

AGENDA

Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013	Page 1 of 30
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Subject:	RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013	Page 1 of 30
File No:	COR2009/206 – D13/58204	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr George Dedes, Acting Group Manager – Public Works, City of Ryde.	

TABLE OF CONTENTS

SECTION 3 Parking Restrictions and Statutory Requirement

- ITEM 1 Request for “No Stopping”
 (a) Herring Road, Macquarie Park
 (b) Durham Close, Macquarie Park
- ITEM 2 Request for Timed Parking
 (a) Reserve Street, West Ryde
 (b) Trafalgar Place, Macquarie Park
 (c) Warwick Street, North Ryde
 (d) See Street, Meadowbank
 (e) Angas Street, Meadowbank
- ITEM 3 Request for “No Parking”
 (a) Union Street, West Ryde
 (b) Plassey Road, Macquarie Park
 (c) Miriam Road, West Ryde
- ITEM 4 Request for a “Loading Zone”
 (a) Ryedale Road, West Ryde
 (b) Belmore Street, Meadowbank

SECTION 6 Traffic Facilities

- ITEM 5 Request for a Traffic Calming Device(s)
 (a) Abuklea Road, Eastwood
 (b) Coxs Road, North Ryde
 (c) Cressy Road, East Ryde

SECTION 11 Traffic Management

- ITEM 6 Numa Road, North Ryde
ITEM 7 Eltham Street, Gladesville
ITEM 8 Osgathorpe Road, Gladesville

Advisory Items

- ITEM 9 Parkes Street, Ryde
ITEM 10 Winbourne Street, Meadowbank
ITEM 11 Kissing Point Park, Putney
ITEM 12 Request for Traffic Calming Device(s)
 (a) Eastview Avenue, North Ryde
 (b) Frances Road, Putney

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 2 of 30

SECTION 3

ITEM 1

REQUEST FOR “NO STOPPING” THROUGHOUT RYDE

- (a) Herring Road, Macquarie Park File No: COR2009/206
 - (b) Durham Close, Macquarie Park File No: D13/33479
-

Council’s Traffic Engineer – Traffic and Governance report 3 July 2013

Summary Report

Council has received four requests for “No Stopping” signs to be introduced throughout Ryde. Three of the requests are associated with increasing sight distance and one request is associated with motorists stopping in a deceleration lane to pick up and drop off passengers. Each request is summarised below.

(a) Herring Road, Macquarie Park

Representations have been made by a resident in regards to cars parking in the “deceleration lane” on Herring Road, turns left in to Innovation Road. The resident has requested “No Stopping” or “No Parking” restrictions to be implemented for 41 metres along the slip lane leading to the entrance of “Macquarie University Research Park”. This will allow turning vehicles to use the lane to slow down as they attempt to turn in to the Research Park.

(b) Durham Close, Macquarie Park

Council has received a representation from a Strata Unit Management on behalf of residents of Khartoum Road requesting that the “No Stopping” zone on Durham Close near the intersection of Khartoum Road be expanded. There are currently statutory “No Stopping” signs near the above intersection, residents claim this does not provide enough line of sight for vehicles exiting the unit blocks driveway particularly given the bend in the road immediately west of the driveway. A request has been made to extend the “No Stopping” zone to 35 metres on each side of Durham Close.

Consideration

(a) Herring Road, Macquarie Park

The section of road in question is not intended to be used for parking. Safety concerns are raised with parked vehicles entering the road way conflicting with motorists turning into Innovation Road. It is anticipated that introducing appropriate pavement markings combined with “No Parking” signs, part of the lane can be used for motorists to pick-up / drop-off passengers with the remaining part being used as a merging lane. It is anticipated that providing appropriate pavement markings will be sufficient to distinguish priority between turning motorists and motorists picking-up / dropping-off passengers.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 3 of 30

It should be noted that there are no significant concerns associated with queuing for motorists turning left into Innovation Road from Herring Road that may affect safety conditions. Additionally, the minimum deceleration lane length will be provided in accordance with the RMS Road Design Guide.

(b) Durham Close, Macquarie Park

It is envisaged that providing “No Stopping” signs on the northern side of Durham Close for a length of 35 metres will be sufficient to allow motorists approaching the bend in the road (including motorists exiting the driveway of No. 44 Durham Close) to be provided sufficient sight distance to oncoming vehicles to manoeuvre safely in an easterly direction.

COUNCIL PROPOSAL

The Committee support the following parking control measures as listed above for Herring Road and Durham Close:

(a) Herring Road, Macquarie Park

“No Stopping” signs on Herring Road for the entire length of the deceleration lane for motorists turning left into Innovation Road.

