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<b>File No:</b>	COR2009/206 – D13/24212	
<b>Venue:</b>	Civic Centre, Level 5 – Room 2	
<b>Time:</b>	10:00am	
<b>Chair:</b>	Mr George Dedes, Acting Group Manager – Public Works, City of Ryde.	

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**SECTION 3****ITEM 1****ABUKLEA ROAD, MARSFIELD****Request for No Stopping sign in front of number 190 Abuklea Road.**File No: Help Desk 5060

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**Council's Traffic Engineer – Traffic and Governance report 11 March 2013****Summary Report**

Councillor Terry Perram, has received representations from a resident of Abuklea Road, Denistone East, requesting that "No Stopping" signs be installed between the roundabout at the intersection of Abuklea Road, Donovan Street and Herring Road and the first driveway on the western side of Abuklea Road in order to provide safe sight distance for motorists to exit the driveway.

**Consideration**

There is currently an unbroken centre-line in the section of road in question. The unbroken centre-line is approximately 4.3 metres from the kerb such that there would be insufficient space for vehicles to be parked and leave sufficient space for through traffic.

Rule 208 (6) of the Australian Road Rules stipulates the following in relation to parallel parking adjacent to a continuous dividing line:

*"if the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or strip, unless otherwise indicated by information on or with a parking control sign".*

In light of the above, parking a vehicle in the section of road in question is not permitted under the Australian Road Rules. It also indicates that it is a matter of enforcement that should be brought to the attention of the police. However, it is understood that this matter has been a continuous problem and that motorists are likely to continue parking in this section of road despite the level of police presence, such that a permanent solution is warranted.

**COUNCIL PROPOSAL**

That Council approve the installation of a 'No Stopping' (L) sign on the western side of Abuklea Road to be located 1 metre north of the driveway of 190 Abuklea Road, Denistone East.

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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

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**SECTION 3****ITEM 2**

**MORSHEAD STREET, NORTH RYDE**  
**Request for “No Parking” Signs on the south-western side of**  
**Morshead Street**  
File No: D12/77973

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**Council’s Traffic Engineer – Traffic and Governance report 6 March 2013****Summary Report**

Council has received correspondence from the office of the Hon. Victor Dominello MP Member for Ryde requesting that a review of the current parking arrangements along Morshead Street outside Truscott Street Public School be conducted with a view of installing parking restrictions (No Parking 8:00am-9:30am and 2:30pm-4:00pm, Mon-Fri) on the southern side of Morshead Street between Ryrie Street and Sturdee Street, to improve pedestrian safety and traffic flow during school start and finish times.

**Consideration**

Morshead Street acts as a minor collector road with a carriageway width of 7.5 metres wide (kerb to kerb). There are currently no parking restrictions along Morshead Street (to the north of Truscott Street Public School).

The resident claims that when cars are parked on both sides of Morshead Street only one lane is available for traffic. This creates a potential conflict point between commuters and school kids crossing the road.

Parking restrictions along Morshead Street would impact on local community; No Parking restrictions will formalise a short term drop off and pick up area for school parents by eliminating permanent parking of cars on the school side (southern side) of Morshead Street. Morshead Street is straight with good visibility for most parts (except a short distance leading to Sturdee Street). The good visibility of the road may tend to encourage higher travel speed. However the narrowness of the road and parked vehicles are a deterrent to higher traffic speed.

Following the request, in-line with Council’s set guidelines, an on-street parking utilisation survey was conducted on Morshead Street in between Ryrie Street and Sturdee Street with the outcome being as follows:-

<b>Parking Occupancy Survey</b>			
<b>Morshead Street, southe side</b>			
Between Ryrie Street and Sturdee Street			
Total Length (excluding No Stopping)	181m		163m
Northern side		Southern side	
Total available number of parking spaces	14	Total available number of parking spaces	18
Northern side	08/01 - Tue	09/01-Wed	10/01 - Thur
Morning	5	3	2
Noon	2	2	2
Afternoon	3	2	1
Avg % Occupancy	24%	13%	12%
Southern side	08/01 - Tue	09/01-Wed	10/01 - Thur
Morning	9	9	6
Noon	8	10	4
Afternoon	8	6	8
Avg % Occupancy	46%	46%	33%
Total average northern side occupancy.	16%		
Total average southern side occupancy.	42%		

Traffic survey was recently undertaken along Morshead Street (outside Truscott Street Public School) the results are tabulated below.

<b>Morshead Street Between Ryrie Street and Truscott Street.</b>	<b>9 March 2013–13 March 2013</b>
7-day Average veh/day	432
5-day Average veh/day	452
85 <sup>th</sup> Percentile Speed km/hr	42.7
<b>Peak Hour Volume</b>	
AM (8am -9am)	66
PM (4pm- 5pm)	41

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. Morshead Street traffic volumes are within the environmental capacity standard of local roads. Morshead Street is within close proximity of Truscott Street Public School which creates higher volumes of traffic

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especially during school drop off and pick up hours. 85<sup>th</sup> Percentile is also lower than the local street limit of 50km/h  
 A residential survey has been conducted on Morshead Street; results of the survey are shown below.

Residential Survey of Morshead Rd	Number of Responses	
	Support proposed measures	10%
Do not support the proposed measures	80%	8
Are indifferent to the proposed measures	0%	0
Did not reply	10%	1
Total number of properties SURVEYED		10

**COUNCIL PROPOSAL**

That Council take no action to restrict parking (No Parking 8:00am-9:30am and 2:30pm-4:00pm Mon-Fri) on the southern side of Morshead Street as it will encourage higher travelling speed during school hours.

**COMMITTEE RECOMMENDATION**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
 Traffic Engineer – Traffic & Governance

**Austin Morris**  
 Service Unit Manager- infrastructure  
 Integration

**Nina Fard**  
 Traffic Engineer – Traffic & Governance

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

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

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**SECTION 3**

**ITEM 3**

**ANTHONY ROAD, WEST RYDE**  
**Request for relocation of a “Bus Zone”**  
 File No: COR2009/206

**Council’s Traffic Engineer – Traffic and Governance report 18 March 2013**

**Summary Report**

A request has been made by the Top Ryder bus service to relocate their bus stop from Anthony Lane to Anthony Road in order to save time on their route.

**Consideration**

Buses are currently travelling around the block in order to use the bus stop on Anthony Lane. The proposed relocation involves moving the facility approximately 20m to the southern side of Anthony Road.

The section of Anthony Road where it is proposed to provide the bus zone currently consists of a “15 Minutes 8am-6pm Monday – Sunday” sign. Site observations revealed that the current parking restrictions are being used as a pick up / drop off during peak periods and is largely unused at other times such that the proposed changes will not result in any significant inconvenience.

