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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 27 September 2012	Page 1 of 52
File No:	COR2009/206 – D12/73702	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

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SECTION 3**ITEM 1**

PLASSEY ROAD, NORTH RYDE
Request for “No Parking” restrictions
File No: D12/57333 & D12/57419

Council’s Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Council has received written correspondence from the public to review existing on-street parking conditions along the western side of Plassey Road north of cemetery entrance on traffic flow grounds.

Council has also received an email from the Lane Cove River Tourist Park regarding on-street parking in Plassey Road which affects accessibility for large vehicles such as “motor homes” and “caravans”.

Consideration

A number of on-site inspections were carried out to gauge parking behaviour in Plassey Road just north of the Northern Suburbs Cemetery gate. It was found that a 150 metre long section of Plassey Road could only facilitate a single trafficable lane and that no formal pedestrian footpath was in place north of the Cemetery gate, rather pedestrians preferred to walk on the road. This type of access provisions place traffic and pedestrians at a higher risk of conflict. Council has introduced parking restrictions on the eastern side which has improved situation partially along Plassey Street.

To mitigate the likelihood of a future incident, it has been suggested that “No Parking” restrictions be installed along the western side of Plassey Road between the Northern Suburbs Cemetery gate and the bend to the north which is about 150 metres in length.

COUNCIL PROPOSAL

That Council approves the installation of “No Parking” restrictions on the western side of Plassey Road between Cemetery Gate and the bend approximately 150 metres to provide safe environment for pedestrians and cars with caravans and trailers.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 2****DAVID AVENUE, NORTH RYDE**
Request for No Parking on one side
File No: D12/61450 & D12/55781

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Council has received written correspondence from a resident of David Avenue and a resident of Lane Cove Road to review existing parking conditions along David Avenue. Residents have raised concerns relating to cars being parked on both sides of David Avenue, allowing only one (1) trafficable lane and vehicles have to reverse or park in the resident's driveway to allow the other vehicle to pass.

Background

Council approved a Resident Parking Scheme in Paul Street, McGregor Street and David Avenue in December 2006.

Council has introduced parking restrictions during Monday to Friday along the eastern side of McGregor Street in May 2012 to assist two-way traffic flow.

Consideration

David Avenue is a local road that connects Paul Street and Napier Crescent. There are existing 2P RPS Zone 3 restrictions along full length and both sides of David Avenue. The average width of David Avenue is 7.5 meters and cars parked on both sides allow only one lane of traffic.

Due to the length of the street, a passing bay opportunity for oncoming drivers is limited, and motorists have to reverse on many instances to allow other cars to pass. David Avenue between McGregor Street and bend is about 100 metres long and has twenty (20) properties on both sides.

A parking survey was carried out along both sides of David Avenue for property No's 41 to 64 and results tabled on the following page:

David Avenue between McGregor Street and bend		Suburb	Northern side (1-2)	Southern side (1-2)	Summary	
Carriage way 8 m						
Parking spaces @ 6m per space			15	14		
Property No's			48 - 64 David Ave	41 - 59 David Ave		Average Percentage Utilisation
Vehicles parked (% represents on-street parking utilisation rate)						
Date	Period				Total	
Thursday 30th Of August	2:30pm		9	6	15	51.72%
Thursday 30th Of August	3:15pm		13	11	24	82.76%
Friday 31st Of August	2:30pm		7	5	12	41.38%
Friday 31st Of August	3:15pm		11	9	20	68.97%
Tuesday 4th Sept	9:30am		6	11	17	58.62%
Tuesday 4th Sept	1:00pm		7	9	16	55.17%
Tuesday 4th Sept	3:30pm		13	12	25	86.21%
Wednesday 5th Sept	9:30am		6	9	15	51.72%
Wednesday 5th Sept	1:00pm		6	8	14	48.28%
Wednesday 5th Sept	3:30pm		11	12	23	79.31%
					AVERAGE	58%

Survey results indicates that David Avenue has moderate on-street parking utilisation of 58% which implies that parking gaps at present (0.42x29 = 12 spaces) which allows “pseudo” passing bays and creates natural traffic calming.

Consultation

A survey form and a letter has been sent out to all affected residents of twenty (20) properties in total (12 in southern side and 8 on northern side) on 28 August 2012 for the concurrence of the proposed part time ‘No Parking’ zone along one side of David Avenue. Council has received “mix” response from residents, which Survey are summarised in the table below:

<i>Resident Survey</i>	<i>Number of Responses</i>
Support the proposed No Parking (8am – 5pm, Mon – Fri) from the frontage of 48 to 64 David Avenue	6
Support the proposed No Parking (8am – 5pm, Mon – Fri) from the frontage of 41 to 59 David Avenue	2
Status Quo (No change to existing parking arrangements)	2
Total survey forms distributed	20
Response rate	50%

Comments

- It is merit to restrict parking on one side but it will increase speeding and encourage more people to use
- Requested rumble bars at the bend near property No. 66 David Avenue
- Proposed parking not supported and requested full time resident only parking to discourage commuter parking

It is recommended that no action be taken to introduce additional parking controls along David Avenue between McGregor Street and the bend due to relatively ‘low’ on-street parking utilisation rate (58%) and further, residential survey response which is less than 51%.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce additional parking controls along David Avenue between McGregor Street and bend at present time.
- (b) That Council consider small section of rumble bars at the bend along David Avenue outside No. 66.

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 3**

PORTER STREET, RYDE
Request for No Parking
File No: LDA 2010/331

Council's Traffic Engineer – Traffic and Governance report 9 August 2012**Summary Report**

Council received a section 94 Application for the development of No. 2 to No. 4 Porter Street and No. 80 Belmore Street, Ryde. During the notification period, Council received 18 submissions. One of the major issues raised in the submissions is that Porter Street is ill equipped to deal with any traffic. The submissions suggested that Council should restrict the parking in Porter Street to one side of the road to No Parking.

Consideration

The property is located along mid block in Porter Street on the western side and width of Porter Street is 8 metres and parking is unrestricted in the vicinity of No. 2 to No. 4 Porter Street. This industrial property is due to be redeveloped and demolition is in progress.

Survey of on-street parking was carried out on three (3) different times of the day and cars were parked on both sides of Porter Street in the vicinity of the above property. It is recommended that No Parking be installed in front of No. 2 to No. 4 Porter Street which will allow two-way traffic when cars are parked on the opposite 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 have been no accidents reported in Porter Street, Meadowbank.

COUNCIL PROPOSAL

That Council approve the installation of No Parking restriction on the north western side of Porter Street, in front of No. 2 to No. 4 Porter Street for 40 metres covering the property frontage.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 4****SPOONER PLACE, NORTH RYDE**
Request for amendments to Parking Restrictions
File No: CRM 1367328

Council's Traffic Engineer – Traffic and Governance report 9 August 2012**Summary Report**

Council has received correspondence from a resident of Spooner Place, North Ryde, requesting amendments to the current parking restrictions, and the installation of KEEP CLEAR line marking on Wicks Road.

