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| File No: | COR2009/206 – D13/ | |
| Venue: | Civic Centre, Level 5 – Room 2 | |
| Time: | 10:00am | |
| Chair: | Mr George Dedes, Group Manager – Public Works, City of Ryde. | |

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“No Stopping”/ “No Parking” zone

- (A) Wallace Street, Eastwood
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“Motorcycles only” zone

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REQUEST FOR “NO STOPPING” AND “NO PARKING”

ITEM (A) WALLACE STREET, EASTWOOD
File Number: D13/32840

ITEM (B) KINGS ROAD DENISTONE EAST
File Number: D13/85535

ITEM (C) QUARRY ROAD, RYDE
File Number: CRM 1427196

ITEM (D) AMIENS STREET, GLADESVILLE
File Number: D13/88255

ITEM (A) WALLACE STREET, EASTWOOD – REQUEST FOR “NO STOPPING”

Summary Report

Council has received written correspondence from a resident of Wallace Street expressing concerns in regards to poor sight visibility of cars travelling on Wallace Street around the bend near 27 Wallace Street. The resident has requested a review of traffic conditions with a view of implementing a “No Stopping” zone around this sharp bend to reduce the hazard of vehicles being forced to the wrong side of the road.

Consideration

The average carriageway width of Wallace Street is approximately 7 metres, kerb to kerb, and there is on-street parking on both sides of the street. Wallace Street is a residential street with a 50km/h speed limit.

An investigation was recently undertaken along Wallace Street, particularly at the bend in front of 27 Wallace Street. The result of the investigation revealed that vehicles were parking within 10 metres of the bend making it difficult to see oncoming traffic, due to reduced sight visibility, and manoeuvre through the bend, due to the narrowing of the street caused by vehicles parking on both sides of the road.

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Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Wallace Street indicates that there has been no incident recorded in the most recent 5 year period (i.e. from 2008 to 2012 inclusive).

There is no evidence of previous safety concerns in accordance to the accident history; however, the investigation revealed that there is a hazard to driver safety at this location.

COUNCIL PROPOSAL

That Council install “No Stopping” signs along Wallace Street for approximately 20 metres along the frontage of No. 27 Wallace Street.

COMMITTEE RECOMMENDATION:

That Council install “No Stopping” signs along Wallace Street for approximately 20 metres along the frontage of No. 27 Wallace Street.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

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ITEM (B) KINGS ROAD, DENISTONE EAST - REQUEST FOR "NO PARKING"

Summary Report

Council has received written correspondence from a resident requesting further parking restrictions on both sides of Kings Road between Brabyn Street and Lovell Road, approaching the pedestrian crossing near the corner of Brabyn Street. The resident has requested a review of parking arrangements at this section of Kings Road with a view of implementing "No Parking" zones to reduce the morning and afternoon peak hour congestion.

Consideration

The average carriageway width of Kings Road is approximately 9.3 metres kerb to kerb and there is on-street parking on both sides of the street. There is a continuous double centre line dividing the road into two lanes with widths of 4.8 metres northbound and 4.5 metres southbound. Kings Road is a residential street with a 50km/h speed limit.

An investigation was recently undertaken along Kings Road, particularly between Brabyn Street and Lovell Road. The result of the investigation revealed that, when vehicles park at this section of Kings Road, traffic is forced to cross the double centre line on to the opposite carriageway due to the narrow width of the road. Kings Road is located at close proximity of Denistone East Primary School and during the morning and afternoon pick up and drop off period there is particularly a dangerous situation as a significant proportion of vehicles travel partly on the wrong side of the unbroken centre line and a considerable number of children are using the pedestrian crossing near the corner of Brabyn Street at the same time.

In accordance with the Australian Road Rules, vehicles are not permitted to park "Within three metres of any double centre lines"

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Kings Road indicates that there has been no incident recorded in the most recent 5 year period (i.e. from 2008 to 2012 inclusive).

Although there is no evidence of previous safety concerns involving traffic and pedestrians in accordance to the accident history, the investigation revealed that there is a hazard for drivers and pedestrians at this section of Kings Road. Considering the importance of parking for local residents, as well as parents dropping and picking up children at the nearby school, Council proposes to restrict parking on the east side of Kings Road between Brabyn Street and Lovell Road, this will allow for relocation of the double centre line approximately a metre to the east, reducing the width of the southbound lane to 3.5 metres. There will then be sufficient width for vehicles to park on the west side of Kings Road (2.3 metres) as well as a

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3.5 metre wide northbound traffic lane. This will eliminate the need for vehicles to cross the double centre line, and will preserve the parking spots on the west side of Kings Road.