Results of the consultation will be tabled at the Traffic Committee meeting.

Survey of Anthony Road	Number of Responses	
Support proposed measures	%	
Do not support the proposed measures	%	
Are indifferent to the proposed measures	%	
Did not reply	%	
Total number of properties SURVEYED		

**COUNCIL PROPOSAL**

Council proposes that the following signs be introduced:

1. “15 Minutes 7.30-9am and 3.30-6pm” and
2. “bus zone 9am – 3.30pm”

**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

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**Federico Ramos  
Traffic Engineer – Traffic &  
Governance**

**Austin Morris  
Service Unit Manager- infrastructure  
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**Nina Fard  
Traffic Engineer – Traffic &  
Governance**

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

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



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**SECTION 3****ITEM 4****TOBRUK STREET, NORTH RYDE  
Request for Parking Restrictions**  
File No: Help Desk 4809

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**Council's Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

Councillor Roy Maggio has received representations from a resident of Tobruk Street, North Ryde, raising concerns with the following:

- The availability of parking along Tobruk Street; and
- Road safety associated with the narrow width of Tobruk Street combined with parking being permitted on both sides of the street.

**Background**

In Ryde's Traffic Committee meeting held in June 2009 a request was made for parking restriction to be introduced due to safety concerns associated with parked vehicles narrowing the street for through traffic. It was specifically requested that the Resident parking Scheme be extended to include Tobruk Street.

In response, Council undertook parking surveys three times per day for three days revealing that on average, 6% of parking spaces were occupied. As a consequence, the Traffic Committee voted unanimously not to introduce any parking restrictions with the following resolution:

- (a) That Council notes the information contained within this report.
- (b) That Council does not approve the extension of the Zone 4 Resident Parking Scheme to include Tobruk Street, North Ryde as the on-street parking utilisation rate is below 80%.
- (c) That the residents who made the representation be notified of Council's decisions.

**Consideration**

Council has undertaken parking surveys during the morning, midday and evening periods. The results of the survey are shown in the Table below.

**Tobruk Street - Parking Occupancy Survey**

<b>Parking Occupancy Survey</b>			
<b>Tobruk Street, North Ryde</b>			
Total Length (excluding No Stopping)	189m		196m
<b>Western Side</b>		<b>Eastern side</b>	
Total available number of parking spaces	27	Total available number of parking spaces	28
<b>Western side</b>		Tuesday 12/03/2013	
Morning	4		
Noon	3		
Afternoon	2		
Avg % Occupancy	11%		
<b>Eastern side</b>		Tuesday 12/03/2013	
Morning	3		
Noon	5		
Afternoon	5		
Avg % Occupancy	15%		
Total average Western side occupancy.	11%		
Total average Eastern side occupancy.	15%		
<b>Total Average % Occupancy</b>	<b>13%</b>		

The results indicate that there are ample parking spaces available such that no parking restrictions are required on the basis of parking availability. In terms of road safety, the narrowing of the roadway as a result of the parked vehicles requires that motorists travel at a slower speed thereby increasing road safety along Tobruk Street. This further reinforces the need to avoid parking restrictions along Tobruk Street.

**COUNCIL PROPOSAL**

That Council supports “status quo”, that is, existing parking restrictions are to remain.

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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

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**SECTION 3****ITEM 5****RYDE ROAD, RYDE****Request for bus stop for the Top Ryder bus service**File No: Help Desk 4809

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**Council's Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

Councillor Roy Maggio has approached Council on behalf of Gladesville Sporties Club requesting that Council's Top Ryder bus service be extended to allow the club patrons to use the service. Council has agreed subject to a suitable bus stop location being provided and concurrence is provided by the Traffic Committee. In addition, it has been requested that the available sight distance for motorists entering Ryde Road from Swan Street be increased due to safety concerns and that a parking bay for people with disabilities on Halcyon Street be relocated given its unsuitable location.

**Consideration***New Top Ryder Bus Service*

It is proposed to provide two bus zones including one for the east bound direction and one for the westbound direction. For the eastbound buses, it is proposed to provide "bus zone" signs on the northern side of Ryde Road towards the corner at the intersection with Halcyon Street by replacing 18 metres of unrestricted parking with a bus zone.

For the westbound buses, providing a bus stop on the southern side of Ryde Road is anticipated to raise safety concerns given that pedestrians will need to cross Ryde Road to and from the club. As such, it is proposed that the bus turn into Halcyon Street where a bus stop will be provided directly in front of the club on the western side of Halcyon Street. Buses will then be required to continue along Halcyon Street, turn left on Swan Street and turn right onto Ryde Road to continue on its route.

The bus zone will replace an existing taxi stand that will be relocated to Ryde Road east of the proposed relocated parking bay for people with disabilities (discussed further below).

Halcyon Street is relatively narrow such that it may be difficult for two vehicles to pass when the bus has stopped at the proposed bus zone and there is a car parked on the opposite side of the road. This is of particular concern being close to the intersection. As such, it is proposed to introduce a "No Stopping" zone on the eastern side of the road. The "No Stopping" zone will result in the loss of 2 spaces including a parking space for people with disabilities that is currently not designed to Australian Standards within 10 metres of the intersection with Ryde Road.

The results of the residential survey will be tabled at the meeting.

Residential Survey of Halcyon Street	Number of Responses	
Support proposed measures		
Do not support the proposed measures		
Are indifferent to the proposed measures		
Did not reply		
<b>Total number of properties SURVEYED</b>		

*Parking Bay for People with Disabilities*

The parking bay for people with disabilities is not designed to Australian Standards on the eastern side Halcyon Street within 10 metres of the intersection with Ryde Road and is not designed to Australian Standards AS/NZS 2890.6. In addition, this bay requires people in wheelchairs to cross the road to access the club, without the use of a pram ramp and is therefore considered to be unsafe.

In light of the above, it is proposed to relocate the parking bay to the northern side of Ryde Road such that it is located directly behind the proposed eastbound bus zone. Similarly to the existing parking bay for people with disabilities the newly proposed bay will not be designed in accordance with Australian Standards AS/NZS 2890.6. However, the proposed relocation will result in a much safer facility that is currently being provided given that it will no longer be on a narrow road within 10 metres of an intersection and that people in wheel chairs will no longer be required to cross the road without a pram ramp.

*Sight Distance*

The available sight distance available for motorists entering Ryde road from Swan Street is insufficient to allow motorist to enter the traffic stream safely. The removal of parking along the northern side of Ryde Road for a further 10 metres on either side of Swan Street will significantly increase the available sight distance and therefore improve safety conditions.

