

AGENDA

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

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Traffic Management

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LATE ITEMS:

Parking Restrictions and Statutory Requirement

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Traffic Facilities

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ITEM (A)

REQUEST FOR “NO STOPPING” THROUGHOUT RYDE

(I) CLERMONT AVENUE, RYDE

File Number: D13/40911

Council’s Traffic Engineer – Traffic and Governance report 12 September 2013

Summary Report

Council has received written correspondence from a resident of Clermont Avenue expressing concerns in regards to poor sight visibility of cars travelling on Clermont Avenue, particularly around the bend near 15 Clermont Avenue. The resident has requested a review of traffic conditions with a view of implementing measures to reduce traffic parking volumes if warranted.

Consideration

The average carriageway width of Clermont Avenue is approximately 8.5 metres kerb to kerb and there is on-street parking on both sides of the street. Clermont Avenue is a residential street with a 50km/h speed limit.

An investigation was recently undertaken along Clermont Avenue, particularly at the bend in front of 15 Clermont Avenue. The result of the investigation revealed that vehicles were parking within 10 metres of the bend making it difficult to see oncoming traffic, due to reduced sight visibility, and manoeuvre through the bend, due to the narrowing of the street caused by vehicles parking on both sides of the road.

Accident History

Council’s accident history data for Clermont Avenue indicates that there has been no collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive).

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

COUNCIL PROPOSAL

That Council install “No Stopping” along Clermont Avenue for approximately 20 metres along the “outer” radius of the bend.

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COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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Service Unit Manager- Asset Systems

Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Acting Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

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ITEM (B)

REQUEST FOR REMOVAL OF A BUS ZONE

(I) SEE STREET, RYDE

File No: COR2009/206

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

Summary Report

A resident of See Street has requested the removal of a bus zone on the north-western side of See Street, opposite Angas Street.

Consideration

The bus zone is currently located in front of the Meadowbank Tafe. Consultation with the STA indicates that the bus zone is no longer in use. This section of See Street lies within a Resident Parking Scheme Zone, however, there are no time restrictions imposed for the adjacent parking spaces.

The parking availability is generally scarce given the relatively close proximity to Meadowbank Station and the parking demand generated by Meadowbank Tafe. It should also be noted that residents within close proximity within Meadowbank, have regularly voiced concern at the lack of parking spaces available.

It is anticipated that removing the bus zone to match the adjacent unrestricted parking will provide an additional 3 parking spaces and slightly improve parking availability.

Given that the facility is no longer in use, it is anticipated that its removal will not result in any inconvenience.

COUNCIL PROPOSAL

That Council remove the existing "Bus Zone" signs on the north-western side of See Street opposite Angas Street.

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Submitted for the consideration of the Committee

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ITEM (C)

REQUEST FOR TRAFFIC CALMING DEVICES THROUGHOUT RYDE

(I) Eastview Avenue, North Ryde

File No: CRM 1448177

(II) Frances Road, Putney

File No: D13/37504

Council's Traffic Engineer – Traffic and Governance report 12 September 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.

(i) 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.

(ii) 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

(i) Eastview Avenue, North Ryde

Eastview Avenue is comprised of two (2) straight sections connected via a "sharp" bend. The average carriageway width along Eastview Avenue is approximately 16 metres kerb to kerb and there is on-street parking on both sides of the street. Eastview Avenue is a residential street with a 50km/h speed limit. It consists of two (2) long sections of straight road which are perceived to encourage motorists to speed. Eastview Avenue operates as a "Collector Road".

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A traffic survey was recently undertaken along Eastview Avenue close to house number 23, the results are tabulated below.

Eastview Avenue (Between Bridge Road and Kent Road)	2nd to 9th June 2013
7-day Average veh/day	1004
5-day Average veh/day	1099
85th Percentile Speed km/hr	60
Peak Hour Volume	
AM (8am- 9am)	108
PM (4pm- 5pm)	128

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 200 veh/hr desirable and maximum 300 veh/hr environmental goal for local roads. In addition, the RMS Road Design Guide indicates that a desirable feature of 2000vpd applies for a Local Road within a residential area. The observed traffic volumes do not exceed this limit thereby an ameliorative treatment is not warranted. It should be noted that there is no evidence to suggest that Eastview Avenue is being used as a 'rat run', as the traffic volumes are within the acceptable limit for a residential street. Should traffic travelling along Eastview Avenue be predominantly associated with local residents, the use of traffic calming device to reduce through traffic will be unwarranted.

The 85th percentile speed (measured between Bridge Street and Mavis Street) exceeds the sign-posted speed limit of 50km/hr, by 10km/hr.