(b) Durham Close, Macquarie Park

“No Stopping” signs on the northern side of Durham Close for a length of 35 metres from the intersection with Khartoum Road;

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 4 of 30

SECTION 3

ITEM 2

REQUEST FOR TIMED PARKING RESTRICTIONS

- (a) Reserve Street, West Ryde File No: COR2009/206
- (b) Trafalgar Place, Macquarie Park File No: Help Desk 5577
- (c) Warwick, North Ryde File No: Helpdesk 5449
- (d) See Street, Meadowbank File No: COR2009/206
- (e) Angas Street, Meadowbank File No: COR2009/206

Council's Traffic Engineer – Traffic and Governance report 3 July 2013

Summary Report

Council has received four requests for timed parking restrictions to be introduced throughout Ryde. Each request is summarised below.

(a) Reserve Street, West Ryde

Council has received correspondence requesting the review of the current parking restrictions on Reserve Street with a view to replace the current "1P" parking restrictions with "1/4P" parking restrictions, in order to provide short term parking for parents dropping off or picking up their children to the child care centre.

(b) Trafalgar Place, Macquarie Park

Councillor Jerome Laxale has received representations from a resident of Trafalgar Place requesting "2P restriction" to be implemented in their street to discourage all day parking by students (Macquarie University) and commuters.

(c) Warwick Street, North Ryde

Councillor Maggio has made representations on behalf of a resident of Warwick Street requesting the introduction of "3P" parking restrictions to provide 2 short term parking bays as well as introducing marked bays for 3 existing bays.

(d) See Street, Meadowbank

A request has been made by the Italian Bilingual School to introduce "1/4P" parking signs during peak periods in order to facilitate the picking-up / dropping-off of students.

(e) Angas Street, Meadowbank

A request has been made by a resident requesting the introduction of "2P" parking signs in order to facilitate short term parking for visitors.

Consideration

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 5 of 30

(a) Reserve Street, West Ryde

The current "1P" parking restrictions are insufficient to cater for the existing childcare centre. It is anticipated that providing six (6) "15 minute Parking" bays will suffice.

(b) Trafalgar Place, Macquarie Park

The cul-de-sac at the end of Trafalgar Place is unusually large such that 16 parking spaces have been provided with a 90 degree angle to the kerb around the cul-de-sac. These spaces are often occupied such that there are often few or no spaces available for residents of Trafalgar Place. It is envisaged that sign-posting 5 of the spaces with "2P" parking restrictions will be sufficient to cater for the resident's visitor parking demand.

The introduction of the signs should only be undertaken on a temporary trial basis and subject to the support of residents.

(c) Warwick Street, North Ryde

Observations indicate that short term parking availability on Warwick Street can often be low. It is anticipated that providing 2 additional "3P" spaces will be sufficient to cater for the short term parking demand.

There are "3P" signs on the northern side of Warwick Street that are sufficient to cater for 3 parking spaces. However, this area can often only be used by 2 vehicles as a result of the manner in which cars are parked. The introduction of bays marked on the pavement as well as the corresponding "Park in Marked Bays Only" signs will ensure that 3 vehicles can park in this area.

(d) See Street, Meadowbank

The current "No Parking" signs on the eastern side of See Street between Angas Street and Stone Street are insufficient to cater for parents picking-up / dropping-off students given that parents are required to leave their vehicles. It is envisaged that the introduction of "1/4 P: 8am – 9am; 2.30-3.30pm, Mon-Fri" signs will be sufficient.

(e) Angas Street, Meadowbank

Given the close proximity of Angas Street to Meadowbank Tafe, the unrestricted on-street parking spaces on the western side of Angas Street are regularly occupied. The introduction of "2P" parking signs are anticipated to provide sufficient short term parking for residents. The spaces are regularly occupied between Monday and Saturday.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 6 of 30

COUNCIL PROPOSAL

The Committee support the following parking control measures as listed above for Reserve Street, Trafalgar Place, Warwick Street, See Street and Angas Street:

(a) Reserve Street, West Ryde

That Council introduce "1/4 P: 8am – 9am; 2.30-3.30pm, Mon-Fri" signs on the western side of Reserve Street for a distance of 30 metres subject to obtaining the support of more than 50% of residents through a letter box drop survey;

(b) Trafalgar Place, Macquarie Park

That Council introduce "2P" signs to convert 5 spaces within the cul-de-sac on Trafalgar Place to short-term parking subject to obtaining the support of more than 50% of residents through a letterbox drop survey. The signs are to be implemented on a temporary trial basis for a period of 6 months.

(c) Warwick Street, North Ryde

That Council introduce "3P" signs on the southern side of Tobruk Street to accommodate 2 parking bays as well as introducing marked parking bays as well as associated "Park in marked bays only" signs on the northern side of Warwick Street in order to accommodate 3 parking bays subject to obtaining the support of more than 50% of residents through a letterbox drop survey.

(d) See Street, Meadowbank

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; 2.30-3.30pm, Mon-Fri" signs subject to obtaining the support of more than 50% of residents through a letterbox drop survey.

