



26 November 2015

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 26 November 2015

Ryde Traffic Committee Meeting

Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair)Director, City Works & Infrastructure
Roads and Maritime Services of NSWSydney North Region
NSW Police Force..... Ryde Local Area Command
Member for Ryde (11 items) The Hon. V Dominello MP
Member for Lane Cove (4 items) The Hon. A Roberts MP

ADVISORS

Sydney Buses..... Western Region

Committee members and advisors are invited to attend the next meeting of the Traffic Committee. Alternatively, please forward comments on any matter to City of Ryde's Team Leader - Traffic, Transport & Development, Mr Greg Holding, via email gholding@ryde.nsw.gov.au by 5pm Tuesday, 24 November 2015. If no comments are received, it is intended to deal with the matters in accordance with the Agenda proposals.

Councillors with an interest in any Agenda item should forward comments to City of Ryde's Team Leader - Traffic, Transport & Development, Mr Greg Holding, via email gholding@ryde.nsw.gov.au by 5pm Tuesday, 24 November 2015.

Meeting Date: Thursday 26 November 2015
Location: Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF PREVIOUS MINUTES

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

-
- | | | | |
|---|-------------|--|-----------------------|
| 1 | SUBJECT: | ANTHONY ROAD, DENISTONE
REQUEST TO IMPROVE DRIVEWAY ACCESSIBILITY | |
| | ELECTORATE: | RYDE | |
| | WARD: | WEST | |
| | COR REF: | D15/126635 & T2015-01605 | OFFICER: P Bastawrous |
-
- | | | | |
|---|-------------|--|------------------|
| 2 | SUBJECT: | BRUSH ROAD, EASTWOOD
WASTE COLLECTION | |
| | ELECTORATE: | RYDE | |
| | WARD: | WEST | |
| | COR REF: | D15/129315 & T2015-01561 | OFFICER: S Rabah |
-
- | | | | |
|---|-------------|--|-----------------------|
| 3 | SUBJECT: | TALAVERA ROAD, MACQUARIE PARK
SIGNAGE AND LINEMARKING PLAN APPROVAL | |
| | ELECTORATE: | LANE COVE and RYDE | |
| | WARD: | WEST and CENTRAL | |
| | COR REF: | 2014/0299 & T2015-00751 | OFFICER: P Bastawrous |
-
- | | | | |
|---|-------------|--|-----------------------|
| 4 | SUBJECT: | CHURCH STREET, RYDE
SIGNAGE AND LINEMARKING PLAN APPROVAL | |
| | ELECTORATE: | RYDE | |
| | WARD: | CENTRAL | |
| | COR REF: | LDA2012/97 & T2015-01711 | OFFICER: P Bastawrous |
-
- | | | | |
|---|-------------|---------------------------------------|--------------------|
| 5 | SUBJECT: | PARKING FOR COUNCIL BUSINESS PURPOSES | |
| | ELECTORATE: | LANE COVE and RYDE | |
| | WARD: | WEST, CENTRAL and EAST | |
| | COR REF: | N/A & T2015-01867 | OFFICER: G Holding |



-
- 6 SUBJECT: DAVID AVENUE, NORTH RYDE
 NO STOPPING
 ELECTORATE: RYDE
 WARD: CENTRAL
 COR REF: D15/63493 & T2015-01013 OFFICER: S Rabah
-
- 7 SUBJECT: BLENHEIM ROAD, NORTH RYDE
 INTRODUCTION OF PARKING MEASURES OUTSIDE 3 AND 5
 ELECTORATE: RYDE
 WARD: EAST
 COR REF: D15/82553 & T2015-01250 OFFICER: S Wood
-
- 8 SUBJECT: RYDE TRAFFIC COMMITTEE
 2016 MEETING DATES
 ELECTORATE: LANE COVE and RYDE
 WARD: WEST, CENTRAL and EAST
 COR REF: T2015-01913 OFFICER: G Holding
-
- 9 SUBJECT: PORTER STREET, MEADOWBANK
 REQUEST FOR A 'LOADING ZONE' ON SATURDAYS
 ELECTORATE: RYDE
 WARD: CENTRAL
 COR REF: D14/104760 & T2014-00930 OFFICER: P Bastawrous
-
- 10 SUBJECT: PORTER STREET, MEADOWBANK
 REQUEST FOR RESTRICTED PARKING
 ELECTORATE: RYDE
 WARD: CENTRAL
 COR REF: D14/109927 & T2014-01052 OFFICER: P Bastawrous
-
- 11 SUBJECT: MORRISON ROAD, GLADESVILLE
 LOCAL AREA TRAFFIC MANAGEMENT SCHEME
 ELECTORATE: LANE COVE
 WARD: EAST
 COR REF: D15/128305 & T2015-01562 OFFICER: G Holding
-
- 12 SUBJECT: BAY DRIVE, MEADOWBANK
 TOP RYDER BUS SERVICE,
 CHANGE TO BUS ZONE TIME OF OPERATION
 ELECTORATE: RYDE
 WARD: CENTRAL
 COR REF: CRM-1762274 & T2015-01661 OFFICER: S Wood
-

EXTRA ITEMS

GENERAL BUSINESS

**Item No 01**

SUBJECT: ANTHONY ROAD, DENISTONE
[ISSUE] REQUEST TO IMPROVE DRIVEWAY ACCESSIBILITY
ELECTORATE: RYDE
WARD: WEST
COR REF: D15/126635 & T2015-01605 **OFFICER:** P Bastawrous

REQUEST

City of Ryde has received representation from the Strata Manager of 58 Anthony Road, Denistone requesting consideration be given to driveway accessibility in Anthony Road.

CONTEXT

1. The site has one driveway which services 10 villas.
2. The grade of the driveway is slopes down and away from Anthony Road.
3. Vehicles approach at an upward angle.
4. Sight visibility to the right currently is 25 m
5. Sight visibility to the left currently is 33 m
6. The site is on the concave of the bend of the road.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 168 – No Parking

ROAD FUNCTION

Classified

CONSULTATION

Representation made by Strata Manager on behalf of residents.

DISCUSSION

After review of the site and with the priority of safety for drivers as the key factor, it is recommended to install 'NO PARKING' across the frontage of the site at 58 Anthony Road to improve sight visibility for drivers exiting the property.

No parking will allow the drop off and pick of patrons to the complex without impeding on sight visibility.

The installation of 5.5 m of 'No Parking' either side of the driveway at 58 Anthony Road will result in a sight distance of 70 m to the left and 60 m to the right which is suitable for the signposted.

PROPOSAL

To install a 15 m 'NO PARKING' zone across and 5 m either side of the driveway at 58 Anthony Road, Denistone.

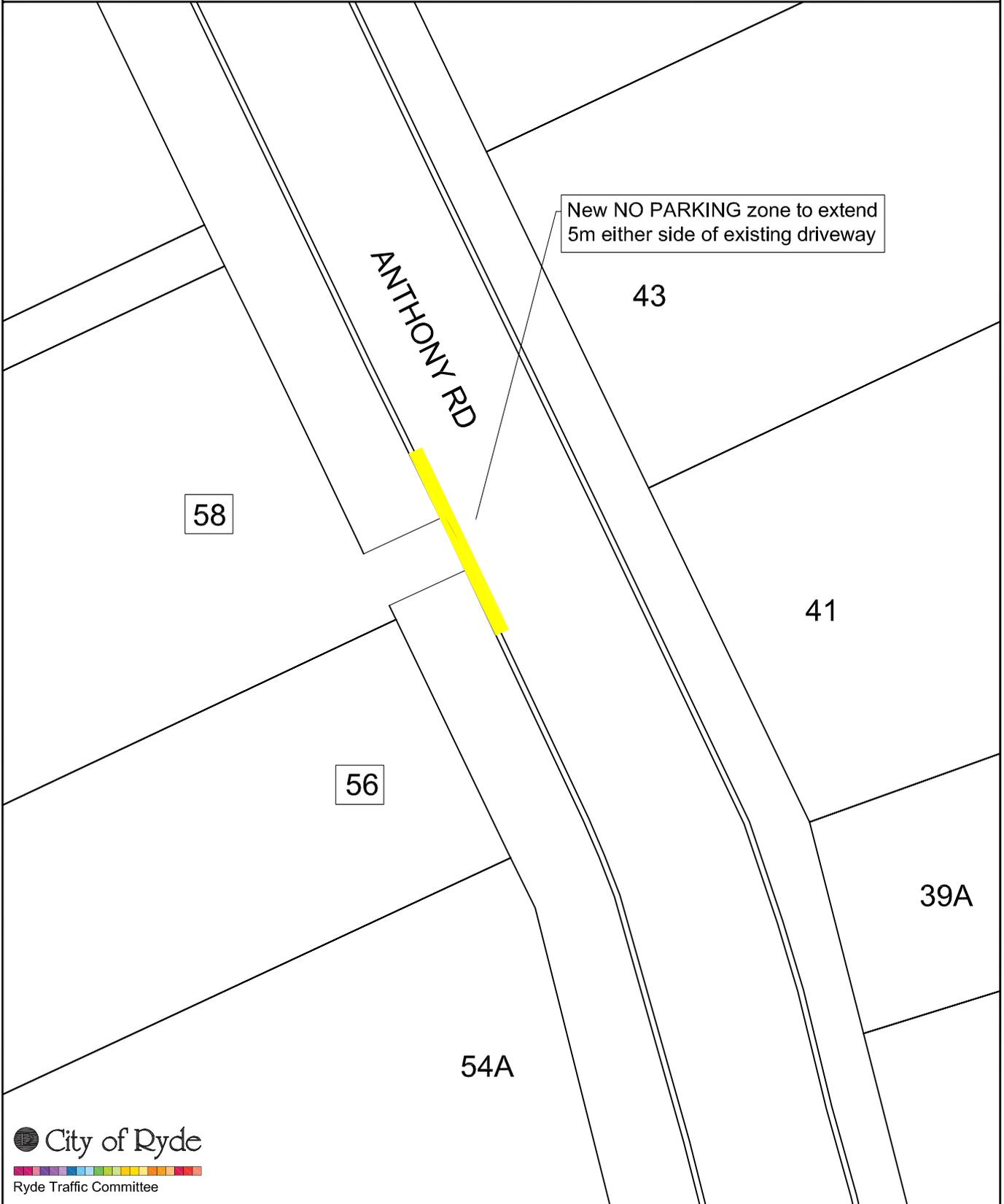


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File Name:	
Date:	04/11/2015
Scale:	1:600



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

- UNR - Unrestricted
- NSt - No Stopping
- NP - No Parking
- LZ - Loading Zone
- BZ - Bus Zone
- TZ - Taxi Zone
- DP - Disabled Parking
- RP - Resident Parking
- Ticket - Metered Parking
- 1P - One hour parking
- 1/4P - 15 minute parking
- 90d - Angle parking
- BS - Bus Stop
- MC - motorbike parking
- Ch - Chainage
- PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	NP	L	
1	NP	R	


Item No 02

SUBJECT: BRUSH ROAD, EASTWOOD
 WASTE COLLECTION
ELECTORATE: RYDE
WARD: WEST
COR REF: D15/129315 & T2015-01561 **OFFICER:** S RABAH

REQUEST

City of Ryde's Business Infrastructure Department has requested consideration be given to installing a 'NO PARKING 5AM-11AM WED' zone in Brush Road, Eastwood to improve access for waste-collection vehicles.

