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File No:	COR2009/206 – D13/0007468	
Venue:	Civic Centre, Level 5 – Room 2	
Time:	10:00am	
Chair:	Mr George Dedes, Acting Group Manager – Public Works, City of Ryde.	

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SECTION 3**ITEM 1****LANCASTER AVENUE, MELROSE PARK****Request for No Stopping sign between 146 and 148 Lancaster Avenue.**

File No: D12/89426

Council's Traffic Engineer – Traffic and Governance report 11 December 2012**Summary Report**

Council has received correspondence from a resident of Lancaster Avenue, Melrose Park, requesting the installation of 'No Stopping' for 4 metres along the residential frontage to improve the sight lines at egress.

Consideration

Lancaster Avenue is a local road under Council's Road Hierarchy. It connects to Hope Street on the northern end and Crowley Crescent on the southern end. There is existing unrestricted parking on Lancaster Avenue. The resident claims that the small nature strip in between their driveway and that of the adjacent property is not long enough to accommodate a medium size car with out the front of the car protruding over his driveway. This particular property is located at a sharp bend in the road where Lancaster Avenue meets Crowley Crescent.

Council investigation confirmed the space in between the two driveways is only 4 metres long which is less than the specified small car parking dimension (AS 2890.5). 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 converted to "No Parking". This will offer residents a better visibility of the road and will allow picking up and dropping off passengers.

COUNCIL PROPOSAL

That Council install "No Parking" signs for a length of 4 metres along Lancaster Avenue, Melrose Park, to cover driveway of No 146 Lancaster Avenue as well as the space in between the driveways of No's 146 and 148 Lancaster Avenue.

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 3**ITEM 2****LACHLAN AVENUE, MACQUARIE PARK
Request for time extension of resident parking scheme.
File No: D12/89061**

Council's Traffic Engineer – Traffic and Governance report 12 December 2012**Summary Report**

Council has received correspondence from the office of the Hon. Victor Dominello, MP member for Ryde, requesting time extension of the current resident parking scheme on Lachlan Avenue, because a resident has indicated that the current time restriction in Lachlan Avenue is inadequate.

Consideration

Lachlan Avenue is a local road situated in close proximity of Macquarie University, Dunmore Lang College, Robert Menzies College, Morling College and surrounding businesses. Lachlan Avenue has resident parking restrictions through out the street (2P, 8am-6pm Mon-Fri, Permit Vehicles Excepted Zone 1).

The resident believes that 2P restrictions should be extended till 8pm to deter College/Uni students attending afternoon classes from parking in Lachlan Avenue, and restricting the number of available parking spots for residents. Majority of properties on Lachlan Avenue are apartment blocks and parking is of high demand on this street.

Following the request from the residents, in-line with Council's set guidelines, an on-street parking utilisation survey was conducted with the outcome being as follows:-

Parking Occupancy Survey			
Lachlan , Macquarie Park			
Total Length (excluding No Stopping)	176m		188m
Northern side		Southern side	
Total available number of parking spaces	20	Total available number of parking spaces	24
Northern side	18/12/12 - Tue	19/12/12-Wed	20/12/12 - Thur
Late Afternoon	14	12	14
Avg % Occupancy	70%	60%	70%
Southern side	08/01 - Tue	09/01-Wed	10/01 - Thur
Late Afternoon	17	15	16
Avg % Occupancy	71%	63%	67%
Total average northern side occupancy.	67%		
Total average southern side occupancy.	67%		
Total Average % Occupancy	67%		

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 3**ITEM 3****COXS ROAD, NORTH RYDE****Request for 2P parking restrictions along Cox's Road, between Badajoz Road and Blamey Street.**

File No: (Help desk Ref: 4532)

Council's Traffic Engineer – Traffic and Governance report 12 December 2012**Summary Report**

Councillor Maggio has received representations from a resident of Cox's Road regarding parking and traffic problems on this Road. The resident has requested 2P parking restrictions to be implemented on Cox's Road to address long-term parking in the area and improve traffic flow and site visibility as residents exit their driveways.

The resident claims that traffic density on Cox's Road has increased to a point where entering and exiting driveways is a dangerous exercise.

Background

The request for installation of speed hump to reduce speed of vehicles along Cox's Road has previously been tabled in 27 September 2012, Ryde Traffic Committee (RTC) meeting and it was resolved as follows:

"That this matter be referred back to the Traffic Committee with a report on traffic calming devices (kerb blisters) which could be implemented at the intersections of Hartford and Jopling Streets with Coxs Road".

Consideration

Cox's Road is a collector road with carriageway width of 19 metres (kerb to kerb) and carries approximately 500 vehicles per hour in peak time. There are "No Parking" restrictions on the south/west side of the road, the north side of Cox's lane between Blamey Street and Badajoz Road.

