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File No:	COR2009/206 – D13/45842	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr George Dedes, Acting Group Manager – Public Works, City of Ryde.	

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SECTION 2

ITEM 1

EDMONDSON STREET, NORTH RYDE **Request for “2P Residential Parking” restrictions** File No: COR2009/206

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Council has received written correspondence from a local resident of Edmondson Street requesting that a Resident Parking Scheme be implemented in their 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 the request from the residents, 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 Ryrrie 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			
Total Length (excluding No Stopping)	148 m		155m
Northern side		Southern side	
Total available number of parking spaces	25	Total available number of parking spaces	26
Northern side	8/05/2013	9/05/2013	10/05/2013
Morning	7	10	12
Noon	8	9	10
Afternoon	8	10	10
Avg % Occupancy	31%	37%	43%
Southern side	8/05/2013	9/05/2013	10/05/2013
Morning	12	9	5
Noon	10	12	3
Afternoon	6	12	3
Avg % Occupancy	36%	42%	14%
Total average northern side occupancy.	37%		
Total average southern side occupancy.	31%		

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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	2/05/2013	3/05/2013	6/05/2013
Morning	5	6	6
Noon	3	6	5
Afternoon	5	4	7
Avg % Occupancy	13%	14%	18%
Southern side	2/05/2013	3/05/2013	6/05/2013
Morning	5	6	5
Noon	5	5	5
Afternoon	6	6	6
Avg % Occupancy	14%	15%	14%
Total average northern side occupancy.	15%		
Total average southern side 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.

COUNCIL PROPOSAL

- (a) That Council does not approve the installation of 2P (8am- 6pm, Mon-Fri) Resident Parking Scheme (RPS) along Edmondson Street as the set guidelines have not been met.
- (b) That a parking survey be conducted in 6 months to document any adverse changes in parking conditions along Edmondson Street.

COMMITTEE RECOMMENDATION:

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Submitted for the consideration of the Committee

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ITEM 2

BAVIN AVENUE, RYDE
Request for “No Stopping” restrictions
File No: CRM 1445733

Council’s Traffic Engineer – Traffic and Governance report 29 April 2013

Summary Report

Council has received correspondence from an elderly resident of Bavin Avenue raising concerns regarding access for ambulances to her driveway.

Consideration

The request has been made for parking restrictions to be introduced due to the safety concerns associated with parked vehicles narrowing the entrance to the driveway of her property at number 3 Bavin Avenue, Ryde.

An onsite inspection has confirmed that there are currently delineation lines on each side of the driveway, but vehicles continue to park over the lines which make it harder for the emergency vehicles to gain access to the property. In order to improve access for emergency services to the property, it is recommended that ‘No Parking’ signs be installed at a distance of 1 metre on each side of the driveway.

COUNCIL PROPOSAL

Installing ‘No Parking’ signs at a distance of 1 metre each side of the driveway of number 3 Bavin Avenue, Ryde to allow for easy access of ambulances.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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SECTION 3

ITEM 3

MORRISON ROAD, PUTNEY

Request for “No Parking”

File No: COR2009/206

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Councillor Maggio has received representations from a resident of Morrison Road regarding parking and line of sight problems at egress. The resident has requested “No Parking” restrictions to be implemented for 4 metres along the residential frontage to improve site visibility as residents exit their driveways.

Consideration

Morrison Road is a collector road under Council’s Road Hierarchy with a carriage width of 19 metres kerb to kerb. There is existing unrestricted parking on Morrison Road. The resident claims that the nature strip in between their driveway (No. 211A Morrison Road) and that of the adjacent property (No. 90 Charles Street) is not long enough to accommodate two vehicles and at times the front of parked cars protrudes over their driveway. An onsite inspection confirmed the space in between the two driveways is only 8.2 metres long which is slightly longer than the specified small car parking dimensions (AS 2890) and certainly not wide enough to accommodate two vehicles. Considering the resident already has the delineation lines on each side of their driveway in order to improve the “sight distance” as residents exit their property it is recommended that “No Parking” signs be installed along the frontage of the property, as this will offer residents improved visibility of the road and in particular, approaching traffic.

COUNCIL PROPOSAL

That Council install ‘No Parking’ sign along the frontage of the property at 211A Morrison Road, to cover 2 metres of the space in between No. 211A Morrison Road and No. 90 Charles Street Putney as well as the driveway of No. 211A Morrison Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos

Austin Morris

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**George Dedes
Acting Group Manager – Public Works**

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ITEM 4

PITTWATER ROAD, GLADESVILLE **Request for “No Stopping” restrictions** File No: CRM 1437602

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Council has received a request from a commercial tenancy located at 30 Pittwater Road, Gladesville, requesting the introduction of 15 minute parking to increase parking turnover in the area for customers/visitors.