This will require the relocation of the existing “No Stopping” signs 10 metres further away from the intersection thereby losing 2 parking spaces on either side.

*Loss of Parking*

Site inspections have revealed that there are sufficient spaces available along Ryde Road to indicate that there will be no significant concerns in terms of parking availability. It should be noted that the introduction of the bus service may result in a slightly reduced parking demand.

**COUNCIL PROPOSAL**

That Council undertake the following measures:

- (a) Bus zone signs be introduced on Ryde Road;
- (b) Bus zone signs be introduced on Halcyon Avenue ;
- (c) “No Stopping” signs be installed on the northern side of Ryde Road either side of Swan Street be relocated 10 metres further away from the intersection;
- (d) The existing disabled parking bay be relocated to Ryde Road and the existing vacated parking space be replaced with “No Stopping”
- (e) That a taxi zone be provided on the northern side of Ryde Road directly behind the proposed Bus Zone.

**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

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**SECTION 3****ITEM 6**

**GLADSTONE AVENUE, RYDE**  
**Request for “No Parking” signs in the Cul-de-sac of Gladstone Avenue, Ryde**  
File No: D13/9689

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**Council’s Traffic Engineer – Traffic and Governance report 13 March 2013****Summary Report**

Council has received correspondence from a resident of Gladstone Avenue in regards to difficulty in rubbish collection due to parked cars. Gladstone Avenue leads to a cul-de-sac, which has insufficient space to make safe U-turns for garbage trucks, when cars are parked within the cul-de-sac.

**Consideration**

Gladstone Avenue is a local road which is approximately 7 metre wide with unrestricted parking on both sides. When cars are parked on either side of the street and within the cul-de-sac, it allows only one lane of traffic and meets the minimum requirement for trucks to pass.

Reversing out of Gladstone Avenue into Cowell St creates a safety risk and does not comply with the Council’s Waste Service contractor (SITA) Occupational Health and Safety (OHS) guidelines. Due to the OHS risk to the operator, there have been numerous occasions where the garbage trucks have not been able to access and service the residents in Gladstone Avenue.

It should also be noted that motorists are not permitted to park within the cul-de-sac and that an introduction of “No Parking” signs will only result in reinforcing the current restrictions.

A review indicates that this site has merit for implementing ‘No Parking, 5am-11am Mondays only’ restrictions along the kerb line of the cul-de-sac (inclusive of a 6m ‘lead-in’), which will allow uninterrupted garbage collection which at the present stage is impeded by parked cars.

**COUNCIL PROPOSAL**

That Council approve the implementation of ‘No Parking, 5am-11am Mondays only’ restrictions along the kerb line of the cul-de-sac (inclusive of a 6m ‘lead-in’) at Gladstone Avenue, Ryde.

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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



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**SECTION 3****ITEM 7****ADELAIDE STREET, WEST RYDE  
Request for Parking Restrictions  
File No: D12/100525**

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**Council's Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

Council has received correspondence from a resident of Adelaide Street, Meadowbank, requesting parking restrictions for 4 metres along the residential frontage to improve the sight lines at egress.

**Consideration**

Adelaide Street is a local road under Council's Road Hierarchy. There is existing unrestricted parking on Adelaide Street. The resident claims that a small nature strip in between their driveway and that of the adjacent property is not long enough to accommodate a medium size car with the back of the car protruding over his driveway. An onsite inspection confirmed the space in between the two driveways is only 4 metres long which is less than the specified small car parking dimensions (AS 2890). In order to improve the sight distance as residents exit their property it is recommended that the small space in between the two driveways be line marked with an 'X' crossing to stop cars from parking in the mentioned space. This will offer residents a better visibility of the road and improve road safety.

**COUNCIL PROPOSAL**

That Council landmark an 'X' crossing in between the driveways of No. 6 Adelaide Street and No. 8 Adelaide Street, West Ryde.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

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**SECTION 3****ITEM 8****VIMIERA ROAD, EASTWOOD****Request for extension of “No Stopping” zone**

File No: CRM 1396351

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**Council’s Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

Council has received a phone call from a resident of Bertram Street to review existing on-street parking conditions at the intersection of Bertram Street and Vimiera Road on traffic flow grounds.

**Consideration**

Bertram Road is a local road under Council’s Road Hierarchy which ends in a Cul-de-sac and links in to Cassia Place, also a Cul-de-sac. A number of on-site inspections were carried out to gauge parking behaviour at the intersection of Bertram Street and Vimiera Road. It was found that the existing “No Stopping” signs on Vimiera Road approaching the intersection of Bertram Road are inadequate in providing a sufficient line of sight for vehicles exiting Bertram Road in to Vimiera Road.

Existing signs are located on Vimiera Road, 10 metres from the tangent point of the intersection, which is in accordance with Australian Standards. The main concern is that Bertram Road has a lower gradient compared to Vimiera Road. This forces cars to drive half way in to the laneway before they are able to see approaching vehicles, this situation is particularly alarming when cars are parked up to the current “No Stopping” restrictions on both sides of the road.

To mitigate the likelihood of a future incident, it has been suggested that “No Stopping” restrictions be extended to 18 metres to the west of Bertram Street and 19 metres to the east of Bertram Street.

The extension of the No Stopping Zone will result in a net loss of 2 parking spaces. Site inspections have revealed that there are ample parking spaces available on the surrounding road network such that parking availability will not be adversely affected.

**COUNCIL PROPOSAL**

That Council approves the expansion of the current “No Stopping” restrictions to (18 metres on the West and 19 metres on the East) on Vimiera Road approaching Bertram Street.

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RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 MARCH 2013

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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

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**SECTION 3****ITEM 9****QUARRY ROAD, RYDE  
Request for Parking Restrictions  
File No: CRM Ref 1427196**

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**Council's Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

Council has received correspondence from a resident of Quarry Road, Ryde, requesting parking restrictions along the residential frontage of No. 4-6 Quarry Road to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.

**Consideration**

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

Council investigation confirmed the space in between the two driveways is only 3.7 metres long which is less than the specified small car parking dimensions (AS 2890). In order to provide a clear sight and manoeuvring space as residents exit their property. It is recommended that line marking with an 'X' crossing be introduced to cover the space in between the driveways of No. 2 Hill Crest and No. 4-6 Quarry Road.

**COUNCIL PROPOSAL**

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

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

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**SECTION 3****ITEM 10****GERARD STREET, GLADESVILLE**  
**Request for 'No Parking' signs**  
File No: CRM: 1412555

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**Council's Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

Council has received correspondence from a resident of Gerard Street, Gladesville, requesting the installation of 'No Parking' for 4 metres along the residential frontage of No. 17 Gerard Street to improve the sight lines at egress.