Following the request, in-line with Council's set guidelines, an on-street parking utilisation survey was conducted on Cox's Road with the outcome being as follows:-

Parking Occupancy Survey			
Cox's Road, Macquarie Park Between Badajoz Road and Blamey Street			
Total Length (excluding No Stopping)	285m		285m
Northern side		Southern side	
Total available number of parking spaces	28	Total available number of parking	"No Stopping"
Northern side	08/01 - Tue	09/01-Wed	10/01 - Thur
Morning	24	25	19
Noon	24	26	24
Afternoon	22	21	26
Avg % Occupancy	83%	86%	82%
Total Average % Occupancy	84%		

A residential survey has been conducted on Coxs Road (between Badajoz Road and Blamey Street); results of the survey will be presented at the traffic committee.

Council recommends implementation of 2P parking restrictions along Cox's Road, between Badajoz Road and Blamey Street to reduce long term parking. The scheme will reduce the number of long term parkers which is likely to improve site visibility for residents exiting their properties.

COUNCIL PROPOSAL

That Council approve the implementation 2P, 8am-6pm, Mon-Fri parking restrictions on Cox's Road between Badajoz Road and Blamey 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

SECTION 3**ITEM 4**

HARVARD STREET, GLADESVILLE
Request for No Parking Signs along the side of 20 Pittwater Road.
File No: internal request

Council's Traffic Engineer – Traffic and Governance report 16 December 2012**Summary Report**

Council has received an internal representation from the Manager of Waste in regards to waste collection difficulties on the side of number 20 Pittwater Road in Harvard Street. A request has been made to restrict parking in Harvard Street from the corner of Pittwater Road to the laneway at the rear of the shops for a distance of 24 meters on collection day (Tuesday 5:00-11:00 am).

Residents of units at 18 Pittwater Road (west side of Harvard Street) have also lodged a complaint in regards to the noise made by commercial trucks currently servicing the bins at Harvard Street. Implementing parking restrictions will enable domestic trucks to service the bins and hence reduce noise pollution.

Consideration

Harvard Street is a local road with carriageway width of 18 metres (kerb to kerb). There is a commercial building on the western side of Harvard Street (No. 20-32 Pittwater Road) and residential units on the eastern side of the street. A site inspection was conducted following the request which confirmed the problem of commercial bins being left on the road outside of parked cars.

Council recommends implementation of parking restrictions on the western side of Harvard Street on waste collection day (Tuesday 5:00-11:00 am) to improve safety and reduce noise pollution for residents.

COUNCIL PROPOSAL

That Council approve the implementation of 'No Parking, 5am-11am Tuesdays only' signs on the west side of Harvard Street for a distance of 24 meters.

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 3****ITEM 5**

TRELAWNEY STREET, EASTWOOD
Request for a “Keep Left” sign
File No: CRM 1403578

Council’s Traffic Engineer – Traffic and Governance report 13 December 2012**Summary Report**

Council has received representation from residents of Trelawney Street requesting that a “Keep Left” sign be installed on Trelawney Street.

Background

A section of Trelawney Street is grade separated whereby the westbound lane is located lower than the eastbound lane. A resident claims that there is some confusion on approach to the point in which the road splits into 2 grades resulting in motorists driving the wrong way on a one-way section of road. There are currently no signs indicating that the westbound lane must keep left in order to avoid driving into the wrong lane.

Consideration

A “Keep Left” sign will remove any possible confusion for motorists. Associated line-marking should be included, particularly a double centre line for a short distance (approximately 15m).

COUNCIL PROPOSAL

That council install a “Keep Left” sign for the westbound lane as well as associated line-marking subject to a detailed design being prepared for and supported by the Traffic Committee.

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 3**ITEM 6****NELSON STREET, GLADESVILLE****Request for a report on effectiveness of introduced parking restrictions**File No: D11/12144

Council's Traffic Engineer – Traffic and Governance report 13 December 2012**Summary Report**

The intention of this item is to report back to the Traffic Committee on the effectiveness of the introduced parking restrictions as recommended in the meeting held on 19/06/2012.

Background

Development consent was issued by Council on 24 May 1961 to commence a 'Motor Repair Business' at 15 Buffalo Rd Gladesville. The consent was granted subject to a number of conditions, one of which restricted the parking of vehicles to the subject site and not on the street. On the 21 September 2006 development consent was issued for 'Addition – Car Wash Bay'. Again a condition was imposed requiring the parking of all vehicles associated with the use to be parked within the site.

The parking conditions prior to the introduction of changed traffic conditions was that before the premises opened for business, employees parked their vehicles along Nelson Street, in an un-timed parking area on the right hand side of the street. They then entered their place of business and proceeded to park customer vehicles, parked inside the premises over night associated with Georges Smash Repairs, in the parking bay located in Nelson Street.