(e) Angas Street, Meadowbank

That Council introduce "2P: 8am - 10pm, Mon - Sat" parking signs along the western side of Angas Street from See Street to the bridge that crosses Constitution Road subject to obtaining the support of more than 50% of residents through a letterbox drop survey.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 7 of 30

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
Traffic Engineer – Traffic & Governance

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AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 8 of 30

SECTION 3

ITEM 3

REQUEST FOR “NO PARKING” RESTRICTIONS

- (a) Union Street, West Ryde File No: CRM 1465626
 - (b) Plassey Road, Macquarie Park File No: D12/57419
 - (c) Miriam Road, West Ryde File No: COR2009/206
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Council’s Traffic Engineer – Traffic and Governance report 24 June 2013

Summary Report

Council has received four requests for “No Parking” restrictions to be introduced throughout Ryde. Each request is summarised below.

(a) Union Street, West Ryde

Council has received representations from a resident of Union Street 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.

(b) Plassey Road, Macquarie Park

Council has received a request to extend the existing “No Parking” restrictions on the western side of Plassey Road such that the restrictions apply from Delhi Road to the access of the Lane Cove River Tourist Caravan Park in order to facilitate larger vehicles.

(c) Miriam Road, West Ryde

Councillor Chung has made representations on behalf of residents requesting the introduction of a “No Parking” space on Miriam Road to allow for motorists to Pick-up / drop-off passengers. During the Works and Community meeting held on 5 February 2013, it was resolved that:

Council undertake a six (6) month trial in relation to the provision of a single “No Parking” space along the side frontage (Miriam Road) of NO. 52 West Parade and that a follow up report be submitted to the Committee following the completion of the trial period confirming its use and whether the installation should be supported permanently.

Consideration

(a) Union Street, West Ryde

The distance between driveways to properties No.2 and No.4 Union Street is 9 metres. This distance is insufficient to provide 2 parking spaces and results in motorists parking across driveways or very close to the driveway thereby

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 9 of 30

compromising sight distance and manoeuvrability. It is envisaged that the introduction of “No Parking” signs for a distance of 3.5 metres northwest of the driveway to No.2 Union Street will be sufficient to eliminate safety concerns.

(b) Plassey Road, Macquarie Park

At the Traffic Committee meeting held in September 2012 a request was tabled for the installation of “No Parking” signs on the western side of Plassy Road for a distance of approximately 150 metres in order to facilitate pedestrian and vehicle movements in light of the relatively narrow width of the road combined with the use of large caravans on Plassey Road. The current request is for the extension of the sign-posting such that they extend to the entrance to the caravan park (i.e. approximately an additional 450 metres).

(c) Miriam Road, West Ryde

During the last 6 month period there have been no concerns raised in regards to short-term parking availability or road safety. It is envisaged that retaining the signage permanently will not raise any further concerns.

COUNCIL PROPOSAL

The Committee support the following parking control measures as listed above for Union Street, Plassey Road and Miriam Road:

(a) Union Street, West Ryde

That Council introduce “No Parking” signs from the western side of the driveway of No.2 Union Street to 3.5 metres west of the driveway.

(b) Plassey Road, Macquarie Park

That Council introduce “No Parking” restrictions on the western side of Plassey Road between Cemetery Gate and the entrance to the Caravan Park (i.e. 600 metres).

(c) Miriam Road, West Ryde

That the recently installed “No Parking” signs catering for one parking space be retained.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 10 of 30

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 11 of 30

SECTION 3

ITEM 4

REQUEST FOR A LOADING ZONE

RYEDALE ROAD, WEST RYDE

(a) Ryedale Road, West Ryde File No: D13/35312

(b) Belmore Street, Meadowbank File No: HelpDesk5695

Council's Traffic Engineer – Traffic and Governance report 24 June 2013

Summary Report

(a) Ryedale Road, West Ryde

Council has received representations from a number of businesses along Ryedale Road. West Ryde requesting the implementation of a 12 metre long "Loading Zone" to replace the existing "1/2P: 8:30am - 6:00pm, Mon-Fri; 8:30am - 12:30pm Sat" restrictions out the front of shops No.93 to No.99 Ryedale Road. Business owners claim that motorists are currently parking for the duration of 1/2P and longer, leaving their suppliers with no convenient parking within close proximity to the shops.

(b) Belmore Street, Meadowbank

Councillor Yedelian OAM has made representations on behalf of a local business owner raising concerns regarding the removal of parking and consequently the removal of a suitable location for loading and unloading of delivery and service vehicles. A request has ultimately been made to provide a loading zone in a suitable location.

Consideration

(a) Ryedale Road, West Ryde

It is anticipated that a loading zone will be sufficient to cater for the deliveries made to the businesses between No.93 and No.99 Ryedale Road. Consultation with all tenants is yet to be undertaken.

Notwithstanding the above, Council's Ranger and Parking Services will be requested to undertake additional surveillance in the area to encourage parking compliance.