COUNCIL PROPOSAL

- (i) That Council introduce “No Parking” restrictions on the east side of Kings Road between Brabyn Street and Lovell Road.
- (ii) That Council relocate the double centre line approximately one (1) metre to the east to reduce the width of the southbound lane from 4.5 metres to 3.5 metres.
- (iii) That Council introduce 2.3 metre wide parking edge lines on the west side of Kings Road between Brabyn Street and Lovell Road.

COMMITTEE RECOMMENDATION:

- (i) That Council introduce “No Parking” restrictions on the east side of Kings Road between Brabyn Street and Lovell Road.
- (ii) That Council relocate the double centre line approximately one (1) metre to the east to reduce the width of the southbound lane from 4.5 metres to 3.5 metres.
- (iii) That Council introduce 2.3 metre wide parking edge lines on the west side of Kings Road between Brabyn Street and Lovell Road.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Acting Group Manager – Public Works

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Section Manager - Traffic & Governance

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ITEM (C) QUARRY ROAD, RYDE – REQUEST FOR “NO PARKING”

Summary Report

Council has received correspondence from a resident of Quarry Road, Ryde, requesting “No Parking” signs along the residential frontage of No. 4-6 Quarry Road. Council at its meeting on 28 March 2013 resolved to:

“Introduce line marking with an ‘X’ crossing to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.”

The resident claims the ‘X’ crossing has been ineffective in deterring commuters from parking in the small space in between No. 2 Hill Crest and No. 4-6 Quarry Road

Background

Council at its meeting on 28 March 2013 resolved to adopt the following recommendation in relation to parking concerns on Quarry Road:

That Council introduce line marking with an ‘X’ crossing to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.

Quarry Road is a local road under Council’s Road Hierarchy. There is existing unrestricted parking on Quarry Road. The resident claims that people are constantly parking so they are partially blocking his residential driveway especially during sporting events held at the nearby park. As a result of this partial blockage the resident is unable to get his trailer in/out of his property.

Council investigation confirmed the space in between the two driveways is only 3.7 metres long which is less than the specified small car parking dimensions (AS 2890). In order to provide a clear sight and manoeuvring space, as residents exit their property, Council introduced line marking with an ‘X’ crossing in the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road. The residents claim that commuters ignore the ‘X’ crossing and park in the above mentioned space, in order to deter illegal parking at this location, the resident has requested “No Parking” signs to be installed along the frontage of his property.

COUNCIL PROPOSAL

That Council install a “No Parking” zone to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.

COMMITTEE RECOMMENDATION:

That Council install a “No Parking” zone to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.

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Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
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Service Unit Manager- Asset Systems

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Traffic Engineer – Traffic &
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George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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ITEM (D) AMIENS STREET, GLADESVILLE – REQUEST FOR “NO PARKING”

Summary Report

Council has recently held discussions with SITA, who are contracted by Council to collect Household waste throughout Ryde. During the discussion, safety concerns were raised in relation to waste collection on Amiens Street that could prevent future bin servicing in the area. The purpose of this report is to highlight the safety concerns raised by SITA as well as determining an appropriate remedial measure.

Background

Amiens Street, east of Wharf Road extends over 120 metres and effectively ends in a cul-de-sac. However, the eastern end of Amiens Street consists of an unusual layout in that it does not provide sufficient space for waste collection vehicles to turn around. Given, that the waste collection vehicles used can only service bins from the left side of the vehicle, the service vehicles are required to reverse for the full extent of Amiens Street, reversing into Wharf Road then reverse back down Amiens Street again.

The above scenario is considered to raise significant safety concerns that are exacerbated by the relatively narrow width (approximately 7.1 metres kerb to kerb) and the steep gradient of Amiens Street, combined with the poor visibility available to waste service vehicles while reversing and the presence of several parked cars on both sides of the street.

In addition to the above, SITA has reported incidents in which collision nearly occurred with motorists exit driveways while reversing.

In light of the above, Council and SITA have agreed on what appears to be the most suitable improvement measures to minimise safety concerns and operational difficulties on Amiens Street. The most appropriate solution involves placing the bins on the southern side of Amiens Street, combined with the introduction of parking restrictions on garbage day collections only, to facilitate waste collection. It is envisaged that these measures will result in waste collection vehicles being required to reverse down Amiens Street only once also removing the need to reverse into wharf road. The proposed parking restrictions include “No Parking: 5am – 11am; Tuesdays” signs which are to be placed on the southern side of Amiens Street.

Community consultation with all the affected residents of Amiens Street has been carried out, the results of the survey will be available at the Traffic Committee Meeting.

COUNCIL PROPOSAL

That Council introduce “No Parking: 5am – 11am; Tuesdays” signs on the southern side of Amiens Street.

