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<b>Venue:</b>	Civic Centre, Level 5 – Room 2	
<b>Time:</b>	10:00am	
<b>Chair:</b>	Mr Terry Dodds, Group Manager – Public Works, City of Ryde.	

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**SECTION 3****ITEM 1****HIGGINBOTHAM ROAD, GLADESVILLE**  
**Request for No Stopping restrictions**  
File No: D12/12764**Council's Traffic Engineer – Traffic and Governance report 17 February 2012****Summary Report**

Council has received written correspondence from a resident of Gladesville to investigate parking along Higginbotham Road during the week days. Resident has raised concerns relating to cars parked on the southern side of Higginbotham Road, east of Lyndhurst Street at the bend.

**Consideration**

Higginbotham Road is a collector road and important link between Pittwater Road and Lane Cove Road. There are existing 1P restrictions along small sections of Higginbotham Road opposite to the commercial properties. The average width of Higginbotham Road is 9 meters in the vicinity of bend. There are no restrictions along this section of Higginbotham Road.

There is unrestricted parking along the southern side of Higginbotham Road between Nelson Street and Monash Road. A parking survey was carried out along both sides of Higginbotham Road and results are attached in **ATTACHMENT REPORT**.

Survey results indicated that Higginbotham has low utilisation of 38% and parking restrictions are not warranted, however it has been recommended that No Stopping for 20 metres at the bend east of Lyndhurst Street on both sides be implemented with barrier lines for 20 metres to reinforce vehicle travel lane direction to keep vehicles on the correct side of road.

**COUNCIL PROPOSAL**

That Council approves No Stopping restrictions on both sides along Higginbotham Road east of Lyndhurst Street for distance of 20 metres at the bend including barrier lines for 20 metres.

**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 3****ITEM 2****MONCRIEFF DRIVE AND ELLIOTT AVENUE, EAST RYDE****Request for parking restrictions**

File No: D11/112620

**Council's Traffic Engineer – Traffic and Governance report 17 February 2012****Summary Report**

Council has received written correspondence from a resident of East Ryde to investigate parking conditions along Moncrieff Drive at the bend, west of Rene Street. Resident has raised concerns relating to a car parked adjacent to the kerb on the southern side of Moncrieff Avenue (opposite to Elliott Avenue) force passing traffic to cross barrier lines which is 3.7 metres from the kerb.

**Consideration**

Moncrieff Drive is a local road in east west direction and mainly residential street. There are no restrictions along Moncrieff Drive for full length and residents have their own parking on the property.

Periodic survey results confirm that a car parked opposite to Elliott Avenue force traffic to travel in opposing lane and across barrier lines.

It is recommended that No Stopping restrictions be installed on both sides on Moncrieff Drive at the section of barrier lines at the bend west of Rene Street.

**Accident History**

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2005 and 2009 indicates that there have been two (2) accidents reported in Moncrieff Drive between Rene Street and Elliott Street.

**COUNCIL PROPOSAL**

That Council install 'No Stopping' restrictions in Moncrieff Drive on both sides between property numbers 81 and 95 to reinforce statutory regulations of 3m from barrier lines rule.

**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

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**SECTION 3****ITEM 3**

**MCGREGOR STREET, NORTH RYDE**  
**Request for parking restrictions on one side**  
File No: CRM 1328524

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**Council's Traffic Engineer – Traffic and Governance report 17 February 2012****Summary Report**

Council has received a request from a resident of David Avenue, North Ryde to review parking restrictions along McGregor Street on both sides. Resident has raised concerns relating to cars being parked on both sides of McGregor Street, allowing only one (1) trafficable lane is available and vehicles have to reverse or park in the adjacent 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.

**Consideration**

McGregor Street is a local road connects Paul Street and David Avenue. There are existing 2P RPS Zone 3 restrictions along full length and both sides of McGregor Street. The average width of McGregor Street is 7 meters and cars parked on both side allows 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.

A parking survey was carried out along both sides of McGregor Street and results are attached in **ATTACHMENT REPORT**.