CONTEXT

1. The area proposed for parking restrictions is a cul-de-sac, currently providing:
 - a turn-around area for waste-collection vehicles,
 - access to Lambert Park, and
 - access to 11 Brush Road.
2. Vehicles often park in the cul-de-sac, blocking access for waste-collection vehicles performing U-turn manoeuvres.

LEGISLATION, STANDARDS & GUIDELINES

- NSW] *Road Rules 2014* Rule 168 No Parking signs

ROAD FUNCTION

Local

CONSULTATION

Local residents have been consulted

Properties consulted	1
Responses received	1
Supported	1
Not Supported	0
Undecided	0

DISCUSSION

Given that nearby residents have not raised any objections to the proposal, it is recommended that the 'NO PARKING 5AM-11AM WED' zone be installed to assist waste-collection vehicles.

PROPOSAL

To install a 'NO PARKING 5AM-11AM WED' zone at the cul-de-sac of Brush Road, outside 11 Brush Road, Eastwood.

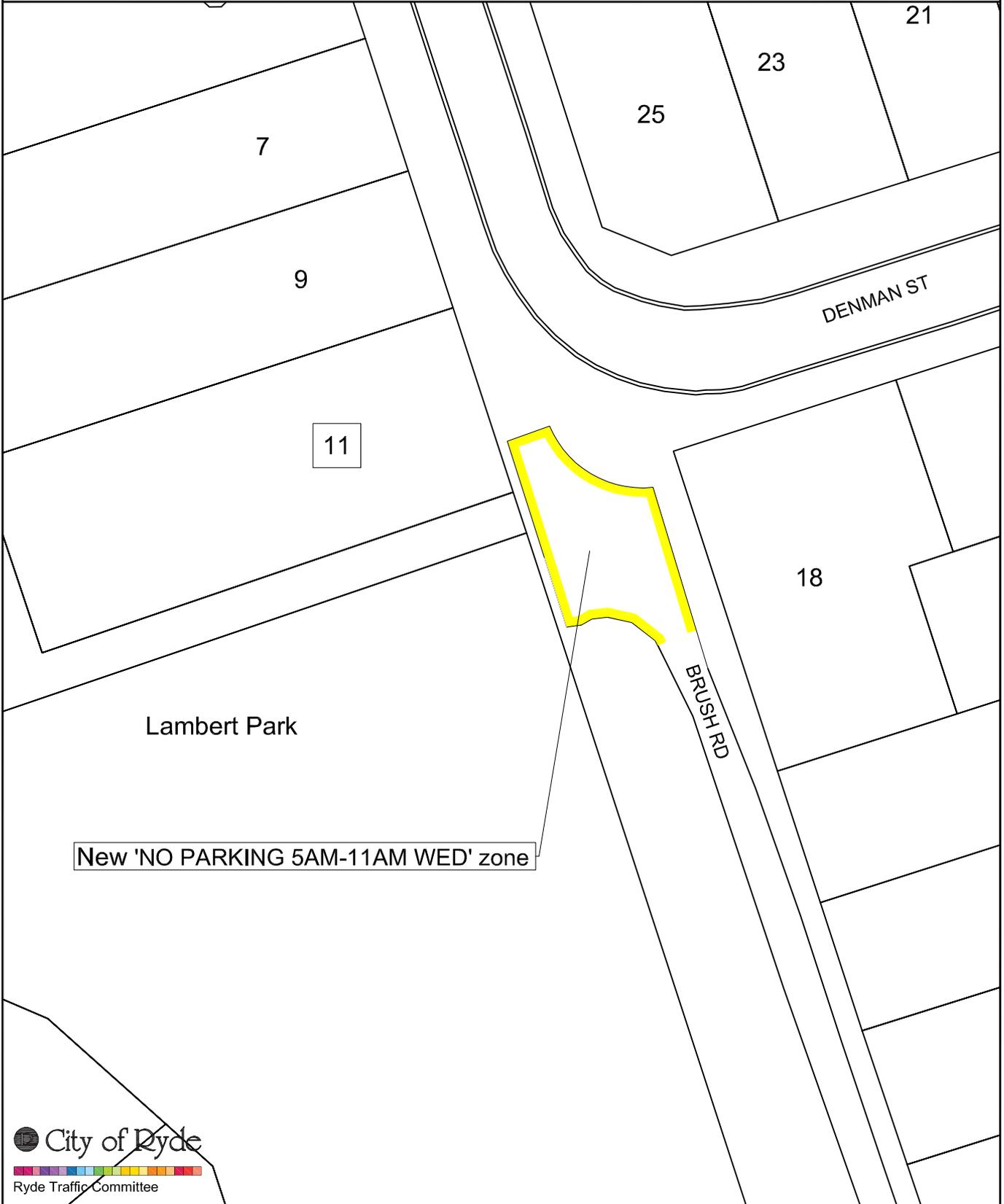


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File Name:	
Date:	04/11/2015
Scale:	1:700



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	NP	L	5AM-11AM WED
NSt - No Stopping	1P - One hour parking	1	NP	R	5AM-11AM WED
NP - No Parking	1/4P - 15 minute parking	1	NP	LR	5AM-11AM WED
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

**Item No 03**

SUBJECT: TALAVERA ROAD, MACQUARIE PARK
[ISSUE] SIGNAGE AND LINEMARKING PLAN APPROVAL
ELECTORATE: LANE COVE and RYDE
WARD: WEST and CENTRAL
COR REF: 2014/0299 & T2015-00751 **OFFICER:** P BASTAWROUS

REQUEST

City of Ryde has received representation from the developer at 66 to 82 Talavera Road requesting consideration be given to approval of their submitted signage and linemarking plan in Talavera Road, Macquarie Park.

BACKGROUND

As part of the conditions of consent for the development application for 66 to 82 Talavera Road, the applicant is required to have approved, through the Ryde Traffic Committee, a signage and linemarking plan. This is in accordance with Condition 26.

CONTEXT

1. The development application is LDA2014/299.
2. Condition 26 of the Conditions of Consent.
3. The plan indicates a left-in/left-out scenario to avoid extensive queueing.

LEGISLATION, STANDARDS & GUIDELINES

- Not Applicable

ROAD FUNCTION

Classified

CONSULTATION

Applicant is the only stakeholder.
No consultation required.

DISCUSSION

The plans indicate signage to restrict right turns to and from the site. This was done to prevent queuing both on the site and along Talavera Road for vehicles attempting to turn right into the site.

The signage and linemarking are in accordance with Australian Standards and are positioned in such a way as to enforce the required right turn bans.

As such, it is recommended to approve the signage and linemarking plan.

PROPOSAL

To approve the attached signage and linemarking plan, *Drawing A-CD 00016*, submitted by the developer of 66 Talavera Road, Macquarie Park, and that any amendments to the plans be incorporated by the developer prior to the implementation of the plan.

**Item No 04**

SUBJECT: 125-135 CHURCH STREET, RYDE
[ISSUE] SIGNAGE AND LINEMARKING PLAN APPROVAL
ELECTORATE: RYDE
WARD: CENTRAL
COR REF: LDA2012/97 & T2015-01711 **OFFICER:** P BASTAWROUS

REQUEST

City of Ryde has received representation from the developer at 125 to 135 Church Street, Ryde requesting consideration be given to approval of the revised Signage and Linemarking Plan.

BACKGROUND

As part of the conditions of consent for the development application, the applicant is required to have approved through the Ryde Traffic Committee, a signage and linemarking plan.

CONTEXT

1. The development application is LDA2012/97.
2. Condition 88 of the Consent.
3. The plan indicates 'No Stopping' along the western side of Porter Street, unrestricted parking on the eastern side, and additional signage and linemarking associated with the raised pedestrian crossing and Splitter Island.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 167 – No Stopping

ROAD FUNCTION

Classified

CONSULTATION

Applicant is the only stakeholder.
No consultation necessary.

DISCUSSION

The plans indicate signage to restrict parking to the eastern side of Porter Street due to the widening of Porter Street. Further the double barrier lines indicated that there is no legal opportunity to park on the western side of Porter Street.

This was done in conjunction with the installation of the raised pedestrian crossing and the splitter island at the intersection of Porter Street and Well Street.

The signage and linemarking are in accordance with Australian Standards and are positioned in such a way as to enforce the requirements specified to the applicant.

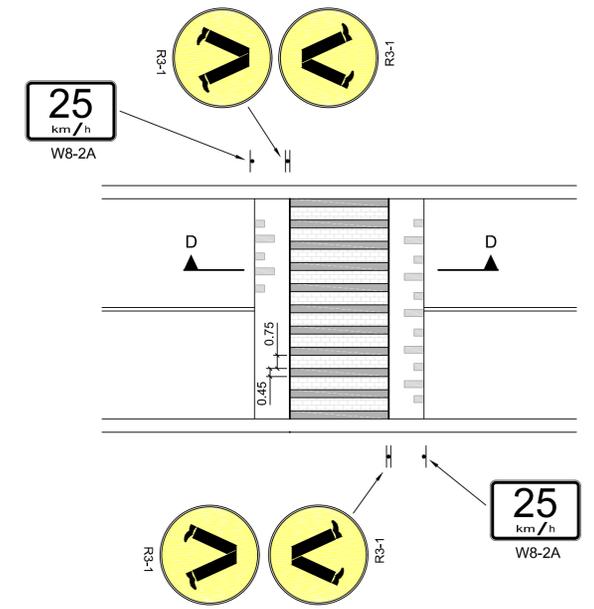
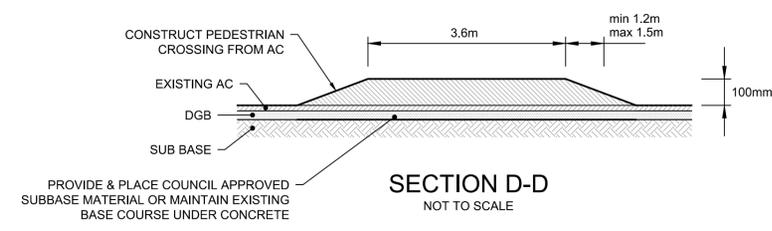
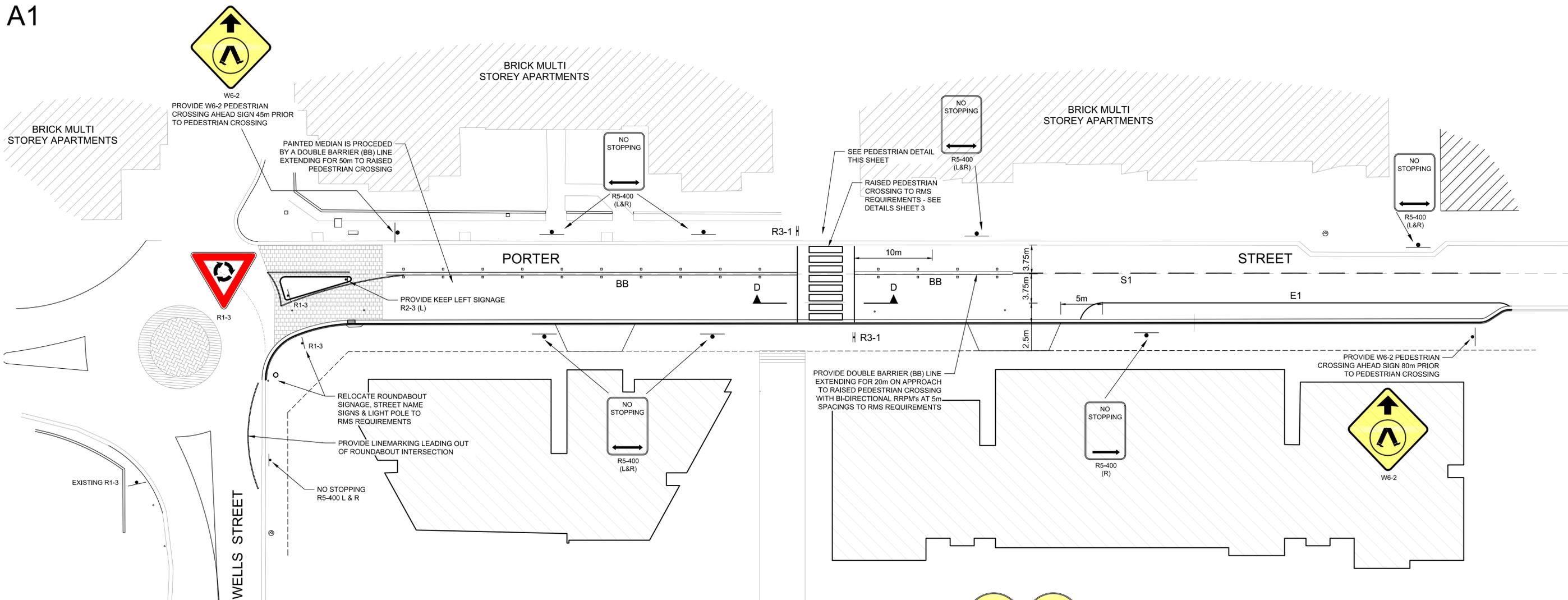
As such, it is recommended to approve the signage and linemarking plan.