(b) Belmore Street, Meadowbank

A pedestrian refuge has recently been installed on Belmore Street near the intersection with Rothesay Avenue. As part of the works, several parking spaces were lost and replaced with "No Stopping" signs. Consultation for the work was undertaken approximately 2 years ago, before the current tenant began their commercial lease. As such, no concerns were raised regarding loading or service vehicles until the pedestrian facility was introduced.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 12 of 30

The proposed location for the loading zone will accommodate vehicles up to 12.5 metres in length and will not disrupt through movements along Belmore Street. The minimum requirements in terms of “No Stopping” restrictions to the pedestrian refuge and the roundabout will also be satisfied. In addition, the loading zone will apply between 9am and 5pm, Monday to Saturday, such that it can be used as parking spaces during other times. An additional 6 metres of unrestricted parking will also be introduced on approach in order to provide an additional parking space.

The location of the proposed loading zone is directly in front of the business, it will provide additional parking onto Belmore Street and will not have any adverse impact on adjoining residential units. As such, community consultation is considered to be unnecessary.

COUNCIL PROPOSAL

The Committee support the following parking control measures as listed above for Ryedale Road and Belmore Street:

(a) Ryedale Road, West Ryde

That Council replace the existing 1/2P parking restrictions on the eastern side of Ryedale Road with a Loading Zone for a distance of 12 metres. The installation of the facility as well as its exact location between Wattle Street and Herbert Street is to be installed subject receiving more than 50% support from commercial tenants via a letterbox drop survey.

(b) Belmore Street, Meadowbank

That Council introduce a loading zone by removing the existing “No Stopping” signs and replacing them with Loading Zone: 9am – 5pm, Mon – Sat” signs as well as introducing appropriate line-marking to delineate the parking area.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 13 of 30

SECTION 6

ITEM 5

Request for Traffic Calming Devices Throughout Ryde

- (a) Abuklea Road, Eastwood File No: Help Desk 5586
 - (b) Coxs Road, North Ryde File No: Help Desk 4532
 - (c) Cressy Road, East Ryde File No: Help Desk 5657
-

Council's Traffic Engineer – Traffic and Governance report 4 July 2013

Summary Report

The following items are requests to introduce traffic calming devices. The requests are based on the desire to reduce the perceived excessive vehicle speeds or excessive traffic volumes resulting from 'rat running' traffic trying to minimise travel times.

(a) Abuklea Road, Eastwood

Councillor Li has made a representation on behalf of a resident of Abuklea Road requesting a review of traffic conditions with a view of implementing measures to reduce traffic volumes and vehicular speeds. The section of Abuklea Road in question is towards its southern end, approximately between Alison Street and Donovan Street.

(b) Coxs Road, North Ryde

Councillor Roy Maggio has made representations on behalf of a resident of Coxs Road, North Ryde raising concerns with regards to:

- i. Current parking arrangements along Coxs Road between Badajoz Road and Blamey Street; and
- ii. Road safety concerns regarding speed and volume of cars using Coxs Road. Of particular concern is the apparent lack of a pedestrian facility to assist in crossing the road.

Localised parking guidance, traffic management measures and a pedestrian crossing have been requested to assist with parking compliance ("parked in marked bay" signs) as well as road safety concerns at the above location.

(c) Cressy Road, East Ryde

Councillor Pendleton has made representations on behalf of a resident of Cressy Road to:

- i. introduce a traffic calming device to encourage Buses and heavy vehicles to slow down when travelling through the intersection of Cressy Road, Pidding Road, Higginbotham Road and Robinson Street, East Ryde; and

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 14 of 30

- ii. review the available road width on Cressy Road which appears to be too narrow for two buses to pass each other when cars are parked on either side.

Consideration

(a) Abuklea Road, Eastwood

Abuklea Road has a carriageway width of approximately 9 metres kerb to kerb and on-street parking on both sides of the street. It is sign-posted with a 50km/hr speed limit. It consists of a long section of straight road which is perceived to encourage motorists to speed. Abuklea Road operates as a Collector Road.

A traffic survey was recently undertaken along Abuklea Road, the results are tabulated below.

Abuklea Road (Between Vimiera Rd & Herring Rd)	19th to 25th June 2013
7-day Average veh/day	4988
5-day Average veh/day	5438
85th Percentile Speed km/hr	60
Peak Hour Volume	
AM (8am- 9am)	519
PM (4pm- 5pm)	612

The RMS Guide to Traffic Generating Developments (October 2012, Issue 2.2) indicates that the maximum peak hour volume of 500 veh/hr is the environmental goal for a Collector Road. In addition, the RMS Road Design Guide indicates that a desirable feature of 5000vpd applies for a Collector Road within a residential area. The observed traffic volumes exceed this limit thereby indicating the need for an ameliorative treatment, which is supported by the 85th percentile speed (measured between Alison Street and Woorang Street) exceeding the sign-posted speed limit of 50km/hr, by 10km/hr.