Consideration

There are approximately 6 commercial tenancies on Pittwater Road adjacent to Harvard Street. At the moment, there is unrestricted parking on Pittwater Road directly in front of the tenancies. As a consequence, motorists park their vehicles for an extended period of time, such that customers are required to park on the surrounding road network and walk to the shops. The requested “15 minute” parking restrictions would provide convenience for customers.

It is envisaged that providing 12m of “P 15 Minute Parking” would accommodate 2 vehicles.

Consultation with all commercial tenancies has been conducted Pittwater Road; results of the survey are shown below.

Survey of Commercial Tenancies on Pittwater Rd	Number of Responses	
Support proposed measures	100%	6
Do not support the proposed measures	0%	0
Are indifferent to the proposed measures	0%	0
Did not reply	0%	0
Total number of properties SURVEYED		6

COUNCIL PROPOSAL

That Council approves the introduction of “P15 minute” parking restrictions on Pittwater Road for a distance of 12 metres along the frontage of 30 Pittwater Road.

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COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 5

MAXIM STREET, WEST RYDE
Request for “No Stopping” signs
File No: CRM 1444685

Council’s Traffic Engineer – Traffic and Governance report 6 May 2013

Summary Report

Council has received a request from a resident to install “No Stopping” signs to prevent motorists from parking between the driveways of No.9 and No.11 Maxim Street, West Ryde, as the ‘gap’ between the two driveways is only 4.2metres.

Consideration

The gap between the driveways as listed above is insufficient to allow one vehicle to park without obstructing access to either driveway. Similar requests have been made throughout Ryde. In each case, an “X” pavement parking has been installed rather than “No Stopping” or “No Parking” signs. The pavement marking has been a successful deterrent at other similar locations in preventing motorists from parking in areas that are not suitable for the standard motor vehicle.

COUNCIL PROPOSAL

That Council provide an “X” pavement parking between the driveways for 9 and No.11 Maxim Street, West Ryde.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 6

MELLOR STREET, MEADOWBANK

Request for “2P” restrictions

File No: HELPDESK 5358

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Council has received a request from a commercial tenancy on Mellor Street requesting the introduction of time restricted parking between Mulvihill Street and Victoria Road.

Consideration

There are currently no time restrictions for parking on Mellor Street directly in front of commercial tenancies. As a consequence, motorists park their vehicles for an extended period of time, such that customers are required to park on the surrounding road network. Observations reveal that vehicles are parked in this section of Mellor Street for approximately 2-4 hours at a time.

It is anticipated that providing “2P Parking” restrictions on the north-western side of Mellor Street between Victoria Road and Mulvihill Street would provide 3 short-term parking spaces.

The proposed signs will read: “2P Parking”.

Consultation with all properties directly in front of this section of Mellor Street has been conducted. The results of the survey are shown below.

Survey of Commercial Tenancies on Pittwater Rd	Number of Responses	
Support proposed measures	100%	3
Do not support the proposed measures	0%	0
Are indifferent to the proposed measures	0%	0
Did not reply	0%	0
Total number of properties SURVEYED		3

COUNCIL PROPOSAL

That Council approves the introduction of “2P Parking” restrictions on the north-western side of Mellor Street between Mulvihill Street and Victoria Road.

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COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 7

BLAXLAND ROAD, RYDE
Request for “No Stopping” restrictions
File No: D13/14153

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

A resident has requested that “No Stopping” signs be introduced on Blaxland Road in order to prevent the through movement being blocked when there is a parked car adjacent to a motorist queuing to turn right into Kulgoa Road.

Consideration

The small section of Blaxland Road at the intersection with Kulgoa Road, there are two lanes in the northbound direction. In this small section, the kerb lane allows for up to 4 vehicles to be parked while the adjacent through lane is blocked by motorists queuing to turn right into Kulgoa Road. In such instances, all northbound traffic is blocked. This is considered to be an inconvenience as well as a potential safety hazard.

Accident History

The most recent 5-year period for which collision data was available ranged from 2006 to 2010 inclusive. In total, there have been 14 collisions at the intersection or immediately south of the intersection on Blaxland Road. The following 7 collisions involved vehicles queued to turn right into Kulgoa Avenue or vehicles parked on the western side of Blaxland Road.

Blaxland Road (Northbound)

Accident Year	No of Accidents	RUM Code
2006	1	30
2006	1	32
2007	1	71
2007	1	31
2009	1	30
2010	1	60
2010	1	30

Notes on “RUM” code:

>>RUM 30 to RUM 32: rear end collision northbound on Blaxland Road immediately south of Kulgoa Avenue.

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- >>RUM 60: colliding with parked car northbound on Blaxland Road immediately south of Kulgoa Avenue.
- >>RUM 71: left off carriageway into object or parked car northbound on Blaxland Road immediately south of Kulgoa Avenue.