The practice of parking in this area contravenes conditions of consent of Building Application 510/60 and Development Application 550/2006 that have approved the current use of the site. The specific conditions state the following:

- Consent Condition (d) of BA510/60 approved by Council at its meeting on 23 May 1961 states as follows:

“No customer's vehicles to be parked in the public street at any time”

- Consent Condition No. 31 of DA550/2006 approved by Council on 21 September 2006, requires the following:

“Vehicles associated with the proposed use, including vehicles waiting to be repaired, are not to be parked on the surrounding streets. All vehicles are to be parked within the site”

At the Traffic Committee meeting held on 19/06/12 it was noted that compliance action had previously been conducted to gather evidence of vehicles being parked in this area. On two occasions penalty notices were served for non compliance with conditions of consent. However this enforcement approach was not considered to be a long term effective solution. Councils Parking Rangers were also considered to be limited in their powers to take action due to the unrestricted parking requirements.

Complaints raised by local residents regarding parking availability resulted in a survey being undertaken by Council. The survey indicated that parking was 100% occupied.

Council at its meeting in May 2012 resolved to adopt the following recommendations:

- (a) It was recommended that the 2P parking restrictions be implemented between 8am – 6pm, Monday to Friday in the designated 90^o angle parking area in Nelson Street Gladesville, fronting the premises No. 15 Buffalo Road, Gladesville; and*
- (b) That notification of affected residents and businesses be undertaken prior to the signage changes.*

Consideration

The introduced parking restrictions have been monitored for the entirety of November and December of 2012 as well as half of January 2013 (i.e. until 15th January 2013). During this period there has been no parking infringements and no complaints. As such, the parking restrictions are considered to be effective in reaching the desired effect.

COUNCIL PROPOSAL

That Council retain the recently installed 2P, 8am-6pm, Mon-Fri parking restrictions in the designated 90 degrees angle parking area in Nelson Street Gladesville, fronting 15 Buffalo Road Gladesville, as permanent parking restrictions.

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

ITEM 7**FARADAY LANE, MEADOWBANK
Request for a Turn-around Area
File No: D12/ 96236****Council's Traffic Engineer – Traffic and Governance report 16 December 2012****Summary Report**

A resident has raised concerns associated with motorists reversing for the entire length of Faraday lane. Faraday Lane is a dead-end, consists of parking spaces for the lane's entirety and is approximately 7.5 metres wide.

When all parking spaces along Faraday Lane are occupied there is no space for motorists to turn around. As a result, motorists are reversing along the entire length of Faraday Lane.

Consideration

Given the low speed environment associated with Faraday Lane the current situation is considered to be acceptable subject to a turnaround area being provided to prevent motorists from reversing for along Faraday Lane.

A site inspection has revealed that a turn-around area can be provided at the end of Faraday Lane by introducing "No Parking" signs at the end of the lane for 8 metres along the north-western side of the lane. The sign will result in two (2) parking spaces being lost.

A residential survey has been conducted on Faraday Lane; results of the survey will be presented at the traffic committee.

COUNCIL PROPOSAL

Council proposes that a "No Parking" sign be introduced at the end of Faraday Lane for a length of approximately 8 metres on the north-western side of Faraday Lane in order to provide sufficient space for motorists to turn around.

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 3**ITEM 8**

PERMIT PARKING POLICIES, MEADOWBANK
Request for removal of 2P Parking near the TAFE
File No: Help Desk (Ref:4646)

Council's Traffic Engineer – Traffic and Governance report 9 December 2012**Summary Report**

TAFE students who wish to drive to TAFE may park within the confines of TAFE, in which case they are required to pay for parking, or on the nearby streets that are sign posted with 2P parking restrictions. The restrictions apply between 8am and 9pm. The streets in question include See Street, Rhodes Street, Forsyth Street and McPherson Street. TAFE classes generally run for 3 hours which forces students to move their cars during study breaks or through alternative arrangements.

In light of the above, a student has requested that the parking requirements be altered in order to accommodate students' requirements after 6pm.

Consideration

Increasing the duration in which vehicles can be parked from 2 hours to 3 hours will result in more students parking near the TAFE and consequently reduce the number of parking spaces available for local residents and their visitors. In order to maintain parking rotation in the area and preserve residential facilities, Council recommends that the current 2P restrictions be retained. Council's periodic observation surveys have confirmed that TAFE college off-street parking facility to cater student's needs. This premise should be utilised by students should they require more than two hours of parking.

COUNCIL PROPOSAL

Council proposes that the current parking restrictions be retained in order to maintain residential amenity.

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 3**ITEM 9****FIR TREE AVENUE, WEST RYDE****Request for 10 Minute Parking**File No: D12/95626

Council's Traffic Engineer – Traffic and Governance report 9 December 2012**Summary Report**

Parents of children attending the Goodstart Childcare Centre located on Winbourne Street cannot find a parking space within walking distance to the centre. As such, they would like to request a 10 minute parking zone in Fir Tree Avenue, as they consider it to be the most appropriate location.

BackgroundWinbourne Street

Winbourne Street consists of "No Parking" restrictions on both sides of the road for its entire length. These parking restrictions were introduced in order to cater for the high school and primary school which has a large demand for a "kiss-and-ride" facility.

