

AGENDA

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

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“No Stopping”/ “No Parking” zone

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REQUEST FOR “NO STOPPING” AND “NO PARKING”

ITEM (A) ANGAS STREET, MEADOWBANK

File Number: CRM 1572293

ITEM (B) DAYMAN PLACE, MARSFIELD

File Number: CRM 1547388

ITEM (C) HEPBURN AVENUE, GLADESVILLE

File Number: D13/47276

ITEM (D) MORSHEAD STREET, NORTH RYDE

File number: HELPDESK 6364

ITEM (E) SANDRA STREET, PUTNEY

File number: D14/20819

ITEM (F) GERARD LANE, GLADESVILLE

File number: D14/7631

ITEM (G) BUFFALO ROAD, RYDE

File number: CRM1565383

ITEM (A) ANGAS STREET, MEADOWBANK – REQUEST FOR “NO STOPPING” ZONE

Summary Report

Council has received correspondence from a resident of Angas Street, Meadowbank, requesting the implementation of a “No Stopping” zone immediately north of the overpass bridge that crosses Constitution Road to cover the distance between the bridge and the driveway of number 1B Angas Street.

Background

Council in November 2013 implemented “2P: 8am - 10pm, Mon - Sat” parking restrictions along the western side of Angas Street from See Street to the bridge that crosses Constitution Road.

Consideration

The average carriageway width of Angas Street is 7 metres north of the bridge, kerb to kerb, and there is time restricted on-street parking on both sides of the street in the section north of the bridge. The section south is progressively becoming high

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density residential as properties are developed. Its proximity to the TAFE is attracting non-residential parking as well.

Angas Street connects See Street to the overpass bridge that crosses Constitution Road. This bridge is narrow and is only one lane wide.

An investigation was recently undertaken along Angas Street, particularly at the end of the street close to the overpass bridge. The result of the investigation revealed that vehicles were parking within the 6 metres transition gap between the entrance of the overpass bridge and the driveway of 1B Angas Street. Considering the time limitations on parking along Angas Street and See Street this space seems to attract all day parking as it is not covered by the 2P restrictions.

The bridge can only accommodate one direction at a time therefore it is important to have a clearance zone immediately after the overpass bridge so that vehicles exiting can pass the vehicles waiting to cross. It is recommended that a "No Stopping" sign be installed on the south side of the driveway of 1B Angas Street to cover the 6 metres gap. The affected residents have been consulted and are supportive of the proposed "No Stopping" zone.

COUNCIL PROPOSAL

That Council installs a "No Stopping" zone on the southern side of the driveway of 1B Angas Street, Meadowbank to cover the 6 metres gap between the driveway and the bridge over Constitution Road, Meadowbank.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
Governance

Nina Fard
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic &
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George Dedes
Group Manager – Public Works

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ITEM (B) DAYMAN PLACE, MARSFIELD – REQUEST FOR EXTENSION OF “NO STOPPING” ZONE

Summary Report

Council has received correspondence from a resident of Leisure Lea Gardens Retirement village at No. 207 Epping Road requesting that the existing statutory “No Stopping” zone at the corner of Dayman Place and Epping road be extended 10 metres north.

Consideration

The average carriageway width of Dayman Place is approximately 7 metres, kerb to kerb, and there is unrestricted on-street parking on both sides of the street. Dayman Place intersects with Epping Road at one end and Vimiera Road at the other end. The resident claims when vehicles park in between the driveways of No. 7 Dayman Place and No. 207 Epping Road, the sight line is reduced creating a hazard for residents leaving the Leisure Lea Garden’s premises.

Investigation determined there is a 6 metre space in between the driveways of No. 207 Epping Road and that of 7 Dayman Place. With the construction of the new driveway at No. 7 Dayman Place, any vehicles parked in that area are now closer to driveway of No. 207 Epping Road. In order to provide sight visibility for the residents of Leisure Lea Gardens Retirement village, Council recommends to extend the existing “No Stopping” zone 10 metres north to include the space in between the two driveways

COUNCIL PROPOSAL

That Council extend the “No Stopping” zone at the corner of Dayman Place and Epping Road to include the driveway of No. 207 Epping Road and the 6 metre space in between the driveways of 207 Epping Road and that of 7 Dayman Place, Marsfield.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
Governance

Nina Fard
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Anthony Ogle
Service Unit Manager- Asset Systems

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Senior Traffic Engineer - Traffic &
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George Dedes
Group Manager – Public Works

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ITEM (C) HEPBURN AVENUE, GLADESVILLE – REQUEST FOR STREET TREATMENT

Summary Report

Council has received correspondence from a resident of Hepburn Avenue requesting that Council erect a “No Parking” zone along the frontages of No.26, No.24, No.23 and No.21 Hepburn Avenue.