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COMMITTEE RECOMMENDATION:

That Council introduce “No Parking: 5am – 11am; Tuesdays” signs on the southern side of Amiens Street.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
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Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
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George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
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REQUEST FOR “MOTORCYCLES ONLY” ZONE

ITEM (E) DENISTONE ROAD, DENISTONE – “MOTORCYCLES ONLY”
File Number: CRM 1476183

Summary Report

Council has received correspondence from the resident of 54 Denistone Road in regards to commuters parking too close to their driveway and obstructing sight visibility at egress. There are existing delineation lines on both sides of the driveway. The resident claims they are ineffective in providing a safe sight distance on each side of the driveway as commuters tend to ignore the delineation lines. The resident has requested parking restrictions for a distance of 6 meters to the east of their driveway to improve sight visibility.

Consideration

An investigation was recently undertaken at 54 Denistone Road. The result of the investigation revealed that when cars park at the spot immediately east of the driveway of number 54 Denistone Road the road visibility is significantly impaired creating a hazard to residents of the mentioned property as well as other road users. It was also noted during the investigation that this particular spot is often used by a neighbour’s motor bike.

Considering the importance of parking on Denistone Road, Council is proposing to introduce a “Motorcycles Only” zone for a distance of 6 metres (one parking space) to the east of the driveway of number 54 Denistone, to improve site visibility and preserve the amenities at the same time.

COUNCIL PROPOSAL

That Council install “Motorcycles Only” signs along Denistone Road for approximately 6 metres to the east of the driveway of No.54 Denistone Road.

COMMITTEE RECOMMENDATION:

That Council install “Motorcycles Only” signs along Denistone Road for approximately 6 metres to the east of the driveway of No.54 Denistone Road.

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Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
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Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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REQUEST FOR “DISABLED PARKING” SPACE

ITEM (F) WATERVIEW STREET, PUTNEY

File number: D12/58147

Summary Report

Council has received written correspondence from a resident of Waterview Street expressing concerns in regards to parking amenities within Kissing Point Park. The resident has requested a review of seasonal parking requirements with a view of implementing a disabled Parking space to help facilitate short term needs.

Consideration

Kissing Point Park is located at the southernmost end of Waterview Street. The parking facility provides parking for boat users, public water transport patrons and park goers. The parking can be used by commuters who wish to use the ferry as public transport.

Currently there are a large number of spaces dedicated to vehicles with trailers. There is also a section of parking that is only available to vehicles with trailers on weekends and public holidays. This makes it difficult for short term parking for vehicles without trailers as the spaces are allocated in such a way that certain spaces can only be occupied by vehicles with trailers.

A resident of Waterview Street expressed their concerns regarding the poor allocation of parking. The resident requested a review of seasonal parking requirements with a view of implementing a scheme to facilitate short term parking needs. Consequently, a decision was arrived which involved allocating one of the 20 nonspecific use parking spaces, as a disabled Parking space.

In adopting this approach, Council expects to meet some of the short term parking needs of Kissing Point Park and provide additional amenity for patrons of the park who are vulnerable.

COUNCIL PROPOSAL

That Council converts one of 20 the existing nonspecific use parking spaces to a disabled parking space to help facilitate the short term parking needs at Kissing Point Park for the vulnerable.

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COMMITTEE RECOMMENDATION:

That Council converts one of 20 the existing nonspecific use parking spaces to a disabled parking space to help facilitate the short term parking needs at Kissing Point Park for the vulnerable.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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REQUEST FOR “2P RESIDENTIAL PARKING” RESTRICTIONS

ITEM (F) EDMONDSON STREET, NORTH RYDE
File number: COR2009/206

Summary Report

Council received written correspondence from a local resident of Edmondson Street requesting that a Resident Parking Scheme be implemented in their street. This issue was addressed at the May 2013 Traffic Committee with the following resolution;

That a parking survey be conducted in 6 months to document any adverse changes in parking conditions along Edmondson Street.

Consideration

The resident's property is located between Blenheim Road and Cutler Parade; due to an existing bus zone this section of Edmondson Street has a limited number of parking spots available. The two closest streets to Edmondson Street are Blenheim Road and Donald Street which both have residential parking Zone 4 implemented.

The resident claims that the limited available parking spots on Edmondson Street are constantly occupied by commuters who park and catch the bus to the city and hence has requested that their street be included in the parking Zone 4.