Consideration

Spooner place is a local road with only 5 metre road width and has cul-de-sac on the northern end and connects to Wicks Road on the southern end. There is existing unrestricted parking on the western side except 1/2 P parking on the south western end of Spooner place and no parking on the eastern side of the street and also has small portion of 2P parking on the south eastern end of the street which protrudes into the adjoining nature reserve.

Council investigation confirms that changing the existing unrestricted parking on the western side into 2P parking would deter abuse of unrestricted parking by nearby workers and improve traffic flow. In addition, changing the existing 2P parking to unrestricted parking on the small section of south eastern end of the street would provide unrestricted parking for visitors without impeding on traffic flow in Spooner place.

Wicks Road is a collector road and has high traffic volume. Residents have difficulty doing right turn from Spooner Place 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."

Consultation

A survey form and a letter has been sent out to all affected residents of Spooner Place, five properties in total on 28 August 2012 for the concurrence of the proposed 2P along western

side of Spooner Place and change of existing 2P into unrestricted parking on south eastern end of the street which protrudes into the adjoining nature reserve.

There is no consensus among the residents, there was only two (2) response among the five (5) surveys distributed. There is no existing resident parking scheme in Spooner Place and as a result; the residents and their visitors would not be exempt from proposed 2P exemption.

Resident Survey	Number of Responses
Support the proposed 2P (8am – 6pm, Mon – Fri) western side of Spooner Place	1
Status Quo (No change to existing parking arrangements)	1
Total survey distributed	5

Resident’s Comments:

“Concern would be that us residents would not be able to park in front of our house with Option 1 or are the residents exempt from 2P.”

At this stage, Council will monitor the street and take no action on parking changes fronting the residential properties along Spooner Place and change of existing 2P parking on south eastern end of Spooner Place to unrestricted parking.

COUNCIL PROPOSAL

- (a) That Council take no action on parking changes fronting the residential properties along Spooner Place and change of existing 2P parking on south eastern end of Spooner Place to unrestricted parking.
- (b) That Council install “DO NOT QUEUE ACROSS INTERSECTION” signpost on Wicks Road at the Spooner Place intersection.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 5**

RESERVE STREET, WEST RYDE
Request for short term parking restrictions
 File No: Help Desk (Ref: 3933)

Council's Traffic Engineer – Traffic and Governance report 9 August 2012
Summary Report

Councillor Li has received representations from the Church group who hires the West Ryde Community Centre requesting short term parking restrictions in the vicinity of the centre. The provision of short term parking is to provide a “pick up / drop off” point for equipment and supplies for community events.

Consideration

In accordance with the Australian Road Rules *179 Stopping in a Loading Zone*, a public bus, truck, station wagon, a motorbike that has 3 wheel or a motor vehicle constructed principally for the conveyance of goods are permitted to stop in the Loading Zone. The applicant has advised Council that most vehicles dropping off or picking up equipment for the Church are sedans; therefore they are not permitted to stop in the Loading Zone and may be infringed.

A recent parking occupancy survey reveals that on-street parking utilisation rate greater than 80% in front of the Community Centre. There is a need to cater for the “pick up / drop off” of equipments hired for community and social events at the West Ryde Community Centre. To better serve the need for the Centre users, Council supports the change of the existing one parking space at the south western end of Reserve Street into “P10 MINUTE” (8am - 6pm, Mon - Sun).

Consultation

A survey form and a letter has been sent out to all affected tenants of Community Centre, five tenants in total on 28 August 2012 for the concurrence of the proposed “P10 MINUTE”(8am - 6pm, Mon - Sun) at the south western end of Reserve Street.

Council has received favourable response from residents. The results of the Survey are summarised in the table below:

Resident Survey	Number of Responses
“P10 MINUTE”(8am-6pm, Mon - Sun)	3
Status Quo (No change to existing parking arrangements)	0
Total letter distributed	5

COUNCIL PROPOSAL

That Council approves the conversion of one (1) 1P parking space to “P10 MINUTE” (8am-6pm, Mon - Sun) parking space closer to Anthony Road to enable a “pick up / drop off” point for equipment and supplies for community events in front of West Ryde Community Centre along Reserve Street.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 6**

CHARLES STREET, PUTNEY
Request for disabled parking space
 File No: D12/72106

Council's Traffic Engineer – Traffic and Governance report 15 August 2012

Summary Report

Councillor Ivan Petch has received representations from the local community to provide one (1) parking space for disabled person along Charles Street near the Council car park.

Consideration

Charles Street is collector road and has restricted parking on the small section near Putney Shops. 1/2P parking during business hours is located on the western side north of Council car park access driveway.

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 at disabled space difficult because of steep access gradient.
2. there is a high demand for on-street parking to serve individuals who have a mobility parking permit.

Council staff has inspected the site where existing disabled parking space is located within Council off-street car park along Charles Street, where it has been observed that a mobility impaired individual has difficulty to access his/her wheel chair due to road pavement gradient. In these circumstances the disabled parking space is considered warranted along Charles Street.

It has been recommended to install a disabled parking space 6 metre in length along the frontage of Council car park along Charles Street which will allow a disabled person an access to the wheel chair without difficulty.

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 Charles Street between Morrison Road and Parry Street, Putney.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	0	Not Applicable
2008	0	Not Applicable
2009	0	Not Applicable
2010	1	63

Note on "RUM" codes
>> RUM 63: Vehicle Door;

COUNCIL PROPOSAL

That Council approves the conversion of one (1) 1/2P parking space to a "DISABLED" parking space closer to Council car park access along Charles Street.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 7****GERARD LANE (NORTH OF GERARD STREET), GLADESVILLE****Difficulty in garbage collection**

File No: CRMS 1384082

Council's Traffic Engineer – Traffic and Governance**Summary Report**

Council has received a correspondence from the Council's Waste Services regarding difficulty in picking up rubbish bins and recycling waste bins in Gerard Lane, northern side of Gerard Street leading to dead end. Gerard Lane has 5 metre road width, garbage trucks have difficulty accessing when vehicles are parked on the western side of the lane.

Consideration

Gerard Lane (northern part of Gerard Street) is local narrow lane which leads to dead end and is approximately 5 metre wide with unrestricted parking. When cars are parked on one side of the street, it allows only one lane of traffic and fails to meet the minimum requirement for trucks to pass.

A review indicates that this site has merit for implementing part time 'No Parking' restrictions during (5am -11am, Thursdays only) along the western side (50 metre in length) of Gerard Lane will allow uninterrupted garbage collection which at the present situation is impeded by parked cars .

COUNCIL PROPOSAL

That Council installs 'No Parking' (5am -11am), restrictions on Tuesday on the western side (50 metre in length) of Gerard Lane which lies in northern side of Gerard Street.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 8**

KEATS AVENUE, RYDE
Difficulty in garbage collection
File No: COR2009/ 206

Council's Traffic Engineer – Traffic and Governance**Summary Report**

Council has received correspondence from the Council's Waste Services regarding difficulty in picking up rubbish bins and recycling waste bins. Keats Avenue leads to cul-de-sac, which has insufficient space to make safe u-turns for garbage trucks, when cars are parked within the cul-de-sac.