The collision history indicates that there is a pattern of collisions involving either motorists queuing to turn right into Kulgoa Avenue or vehicles parked on the western side of Blaxland Road. While collisions were recorded as either one or the other, it is likely that the cause is the same, namely, that there is no unrestricted through movement for motorists travelling north along Blaxland Road. It also suggests that removing the parked vehicles may prevent the through movement from being restricted and consequently reduce or eliminate the collisions.

The proposed changes will result in a loss of 3 spaces.

COUNCIL PROPOSAL

That council introduce “No Stopping” signs on the western side of Blaxland Road opposite Kulgoa Avenue which will effectively remove 20 metres unrestricted parking (i.e. 3 parking spaces).

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 8

CRESSY ROAD, EAST RYDE

Request for “No Stopping” and 5 Minute Parking signs

File No: COR209/206

Council’s Traffic Engineer – Traffic and Governance report 7 May 2013

Summary Report

A request has been made for “P5 Minute” Parking signs to be installed on Cressy Road to accommodate 2 parking spaces adjacent to the small florist at the entry to Field of Mars Cemetery. A request has also been made to install “No Stopping” signs on north-eastern end of Cressy Road to prevent motorists from parking in front of a gated private road.

Consideration

During weekends, there are a large number of vehicles parked along Cressy Road, predominantly associated with the sports events occurring on Pidding Park resulting in an inconvenience for motorists wanting to park near the florist. It is anticipated that providing a “P5 Minute” Parking area adjacent to the florist will be sufficient to cater for these motorists.

The north-eastern end of Cressy Road is a private road that is gated to only allow restricted access. Given the unusual nature of this section of Cressy Road, motorists are under the impression that it is not a roadway and that parking in front of these gates will not result in any inconvenience. It is anticipated that the introduction of “No Parking” signs either side of the gates will be sufficient to prevent motorists from parking there.

COUNCIL PROPOSAL

That Council install the following signs:

1. “P5 Minute” Parking signs on the eastern side of Cressy Road between the Florist and the Cemetery driveway access (approximately 7.5 metres in width) to provide perpendicular parking for up to 3 vehicles; and
2. “No Parking” signs either side of the gate at the north-eastern end of Cressy Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 9

DICKSON AVENUE, WEST RYDE **Request for “No Stopping” signs** File No: COR2009/206

Council’s Traffic Engineer – Traffic and Governance report 8 May 2013

Summary Report

A request has been made to introduce “No Stopping” signs on Dickson Street adjacent to the West Ryde Anglican Church in order to facilitate pedestrians crossing the road.

Consideration

An onsite inspection indicates that the geometry at the intersection of Dickson Avenue and Bellevue Avenue is unusual in that the pram ramp on the north-western corner of the intersection is set back from Dickson Avenue, such that pedestrians standing on the footpath waiting to cross the road are not visible when there are cars parked on Dickson Avenue. Pedestrians must walk onto the road in order to see whether or not cars are approaching.

It should be noted that pedestrians do not have to walk onto the road to view approaching vehicles when there are no vehicles parked adjacent to the church (i.e. on the northern side of Dickson Avenue).

Accident History

Council’s data indicates that there have been no collisions on Dickson Street in the most recent 5 year period.

COUNCIL PROPOSAL

That the existing “No Stopping” sign on the northern side of Dickson Road, be relocated a further 8 metres west of Bellevue Avenue.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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Harry Muker
Section Manager - Traffic &
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SECTION 2

ITEM 10

PRINCES STREET, RYDE
Request for Bus Stop
File No: COR209/206

Council's Traffic Engineer – Traffic and Governance report 12 May 2013

Summary Report

A request has been made by Council's Environment and Planning Section to install a bus stop on the south-eastern side of Princes Street, directly in front of the Dalton Gardens Village.

Consideration

The Top Ryde bus service currently enters Dalton Gardens Village and undertakes a 3 point turn across a marked pedestrian crossing. In addition, there is an unusual facility in front of Dalton Gardens Village that enables cars to turn around. The facility includes a small section of road that is one-way and includes "No Stopping" restrictions on the south-eastern side of the road and "No Parking" restrictions on the other. The "No Parking" restrictions currently require that passengers enter and exit the vehicle to and from the road rather than the footpath.

It is envisaged that installing "No Stopping" signs on the north-western side and introducing 12.5 metres of "Bus Zone" plus 6 metres of "No Parking" restrictions will be sufficient to cater for the bus service that runs 6 times per day as well as any motorists requiring a pick-up / drop-off facility.

It is envisaged that the proposed changes to the sign-posting will not result in any adverse impacts in terms of manoeuvrability and will enhance pedestrian safety both on Princes Street as well as within Dalton Gardens Village.

COUNCIL PROPOSAL

Council proposes that "No Stopping" signs be installed on the north-western side of the road and that a 12.5 metre "Bus Zone" followed by 6 metres of "No Parking" is installed on the south-eastern side of the one-way section of Princes Street directly in front of Dalton Gardens Village.