PROPOSAL

To approve the attached signage and linemarking plan, *Drawing 10102E2.07 (Rev. 2)* submitted by the Developer at 125 to 135 Church Street, and that any amendments to the plans be incorporated by the developer prior to the implementation of the plan.

A1



- NOTES:
1. MARK RAMP IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742.13 (2009)
 2. PEDESTRIAN CROSSING TO BE FLUSH WITH FOOTPATH WITH GUTTER DRAINAGE TO BE PROVIDED.
 3. A DOUBLE BARRIER LINE (BB) IS PROVIDED ON EACH APPROACH TO THE CROSSING
 4. FOR CLARITY THE PEDESTRIAN CROSSING HAS NOT BEEN FULLY SPECIFIED ON THIS DRAWING. SEE DRAWING T000713 FOR ADDITIONAL REQUIREMENTS.

MARKED PEDESTRIAN CROSSING
NOT TO SCALE



No	DATE	AMENDMENT
2	21/09/15	REVISED CROSSING LOCATION
1	6/11/14	ISSUED FOR CONSTRUCTION

Barker Ryan Stewart

Sydney P: 02 9659 0005
Central Coast P: 02 4322 0798
Hunter P: 02 4966 8385

ABN: 26 134 067 842
barkerryanstewart.com.au
mail@barkerryanstewart.com.au

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Client:
KARIMBLA CONSTRUCTION SERVICES (NSW) Pty Ltd

125 - 135 CHURCH STREET, RYDE
KERB RETURN RE-ALIGNMENT & KERB RECONSTRUCTION

SIGNAGE & LINEMARKING PLAN

Designed: GJ
Drawn: JB
Checked: GJ

Scales: Plan 1:250
Horiz.
Vert.
X-Sect.

Datum: A.H.D.

Plan No. 10102E2.07
File Ref. 10102E2_M.dwg
SHEET 7 OF 11 SHEETS

REV. 2

**Item No 05**

SUBJECT: PARKING FOR COUNCIL BUSINESS PURPOSES
ELECTORATE: LANE COVE and RYDE
WARD: WEST, CENTRAL and EAST
COR REF: T2015-01867 **OFFICER:** G HOLDING

REQUEST

City of Ryde's Manager Asset Systems has requested that a number of parking spaces be supplied in the Macquarie Park area for staff to park during sight inspections and enforcement duties.

BACKGROUND

The matter was tabled at the Ryde Traffic Committee meeting held on 28 May 2015. Subsequently, Council resolved:

That City of Ryde's Team Manager Traffic Services preparation of a report for the Ryde Traffic Committee and Council that details the locations of six proposed 'NO PARKING 8AM-5PM MON-FRI CITY OF RYDE AUTHORISED VEHICLES EXCEPTED' zones for the purposes of City of Ryde staff undertaking inspections and enforcement duties in the Macquarie Park area.

CONTEXT

1. City of Ryde staff have found it increasingly difficult to find parking a suitable walking distance from all inspection sites.
2. The existing on-street parking is signposted '12P TICKET' in the Macquarie Park area.
3. There are a number of public car parks in the area; however, they are often too far from site inspections.
4. In order to fill the gaps between public car parks and thereby increase the efficiency of site inspections and enforcement duties, it is proposed to install designated parking for Council authorised vehicles.

LEGISLATION, STANDARDS AND GUIDELINES

- [NSW] *Road Rules 2014*: Rule 168 No Parking signs

ROAD FUNCTION

Non-classified

CONSULTATION

Residents and businesses will not be affected by the changes and therefore, no consultation is required.



DISCUSSION

Five locations have been identified as being suitable to install 'NO PARKING 8AM-5PM MON-FRI CITY OF RYDE AUTHORISED VEHICLES EXCEPTED' zones, on the:

1. southern side of Wicks Road, opposite 1 to 7 Waterloo Road, currently signposted 'NO STOPPING';
2. northern side of Byfield Street, 12 Lyonpark Road, currently signposted 'NO STOPPING';
3. southern side of Khartoum Road, outside 49 to 51 Fontenoy Road, currently signposted 'NO STOPPING';
4. southern side of Talavera Road, outside Macquarie Graduate School of Management, currently signposted 'NO STOPPING'; and
5. northern side of Culloden Road, outside 120 Culloden Road, currently signposted 'NO STOPPING'.

These locations take into account:

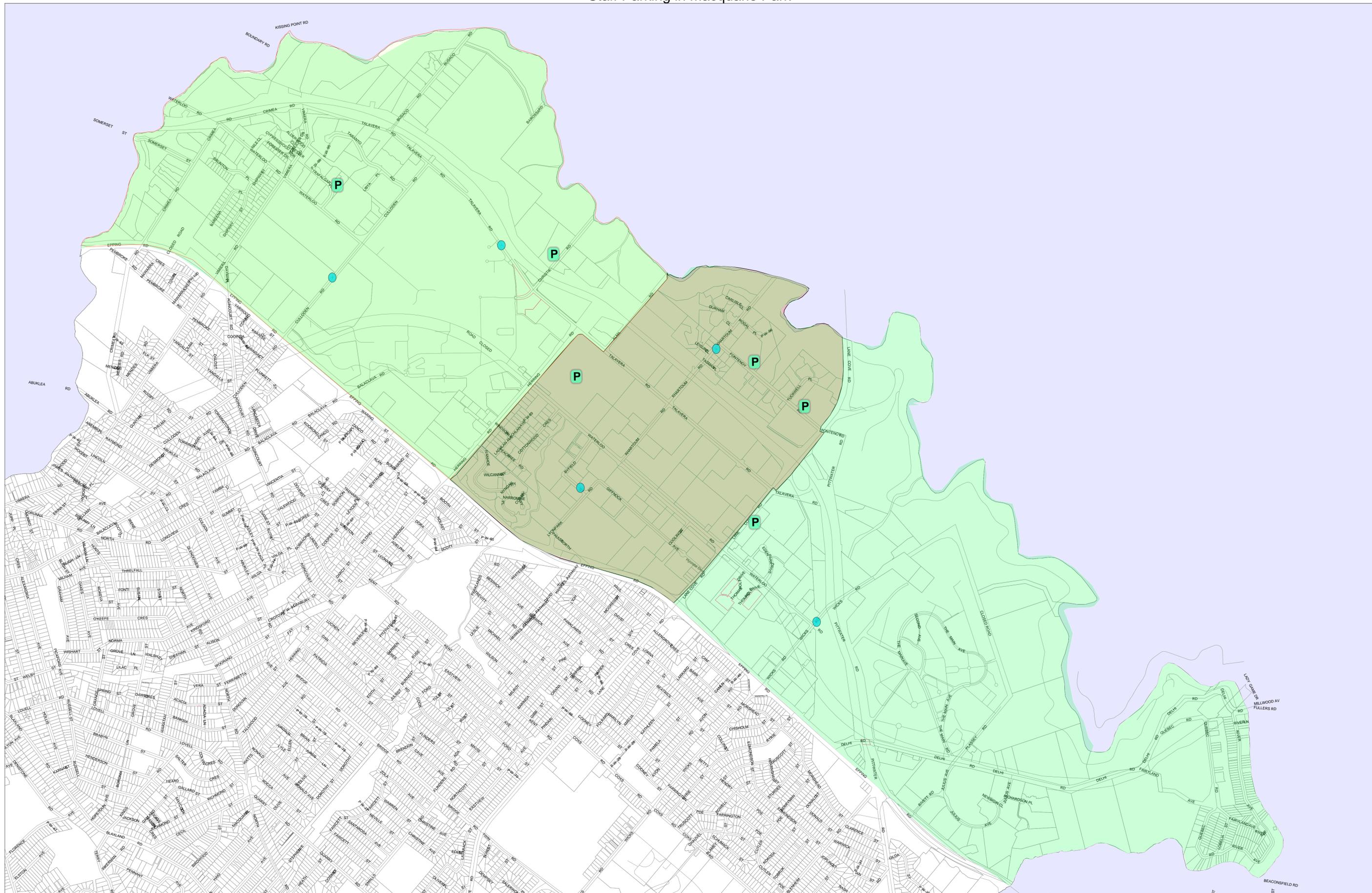
- "barriers" to accessing areas, such as main roads,
- public car parks, and
- the development at 1-17 Delhi Road that will provide timed parking once Station Street is handed over to City of Ryde.

PROPOSAL

To install 6 m of 'NO PARKING 8AM-5PM MON-FRI CITY OF RYDE AUTHORISED VEHICLES EXCEPTED' on the:

1. Southern side of Wicks Road, opposite 1-7 Waterloo Road, Macquarie Park.
2. Northern side of Byfield Street, 12 Lyonpark Road, Macquarie Park.
3. Southern side of Khartoum Road, outside 49-51 Fontenoy Road, Macquarie Park.
4. Southern side of Talavera Road, outside Macquarie Graduate School of Management, Macquarie Park.
5. Northern side of Culloden Road, outside 120 Culloden Road, Macquarie Park.