Survey results indicated that McGregor Street has high utilisation of 84% and parking restrictions are warranted on one side of street to allow two-way traffic flow.

**Consultation**

A survey form and a letter has been sent out to all affected residents of nine (9) properties in total on 27 February 2012 for the concurrence of the proposed part time 'No Parking' zone along one side of McGregor Street. Council has received favourable response from residents. The results of the Survey are summarised in the table below:

<b><i>Resident Survey</i></b>	<b><i>Number of Responses</i></b>
Support the proposed No Parking (8am – 6pm, Mon – Fri) from the frontage of No. 2, 2A and 4 McGregor Street	6
Status Quo (No change to existing parking arrangements)	1
Undecided	0
Total letter distributed	9

Comments

- Parking should be between 8am-5pm as residents come back from work around 5pm
- Resident on western side do not want changes to parking in McGregor Street

It is recommended that No Parking on the eastern side of McGregor Street be installed between 8am-5pm, Mon-Fri.

**COUNCIL PROPOSAL**

That Council approve No Parking (8am-5pm, Mon-Fri) along the eastern side of McGregor Street, North Ryde.

**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**

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**SECTION 3****ITEM 4****BAY DRIVE, MEADOWBANK**  
**Request for short term parking**  
File Ref: D12/7441

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**Council's Traffic Engineer – Traffic and Governance report 15 February 2012****Summary Report**

Council has received a written request from a facilitator of the River City Church Group who utilises the Shepherds Bay Community Centre for specific community events. The provision of short term parking is to provide a "pick up / drop off" point for equipment and supplies for community events that occur every Sunday at the Shepherds Bay Community Centre.

**Background**

An item for the installation of a Loading Zone was tabled at the March 2009 Ryde Traffic Committee, and adopted by Council on 28 April 2012, and subsequently installed in the 90 degree angled parking opposite the Shepherds Bay Community Centre. The resolution adopted by Council is below.

*"That Council approves the conversion of one (1) existing 3P (adjacent to the disabled car space) to a loading zone, with blue "Kiss-and-Ride" signage to be installed.*

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.

Bay Drive is a local road under Council's road hierarchy with a variable width carriageway (ranging from 7m to 8.5m). The existing No Stopping provisions around the vicinity of the Community centre does not allow for any opportunities to provide pick up / drop off in the kerb side lane. This is largely due to the narrow carriageway width and the provisions of double barrier lines (which require that a clear lane width of 3 metres is provided, adjacent to a parking lane).

**Consideration**

An onsite inspection by Council officers has identified that the indented 90 degree parking is within a short walking distance from the Shepherds Bay Community Centre. At the time of inspection only three (3) of the seven (7) 3P car parking spaces were utilised. The Loading Zone was also occupied.

As the current Loading Zone is also utilised by other organisations in the area, it is proposed to convert one (1) 3P parking space to a P10 minute parking space to allow community groups to unload goods for events at the community centre.

**COUNCIL PROPOSAL**

That one (1) of the 3P indented 90 degree parking spaces is converted to a P10 minute (8am to 10pm) parking space on Bay Drive to allow community groups to unload goods for events at the community centre.

**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 3****ITEM 5**

**LYNDHURST STREET, GLADESVILLE**  
**Request for parking restrictions**  
File No: CRM 1328524

**Council's Traffic Engineer – Traffic and Governance report 17 February 2012****Summary Report**

Councillor O'Donnell has received representation from a resident of Lyndhurst Street, Gladesville to review parking along both sides of Lyndhurst Street. Resident has raised concerns relating to cars parked on both sides of Lyndhurst Street resulting in two cars not being able pass each other.

**Background**

Council approved 2 hour parking restrictions along the western side of Nelson Street in 2004.

**Consideration**

Lyndhurst Street is a local street and is 8 metre wide. There is unrestricted parking along both sides of Lyndhurst Street. Cars parked on both sides of Lyndhurst Street pose difficulty for motorists to pass each other. Due to commercial activity along Higginbotham Road and Buffalo Road, parking spills into side streets.

Survey results indicates that Lyndhurst Street has a low on-street parking utilisation rate of 39% and generally parking restrictions are not warranted if on-street parking occupancy is less than 80%.