COMMITTEE RECOMMENDATION:

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Submitted for the consideration of the Committee

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SECTION 6

ITEM 11

ANZAC AVENUE, DENISTONE **Request for Double Unbroken Lines** File No: CRM 1416242

Council's Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Council has received correspondence from a resident of Anzac Avenue regarding a sharp corner on Anzac Avenue, requesting double lines near the intersection of Mohan Street and Anzac Avenue, as cars generally cross the centre line to the wrong side of the road.

Consideration

Anzac Avenue is a local road under Council's road hierarchy and connects Blaxland Road and Victoria Road. The traffic composition is mainly local traffic with some through traffic. The functional usage of Anzac Avenue is consistent with the type of traffic the road is designed to carry.

Council officers have undertaken a traffic survey along Anzac avenue to determine the number of cars crossing over lanes at the corner.

Traffic Survey			
Anzac Avenue			
Western side	10/05/2013	Cars Crossing over	
Morning	3	0	
Noon	4	1	
Afternoon	6	1	
	13	2	
% crossing over		15%	
Eastern side	10/05/2013	Cars Crossing over	
Morning	5	1	
Noon	3	0	
Afternoon	6	0	
	14	1	
% crossing over		7%	

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Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the five (5) year period 2007 to 2011 indicates that there have been no accidents reported on Anzac Avenue near the intersection of Mohan Street.

COUNCIL PROPOSAL

That Council does not approve the installation of the double lines along Anzac Avenue between Mohan Street and Goodwin Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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Service Unit Manager- infrastructure
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SECTION 6

ITEM 12

MORRISON ROAD, PUTNEY **Request for “Kiss and Ride” zone** File No: HELP DESK 5192

Council’s Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Councillor Maggio has received a written correspondence from concerned parents of Putney Public School students for implementation of Kiss and Ride facilities along Morrison Road and Parry Street (school side).

The ‘key’ issues raised are as follows:

- Parents parking in the “No Stopping” zone near the traffic light on Morrison Road.
- Parents using the surrounding driveways to stop and let students out of their vehicles.
- Parents crossing the road whilst cars are parking in the 1/4P parking out the front of the school.

Consideration

Morrison Road is a collector road under Council’s Road Hierarchy with a carriage width of 19 meters kerb to kerb.

Parents of children of Putney Public School use Morrison Road and Parry Street for short-term parking when picking up and dropping off children. An onsite inspection of Morrison Road, Parry Street and the existing pedestrian crossing has identified the following on-street parking conditions:

- There are nine existing 1/4P parking spots outside Putney Public School on Morrison Road.
- There is 40 meters “No Stopping” zone on Parry Street (20 meters on each side of the pedestrian crossing)
- Unrestricted parking is available on Parry Street.

Council have been in contact with the vice principal of Putney Public School who has welcomed the prospect of a “Kiss and Ride” zone to replace 3 of the existing 1/4P parking on Morrison Road to assist quick turn around of cars and allow smooth traffic flow at the congested section of Morrison Road. School officials and Council have agreed that no changes to the existing parking arrangements on Parry Street are necessary. The available parking spots on Parry street will provide long term parking for parents while they accompany their children to and from school.

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COUNCIL PROPOSAL

That Council approves installation of a “Kiss and Ride” zone (8am-9.30am, 2.30pm-4pm, school days) for a length of twenty (20) metres on the north side of Morrison Road, east of Delange Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 13

PATRICIA STREET, MARSFIELD **Request for Traffic Calming Device** File No: D13/17065

Council's Traffic Engineer – Traffic and Governance report 9 May 2013

Summary Report

Council has received representations from the office of Hon. Victor Dominello MP on behalf of a resident of Patricia Street requesting a review of traffic conditions with a view of implementing measures to reduce traffic volumes and vehicular speeds.

Background

Council at its meeting in August 2009 reviewed the request for a traffic calming device in Patricia Street and resolved that:

- (a) *That Council does not approve the installation of a speed hump along Patricia Street.*
- (b) *That NSW Police be requested to enforce the 50 km/hr speed limit along Patricia Street during the following times:*
 - *AM 8 to 9 (weekdays)*
 - *PM 5 to 6 (weekdays).*

Consideration

Patricia Street has a carriageway width of approximately 14 metres kerb to kerb and on-street parking on both sides of the street. Patricia Street is sign-posted with a 50km/hr speed limit. Patricia Street also consists of a long section of straight road which is perceived to encourage motorists to speed. Patricia Street is a Local Road, however, it also provides connectivity between Collector Roads.

A traffic survey was recently undertaken along Patricia Street, the results are tabulated below.