Staff Parking in Macquarie Park



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	Proposed No parking zone for council staff		Public Car Park
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Traffic Department
01
06/11/2015 Scale: 1:8700



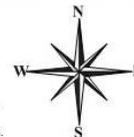
Convert 6m of the existing "NO STOPPING" to "NO PARKING 8AM-5PM MON-FRI CITY OF RYDE COUNCIL VEHICLES EXCEPTED" on the southern side of Wicks Road, Macquarie Park



File Name:	
Date:	05/11/2015
Scale:	1:500



Convert 6m of the existing "NO STOPPING" to "NO PARKING 8AM-5PM MON-FRI CITY OF RYDE COUNCIL VEHICLES EXCEPTED" on the northern side of Byfield Street, Macquarie Park



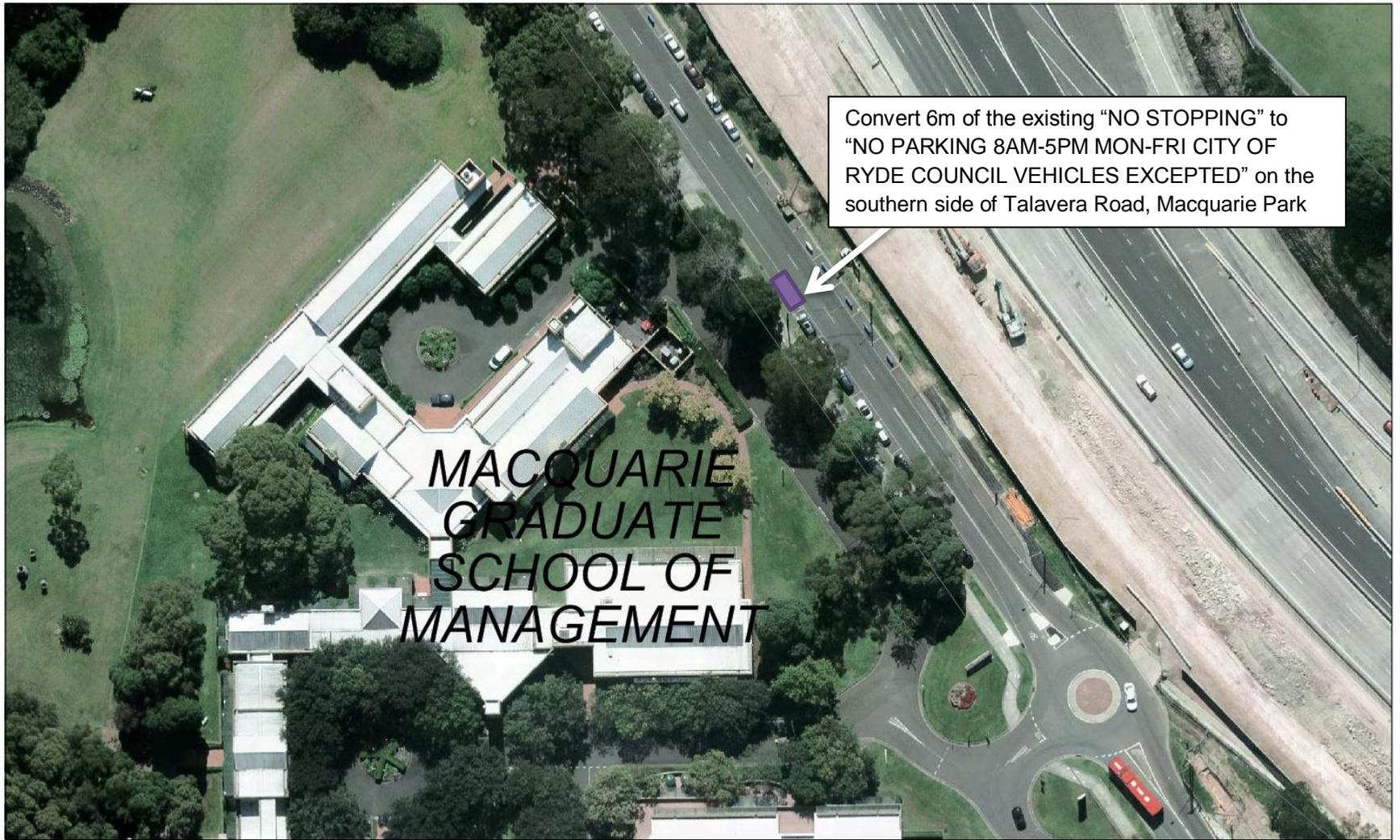
File Name:	
Date:	03/11/2015
Scale:	1:900



Convert 6m of the existing "NO STOPPING" to "NO PARKING 8AM-5PM MON-FRI CITY OF RYDE COUNCIL VEHICLES EXCEPTED" on the southern side of Khartoum Road, Macquarie Park

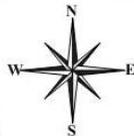


File Name:	
Date:	03/11/2015
Scale:	1:700



Convert 6m of the existing "NO STOPPING" to "NO PARKING 8AM-5PM MON-FRI CITY OF RYDE COUNCIL VEHICLES EXCEPTED" on the southern side of Talavera Road, Macquarie Park

MACQUARIE
GRADUATE
SCHOOL OF
MANAGEMENT



File Name:	
Date:	03/11/2015
Scale:	1:900

Convert 6m of the existing "NO STOPPING" to
"NO PARKING 8AM-5PM MON-FRI CITY OF
RYDE COUNCIL VEHICLES EXCEPTED" on the
northern side of Culloden Road, Macquarie Park



File Name:	
Date:	03/11/2015
Scale:	1:900


Item No 06

SUBJECT: DAVID AVENUE, NORTH RYDE
 NO STOPPING
ELECTORATE: RYDE
WARD: CENTRAL
COR REF: D15/63493 & T2015-01013 **OFFICER:** S RABAH

REQUEST

City of Ryde has received representation from a resident of David Avenue requesting consideration be given to installing a 'NO STOPPING' zone on the southern side of David Avenue, along the frontage of 13 David Avenue, North Ryde.

BACKGROUND

The matter of installing BB centrelines in David Avenue, to assist with separating direction of travel lanes on approach to the curve of David Avenue, was tabled at the Ryde Traffic Committee meeting held on 31 July 2014. Subsequently, Council resolved:

That Council install a BB centreline at the curve of David Avenue North Ryde, in the vicinity of No. 16-18.

CONTEXT

1. David Avenue is a two-way local road with a 7.5 m wide carriageway, except along the frontages of 16 & 18 David Avenue, where there is an indented parking bay.
2. There is a 43 m long BB centreline along the horizontal curve at 13 David Avenue, which creates a:
 - 3.5 m wide travel lane on the southern side of David Avenue, and
 - 4.0 m wide travel lane on the northern side of David Avenue.
3. There are a '2P PERMIT HOLDERS EXCEPTED ZONE 3' measures along David Avenue.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road

ROAD FUNCTION

Non-Classified

CONSULTATION

Residents of 11, 12, 13, 14, 16 & 18 David Avenue have been consulted.

Properties consulted	4
Responses received	1
Supported	1
Not Supported	0
Undecided	0