Following resolution of the May 2013 Traffic Committee, in-line with Council set guidelines, an on-street parking utilisation survey was conducted for Edmondson Street for two different sections of

- (a) Edmondson Street between Blenheim Road and Cutler Parade/Berryman Street; and
- (b) Edmondson Street between Cutler Parade/Berryman Street and Ryrie Street

The outcome of the parking utilisation survey is summarised in a table on the following page:-

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| Parking Occupancy Survey | | | |
|--------------------------------------|-----------|--|-----------|
| Edmondson Street | | | |
| Between Blenheim Road and Cutler PDE | | | |
| Length (excluding No Stopping) | 148 m | | 155m |
| Northern side | | Southern side | |
| Available number of parking spaces | 25 | Total available number of parking spaces | 26 |
| | | | |
| Northern side | 4/11/2013 | 5/11/2013 | 6/11/2013 |
| Morning | 5 | 7 | 10 |
| Noon | 7 | 7 | 11 |
| Afternoon | 6 | 5 | 8 |
| Avg % Occupancy | 24% | 24% | 39% |
| | | | |
| | | | |
| Southern side | 4/11/2013 | 5/11/2013 | 6/11/2013 |
| Morning | 11 | 8 | 5 |
| Noon | 11 | 10 | 4 |
| Afternoon | 7 | 9 | 5 |
| Avg % Occupancy | 37% | 35% | 18% |
| Average northern side occupancy. | 29% | | |
| Average southern side occupancy. | 30% | | |
| Total Average % Occupancy | 29% | | |

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| Parking Occupancy Survey | | | |
|--|-----------|--|-----------|
| Edmondson Street | | | |
| Between Cutler PDE and Ryrie Street | | | |
| Total Length (excluding No Stopping) | 205m | | 220m |
| Northern side | | Southern side | |
| Total available number of parking spaces | 34 | Total available number of parking spaces | 37 |
| | | | |
| Northern side | 4/11/2013 | 5/11/2013 | 6/11/2013 |
| Morning | 4 | 3 | 5 |
| Noon | 4 | 5 | 6 |
| Afternoon | 4 | 5 | 5 |
| Avg % Occupancy | 12% | 12% | 16% |
| | | | |
| | | | |
| Southern side | 4/11/2013 | 5/11/2013 | 6/11/2013 |
| Morning | 6 | 7 | 8 |
| Noon | 5 | 7 | 7 |
| Afternoon | 6 | 6 | 5 |
| Avg % Occupancy | 15% | 18% | 18% |
| Total average northern side occupancy. | 13% | | |
| Total average southern side occupancy. | 17% | | |
| Total Average % Occupancy | 15% | | |

The three-day average for on-street parking utilisation in Edmondson Street does not meet the set guidelines (80% utilisation) hence implementation of residential parking permit is not warranted. However, the Traffic Committee may wish to implement the RPS despite the count criteria not being met.

COUNCIL PROPOSAL

That Council requests the Traffic Committee's advice as to whether or not to proceed with the implementation of a "2P (8am- 6pm, Mon-Fri)" Resident Parking Scheme (RPS) along Edmondson Street given the low utilisation rates.

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COMMITTEE RECOMMENDATION:

That Council not proceed with the implementation of a “2P (8am- 6pm, Mon-Fri)” Resident Parking Scheme (RPS) along Edmondson Street given the low utilisation rates.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
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Anthony Ogle
Service Unit Manager- Asset Systems

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Acting Group Manager – Public Works

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Section Manager - Traffic &
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REQUEST FOR TIMED PARKING

ITEM (G) SEE STREET, NORTH RYDE – “1/4P” PARKING RESTRICTIONS

File number: COR2009/206

Summary Report

Council has received correspondence on behalf of the Italian Bilingual School to introduce “1/4P” parking signs in between Angas Street and Stone Street directly outside the school frontage in order to facilitate the picking-up / dropping-off of students.

Background

Council at its meeting on 25 July 2013 resolved to adopt the following recommendation in relation to parking concerns on See Street:

- (i) That Council replace the “No Parking” signs on the eastern side of See Street between Angas Street and Stone Street with “1/4 P: 8am – 9am; 2.30pm–3.30pm, Mon-Fri” signs.
- (ii) That a further report be brought back to the committee to confirm the effectiveness of the 1/4P parking restrictions on See Street.

Consideration

The school officials have informed Council that the proposed “1/4 P: 8am – 9am; 2.30pm–3.30pm, Mon-Fri” zone is not effective in discouraging commuters from parking in the designated spots for longer periods of time.

School officials have requested “1/4 P: 7am – 5pm; Mon-Fri” signs on the eastern side of See Street between Angas Street and Stone Street. It is envisaged that introduction of “1/4 P: 7am – 5pm; Mon-Fri” signs will provide parents with enough time to pick-up / drop-off students given that parents are required to leave their vehicles. The time restriction is also expected to deter long term parking from this section of See Street.

The proposed “1/4 P: 7am – 5pm; Mon-Fri” is to replace the existing “No Parking” signs and “2P: 8am-9pm; Mon – Fri, permit holder excepted Zone 8” signs for a distance of 27 Metres equivalent to 5 parking spaces from Angas Street towards Stone Street.

The two properties directly affected by the proposed parking changes have been consulted by Council’s staff and have shown support for the proposed parking changes, subject to preservation of a single “2P: 8am-9pm; Mon – Fri, permit holder excepted Zone 8” between No.26 (corner property) and No.28 See Street.

