Committee so that the concerns of Ryde East P&C about a crossing near Badajoz and Twin be addressed rather than Boyce and Twin.*
- (b) *That Council contact the Ryde East P&C to address their issues and concerns prior to any report being provided to the Traffic Committee.*

Consideration

The proposed pedestrian refuge will enhance safety of the parents and young children while crossing Twin Road from and to the East Ryde Public School.

Refer to **ATTACHMENT REPORT** for concept design plan of pedestrian refuge along Twin Road west of Badajoz Road.

COUNCIL PROPOSAL

Council approve concept design plan for the pedestrian refuge along Twin Road west of Badajoz Road with details designed plans to be issued to Roads and Maritime Services (RMS) for concurrence once completed.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 11****BRENDON STREET, NORTH RYDE****Kerb Blisters**File No: D11/104388

Council's Traffic Engineer – Traffic and Governance report 4 July 2012**Summary Report**

Council has received a request by residents of Brendon Street to address safety concerns for pedestrian and cyclist traffic crossing Brendon Street at Flinders Road.

Background

The matter was reported to the Ryde Traffic Committee on 24 May 2012 and was resolved as follows:

“That consideration of this matter to be deferred and a further report be brought back to this Committee after further technical considerations.”

This intersection becomes extremely busy as children use the shared cycle way Santa Rosa Park and exit the park from Flinders Road.

Consideration

To enhance the safety and improve the site distance at this intersection, it is proposed to install a kerb blister on the western side of Brendon Street at Flinders Road and on the southern side of Flinders Road at Brendon Street. The kerb blister and leading rumble bar strip on Flinders Road will also prevent motorists from cutting the corner.

At several site inspections show that motorists are driving over the painted kerb blister to cut the corner from Flinders Road into Brendon Street. This becomes a hazard for pedestrians as the visibility is obscured from the parked cars in the 90° angle parking bays.

Accident Data

RTA Accident Data from 2006-2011 shows one (1) accident in 2007 at this intersection- RUM Code 60 (collision with parked car).

COUNCIL PROPOSAL

That Council approve the installation of kerb blisters and a pram ramp in Brendon Street and Flinders Road to narrow the carriageway width to 6 meters and improve the site distance at this intersection for pedestrians, as per concept drawing, to be included in a future capital works programme.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 9**ITEM 12****FOURTH AVENUE, DENISTONE
Request for Work Zone
FILE NO: CRM 1361648****Council's Traffic Engineer – Traffic and Governance report 27 June 2012****Report**

Council has received correspondence from the Richard Crookes Constructions for a "Works Zone" along the side frontage of the proposed new building within Ryde Hospital, to carryout construction activities within the confines of the site. The proposed Work Zone will be of 32 metre length in front of the property front boundary. This development site is located at No. 37 Fourth Avenue, Denistone.

Consideration

Fourth Avenue is a local road and there is a restricted parking (3P Mon-Fri) in front of proposed new building which is the front boundary of the site. The proposed work zone will be operational for one (1) year from 28 May 2012 to 28 April 2013.

A site inspection indicates that Fourth Avenue carries significant volumes of traffic in peak hours and the work zone will encourage trade persons to park within the confined area rather than parking in front of other residential properties along Morrison Road and near by residential streets. After completion of work zone 3P parking will be replaced.

It is recommended that a Work Zone of 32 metres be approved in front of No. 37 Fourth Avenue property along frontage for a period of one (1) year commencing from 28 May 2012 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.

COUNCIL PROPOSAL

- (a) That the approval for the Work Zone in front of No.37 Fourth Avenue property along frontage for 32 metres in length for the period from 28 May 2012 to 28 April 2013, subject to the associated work zone permit fee being paid in accordance with Council's approved Fees and Charges 2011/12.
- (b) That the Work Zone operates between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.
- (c) That 3P parking restrictions be re-instated upon expiry of the Work Zone period (28 April 2013) or prior to Council's satisfaction by the builder.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 13****WATERVIEW STREET, PUTNEY
Temporary Road Closure
FILE NO: D12/53593****Council's Traffic Engineer – Traffic and Governance report 27 June 2012****Report**

Council has received correspondence from the Ryde River Festival (RRF) Committee requesting a temporary closure of Waterview Street for the small section on Sunday, 9 September 2012 between 8am to 4pm on. A section of road closure is requested between Charles Street and Douglas Street. Council, on the applicant's behalf, will submit Traffic Management Plan (TMP) for the temporary closure of Waterview Street. The applicant will consult with all affected residents prior to the event.

Consideration

Waterview Street is a local road and runs parallel to Parramatta River. The Ryde Rivers Festival is an annual event with a 5 Kilometre and 10 Kilometre run around residential streets before commencing the actual festival at Kissing Point Park. Rotary Club of Gladesville will be organising this event with sponsorship of TWT.

This year's organising committee has decided to close a small section of Waterview Street to manage the pedestrian risk in the area during the event. The section between Charles Street and Douglas Street will be closed to vehicular traffic between 8 am and 4pm on Sunday, 9 September 2012.

Consultation

The organising committee has consulted all affected residents along Waterview Street on the southern side and they have objections to the temporary closure of Waterview Street. (A letter is included in **ATTACHMENT REPORT**).

A Traffic Management Plan (TMP) has been prepared and is included in the **ATTACHMENTS REPORT** and copy will be sent out to the Transport Management Centre (TMC) one week prior to the event for their information.