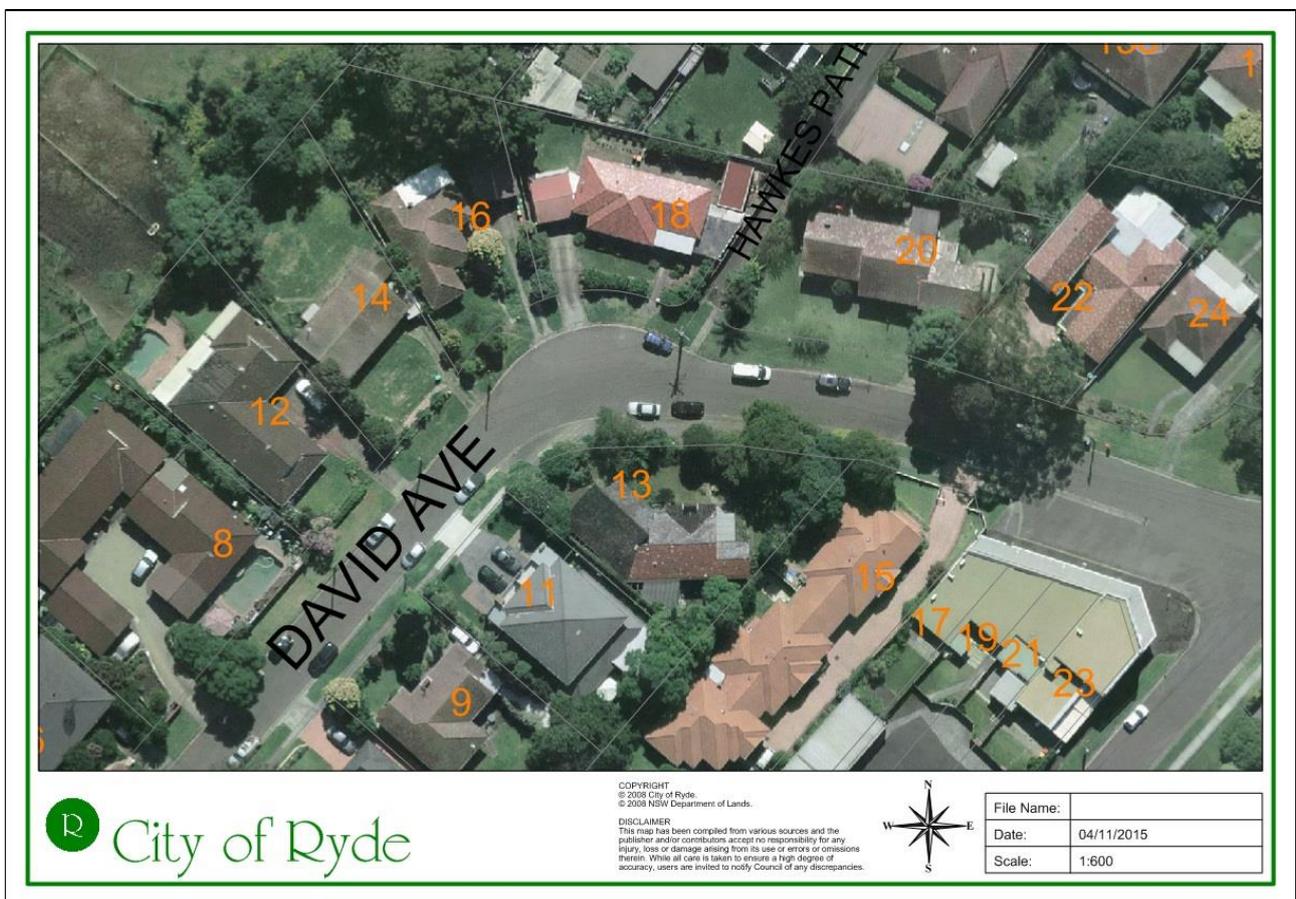


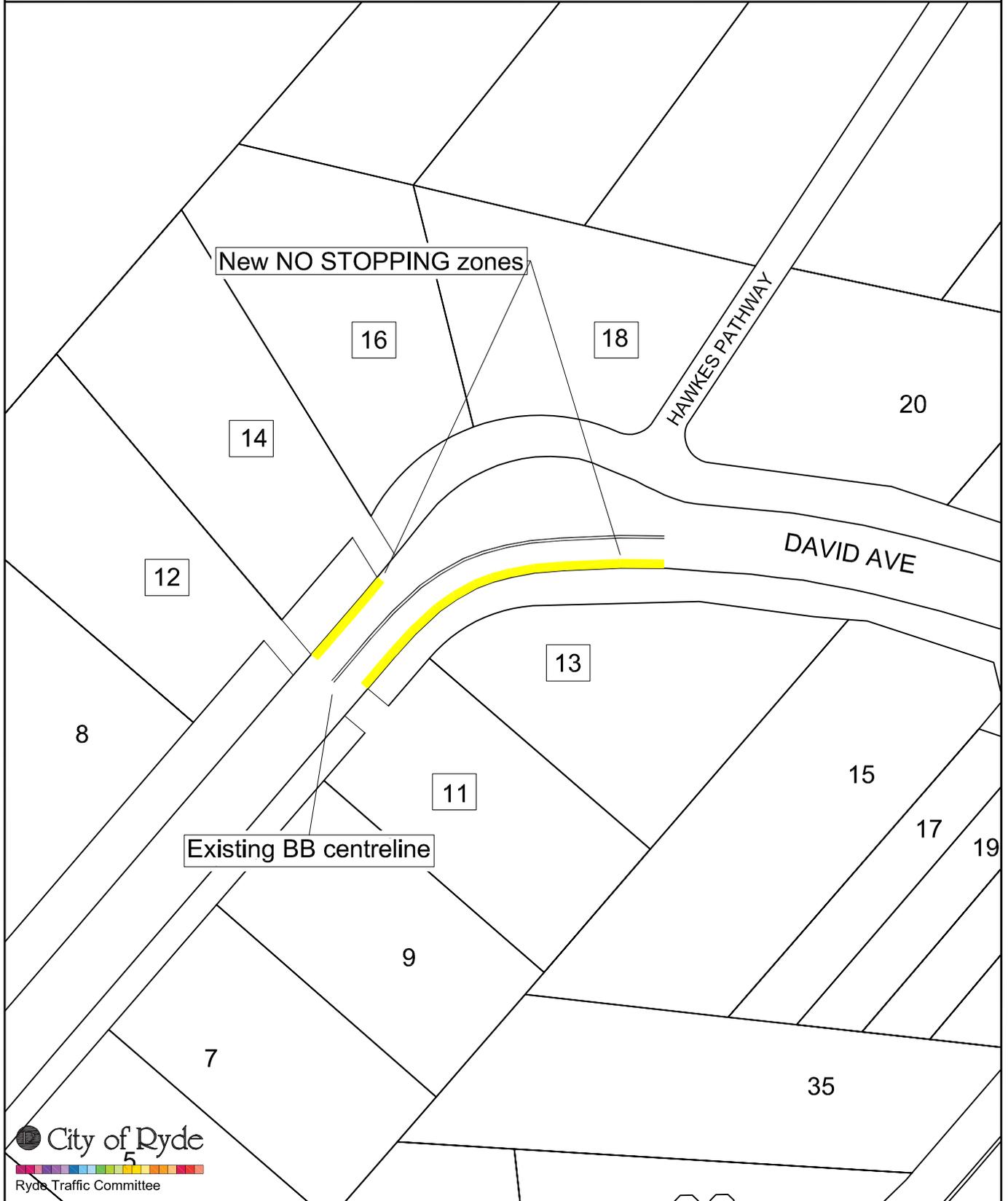
DISCUSSION

Vehicles are parking on both sides of David Avenue within 3 m of the BB centreline, contrary to the [NSW] *Road Rules 2014*. Therefore, it is proposed to formalise the parking restrictions imposed by the BB centreline.

PROPOSAL

1. To install a 38 m 'NO STOPPING' zone on the southern side of David Avenue, along the frontages of 11 & 13 David Avenue, North Ryde.
2. To install an 11.5 m 'NO STOPPING' zone on the northern side of David Avenue, along the frontage of 14 David Avenue, North Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

- UNR - Unrestricted
- NSt - No Stopping
- NP - No Parking
- LZ - Loading Zone
- BZ - Bus Zone
- TZ - Taxi Zone
- DP - Disabled Parking
- RP - Resident Parking
- Ticket - Metered Parking
- 1P - One hour parking
- 1/4P - 15 minute parking
- 90d - Angle parking
- BS - Bus Stop
- MC - motorbike parking
- Ch - Chainage
- PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
2	NSt	L	
2	NSt	R	


Item No 07

SUBJECT: BLENHEIM ROAD, NORTH RYDE
 TIMED PARKING
ELECTORATE: RYDE
WARD: EAST
COR REF: D15/82553 & T2015-01250 **OFFICER:** S WOOD

REQUEST

City of Ryde has received representation from Anthony Roberts MP, on behalf of the business at 3 Blenheim Road, requesting consideration be given to the introduction of timed parking measures and a 'P DISABILITY ONLY' zone in the existing unrestricted parking on the eastern side of Blenheim Road, outside 3 & 5 Blenheim Road, North Ryde.

CONTEXT

1. There are currently three unrestricted parallel parking spaces on the western side of Blenheim Road, outside 3 & 5 Blenheim Road, with a BUS ZONE to the south, for a Bus Stop, and NO STOPPING zone to the north, for a pedestrian refuge.
2. The travel/parking lane on the eastern side of Blenheim Road is 5.6 m wide, which is too narrow to provide a 3.2 m wide 'P DISABILITY ONLY' space and 3 m clear width to the BB centreline.
3. The parking on the western side of Blenheim Road, in the vicinity of the shops at 2 to 32 Blenheim Road, is marked 45° angle parking and consists of:
 - one space of MAIL ZONE, to service the Street Post Box,
 - sixteen 4 m wide '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' spaces,
 - one 'P DIASBILITY ONLY' space at the northern end, and
 - one 'P DIASBILITY ONLY' space at the southern end.
4. The surrounding area is sign-posted '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED ZONE 4' to facilitate a Resident Parking Scheme.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated

ROAD FUNCTION

Non-Classified

CONSULTATION

The residents/businesses at 113 & 113A Coxs Road and 1, 3, 5, 7 & 9 Blenheim Road have been consulted.

Properties consulted	7
Responses received	3
Support 1P	2
Support 2P	1
Do not support changes	0
Undecided	0



DISCUSSION

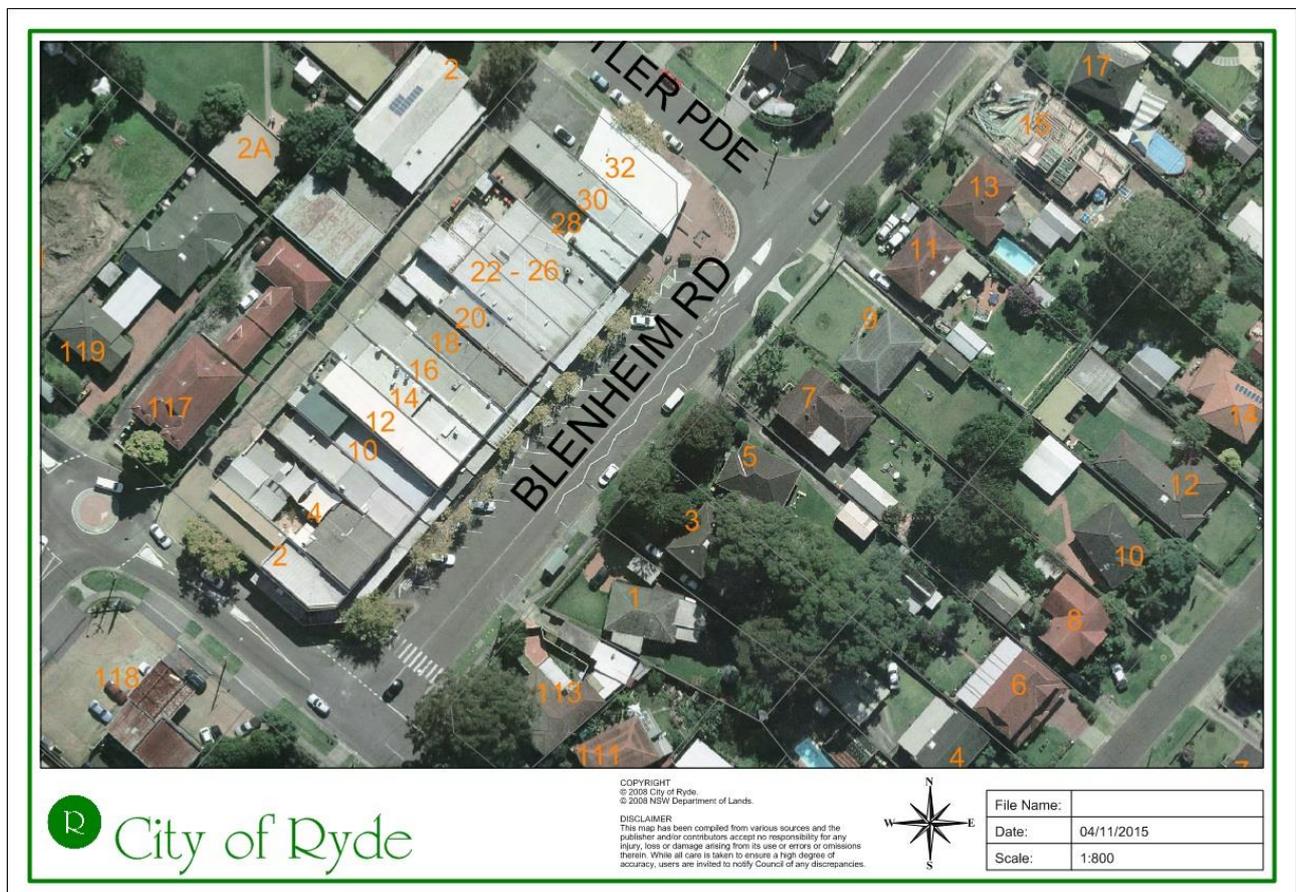
The requested parking restrictions are considered appropriate, as this is the only unrestricted parking in an area surrounded by time parking.