**Consideration**

Gerard Street is a local road under Council's Road Hierarchy. There is existing unrestricted parking on Gerard Street. The resident claims that parked cars are protruding over his driveway.

Council investigation confirmed that despite a white cross being sprayed along the frontage of the property, cars are still disregarding the road marking and parking in the space in between the driveways of No. 15 Gerard Street and No. 17 Gerard Street. These two properties are located close to the intersection of Gerard Street and Evan Street. When cars park in the small space between the two driveways view of the vehicles approaching from the intersection is compromised. In order to improve the sight distance as residents exit their property it is recommended that 'No Parking' sign be installed along the frontage of the property. This will offer residents a better visibility of the road and in particular approaching traffic.

**COUNCIL PROPOSAL**

That Council install 'No Parking' sign along the frontage of the property at 15 Gerard Street, to cover the space in between No. 15 and No. 17 Gerard Street Gladesville as well as both driveways.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

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**SECTION 6****ITEM 11****KENT ROAD, NORTH RYDE****Request for “No Parking” signs one side of the road.**File No: D12/85027

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**Council’s Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

Council has received correspondence from the office of the Hon. Victor Dominello MP Member for Ryde following representation from a local resident raising safety concerns on Kent Road in front of Kent Road’s Public School. Kent road has two (2) travelling lanes in each direction and is used by cars, buses and cyclists. There are currently unrestricted parking on both sides of Kent Road. The resident recommends that parking on one side of the road be restricted, in order to reduce conflict on the road.

**Background**

Council at its meeting on 27 September 2012 resolved to adopt the following recommendation in relation to traffic and pedestrian concerns on Kent Road:

- (a) That Council approve the installation of a 30 metres bus zone and 30 metre “No Stopping” zone along the northern side of Kent Road between Herring Road and pedestrian crossing.
- (b) That existing No Stopping signs be extended on both sides of Kent Road east of crossing up to the existing barrier lines.
- (c) That Council approve installation of Zig Zag lines along Kent Road prior to the crossing.

The above recommendations have recently been implemented on Kent Road.

**Consideration**

Kent Road is classified as a collector road under Council’s road hierarchy with a carriageway width of approximately 9 metres kerb to kerb. The three fundamental traffic concerns raised by the local resident are:

- Dangerous traffic conditions at the existing crossing (need for a school crossing supervisor);
- Lack of visibility of crossing; and
- Parking on both sides of the road reduces the width of the road and creates traffic conflict throughout Kent Road.

An on-site observation was conducted following the implementation of the above recommendation (from the meeting of 27 September 2012).

The following was noted:

- Extension of the “No Stopping” zone on each side of the pedestrian crossing has provided sufficient line of sight for approaching vehicles and has greatly improved the visibility of the crossing;
- The Zig Zag lines along Kent Road prior to the crossing are considered complementary treatments to alert drivers to slow down as they approach the crossing;
- The extension of the bus zone to 30 metres has provided a safer manoeuvring space for buses in and out of the bus spot. It has also created an unobscured space for vehicles approaching the pedestrian crossing; and
- Provision of providing a school crossing assistant is under the care and control of the RMS, the traffic team of Ryde Council have been in contact with school officials from Kent Road’s Public School in order to provide guidance on submitting a “Request for School Crossing Assistant Form” to RMS. A school crossing supervisor will be allocated to Kent Street Crossing subject to RMS warrants being satisfied at this location.

A traffic survey was recently undertaken along Kent Road outside Kent Road Public School the results are tabulated below.

<b>Kent Road outside Kent Road Public School</b>	<b>9 March 2013– 13 March 2013</b>
7-day Average veh/day	2424
5-day Average veh/day	2658
85 <sup>th</sup> Percentile Speed km/hr	42.4
<b>Peak Hour Volume</b>	
AM (8am- 9am)	157
PM (4pm- 5pm)	235

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 300 veh/hr desirable and maximum 500 veh/hr environmental goal for collector roads.

Kent Road traffic volumes are within the environmental capacity standard of a collector road. A higher volume of traffic data is recorded due to the close proximity of the survey equipment to Kent Road Public School influenced by school drop off and pick up hours.

**Accident History**

An investigation of the Roads and Maritime Services (RMS) audited accident database for the five (5) year period 2007 to 2011 indicates that there have been no accidents reported on Kent Road between Herring Road and entry to the ELS Hall.

**COUNCIL PROPOSAL**

That Council take no action to introduce further parking restrictions along Kent Road as it may encourage higher traffic speeds.

**Subject:**

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 MARCH 2013

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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



**SECTION 6**

**ITEM 12**

**CLANWILLIAM STREET, EASTWOOD**  
**Request for Traffic Calming Devices**  
 File No: Help Desk 4785

**Council’s Traffic Engineer – Traffic and Governance report 13 March 2013**

**Summary Report**

Councillor Terry Perram has received representations from a resident of Clanwilliam Street requesting a review of traffic conditions along Clanwilliam Street with a view of implementing measures to reduce traffic volumes.

**Consideration**

Clanwilliam Street has a carriageway width of 7 metres and on-street parking on both sides of the street and acts as a ‘pseudo’ collector road during peak periods. A recent observation reveals that on street parking occupancy is less than 50%.

Traffic survey was recently undertaken along Clanwilliam Street, the results are tabulated below.

Clanwilliam Street	9 March 2013– 13 March 2013
7-day Average veh/day	444
5-day Average veh/day	469
85th Percentile Speed km/hr	54.7
<b>Peak Hour Volume</b>	
AM (8am- 9am)	68
PM (4pm- 5pm)	96

The RMS Guide to Traffic Generating Developments (October 2012, Issue 2.2) gives peak hour volume of 300 veh/hr desirable and maximum 500 veh/hr environmental goal for a collector roads.

The peak hour volume on Clanwilliam Street is within the environmental capacity limits for a Collector Road and therefore no further action is warranted at this point in time. The results of the Traffic Survey do not support the installation of traffic calming measures. However periodic enforcement may further assist in reducing the 85<sup>th</sup> percentile speed.

**Accident History**

An investigation of the Roads and Maritime Services (RMS) audited accident database for the five (5) year period 2007 to 2011 indicates that there have been three accidents reported along Clanwilliam Street.

Accident Year	No of Accidents	RUM Code
2007	0	N/A
2008	1	16
2009	2	30; 93
2010	0	N/A
2011	0	N/A

Notes on “RUM” code:

- >> RUM 16: Left near
- >> RUM 93: Parked Vehicle run away into object
- >> RUM 30: Rear end

The collision history does not provide any pattern indicating of a safety hazard.