A small section of Winbourne Street (namely the eastern side of Winbourne Street between Ermington Public School and Fir Tree Avenue) consisted of unrestricted parking. This stretch of road lies directly in front of the Goodstart Childcare Centre and provided a convenient location for parents to park and pick up / drop off their children. However, in the Traffic Committee meeting held in February 2012 concerns were raised with buses negotiating this narrow section of road.

In light of the above, the Traffic Committee meeting held in February resolved that council extend the "No Parking" restrictions for the entire length of Winbourne Street.

BackgroundFir Tree Avenue

A survey of the residents of Fir Tree Avenue was undertaken in which 8 of the 9 residences were in support of introducing parking restrictions on the northern side of Fir Tree Avenue including the cul-de-sac as follows: "No Parking 8am-9.30am; 2.30pm-4pm, School Days". No response was received from the last resident. The survey was tabled at the Traffic Committee meeting held on February 2010 and formed the basis for the resolution to introduce the parking restrictions.

The "No Parking" restrictions implemented on Winbourne Street and Fir Tree Avenue are considered appropriate for high schools and primary schools. However, child care centres are frequented by younger children that must be walked to the centre. As a consequence, parents of children attending the Goodstart Childcare centre are requesting a more convenient parking arrangement.

Consideration

Introducing a P10 minute parking restriction during peak periods is anticipated to cause inconvenience to the residents of Fir Tree Avenue through increase use of their street as short term parking. It is also anticipated that the P10 minute parking will be used by local school as an alternative to the existing kiss-and-ride facilities.

Public consultation has been undertaken (waiting for results).

COUNCIL PROPOSAL

Council proposes that the current "No Parking" restrictions on Fir Tree Avenue be retained in order to maintain the residential nature of the 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

SECTION 6

ITEM 10

DENISTONE ROAD, EASTWOOD
Request for a pedestrian crossing outside of Ryde Hospital
 File No: D12/83467

Council’s Traffic Engineer – Traffic and Governance report 12 December 2012

Summary Report

Council has received correspondence from the office of the Hon. Victor Dominello, MP member for Ryde, with a request for a pedestrian crossing to be installed outside of Ryde Hospital, along Denistone Road. A resident has mentioned crossing Denistone Road from the bus stop to the hospital is unsafe for the elderly.

Consideration

Denistone Road is a local road under Council’s Road Hierarchy. It connects to Ryedale Road on the northern end and Florence Avenue on the southern end. The entrance to Ryde Hospital is located on the west side of Denistone Road in between Fourth Avenue and Florence Avenue. The bus stop is located on the east side, outside number 48 Denistone Road.

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 Denistone Road in between Fourth Avenue and Florence Avenue the results are tabulated below.

Between Fourth Avenue and Florence Avenue	11 December 2012–17 December, 2012
7-day Average veh/day	1416
5-day Average veh/day	1686
85th Percentile Speed km/hr	50.6
Peak Hour Volume	
AM (8am -9am)	88
PM (4pm – 5pm)	205

Pedestrian surveys have also been conducted as shown bellow.

Denistone Road outside of Ryde Hospital				
<i>Vehicles</i>	8am-9am	PV	4pm-5pm	PV
11December 2012 (Tue)	100	2100	117	2925
12December2012 (Wed)	88	1408	189	4158
<i>Pedestrians</i>	8am-9am		4pm-5pm	
11December 2012 (Tue)	21		25	
12December2012 (Wed)	16		22	

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). It is however intuitive to introduce a pedestrian refuge at the above location as the number of pedestrians crossing the road is between 15 and 20 per hour.

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 no accident reported on Denistone Road close to Ryde Hospital.

COUNCIL PROPOSAL

- (a) That Council does not approve the installation of a 'marked' pedestrian crossing facility outside Ryde Hospital on Denistone Road as the RMS warrants have not been met.
- (b) That Council list for future capital works consideration, the construction of a “pedestrian refuge” along Denistone Road near Ryde hospital.

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

Subject:

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Section Manager - Traffic & Governance

SECTION 6**ITEM 11**

LANCASTER AVENUE, MELROSE PARK
Request for traffic calming devices on Lancaster Avenue
File No: Help Desk (Ref: 4481)

Council's Traffic Engineer – Traffic and Governance report 13 December 2012**Summary Report**

Councillor Li has received representations from residents of Lancaster Avenue regarding traffic volume and speeding problems on this Road. The residents have requested traffic calming devices to be implemented on their street, in order to reduce traffic speeds and improve safety.