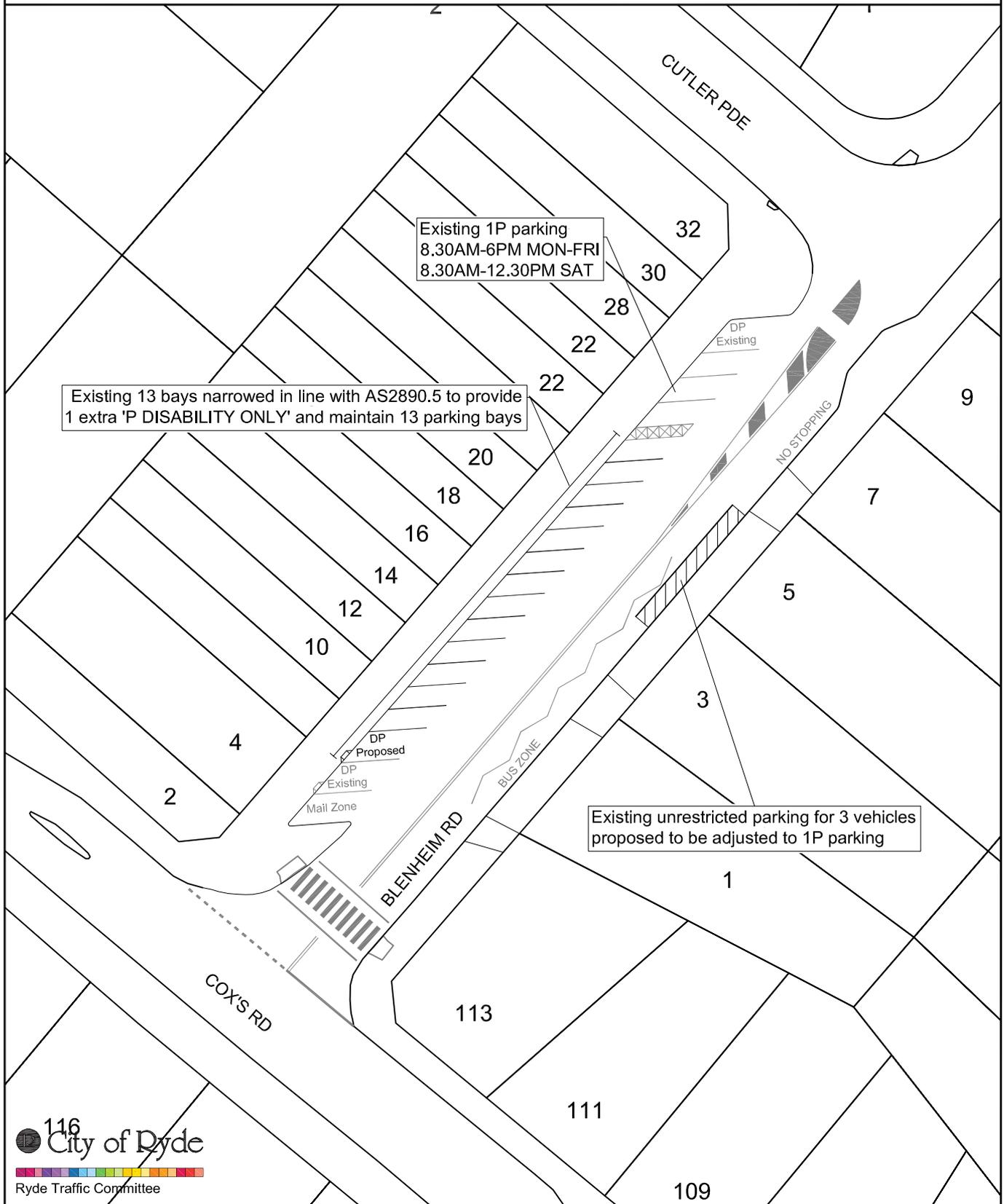
In response to the request, a survey was distributed to the residents/businesses at 113 & 113A Coxs Road and 1, 3, 5, 7 & 9 Blenheim Road to ascertain the level of support for installing one or two hour parking measures. Given that one-hour parking is supported, it is recommended that installation proceed.

Australian Standards recommends that 45° angle parking spaces with medium turnover is to be linemarked 3.5 m wide, parallel to the kerbline. Thirteen of the existing sixteen one-hour spaces can be reduced in width to accommodate an additional 4.5 m wide 'P DISABILITY ONLY' zone, parallel to the kerbline. This will provide one additional 'P DISABILITY ONLY' zone, without the removal of any other parking spaces.

PROPOSAL

1. To install a 17.2 m '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' zone on the eastern side of Blenheim Road, outside 3 & 5 Blenheim Road, North Ryde.
2. To reduce thirteen of the existing sixteen one-hour 45° angle parking spaces on the western side of Blenheim Road to install an additional 4.5 m wide 'P DISABILITY ONLY' zone, parallel to the kerbline, outside 2 to 32 Blenheim Road, North Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

UNR - Unrestricted	Ticket - Metered Parking
NSt - No Stopping	1P - One hour parking
NP - No Parking	1/4P - 15 minute parking
LZ - Loading Zone	90d - Angle parking
BZ - Bus Zone	BS - Bus Stop
TZ - Taxi Zone	MC - motorbike parking
DP - Disabled Parking	Ch - Chainage
RP - Resident Parking	PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	1P	L	8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT
1	1P	R	8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT
1	DP	n/a	P DISABILITY ONLY

**Item No 08**

SUBJECT: RYDE TRAFFIC COMMITTEE
2016 MEETING DATES
ELECTORATE: LANE COVE and RYDE
WARD: WEST, CENTRAL and EAST
COR REF: T2015-01913 **OFFICER:** G HOLDING

REQUEST

This report advises of the Ryde Traffic Committee meeting dates to be held in 2016.

BACKGROUND

Ryde Traffic Committee meetings have previously been held on a cycle of the fourth Thursday of the odd months (January, March, May, July, September and November). Ryde Traffic Committee Resolutions are considered by Council at the next available Works & Community Committee meeting.

Council has changed the timing of the Works & Community Committee meetings and they are now held once per month, on the third Tuesday. There is not sufficient time between meetings to allow Business Paper preparation for the next Works & Committee meeting, causing delays of approximately seven weeks between. By bringing forward the Ryde Traffic Committee meetings by one week, this would enable Council to consider the resolutions the following month and expedite implementation of agreed measures.

CONTEXT

1. RMS has delegated the approval to install, modify and remove 'prescribed traffic control devices' to Council, under a number of conditions in RMS's *Regulation of Traffic; Delegation to Councils*, including but not limited to:
 - the requirement for Local Area Traffic Committee approval, and
 - the right to veto approvals through Regional Traffic Committee.
2. City of Ryde requires the resolutions of Ryde Traffic Committee to be adopted by Council at the Works & Community Committee before implementation.
3. Council's business protocols require draft Works & Community Committee reports to be forwarded to management four weeks prior to the meeting.

LEGISLATION, STANDARDS & GUIDELINES

- RMS's *Regulation of Traffic; Delegation to Councils*

ROAD FUNCTION

The RMS's *Regulation of Traffic; Delegation to Councils* extends only to non-Classified Roads.

CONSULTATION

No consultation required.



DISCUSSION

Works & Community Committee reports are reviewed by management four weeks before the meeting, which is generally two days after the Ryde Traffic Committee meeting. This causes Ryde Traffic Committee resolutions to be carried over to the following Works & Community Committee meeting, delaying implementation by one month.

If Ryde Traffic Committee meetings are held on the third Thursday of the odd months, this will generally provide three working days to draft a report of the resolutions to management for review. This will only be viable if:

1. Ryde Traffic Committee meeting Minutes can be confirmed at the end of each meeting, rather than emailing to each member, and
2. all Ryde Traffic Committee members are available to meet.

It is beneficial for the first Ryde Traffic Committee meeting of 2016 to remain on the fourth Thursday in January, as this will be after the Australia Day public holiday. Therefore, it is recommended that 2016 meetings of the Ryde Traffic Committee be held at 10am on:

- 28 January 2016,
- 17 March 2016,
- 19 May 2016,
- 21 July 2016,
- 15 September 2016, and
- 17 November 2016.

PROPOSAL

To hold the 2016 regular meetings of the Ryde Traffic Committee at 10am on:

1. 28 January 2016,
2. 17 March 2016,
3. 19 May 2016,
4. 21 July 2016,
5. 15 September 2016, and
6. 17 November 2016.

**Item No 09**

SUBJECT: BELMORE STREET, RYDE
[ISSUE] 'LOADING ZONE'
ELECTORATE: RYDE
WARD: CENTRAL
COR REF: D14/104760 & T2014-00930 **OFFICER:** P BASTAWROUS

REQUEST

City of Ryde has received representation from the Strata Manager of Bayview Apartments requesting consideration be given to a 'LOADING ZONE' in Belmore Street, Ryde.

CONTEXT

1. There is currently one 'LOADING ZONE' at the southern-most end of Belmore Street, located 250 m from the furthest building.
2. The existing longitudinal grade of Belmore Street is approximately 18%.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 179 – Stopping in a loading zone

ROAD FUNCTION

Classified

CONSULTATION

Strata Manager raised the concern on behalf of the residents in the building. No further consultation necessary.

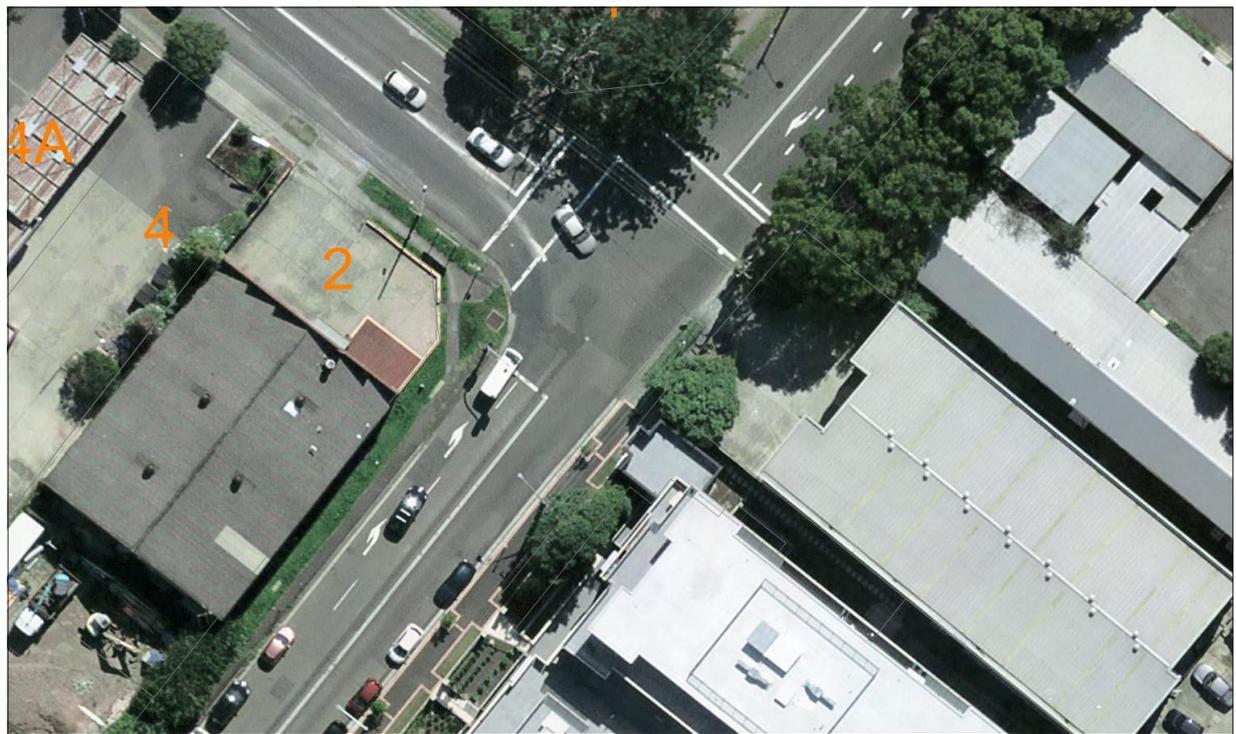
DISCUSSION

Due to the steep grade along Belmore Street and the distance of 250 m between the existing 'LOADING ZONE' and the furthest building, it is recommended that an additional 'LOADING ZONE' be installed on Belmore Street near the intersection of Constitution Road to assist with deliveries to the local businesses and removalist trucks servicing the residents of the complex.

Conversation with the Strata Manager indicated that the common period of residents moving into and out of the building occurs on Saturdays. Therefore the zone can be conditioned to Saturdays to avoid impacting on parking on the residents during the week when the parking demand is high.

PROPOSAL

To install an 11 m 'LOADING ZONE 8AM-3PM SAT' on the eastern side of Belmore Street, south of the existing 'NO STOPPING' zone at the intersection of Constitution Road, Ryde.