Consideration

Hepburn Avenue is a local road with an average kerb to kerb carriageway width of 8 metres with on-street parking on both sides of the street. Hepburn Avenue travels in an east-west direction, with a bend at the midblock location, which has double barrier lines with associated rumble strips. Hepburn Avenue intersects with Victoria Road at one end and Western Crescent.

An investigation was recently undertaken along Hepburn Avenue. The result of the investigation revealed that due to the curvature at the midblock, drivers find it difficult to negotiate past one another, even with the visual and physical placement of the rumble bars, when vehicles are parked on both sides of the street.

RMS guidelines stipulate that there is a no parking buffer within three (3) metres of any double barrier lines, thereby making this section ‘No Stopping’ by default due to the four (4) metre lane in either direction, meaning cars should not be parked around the bend.

Vehicle thoroughfare and speeds are presented in the table below.

85 th Percentile Speed	36.7 km/h
Average Speed	36.7 km/h
Average Weekday Volume	405 vehicles
7 Day Average Volume	289 vehicles

Through the obtained data, it can be noted that there is an acceptable number of vehicles (according to RMS limits for local roads of 500 vehicles per day) traversing the street and with average speeds less than 40km/h. This poses no immediate hazard to vehicles approaching the bend from either direction although sight visibility is considerably impaired whilst cars are parked on both sides of the street.

Consultation with the directly affected residents has been undertaken requesting those affected to provide their input on enforcing the statutory ‘No Stopping’ zone with ‘No Stopping’ signage along the frontages of No.28, No.26, No.24, No.23 and No.21 Hepburn Street. The result of the consultation is as follows:

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Number of Properties Consulted	4
Number of replies in support of the proposal	2
Number of replies not in support of the proposal	0
Number of replies not received	2

As there was no response from Two (2) of the affected properties, the erection of signage cannot be warranted along either kerbside, however yellow painted lines along the kerb can be implemented as this does not impose on the aesthetics of the street, nor does it restrict parking beyond the current statutory requirement. Yellow lines along the kerb retain the same enforceable restrictions as the 'No Stopping' signage.

As an ameliorative measure, Council will implement yellow kerb lines along the frontages of No.26, No.24A, No.23 and No.21 Hepburn Street to enforce the statutory 'No Stopping' within three (3) metres of the Double Barrier being that Council has delegation to do so. Council is awaiting confirmation by the remaining affected residents to extend the 'No Stopping' Zone just beyond the Double barrier lines to provide adequate transition into the narrow sections of the street.

Accident History

The latest Roads and Maritime Services Accident Statistics from 2004 to 2012 have revealed no incidents within the most current eight (8) year period.

COUNCIL PROPOSAL

That Council extends the 'No Stopping' zone along the frontage of No.26, No.24A, No.23 and No.21 Hepburn Street, Gladesville, to enforce the statutory 'No Stopping' within three (3) metres of the Double Barrier line as well as provide sufficient room for vehicles to transition into the narrow sections of the street, subject to confirming agreement of adjacent residents.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

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Gilbert Ortiz
Senior Traffic Engineer - Traffic &
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George Dedes
Group Manager – Public Works

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ITEM (D) MORSHEAD STREET, NORTH RYDE – REQUEST FOR EXTENSION OF “NO STOPPING” ZONE

Summary Report

Council has received correspondence from the resident of No.1 Morshead Street requesting that Council extend the “No Stopping” zone along the frontage of their property to assist in the waste collection of their bins.