Accident History

Council's accident history data for Abuklea Road indicates that there has been one collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive) as tabulated below

Year	Rum Code	Description
2009	10	cross traffic at roundabout

There has only been one collision on Abuklea Road between Herring Road and Alison Street in the most recent 5 year period (i.e. between 2007 and 2011 inclusive). The collision involved one vehicle travelling along Abuklea Road and

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 15 of 30

colliding with a vehicle exiting Donovan Street at the roundabout (RUM code 10). As such, the collision history does not provide any pattern that suggests that there is an ongoing safety concern associated with speed.

It should be noted that the hourly and daily limits as listed above provide a guidance for an ideal upper limit of traffic volumes and that several Collector Roads throughout Sydney operate with a higher traffic volume. Similarly, the observed traffic speed should be considered undesirable, but also typical of Collector Roads throughout Sydney with similar characteristics.

It is envisaged that the introduction of a traffic calming device on Abuklea Road between Alison Street and Herring Road may slow motorists. It should be noted however that there is no evidence to suggest that Abuklea Road is being used as a 'rat run'. Should traffic travelling along Abuklea Road be predominantly associated with local residents, it is anticipated that a traffic calming device is not likely to result in a significant reduction of traffic on Abuklea Road.

In summary, the 85th percentile speed on Abuklea Road as well as traffic volumes are considered to be undesirable similar to several Collector Roads throughout Sydney. However, there is no evidence of any significant safety concerns. As such, a traffic calming device is considered to be unnecessary at this point in time.

(b) Coxs Road, East Ryde

Coxs Road between Badjoz Road and Wicks Road has a carriageway width of approximately 9 metres kerb to kerb with on-street parking on both sides of the street permitted. Coxs Road is sign-posted with a 50km/hr speed limit. It consists of a long section of straight road which is perceived to encourage motorists to speed. Coxs Road operates as a Collector Road.

A traffic survey was recently undertaken along Coxs Road, the results are tabulated below.

Coxs Road	19th to 25th June 2013
7-day Average veh/day	7447
5-day Average veh/day	8415
85th Percentile Speed km/hr	61
Peak Hour Volume (vph)	
AM (8am- 9am)	1020
PM (4pm- 5pm)	846

Vehicular Speed

The 85th percentile speed of 61km/hr exceeds the sign-posted speed limit of 50km/hr, but is considered to be typical of a long and straight Collector Road. As

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 16 of 30

such, vehicular speeds are considered to warrant the implementation of a traffic calming device.

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 3 collisions reported on Coxs Road as follows:

Year	Rum Code	Description
2007	46	through colliding with car exiting driveway
2008	72	right off carriageway
2010	10	through colliding with car exiting Blamey Street

It is anticipated that the introduction of a traffic calming device will reduce vehicular speeds on Coxs Road and consequently result in a reduced likelihood of all of the collisions listed above.

In considering a suitable location, it is anticipated that directly in front of the preschool (i.e. 147-151 Coxs Road) would provide the most suitable location for such a facility given that it represents the most popular location for pedestrians crossing Coxs Road as well as the fact that it will slow vehicles down approximately midway between the signals at Wicks Road and the roundabout at Badajoz Road.

In considering the most appropriate facility to introduce, it should be noted that there is no natural pedestrian desire-line in existence, thereby making a pedestrian facility inappropriate. It is anticipated that speed cushions would be the most suitable solution, subject to support being obtained through community consultation.

(c) Cressy Road, East Ryde

Observations confirm that all vehicles particularly heavy vehicles such as buses do not slow down to manoeuvre through the intersection when approaching the roundabout from Pidding Road. It is observed that this is due to the relatively steep grade of Cressy Road requires motorists of heavy vehicles to gather momentum when travelling up hill. However, the limited sight distance available for these motorists to see vehicles approaching from Higginbotham Road results in a significant safety concern.

Accident History

Council's accident history data for the intersection reveals that there have been 3 collisions in the most recent 5 year period (i.e. from 2007 to 2011 inclusive) as tabulated below.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 17 of 30

Year	Rum Code	Description
2007	10	cross traffic
2010	73	right off carriageway
2010	10	cross traffic

It should be noted that the collision history for the most recent 5 year period indicates that all collisions occurred at the intersection and that there have been no collisions on Cressy Road south of the roundabout that may suggest that the through lanes are too narrow.

The two collisions involving cross traffic combined with site observations indicate that there is a safety concern warranting remedial attention. It is envisaged that the introduction of a raised threshold on Pidding Road on approach to the roundabout combined with modifications to the line-marking on Pidding Road to narrow the available width for the through movement will reduce vehicle speeds and enhance safety conditions at the intersection.

The width of Cressy Road was measured at the point nearest to the roundabout at Higginbotham Road where vehicles are permitted to be parked given that this is the narrowest part of the road. The widths of the through lanes were measure to be 3m wide, thereby ensuring that large vehicles including buses can pass through safely.