Background

Keats Avenue is local road which is approximately 7 metre wide with unrestricted parking on both sides including cul-de-sac. When cars are parked on cul-de-sac and both sides of street, it allows only one lane of traffic and meets the minimum requirement for trucks to pass.

Reversing out from Keats Avenue into a Byron Avenue creates a safety risk and not comply with the Council's Waste Services contractor's (SITA) Occupational Health & Safety (OHS) guidelines. Due to OHS risk to the operator, there have been numerous occasions where garbage trucks are not able to access and service the residents in Keats Avenue.

A review indicates that this site has merit for implementing part time 'No Parking' restrictions during (5am-11am, Thursdays only) along the kerb line of cul-de-sac (inclusive of a 6metre "lead-in") will allow uninterrupted garbage collection which at the present situation is impeded by parked cars .

Consideration

Council's Traffic and Governance Section has liaised with the "voting" members of the Ryde Local Traffic Committee to seek their support for implementing part time 'No Parking' restrictions during (5am-11am, Thursdays only) along the kerb line of cul-de-sac (inclusive of a 6metre "lead-in") at Keats Avenue, Ryde.

The following email was sent (on the 29 August 2012) to the representatives of the RMS, Local Member and NSW Police seeking their support for implementing part time 'No Parking' restrictions during (5am-11am, Thursdays only) along the kerb line of cul-de-sac (inclusive of a 6metre "lead-in") at Keats Avenue, Ryde.

" This urgent referral has been prepared for review and approval under delegation in advance of the next RTC meeting, to meet a community need (Council's waste services trucks are unable to service the residents in Keats Avenue due to parked vehicle within the cul-de-sac). Council has proposed to install 'No Parking' restrictions from 5am-11am on Thursdays only (refer to ATTACHED report) along Keat Avenue cul-de-sac.

It would be highly appreciated if you could respond by this Friday 31st August @ 12pm."

The RMS representative responded as follows (3 September 2012):

RMS has no objections to the proposal to install 'No Parking' restrictions along the cul-de-sac in Keats Avenue, Ryde from 5AM – 11AM on Thursday.

The NSW Police representative responded as follows (30 August 2012):

I don't have any problem with this proposal

There was NO response from Local Members representative.

Based on the responses above there is majority support for implementing 'No Parking' (5am-11am), restrictions on Thursdays within the kerbside of cul-de-sac (inclusive of a 6 metre "lead-in") at Keats Avenue, Ryde.

COUNCIL PROPOSAL

That Council installs 'No Parking' (5am-11am), restrictions on Thursdays within the kerbside of cul-de-sac (inclusive of a 6 metre "lead-in") at Keats Avenue, Ryde.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 9

REGENT STREET, PUTNEY
Request for Traffic Calming Devices
 File No: D12/62105

Council’s Traffic Engineer – Traffic and Governance – 9 August 2012

Summary Report

Councillor Petch has received representations from a resident of Regent Street requesting traffic calming devices to reduce the incidence of speeding in the street.

Consideration

The section of Regent Street south of Morrison Road is a local road and has a gradual down hill gradient and that may have a tendency to encourage higher speeds.

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 200 veh/hr desirable and maximum 300 veh/hr environmental goal for local roads.

To ascertain whether traffic calming or similar are required, a traffic survey is undertaken that measures vehicle volumes and speeds.

Traffic Survey

A traffic survey as undertaken in August 2012 for Regent Street between Morrison Road and Wade Street.

Duration	Regent Street between Morrison Road and Wade Street August 2012
7-DAY AVERAGE VEH/DAY	916
5-DAY AVERAGE VEH/DAY	998
85% SPEED KM/HR	56.2
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	82
PM (5 - 6)	128

The recent traffic survey indicated that the traffic volumes in Regent Street are well below these threshold figures.

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

It is recommended that no action be taken to introduce traffic calming facilities in Regent Street 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 has been one (1) non injury accident reported in Regent Street, Putney. This accident recorded at the intersection of Morrison Road and Regent Street.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	0	Not Applicable
2008	0	Not Applicable
2009	1	21
2010	0	Not Applicable

Note on "RUM" codes

>> RUM 21: Right Thru;

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures in Regent Street as traffic data does not support their introduction.
- (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

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 10

WATERVIEW STREET, PUTNEY
Review of traffic flows
 File No: D12/30846

Council’s Traffic Engineer – Traffic and Governance report 13 August 2012

Summary Report

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

Consideration

The section of Waterview Street is a local road and connects Osborne Street and Delange Road. This street is also being used by residents and non residents to access river front facilities along Parramatta River.

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 200 veh/hr desirable and maximum 300 veh/hr environmental goal for local roads.

To ascertain whether traffic calming or similar are required, a traffic survey is undertaken that measures vehicle volumes and speeds.

Traffic Survey

A traffic survey as undertaken in August 2012 for Waterview Street between Princes Street and Osborne Street.

Duration	Waterview Street between Princes Street and Osborne Street August 2012
7-DAY AVERAGE VEH/DAY	994
5-DAY AVERAGE VEH/DAY	1041
85% SPEED KM/HR	53
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	109
PM (5 - 6)	90

The recent traffic survey indicated that the traffic volumes in Waterview Street are well below these threshold figures. It has been noted that there are streets along Waterview Street has direct access to Church Street via Riverside Avenue.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. In case of Waterview 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 Waterview Street as traffic survey data 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 no accidents reported in Waterview Street, Putney between Princes Street and Osborne Street.

COUNCIL PROPOSAL

(a) That Council take no action to introduce traffic calming measures in Waterview Street as traffic data does not support any changes to a present condition.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 11

HARVARD STREET, GLADESVILLE
Review of traffic flows
 File No: D12/33459

Council’s Traffic Engineer – Traffic and Governance report 13 August 2012

Summary Report

Council has received written correspondence from a resident of Harvard Street requesting a review of traffic conditions (both traffic volumes and speed) and to consider traffic management measures such as “roundabout” or “similar” traffic calming device.

Consideration

The section of Harvard Street is a ‘pseudo’ collector road and connects Pittwater Road and Cambridge Street. This street is also being used by residents and non residents to access Pittwater Road and Victoria Road.

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 residential streets, acting as a collector roads.

Traffic Survey

A traffic survey as undertaken in August 2012 for Harvard Street between Pittwater Road and Cambridge Street.

Duration	Harvard Street between Pittwater Road and Cambridge Street August 2012
7-DAY AVERAGE VEH/DAY	1588
5-DAY AVERAGE VEH/DAY	1687
85% SPEED KM/HR	40
PEAK HOUR VOLUME	TWO-WAY
AM (8 - 9)	141
PM (5 - 6)	183

The recent traffic survey indicated that the traffic volumes in Harvard Street are within these threshold figures for “pseudo’ collector road. It has been noted that there are streets along Harvard Street has direct access to Pittwater Road or Victoria Road via Cambridge Street.

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

It is recommended that the no action be taken to introduce traffic calming measures in Harvard Street as traffic survey data 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 no accidents reported in Harvard Street, Gladesville.