Consideration

Morshead Street is a local road with an average carriageway width of approximately 7 metres, kerb to kerb with on-street parking on both sides of the street. Morshead Street travels in a Northwest-Southeast with ‘No Stopping’ signage enforcing the statutory ten (10) metre ‘No Stopping’ on approach to the intersection with Sturdee Street at one end and Blenheim Road at the other.

An investigation was undertaken along Morshead Street. The investigation revealed that due to the narrow nature of the street, it becomes difficult for waste services to collect the bins of No.1 Morshead Street when a vehicle is parked within close proximity to the intersection of Morshead Street and Blenheim Road. Advice from the waste contractor identified difficulty entering the street when cars are parked on both side of the street also, which occurs frequently.

It is recommended that the ‘No Stopping’ zone be extended to 15.5 metres from the intersection with Blenheim to allow for the unimpaired collection of bins from No.1 Morshead Street, and to provide an adequate turning path for waste service vehicles to enter Morshead Street from Blenheim Road. As the request for this scheme comes from the only resident affected, consultation with any other resident is not required.

COUNCIL PROPOSAL

That Council extends the ‘No Stopping’ zone, on the north side of Morshead Street, North Ryde, to 15.5 metres from the intersection of Blenheim Road to allow for the unimpaired collection of waste bins from No.1 Morshead Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
Governance

Nina Fard
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

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Gilbert Ortiz
Senior Traffic Engineer - Traffic &
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George Dedes
Group Manager – Public Works

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ITEM (E) SANDRA STREET, PUTNEY – REQUEST FOR “NO PARKING” ZONE

Summary Report

Council has received correspondence from a resident of Sandra Street in regards to difficulty in rubbish collection due to parked cars. Sandra Street ends in a cul-de-sac and on waste collection days, parked cars within the cul-de-sac turning circle prevent the waste contractor in collecting bins and impeded the waste truck movements.

Consideration

Sandra Street 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 turning circle the waste truck can't turn to exit or pass safely between the parked vehicles.

It should be noted that motorists are not permitted to park within the cul-de-sac turning circle, which an introduction of “No Parking” zone will only result in reinforcing current parking regulations.

A resident of 9 Sandra Street expressed concerns over parking availability in front of his property. The proposal retains the on street parking space for this resident. Implementing ‘No Parking, 5am-11am Mondays only’ restrictions during along the kerb line of the cul-de-sac will allow uninterrupted waste bin collection which at times have been blocked by parked cars. Residents of 4, 6, 8 and 10 have not raised any objections.

COUNCIL PROPOSAL

That Council installs ‘No Parking, 5am-11am Mondays only’ restrictions along the kerb line of the cul-de-sac turning circle (inclusive of a 6m ‘lead-in’) from No. 4 to No. 10 Sandra Street, Putney.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic & Governance

George Dedes
Group Manager – Public Works

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ITEM (F) GERARD LANE, GLADESVILLE – REQUEST FOR “NO STOPPING” ZONE AND ‘NO THROUGH ROAD’

Summary Report

Council has received correspondence from a resident of Gerard Lane, requesting that Council install “No Stopping” at the dead end section from the driveway of No.2 Evan Street Gladesville.

Consideration

Gerard Lane is a local road with an average carriageway width of approximately 5 metres, kerb to kerb. There is on-street parking on the western side of the street with the eastern side occupied mostly by driveways. Gerard Lane travels in a north-south direction. The section of Gerard Lane in question is bound between Gerard Street and a dead end at the other.

Double stacked parking within Gerard Lane occurs at the rear of No.2 Evan Street. This imposes on the driveway access of No.2 Evan Street and is in fact not permitted as a statutory requirement.

It is recommended that ‘No Stopping’ signage be installed to enforce the restriction of double parking and not parking across the driveway of No.2 Evan Street.

COUNCIL PROPOSAL

That Council installs ‘No Stopping’ zone to be placed from the driveway of No.2 Evan Street to the driveway of No.312 Victoria Road, Gladesville.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
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Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
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George Dedes
Group Manager – Public Works

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ITEM (G) BUFFALO ROAD, RYDE – REQUEST FOR “NO PARKING” ZONE

Summary Report

Council has received correspondence from the residents of No. 103 Buffalo Road, requesting that Council install “No Parking” zone to cover the space in between their driveway and the driveway of number 101 Buffalo Road.