COUNCIL PROPOSAL

The Committee supports the following measures as listed below for Abuklea Road and Coxs Road.

(a) Abuklea Road, Eastwood

That the Committee notes that speed cushions are accepted as one of the possible options to be proposed in forthcoming resident consultation.

(b) Coxs Road, East Ryde

That Council introduce a speed cushion on Coxs Road directly in front of 147-151 Coxs Road for traffic travelling in an easterly direction subject to support given by more than 50% of local residents via a letterbox drop survey.

(c) Cressy Road, East Ryde

That Council modify the Line-marking on Pidding Road on approach to the intersection of Pidding Road and Cressy Road in order to provide a narrower through lane. In addition, that the Committee provide in-principle agreement to introduce a raised platform subject to consultation with residents.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 18 of 30

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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Traffic Engineer – Traffic & Governance

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Service Unit Manager- Asset Systems

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Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 19 of 30

SECTION 11

ITEM 6

NUMA ROAD, NORTH RYDE

Request for a "One-Way" Street Conversion

File No: Help Desk 5503

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

Summary Report

Councillor Pendleton has made representation on behalf of a resident of Numa Road requesting that Numa Road be converted to a one way on the basis of safety and accessibility grounds.

Consideration

Numa Road operates as a Local Road and consists of 7 metres in width. It takes the shape of a horse shoe in which both ends connect with Twin Road. It is adjacent to Gannan Park and is therefore frequently used for parking. As a consequence it is often difficult for two way traffic to manoeuvre through the street.

Consultation with Council's Waste section has revealed that service vehicles can only service bins on the road from the left side of the vehicle. Furthermore, travelling in the wrong direction on a one-way street is not permitted under the Australian Road Rules. As such, the implementation of a one-way street will require that all bins be placed on one side of the road such that they can be serviced.

It is anticipated that the proposed one-way movement in a clockwise direction will only affect traffic within Numa Road.

COUNCIL PROPOSAL

That Council convert Numa Road into a "one-way" road travelling in a clockwise direction on a temporary trial basis for a period of 6 months, subject to:

- (a) RMS concurrence of the Traffic Management Plan;
- (b) The support of more than 50% of the residents of Numa Road being obtained as waste and recycling bin servicing will only occur on the left side of Numa Road on the designated day for the weekly collection.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 20 of 30

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 21 of 30

SECTION 11

ITEM 7

ELTHAM STREET, GLADESVILLE

Request for a “One Way” Street

File No: COR2009/206

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

Summary Report

In light of recent Development Approvals as well as currently proposed developments on or within close proximity to Eltham Street, several residents have raised concern at the anticipated high traffic volumes on Eltham Street between Monash Road and Westminster Road, Gladesville. As a consequence, several requests have been made to introduce a traffic management scheme to minimise traffic volumes on Eltham Street.

Background

Council at its meeting held on 14 May 2013 reviewed the report titled Traffic Issues Related to Eltham Street, Gladesville – Monash Road (Traffic Management Options Paper) and resolved that:

- (a) *That the matter be deferred for consultation between Council staff and residents to determine the most favoured traffic management options.*
- (b) *That the traffic management options agreed between Council staff and the residents be referred to Ryde Traffic Committee for approval before being presented to Council in a further report.*

Consideration

Council undertook consultation with residents via a letterbox drop presenting several options in terms of introducing a suitable traffic management strategy. The residents of Eltham Street overwhelmingly opted to convert part of Eltham Street to a one-way road. A copy of the survey is shown in the attachment report and the results of the survey are tabulated below.

Survey of Residents on Eltham Street	Number of Responses	
Option 1 – introduce speed cushions	2%	1
Option 2 – introduce a single lane slow point	0%	0
Option 3 – introduce a one way street	71%	29
Option 4 – Status Quo	2%	1
Did not reply	25%	10
Total number of properties SURVEYED		41

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 22 of 30

In summary, it is anticipated that the proposed measures will not have any significant adverse traffic impacts in terms of traffic efficiency or road safety. The introduction of the scheme is proposed to be implemented on a temporary trial basis for a period of six (6) months.

COUNCIL PROPOSAL

That Council convert Eltham Street to a one-way street travelling south-east between No.78 Eltham Street and No.48 Eltham Street, Gladesville, on a temporary trial basis for up to 6 months subject to

- (a) Receiving the support of more than 50% of residents on the southern side of Eltham Street between Monash Road and Westminster Road for the placing of waste and recycling bins on the northern side of Eltham Street for servicing; and
- (b) RMS providing concurrence of:
 - i. A Traffic Management Plan for the conversion including the provision for suitable arrangements being made for waste and recycling kerb-side bin servicing; and
 - ii. Plans for the devices used for the conversion.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
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Traffic Engineer – Traffic & Governance

George Dedes
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Section Manager - Traffic & Governance

SECTION 11

ITEM 8

OSGATHORPE ROAD, GLADESVILLE

Traffic Management Scheme

File No: COR2009/206

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

Summary Report

Council has prepared a Traffic Management Scheme for Osgathorpe Road and the surrounding catchment (mainly Brereton Street at this point) in order to address amenity concerns in the area with speeding and heavy vehicle movements.