COUNCIL PROPOSAL

That Council take no action to introduce traffic calming measures (speed humps) in Harvard Street as the traffic survey data does not support its implementation at present time.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 12**

JULIUS AVENUE, NORTH RYDE
Request for pedestrian refuge
 FILE NO: D12/49591

Council's Traffic Engineer – Traffic and Governance report 13 August 2012

Summary Report

Council has received written correspondence from the Regional Building Manager of Oracle (which is located in Julius Avenue) for a pedestrian refuge outside No. 4 Julius Avenue.

Background

The subject of traffic and pedestrian safety on Julius Avenue has been reported to the Ryde Traffic Committee in the past. There are five (5) pedestrian refuges on Julius Avenue between Rivett Road and Delhi Road. All refuges have associated warning signs for pedestrians.

It has been observed that there has been some increase in pedestrian movements along Julius Avenue since the establishment of new office buildings in the area and further, the opening of North Ryde station along Delhi Road.

Consideration

A traffic survey has been undertaken detailing both pedestrians and traffic volumes and the results of the survey are summarised in the table below:

Pedestrian Counts (in both directions) (Julius Avenue outside No 4)			
Date	Start Time	End Time	No. of people
Thursday 30/8/2012	1:00 PM	1:15 PM	78
Thursday 30/8/2012	1:15 PM	1:30 PM	57
Thursday 30/8/2012	1:30 PM	1:45 PM	44
Thursday 30/8/2012	1:45 PM	2:00 PM	33
Thursday 30/8/2012	2:00 PM	2:15 PM	36
Thursday 30/8/2012	2:15 PM	2:30 PM	13
Total			248
Friday 31/8/2012	11:40 AM	12:00 PM	47
Friday 31/8/2012	12:00 PM	12:15 PM	80

Friday 31/8/2012	12:15 PM	12:30 PM	64
Friday 31/8/2012	12:30 PM	12:45 PM	99
Friday 31/8/2012	12:45 PM	1:00 PM	88
Friday 31/8/2012	1:00 PM	1:15 PM	65
Total			443

Above table indicates that more people cross at this location and a pedestrian refuge will assist in staged crossing the busy Julius Avenue. This would reduce any future incidents along Julius Avenue.

Traffic Survey

A traffic survey as undertaken in August 2012 for Julius Avenue near Village Shopping Village.

Julius Avenue outside Village Shopping centre	23 July 2008 to 30 July 2008	7 August 2012 to 13 August 2012
7-DAY AVERAGE VEH/DAY	3514	3268
5-day average veh/day	4781	4430
85% speed km/hr	54	48.7
Peak hour volume (bi-directional)		
AM (8AM – 9AM)	708	673
PM (5PM – 6PM)	526	433

Pedestrian counts undertaken on the 30 August 2012 and 31 August 2012 indicated a moderate level of pedestrian activity which is not uncommon in a commercial precinct. The 85th percentile speed at 49 km/hr confirms that traffic speeds are not an issue. There is a small reduction in traffic speeds since last counts were carried out in 2008 but slightly higher volumes.

Accident History

Investigation of the Roads and Maritime Services (RMS) accident database for the four year period 2006 to 2010 indicates that there have been two (2) accidents reported on Julius Avenue.

Accident Year	No of Accidents	RUM Code
2006	0	Not Applicable
2007	0	Not Applicable
2008	0	Not Applicable
2009	1	20
2010	1	42

Note on “RUM” codes

>> RUM 42: Leaving Parking;

>> RUM 20 : Head On (not overtaking);

COUNCIL PROPOSAL

That Council approves the construction of pedestrian refuge along Julius Avenue between Village Shopping Centre and Oracle office building subject to future budget consideration.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 13**

WINBOURNE STREET, WEST RYDE
Request for Raised Wombat Crossing
 File No: D12/46759

Council's Traffic Engineer – Traffic and Governance report 9 August 2012**Summary Report**

Council has received representations from the parents of Ermington Public School and Marsden High School requesting that the existing marked pedestrian crossing on Winbourne Street (outside Ermington Public School) be converted to a raised pedestrian crossing.

Consideration

Winbourne Street has a carriageway width of 8.5 metres with on-street parking on both sides of the street. During school peak “pick-up” and “drop-off” periods vehicles speed along Winbourne Street without exercising due care and caution which places the public at risk (children, parents, crossing supervisor)

Traffic calming measures improve safety for all road users in the street, and so raising the existing marked foot crossing will deter motorists from speeding when approaching the pedestrians crossing. There will not be any parking loss as a result of the raised threshold.

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 has been one (1) non injury accident reported in Winbourne Street, West Ryde. This accident recorded at the existing marked foot crossing.

Accident Year	No of Accidents	RUM Code
2007	0	Not Applicable
2008	0	Not Applicable
2009	1	Not Applicable
2010	0	3
2011	0	Not Applicable

Note on “RUM” codes

>> RUM 3: Standing on Carriageway;

COUNCIL PROPOSAL

That Council lists for future budget consideration the conversion of the two (2) existing marked pedestrian crossings into a raised pedestrian crossing on Winbourne Street.

RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 14****OSGATHORPE ROAD AND EVAN STREET, GLADESVILLE**
Request for Local Area Traffic Management
File No: D12/47860

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Council has received representations from residents of Osgathorpe Road and Evan Street requesting an investigation be undertaken that considers both traffic speeds and accident statistics in formulating any proposed traffic management measures along Osgathorpe Road, Evan Street and Brereton Street.

Background

At the Council meeting on 26 June 2012 it was resolved as follows:

That Council adopt the following recommendations in relation to the report titled "OSGATHORPE ROAD, GLADESVILLE Request for Works Zone at construction site" as follows:

- i. That approval be granted for the Work Zone in front of No.328-332 Victoria Road property along Osgathorpe Road frontage for 40 metres in length over the period from 30 April 2012 to 20 September 2012, subject to the associated work zone permit fee being paid in accordance with Council's approved Fees and Charges 2011/12.
- ii. That the Work Zone operates between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.
- iii. That the RMS approved traffic controllers be employed at all times to control ingress / egress movements within the Work Zone.
- iv. **That an Investigation of current speed and crash history in Osgathorpe Road and Brereton and Evans Streets be carried out and further that speed calming measures be investigated in those three streets. (Purpose of this report)**

Consideration

Brereton Street, Osgathorpe Road and Evan Street are local roads under Council's road hierarchy and do not carry through traffic. The functional use of all three (3) streets is consistent with the type of traffic the road is designed to carry. All above streets are residential and they carry generally local traffic.

A recent onsite inspection confirmed the following traffic management measures:

- There is Stop control inclusive of (signs and lines) at the intersection of Osgathorpe Road and Tennyson Road;
- Give Way controls at the intersection of Osgathorpe Road and Towns Street;
- Give Way controls at the intersection of Osgathorpe Road and Brereton Street;
- Warning signs (indicating bend and advisory speed) along Osgathorpe Road.