Consideration

Buffalo Road is a local road with an average carriageway width of 12.6 metres, kerb to kerb, and 5.6 metres to the centreline from 103 Buffalo Road. There is on-street parking on both sides of the street. Buffalo Road is oriented in an east-west direction. The section of Buffalo Road in question is bound by Bright Street and Providence Road. The two properties mentioned above are located near a horizontal bend in the road with double centre lines at this section of the road.

An investigation was recently undertaken along Buffalo Road. The investigation revealed that when two vehicles were parked in the 9.4 metre space between the driveways, residents of 103 Buffalo Road had to drive over the double centre line in order to have sufficient sight visibility. This results in an unsafe practice considering the bend reduces the sight visibility of the vehicles approaching from the westerly direction.

This section of Buffalo Road has a 10% fall in gradient in the east/west direction, this contributes to the low visibility of the approaching vehicles as residents exit their driveway.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2008 and 2012 indicates that there have been two accidents reported at the vicinity of driveway of 103 Buffalo Road.

Accident Year	No of Accidents	RUM Code
2008	0	Not Applicable
2009	0	71
2010	1	20
2011	1	Not Applicable
2012	0	Not Applicable

Note on “RUM” codes

>> RUM 71: Left Off Carriageway into object/ parked vehicle

>> RUM 20: Head on (not overtaking)

It is recommended that a “No Parking” zone be implemented 3.4 metres to the east of the driveway of 103 Buffalo Road to reduce the space to 6 metres and prevent two cars from parking within the space separating the two driveways. This is anticipated

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to improve sight visibility at egress. As the space in between the two driveways is only 9.4 metres wide, it is not adequate for two cars to park clear of the driveways.

COUNCIL PROPOSAL

That Council install "No Parking" signs to cover the driveway of No.103 Buffalo Road, Ryde, as well as 3.4 metres of the space between the driveways of No.103 and No. 101 Buffalo Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
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Harry Muker
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Service Unit Manager- Asset Systems

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REQUEST FOR REMOVAL OF BUS STOP

ITEM (H) GLADSTONE AVENUE, RYDE
File number: D13/54909

ITEM (H) GLADSTONE AVENUE, RYDE – REQUEST FOR REMOVAL OF BUS STOP

Summary Report

Council has received correspondence from a resident of Gladstone Avenue requesting that bollards be installed in front of the bus stop on Gladstone Avenue between Morrison Road and Wandoo Avenue in order to discourage commuters from parking at this location. Further investigation revealed that the bus stop has been redundant for a number of years and as such, the bus stop can be removed.

Consideration

Consultation with a representative of Thomas Bowden Retirement Village was conducted which confirmed that the bus stop on Gladstone Avenue between Morrison Road and Wandoo Avenue is not used by the residents of the retirement village. The State Transit Authority traffic and service manager confirmed that the bus stop has not been used for a while.

Gladstone Avenue is 7.5 metres wide, kerb to kerb. The south side of Gladstone Avenue currently contains 27 metres of “Bus zone” followed by 63 metres of “No Stopping” zone. As the “Bus Zone” is known to be redundant it is frequently used as short term parking, albeit illegally, creating difficulties for the residents of the Retirement Village and the residents of No. 277 Morrison Road when entering and exiting their driveways. In order to keep the restrictions consistent on the south side of the street and provide manoeuvring space for vehicles leaving the residential driveways it is recommended to convert the “Bus Zone” in to a “No Stopping” zone.

COUNCIL PROPOSAL

That Council remove the “Bus Zone” on Gladstone Avenue, Ryde, between Morrison Road and Wandoo Avenue and convert the space to 27 metres of “No Stopping” zone.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
Governance

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Nina Fard
Traffic Engineer – Traffic &
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Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic &
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George Dedes
Group Manager – Public Works

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REQUEST FOR INSTALLATION OF A DISABLED PARKING SPACE

ITEM (I) ANGAS STREET, MEADOWBANK
File number: COR2009/206

ITEM (I) ANGAS STREET, MEADOWBANK – REQUEST FOR A DISABLED PARKING SPACE

Summary Report

Council has received correspondence from a representative of the Meadowbank Scout Association requesting that Council introduce a disabled parking space within close proximity to the Hall to assist disabled parents and guardians of scouts.