Accident History

Council's accident history data for Eastview Avenue indicates that there has been no collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive).

In summary, the 85th percentile speed on Eastview Avenue is considered to be undesirable. 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, however, measures of an "advisory" nature that informs motorists of their speed dynamically, should be considered (eg. "dynamic" VMS that measures vehicle speed).

(ii) Frances Road, Putney

The average carriageway width of Frances Road is approximately 15 metres kerb to kerb and there is on-street parking on both sides of the street complemented by "No Parking" around the inner radius of the bend opposite Morrison Bay Park. Frances Road is a residential street with a 50km/hr speed limit.

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A traffic survey was recently undertaken along Frances Road, the results are tabulated in the following page.

Frances Road (Between Bridge Road and Kent Road)	16th to 23rd July 2013
7-day Average veh/day	666
5-day Average veh/day	716
85th Percentile Speed km/hr	47
Peak Hour Volume	
AM (8am- 9am)	89
PM (4pm- 5pm)	74

Accident History

Council's accident history data for Frances Road indicates that there has been no collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive).

The 85th percentile speed along Frances Road is lower than the sign-posted speed limit of 50km/hr and there are no evidence of previous safety concerns in accordance to the accident stat history, therefor installation of a traffic calming device is not warranted at this point in time.

COUNCIL PROPOSAL

That Committee supports the following recommendations as listed below for Eastview Avenue and Frances Road:

(i) Eastview Avenue, North Ryde

The Council's Traffic Engineer and Road Safety Officer develop a performer to deter speeding along residential streets that do not have a recorded incident history. Inclusive of measures that inform drivers of the speed i.e. interactive mobile VMS signs that display, visually, the vehicle speeds.

(ii) Frances Road, Putney

That Council do not take any action as the 85th percentile speed along Frances Road is lower than 50km/hr.

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Federico Ramos

Anthony Ogle

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Traffic Engineer – Traffic & Governance

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ITEM (D)

REQUEST FOR REVIEW OF TRAFFIC AND PARKING CONDITIONS (I) WINBOURNE STREET, WEST RYDE

File No: D13/4616

Council's Traffic Engineer – Traffic and Governance report 3 September 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 with a view to introduce a holistic traffic management scheme taking into account the following:

- parking conditions;
- bus operations;
- pick up / drop off facilities;
- pedestrian safety;
- the existing pedestrian crossing; and
- the general line-marking on Winbourne Street.

Consideration

An independent Road Safety Assessment was commissioned by Council that tabulates a number of traffic related matters that Council could investigate to improve safety. Council developed a "Winbourne Street – Traffic Management Options Paper (TMOP)" as a process to manage the possible mitigation measures to be considered by Council. These items are summarised below.

1. Winbourne Street – Pedestrian Crossing

- Non-standard hazard warning markers with holding rails provided;
- No "Keep Left" signs provided;
- Missing "Children Crossing" and "Crossing Ahead" signs on the southbound approach; and
- Superseded signs are missing on approach.

It should be noted that the crossing consists of similar features of a pedestrian refuge. As such, both motorists and pedestrians are often given the impression that they have priority.

It is envisaged that modifying the facility in line with RMS Technical Directions TDT 2001/04 will minimise conflicts. The required modifications include:

- Removing the island, non-standard hazard warning signs and associated line-marking ;
- Removing the stop lines at the crossing;

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- Introducing a continuous double centre line;
 - Introducing zig zag lines;
 - Replacing the existing pedestrian crossing signs (R3-1) with fluorescent signs; and
 - Replacing existing “Children Crossing” and “Crossing Ahead” signs with fluorescent signs.
2. Winbourne Street / Marsden Road Intersection
- Vehicles crossing the centre of the road on Winbourne Street due to insufficient line-marking.

It is anticipated that introducing a double centre line on Winbourne Street near the intersection with Marsden Road will significantly reduce the number of motorists crossing into the wrong direction.

3. Brush Road – Speed Hump
- Non-standard speed hump consists of pram ramps and inappropriate pavement markings and sign-posting; and
 - Motorists are performing U-turns at a driveway adjacent to the facility.

The features of the speed hump give motorists and pedestrians the impression that they have priority. It is envisaged that the RMS warrants for a pedestrian crossing be reviewed for this location such that the facility can be converted into a Pedestrian Crossing in accordance with RMS Technical Directions TDT 2001/04.

4. Additional Concerns

It should be noted that several concerns associated with motorists picking up / dropping off children throughout Winbourne Street have been raised. It is envisaged that the most appropriate solution is for an “Operational” Traffic Management Plan (TMP) for the pick-up and drop-off of children be formulated in consultation with both schools and the child care centre.