COUNCIL PROPOSAL

- (a) That the approval for the temporary road closure for Waterview Street between Charles Street and Princes Street on Sunday, 9 September 2012 between 8am to 4pm subject to a traffic management plan be submitted to the Transport Management Centre (TMC) of RMS for notification.
- (b) That the Gladesville Police be informed of the temporary closure of Waterview Street and the Gladesville Police be in charge of rolling closures of residential streets while Bridge to Bridge run will in progress.
- (c) That the organisers obtain public liability insurance for 20 million and a copy submitted to Council prior to the event.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 14****SPRING CYCLE EVENT - 2012**
Request for Council Support
FILE NO: D12/41432

Council's Traffic Engineer – Traffic and Governance report 27 June 2012**Report**

Council has received correspondence from the Events Portfolio Director of Spring Cycle, Bicycle New South Wales requesting Council's support for the 2012 Spring Cycle Event which will be held on Sunday, 21 October 2012.

Background

The Spring Cycle Event was held at same location in 2010 and 2011 and there were "no issues" with the temporary arrangements for cycling route between Ryde Bridge and John Whitton Bridge.

Consideration

The event commences at St. Leonard's Park and terminates at Sydney Olympic Park. This year's event will be similar to that held in 2010 and 2011, which was well received by the Community and without any issues. The event was success with more than 8,000 riders participating in either the "City Ride" or "Classic Ride".

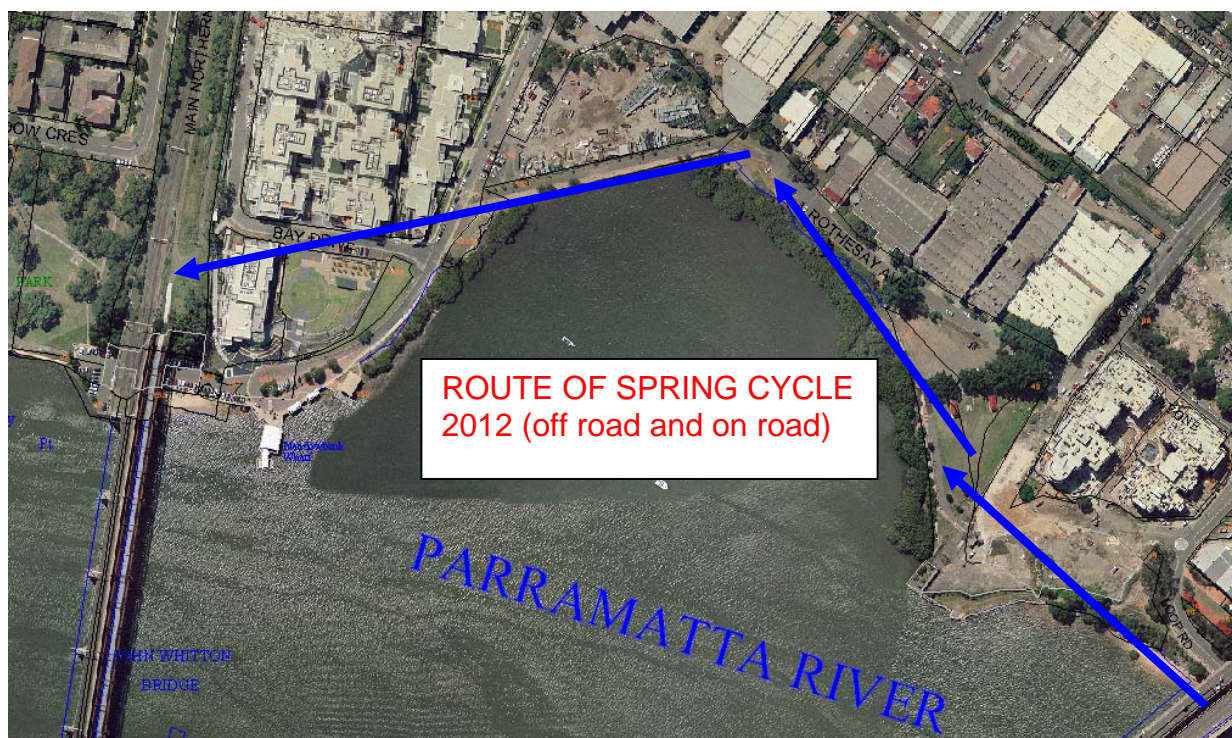
Bicycle New South Wales have requested that the City of Ryde:

- Support the 2012 Spring Cycle.
- Seek approval from Ryde Traffic Committee to hold the event on Sunday, 21 October 2012. (**Purpose of this Report**)
- Seek support from City of Ryde's Road Safety Officer to promote road safety message to whole community.
- Provide contact details for which all correspondence and queries should be directed.
- Bicycle NSW has invited the Mayor and other Councillors to participate in the event.

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

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

(refer to location map on following page)



The Traffic Management Plan is currently being finalised and a copy will be forwarded by Bicycle New South Wales to the City of Ryde in the near future.

Bicycle New South Wales has requested the removal of the bollards at the entry and exit at the John Whitton Bridge and the bollards at the entry and exit to the shared pathway between Rothesay Avenue and Bowden Street by 6:30am on Sunday, 21 October 2012. These bollards may be reinstalled immediately after the conclusion of the Ride.

COUNCIL PROPOSAL

- (a) That Council support the proposed route of 2012 Spring Cycle Event to be held on Sunday, 21 October 2012.
- (b) That Bicycle New South Wales be requested to prepare a Traffic Management Plan which is to be forwarded to the RMS Transport Management Centre for approval and a copy provided to Council for reference purposes.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nancy Decuzzi
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works