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

Background

Council at its meeting on 2 August 2011 resolved to adopt the following recommendation in relation to traffic bypassing the southern end of Wharf Road, Melrose Park as follows:

- (a) That Council investigate issues associated with through traffic that currently bypasses the southern end of Wharf Road Melrose Park, particularly at times when a 40 kph speed limit applies outside Melrose Park Public School by using either Taylor Avenue and Cobham Avenue or Lancaster Avenue and report on measures to encourage through traffic to remain on the collector road system in this area.*
- (b) That before any action is taken in this matter, consultation be undertaken with residents in the affected area.*

Council at its meeting on 24 November 2011 resolved to adopt the following recommendation in relation to speeding traffic on Lancaster Avenue.

- (a) That a Road Centreline (S3) be installed along Lancaster Avenue between Wharf Road and Andrew Street, Melrose Park.*
- (b) That the NSW Police Services be requested to undertake periodic surveillance to mitigate the incidence of speeding along Lancaster Avenue between Parer Street and Andrew Street.*

Works and Community Committee at its meeting on 7 February 2012 resolved:

- (a) That Council adopt the following recommendation in relation to the report titled "Lancaster Avenue and Cobham Avenue, Melrose Park – Bypassing traffic" as follows:*
 - (i) That a Road Centreline (S3) be installed along Lancaster Avenue between Wharf Road and Andrew Street, Melrose Park.*

- (ii) *That NSW Police Services be requested to undertake periodic surveillance to mitigate the incidence of speeding along Lancaster Avenue between Parer Street and Andrew Street.*

- (iii) *That a further review be undertaken in 6 months with a report to the Committee detailing the results.*

Consideration

Lancaster Avenue is a local road under Council’s Road hierarchy. A traffic survey is currently being conducted to determine traffic volume and speed. There are two metro count systems installed one in between Andrew Street and Parer Street (outside number 36) and one past Cobham Avenue (outside number 126) to determine which sections along Lancaster Avenue may be currently experiencing higher traffic speeds.

The following are tabulated data from these surveys.

between Andrew Street and Parer Street (outside number 36)	11 December 2012– 17 December, 2012
7-day Average veh/day	883
5-day Average veh/day	1057
85th Percentile Speed km/hr	58.4
Peak Hour Volume	
AM (8am -9am)	214
PM (4pm – 5pm)	88

past Cobham Avenue (outside number 126)	11 December 2012– 17 December, 2012
7-day Average veh/day	159
5-day Average veh/day	147
85th Percentile Speed km/hr	36.6
Peak Hour Volume	
AM (8am -9am)	40
PM (4pm – 5pm)	23

Also below is tabulated survey data from 2011, these data has been included for comparison of past and present drivers behaviour on Lancaster Avenue.

Lancaster Avenue	24 October, 2011– 30 October, 2011
7-day Average veh/day	1096
5-day Average veh/day	1295
85th Percentile Speed km/hr	63.7
Peak Hour Volume	
AM (8am -9am)	134
PM (4pm – 5pm)	58

Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the seven (7) year period 2005 to 2011 indicates that there has been one (1) accident reported in Lancaster Avenue over the last

Accident Year	No of Accidents	RUM Code
2005	0	N/A
2006	1	71
2007	0	N/A
2008	0	N/A
2009	0	N/A
2010	0	N/A
2011	0	N/A

Notes on “RUM” code:

>> RUM 71: Left off carriageway into object/parked vehicle.

From the above traffic data it can be seen that traffic conditions on Lancaster Avenue have slightly improved over the past year. Morning and afternoon school pick periods carry a maximum of 214 vehicles per hour. The 85th Percentile speed has reduced in comparison to surveys undertaken in 2011 (5.3 km/h (down)).

With respect to past history associated with Cobham Avenue (outside No 126), the results of the Traffic Survey do not support the installation of traffic calming measures. However periodic enforcement may further assist in reducing the 85th percentile speed.

COUNCIL PROPOSAL

Council proposes that NSW Police Services be requested to enforce the 50km/hr speed limit along Lancaster Avenue as the recorded 85th percentile speed was 58.4km/hr.

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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Acting Group Manager – Public Works

Harry Muker

Subject:

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Section Manager - Traffic & Governance

SECTION 6

ITEM 12

NORMA AVENUE AND WISHART STREET, EASTWOOD
Request for traffic calming measures
 File No: D12/50918

Council’s Traffic Engineer – Traffic and Governance report 13 December 2012

Summary Report

Council has received a request from Works and Community Committee to give further consideration for potential traffic calming measures in Norma Avenue and Wishart Street. A previous request to investigate traffic flow in Norma Avenue and Wishart Street was raised in June 2012.

Background

At the Council meeting on 26 July 2012 it was resolved as follows:

- (a) That Council do not introduce any traffic calming measures in Norma Avenue and Wishart Street at present time as traffic volumes are within environmental limits set by RMS.
- (b) That NSW Police be requested to enforce speeding along Graham Avenue, Kingsford Street, Orange Street, Wishart Avenue and Norma Avenue during morning and afternoon peak periods.