Council has undertaken a traffic survey along Osgathorpe Road, Evan Street and Brereton Street and the table below summarised the findings of the survey:

Brereton Street	18 May 2010 to 24 May 2010
7-DAY AVERAGE VEH/DAY	405
5-day average veh/day	415
85% speed – km/hr	48
Peak hour volume	
AM (8am – 9am)	39
PM (5pm – 6pm)	41
Heavy vehicles	5% average
Average numbers per day	21 vehicles
Peak Times	6 vehicles between 12pm and 1pm

Osgathorpe Road	6 August 2012 to 12 August 2012
7-DAY AVERAGE VEH/DAY	380
5-day average veh/day	400
85% speed – km/hr	44.6
Peak hour volume	
AM (9am – 10am)	24
PM (4pm – 5pm)	42
Heavy vehicles	4% average
Average numbers per day	16
Peak Times	4 vehicles between 10am and 11am

Evan Street	6 August 2012 to 12 August 2012
7-DAY AVERAGE VEH/DAY	282
5-day average veh/day	300
85% speed – km/hr	47.4
Peak hour volume	
AM (8am – 9am)	23
PM (3pm – 4pm)	26
Heavy vehicles	3 % average
Average numbers per day	9
Peak Times	3 vehicles between 3pm and 4pm

The traffic volumes and speed records do not warrant physical traffic management measures, incidence of heavy vehicles does support the notion of a '3T' load limit in all three residential streets on amenity grounds.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the five (5) year period 2006 to 2010 indicates that there have been no accidents reported on the Brereton Street, Osgathorpe Road and Evan Street.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures in Osgathorpe Road, Evan Street and Brereton Street.
- (b) That '3T' load limit be installed along Osgathorpe Road, Evan Street and Brereton Street subject to RMS concurrence of a suitable Traffic Management Plan (TMP).

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 15**

MILROY STREET, NORTH RYDE
Request for review of traffic flow
 File No: D12/44114

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Councillor Maggio has received representations from a resident of Milroy Street requesting a review of traffic conditions along Milroy Street 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

A traffic survey undertaken in August 2012 along Milroy Street.

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

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 Milroy Street at present.
- (b) That Council monitor the traffic conditions along Milroy Street and further report be tabled at the, Traffic Committee in six (6) months time.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6

ITEM 16

CULLODEN ROAD & WATERLOO ROAD, MARSFIELD
Review for Marked Pedestrian Crossing
 File No: Help Desk (Ref: 4114)

Council's Traffic Engineer – Traffic and Governance report 13 August 2012

Summary Report

Councillor Perram has received representations from residents of Culloden Road requesting marked pedestrian crossings along Waterloo Road and Culloden Road respectively, to assist with pedestrian crossing movements during peak times.

Background

Culloden Road and Waterloo Road is classified as a collector road. The RMS's Supplement Guide to Traffic Management, Part 6, 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 'pseudo' desired paths of travel by pedestrian were chosen in key four strategic locations where pedestrians were most likely to cross the road.

Traffic surveys were undertaken on 21 August 2012 and 22 August 2012, identified the following pedestrian and vehicle movements, which are summarised in the following tables:

1. Culloden Rd - Pedestrian Refuge						
<i>Vehicles</i>	7am-8am	PV	12pm-1pm	PV	5pm-6pm	PV
21 Aug 2012 (Tue)	1014	23322	556	12788	1267	30408
22 Aug 2012 (Wed)	1058	31740	718	20822	1171	43327
<i>Pedestrians</i>	7am-8am		12pm-1pm		5pm-6pm	
21 Aug 2012 (Tue)	23		23		24	
22 Aug 2012 (Wed)	30		29		37	

2. Culloden Rd - Bus Stop						
<i>Vehicles</i>	7am-8am	PV	12pm-1pm	PV	5pm-6pm	PV
21 Aug 2012 (Tue)	1020	3060	575	4025	1262	6310
22 Aug 2012 (Wed)	1085	8680	722	7220	1177	7062
<i>Pedestrians</i>	7am-8am		12pm-1pm		5pm-6pm	

21 Aug 2012 (Tue)	3		7		5	
22 Aug 2012 (Wed)	8		10		6	

3. Waterloo Rd - Pedestrian Refuge						
<i>Vehicles</i>	7am-8am	PV	12pm-1pm	PV	5pm-6pm	PV
21 Aug 2012 (Tue)	980	8820	427	5551	1039	9351
22 Aug 2012 (Wed)	989	3956	591	7092	985	24625
<i>Pedestrians</i>	7am-8am		12pm-1pm		5pm-6pm	
21 Aug 2012 (Tue)	9		13		9	
22 Aug 2012 (Wed)	4		12		25	

4. Waterloo Rd - MidBlock Section						
<i>Vehicles</i>	7am-8am	PV	12pm-1pm	PV	5pm-6pm	PV
21 Aug 2012 (Tue)	922	18440	392	1568	942	2826
22 Aug 2012 (Wed)	1005	14070	572	2860	924	5544
<i>Pedestrians</i>	7am-8am		12pm-1pm		5pm-6pm	
21 Aug 2012 (Tue)	20		4		3	
22 Aug 2012 (Wed)	14		5		6	

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).

Accident History

An investigation of the RMS accident database for the five (5) year period 2006 to 2010 indicates that there have been no pedestrians accidents recorded along Culloden Road between Taranto Road and Waterloo Road and along Waterloo Road between Culloden Road and Trafalger place.

COUNCIL PROPOSAL

That Council not approve the request for marked pedestrian crossings along Waterloo Road and Culloden Road respectively.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 26 July 2012

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Alex Karki

Contract Traffic Engineer – Traffic & Governance

Terry Dodds

Group Manager – Public Works

SECTION 6**ITEM 17****KENT ROAD, NORTH RYDE**
Review of pedestrian safety
File No: D12/72119

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Former Councillor Campbell has received representations from a resident of Kent Road requesting a review of operation of the existing pedestrian crossing along Kent Road (school side frontage) by the members of the Ryde Traffic Committee.

Consideration

Kent Road is classified as a collector road under Council's road hierarchy with a carriageway width of approximately 9 metres kerb to kerb and parking is allowed on both sides with two (2) travelling lanes in each direction.

Issues Raised by a resident of Kent Road:

- Dangerous traffic conditions at the existing crossing;
- Safety of lollipop person;
- Vehicles accelerating past the buses;
- Lack of visibility of crossing;
- Speeding by motorist;

Issues identified at the site meeting on 30 August 2012 by Ryde Traffic Committee members:

- Cars are parked on kerb side do not leave 3 metres from barrier lines;
- There is no lollipop person on Kent Road crossing;
- Parking on both sides of Kent east of crossing is illegal;
- Crossing is visible from both directions;
- Few parents use Kiss and Ride area

Current on site parking restrictions are as follows:

- A bus stop and Bus Zone on school side and only bus stop on the north side
- No Stopping at the existing crossing
- No Stopping sign at the roundabout
- Barrier lines between Herring Road and beyond crossing.

A site meeting was organised on 30 August 2012 during the afternoon school finish time for Ryde Traffic Committee members to observe traffic flow and pedestrian movements with a view of recommending improvements to the existing pedestrian crossing along Kent Road.