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COUNCIL PROPOSAL

That Council replace the existing “No Parking” and “2P: 8am-9pm; Mon – Fri, permit holder excepted Zone 8” signs for a distance of 27 metres equivalent to 5 parking spaces on the eastern side of See Street between Angas Street and Stone Street with “1/4 P: 7am – 5pm; Mon-Fri” signs.

COMMITTEE RECOMMENDATION:

That Council replace the existing “No Parking” and “2P: 8am-9pm; Mon – Fri, permit holder excepted Zone 8” signs for a distance of 27 metres equivalent to 5 parking spaces on the eastern side of See Street between Angas Street and Stone Street with “1/4 P: 7am – 5pm; Mon-Fri” signs.

Submitted for the consideration of the Committee

Federico Ramos
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Traffic Engineer – Traffic & Governance

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Acting Group Manager – Public Works

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REQUEST FOR TRAFFIC CALMING DEVICES

- ITEM (H) WATTS ROAD, RYDE – TRAFFIC CALMING DEVICES**
File No: CRM 1508877
- ITEM (I) MONCRIEFF DRIVE, EAST RYDE - TRAFFIC CALMING DEVICES**
File No: D13/37504
- ITEM (J) NORMA AVENUE AND WISHART STREET, EASTWOOD - TRAFFIC CALMING DEVICES**
File number: D12/50918
- ITEM (K) BLENHEIM ROAD, NORTH RYDE - RAISED PEDESTRIAN CROSSING, (STATE BLACK SPOT FUNDING)**
Intersection of Blenheim Road and Coxs Road, North Ryde
File number: PM2013/40004
- ITEM (L) RAILWAY ROAD, MEADOWBANK - RAISED PEDESTRIAN CROSSING (FEDERAL BLACK SPOT FUNDING)**
Intersection of Railway Road and Constitution Road, Meadowbank
File number: PM2013/40004
- ITEM (M) ARGYLE AVENUE, RYDE - ENTRY TREATMENT (STATE BLACK SPOT FUNDING)**
Intersection of Argyle Avenue and Princes Street, Ryde
File number: PM2013/40004

ITEM (H) WATTS ROAD, RYDE - DOUBLE BARRIER (BB-LINES)

Summary Report

Council has received correspondence from a resident of Watts Road in regards to the speed at which cars travel on Watts Road. The resident has requested a review of traffic conditions with a view of implementing traffic calming devices to reduce vehicles speed if warranted.

Consideration

Watts Road is comprised of a straight section connecting Bridge Road to North Road. The average carriageway width along Watts Road is approximately 8.2 metres kerb to kerb and there is on-street parking on both sides of the street. Watts Road is a residential street with a 50km/h speed limit. It consists of a long section of straight

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road which is perceived to encourage motorists to speed. Watts Road is classified as a "Collector Road".

A traffic survey was recently undertaken along Watts Road close to house number 45, the results are tabulated below.

| Watts Road (Between Bridge Road and North Road) | 22nd to 27th October 2013 |
|--|----------------------------------|
| 7-day Average veh/day | 2054 |
| 5-day Average veh/day | 2318 |
| 85th Percentile Speed km/hr | 52 |
| Peak Hour Volume | |
| AM (8am- 9am) | 360 |
| PM (4pm- 5pm) | 175 |

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 local roads. The observed peak hour traffic volumes, during the AM and PM peak, are within acceptable limits.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for Watts Road indicates that there have been eight (8) collisions in the most recent 5 year period (i.e. from 2008 to 2012 inclusive).

| Accident Year | Location | RUM Code | No. of Accidents |
|----------------------|--|-----------------|-------------------------|
| 2008 | Watts Road (near the corner of North Road) | 30 | 2 |
| 2008 | Watts Road (near the corner of North Road) | 45 | 1 |
| 2008 | Watts Road mid-block | 71 | 1 |
| 2008 | Watts Road mid-block | 21 | 1 |
| 2009 | Watts Road mid-block | 60 | 1 |
| 2009 | Watts Road mid-block | 73 | 1 |
| 2011 | Watts Road mid-block | 20 | 1 |

Notes on "RUM" code:

- >> RUM 30: Rear End;
- >> RUM 45: Reversing;
- >> RUM 30: Rear End;

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- >> RUM71: Left off carriageway in to object/parked vehicle;
- >> RUM 21: Right thru;
- >> RUM 60: Parked;
- >> RUM73: Right off carriageway in to object/parked vehicle;
- >> RUM 20: Head on.

The accident data in the above table indicates a traffic condition at mid-block that requires further investigation as there is an “incident” pattern occurring. Staff undertook a review and noted, at mid-block, there was a “crest” which limited sight visibility of oncoming traffic. It was also observed that cars travelling in both directions tended to “Straddle” the centre of the road when approaching the crest.