COUNCIL PROPOSAL

That Council introduce the following measures subject to RMS concurrence:

1. Undertake the following modifications to the Pedestrian Crossing on Winbourne Street:
 - Remove the islands, non-standard hazard warning signs and associated line-marking at the pedestrian crossing on Winbourne Street in order to match RMS Technical Directions TDT2001/04;
 - Removing the stop lines at the crossing;
 - Introducing a continuous double centre line;
 - Introducing zig zag lines;
 - Replacing the existing pedestrian crossing signs (R3-1) with fluorescent signs; and
 - Replacing existing “Children Crossing” and “Crossing Ahead” signs with fluorescent signs;

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2. Provide a painted double centre line on Winbourne Street near the intersection with Marsden Road;
3. Review the traffic and pedestrian conditions near the speed hump on Brush Road to determine if RMS warrants for a pedestrian crossing are satisfied and the results tabled at a future Traffic Committee meeting; and
4. An Operational Traffic Management Plan for the pick-up and drop-off of children be formulated in consultation with both schools ("Primary" and "Secondary") and the child care centre.

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

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ITEM (E)

REQUEST FOR REMEDIAL OF TREATMENT(S)

(I) PARKES STREET, RYDE

File No: HELPDESK 5675

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

Background

Council's meeting held on the 28th May 2013 Council resolved as follows:

"The Traffic Committee, as a priority, address the 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.

This area includes Lee Avenue, and Belmore, Parkes, Samuel, Dunbar, Bowden and Shepherds Streets in particular".

In light of the above, GTA consultants were commissioned as an independent consultant to undertake a Road Safety Audit. The report titled "Parkes Street, Ryde, Existing Conditions, Road Safety Audit" (RSA) summarises the findings of the consultants.

Council staff have developed a "Traffic and Parking Management Options Paper" that offers a suite of measures to pragmatically deal with the deficiencies identified in the RSA report.

Consideration

An independent Road Safety Assessment was commissioned by Council that tabulates a number of traffic related matters that Council could investigate to improve safety. Council developed a "Parkes Street – Traffic and Parking Management Options Paper" as a process to manage the possible mitigation measures to be considered by Council. These items are summarised below.

Parkes Street

1. Poor sight lines at several intersections;
2. Damaged guard rails insufficient to protect pedestrians;
3. There are no centre-line pavement markings on most roads adjoining Parkes Street; and
4. There are no "Bus Zone" signs at the bus stops.

To improve sight distance to approaching traffic for cars emerging from side streets into Parkes Street, "No Stopping" for 20 Metres shall be applied formally (between Belmore Street and Bowden Street) at all intersecting streets to improve approach sight distance, due to the natural ground terrain inhibiting "clear" sight lines.

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The collision history indicates that there are no collisions involving vehicles veering onto the footpath. As such, remedial treatment is not immediately required.

It is envisaged that the introduction of “bus zone” signs as well as centre-line pavement markings are efficient, cost effective measures to minimise the likelihood of collisions.

Parkes Street / Bowden Road Intersection (Roundabout)

5. There is insufficient advanced warning signs on approach to the roundabout;
6. There is insufficient deflection through the roundabout;
7. There is insufficient lighting on the western side of the intersection; and
8. Pedestrian refuge near the Bowden Street roundabout is not wide enough to cater for the mobility impaired and does not include sufficient delineation or protection;

It is envisaged that reconstructing the intersection to introduce a greater deflection and a greater pedestrian facility would decrease the likelihood of collisions. It should be noted that this section of road consists of a bus route that will need to be taken into consideration and may limit the ability to increase deflection. Nevertheless, this is considered to be a relatively expensive measure.

Conversely, introducing a traffic calming device (Speed Cushions) to reduce the approach speed will provide some benefit and will have both time, cost and “Minimal” deflection benefits, for the local community.

Notwithstanding the above, the accident history indicates that there has only been one collision at the intersection. As such, it should be noted that there is no immediate requirement for an ameliorative treatment.

Belmore Street / Parkes Street Intersection

9. The location of the centre line on Belmore Street makes manoeuvrability difficult.

It is envisaged that shifting the centre-line west would enable motorists to undertake a less sharp right turn into Belmore Street and also facilitate the left turn into Belmore Street given that motorists approaching from the east do so via a steep grade.

Accident History

The Road and Maritime Service’s RMS’s Accident Database for the period 2007 – 2011 (i.e. the most recent 5 year period) has been examined with the data summarised in the table below.