Consideration

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

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

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

Between Orange St and Grove Street	14 December 2012– 20 December, 2012
7-day Average veh/day	1458
5-day Average veh/day	1263
85th Percentile Speed km/hr	56.0
Peak Hour Volume	
AM (8am -9am)	285
PM (4pm – 5pm)	104

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

Between Graham Avenue and Oakes Avenue	14 December 2012– 20 December, 2012
7-day Average veh/day	1251
5-day Average veh/day	1442
85th Percentile Speed km/hr	50.9
Peak Hour Volume	
AM (8am -9am)	266
PM (4pm – 5pm)	114

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

Norma Avenue	June 2012
7-day Average veh/day	1960
5-day Average veh/day	2220
85th Percentile Speed km/hr	55
Peak Hour Volume	
AM (8am -9am)	295
PM (4pm – 5pm)	249

Previously submitted traffic survey data on Norma Avenue and Wishart Street undertaken in June 2012.

Wishart Avenue	June 2012
7-day Average veh/day	1947
5-day Average veh/day	2185
85th Percentile Speed km/hr	46
Peak Hour Volume	
AM (8am -9am)	289
PM (4pm – 5pm)	246

Accident History

An investigation of the Roads and Traffic Authority’s (RTA) audited crash statistics for the five (5) year period between 2006 and 2010 indicates that there have been no accidents reported in Norma Avenue and Wishart Street such that no ameliorative treatments are warranted. In addition, the 85th percentile speed was negligibly higher than the 50 km/h local speed limit.

COUNCIL PROPOSAL

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

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 13

MONS AVENUE, WEST RYDE
Request for Traffic Calming Devices
FILE NO: (HELP DESK REF: 4589)

Council's Traffic Engineer – Traffic and Governance – 18 December 2012

Summary Report

Councillor Pickering has requested that traffic calming devices be introduced along Mons Avenue. At present there is nothing slowing traffic along Mons Avenue.

Consideration

A speed survey was undertaken at 2 locations on Mons Avenue. The positions were selected based on the locations being the place where the highest speeds are likely to occur. The results of the surveys are tabulated below.

Mons Avenue Between Bennett Street and Moss Street	14 December 2012– 20 December, 2012
7-day Average veh/day	974
5-day Average veh/day	993
85th Percentile Speed km/hr	47.3
Peak Hour Volume	
AM (8am -9am)	90
PM (4pm – 5pm)	78

Mons Avenue Between Sherbrooke Road and Rex Street	14 December 2012– 20 December, 2012
7-day Average veh/day	633
5-day Average veh/day	667
85th Percentile Speed km/hr	54.9
Peak Hour Volume	
AM (8am -9am)	79
PM (4pm – 5pm)	60

The above data indicate that the 85th percentile traffic speeds is slightly higher than the marked speed limit of the road, council requests that NSW Police enforce speeding along Mons Avenue, during morning and afternoon peak periods.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the seven (7) year period 2005 to 2011 indicates that there have been five (5) accidents reported in Mons Avenue.

Accident Year	No of Accidents	RUM Code
2005	1	60
2006	1	00
2007	1	10
2008	2	00/71
2009	0	N/A
2010	0	N/A
2011	0	N/A

Notes on “RUM” code:

- >> RUM 60: parked vehicle.
- >> RUM 00: pedestrian, near side.
- >> RUM 10: Cross Traffic.
- >> RUM 71: Left off Carriage way in to object.

Motorists were found to be travelling with speeds slightly higher than the 50 km/h local street limit; and the collision history for the most recent 7 year period indicates that there have been a number of accidents between 2005 and 2008.

The most appropriate treatment is considered to be the introduction of line-marking to separate through lanes from parking lanes on both sides of the road. This will result in the width of Mons Avenue appearing narrower and should consequently reduce vehicle speeds.

COUNCIL PROPOSAL

- (a) That Council introduce line-marking between the parking aisle and through lane, subject to the committee’s concurrence of a detailed design to be included in the Traffic Committee Agenda for March 2013.
- (b) That NSW Police Services be requested to enforce the 50km/hr speed limit along Mons Avenue.
- (c) That this item be reviewed in 6 months time.

COMMITTEE RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Federico Ramos
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 Service Unit Manager- infrastructure
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Subject:

RYDE TRAFFIC COMMITTEE MEETING TO BE HELD 31 January 2013

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SECTION 6

ITEM 14

CHATHAM ROAD, DENISTONE
Request for a Pedestrian Crossing Facility
 File No: D12/85194

Council’s Traffic Engineer – Traffic and Governance report 18 December 2012

Summary Report

A local resident has raised concerns regarding the safety of pedestrians crossing Chatham Road at the pedestrian refuge near the intersection with Buena Vista Street, Denistone. A request has been made to introduce a pedestrian crossing.

Consideration

A pedestrian count has been undertaken. The results of the survey are shown below.