Consideration

The scout hall is located on Angas Street which is generally characterised as having low parking availability due to the proximity of the Meadowbank TAFE. On-street parking spaces fronting the scout hall have no time restrictions with the remainder of Angas Street parking spaces either 2P or under the resident parking scheme. Providing a disabled parking space will benefit the senior and less mobile parents and guardians of Meadowbank Scouts. Consultation has been undertaken with the directly affected stakeholder. The childcare facility adjacent to the scout hall will not likely be impacted by this change as patrons of the childcare facility use the See Street drop off zone. However, this drop off zone is not close enough for disabled parents and guardians of hall users nor allows vehicle parking for disabled persons.

COUNCIL PROPOSAL

That Council convert one of the unrestricted parking spaces fronting the Meadowbank Scout Hall Angas Street, Meadowbank to a disabled parking space.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic & Governance

George Dedes
Group Manager – Public Works

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TRAFFIC DEVICES AND MANAGEMENT

ITEM (J) BIDGEE ROAD, RYDE
File Number: D14/1764

ITEM (K) WINBOURNE STREET, WEST RYDE
File Number: D13/4616

ITEM (J) BIDGEE ROAD, RYDE – REQUEST FOR DOUBLE CENTRE LINES

Summary Report

Council has received correspondence from a resident regarding the traffic conditions at the intersections of Bidgee Road and Aitchandar Road and requesting that intersection treatments be implemented at this intersection.

Consideration

The average carriageway width of Bidgee Road is 7.2 metres kerb to kerb with on-street parking on both sides of the street. Bidgee Road is a residential street with a 50km/h speed limit. The resident claims that vehicles turn into Aitchandar Road from Bidgee Road without slowing down. The resident believes that this creates a hazardous situation for the cars traveling on Aitchandar Road as well as pedestrians and children on the surrounding footpaths and has requested a “Stop Sign” treatment at this intersection to address his concerns.

“Give Way” line markings were implemented at the intersection of Bidgee Road and Aitchandar Road in January 2014 with allegedly little effect on the speed of the turning vehicles.

Site investigation confirmed skid marks at the above mentioned intersection.

Installation of “Stop Signs” at this intersection would not be effective as it would be difficult for the NSW police to enforce this in isolated locations. However the use of rumble bars in conjunction with double centre lines could effectively prevent the “corner cutting”.

Accident History

An investigation of the Roads and Maritime Services (RMS) audited crash statistics for the five (5) year period between 2008 and 2012 indicates that there have been no accidents reported at or close to the intersection of Bidgee Road and Aitchandar Road.

In order to reinforce the correct turning path from Bidgee Road in to Aitchandar Road and effectively reduce the speed at which vehicles turn at this intersection, double centre lines and rumble bars at Bidgee Road approaching the intersection of Aitchandar Road are recommended. The directly affected residents have been consulted and are supportive of the proposed changes.

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COUNCIL PROPOSAL

That Council install double centrelines and rumble bars for 15 metres along Bidgee Road, Ryde, approaching the intersection of Aitchandar Road.

Submitted for the consideration of the Committee

Patrick Bastawrous
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Governance

Harry Muker
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Nina Fard
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Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
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ITEM (K) WINBOURNE STREET, WEST RYDE, REQUEST FOR LINE MARKING

Summary Report

Council has received correspondence from a representative of the Parents and Carers (P & C) Association of the Ermington Primary School. The representative noted that in the afternoon peak, a de facto but unregulated two lane arrangement was occurring at Winbourne Avenue exiting to Marsden Street. The representative is requesting lane markings to formalise traffic flows amongst other traffic management measures which are being investigated separately.

Consideration

In 2013, Council's Traffic Engineers consulted with the principal of Ermington Primary School and head of the P & C association. A Road Safety Audit was undertaken with recommended mitigation measures summarised in a Traffic Management Options Paper (TMOP). The TMOP was tabled at the September 2013 RTC and it was noted that lane delineations were to be implemented for Winbourne Street at its intersection with Marsden Street as one of the item in the TMOP.

Winbourne Street at its intersection with Marsden Street is an extremely wide and unregulated area. The current situation has two lanes per direction in the am and pm peak periods. This proposal seeks to formalise this arrangement.