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Accident Year	Location	RUM Code	No. of Accidents
2007	Parkes St (east of Lee Avenue)	0	1
2008	Parkes St (west of Lee Avenue)	60	1
2009	Belmore Ln / Blaxland Rd intersection	2	1
2009	Parkes St (east of Lee Avenue)	20	1
2011	Belmore Ln / Blaxland Rd intersection	0	1
2011	Parkes St / Bowden St Intersection	74	1

Notes on "RUM" code:

- >> RUM 0: Pedestrian (approaching from the near side);
- >> RUM 2: Pedestrian (approaching from the far side);
- >> RUM 20: Head On;
- >> RUM60: Hit Parked Car; and
- >> RUM 74: Out of Control on Carriageway.

It should be noted that two (2) of the pedestrian accidents occurred on Parkes Street within 20m of a signalised pedestrian crossing. All other collisions were unique occurrences which do not provide any indication of a historical pattern warranting remedial treatment.

COUNCIL PROPOSAL

That Council undertake the following measures:

1. No Stopping restrictions for 20 metres shall be applied uniformly at all intersecting streets with Parkes Street (between Belmore Street and Bowden Street);
2. Introduce a centre-line on all intersections adjoining Parkes Street between Bowden Street and Belmore Street;
3. Introduce "Bus Zone" signs at the existing bus stops on Parkes Street;
4. Speed Cushions be installed at the Parkes Street approach to the Bowden Street roundabout;
5. Introduce a "No Right Turn" sign and a left turning pavement marking to prevent motorists from turning right into Blaxland Road from Belmore Lane;
6. Adjust the centre-line pavement marking on Belmore Street, near the intersection with Parkes Street, further west in order to facilitate the left and right turn movements into Belmore Street; and
7. Damaged guard rails to be replaced, as practicable.

COMMITTEE RECOMMENDATION

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Submitted for the consideration of the Committee

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ITEM (F)

REVIEW OF VEHICLE MOVEMENT ACCESSIBILITY AT THE “BEND”

(I) BUFFALO ROAD, RYDE

File No: 1463861 & D13/52634

Council’s Traffic Engineer – Traffic and Governance report 12 September 2013

Summary Report

Council has received two (2) requests for “No Stopping” along Buffalo Road, Ryde. These requests lie within the extents of Providence Road and Lyndhurst Street and will be assessed together.

Consideration

Buffalo Road is comprised of a mostly straight road with a subtle s-curve at approximately mid-way, near Providence Road. The average carriageway width of Buffalo Road is approximately 11.5 metres kerb to kerb and there is on-street parking on both sides of the street. Buffalo is a mostly residential street with a small portion being used for commercial purposes. It has a 50km/h speed limit and operates as a “Collector Road”.

An inspection was recently undertaken along Buffalo Road between Providence Road and Lyndhurst Street. The investigation revealed that, due to the width of the street, when vehicles park on both sides of the road, the access way is narrowed to approximately 6 metres. This leaves a lane for traffic of about 3 metres in both directions. The fact that the carriageway is curved between Providence Road and Bright Street means that bus manoeuvrability becomes an issue.

It was observed that buses are crossing the centre line by a small margin which is imposing on oncoming traffic. This is causing all vehicles to travel closer to the parked vehicles. An issue was also noted that when two (2) buses are required to travel past one another, they both slow down greatly to accommodate the other to pass by which, in turn, holds up traffic. By incorporating a staggered parking arrangement along the bend this will improve vehicle accessibility and may further have a pseudo-traffic calming benefit.

It is therefore proposed to introduce “No Stopping, 7:30am – 9:00am and 2:30pm – 4:00pm, Mon - Fri” signage in front of the two (2) parks located at the site. This will produce enough access during peak bus movement times to accommodate car and bus travel through this location. It has been noted that any other time has minimal bus movements, hence parked vehicles will have minimal impact on vehicular manoeuvrability.

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Additionally, at the intersection of Buffalo Road and Lyndhurst Street, due to the high gradient, vehicles turning from Lyndhurst Street onto Buffalo Road have reduced visibility of vehicles on either approach. This is due to vehicles parking on Buffalo Road near Lyndhurst Street. Currently, the “No Stopping” restriction prohibits vehicles from parking within 10m of the intersection. However it was noted that, even with the 10m restriction, sight distances are still poor in comparison to the standards set out by the Road Design Guide (See below).

TABLE 5 Safe Intersection Sight Distances (SISD) for level pavement measured from driver eye heights (1.15m-1.15m) (from *Road Design Guide*)

DESIGN SPEED	SISD
50km/h	80m
60km/h	105m
80km/h	160m
100km/h	225/255m
110km/h	295m

The results of the intersection analysis are tabled below.