Chatham Road Mid-block	South of Buena Vista Avenue	North of Buena Vista Avenue	Total
Peak Period			
Morning (8.30am – 9.30am)(11/1/13)	6	14	20
Midday (11.05am – 12.05pm) (10/1/13)	2	3	5
Evening (3.15pm – 4.15pm) (10/01/13)	8	10	18

Roads and Maritime Services (RMS) has set warrants for the installation of pedestrian crossings where measured traffic flow along Chatham Road is equal to 500 vehicles and pedestrian traffic flow is 30 pedestrians per hour. This scenario is to occur 3 times per day.

The intersection’s crash history indicates that there have been no collisions involving pedestrians in the most recent 5 year period.

It should be noted that the survey was undertaken during school holidays which is generally lower than during school periods. This is due to the assessment of this matter commencing after the school holidays commenced. As such, a survey during a typical school week could not be undertaken prior to the Traffic Committee.

Notwithstanding the above, a survey was undertaken to provide indicative data.

COUNCIL PROPOSAL

This report is for information only as a further report with updated statistics will be prepared for the March traffic committee meeting.

COMMITTEE RECOMMENDATION

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Federico Ramos
Traffic Engineer – Traffic & Governance

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Section Manager - Traffic & Governance

SECTION 6

ITEM 15

FONTENOY ROAD MACQUARIE PARK
Request for Traffic Calming
 File No: CRM 1403578

Council's Traffic Engineer – Traffic and Governance report 18 December 2012

Summary Report

A request has been made by a local resident for a traffic calming device to be introduced on Fontenoy Road. The intention of the request is to improve pedestrian and residents safety through use of speed reduction facilities.

Background

Council has carried out monitoring of traffic flow and speeds along Fontenoy Road in the past. Council has installed a parking edge line-marking, thereby reducing the width of through lanes and consequently reducing speeds. This has made it easier to cross the road.

A speed survey has been undertaken which revealed that the 85th percentile speed continues to exceed the speed limit of 50km/hr along the street as such, it is recommended that an ameliorative treatment be introduced.

Fontenoy Road Mid-block	14 December 2012– 20 December, 2012
7-day Average veh/day	4180
5-day Average veh/day	4646
85th Percentile Speed km/hr	62.2
Peak Hour Volume	
AM (8am -9am)	365
PM (4pm – 5pm)	515

The above data indicate that the 85th percentile traffic speeds is higher than the marked speed limit of the road.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited accident database for the seven (7) year period 2005 to 2011 indicates that there have been three (3) accidents reported in Fontenoy Road

Accident Year	No of Accidents	RUM Code
2005	0	N/A
2006	0	N/A
2007	0	N/A

2008	0	N/A
2009	0	N/A
2010	3	34/40/42
2011	0	N/A

Notes on “RUM” code:

- >> RUM 34: Lane Change Right. (Not Overtaking).
- >> RUM 40: U Turn.
- >> RUM 42: Leaving Parking.

Motorists were found to be travelling with speeds higher than the 50 km/h local street limit; and the collision history for the most recent 7 year period indicates that there have been a number of accidents, mainly in 2010. Council and NSW Police are encouraged to undertake an enforcement program to mitigate incidents of speeding on Fontenoy Road and enforce the local speed limit. A dynamic Variable Message Sign (VMS) is likely to minimise incidents of speeding through visual display of travelling vehicles speed.

COUNCIL PROPOSAL

- a) That Council install on temporary (maximum two weeks) a dynamic Variable Message Sign (VMS) that provides information regarding approaching vehicle’s speed.
- b) That NSW Police Services be requested to undertake periodic enforcement of the 50km/hr speed limit along Fontenoy Road

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

Federico Ramos
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SECTION 11**ITEM 16****THROUGHOUT RYDE
Smiddy Challenge (Bicycle Event)**
File No: D12/92182**Council's Traffic Engineer – Traffic and Governance report 18 December 2012****Summary Report**

Smiling for Smiddy is conducting the annual Bottlemart NSW Smiddy Challenge with a group of 40 cyclists to raise funds for cancer research. The event will be held between 27/02/2013 and 02/03/2013. No road closures are required (partial or full).

COUNCIL PROPOSAL

Council proposes that the event be supported subject to a Traffic Management Plan (TMP) being prepared in accordance with the RMS Guide to Traffic and Transport Management for Special Events.

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

Federico Ramos
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SECTION 6**ITEM 17****ROWE STREET, EASTWOOD**
Rowe Street Pedestrian CrossingFile Ref: P1168

Council's Traffic Engineer – Traffic and Governance report 19 December 2012**Summary**

Council is tabling the design concept for Rowe Street for technical approval of the proposed traffic Management measures under the 2012/13 Black Spot program. The treatment will target pedestrian incidents along Rowe Street that over time should minimise future pedestrian incident risk.

Background

At the Traffic Committee held in November 2012 Council tabled a design for a pedestrian crossing to be introduced to Rowe Street as part of the Blackspot Program. Council proposed that the traffic management measures along Rowe Street as per drawings for the Nation Building Blackspot Program Concept Design (which are detailed in the Ryde Traffic Committee ATTACHMENT REPORT) be supported. The committee's resolution was that Council investigate design options to optimise pedestrian safety at this intersection.