The measures proposed are as follows along Kent Road north and south side:

- Bus Zone for 30 metres from existing No Stopping sign along Kent Road;
- No Stopping zone between crossing and bus zone;
- Extend existing No Stopping up to existing barrier lines outside No. 119;

Proposed parking restrictions along Kent Road (South side) are as follows:

- Extend existing No Stopping east of crossing up to end of barrier lines.

The RMS representative has suggested that this site has merit to introduce Zig Zag line marking on both approaches to the crossing along Kent Road.

It has been suggested on site that all other parking restrictions should be maintained and the situation be monitored after the installation of signs and lines.

It is recommended that a bus zone for 30 metres and No Stopping for 30 metres be approved on the northern side of Kent Road between Herring Road and the crossing. It is recommended to extend existing No Stopping zone east of pedestrian crossing on both sides of Kent Road up to the end of barrier lines.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited accident database for the five (5) year period 2006 to 2010 indicates that there have been no accidents reported on the Kent Road between Herring Road and entry to the ELS Hall.

COUNCIL PROPOSAL

- (a) That Council approve the installation of a 30 metres bus zone and 30 metre "No Stopping" zone along the northern side of Kent Road between Herring Road and pedestrian crossing.
- (b) That existing No Stopping signs be extended on both sides of Kent Road east of crossing up to the existing barrier lines.
- (c) That Council approve installation of Zig Zag lines along Kent Road prior to the crossing.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 3**ITEM 18****GANNET STREET, GLADESVILLE**
Review of traffic flow and parking (INTERIM REPORT)
File No: D12/10429**Council's Traffic Engineer – Traffic and Governance report 13 August 2012****Summary Report**

This interim 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, Ryde Traffic Committee (RTC) meeting and further review was recommended in the previous RTC meeting.

Council has investigated the issue with further community consultation and incorporated the community views in this interim report.

Council received a petition from the residents of Gannet Street, Gladesville. The petition deals with parking and traffic concerns attributed to the Harris Farm development, which are summarised as follows:

1. On street parking is not being utilised by patrons;
2. Parking and traffic in Gannett Street are being affected;
3. Concerned about the number of motorists undertaking right hand turns from Pittwater Road and performing three point turns into Gannet Street;
4. Consistent breaches of parking regulations by vehicles associated with the site.

Of the issues raised, it appears fundamentally to be that the on-site parking is not being utilised by a significant proportion of patrons, and that parking and traffic in Gannet Street are consequently affected. Residents are concerned about the number of motorists undertaking right hand turns from Pittwater Road into Gannet Street and performing three point turns. In conjunction, the residents cite consistent breaches of parking and traffic regulations by the vehicles associated with the site

A parking occupancy survey was undertaken in Gannett Street and results of the survey indicate that the occupancy on Gannet Street is well below the 80% threshold of accessible on-street parking spaces.

Consideration

The two (2) fundamental issues are vehicular access into Gannet Street from Pittwater Road and likely shoppers/workers parking on Gannet Street.

Council has undertaken community consultation on two (2) issues separately which are interdependent to gain a better understanding of residents concerns.

PART A: Parking Management

Council proposed three (3) different parking schemes to improve the vehicle sight distance, traffic flow and driveway accessibility and undertook a letter box drop to gain a further understanding of proposed resident acceptance or otherwise of the parking management schemes.

Consultation

A survey form and a letter has been sent out to all affected residents of eighteen (18) properties in total on 3 September 2012 along Gannet Street.

Council received mixed responses regarding the proposed options with no consensus achieved and those comments are presented below.

The results of the Survey are summarised in the table below:

Resident Survey	Responses
OPTION A "No Stopping" along the bend as indicated in red colour.	2
OPTION B "No Stopping" along the bend as indicated in red colour & No parking on north western side as indicated in colour blue.	0
OPTION C "No Stopping" along the bend as indicated in red colour & 2 hour parking (8am-6pm, Mon-Fri) as indicated in colour green.	1
Alternative solutions/ comments	9
Total letter distributed	18

Resident's comments (related to parking scheme management in ITALICS)

"Option C: who will police and monitor the 2 hour parking? Is that Council, RTA or Gladesville Police?"

"Option B: Does this mean that parking will be on the other side of the road"

"Putting 'No Stopping' in front of my house does not allow carer to come to my house. She is unable to park in my driveway – as sloping and can't reverse out."

"Most traffic flow issues occur from traffic coming into Gannet Street from Pittwater Road".

"As outlined in the questionnaire, we believe that none of the options are viable. Our recommendation is that there should be no stopping for the full length of the southern side of Gannet Street. This will allow two lanes of traffic and a full view around the bend."

“I think what the residents of Gannet Street want basically is ‘parking for residents only on gannet St’ Shoppers find another place to park. Low visibility is an issue but “no stopping” on one side of the road is ok in my opinion.”

“Lastly, I think the only situation which would rectify this situation would be to have residents only parking in our street because this is getting beyond a joke.”

“Would you consider 1hour parking on the southern side of the existing ‘no parking’ of the end of Gannet Street, so all shoppers can use this parking just not the select few,”

At this stage, as there are no consensus from the community regarding appropriate parking measures for Gannet Street, that a review further be deferred and reconsidered following the installation of interim traffic management measures, as the ‘likely’ impacts ‘may’ mitigate the current parking concerns.

PART B: Traffic Management Measures

Council’s proposed interim and future traffic management measures deals with vehicular access into Gannet Street from Pittwater Road with the aim of mitigating risk taken by motorists in the area e.g. aggressive u-turn movement, right-hand turn, three-point turn from Pittwater Road into Gannet Street.

Council prepared aforementioned traffic management measures and undertook community consultation with the following options (refer to ATTACHEMENT report).

- 1). INTERIM & FUTURE TRAFFIC MANAGEMENT MEASURES
- 2). STATUS QUO (NO CHANGE)

Consultation

A survey form and a letter has been sent out to all affected residents of eighteen (18) properties in total on 10 September 2012 along Gannet Street.

Council received favourable responses regarding the proposed Interim Traffic Management Measures and Future Traffic Management Measures.

The results of the Survey are summarised in the table below:

Resident Survey	Responses
INTERIM TRAFFIC MANAGEMENT MEASURES & FUTURE TRAFFIC MANAGEMENT MEASURES	13
STATUS QUO (NO CHANGE)	0
Total letter distributed	18

Resident's comments (related traffic management in ITALICS)

"We support the interim traffic management measures and future traffic management measures"

"Future Traffic Management Measures – This is my favourite"

"Even better would be blocking off Gannet Street at Pittwater Road."

"Want extension of median and no traffic island, the street is 3 cars wide, will not take 2 traffic lanes, suggest one-way traffic enter from Halcyon Street, some residential parking to be allowed only."

"Just make our street or half of it 'No Parking'- with residents only."

Council approve the proposal for interim traffic management measures and future traffic management measures.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce parking restrictions along Gannet Street at the present time.
- (b) That Council approve interim traffic management measures by installing 'NO RIGHT TURN' sign on Pittwater Road and Gannet Street intersection.
- (c) That Council approve the traffic management subject to future schemes as follows
 - i. Interim Traffic Management Measures and;
 - ii. Future Traffic Management Measures
- (d) That Council review the existing parking issue along Gannet Street and table at a future Ryde Traffic Committee meeting an updated parking management scheme for Gannet Street.