**COUNCIL PROPOSAL**

- (a) That Council take no action to introduce traffic calming devices along Clanwilliam Street based on the above data;
- (b) Council proposes that NSW Police Services be requested to enforce the 50km/hr speed limit along Clanwilliam Street as the recorded 85<sup>th</sup> is 54.7 Km/h

**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

**Subject:**

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 MARCH 2013

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**SECTION 6**

**ITEM 13**

**CRESSY ROAD, RYDE**  
**Request for a traffic calming device**  
 File No: CRM 1416060

**Council’s Traffic Engineer – Traffic and Governance report 15 March 2013**

**Summary Report**

Council has received correspondence from a resident of Cressy Road, Ryde, raising concerns with high traffic volumes and vehicular speeds along Cressy Road, particularly  
 It has been requested that a form of traffic calming device be introduced.

**Consideration**

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

<b>Cressy Street between Buffalo Road and Higginbotham Road</b>	<b>9 March 2013– 13 March 2013</b>
7-day Average veh/day	3018
5-day Average veh/day	3356
85th Percentile Speed km/hr	52
<b>Peak Hour Volume</b>	
AM (8am- 9am)	243
PM (4pm- 5pm)	289

The RMS Guide to Traffic Generating Developments (October 2002, Issue 2.2) gives peak hour volume of 300 veh/hr desirable and maximum 500 veh/hr environmental goal for collector roads. This section of Cressy Street (between Buffalo Road and Higginbotham Road) is classified as a Collector Road and therefore has volumes within the environmental goal. The 85<sup>th</sup> percentile is slightly higher than the residential limit of 50 Km/h.

**Accident History**

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

<b>Accident Year</b>	<b>No of Accidents</b>	<b>RUM Code</b>
2007	0	N/A
2008	0	N/A

2009	0	N/A
2010	1	10
2011	1	73

Notes on "RUM" code:

>> RUM 10: Cross Traffic (intersection of Cressy Road and Higginbotham Road)

>> RUM 73: Right off carriage way in to object/ parked vehicle (intersection of Cressy Road and Higginbotham Road)

**COUNCIL PROPOSAL**

- (a) That no action be taken by Council at the present time to install a traffic calming device along Cressy Road, Ryde.
- (b) That Council continue to monitor the traffic volumes and traffic speed on Cressy Road.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

**SECTION 6****ITEM 14**

**PRICE STREET, RYDE**  
**Request for Traffic Calming Devices**  
 File No: COR2006/277

**Council's Traffic Engineer – Traffic and Governance report 13 March 2013****Summary Report**

Council has received written correspondence from a local resident of Price Street requesting traffic calming and parking management measures in their street.

**Background**

Council at its meeting in March 2009 investigated the reports of speeding traffic through Price Street, the following table shows the results of the survey conducted in March 2009.

<b>Price Street between Kulgoa Road and Lane Cove Road</b>	<b>24 February 2009– 3 March 2009</b>
7-day Average veh/day	898
5-day Average veh/day	916
85th Percentile Speed km/hr	53
<b>Peak Hour Volume</b>	
AM (8am- 9am)	91
PM (4pm- 5pm)	75

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. Price Street therefore has volumes within the environmental goal.

The above results indicate that although the 85<sup>th</sup> Percentile speed is slightly higher than the local speed limit of 50km/h, it is not high enough to warrant installation of traffic calming devices on Price Street. Council at its meeting on 24 March 2009 resolved to adopt the following recommendation in relation to traffic and pedestrian concerns on Price Street:

- (c) That Council approve driveway delineation lines of residential driveways of Price Street and Kulgoa Avenue between Blaxland Road and Wolger Road;
- (d) That no action be taken by Council at the present time to install a traffic calming device along Price Street and Kulgoa Avenue;
- (e) That NSW Police be requested to undertake periodic surveillance to mitigate speeding traffic along Kulgoa Avenue, Ryde;

**Consideration**

Price Street is a local Road under Council's Road Hierarchy. Council officers have undertaken a traffic survey along Price Street to determine traffic volumes and speed.

The table below summarises the survey results.

Price Street between Kulgoa Road and Lane Cove Road	9 March 2013– 13 March 2013
7-day Average veh/day	453
5-day Average veh/day	445
85th Percentile Speed km/hr	54.7
<b>Peak Hour Volume</b>	
AM (8am- 9am)	24
PM (4pm- 5pm)	45

It should be noted that speed limit for all residential streets is 50 km/hr unless otherwise signposted.

The RMS Guideline for Traffic Generating Developments gives a peak hour volume of 200 veh/hr as the threshold figure that is desirable (the environmental goal) for a residential street. Price Street is well within the limit of an environmental goal set by the RMS Guidelines therefore no further action is warranted at this point in time. Although that is the case periodic enforcement may further assist in reducing the 85<sup>th</sup> percentile speed.

**Accident History**

An investigation of the Roads and Maritime Services (RMS) accident database for the five (5) year period 2007 to 2011 indicates that there have been no accidents along Price Street.

**COUNCIL PROPOSAL**

- (a) That Council take no action to introduce traffic calming devices along Price Street; and
- (b) That NSW Police be requested to undertake periodic surveillance to mitigate speeding traffic along Price Street, Ryde.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

Federico Ramos

Austin Morris

**Subject:**

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**Traffic Engineer – Traffic & Governance**

**Service Unit Manager- infrastructure  
Integration**

**Nina Fard**

**Traffic Engineer – Traffic & Governance**

**George Dedes**

**Acting Group Manager – Public Works**

**Harry Muker**

**Section Manager - Traffic & Governance**

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**SECTION 6****ITEM 15****WARWICK STREET, NORTH RYDE****Request for alleviation of traffic volumes and parking on  
Warwick Street**

File No: Help Desk 4809

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**Council's Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

Councillor Roy Maggio, has received representations from a resident of Warwick Street, North Ryde, requesting that:

- Traffic calming measures be introduced to reduce traffic volumes as well as vehicular speeds along Warwick Street,
- That measures be introduced to facilitate residents driving out of their driveways; and
- That parking restrictions be introduced to reduce the number of commuters parking on Warwick Street.

**Background***Traffic Flow Background*

Traffic volumes along Warwick Street are relatively high during the morning peak period. The relatively high traffic volumes along Warwick Street are a result of motorists finding a faster route in order to avoid extensive delays associated with turning left from Blenheim Road into Pittwater Road.

This matter was raised at the Traffic Committee meeting held in March 2010 in which the committee unanimously resolved to request that the RMS investigate the possibility of introducing an additional left turn lane from Blenheim Road into Pittwater Road in order to reduce delays and the consequent rat-running along Warwick Street. It was also requested that the RMS advise council in due course.