Patricia Street Adjacent to number 22	18 March 2013– 24 March 2013
7-day Average veh/day	518
5-day Average veh/day	548
85th Percentile Speed km/hr	50
Peak Hour Volume	
AM (8am- 9am)	64
PM (4pm- 5pm)	62

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Patricia Street Adjacent to number 41	18 March 2013– 24 March 2013
7-day Average veh/day	252
5-day Average veh/day	257
85th Percentile Speed km/hr	52
Peak Hour Volume	
AM (8am- 9am)	24
PM (4pm- 5pm)	28

The following table shows the results of traffic survey conducted in 2009

Patricia Street	1 July 2009– 7 July 2009
7-day Average veh/day	442
5-day Average veh/day	454
85th Percentile Speed km/hr	61
Peak Hour Volume	
AM (8am- 9am)	37
PM (4pm- 5pm)	46

The current results indicate that there has been a slight increase in traffic volumes and that the 85th percentile speed has seen a slight decline.

The RMS Guide to Traffic Generating Developments (October 2012, Issue 2.2) gives peak hour volume of 200 veh/hr desirable and maximum 300 veh/hr environmental goal for a Local Road. As such, the observed traffic volume is within an acceptable limit and does not merit an ameliorative treatment on this basis.

The 85th percentile speed (outside No.41 Patricia Street) slightly exceeds the sign-posted speed limit of 50km/hr, but is not high enough to warrant implementation of physical traffic facilities.

Accident History

An investigation of the Roads and Traffic Authority's (RTA) audited crash statistics for the five (5) year period between 2007 and 2011 indicates that there have been no accidents reported in Patricia Street.

COUNCIL PROPOSAL

- (a) That Council take no action to introduce traffic calming measures in Patricia 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.

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Submitted for the consideration of the Committee

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ITEM 14

RYDE ROAD, GLADESVILLE **Request for Traffic Calming Devices** File No: D13/14153

Council's Traffic Engineer – Traffic and Governance report 30 April 2013

Summary Report

Councillor Roy Maggio has received representations from a resident of Ryde Road, Gladesville raising concerns with high traffic volumes and vehicular speeds along Ryde Road between Pittwater road and Monash Road. It has been requested that traffic calming devices be implemented along Ryde Road between Pittwater Road and Monash Road.

Consideration

A survey has been undertaken measuring vehicular speeds on this section of Ryde Road. The results of the survey are detailed in the table

Ryde Road between Pittwater Road and Monash Road	2 May 2013-9May 2012
7-day Average veh/day	13231
5-day Average veh/day	14182
85th Percentile Speed km/hr	49
Peak Hour Volume	
AM (8am- 9am)	1174
PM (4pm- 5pm)	1297

The RMS Guide to Traffic Generating Developments (October 2012, Issue 2.2) gives maximum 20000 veh/hr environmental goal for a Sub-Arterial Roads.

It should be noted that speed limit for Ryde Road is 60km/h. The results indicate that 85th percentile speed is lower that the sign posted speed limit.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the five (5) year period 2007 to 2011 indicates that there have been 3 accidents reported along Ryde Road between Pittwater Road and Monash Road.

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Accident Year	No of Accidents	RUM Code
2009	1	83
2010	1	73
2011	1	71

Notes on "RUM" code:

>>RUM 83: off carriageway, right on R.H. bend in to object/parked car.

>>RUM 73: right off carriageway in to object/parked vehicle.

>>RUM 71: left off carriageway into object or parked car.

COUNCIL PROPOSAL

That no action be taken by Council at the present time to install traffic calming devices along Ryde Road, as traffic data does not support their introduction.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 15

THORN STREET, RYDE Request for Traffic Calming Devices File No: Help Desk 5358

Council's Traffic Engineer – Traffic and Governance report 2 May 2013

Summary Report

Councillor Salvestro-Martin has received representations from a resident of Thorn Street requesting a review of traffic conditions with a view of implementing measures to reduce traffic volumes and vehicular speeds.

Consideration

Thorn Street has a carriageway width of approximately 11.5 metres and on-street parking on both sides of the street and is sign-posted with a 50km/hr speed limit. Thorn Street predominantly acts as a Local Road, however, it also provides connectivity between Collector Roads, similar to the function of Minor Collector Roads. As a consequence, motorists do use these streets as a 'rat run'. A recent observation reveals that on street parking occupancy is less than 50%.

A traffic survey was recently undertaken along Thorn Street, the results are tabulated below.

Thorn Street	2 May 2013– 9 May 2013
7-day Average veh/day	726
5-day Average veh/day	864
85th Percentile Speed km/hr	57
Peak Hour Volume	
AM (8am- 9am)	89
PM (4pm- 5pm)	233

The RMS Guide to Traffic Generating Developments (October 2012, Issue 2.2) gives peak hour volume of 200 veh/hr desirable and maximum 300 veh/hr environmental goal for a Local Road. As such, the observed traffic volume is within an acceptable limit and does not merit an ameliorative treatment on this basis.

The 85th percentile speed is in exceeds the sign-posted 50km/hr speed limit by 7km/hr and therefore merits an ameliorative treatment.