Accident History

There have been no accidents recorded on Winbourne Street in the past five years.

COUNCIL PROPOSAL

That Council formalises the intersection markings at the intersection of Winbourne Street, West Ryde and Marsden Road including centreline and turn movement arrows for two lanes on Winbourne Street on the south side of its intersection with Marsden Road.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
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Nina Fard
Traffic Engineer – Traffic &
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Anthony Ogle
Service Unit Manager- Asset Systems

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Senior Traffic Engineer - Traffic & Governance

Group Manager – Public Works

TRAFFIC MANAGEMENT PLAN

EVENTS

ITEM (L) EASTER PARADE AND FAIR, WEST RYDE
File number: COR2009/206

COUNCIL ROADS

ITEM (M) KINSON CRESCENT, WEST PARADE, ANTHONY ROAD, DENISTONE
File Number: HELPDESK #6447

ITEM (N) PARKES STREET, RYDE (TMOP CONTINUED)
File number: COR2009/206

ITEM (L) EASTER PARADE AND FAIR, WEST RYDE, REQUEST FOR ROAD CLOSURE

Summary Report

The West Ryde Easter Parade & Fair will take place this year on Saturday, 12 April 2014. The format is similar to that of previous years commencing with a street procession, market stalls and entertainment. Graf Avenue and Market Street, West Ryde will be closed to traffic for the day for the fair and the footpaths on Reserve Street, Anthony Parade, West Parade, Chatham Road and some of Victoria Road will be occupied for the parade in the morning. This request is approved on same general terms as in previous years.

Consideration

This year's event will start similar to last years:

Setup Start Time & Packdown Finish Time:	6:00AM – 5:00PM
Fair Start & Finish Time:	9:00AM – 3:00PM
Parade Start & Finish Time:	8:45AM – 10:00AM
Expected Participants:	Approximately 100 to 150

Parade Route and Schedule:

The Parade will be led by the Church of the Good Shepherd. It will start at Miriam Park at 9:00AM. The group will be marching down Reserve Street towards Anthony Road. The parade will cross Anthony Road and turn left towards West Parade. It will

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then turn right and follow West Parade to Victoria Road, turn right and follow the footpath to Chatham Road. The parade will turn into Graf Avenue and conclude the march at 9:45M.

It is important to note that the parade will occur entirely on the footpath, except at road crossings.

Length of Parade: Approximately 750m in length

The Fair will require road closures on Graf Avenue and Market Street, West Ryde, from 6:00AM – 5:00PM. Betts Street will be used as a detour for traffic wishing to move between Chatham Road and Anthony Road via Graf Avenue.

Local businesses on Graf Avenue and Market Street have been notified of the event and the corresponding road closures.

Access to the loading dock to the rear of Woolworths will be available via the exit lane of Anthony Lane. It will require heavy vehicles to travel in the opposite direction it currently operates at. The entry point to Anthony Lane via Graf Avenue will be closed thus avoiding vehicle movement conflicts.

The Gladesville Police have been invited to attend and assist in maintaining community safety. St John's Ambulance and the local fire brigade have been notified of the event.

Certified traffic controllers will be managing traffic for the parade participants. A traffic control plan and a transport management plan have been formulated for the event. Traffic operation of the event will follow the traffic control plan.

COUNCIL PROPOSAL

1. That the following road closures and traffic management plan be recommended to the RMS for approval as part of operation of the 2014 West Ryde Easter Parade & Fair.
2. That subject to approval of the temporary road closures from the RMS, the following conditions apply:
 - i. That approval is given for the procession route for the West Ryde Easter Parade & Fair. Fifteen minutes prior to the start time, the parade will assemble at Miriam Park.
 - ii. That approval is given for the temporary closure of Graf Avenue and Market Street from 6:00AM – 5:00PM on 12 April 2014.
 - iii. That stalls be permitted to commence set up from 6:00AM on Saturday 12 April 2014 on Market Street and Graf Avenue.
 - iv. That large sized warning signs be erected notifying the public of the activities related to the Fair set up and the temporary road closures.