Direction	Sight Distance (10m “No Stopping” restriction)	Sight Distance (15m “No Stopping” restriction)	Sight Distance (20m “No Stopping” restriction)
From Lyndhurst exiting Left onto Buffalo	48m	67m	89m
From Lyndhurst exiting Right onto Buffalo	76m	95m	114m

Accident History

Council’s accident history data for Buffalo Road, between Providence Road and Bright Street, indicates that there has been no collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive).

Council’s accident history data also indicates that, for Buffalo Road at the Lyndhurst Street intersection, there has been no collision in the most recent 5 year period (i.e. from 2007 to 2011 inclusive).

There is no evidence of previous safety concerns in accordance to the accident history.

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Notwithstanding the above, it should be noted that the investigation revealed that there is a high risk of an incident occurring at the bend between Providence Road and Bright Street.

COUNCIL PROPOSAL

1. That Council install “No Stopping” along the bend of Buffalo Road between Providence Street and Bright Street for a distance of approximately 60 metres on the southern kerbside and 50 metres on the northern kerbside, to improve driver safety when manoeuvring the carriageway.
2. That Council install “No Stopping” on Buffalo Road at two (2) locations, as follows:
 - (i) 15 metres “west” of Lyndhurst Street; and
 - (ii) 20 metres “east” of Lyndhurst Street.

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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Traffic Engineer – Traffic & Governance

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Group Manager – Public Works

Harry Muker
Section Manager - Traffic & Governance

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ITEM (G)

Forthcoming Special Events

(I) Twin Road, North Ryde

File Ref: COR 2009/206

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

Summary Report

Item A: *CAROLS BY CANDLELIGHT – CHRISTMAS SPECTACULAR*
Event Date: Sunday, 15 December 2013

On Sunday, 15 December 2013 the North Ryde Rotary Club is sponsoring the annual Carols by Candlelight/Christmas Spectacular to be held at North Ryde Common. The organiser is expecting a crowd of 8,000-10,000 persons and it is anticipated that a large proportion of the crowd will walk to the venue.

Item B: *AUSTRALIA DAY CELEBRATIONS – NORTH RYDE*
Event Date: Saturday, 26 January 2014

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

Consideration

Parking provisions within the hospital grounds should be adequate. However, it is likely that some cars will try to park in surrounding public streets fronting the hospital, particularly along Twin Road. To allow better access and traffic circulation, temporary "No Stopping" / "No Parking" restrictions on both sides of Twin Road between Wicks Road and Badajoz Road would be implemented, as in previous years. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2012 or in previous years.

As in past years, parking will be available at local schools, Macquarie Hospital grounds and on local streets. Disabled parking will be allowed in a designated area of the North Ryde Common, near the western end of Twin Road with the area policed by SES personnel. Two-way traffic will be maintained in Twin Road with temporary 'No Parking' signs erected on both sides early in the morning of 26 January 2014. All other arrangements will be the same as in previous years and there were no reports of any complaints received by the event organisers in 2013.

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

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

COUNCIL PROPOSAL

1. That temporary “No Parking” signs be installed on both sides of Twin Road between Badajoz Road and Wicks Road and “No Stopping” signs be installed 10 metres from the corners of side streets on Sunday, 15 December 2012 and on Sunday, 26 January 2014, for the respective special events Carols by Candlelight (December 2013) and Australia Day (January 2014).
2. That disabled parking be allowed in a designated area on the Common near the western end of Twin Road, with the area controlled on the day by SES personnel.
3. That necessary signposting be installed in advance of the event and affected residents in Twin Road and intersecting streets be advised of arrangements.
4. That step be taken to ensure that only existing vehicle entry/exit points are used by vehicles and, other than disabled parking, no additional entry/exit points are used.
5. That the cost for installation and removal of the necessary traffic signs is to be borne by the organiser.
6. That the approval is subject to a submission to Council and verification from the insurers that the event is covered by an appropriate Public Liability Insurance in an amount not less than \$20 million.

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Federico Ramos
Traffic Engineer – Traffic & Governance

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Section Manager - Traffic & Governance

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ITEM (H)

GRANNY SMITH FESTIVAL – SATURDAY - 19 OCTOBER 2013

(I) Temporary Road Closures

FILE REF: COR 2009/206

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

Summary Report

The Granny Smith Festival will take place this year on Saturday, 19 October 2013. The format is similar to that of previous years commencing with a street procession, market stalls and entertainment. Trelawney Street will be closed at Rutledge Street and access allowed to the festival officials.