*Parking Background*

3P parking was introduced on the northern side of Warwick Street for a length of 18m in 2010 after a request from resident(s) due to the lack of parking availability resulting from commuters parking in Warwick Street all day. The spaces are located 20m from Blenheim Street and are sufficient to accommodate 3 vehicles.

In May 2012 a request by resident(s) was made to introduce 3P parking on the southern side of Warwick Street for a length of 18m, opposite the existing 3P parking on the northern side. Residents affected were consulted and no objections were raised. Nevertheless, the committee unanimously resolved not to introduce the restrictions.



**Consideration***Traffic Volumes*

Site observations have revealed that the delay time for motorists turning left into Pittwater Road from Blenheim Road are excessive and that as a consequence, motorists are taking alternative routes to get onto Pittwater Road faster. These routes or “rat runs” include Warwick Street and Clarence Street. Warwick Street and Clarence Street are local roads and are therefore unsuitable to carry the current traffic volumes.

It should be noted that traffic is relatively evenly split in terms of which route is taken such that introducing a treatment on one street, such as banning right turn movements, will have a detrimental affect on the other street. As such, any treatment that is proposed to be introduced must be introduced to both streets.

In addition to the above, banning right turn movements at both intersections is likely to result in the number of vehicles turning left onto Pittwater Road increasing significantly, such that delay times for traffic turning left onto Pittwater Road from Blenheim Road is anticipated to be further increased. In this regard, it should be noted that once delay times have already reached a poor level of service, delay times will increase exponentially should traffic volumes continue to increase.

The origin of the delay times at Blenheim Road originates from the delay times and queue length experienced by motorists trying to enter Epping Road from Pittwater Road combined with the close proximity between Blenheim Road and Epping Road. The operation of Epping Road and Pittwater Road intersection is under the care and control of the RMS such that alleviating delay times and queue lengths at this intersection is a matter for their attention and response in due course.

Until such time that the above matter is addressed, it is anticipated that the best solution from a traffic movement efficiency perspective is to allow traffic to use all three available routes in order to avoid one road from experiencing excessive delays.

*Driveway Access*

Warwick Street is relatively narrow such that manoeuvring out of a driveway may be difficult when there are vehicles parked either side of driveways. Preventing motorists from parking too close to either side of the resident’s driveway will provide additional manoeuvrability and therefore facilitate him from exiting his driveway. An additional 0.8m on either side is anticipated to provide sufficient space.

*Parking & Vehicular Speeds on Warwick Street*

Site observations have revealed that commuters are parking along Warwick Street, such that the vast majority of spaces are occupied. However, the 3 existing parking spaces with 3P parking restrictions are not completely occupied throughout the day. As such, there is no shortage of short term parking spaces available

throughout the day. Furthermore, the parked vehicles result in the width of through-lane available for motorists to be relatively narrow and consequently acts as a traffic calming device by retarding vehicular speeds.

In light of all of the above, introducing parking restrictions will result in additional motorists travelling through Warwick Street as well as increasing vehicular speeds.

**COUNCIL PROPOSAL**

Council proposes that:

- (a) The matter of the performance of the Epping Road / Pittwater Road intersection be referred to RMS for their review and response in due course. In particular, Council requests that RMS assess possible measures that can be introduced to reduce delay times and queue lengths on the southern leg of the intersection in order to reduce delay times and queue lengths on Blenheim Road and consequently reduce rat-running through Warwick Street and Clarence Street;
- (b) that existing line-markings either side of the resident's driveway be relocated to allow 0.8m either side of his driveway; and
- (c) That no new parking restrictions be introduced on Warwick Street.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

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**SECTION 6****ITEM 16****PITTWATER ROAD, GLADESVILLE**  
**Request for a crash barrier**  
File No: CRM 1407190

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**Council's Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

A request has been made by a resident of Pittwater Road for a crash barrier to be installed at the intersection of Pittwater Road and Venus Street to prevent vehicles driving into residential properties.

**Consideration**

A recent accident has occurred in which a motorists turning right into Pittwater Road from Venus Street has run off the road (BCA code 707). The intersection's crash history for the most recent 5 year period indicates that the same accident occurred once in August 2011.

A site investigation has revealed that Venus Street is a long straight road with a grade falling towards the intersection with Pittwater Road. These characteristics encourage motorists to approach the intersection at high speeds and therefore raise safety concerns.

The above suggests that traffic calming should be introduced into Venus Street. However, Venus Street is under the care and control of Hunters Hill Council and should therefore be brought to their attention.

The provision of a crash barrier should be subject to the extent of ameliorative measures undertaken by Hunters Hill Council.

**COUNCIL PROPOSAL**

That the matter be referred to Hunters Hill Council for their investigation into the possibility of introducing a traffic calming device on Venus Street on approach to the roundabout at Pittwater Road

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

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**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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

**SECTION 6****ITEM 17**

**HYUNDAI DRIVE, MACQUARIE PARK**  
**Request for “No Left Turn” restrictions**  
 File No: D13/5519

**Council’s Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

Council has received correspondence from the office of the Hon. Victor Dominello, MP Member for Ryde, following representation from a local resident raising pedestrian safety concerns at the intersection of Lane Cove Road and Hyundai Drive. The resident has suggested closing Hyundai Drive to left turning vehicles from Lane Cove Road to improve pedestrian safety.

**Consideration**

Hyundai Drive is a local road under Council’s Road hierarchy and Lane Cove Road is a State Road. Council officers have undertaken a traffic survey for volumes and speed of vehicles at the above intersection. The table below summarises the survey results:

<b>Hyundai Drive at the intersection of Lane Cove Road</b>	<b>9 March 2013– 13 March 2013</b>
7-day Average veh/day	2288
5-day Average veh/day	3073
85th Percentile Speed km/hr	37
<b>Peak Hour Volume</b>	
AM (8am- 9am)	499
PM (4pm- 5pm)	54

The main issues at the above intersection can be summarised as:

- High level of pedestrian activities at the intersection; and
- Lack of pavement marking indicating right of way.

The unusual nature of the intersection of Hyundai Drive and Lane Cove Road leads pedestrians approaching Hyundai Drive to be under the impression that it is a driveway and that they have the right of way. As such, pedestrians fail to stop and watch for approaching vehicles that may be turning left into Hyundai Drive.

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents on Hyundai Drive.

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**COUNCIL PROPOSAL**

Council proposes that (“look” stencils) pavement markings be installed on the pram ramps either side of Hyundai Drive to alert unsuspecting pedestrians of turning vehicles.