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- v. That all businesses along Market Street and Graf Avenue be notified of the event via letter drop.
- vi. That the event be advertised, including the required road closures, at least one week prior to the event date on the local community newspaper.
- vii. That the West Ryde Chamber of Commerce be advised of the proposals.
- viii. That the Traffic Officer stationed in the Gladesville Police be notified in writing.
- ix. That traffic control shall be set up and operated as defined in the West Ryde Easter Parade and Fair Transport Management Plan.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic &
Governance

Harry Muker
Section Manager - Traffic &
Governance

Nina Fard
Traffic Engineer – Traffic &
Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic &
Governance

George Dedes
Group Manager – Public Works

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ITEM (M) KINSON CRESCENT, WEST PARADE, ANTHONY ROAD, DENISTONE, REQUEST FOR LOCALISED TRAFFIC CALMING

Summary Report

Council has received correspondence in regards to the parking and traffic issue on Kinson Crescent, Anthony Road and West Parade, Denistone.

Background

The site is located within walking distance of Denistone Railway Station, which generates significant demand for parking. Anthony Road bends into Kinson Crescent, where the road narrows and it finally ends at a cul-de-sac. Vehicles wishing to pass the rail line must first turn off Anthony Road to cross the bridge at Denistone Station.

Consideration

Council has investigated the parking and line marking issues on Kinson Crescent, at the bend from Anthony Road and the intersection to West Parade towards Denistone Railway Station:

- (i) Council has identified a visibility issue, when cars are parked on the bend of Kinson Crescent, for drivers enter or exit the road. Council has proposed "No Stopping" zone outside No. 82 and 84 to address the visibility issue.
- (ii) It has been observed that many motorists are not keeping to the left when performing left or right turns from Anthony Road into West Parade (closest to the station). A double centreline has been proposed to give motorists a guideline to help them stay on the correct side of the road, from Anthony Road into West Parade. The last recorded accident was in 2006, which was the case of a car crossing the centreline and colliding with an oncoming vehicle.
- (iii) Council will install driveway delineation lines on Anthony Road (60A-82 west side; 57-45 east) subject to resident concurrence. This will improve visibility and access to driveways for residents on Anthony Road.

Affected residents were consulted in regards to the proposals through a survey which asked whether they support or not support the implementation of "No Stopping" outside No.82 & No.84, the double centreline on the corner of West Parade and Anthony Road and the implementation of driveway delineation lines outside the premises.

A total of 32 surveys were given to the addresses on Anthony Road from 60A-84 (west side) and 45-57 (east side). Council received 15 (47%) completed forms. The results are in the table below:

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	Implementation of No Stopping and double centreline	Implementation of driveway delineation lines
Support	15	15
Do not support	0	0

The support for the proposals from the completed forms has been unanimous.

A resident has made concerns about the aesthetics of a “No Stopping” post and sign outside their premises. Although they strongly supported the notion of a “No Stopping” zone, they suggested the implementation of unbroken yellow line marking on the road to substitute “No Stopping” signs. Council will further investigate the use of unbroken yellow line marking to substitute “No Stopping” signs outside No. 82 and 84 Anthony Road.

COUNCIL PROPOSAL

- (i) That Council install “No Stopping” zone outside No. 82 and 84.
- (ii) That Council install driveway delineation lines on Anthony Road (60A-82 west side; 57-45 east).

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
Senior Traffic Engineer - Traffic & Governance

George Dedes
Group Manager – Public Works

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ITEM (N) PARKES STREET, RYDE, REQUEST FOR RUMBLE BARS

Summary Report

Council tabled the Parkes Street Traffic Management and Parking Management Option Paper in the September 2013 RTC. A recommendation adopted by Council was the shifting of centre line on Belmore Street (near Parkes Street). Council proposes to introduce rumble bars on the Belmore Street centreline to further reinforce this.

Consideration

A Road Safety Audit was conducted on Parkes Street and was presented to the RTC in September and adopted by the Works Committee in November 2013. The reason behind this was to prevent motorists from crossing the centre line in Belmore Street in haste due to the risk of west bound Parkes Street traffic coming from its signalised intersection with Devlin Street. There is also the risk of turning vehicles not paying due attention to pedestrians crossing Belmore Street along Parkes Street. Sight line and distances have been checked and are satisfactory for 50 km/h.