To mitigate this type of driving behaviour, the installation of double barrier lines (BB-Lines), stemming from the crest for twenty (20) metres in each direction, would provide the appropriate level of guidance and delineation.

Community consultation with the affected residents of Watts Road is in progress at the time of preparing this report.

The results of the survey will be available at the Traffic Committee Meeting.

COUNCIL PROPOSAL

That Council install double barrier lines (BB-Lines) from the “Crest”, in Watts Road, for twenty (20) metres in each direction.

COMMITTEE RECOMMENDATION:

That Council install double barrier lines (BB-Lines) from the “Crest”, in Watts Road, for twenty (20) metres in each direction.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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ITEM (I) MONCRIEFF DRIVE, RYDE – SPEED CUSHIONS

Summary Report

Council has received written correspondence from a resident of Moncrieff Drive expressing concerns over the increasing level and speed of traffic on Moncrieff Drive during peak hour times. A review of the traffic conditions and installation of a traffic calming device have been requested.

Consideration

Moncrieff Drive is comprised of a straight section of road that links up with Melba Drive from the east and Twin Road from the west. The average carriageway width along Moncrieff Drive is approximately 9.0 metres kerb to kerb and there is on-street parking on both sides of the street. Moncrieff Drive is a residential street with a 50km/h speed limit. It consists of a long section of straight road which is perceived to encourage motorists to speed.

Traffic surveys were recently undertaken along Moncrieff Drive in close proximity to No.9 and No.88. The results are tabulated below.

| Moncrieff Drive in front of house No. 9 | 22nd to 27th October 2013 |
|--|----------------------------------|
| 7-day Average veh/day | 774 |
| 5-day Average veh/day | 809 |
| 85th Percentile Speed km/hr | 53 |
| Peak Hour Volume | |
| AM (8am- 9am) | 77 |
| PM (4pm- 5pm) | 69 |

| Moncrieff Drive in front of house No. 88 | 22nd to 27th October 2013 |
|---|----------------------------------|
| 7-day Average veh/day | 594 |
| 5-day Average veh/day | 616 |
| 85th Percentile Speed km/hr | 56 |
| Peak Hour Volume | |
| AM (8am- 9am) | 47 |
| PM (4pm- 5pm) | 77 |

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 200 veh/hr environmental and 300 veh/hr maximum goal for local roads. In addition, the RMS Road Design Guide indicates that a desirable feature of 2000vpd applies for a Local Road within a residential area. The observed

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traffic volumes do not exceed this limit. It should be noted that there is no evidence to suggest that Moncrieff Drive is being used as a 'rat run', as the traffic volumes are within the acceptable limit for a residential street. Should traffic travelling along Moncrieff Drive be predominantly associated with local residents, the use of traffic calming device to reduce through traffic will be unwarranted.

The 85th percentile speed measured outside House No. 9 and 88 Moncrieff Drive slightly exceeds the sign-posted speed limit of 50km/hr.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics indicates that there has been 6 (six) collisions in the most recent 5 year period (i.e. from 2008 to 2012 inclusive).

| Accident Year | Location | RUM Code | No. of Accidents |
|---------------|--|----------|------------------|
| 2008 | Moncrieff Drive outside No. 52- intersection of Cilento Cres | 71 | 2 |
| 2008 | Moncrieff Drive- intersection of SagerPl | 87 | 1 |
| 2011 | Moncrieff Drive outside No. 88 | 71 | 1 |
| 2011 | Moncrieff Drive outside No. 118 | 80 | 1 |
| 2011 | Moncrieff Drive outside No. 2 | 73 | 1 |

Notes on "RUM" code:

- >> RUM 71: Left off carriageway in to object/parked vehicle;
- >> RUM 87: Off Carriageway on L.H bend in to object/parked vehicle;
- >> RUM 80: Off Carriageway to left on right bend;
- >> RUM73: Right off Carriageway in to object/parked vehicle

Based on the traffic survey data collected and the audit crash statistics implementation of rubber speed cushions along Moncrieff Drive are warranted. Community consultation with the residents of Moncrieff Drive has been carried out. The results of the survey will be available at the Traffic Committee Meeting.

COUNCIL PROPOSAL

That Council install rubber speed cushions be introduced along the length of along the length of Moncrieff Drive, Ryde, subject to RMS approval of locations.

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COMMITTEE RECOMMENDATION:

That Council install rubber speed cushions be introduced along the length of along the length of Moncrieff Drive, Ryde, subject to RMS approval of locations.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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ITEM (J) NORMA AVENUE AND WISHART STREET, EASTWOOD – SPEED CONTROL

Summary Report

This report is to inform the Committee on the results of the investigation undertaken regarding consideration for potential traffic calming measures in Norma Avenue and Wishart Street.