It is recommended that no action be taken to introduce short term parking in Lyndhurst Street but Council organise driveway delineation lines on all driveways of Lyndhurst Street properties so that cars are parked away from driveway edges.

**COUNCIL PROPOSAL**

That Council take no action to introduce short term parking restrictions along Lyndhurst Street at present time.

**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 3****ITEM 6****CURTIS STREET, RYDE**  
**Request for “Rear to Kerb” Parking**  
File Ref: D12/9673**Council’s Traffic Engineer – Traffic and Governance report 22 February 2012****Summary Report**

Council has received written correspondence from a resident of Curtis Street, Ryde, requesting the installation of “Rear to Kerb” parking in the angled parking spaces adjacent to the swimming centre.

**Background**

In 2003, Council installed angle parking in Curtis Street adjacent to the swimming centre. At the time, the orientation of parking was not specified.

The angled parking was installed to maximise the parking availability for the swimming centre, with minimal impact on residents of Curtis Street.

**Consideration**

The residents opposite the angled parking area have experienced substantial damage to their vehicles from motorists reversing out of the car spaces. They are also concerned about the safety of children crossing the road, and the lack of site distance when reversing a car.

The parking manoeuvres associated with this angle parking area is disrupting traffic and giving rise to erratic or dangerous traffic manoeuvres around parked vehicles.

For safety and operational matters, it is proposed to specify the angled parking to ‘Rear to Kerb’ parking. This will increase safety for pedestrians when motorists are exiting the car space and eliminate damage to parked vehicles in the street.

It is also proposed to install wheel stops to restrict vehicle overhang onto the foot path.

**COUNCIL PROPOSAL**

That Council approve the installation of ‘Rear to Kerb’ parking restrictions in the angled parking spaces on Curtis Street, 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 7****VIMIERA ROAD, MARSFIELD****Black Spot Program 2011/2012 – Black Length**

File Ref: COR2009/206

**Council's Traffic Engineer – Traffic and Governance report 22 February 2012****Summary Report**

Council is tabling the Black Length design for Vimiera Road for technical approval of the proposed traffic management measures under the 2011/12 Black Spot program.

The black length treatment will target traffic incidents along Vimiera Road that over time should minimise future incident risk.

**Consideration**

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

- Install kerb extension
- Repaint all faces of islands in Retro reflective paint
- Replace holding rails
- Provide missing RRPM
- Install Keep Left signs
- Install double sided chevron hazard signs

**Community Consultation**

Directly affected properties will be notified regarding the project prior to the construction of all above pedestrian refuges.

**COUNCIL PROPOSAL**

That Council supports the proposed traffic management measures along Vimiera Road as per drawings for Nation Building Blackspot Program (Concept Design1, 2, 3 and 4) which are detailed in the Ryde Traffic Committee **ATTACHMENT REPORT**.

**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

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**SECTION 6****ITEM 8****QUARRY ROAD, RYDE****Black Spot Program 2011/2012 – Black Length**File Ref: COR2009/206

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**Council's Traffic Engineer – Traffic and Governance report 22 February 2012****Summary Report**

Council is tabling the Black Length design for Quarry Road for technical approval of the proposed traffic management measures under the 2011/12 Black Spot program.

The black length treatment will target traffic incidents along Quarry Road that over time should minimise future incident risk.

**Consideration**

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

- Install chevron signs at bend
- Reinstate missing holding rails and chevron signs'
- Repaint islands faces in Retro Reflective paint
- Repaint ramps with piano keys
- Install keep Left signs
- Provide 10 m long RMS fence at both speed humps
- Tree trimming required at Smalls Street intersection to improve visibility.

Community Consultation

Directly affected properties will be notified regarding the project prior to the construction of all above pedestrian refuges.

**COUNCIL PROPOSAL**

That Council supports the proposed traffic management measures along Quarry Road as per drawings for Nation Building Blackspot Program (Concept Design1, 2,3,4,5 and 6) which are detailed in the Ryde Traffic Committee **ATTACHMENT REPORT**.