Consideration

As per the 2012 Festival we will continue the small change to traffic conditions in Hillview Lane between Shaftsbury Road and the roundabout at Lakeside Road where traffic has previously been allowed to exit at the roundabout turning left only. Hillview Lane and the Council car park will be closed to improve safety of pedestrians using the lane. All the retailers in Rowe Street will be allowed access to this section of lane by SES personnel manning the intersection of the lane at Shaftsbury Road. This has been in operation for previous Festivals. This year's parade will start similar to last year.

Street Closure for Procession:

Date: Saturday 19 October 2013.

Time: Procession assembles from 8.00 am at Eastwood Oval, commences at 9.15 am and arrives at Rowe Street at approximately 10.00 am.

Route: Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue and back to Eastwood Oval via Lakeside Road.

Participants: 30 Vehicles

1500 people walking

Length of Parade: Approximately 1 km in length and it is estimated it could take approximately 1 hour to travel the full route.

Street closure: Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street and The Avenue. Roads closed half an hour prior to the procession starting (other than the permanent closures).

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Marshals: The SES and Eastwood Police will be invited to marshal the parade and assist as in previous years.

There are over 280 festival stall sites (including stages) which can take the hire company over 6 hours to erect. Consequently it is essential that they start work on Friday 18 October 2013 from 12.00 noon in the Plaza, and from 6.00pm along Rowe Street. The stalls are dismantled at the end of the festival and closed roads are re-opened by 9.00pm on Saturday 19 October 2013. These arrangements are similar to those followed in recent years and no problems were observed.

In 2012 the following procedures were implemented to minimise disruption to traffic flow when road closures were being progressively implemented.

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

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

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

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COUNCIL PROPOSAL

1. That the following road closures and traffic management protocols be recommended to the RMS for approval as part of operation of the 2013 Granny Smith Festival.
2. That subject to approval of the temporary closure from the RMS, the following conditions apply:
 - i. That approval be given for the procession route and necessary temporary road are closed at the Granny Smith Festival half an hour prior to the Parade starting on Saturday 19 October 2013. The Procession route and temporary road closures are along Lakeside Road, Glen Street, Shaftsbury Road, Rowe Street, The Avenue returning to Eastwood Oval via Lakeside Road.
 - ii. That approval be given for the temporary closure of Rowe Street (Shaftsbury Road to Eastwood Plaza) and The Avenue (Rowe Street to Hillview Lane) and Progress Avenue (The Avenue to Hillview Road) and Trelawney Street (Rowe Street and Rutledge Street) from 6.00pm on Friday 18 October 2013 to 9.00pm (or until stalls have been collected) on Saturday 19 October 2013.
 - iii. That approval be given for the temporary closure of Hillview Lane (between Shaftsbury Road and The Avenue) from 6.00am to 9.00pm on Saturday 19 October 2013 and Hillview Road between Lakeside Road and West Parade from 8.30am to 5.00pm on Saturday 19 October 2013.
 - iv. That temporary "No Stopping" signs be erected on the eastern side of Shaftsbury Road between Rowe Street and Rutledge Street between 6.00am and 9.00pm Saturday 19 October 2013.
 - v. That temporary "No Stopping" signs be erected on Lakeside Road, between Hillview Road and Glen Street, between 6.00am and 9.00pm Saturday 19 October 2013.
 - vi. That the stall hire company be permitted to commence set up from 12.00 noon on Friday 18 October 2013 on the Plaza and from 6.00pm on Rowe Street, The Avenue and Progress Avenue.
 - vii. That large sized warning signs be erected notifying the public of the activities related to the Festival set up, the temporary road closures and alterations to bus routes.
 - viii. That temporary bus stops be located in Wingate Avenue from 6.00am on Saturday 19 October 2013 to 6.00am Sunday 20 October 2013 and at the eastern side of the Plaza at West Parade, from 5.00pm on Friday 18 October 2013 to 6.00am Sunday 20 October 2013 and the affected bus stops be signposted to redirect patrons to the temporary location.
 - ix. That temporary "No stopping" signs be erected in Rutledge Street on both sides between Trelawney Street and Shaftsbury Road.
 - x. That the Eastwood Chamber of Commerce be advised of the proposals.
 - xi. That the Traffic Officer stationed in Eastwood Police Station be notified in writing.

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COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

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Nina Fard
Traffic Engineer – Traffic & Governance

George Dedes
Group Manager – Public Works

Harry Muker
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LATE ITEM (I)

REQUEST FOR “1/4P” PARKING RESTRICTIONS (II) RESERVE STREET, WEST RYDE File Number: COR2009/206

Council’s Traffic Engineer – Traffic and Governance report 24 September 2013

Summary Report

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.