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Accident History

The most recent 5-year period indicates that there has only been one collision which involved a motorist exiting their driveway. As such, the collision history suggests that there is no pattern of collisions warranting any ameliorative treatment.

Thorn Street is part of a cluster of local streets located between and providing a connection between two Collector Roads, namely Bowden Street and Belmore Street. Observations suggest that motorists are using Thorn Street as well as other local streets within close proximity to Thorn Street as a "Rat Run". It should be noted that restricting the through movement on any of these streets will result in additional traffic being forced onto other local streets.

It is envisaged that line-marking between the parked vehicles and the through lanes can be used to narrow the through lanes, thereby encourage motorists to travel at a slower speed.

COUNCIL PROPOSAL

That Council introduce line-marking between the through lanes and parked vehicles in order to provide a narrow width for through lanes.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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ITEM 16

BANK STREET, MEADOWBANK

Request for a Speed Hump

File No: D13/13039

Council's Traffic Engineer – Traffic and Governance report 7 May 2013

Summary Report

A request has been made by a resident of Meadow Crescent to introduce a speed hump on Bank Street approaching the roundabout at the intersection of Bank Street and Meadow Crescent from the south in order to slow vehicles down and consequently provide a gap for motorists from Meadow Crescent to enter the roundabout.

Consideration

Site observations have confirmed that there is relatively small sight distance available for motorists entering the roundabout from Meadow Crescent to see vehicles approaching from Bank Street from the south. This is predominantly a result of the road geometry but is also adversely affected by the flora located between the two streets.

The steep grade of the southern leg of Bank Street on approach to the roundabout combined with the ample sight distance available for these motorists to see motorists approaching from the northern leg of Bank Street results in motorists not stopping or slowing down to travel through the intersection.

It should also be noted that the dominant movement through the intersection runs along Bank Street such that very few gaps are provided for motorists entering the roundabout from Meadow Crescent.

It is anticipated that the trimming of the bushes combined with the introduction of a speed hump on the southern leg of Bank Street (approximately 15 metres from the stop line) will increase the available sight distance as well as encouraging motorists to enter the roundabout at a slower velocity. This will in turn increase the available sight distance as well as the size of the gaps available for motorists approaching the roundabout from Meadow Crescent, thereby facilitating movements into the intersection.

Accident History

The most recent 5 year period indicates that there have been no collisions at the roundabout.

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COUNCIL PROPOSAL

- (a) That council undertake appropriate maintenance in regards to flora in the area which is situated between Meadow Crescent and the southern approach of Bank Street to improve approach sight distance.
- (b) That Council list for future budget consideration the installation of a “Speed Hump” along Bank Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 17

GANNET STREET, GLADESVILLE **Request for trial closure of the road** File No:

Council's Traffic Engineer – Traffic and Governance report 8 May 2013

Summary Report

This final report provides the Committee with results of a residential/ business survey conducted with all the affected streets regarding the proposed trial closer of Gannet Street.

Background

Ryde Traffic Committee at its meeting on 22 November 2012 recommended and Council subsequently at its meeting on 5 February 2013 endorsed the following;

- (a) That Council supports the eastern end closure of Gannet Street (adjacent to Pittwater Road) to general motor traffic.
- (b) That Council prepare and submit a traffic management plan (TMP) in relation to the eastern end closure of Gannet Street to the RMS for concurrence.
- (c) That Council list, for future capital works consideration, the construction of a cul de sac at the eastern end of Gannet Street.

The closure of the eastern end of Gannet Street (adjacent to Pittwater Road) to general motor traffic was approved on safety and amenity grounds. The closure is subject to an approval of a Traffic Management Plan (TMP) by the Roads and Maritime Service. During initial discussions with RMS, Ryde Council was advised to conduct a survey of the residents and businesses along Pittwater Road, Thompson Street, Swan Street, Halcyon Street and Ryde Road.

Consideration

Surveys were distributed on 10 April 2013 and clearly showed the likely streets that may be affected by the eastern end closure of Gannet Street and the likely diversion of traffic.

From all the properties surveyed along Pittwater Road, Thompson Street, Swan Street, Halcyon Street and Ryde Road (approximately 130 properties) a total of 12 responses were received by Ryde Council. Results of the survey are shown in the table on the next page:

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<i>Residents Survey Gannet Street, Gladesville closure (Pittwater Road, Thompson Street, Swan Street, Halcyon Street and Ryde Road)</i>	<i>Number of Responses</i>
"Against NO entry "slip" into Pittwater Road (complete closure)"	10
"Support NO entry "slip" into Pittwater Road (complete closure)"	2
Unknown	118
Total number of properties surveyed along Gannet Street between Pittwater Road and Halcyon Street	130

Below is a table showing the results of the survey conducted in Gannet Street in late 2012 (residents only)