In addition, concerns were raised as to the appropriate design vehicle for the facility.

Consideration

Site observations undertaken by Council's student engineers have indicated that service vehicles travelling eastbound or westbound along Rowe Street were approximately 1.25 times the length of marked parking spaces along Rowe Street. Given that parking spaces are 6m in length, it is estimated that the service vehicle operating along Row Street are approximately 8.8 meters in length.

A series of swept paths have been prepared by Bitzios using an 8.8m vehicle. The drawings indicate that all vehicles can manoeuvre through the facility safely.

A peer review has been undertaken by Bitzios Consulting for the proposed treatment (refer to ATTACHMENT REPORT). The report investigated several options including providing the crossing in different locations as well as signalling the crossing. The report concludes that *"the proposed design, at the proposed location, is the most appropriate treatment"*.

Community Consultation

Directly affected properties/businesses and Chamber of Commerce within Eastwood will be notified regarding the project, prior to the construction, including the modified parking arrangements along Row Street, signage plan will be tabled at the committee meeting.

COUNCIL PROPOSAL

That Council supports the amended traffic management scheme along Row Street as per drawing for the Nation Building Blackspot Program (updated concept design) which are detailed in the Ryde Traffic Committee attachment report

COMMITTEE RECOMMENDATION

Submitted for the consideration of the Committee

Federico Ramos
Traffic Engineer – Traffic & Governance

Austin Morris
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SECTION 11**ITEM 18**

POPE STREET, RYDE
Introduction of an accessible taxi rank
File No: CP 40759

Council's Traffic Engineer – Traffic and Governance report 17 December 2012**Summary Report**

As part of the renewal of the Pope Street footpath, it is proposed to rearrange the parking arrangement along the southern side of Pope Street, Top Ryde. The rearrangement will involve relocating the "No Parking" restrictions as well as a "Taxi Zone". In addition, the modifications will include the introduction of an accessible taxi bay for people with disabilities. The proposed layout along with an independent peer review prepared by Bitzios Consulting is shown in the Traffic Committee ATTACHMENT REPORT.

Consideration

The current arrangement allows for two kiss-and-ride areas located either side of a Taxi zone. It is anticipated that by providing the kiss-and-ride area only on one side of the taxi zone will reduce confusion and therefore enhance safety.

The proposed accessible taxi bay has been designed in accordance with Australian Standards AS/NZS 2890.6 and is not anticipated to result in any adverse impacts in terms of safety or traffic efficiency.

COUNCIL PROPOSAL

Council proposes that the layout be supported for construction.

COMMITTEE RECOMMENDATION:**SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE**

Federico Ramos
Traffic Engineer – Traffic & Governance

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SECTION 11**ITEM 19****PEDESTRIAN REFUGES****Introduction of Pedestrian refuges in Several Locations**

File No: P1163

Council's Traffic Engineer – Traffic and Governance report 13 December 2012**Summary Report**

Council is proposing to install pedestrian refuges in the following locations:

- Twin Road;
- Isabel Street;
- Curzon Street;
- Belmore Street; and
- Higginbotham Road.

A concept design of the proposed facility for each of the abovementioned roads are shown in the Traffic Committee (ATTACHMENT REPORT). The concept designs have been tabled at the committee for the input and / or support.

Consideration

All facilities have been designed in accordance with Australian Standards and RMS Technical Directions with the exception of the pedestrian facility on Higginbotham Road. The concept design for Higginbotham Road includes a swept path analysis indicating that there may be insufficient space for a Heavy Rigid Vehicle (HRV) to overtake a bus parked at the bus stop. As a consequence, it is proposed to shorten the concrete island by approximately 100mm – 200mm.

All pedestrian refuges are located on known pedestrian desire lines such that they are likely to be used. The facilities will not restrict any residential driveways.

The number of parking spaces anticipated to be lost as a result of introducing the pedestrian facilities is detailed in parking impact study as shown in the ATTACHMENT REPORT and summarised below for each location:

- Twin Road (6 spaces);
- Isabel Street (10 spaces);
- Curzon Street (8 spaces);
- Belmore Street (16 spaces); and
- Higginbotham Road (6 spaces).

It should be noted that site inspections have indicated that the parking demand on all of these roads as well as on the surrounding road networks is relatively low. As such, the proposed facilities are not anticipated to result in a shortfall of parking supply.

COUNCIL PROPOSAL

Council proposes that the proposed conceptual designs for pedestrian refuges at Twin Road, Isabel Street, Curzon Street, Belmore Street, and Higginbotham Road be supported for construction.

COMMITTEE RECOMMENDATION:

SUBMITTED FOR THE CONSIDERATION OF THE COMMITTEE

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Austin Morris
Service Unit Manager- infrastructure
Integration

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