**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 6****ITEM 9****ROWE STREET, EASTWOOD**  
**Amended Public Domain Upgrade Plan**  
File Ref: COR2009/206**Council's City Landscape Architect report 29 February 2012****Summary Report**

The public domain upgrade concept plan for Rowe Street (east) that was approved by Council in 2007 has been amended. The amended plan proposes widening the footpath and narrowing the road. The traffic lanes will still be an adequate width for Rowe Street (east).

**Background**

On 19 June 2007 Council approved the design of a public domain upgrade for Rowe Street (east) that included new paving, street trees and street furniture. The plan did not include any widening of the footpath and retained existing kerb alignments. On 2 August 2011 Council resolved that the upgrade be funded in the period 2011/12 to 2014/15. As part of design development, the approved concept plan has been amended.

**Consideration**

The amended concept plan (ATTACHED) includes widening the footpath on the southern side of Rowe Street from Railway Parade to Blaxland Road from 3.6m to approximately 5.4m. This will increase the pedestrian area on the southern side and allow room for planting street trees in the footpath. The amended plan also shows a short length of footpath widening on the northern side, outside the Eastwood Hotel.

This footpath widening will still allow for two (2) traffic lanes of 3m width and two (2) parallel parking lanes of 2.5m width. The centreline of the road will have to move slightly. Approximately five (5) parallel parking spaces may be lost at the western end of Rowe Street, depending on the results of community consultation and detailed design. The original approved concept plan (ATTACHED) would have resulted in the loss of at least seven (7) parallel parking spaces because of the addition of traffic blisters, a pedestrian crossing and street trees within the road pavement.

It is considered that a pedestrian crossing is not required at Rowe Street (east) because the pedestrian generation via cross movements is likely not to be heavy enough to warrant its installation. Ten (10) parallel parking spaces would be lost if a crossing was installed and this is unlikely to be acceptable to shopkeepers and property owners.

**COUNCIL PROPOSAL**

That Council approve the amended Public Domain Upgrade Plan for Rowe Street (east), Eastwood.

**RECOMMENDATION**

**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

**Nadine Croker**  
City Landscape Architect

**Harry Muker**  
Section Manager - Traffic & Governance

**Terry Dodds**  
Group Manager – Public Works

**SECTION 6****ITEM 10****BALACLAVA ROAD AND AGINCOURT ROAD  
Bus Priority Improvement- Proposed Traffic Signals**  
File Ref: COR2009/206**Council's Section Manager Traffic and Governance – 6 March 2012****Summary Report**

Council has received a request from RMS (formerly RTA) to prepare a design and cost estimate for the installation of traffic signals in association with the proposed AM peak period Bus Lane on Balaclava Road, between Abuklea Road and Epping Road. The proposed traffic signals would replace the existing roundabout at the subject intersection.

**Background**

The proposed signalisation of Balaclava and Agincourt Road was developed for the purposes of improving vehicle access from the minor road (Agincourt Road), improved bus priority (along Balaclava Road) and improved pedestrian safety (cars were known to ignore the presence of the marked crossing along Balaclava Road at times). The proposal was workshopped with Council on the 3 August 2010 with Councillors supporting the proposal subject to RMS (formerly RTA) undertaking public consultation for both street blocks that are affected by the bus priority lanes. RMS undertook public consultation in October 2010 which included the distribution of 1500 flyers via letterbox drop to households in the surrounding streets, letters to stakeholders, and newspaper advertisements. A total of 32 responses were received, with 23 being supportive of the proposal. Of the few not supporting the proposal, 8 were of a general nature such as traffic congestion and its impacts, with only 2 residents raising the issue of loss of on-street parking. On, the basis of those results, it was recommended that the project proceed so that the broader transport benefits can be achieved. Council at its meeting on the 14 December 2010 resolved to adopt the following recommendation in relation to the report titled "Bus Priority Lane and Improvement Works by RTA – Balaclava Road, Epping Road and Agincourt Road" as follows:

- (a) That Council advise the RTA it agrees to the creation of the bus priority lane in Balaclava Road from Abuklea Road to Epping Road subject to the RTA being responsible for the on going maintenance and costs of the pavement colouring and traffic signals.*
- (b) That Council agree to undertaken the civil works and traffic signal installation works at the intersection with Agincourt Road at the RTA's cost.*

**Consideration**

Balaclava Road is a Regional Road (sub-arterial) under Council's Road hierarchy and carries an AADT of some 19,000 vpd (2002 census by the RTA). The carriageway width is some 12 metres (kerb to kerb) which allows one travelling lane plus parking in each direction. A speed limit of 60 km/h applies on Balaclava Road. There is a zebra crossing just east of Agincourt Road. Balaclava Road is used by several STA bus routes (544, 545 and 550) connecting Eastwood railway station with Macquarie University and Macquarie Centre.

Agincourt Road is a local road that intersects with Balaclava Road at a single lane roundabout. Agincourt Road has a single traffic lane on each approach and is speed zoned at 50 km/h. There is a zebra crossing just south of Balaclava Road.

Adjacent development on the northern side of Balaclava Road is residential, while St Anthony's school is on the south western corner and Curzon Hall function centre is on the south eastern corner.

RMS (formerly RTA) proposes an AM peak period (0600 to 1000) eastbound Bus Lane on Balaclava Road, between Abuklea Road and Epping Road. Such a Bus Lane requires a dedicated traffic lane through the intersection, in addition to a general traffic lane. Accordingly, the single lane roundabout would need to be replaced by traffic signals, and the traffic signals need to be designed to cater for the Bus Lane, general traffic lanes, and turning movements. The design of the signals needs to consider:

- All turning movements to be possible from all approaches, including for a Medium Rigid (12.5m long) vehicle
- Pedestrian and cyclist safety
- Traffic Efficiency
- Minimal impact on public utilities and adjacent land holders

Council engaged a traffic consultancy to prepare the traffic signal design, based on an RMS concept design for the Bus Lane. Traffic analyses using aaSIDRA (intersection computer program) showed that the most efficient and effective phasing design was a three-phase arrangement where Balaclava Road has a 'diamond turn' phase (for both eastbound and westbound right turns) as well as a phase for left turns and through movements. Agincourt Road has one phase for all movements (**refer to the ATTACHMENTS REPORT** for the aaSIDRA output summaries). Signalised pedestrian crossings are proposed on all approaches, replacing the existing zebra crossings. The aaSIDRA analyses were summarised and submitted to RMS, and RMS subsequently approved the most efficient phasing design. The traffic consultant then proceeded with the detailed signal design (**refer to the ATTACHMENTS REPORT**).

The lane allocations on the western approach of Balaclava Road are designed to allow the AM peak Bus Lane, a general through traffic lane, and a right turn storage bay. This means that there is only one westbound lane. In turn, this means that the northbound left turn movement from Agincourt Road is a tight manoeuvre, especially for larger vehicles. In order to cater for heavy vehicles (Medium Rigid), without encroaching on the eastbound right turn bay, the kerb radius on the south western corner must be eased. In order to achieve this, some land must be acquired from the school. RMS has agreed to take responsibility for initial negotiation with the school's representatives.

On the northern approach, widening (or rather re-instatement of the pre-roundabout kerb line) is required in order to create two approach lanes at the intersection. On the north western corner, the radius requires minor adjustment in order to correctly place a traffic signal mast arm in relation to existing power poles and cables.

Consideration was given to incorporating bicycle lanes on the Agincourt Road approaches, in recognition of the on-road cycling route. The overall width of Agincourt Road, and the

requirement for dedicated left turn lanes, means that it is not possible to include dedicated bicycle lanes in accordance with AustRoads and RMS guidelines. Bicycle pavement symbols are proposed on the outer lane of Agincourt Road, as shown on the draft design plan.

#### Consultation

In producing the draft signal design, Bitzios Consulting had discussions with RMS (about the phasing design options and lane allocations), and with Sydney Buses concerning the bus routes in the area. Sydney Buses advised that the existing bus zone and bus shelter in Agincourt Road north of Balaclava Road is no longer used, and so may be removed. The signal design has been developed in close consultation with Council's traffic and Asset Systems engineers.