RECOMMENDATION:**COMMITTEE RECOMMENDATION:**

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 6**ITEM 19**

COX'S ROAD, NORTH RYDE
Request for speed hump or similar
File No: D12/67669

Council's Traffic Engineer – Traffic and Governance report 3 September 2012**Summary Report**

Councillor Ivan Petch has received representations from resident of Cox's Road requesting consideration of installation of speed hump or similar to reduce speed of vehicles along Cox's Road east of Blenheim Road.

Consideration

A resident has sent photos of recent accident along Cox's Road on 31 August 2012 where a car travelling in easterly direction hit the parked cars and spun around outside No 93 Cox's Road. (Photos are included in **ATTACHMENT** report)

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. Cox's Road is a collector road and carries between 200 & 300 vehicles per hour in peak time.

The order of priority for treatment is now primarily based upon the accident histories of the locations. Two existing roundabouts in Cox's Road achieved speed reductions in the vicinity of the roundabouts.

Any implementation of acceptable traffic calming devices would be restricted to roads with significant speeding and accident problems only. 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 Cox's Road.

Council has carried out detail traffic survey along Cox's Road between Blenheim Road and Cressy Road. The seven (7) day counts will finish on Saturday, 22 September 2012. A summary of traffic counts will be presented on the Ryde Traffic Committee meeting on 27 September 2012.

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

To be tabled at the Traffic Committee Meeting.

RECOMMENDATION

Submitted for the consideration of the Committee

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 9**ITEM 20****GIFFNOCK AVENUE, MACQUARIE PARK
Request for Work Zone
FILE NO: CRM 1385232****Council's Traffic Engineer – Traffic and Governance report 27 August 2012****Report**

Council has received correspondence from the Taylor Constructions for a "Works Zone" along the side frontage of the proposed new building within No 22 Giffnock Avenue, to carry out construction activities within the confines of the site. The proposed Work Zone will be of 36.5 metre in front of the property front boundary. This development site is located along the southern side of Giffnock Avenue which has seven (7) metered parking spaces.

Consideration

Giffnock Avenue is a local road and there is a restricted parking (12P: Mon-Fri) metered parking 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 1 September 2012 to 31 March 2013. The applicant has to pay for the metered parking displacement for seven (7) months in accordance with Council fees and charges Council do not have to relocate the parking meter as other people can use to pay for parking. A further review has confirmed that the parking meter will still be accessible to the public, in its current location.

A site inspection indicates that Giffnock 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 commercial properties. After completion of work zone 12P metered parking will need to be reinstated at no cost to Council.

It is recommended that a Work Zone of 36.5 metres be approved in front of No. 22 Giffnock Avenue property along frontage for a period of seven (7) months commencing from 1 September 2012 between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.

COUNCIL PROPOSAL

- (a) That approval for the Work Zone along the frontage of No.22 Giffnock Avenue property for 36.5 metres in length be granted for the period 1 September 2012 to 31 March 2013, subject to the following:
 - I. Payment of Work Zone Permit Fee in full accordance with Council's approved Fees and Charges 2012/13.
 - II. Payment of Parking Meter Fees in full accordance with Council's approved Fees and Charges 2012/13 due to the resumption of metered parking spaces for the duration of the Work Zone period.
- (b) That the Work Zone operates between the hours of 7am to 5pm, Monday to Friday, and 8am to 1pm on Saturday.
- (c) That 12P parking restrictions be re-instated upon expiry of the Work Zone period (31 March 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

Alex Karki
Contract Traffic Engineer – Traffic & Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 21**

GRANNY SMITH FESTIVAL – SATARDAY - 20 OCTOBER 2012
Temporary Road Closures
 FILE NO: COR 2009/206

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

The Granny Smith Festival will take place this year on Saturday, 20 October 2012. The format is similar to that of previous years commencing with a street procession, market stalls and entertainment. Trelawney Street will be closed at Rutledge Street and access allowed to the festival officials.

Consideration

As per the 2011 Festival we will continue the small change to traffic conditions in Hillview Lane between Shaftsbury Road and the roundabout at Lakeside Road where traffic has previously been allowed to exit at the roundabout turning left only. Hillview Lane and the Council car park will be closed to improve safety of pedestrians using the lane. All the retailers in Rowe Street will be allowed access to this section of lane by SES personnel manning the intersection of the lane at Shaftsbury Road. This has been in operation over during the 2009 and 2010 Festivals. This year's parade will start similar to last year.

Street Closure for Procession:

Date:	Saturday 20 October 2012.
Time:	Procession assembles from 8.00 am at Eastwood Oval, commences at 9.15 am and arrives at Rowe Street at approximately 10.00 am.
Route:	Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue and back to Eastwood Oval via Lakeside Road.
Participants:	30 Vehicles 1500 people walking
Length of Parade:	Approximately 1 km in length and it is estimated it could take approximately 1 hour to travel the full route.
Street closure:	Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street and The Avenue. Roads closed half an hour prior to the procession starting (other than the permanent closures).
Marshals:	The SES and Eastwood Police will be invited to marshalls the parade and assist as in previous years.

There are over 280 festival stall sites (including stages) which can take the hire company over 6 hours to erect. Consequently it is essential that they start work on Friday 19 October 2012 from 12.00 noon in the Plaza, and from 6.00pm along Rowe Street. The stalls are dismantled at the end of the festival and closed roads are re-opened by 9.00pm on Saturday 20 October 2012. These arrangements are similar to those followed in recent years and no problems were observed.

In 2011 the following procedures were implemented to minimise disruption to traffic flow when road closures were being progressively implemented.

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

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

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

COUNCIL PROPOSAL

- (a) That the following road closures and traffic management protocols be recommended to the RMS for approval as part of operation of the 2012 Granny Smith Festival.
- (b) That subject to approval of the temporary closure from the RMS, the following conditions apply:
 - i. That approval be given for the procession route and necessary temporary road are closed at the Granny Smith Festival half an hour prior to the Parade starting on Saturday 20 October 2012. The Procession route and temporary road closures are along Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue returning to Eastwood Oval via Lakeside Road.
 - ii. That approval be given for the temporary closure of Rowe Street (Shaftsbury Road to Eastwood Plaza) and The Avenue (Rowe Street to Hillview Lane) and Progress Avenue (The Avenue to Hillview Road) and Trelawney Street (Rowe Street and Rutledge Street) from 6.00pm on Friday 19 October 2012 to 9.00pm (or until stalls have been collected) on Saturday 20 October 2012.