<i>Residents Survey Gannet Street, Gladesville</i>	<i>Number of Responses</i>
Option 1: "Support installation of a cul-de-sac with entry "slip" into Pittwater Road" along Gannet Street	0
Option 2: "Support installation of a "One-way (eastbound)" along Gannet Street	0
Option 3: Status Quo (No change to existing traffic arrangement)	0
Alternative solution "Support installation of a cul-de-sac with NO entry "slip" into Pittwater Road (a closed cul-de-sac)"	12
Unknown	5
Total number of properties surveyed along Gannet Street between Pittwater Road and Halcyon Street	17

Trip Generation Analysis:

In accordance with *Guide to Traffic Generation Developments issue 2.2 table 3.7* the land use traffic generation rate for residents of Gannet Street is 0.85 trips per dwelling during pick hours. Considering there are 17 residential houses on Gannet Street the total peak hour traffic generation is estimated at 15 trips.

The following diagrams illustrates the estimated trip distribution in and out of Gannet Street during pick hours (before the closure)

- AM (peak traffic) movement: 80% outbound
20% inbound
- PM(peak traffic) movement: 20% outbound
80% inbound

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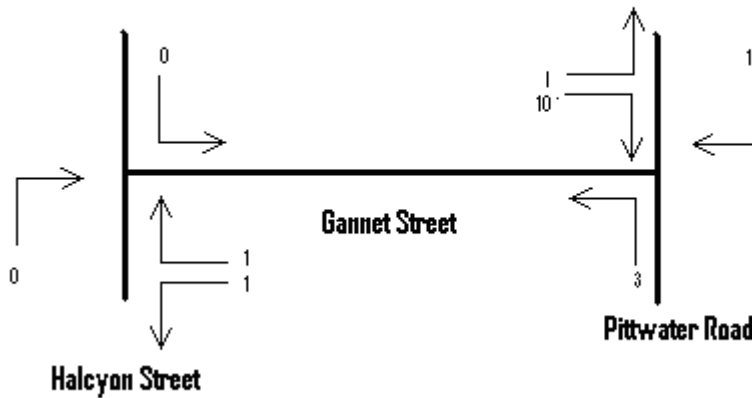
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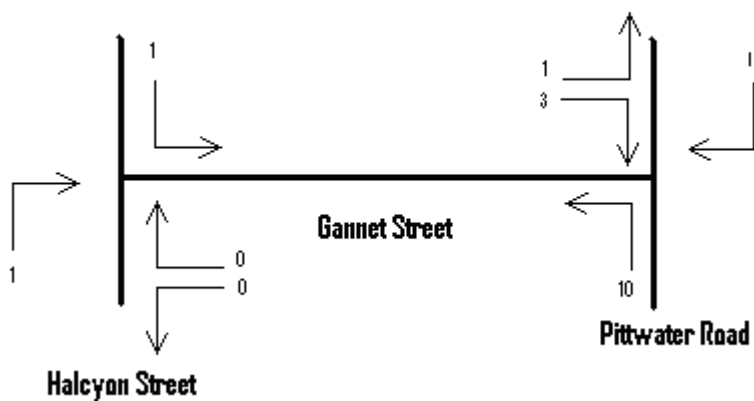
Note: PM movements are considered a “reversal” of the AM traffic movements.

Period	Movement Types:	Trips(Veh/h)
AM Peak	in:	3 (20%)
	out	12(80%)
PM Peak	in:	12(80%)
	out	3(20%)

AM PEAK TRIP GENERATION



PM PEAK TRIP GENERATION



The following diagrams show the estimated trip distribution in and out of Gannet Street during pick hours (after the closure)

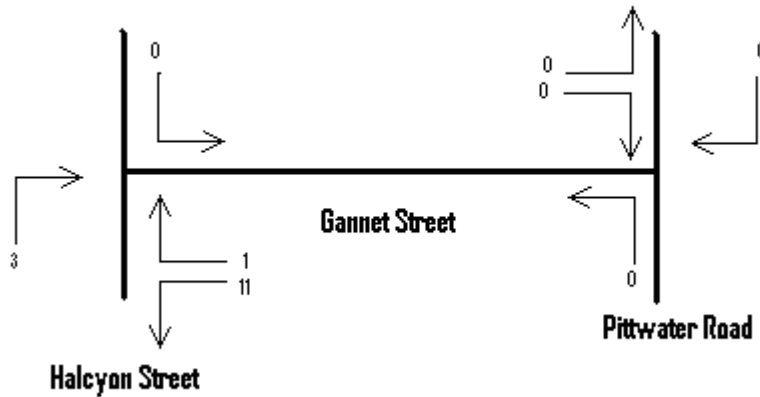
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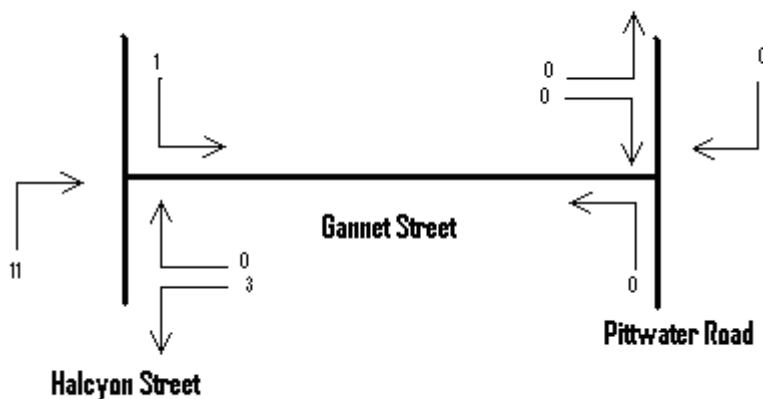
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AM PEAK TRIP GENERATION