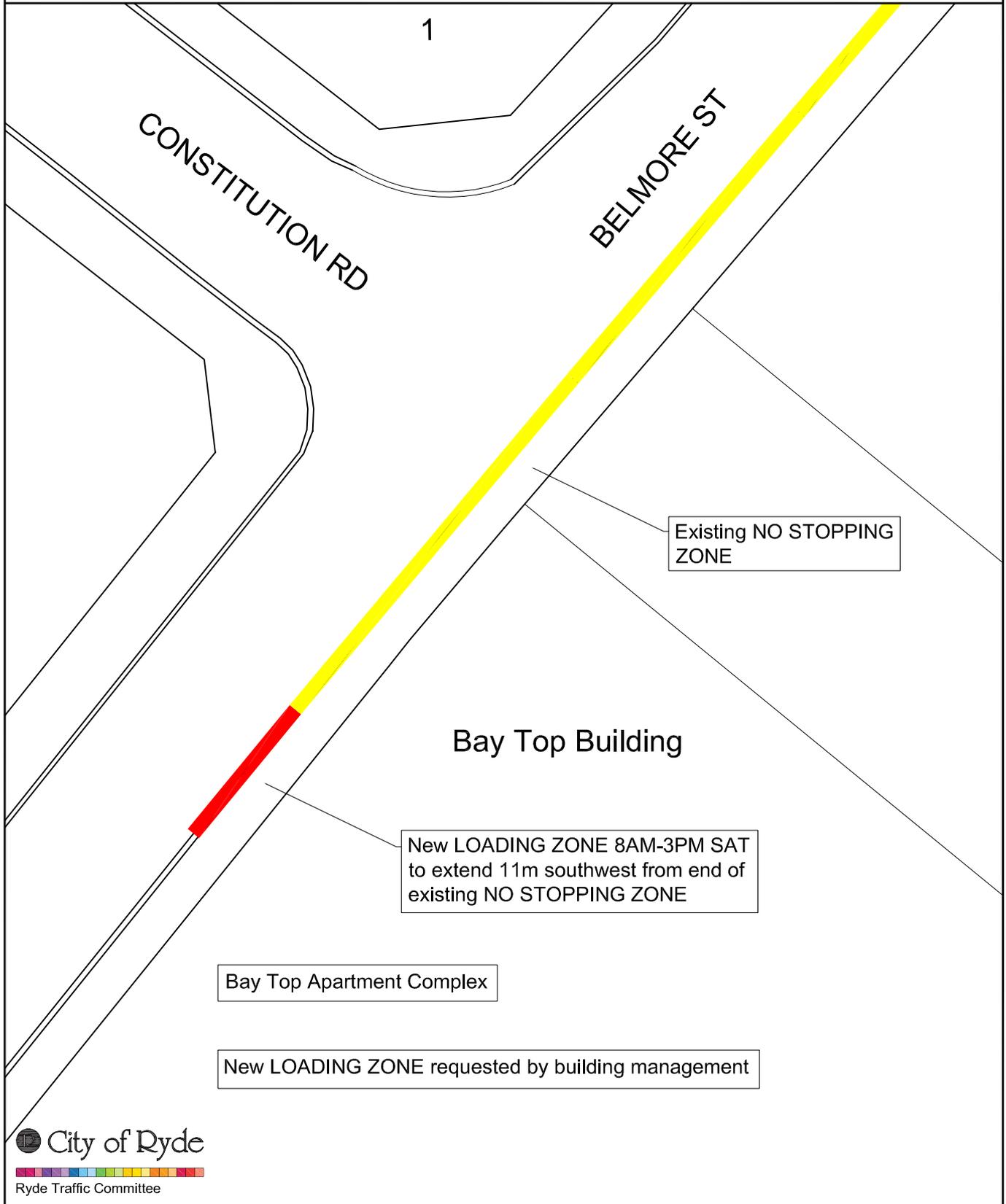


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File Name:	
Date:	10/11/2015
Scale:	1:400



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking	1	LZ	L	
LZ - Loading Zone	90d - Angle parking	1	LZ	R	
BZ - Bus Zone	BS - Bus Stop			8AM-3PM SAT	
TZ - Taxi Zone	MC - motorbike parking			8AM-3PM SAT	
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

**Item No 10**

SUBJECT: PORTER STREET, MEADOWBANK
[ISSUE] REQUEST FOR RESTRICTED PARKING
ELECTORATE: RYDE
WARD: CENTRAL
COR REF: D14/109927 & T2014-01052 **OFFICER:** P BASTAWROUS

REQUEST

City of Ryde has received representation from the Strata Manager of Bayview Apartments requesting consideration be given to providing 'No Stopping' in the driveway access to the building in Porter Street, Meadowbank.

CONTEXT

1. The subject location is on Council Land.
2. The driveway has been stencilled to a similar manner as the roadway.
3. The location was originally intended to become a new link road through the site to join Porter Street to Belmore Street. This is no longer occurring as traffic studies have indicated that this would increase congestion through the area.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 67 – No Stopping

ROAD FUNCTION

Classified

CONSULTATION

Strata Manager raised the concern on behalf of the residents in the building. No further consultation necessary

DISCUSSION

As the footpath belongs to Council, it is necessary to erect signs to prevent people parking within the driveway access of the building complex. Therefore it is recommended to install 'No Stopping' as indicated in Annexure A, to prevent people obstructing the access way.

PROPOSAL

To install a 'No Stopping' zone in the driveway access of the Bayview Apartments Complex at the intersection of Porter Street and Well Street in accordance with Annexure A.

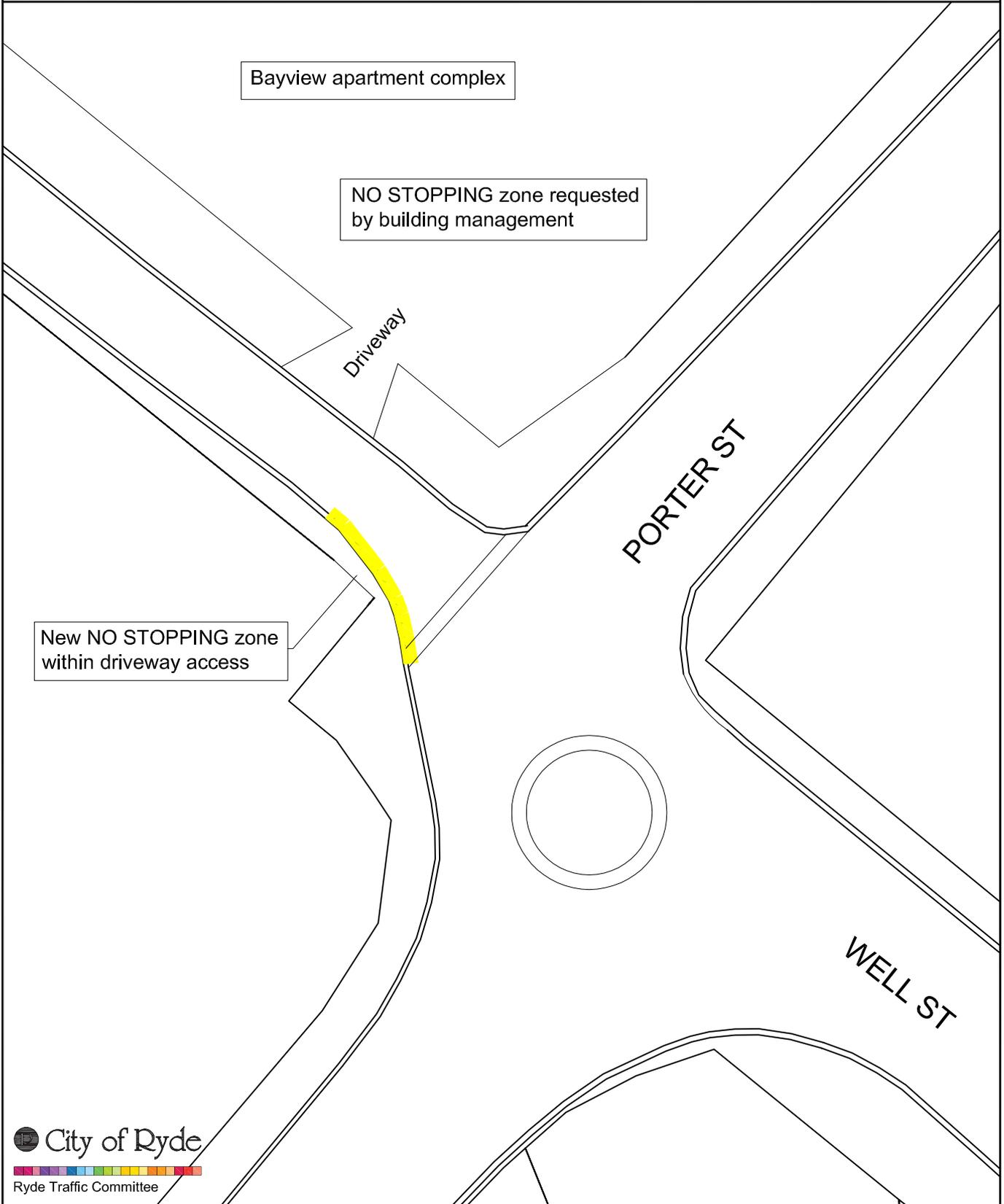


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File Name:	
Date:	04/11/2015
Scale:	1:700



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

- UNR - Unrestricted
- NSt - No Stopping
- NP - No Parking
- LZ - Loading Zone
- BZ - Bus Zone
- TZ - Taxi Zone
- DP - Disabled Parking
- RP - Resident Parking
- Ticket - Metered Parking
- 1P - One hour parking
- 1/4P - 15 minute parking
- 90d - Angle parking
- BS - Bus Stop
- MC - motorbike parking
- Ch - Chainage
- PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	NSt	L	
1	NSt	R	

**Item No 11**

SUBJECT: MORRISON ROAD, GLADESVILLE
LOCAL AREA TRAFFIC MANAGEMENT SCHEME
ELECTORATE: LANE COVE
WARD: EAST
COR REF: D15/128305 & T2015-01562 **OFFICER:** G HOLDING

REQUEST

City of Ryde's Project Development Department has undertaken detailed designs for six local area traffic management (LATM) devices in Morrison Road, Putney:

- Flush threshold in Payten Street, south of Morrison Road,
- Flush threshold in Douglas Street, south of Morrison Road,
- Flush threshold in Charles Street, south of Morrison Road,
- Flush threshold in Charles Street, south of Parry Street,
- Flush threshold in Delange Road, south of Morrison Road, and
- Raised threshold in Morrison Road, east of Princes Street.

A Preliminary Draft Traffic Management Options Paper (TMOP) has been developed for the intersection of Morrison Road, Parry Street and Acacia Avenue.

BACKGROUND

City of Ryde has previously received a number of representations from local residents requesting consideration be given to the installation of LATM devices to reduce the speed and volume of traffic in Morrison Road. Morrison Road is heavily used as a "rat-run" to avoid Victoria Road.

City of Ryde collected data and commissioned Bitzios Consulting to examine traffic volumes, average travel times and percentage of through vehicles in Morrison Road. The salient findings were:

1. Morrison Road is currently carrying 10,000 to 13,000 vehicles per day, two way, with approximately 500-600 vehicles per hour in each peak direction.
2. 35% of the vehicles on Morrison Road in the AM period (7am-10am) and 30% of the vehicles in the PM peak comprise of through traffic.