A previous request to investigate traffic flow in Norma Avenue and Wishart Street was raised in June 2012. This issue was addressed at the January 2013 Traffic Committee with the following resolution;

That this item be reviewed in 6 months time.

Background

At the Council meeting on 31 January 2013 it was resolved as follows:

- (a) That Council take no action to introduce traffic calming measures in Norma Avenue and Wishart Street.*
- (b) That the NSW Police Service be requested to enforce the 50km/hr speed limit along Norma Avenue and Wishart Street.*
- (c) That this item be reviewed in 6 months time.*

Consideration

The RMS Guideline for Traffic Generating Developments gives a desirable peak hour volume of 200 veh/hr and maximum peak hour volume of 300veh/hr in accordance with the environmental goal for a residential street.

Traffic surveys have been conducted at Norma Avenue and Wishart Street to determine whether a significant change in traffic volume and speed has occurred over the past six months, results are tabulated below.

Result of the traffic survey conducted on Norma Avenue (between Orange Street and Grove Street) is tabulated below.

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| Norma Avenue between Orange Street and Grove Street | January 2013 | November 2013 |
|--|---------------------|----------------------|
| 7-day Average veh/day | 1263 | 976.8 |
| 5-day Average veh/day | 1458 | 1368.4 |
| 85th Percentile Speed km/hr | 56 | 54.1 |
| Peak Hour Volume | | |
| AM (8am- 9am) | 285 | 248.6 |
| PM (4pm- 5pm) | 104 | 238.7 |

Result of the traffic survey conducted on Wishart Street (between Graham Avenue and Oakes Avenue) is tabulated below.

| Wishart Street between Graham Avenue and Oakes Avenue | January 2013 | November 2013 |
|--|---------------------|----------------------|
| 7-day Average veh/day | 1251 | 948.2 |
| 5-day Average veh/day | 1442 | 1326.6 |
| 85th Percentile Speed km/hr | 50.9 | 52.2 |
| Peak Hour Volume | | |
| AM (8am- 9am) | 266 | 231 |
| PM (4pm- 5pm) | 114 | 209 |

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2006 and 2011 indicates that there have been no accidents reported in Norma Avenue and Wishart Street such that no ameliorative treatments are warranted. In addition, the 85th percentile speed was negligibly higher than the 50 km/h local speed limit.

The review confirms that the introduction of traffic calming measures in Norma Avenue and Wishart Street is not warranted; as such no further action is required.

COUNCIL PROPOSAL

- (a) That Council request the NSW Police Service to enforce the 50km/hr speed limit along Norma Avenue and Wishart Street.

COMMITTEE RECOMMENDATION:

- (a) That Council request the NSW Police Service to enforce the 50km/hr speed limit along Norma Avenue and Wishart Street.

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Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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ITEM (K) BLENHEIM ROAD, NORTH RYDE - RAISED PEDESTRIAN CROSSING (STATE BLACK SPOT FUNDING)

Summary Report

To seek the committee's concurrence on the design of the proposed "Raised Pedestrian Crossing" at the intersection of Blenheim Road and Coxs Road, North Ryde.

Background

This project was granted funding by RMS under the State Black Spot Program which aims to remediate sites which have a demonstrated history of accidents occurring over a five (5) year period as recorded on the RMS Accident Database. This site met the warrants and as such the project involves the introduction of a raised threshold as part of the "Traffic Committee Capital Works" program.

Consideration

The attached design plan (Drg: 59613C) is submitted to the committee for Technical approval.

COUNCIL PROPOSAL

That Council implements the "Raised Pedestrian Crossing" as per the drawing detail (Drg: 59613C) for implementation under the "Traffic Committee Capital Works" program.

COMMITTEE RECOMMENDATION:

That Council implements the "Raised Pedestrian Crossing" as per the drawing detail (Drg: 59613C) for implementation under the "Traffic Committee Capital Works" program.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

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ITEM (L) RAILWAY ROAD, MEADOWBANK - RAISED PEDESTRIAN CROSSING (FEDERAL BLACK SPOT FUNDING)

Summary Report

To seek the committee's concurrence on the design of the proposed "Raised Pedestrian Crossing" at the intersection of Railway Road and Constitution Road, Meadowbank.

Background

This project was granted funding by RMS under the "Federal" Black Spot Program which aims to remediate sites which have a demonstrated history of accidents occurring over a five (5) year period as recorded on the RMS Accident Database. This site met the warrants and as such the project involves the introduction of a raised threshold as part of the "Traffic Committee Capital Works" program.

Consideration

The attached design plan (Drg: 59613A) is submitted to the committee for Technical approval.