PM PEAK TRIP GENERATION



It can be seen from the above analysis that at this point in time two residential vehicles use the intersection of Gannet Street and Halcyon Street during the am and pm pick hours. This number is expected to rise by a total of 12 extra trips per hour.

12 extra trips are not expected to have an adverse effect on the traffic flow in the surrounding streets.

Note: there will be no redirection of commercial vehicles.

The technical requirements (TMP and residential consultation) for the closure of Gannet Street at Pittwater Road's end have now been completed. As such it is recommended that Council proceed with the closure of the eastern end of Gannet Street (adjacent to Pittwater Road) to general motor traffic for a trial period of six months, on the basis of safety and amenity grounds.

COUNCIL PROPOSAL

- (a) That council submit the TMP, including the result of community consultation to the attention of RMS for their concurrence.

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- (b) That Council proceed with the closure of the eastern end of Gannet Street (adjacent to Pittwater Road) to general motor traffic for a trial period of six months, on the basis of safety and amenity grounds.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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ITEM 18

EASTWOOD TOWN CENTRE High Pedestrian Activity Area (HPAA) File No: COR2009/206

Council's Section Manager – Traffic and Governance report 15 May 2013

Summary Report

The Roads and Maritime Services have approved Eastwood Town Centre as a 40 km/hr High Pedestrian Activity Area (HPAA). The benefits of a 40 km/hr HPAA is that it creates a safer environment for all road users, in particular pedestrians, cyclists and children.

Consideration

The assessment was undertaken by the RMS which included a review of incidents in the area proposed to be 40 km/hr HPAA and included traffic surveys which must demonstrate “compliance” with an 85th percentile speed limit of 40 km/hr.

A number of locations were surveyed to determine vehicle speeds within the Town Centre. The results of the traffic survey undertaken in 2011 is summarised in the table below:

Location(s)	Vehicle Speed (85 th Percentile)
1. West Parade	36.0 km/hr
2. Rowe Street	28.4 km/hr
3. Railway Parade	39.6 km/hr
4. Trelawney Street	36.7 km/hr
5. Ethel Street	37.1 km/hr
6. Hillview Road	34.9 km/hr
7. Lakeside Road	37.8 km/hr
8. Progress Avenue	23.0 km/hr

The results of the speed survey confirm speeds below 40 km/hr which is the preferred result if “physical” traffic calming measures within a Town Centre are to be “minimised” in application (note: however, if a site is pre-determined to be “Black Spot” through a review of RMS crash data statistics, a National Performa has been established which enables Council to investigate and propose a “competitive” solution, which competes nationally for 100% Federal Funding through the National Road Safety Program). An existing pedestrian crossing which connects the Eastwood Mall across Rowe Street to the National Bank, has been approved for 100% Federal Funding for the construction of a “raised” pedestrian crossing during the 2012/13 financial year. For the 40 km/Hr HPAA scheme to be successfully implemented

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locations that are deemed to be a “Black Spot” location need to be rehabilitated from a road safety perspective, when identified.

The **ATTACHMENTS REPORT** details locations where incidents have occurred most are “isolated”. Where there is a “cluster” of incidents (Rowe Street) action should be undertaken and Council staff has proposed a solution which is FULLY supported by the Roads and Maritime Services who administer the National Black Spot Road Safety Program within NSW.

The installation of signs to be positioned within the footway along specific roads into/out of Eastwood Town Centre has been developed by the Roads and Maritime Services and detailed in the **ATTACHMENTS REPORT**.

It is recommended that Council support the proposed 40 km/hr HPAA scheme for Eastwood Town Centre as detailed with the associated signage measures et al in the **ATTACHMENTS REPORT**.

COUNCIL PROPOSAL

- (a) That Council supports the proposed 40 km/hr HPAA Scheme for Eastwood Town Centre.
- (b) That Council seeks funding from the Roads and Maritime Services for the implementation of the 40 km/hr HPAA scheme for Eastwood Town Centre.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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