**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

**SECTION 6****ITEM 18**

**JULIUS AVENUE, MACQUARIE PARK**  
**Request for a Marked Pedestrian Crossing**  
 File No: COR2006/277

**Council's Traffic Engineer – Traffic and Governance report 14 March 2013****Summary Report**

Council has received correspondence from a member of public requesting installation of a pedestrian crossing to replace the existing refuge island outside No.14 Julius Avenue. The resident claims that the number of pedestrians using Julius Avenue to get to and from work has increased over the last 5 years as well as traffic density and vehicular speeds. As such, the pedestrian refuge is insufficient to cater for the current demand.

**Consideration**

Julius Avenue is a local road under Council's Road Hierarchy. It is a loop road connecting Delhi Road on the northern end and linking to Rivett Road on the southern end. Julius Avenue is within the business district of Macquarie Park.

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).

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.*

A traffic survey was recently undertaken along Julius Avenue in close proximity of the existing refuge island the results are tabulated below.

<b>Julius Avenue outside number 14</b>	<b>9 March 2013– 13 March 2013</b>
7-day Average veh/day	1628
5-day Average veh/day	2198
85th Percentile Speed km/hr	54.8
<b>Peak Hour Volume</b>	
AM (8am -9am)	586
PM (4pm – 5pm)	122

Pedestrian surveys have also been conducted as shown bellow.

<b>Julius Avenue outside number 14</b>				
<i>Vehicles</i>	8:30am-9:30am	PV	3pm-4pm	PV
12 March 2013	111	4551	377	9425
13 March 2013	103		393	
<i>Pedestrians</i>	9am-10am	4532	4pm-5pm	8253
12 March 2013	41		25	
13 March 2013	44		21	

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

It also fails to satisfy the special warrants conditions. 'Special Warrants' condition for Children or Elderly where warrants states product of PV is greater than or equal to 45,000 (but less than 60,000). There is an existing pedestrian refuge at the above location which is sufficient for the above numerical data.

**Accident History**

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there has been 2 accidents on Julius Avenue as shown in the table below.

<b>Accident Year</b>	<b>No of Accidents</b>	<b>RUM Code</b>
2007	0	N/A
2008	0	N/A
2009	1	20
2010	1	42
2011	0	N/A

Notes on "RUM" code:

- >> RUM 20: Head on (not overtaking)
- >> RUM 42: Leaving Parking

**COUNCIL PROPOSAL**

That Council does not approve the installation of a 'marked' pedestrian crossing facility outside No.14 Julius Avenue, Macquarie Park as the RMS warrants have not been met.



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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
**Traffic Engineer – Traffic & Governance**

**Austin Morris**  
**Service Unit Manager- infrastructure**  
**Integration**

**Nina Fard**  
**Traffic Engineer – Traffic & Governance**

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

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

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**SECTION 6**

**ITEM 19**

**THISTLE STREET, MEADOWBANK  
Request for Traffic Calming Devices  
File No: COR2009/206**

**Council’s Traffic Engineer – Traffic and Governance report 14 March 2013**

**Summary Report**

Council has received correspondence from a resident of Thistle Street, Meadowbank, requesting the installation of traffic calming devices along the frontage Meadowbank Public School in order to mitigate speeding vehicles.

The resident claims that traffic density and speed has been increasing on Thistle Street over the past two years, cars are speeding along this road in an attempt to avoid Victoria Road.

**Consideration**

Thistle Street is a local road under Council’s Road hierarchy. A traffic survey has been conducted on Thistle Street between Sutherland Avenue and Belmore Street to determine traffic volume and speed.

The results of the survey are summarised in the table below.

<b>Thistle Street between Sutherland Avenue and Belmore Street</b>	<b>9 March 2013– 13 March 2013</b>
7-day Average veh/day	664
5-day Average veh/day	805
85th Percentile Speed km/hr	46
<b>Peak Hour Volume</b>	
AM (8am-9am)	50
PM (4pm-5pm)	196

The above data indicate that the 85<sup>th</sup> percentile traffic speeds is lower than the marked speed limit of the road, the peak hour volume on Thistle Street is within the environmental capacity limits for a Local Road and therefore no further action is warranted at this point in time

**Accident History**

An investigation of the Roads and Maritime Services (RMS) accident database for the five (5) year period 2007 to 2011 indicates that there have been no accidents along Thistle Street such that no ameliorative treatments are warranted.

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**COUNCIL PROPOSAL**

Council proposes that no action be taken to introduce traffic calming measures in Thistle Street Meadowbank.

**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic & Governance

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

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

**SECTION 6****ITEM 26**

**BALACLAVA ROAD, EASTWOOD**  
**Request for “No Right Turn” signs**  
 File No: D13/11835

**Council’s Traffic Engineer – Traffic and Governance report 12 March 2013****Summary Report**

A request has been made by local residents for the installation of “No Right Turn” signs to be installed in order to prevent motorists turning right onto Balaclava Road from Hunts Avenue and Bligh Street, Eastwood, in order to reduce the perceived safety risks associated with the movements.

**Consideration**

Given the close proximity of the two intersections, it is anticipated that banning the right turn movement at one intersection will result in an increase of right turn movements out of the other. As such, should the treatment be deemed necessary for one intersection, it should be implemented at both.

**Accident History**

An assessment of the collision history at the two intersections is listed tabulated below.

## Hunts Avenue

Accident Year	No of Accidents	RUM Code
2005	1	13
2007	1	13
2009	1	10
2010	1	10
2011	1	13

## Bligh Street

Accident Year	No of Accidents	RUM Code
2004	1	13
2005	1	13

Notes on “RUM” code:

- >>RUM 10: cross traffic colliding with vehicle approaching from the right
- >>RUM 13: right turn colliding with vehicle approaching from the right

In light of the above, it is deemed necessary to restrict right turn movements into Balaclava Road from Hunts Avenue as well as from Bligh Street.

It is assumed that motorists undertaking the abovementioned right turn movements are typically travelling eastbound and northbound to a lesser extent. It is therefore anticipated that in choosing an alternative route, these motorists will detour to join Balaclava Road via Abuklea Road with fewer motorists detouring via North Road. In either case, both of these roads intersect with Balaclava Road at signalised intersections thereby facilitating a safer through, or right turn movement at Balaclava Road.

Restricting right turn movements will result in eastbound motorists seeking an alternative route.

**COUNCIL PROPOSAL**

Council proposes that “No Right Turn” signs be introduced to restrict motorists from turning right into Balaclava Road from Hunts Avenue and Bligh Street, Eastwood.