Background

Council at its meeting held on 28 May 2013 resolved that:

Council support the implementation of the following traffic management measures for Osgathorpe Road, subject to future budget considerations / resident consultation as follows:

- (a) Parking bay edgelines along both sides of Osgathorpe Road.*
- (b) Rumble strip medians and rumble strip edgelines along the inner radius bend between Farm Street and Towns Street.*
- (c) A speed hump along Osgathorpe Road (mid-block) between Towns Street and Tennyson Road.*

Consideration

Following Council's resolution, further consultation and investigation has revealed that resolution (a) is inappropriate given the limited width of the road and that resolution (c) is not supported by residents.

In light of the above, Council has devised a Local Area Traffic Management (LATM) scheme to introduce to Osgathorpe Road and Brereton Street, Gladesville. The scheme involves the introduction of 2 speed cushions on Osgathorpe Road and one on Brereton Street as well as introducing line marking to the intersection of Osgathorpe Road and Brereton Street.

The scheme is anticipated to discourage heavy vehicles to use Osgathorpe Road or Brereton Street in order to avoid the speed cushions as well as slowing motorists down, particularly near the intersection of Brereton Street and Osgathorpe Road.

Council has undertaken consultation with residents via a letterbox drop presenting several options in terms of introducing a suitable traffic management strategy. A copy of the survey is shown in the attachment report and the results of the survey are tabulated below.

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 24 of 30

Survey of Osgathorpe Road & Brereton Street	Number of Responses	
	Option 1 – Support the LATM scheme	20%
Option 2 – Do not support the LATM scheme as shown	6%	6
Option 3 – Status quo	1%	1
Did not reply	73%	70
Total number of properties SURVEYED		96

The residential survey was undertaken within a relatively short time of distributing the Traffic Committee Agenda to the Committee members. Updated survey results will be presented at the Traffic Committee meeting.

With regards to the responses obtained, 7 residents did not support the scheme, 1 of which did not support the scheme outright and 6 of which would prefer the scheme to be modified prior to implementation. 5 of the residents that did not support the scheme provided comments relating to their concerns as follows:

- i. Speed cushions are ineffective, result in too much noise and damage vehicles;
- ii. Rumble bars result in excessive noise associated with vehicles driving over them or braking, and damage vehicles;
- iii. Prefer an alternative solution such as a road closure, chicane(s), roundabout(s) or a treatment further east along Osgathorpe Road near Victoria Road.

COUNCIL PROPOSAL

That Council implement the LATM scheme which includes:

- (a) speed cushions on Osgathorpe Road between Tennyson Road and Town Street;
- (b) speed cushions on Brereton Street between Tennyson Road and Town Street;
- (c) one speed cushion on Osgathorpe Road between Farm Street and Evan Street for traffic travelling in a western direction;
- (d) the introduction of rumble bars on Brereton Street near the intersection with Osgathorpe Road;
- (e) a raised kerb on the south-western corner of the T-intersection of Brereton Street and Osgathorpe Road; and
- (f) additional directional advisory signs at the two bends on Osgathorpe Road (i.e. between Brereton Street and Farm Street as well as between Brereton Street and Town Street).

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 25 of 30

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Federico Ramos
Traffic Engineer – Traffic & Governance

Anthony Ogle
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Traffic Engineer – Traffic & Governance

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Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 26 of 30

SECTION 11

ITEM 9 (ADVISORY ITEM)
PARKES STREET, RYDE
Request for Remedial Treatments along Parkes Street, Ryde
File No: HELPDESK 5675

Council's Traffic Engineer – Traffic and Governance report 26 June 2013

Summary Report

During Council's meeting held on 28th May 2013 Council resolved that action be taken to address pedestrian safety, traffic and parking situation in the local area adjoining the Civic Centre including parking scheme, traffic calming, speed enforcement and improvement of sight lines for traffic entering Parkes Street. The area of concern included Lee Avenue, Belmore Street, Parkes Street, Samuel Street, Dunbar Street, Bowden Street and Shepherd Street.

Consideration

In light of the extent of the area required to be studied, Council has engaged an independent consultant to prepare a Road Safety Audit (RSA) of the area as well as assessing the collision history in the area in order to identify any deficiencies that may warrant a remedial treatment. The RSA and associated analysis is presented in the attachment report.

COUNCIL PROPOSAL

This matter is currently an "advisory" item. Further reports will be tabled at future Ryde Local Traffic Committee meetings following more detailed analysis.