Background

This matter was originally tabled at the Traffic Committee meeting held on Thursday 25th July 2013. Council at the Works and Community meeting held on the 17th September 2013 resolved as follows:

“That Council defer consideration of this matter pending further investigation”.

Consideration

The current “1P” parking restrictions are insufficient to cater for the existing childcare centre. It is anticipated that providing four (4) short term parking bays will suffice, noting that these signs will be adjacent to a 10 minute parking sign that will effectively be used in the same manner. The short term parking will only be in place during the morning and evening peak period. The signs will be effective for a 15 minute period in order to accommodate parents walking their children to and from the child care centre.

COUNCIL PROPOSAL

That Council remove the following signs directly in front of the community centre on Reserve Street:

- “1P: 8.30am – 6pm, Mon-Fri, 8.30am-12.30pm, Sat”.

That Council replace the above signs with the following signs:

- “1/4 P: 8am – 9am; 2.30pm - 3.30pm, Mon-Fri” signs; and
- “1P: 9am – 2.30pm, 3.30pm - 6pm Mon-Fri, 8.30am-12.30pm, Sat”

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COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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LATE ITEM (J)

REQUEST FOR INSTALLATION OF A ZEBRA CROSSING

(I) CHATHAM ROAD, WEST RYDE

File No: NOM 24 September 2013

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

Summary Report

The purpose of this report is to inform Council on the further warrant based analysis that Council has undertaken as a "litmus" test in relation to the proposed "zebra" crossing along Chatham Road, south of Betts Street.

Background

A notice of motion was raised by Council at its meeting on 24 September 2013 titled "West Ryde Urban Village Development: Three Missing Pedestrian Crossing". This notice of motion called for the prompt installation of West Ryde Urban Village Pedestrian Crossings as listed below:

- 1) A pedestrian crossing over the western end of Betts Street (and associated footpath widening);
- 2) A pedestrian crossing over Chatham Road just south of the intersection with Betts Street; and
- 3) A pedestrian crossing over the Market Street on the southern side of the town square area.

The purpose of this report is to review the likely warrant based compliance of the proposed pedestrian crossing along Chatham Road (immediately south of Betts Street) as this location is likely to have the highest probability of compliance. The other two (2) proposed pedestrian crossings will be examined in detail at a later stage.

Consideration

An independent Pedestrian Crossing Assessment was recently commissioned by Council to analyse current traffic and pedestrian movements at the intersection of Betts Street and Chatham Road to advise Council on the likely compliance with RMS warrants for a zebra crossing.

The RMS practices for numerical warrants for Pedestrian (Zebra) Crossing are now referred to as a Supplement Guide to Traffic Management, Part 6, Section 8 of the Austroads Publication Series (Part 10).

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In summary, under 'normal' conditions the following applies for a Zebra Crossing (RMS extract):

- (a) *The product of the measured pedestrian flow per hour (P) and the measured vehicle traffic flow per hour (V), PV, is equal or greater than 60,000 and;*
- (b) *The measured flows, P and V are equal or greater than 30 and 500 respectively;*
- (c) *The measured flows apply for three periods of one hour in any day.*

The table below shows the combination of pedestrian and vehicle volumes at Chatham Road just south of the intersection with Betts Street

Time (Hour Starting)	Two-way traffic (V- veh/h)	Pedestrians (P- ped/h)	Product (P×V)	Additional Pedestrians Required (reduced warrant)
7:00	608	36	21,888	38
8:00	727	33	23,991	29
9:00	620	31	19,220	42
15:00	753	31	23,343	29
16:00	832	26	21,632	28
17:00	1019	31	31,589	13

Applying the numerical warrants to the most desirable vehicle and pedestrian movement combination (P×V) confirms that the warrants for a 'marked' pedestrian crossing have not been satisfied.

Considering the high population of elderly residents that would walk to the supermarket and the fact that pedestrian activities will increase once the development is open the proposed crossing at Chatham Road should be considered for the special warrant. The RMS 'Special Warrants' condition states product of PV is greater than or equal to 45,000 (but less than 60,000) the additional number of pedestrians required to meet the special warrant is shown in the final column of the above table.

The results are very promising and are well "on the way" of meeting the warrants for a zebra crossing at this location.

Notwithstanding the above, Council staff believe that the Anthony Road civil works are "pivotal" in activating the greater use of the village square and when completed with an approved "zebra" crossing included, is likely to generate greater pedestrian movement in the area that is likely to "influence" pedestrian crossing at locations south/south west of the village square.