- iii. That approval be given for the temporary closure of Hillview Lane (between Shaftsbury Road and The Avenue) from 6.00am to 9.00pm on Saturday 20 October 2012 and Hillview Road between Lakeside Road and West Parade from 8.30am to 5.00pm on Saturday 20 October 2012.
- iv. That temporary “No Stopping” signs be erected on the eastern side of Shaftsbury Road between Rowe Street and Rutledge Street between 6.00am and 9.00pm Saturday 20 October 2012.
- v. That temporary “No Stopping” signs be erected on Lakeside Road, between Hillview Road and Glen Street, between 6.00am and 9.00pm Saturday 20 October 2012.
- vi. That the stall hire company be permitted to commence set up from 12.00 noon on Friday 19 October 2012 on the Plaza and from 6.00pm on Rowe Street, The Avenue and Progress Avenue.
- vii. That large sized warning signs be erected notifying the public of the activities related to the Festival set up, the temporary road closures and alterations to bus routes.
- viii. That temporary bus stops be located in Wingate Avenue from 6.00am on Saturday 20 October 2012 to 6.00am Sunday 21 October 2012 and at the eastern side of the Plaza at West Parade, from 5.00pm on Friday 19 October 2012 to 6.00am Sunday 21 October 2012 and the affected bus stops be signposted to redirect patrons to the temporary location.
- ix. That temporary “No stopping” signs be erected in Rutledge Street on both sides between Trelawney Street and Shaftsbury Road.
- x. That the Eastwood Chamber of Commerce be advised of the proposals.
- xi. That the Traffic Officer stationed in Eastwood Police Station be notified in writing.

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

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Alex Karki
Contract Traffic Engineer – Traffic &
Governance

Terry Dodds
Group Manager – Public Works

SECTION 11**ITEM 22****TWIN ROAD, NORTH RYDE
Forthcoming Special Events**

File Ref: COR 2009/206

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Item A: *CAROLS BY CANDLELIGHT – CHRISTMAS SPECTACULAR*
Event Date: Sunday, 16 December 2012

On Sunday, 16 December 2012 the North Ryde Rotary Club is sponsoring the annual Carols by Candlelight/Christmas Spectacular to be held at North Ryde Common. The organiser is expecting a crowd of 8,000-10,000 persons and it is anticipated that a large proportion of the crowd will walk to the venue.

Item B: *AUSTRALIA DAY CELEBRATIONS – NORTH RYDE*
Event Date: Saturday, 26 January 2013

The City of Ryde, in conjunction with the Australia Day Task Force, will once again be hosting an "Australia Day" celebration on Saturday, 26 January 2013 from 4.00 pm to 9.00 pm at North Ryde Common, North Ryde.

Consideration

Parking provisions within the hospital grounds should be adequate. However, it is likely that some cars will try to park in surrounding public streets fronting the hospital, particularly along Twin Road. To allow better access and traffic circulation, temporary "No Stopping" / "No Parking" restrictions on both sides of Twin Road between Wicks Road and Badajoz Road would be implemented, as in previous years. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2011 or in previous years.

As in past years, parking will be available at local schools, Macquarie Hospital grounds and on local streets. Disabled parking will be allowed in a designated area of the North Ryde Common, near the western end of Twin Road with the area policed by SES personnel. Two-way traffic will be maintained in Twin Road with temporary 'No Parking' signs erected on both sides early in the morning of 26 January 2013. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2012.

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

These parking arrangements apply to both events as each event is held at the same location being North Ryde Common.

COUNCIL PROPOSAL

- (a) That temporary “No Parking” signs be installed on both sides of Twin Road between Badajoz Road and Wicks Road and “No Stopping” signs be installed 10 metres from the corners of side streets on Sunday, 16 December 2012 and on Saturday, 26 January 2013, for the respective special events Carols by Candlelight (December 2012) and Australia Day (January 2013).
- (b) That disabled parking be allowed in a designated area on the Common near the western end of Twin Road, with the area controlled on the day by SES personnel.
- (c) That necessary signposting be installed in advance of the event and affected residents in Twin Road and intersecting streets be advised of arrangements.
- (d) That step be taken to ensure that only existing vehicle entry/exit points are used by vehicles and, other than disabled parking, no additional entry/exit points are used.
- (e) That the cost for installation and removal of the necessary traffic signs is to be borne by the organiser.
- (f) That the approval is subject to a submission to Council and verification from the insurers that the event is covered by an appropriate Public Liability Insurance in an amount not less than \$20 million.

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

Ramesh Desai
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SECTION 11**ITEM 23****GOULDING ROAD, RYDE****Restricted 'No-right' turn from Goulding Road into Bruce Street**File No: LDA 2012/197

Council's Traffic Engineer – Traffic and Governance report 13 August 2012**Summary Report**

Council has received local development application for No.3 to No.5 Goulding Road, Ryde which is accessible only through cul-de-sac on the southern side of Bruce Street. In order to mitigate 'risk', Council has proposed to install 'No-right-turn: 6am to 10am; 3pm to 7pm-Weekdays', sign in Goulding Road near Bruce Street intersection, during peak time as the time period is where the likelihood of 'incidence', is the greatest.

Background

Council has received local development application in No. 3 to No. 5 Goulding Road, Ryde. The proposed development is 4 villa developments over two sites (No.3 & No.5 Goulding Road). It has been mapped as a 'non-preferred' location under Schedule 2 of Part 3.5 of the Ryde Council DCP2010 because of 'adverse traffic impacts and poor residential amenity' (with no exceptions).

Council Planner assessed the site on technical merits and found it to be 'not be mapped' as it is not accessed off Lane Cove Road but rather a quiet cul-de-sac so there is merit to claim possibly that 'no adverse impacts' are present.

Consideration

The development site No. 3 to No. 5 Goulding Road' is accessible only through cul-de-sac on the southern side of Bruce Street.

Goulding road is sub-arterial road which connects to Lane Cove Road (arterial road) on the western end. The peak hour traffic coming and going into Lane Cove Road from Goulding Road is high. The AADT data extracted from the RMS web-site which has daily volume at 71,082 in 2002 along Lane Cove Road (vicinity of Goulding Road). Similarly, the daily traffic volume on Lane Cove Road near the Goulding Road intersection in 2005 is 78,885. Over a 3 years period average growth rate is 3.5% per year. Using the linear interpolation with the average growth rate of 3.5%, the 2012 AADT is 100,364.

Goulding Road and Bruce Street intersection is only short distance south of Lane Cove Road and Goulding Road intersection. During the peak hour traffic, there is traffic interruption in Lane Cove Road and Goulding Road intersection due to motorists queuing on Goulding Road to undertake 'right-hand-turn' into Bruce Street.

Taking consideration for uninterrupted traffic flow and to mitigate the 'risk', it is proposed to install 'No-right-turn: 6am to 10am; 3pm to 7pm- Weekdays', sign in Goulding Road near Bruce Road intersection.

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 two (2) non injury accident reported in Goulding Road, Ryde.

Accident Year	No of Accidents	RUM Code
2005	1	88
2006	0	Not Applicable
2007	0	Not Applicable
2008	0	Not Applicable
2009	1	22

Note on "RUM" codes

- >> RUM 88: Out of Control on Carriageway;
- >> RUM 22: Vehicles from opposing directions;

COUNCIL PROPOSAL

That Council approve the installation of 'No-right-turn: 6am to 10am; 3pm to 7pm, Weekdays', sign in Goulding Road near Bruce Road intersection.

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Ramesh Desai
Traffic Engineer – Traffic & Governance

Harry Muker
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