COMMITTEE COMMENTS:

Submitted for the consideration of the Committee

Federico Ramos
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
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AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 27 of 30

SECTION 11

ITEM 10 (ADVISORY ITEM)
WINBOURNE STREET, MEADOWBANK
Request for a revision of the traffic and parking conditions
File No: D13/4616

Council's Traffic Engineer – Traffic and Governance report 26 June 2013

Summary Report

Ermington Public School has made representations to the Local Member, the Hon Victor Dominello MP regarding the traffic conditions along Winbourne Street taking into account the parking conditions, bus operations, pick up / drop off facilities, pedestrian safety, the existing pedestrian crossing and the general line-marking on Winbourne Street with a view to introduce a holistic traffic management scheme that incorporates all safety concerns.

Consideration

Council has engaged an independent consultant to prepare a Road Safety Assessment report of the area in order to identify any deficiencies that may warrant a remedial treatment as well as providing recommendations in terms of the most appropriate treatment strategy. The report is presented in the attachment report.

COUNCIL PROPOSAL

This matter is currently an "advisory" item. Further reports will be tabled at future Ryde Local Traffic Committee meetings following more detailed analysis.

COMMITTEE COMMENTS:

Submitted for the consideration of the Committee

Federico Ramos
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

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Traffic Engineer – Traffic & Governance

George Dedes
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Harry Muker
Section Manager - Traffic & Governance

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 28 of 30

SECTION 11

- ITEM 11 (ADVISORY ITEM)**
KISSING POINT PARK, PUTNEY
Request a review of parking restrictions in the car park
File No: D12/58147
-

Council's Traffic Engineer – Traffic and Governance report 26 June 2013

Summary Report

A resident of Putney has requested that the car park at Kissing Point Park be reviewed with the intention of:

- (a) providing adequate parking for people with disabilities;
- (b) adjusting the parking availability for trailers seasonally in order to maximise the efficiency of the parking supply; and
- (c) undertaking modifications to the car park layout in order to maximise the number of parking spaces available in the car park.

Consideration

Council is in the process of undertaking an assessment of the parking occupancy in order to determine an appropriate proportion of spaces are required for trailers seasonally. It is anticipated that the assessment may affect the ability to modify the car park layout in order to provide additional spaces. On completion of the assessment, a report will be tabled at the Traffic Committee meeting due to be held on 27 November 2013.

COUNCIL PROPOSAL

This matter is currently an “advisory” item. Further reports will be tabled at future Ryde Local Traffic Committee meetings following more detailed analysis.

COMMITTEE COMMENTS:

Submitted for the consideration of the Committee

Federico Ramos
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

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 29 of 30

SECTION 6

- ITEM 12 (ADVISORY ITEM)**
Request for Traffic Calming Devices Throughout Ryde
(a) Eastview Avenue, North Ryde File No: CRM 1448177
(b) Frances Road, Putney File No: D13/37504
-

Council's Traffic Engineer – Traffic and Governance report 26 June 2013

Summary Report

- (a) Eastview Avenue, North Ryde

Council has received correspondence from a resident of Eastview Avenue in regards to commuters cutting through Eastview Avenue in an attempt to avoid traffic lights at the corner of Lane Cove Road and Bridge Road. The resident has requested a review of traffic conditions with a view of implementing measures to reduce traffic volumes and vehicular speeds if warranted.

- (b) Frances Road, Putney

Council has received written correspondence from a member of Parents and Friends Committee at Putney Playgrounds Kindergarten expressing concerns in regards to the speed at which cars travel on Frances Street, particularly outside the Kindergarten. A review of the traffic conditions and installation of a traffic calming device have been requested.

Consideration

- (a) Eastview Avenue, North Ryde

A traffic survey was recently undertaken on Eastview Avenue, the results are tabulated in the attachment report. 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.

Accident History

An investigation of Council's collision history data for the most recent 5 year period between 2007 and 2011 indicates that there have been no collisions reported on Eastwood Parade.

- (b) Frances Road, Putney

Due to timing constraints associated with the school holidays, a traffic survey has been scheduled to be undertaken 1 week prior to the traffic committee meeting. The results of the survey are included in the attachment report. The provision of a traffic calming facility will depend on the results of the survey. Nevertheless, it should be noted that Council's accident history data reveals that there have been no collisions on Frances Road in the most recent 5 year period (i.e. 2007 to 2011 inclusive).

AGENDA

Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 25 July 2013

Page 30 of 30

COUNCIL PROPOSAL

This matter is currently an “advisory” item. Further reports will be tabled at future Ryde Local Traffic Committee meetings following more detailed analysis.

(a) Eastview Avenue, North Ryde

That the Committee note the information in this report and that the matter remain under investigation with the findings tabled at the Traffic Committee meeting due to be held on 26 September 2013.

(b) Frances Road, Putney

That the Committee note the information in this report and that the matter remain under investigation with the findings tabled at the Traffic Committee meeting due to be held on 26 September 2013.

COMMITTEE COMMENTS:

Submitted for the consideration of the Committee

Federico Ramos
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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