COUNCIL PROPOSAL

That Council implements the "Raised Pedestrian Crossing" as per the drawing detail (Drg: 59613A) under the "Traffic Committee Capital Works" program.

COMMITTEE RECOMMENDATION:

That Council implements the "Raised Pedestrian Crossing" as per the drawing detail (Drg: 59613A) under the "Traffic Committee Capital Works" program.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic &
Governance

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ITEM (M) ARGYLE AVENUE, RYDE - ENTRY TREATMENT (STATE BLACK SPOT FUNDING)

Summary Report

To seek the committee's concurrence on the design of the proposed "Entry Treatment" at the intersection of Argyle Avenue and Princes Street, Ryde.

Background

This project was granted funding by RMS under the State Black Spot Program which aims to remediate sites which have a demonstrated history of accidents occurring over a five (5) year period as recorded on the RMS Accident Database. This site met the warrants and as such the project involves the introduction of a perimeter threshold as part of the "Traffic Committee Capital Works" program.

Consideration

The attached design plan (Drg: 59613B) is submitted to the committee for Technical approval.

COUNCIL PROPOSAL

That Council implements the "Entry Treatment" as per the drawing detail (Drg: 59613B) under the "Traffic Committee Capital Works" program.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

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REQUEST FOR REVIEW OF TRAFFIC CONDITIONS (TRAFFIC FLOW)

ITEM (N) ADA STREET, FLINDERS ROAD, SMALLS ROAD, BARINGA STREET, TREVITT ROAD, NORTH RYDE - REVIEW
File number: D12/44114

Summary Report

This report is to inform Council on the result of the follow-up traffic surveys undertaken along Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road, North Ryde.

Background

In June 2012, Council received correspondence from residents of North Ryde requesting a review of traffic conditions in Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road with a view of implementing measures to reduce traffic volumes. The issue was addressed at the November 2012 Traffic Committee with the resolution;

That Council monitor the traffic conditions in Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road and further report be tabled at the Traffic Committee in six (6) months time.

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 environmental and 500 veh/hr maximum goal for a collector roads. The peak hour volume is within the environmental capacity limits for a collector road and should be monitored over the next six (6) months to ensure that there is no significant deterioration in the residential amenity.

Traffic Survey

Traffic survey undertaken in November 2013 along Milroy Street and summarised as follows:

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| Milroy Street | November 2013 |
|--|----------------------|
| 7-day Average veh/day | 223.1 |
| 5-day Average veh/day | 341 |
| 85th Percentile Speed km/hr | 48.9 |
| Peak Hour Volume (Bi-directional) | |
| Morning Peak (8am- 9am), (Two-way) | 72.6 |
| Evening Peak (5pm- 6pm), (Two-way) | 66 |

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

| Ada Street between Mavis Street and Ford Street | November 2013 |
|--|----------------------|
| 7-day Average veh/day | 787.6 |
| 5-day Average veh/day | 1104.4 |
| 85th Percentile Speed km/hr | 54 |
| Peak Hour Volume (Bi-directional) | |
| AM (8am- 9am) | 80 |
| PM (5pm- 6pm) | 217 |

| Trevitt Road between Pine Street and Leslie Street | November 2013 |
|---|----------------------|
| 7-day Average veh/day | 222.2 |
| 5-day Average veh/day | 310.2 |
| 85th Percentile Speed km/hr | 52.3 |
| Peak Hour Volume (Bi-directional) | |
| AM (8am- 9am) | 23 |
| PM (5pm- 6pm) | 41 |

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| Smalls Road between Santa Rosa Avenue and Neville Street | November 2013 |
|---|----------------------|
| 7-day Average veh/day | 2156 |
| 5-day Average veh/day | 3016.2 |
| 85th Percentile Speed km/hr | 45.3 |
| Peak Hour Volume (Bi-directional) | |
| AM (8am- 9am) | 245 |
| PM (5pm- 6pm) | 495 |

| Baringa Street Midblock | November 2013 |
|--|----------------------|
| 7-day Average veh/day | 767.8 |
| 5-day Average veh/day | 1075.8 |
| 85th Percentile Speed km/hr | 55.6 |
| Peak Hour Volume (Bi-directional) | |
| AM (8am- 9am) | 111 |
| PM (5pm- 6pm) | 126 |

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.

The review confirms that calming measures are not warranted at the present time hence no action should be taken to introduce traffic calming measures in Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road.

COUNCIL PROPOSAL

- (a) That Council request the NSW Police Service to enforce the 50km/hr speed limit along Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road.

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COMMITTEE RECOMMENDATION:

- (a) That Council request the NSW Police Service to enforce the 50km/hr speed limit along Ada Street, Flinders Road, Smalls Road, Baringa Street and Trevitt Road.

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic &
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George Dedes
Acting Group Manager – Public Works

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