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic &  
Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

**Nina Fard**  
Traffic Engineer – Traffic &  
Governance

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

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

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**SECTION 11****ITEM 21****ELTHAM STREET, GLADESVILLE Request for Traffic Calming**File No: Help Desk 5178

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**Council's Traffic Engineer – Traffic and Governance report 16 March 2013****Summary Report**

Several concerns have been made in relation to traffic conditions on Eltham Street, Gladesville, particularly associated with the perceived excessive traffic volumes. As a consequence, it has been requested that the possibility of traffic calming, including the option of a road closure, be investigated.

**Consideration**

Roads are categorised based on their functionality and are also given a numerical value or “notional capacity” relating to the maximum desirable traffic volume for a particular road category. Most guides / standards used throughout Australia consist of definitions that have been conceived several years after the construction of Eltham Street. As a consequence Eltham Street consists of characteristics typical of more than one category including features of a local road as well as a minor collector road.

The above is evident when examining the intended functionality of these types of roads as stipulated in most guides. For example, most guides will define a minor-collector road's main function as distributing traffic from access streets to and from major collector roads and occasionally, directly to the arterial road network. They generally consist of a maximum road capacity of 3000vpd and consist of vehicular speeds ranging from 40 to 60km/hr. Conversely, local roads are generally roads in which the residential environment is dominant and connect only to collector roads, consist of vehicular speeds of up to 40km/hr and carries a notional capacity of 2000vpd.

Given the above, it is clear that Eltham Street consists of characteristics common to both a minor collector and a local road and should not be viewed strictly as one or the other.

*Road Capacity*

Road capacities are notional and should only be used as a guide rather than a precise quantifiable limit. As such, an ameliorative treatment aimed at reducing traffic volumes should only be adopted in a case where traffic volumes exceed the notional capacity by a substantial amount. Instead, any treatment that may be considered should aim to best achieve all of the functional purposes of the road.

A traffic survey has been undertaken for the week commencing Monday 18<sup>th</sup> March 2013. The survey for Eltham Street providing details of the traffic volumes will be tabled at the Traffic Committee for discussion.

The volumes obtained via the survey are anticipated to change given the current number of proposed developments as well as recently approved developments within relatively close proximity of Eltham Street. In addition, the street's minor-collector characteristics suggest that it may be subject to an incremental growth rate associated with the natural growth of the area rather than only as a result of future development solely on Eltham Street.

In light of the above, traffic conditions along Eltham Street should continue to be monitored over time.

#### *Vehicular Speeds*

It is desirable for local roads to consist of vehicular speed limits of 40km/hr. This is more common for more recently developed areas in which local roads are designed to be narrower and consist of more curves in the road such that higher traffic speeds are more difficult to achieve. However, the vast majority of roads throughout Sydney including the Ryde and Gladesville area, roads were constructed to consist of a much greater width and include long stretches of straight road. Roads such as this, including Eltham Street, often serve more than the purpose of providing access to residents and limiting traffic volumes to 40km/hr is impractical. Furthermore, vehicular speeds throughout the vast majority of local roads in Sydney are generally limited to 50km/hr. As such, a velocity of 50km/hr is considered to be a reasonable vehicular limit to suit the Eltham Street's functions as both a local road and a minor-collector road. The need for an ameliorative treatment as well as the type of treatment should be determined accordingly.

The survey for Eltham Street providing details of the vehicular speeds will be tabled at the Traffic Committee for discussion.

#### *Road Safety along Eltham Street*

Excessive speeds are generally an indicator of road safety concerns. It should be noted that the crash history on Eltham Street between Monash Road and Westminster Road indicates that there has been only one collision between 2003 and 2012. The collision involved one vehicle colliding with the rear of another in 2008. The collision history does not indicate that the road environment is conducive to excessive speeds or of an unsafe environment.

### **COUNCIL PROPOSAL**

- (a) That Council notes the information contained within this report; and
- (b) That vehicular speed, traffic volumes and safety conditions on Eltham Street be monitored.

**Subject:**

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 28 MARCH 2013

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**COMMITTEE RECOMMENDATION:**

**Submitted for the consideration of the Committee**

**Federico Ramos  
Traffic Engineer – Traffic &  
Governance**

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Integration**

**Nina Fard  
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**George Dedes  
Acting Group Manager – Public  
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**Harry Muker  
Section Manager - Traffic &  
Governance**



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**SECTION 11****ITEM 22****OSGATHORPE RD, GLADESVILLE**  
**Traffic Management Options Paper**  
File No: COR2009/206

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**Council's Traffic Engineer – Traffic and Governance report 21 March 2013****Report**

To inform the Committee of various traffic management measures that could be incorporated along Osgathorpe Road, Evan Street and Brereton Street Gladesville to mitigate the incidence of speeding and improve pedestrian safety.

**Background**

Council at its meeting on the 27 September 2012 resolved to adopt the following recommendation in respect of the report titled "Osgathorpe Road and Evan Street, Gladesville, Request for Local Area Traffic Management"

- (a) That Council take no action to introduce traffic calming measures in Osgathorpe Road, Evan Street and Brereton Street.
- (b) That '3T' load limit be installed along Osgathorpe Road, Evan Street and Brereton Street subject to RMS concurrence of a suitable Traffic Management Plan (TMP).

Council at its meeting on 6 November 2012 endorsed the above recommendations as follows:

- I. That Council take no action to introduce traffic calming measures in Osgathorpe Road, Evan Street and Brereton Street.
- II. That '3T' load limit be installed along Osgathorpe Road, Evan Street and Brereton Street subject to RMS concurrence of a suitable Traffic Management Plan (TMP).
- III. That Council investigate the behaviour of vehicles traversing the bend along Osgathorpe Road as cars have been known to straddle the road.
- IV. That suitable measures be provided to restrict this type of driving behaviour.

*Road Safety*

The traffic volume and speed records in 2012 did not warrant physical traffic management measures.

The item is now referred back to the Traffic Committee to consider the matter in conjunction with information contained in the Osgathorpe Road, Gladesville Traffic Management Options Paper.

**Consideration**

An "Osgathorpe Rd, Gladesville Traffic Management Options Paper" (March 2013) has been prepared by Council's Traffic Section to review possible traffic management measures that could be incorporated along Osgathorpe Road, Gladesville.

Unfortunately due to equipment failure the survey data have had to be redone which has delayed the finalisation of the Option Paper. The traffic team will endeavour to have the paper distributed to all prior to the scheduled Committee Meeting.

**COUNCIL PROPOSAL**

To be discussed at the Traffic Committee Meeting

**COMMITTEE RECOMMENDATION:****Submitted for the consideration of the Committee**

**Federico Ramos**  
Traffic Engineer – Traffic & Governance

**Austin Morris**  
Service Unit Manager- infrastructure  
Integration

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