Council proposes to introduce rumble bars on the Belmore Street centreline to reinforce correct turning movements and improve pedestrian safety.

Accident History

There has been one accident on Parkes Street near the corner of Belmore Street of a parked vehicle getting hit. However, there is still the risk for vehicles themselves which needs further assessment. As an interim measure, Council will mark advisory "Slow Down" at Parkes Street just across the west boundary of the Masonic Hall.

COUNCIL PROPOSAL

Council to install rumble bars in conjunction with the existing centre lines for a distance of ten metres on Belmore Street, Ryde, at the intersection with Parkes Street.

COMMITTEE RECOMMENDATION:

Submitted for the consideration of the Committee

Patrick Bastawrous
Traffic Engineer – Traffic & Governance

Harry Muker
Section Manager - Traffic & Governance

Nina Fard
Traffic Engineer – Traffic & Governance

Anthony Ogle
Service Unit Manager- Asset Systems

Gilbert Ortiz
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George Dedes
Group Manager – Public Works

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GENERAL BUSINESS

- ITEM (O) POPE STREET, RYDE**
File number: COR2009/206
- ITEM (P) TRELAWNEY STREET, EASTWOOD**
File number: HELPDESK 6644
- ITEM (Q) MORRISON ROAD, RYDE (RAB)**
File number: D13/97501
-

- ITEM (O) POPE STREET, RYDE - REQUEST FOR COMMUNITY BUS STOP ZONE**

Summary Report

Correspondence was received requesting for a community bus zone on Pope Street. The customer described the difficulty with the more than 2.2 metre high buses as the Top Ryde parking facility has a 2.2 metre height limit. The community buses used are 12 seater buses and 7/8 seater vans which may visit the Top Ryde 4 times a week. This is a long standing issue due to a lack of high vehicle access with the Shopping Centre car park.

Council has investigated the site and is currently undertaking taxi zone parking utilisation surveys and coordinating with NSW Taxi Rank officials.

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ITEM (P) TRELAWNEY STREET, EASTWOOD – “KEEP LEFT” SIGN

Summary Report

Council has received written correspondence from a resident of Trelawney Street requesting direction clarification at the split section (where the road divides in to upper and lower carriage way) close to the intersection of Coronation Avenue. The resident expresses concerns that the lower carriageway only has sufficient room for one vehicle at a time and should not be used for bidirectional travel.

Council at its meeting on the 30 January 2013 resolved to adopt the following recommendation in respect of the report titled “Trelawney Street, Eastwood Request for a Keep Left sign”, as follows:

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.

This section of Trelawney Street is grade separated whereby the westbound lane is at a lower level than the eastbound lane. Since the installation of the “Keep Left” sign near the western end of the Trelawney Street, the eastbound direction still operates as a two way road.

There are currently no signs indicating that the eastbound lane must keep left in order to avoid driving into the wrong lane. In order to clarify the correct direction of travel the associated line marking extending from the island dividing the road in to two separate grades is to be extended to direct drivers keep left and take the lower split.

Residents of the lower section shall be informed that this road means to operate as a one way.

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ITEM (Q) MORRISON ROAD, RYDE (RAB) APPROVAL OF DETAIL DESIGN

Summary

Council has received design plans from ADCO Constructions, regarding the implementation of the Roundabouts associated with the Ryde Rehabilitation Centre Construction along Morrison Road, Ryde.

As part of the design of Ryde Rehabilitation Centre, ADCO has been assigned the task of installing Roundabouts at the intersection of Morrison Road and Payton Street, Morrison Road and Douglas Street and Charles Street and 'Road 1', the new access way to the Royal Rehabilitation Centre, from Charles Street, has no name allocated at this stage. (Plans will be provided at the meeting)

Council is currently in the process of upgrading drainage and kerb facilities along Morrison Road and, as such, have requested that the finished levels of the designs provided by ADCO, adhere to those levels to which Council's design team have proposed for the upgrades to Morrison Road.

Council's Design team and Traffic Team are currently assessing the practicality of the submitted plans provided by ADCO Constructions to rectify any difference between the design levels of the plans proposed by ADCO and the required levels for the works to be undertaken by Council.