An as interim measure, Council staff will undertake periodic traffic surveys at these locations to gauge the level of activity and to confirm, if compliance with the

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“warrants” have been met which can then be tabled (via the traffic committee) with RMS for approval.

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- a) That Council staff conduct future periodic traffic surveys to confirm or otherwise if the warrants for a “zebra” crossing along Chatham Road just south of the intersection with Betts Street is satisfied; and
- b) That Council staff include as part of the future warrant based pedestrian analysis the proposed pedestrian crossings along Betts Street and Market Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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LATE ITEM (K)

PROPOSED ROUNDABOUT

(I) MORRISON ROAD & CHARLES STREET, PUTNEY

File No: D12/22276

Report

This report is to inform Council on the subsequent traffic analysis that has been undertaken to validate/confirm the need for the three (3) roundabouts at the following locations:

1. Intersection of Morrison Road and Payten Street, Putney
2. Intersection of Morrison Road and Douglas Street, Putney
3. Intersection of Charles Street and site access

Background

The modelling assessment methodology undertaken (Sidra) is considered “practicable” (in lieu of a Mesoscopic Traffic Model) when applied in a confined area when the traffic volumes generated from the site are predictable and the background traffic is observed traffic counts.

Previously, Council resolved as follows:

That Council adopt the following recommendations in relation to the report titled “MORRISON ROAD AND CHARLES STREET – Proposed Roundabouts – Ryde Rehabilitation Centre Development” as follows:

- i. That the construction of the roundabouts at the intersections of Charles Street and the site access road, and Morrison and Douglas Street be supported, subject to confirmation from the mesoscopic model being undertaken by Council.*
- ii. That the proposed roundabouts at Payten Street be reviewed in conjunction with a larger ‘network’ based equilibrium traffic model (mesoscopic model) for the area. The provision of this roundabout (or not) will be determined from the outcome of the mesoscopic modelling.*

Consideration

To enable an “abridged” method to be considered to work successfully a defined study area with actual “observed” traffic volumes must be developed. The scope of the study area included Morrison Road (bounded by Charles Street and Princes Street) and Charles Street (bounded by Morrison Road and Parry Street).

Note: Please refer to the **Late Items ATTACHMENT REPORT** for “Morrison Road LATM Assessment” prepared by Bitzios Consulting.

Two (2) scenarios were considered in the analysis, these are summarised below as follows:

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- 2013 base AM and PM peaks with proposed development; and
- 2023 AM and PM peaks with the proposed development.

The assignment distribution of traffic to/from the development follows the 80:20 / 20:80 analogy. That is, during the AM peak 80% of the trips are “outbound” and 20% of the trips are “inbound”. Conversely in the PM peak 80% of the trips are “inbound” and 20% of the trips are “outbound”.

With the above in mind the total trip “aggregates” for the AM and PM peaks are summarised below:

- AM Peak: Inbound (65 trips); Outbound (261 trips); and
- PM Peak: Inbound (298 trips); Outbound (75 trips)

Utilising the above trips generated in conjunction with the “background” conditions the traffic analysis using Sidra has confirmed the following as summarised in the table below:

Intersection	Peak Period	2013 Base With Development				2023 With Development			
		DoS	Avg Delay/ veh (S)	LoS	95% Queue (m)	DoS	Avg Delay/ veh (S)	LoS	95% Queue (m)
Morrison Rd/Payten St/Site Access (Roundabout)	AM	0.41	13	A	22	0.44	13	A	26
	PM	0.42	12	A	23	0.46	13	A	27
Morrison Rd/Douglas St/Site Access (Roundabout)	AM	0.43	13	A	25	0.48	13	A	29
	PM	0.40	12	A	21	0.43	13	A	24

Note: Average delay and Level of Service for roundabout is for the **worst** movement.

The table below summarises the meaning of the “Level of Service Criteria for Intersections”.

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Level of Service	Average Delay per Vehicle (secs/veh)	Description
A	<14	Good operation
B	15 to 28	Good with acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Operating near capacity
E	57 to 70	At capacity
F	70>	Unsatisfactory

Source: RTA Guide to Traffic Generating Development 2002

The results confirm that the three (3) roundabouts proposed will operate at a Level of Service 'A' with minimal delays and should be supported for their construction along Morrison Road and Charles Street.

COUNCIL PROPOSAL

That Council supports the construction of the three (3) roundabouts as proposed for the Ryde Rehabilitation Centre Development at the Intersection of Morrison Road with Payten Street / Douglas Street and along Charles Street and the site access.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

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