The information in this report is for "Technical" consideration and feedback ONLY as RMS is the approval authority in relation to traffic signal design approval.

### **COUNCIL PROPOSAL**

### **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

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**SECTION 6****ITEM 11****SHAFTSBURY ROAD AND GLEN STREET  
Proposed Pedestrian Refuge and Traffic Islands**  
File Ref: COR2009/206

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**Council's Traffic Engineer – Traffic and Governance – 15 March 2012****Summary Report**

Council is tabling the Black Spot design for Glen Street and Shaftsbury Road for technical approval of the proposed traffic management measures under the 2011/12 Black Spot Program.

**Background**

Council submitted to RMS in 2010/2011, a proposal for the construction of a roundabout at the Shaftsbury Road and Glen Street intersection under the National Black Spot Program. The proposed roundabout was presented to Ryde Traffic Committee in May 2011, and adopted by Council on 28 June 2011, with the following recommendation:

*“That the concept design; which will include integration of the T-Map, RSA, 40k/h high pedestrian area (HPAA) and parking in Glen Street, be further developed prior to being reconsidered by the Traffic Committee which would include the black spot criteria, safety and other technical considerations.”*

Following further design and consultation with affected residents, the proposed roundabout was not supported and an amended plan with the construction of a pedestrian refuge and traffic islands was developed. Roll over of funds was approved by RMS to 2011/12 financial year to construct the pedestrian refuge and traffic islands.

Council resolved the following on 13 March 2012:

- (a) *That the current proposal is supported by Council and a detailed design plan is submitted to the Roads and Maritime Services for their approval, via the Ryde Traffic Committee **(purpose of this report)**.*
- (b) *That a further report be provided to the Committee on the future provision of angled parking in Glen Street, adjacent to the Sydney Water storm water drain.*

**Consideration**

The amended proposal includes the construction of a pedestrian refuge on Glen Street and construction of traffic islands on Shaftsbury Road. The three (3) affected residents have been consulted with and are all in favour of the new proposal.

Due to short lead time to provide detail design plan has not been included. The plan will be tabled at the Committee meeting, for review and technical approval.

**COUNCIL PROPOSAL**

**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 12****MORRISON ROAD AND CHARLES STREET  
Proposed Roundabouts – Ryde Rehabilitation Centre Development  
File Ref: D12/22276****Council's Traffic Engineer – Traffic and Governance – 15 March 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 roundabout on Morrison Road, intersections of Payten Street and Douglas Street, and Charles Street 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.”*

**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.

**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****MARKET STREET, WEST RYDE  
Temporary Closure on Saturday, 31 March 2012  
File Ref: D12/12752****Council's Traffic Engineer – Traffic and Governance report 17 February 2012****Summary Report**

West Ryde Easter Parade and Fair Committee have approached Council to close Market Street between Graf Avenue and the basement car park for Woolworth on Saturday, 31 March 2012. Council has approved the TMP for Market Street last year and no concerns were raised during and after closure for the Easter Fair.

**Consideration**

The Fair commences at 9am but committee requested to close Market Street for the set up of stalls. The Easter Fair will finish around 3pm and organisers would like to close Market Street up to 5pm for the removal of all stalls.

The Traffic Management Plan (TMP) has been prepared and approval received from the RMS (refer ATTACHMENT). The organisers have been informed in relation to the TMP and public liability insurance.

That Council's Public Works assist the West Ryde Easter Parade and Fair Committee for the arrangement of closure of Market Street on Saturday, 31 March 2012.

That Council ensure that no construction work is planned in around West Ryde on Saturday, 31 March 2012.

**COUNCIL PROPOSAL**

- (a) That Council approves, in principle, the proposed closure of Market Street, West Ryde on Saturday, 31 March 2012 for conducting Easter Fair.
- (b) That West Ryde Easter Parade and Fair Committee be requested to provide a copy of the Certificate of Currency is to be submitted to Council before the event to protect City of Ryde against any claim arising from activities on Council land.

**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