RMS investigated restricting access to the area at the signalised intersection of Victoria Road and Meriton Street. Removing the free left turn from Victoria Road was examined; however, it was not possible to develop an option that would maintain sufficient efficiency during the afternoon peak. Furthermore, City of Ryde public consultation revealed significant opposition to installing a 'NO LEFT TURN 3PM-7PM MON-FRI'.

City of Ryde worked in conjunction with RMS and NSW State Government to develop the attached concept LATM scheme for Morrison Road. The Member for Lane Cove announced that the project and other road safety initiatives would be funded by RMS.



City of Ryde consulted the concept LATM scheme with residents/businesses in the area bounded by Church Street, Victoria Road, Punt Road and Parramatta River. This revealed:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Further consultation will be undertaken with local residents/businesses and City of Ryde's Bicycle Advisory Committee regarding the designs of the individual LATM devices.

RMS has agreed to proceed with the project, with funding over two financial years:

- | | |
|----------|--|
| 2015/16: | Design of all LATM devices |
| | Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School |
| | Flush threshold in Boulton Street, south of Morrison Road |
| | Flush threshold in Payten Street, south of Morrison Road |
| | Flush threshold in Douglas Street, south of Morrison Road |
| | Flush threshold in Charles Street, south of Morrison Road |
| | Flush threshold in Charles Street, south of Parry Street |
| | Flush threshold in Delange Road, south of Morrison Road |
| | Raised threshold in Morrison Road, east of Princes Street |
| | Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue. |
| 2016/17: | Raised threshold in Morrison Road, east of Delange Road |
| | Raised threshold in Morrison Road, west of Mitchell Street |
| | Roundabout at the intersection of Morrison Road and Princes Street |
| | Raised threshold in Morrison Road, at Bremner Park / Morrison Park |
| | Raised threshold in Morrison Road, at Peel Park |
| | Monitor the LATM scheme and make adjustments. |

Furthermore, RMS has agreed to:

- consider a 40 km/h speed limit in Morrison Road, between Princes Street and Mitchell Street,
- adjust the pedestrian phases at the signalised intersection of Morrison Road and Charles Street (complete),
- investigate a left-in / left-out at the signalised intersection of Morrison Road and Church Street,
- investigate the installation of an off-street drop-off / pick-up area at Putney Public School, and
- continue to monitor the signalised intersection of Meriton Road and Victoria Road.



At the Council meeting held on 23 June 2015, a Notice of Motion regarding the intersection of Morrison Road, Parry Street and Acacia Avenue was considered. Subsequently, Council resolved:

That arising from concerns raised during the current community consultation on the Morrison Road Safety Initiative, Council prior to finalising the package of traffic calming works, conduct a road safety review (between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm) of the intersection of Morrison Road, Parry Street and Acacia Avenue (in close proximity to Putney Public School) to determine whether any additional traffic calming devices should be introduced at this intersection to improve safety for pedestrians, cyclists and vehicles.

Confirmation of RMS 2015/16 funding was received on 23 September 2015. \$624,000 is provided to:

- design thirteen LATM devices,
- install eight of the thirteen LATM treatments before 31 March 2015,
- investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- develop City of Ryde's Road Safety Plan, and
- implement mobile road safety messages.

It is expected that Council will receive confirmation of the remaining \$1,376,000 in 2016/17 to:

- install the remaining five LATM treatments,
- install treatment(s) at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- monitor, review & adjust the LATM scheme, and
- further embellish actions from City of Ryde's Road Safety Plan.

CONTEXT

1. Morrison Road is a non-Classified road that runs between Meriton Street and Church Street, providing a parallel route to Victoria Road.
2. Morrison Road is characterised by residential dwellings, Putney Village town centre and Putney Public School.
3. Morrison Road is part of a regional bike route and therefore lane widths between 3.3 m and 3.7 m have been avoided.
4. Morrison Road is a public bus route, operated by Sydney Buses.

LEGISLATION, STANDARDS & GUIDELINES

- Austroads' *Guide to Traffic Management Part 8 - LATM*

ROAD FUNCTION

Non- Classified

CONSULTATION

All properties, bounded by Church Street, Victoria Road, Punt Road and Parramatta River have been consulted on the concept plan. Please find attached a summary of results.



DISCUSSION

Project Timeline

The following timeline has been adopted for the project:

Stage 1 - 2015 (complete)

Phase 1 - Investigate:

- Develop a LATM scheme for Morrison Road, in conjunction with RMS and NSW State Government.

Phase 2 - Consult:

- Consult with residents/businesses bounded by Church Street, Victoria Road, Punt Road and Parramatta River.

Phase 3 - Agreement & funding:

- Based on consultation, seek agreement and funding for the LATM scheme over two years.

Stage 2 - 2015/16 (current)

Phase 1A - Design (tabled at the September 2015 RTC meeting - complete):

- Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School
- Flush threshold in Boulton Street, south of Morrison Road.

Phase 1B - Design (to be tabled at the November 2015 RTC meeting):

- Flush threshold in Payten Street, south of Morrison Road
- Flush threshold in Douglas Street, south of Morrison Road
- Flush threshold in Charles Street, south of Morrison Road
- Flush threshold in Charles Street, south of Parry Street
- Flush threshold in Delange Road, south of Morrison Road
- Raised threshold in Morrison Road, east of Princes Street.

Phase 2 - Investigate (to be tabled at the November 2015 RTC meeting):

- Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Phase 3 - Consult (to be completed by 18 December 2015):

- Consult with local residents/businesses on Phase-1A&B designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 1C - Design (to be tabled at the January 2016 RTC meeting):

- Raised threshold in Morrison Road, east of Delange Road
- Raised threshold in Morrison Road, west of Mitchell Street
- Roundabout at the intersection of Morrison Road and Princes Street

- Raised threshold in Morrison Road, at Bremner Park / Morrison Park
- Raised threshold in Morrison Road, at Peel Park.

Phase 3 - Construct (to be completed by 31 March 2016):

- Construct all Phase-1A and 1B devices.

Stage 3 - 2016/17 (future)

Phase 1 - Consult:

- Consult with local residents regarding Stage 2 Phase-1C designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 2 - Construct:

- Construct all Stage 2 Phase-1C devices.

Phase 3 - Monitor & Review:

- Review effectiveness of the LATM scheme with tube counts
- Seek approval from RMS to install a 40 km/h speed zone.

Phase 4 - Adjust (to be completed by 31 March 2017):

- Based on the Phase-3 review, design, consult, approve and construct adjustments to the LATM scheme to optimise performance.

Designs

The raised threshold will:

- help reduce the speed of vehicles in Morrison Road,
- remove two on-street parking spaces on the southern side of Morrison Road, and
- increase traffic noise.

The flush thresholds will:

- indicate to drivers that they are entering a low-speed environment in Morrison Road,
- not affect the existing on-street parking, and
- not increase noise significantly.

Road Safety Check at Morrison Road, Parry Street and Acacia Avenue

The initial consultation for the project revealed that a portion of the community consider the intersection of Morrison Road, Parry Street and Acacia Avenue as being of concern. Based on this feedback:

- A Road Safety Check at the intersection of has been undertaken by Bitzios Consulting, proposing a number of changes to the intersection, based on site observations
- City Works & Infrastructure staff have investigated other matters raised by members of the public, proposing further changes to the intersection.



- GTA Consultants (Sydney Office) has been engaged to design a roundabout and traffic signals to concept level.

This information has been used to develop a Preliminary Draft Traffic Management Options Paper (TMOP) for the intersection that recommends that four design options be assessed through:

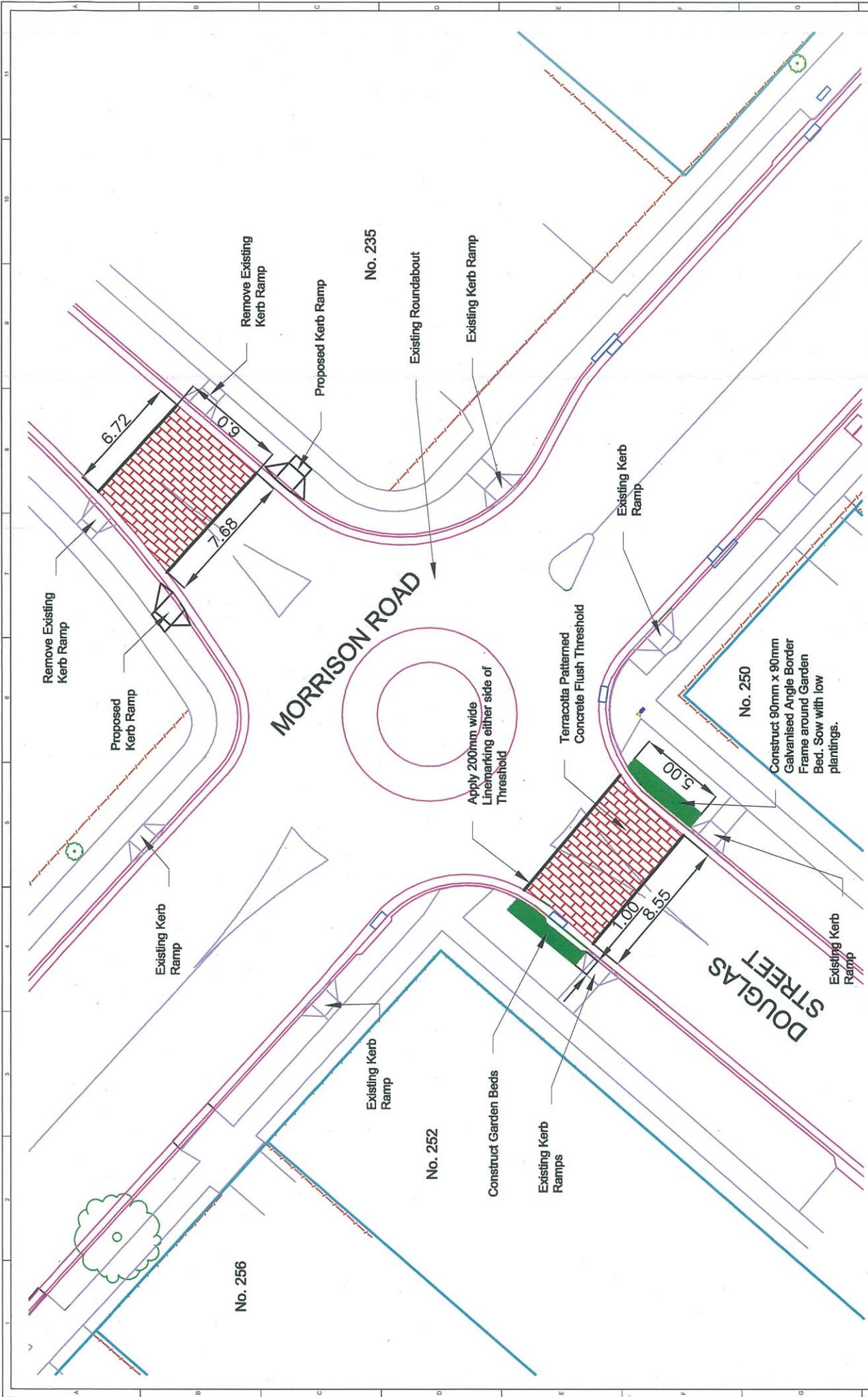
- traffic modelling analysis, and
- a Road Safety Audit.

Further, it is recommended that:

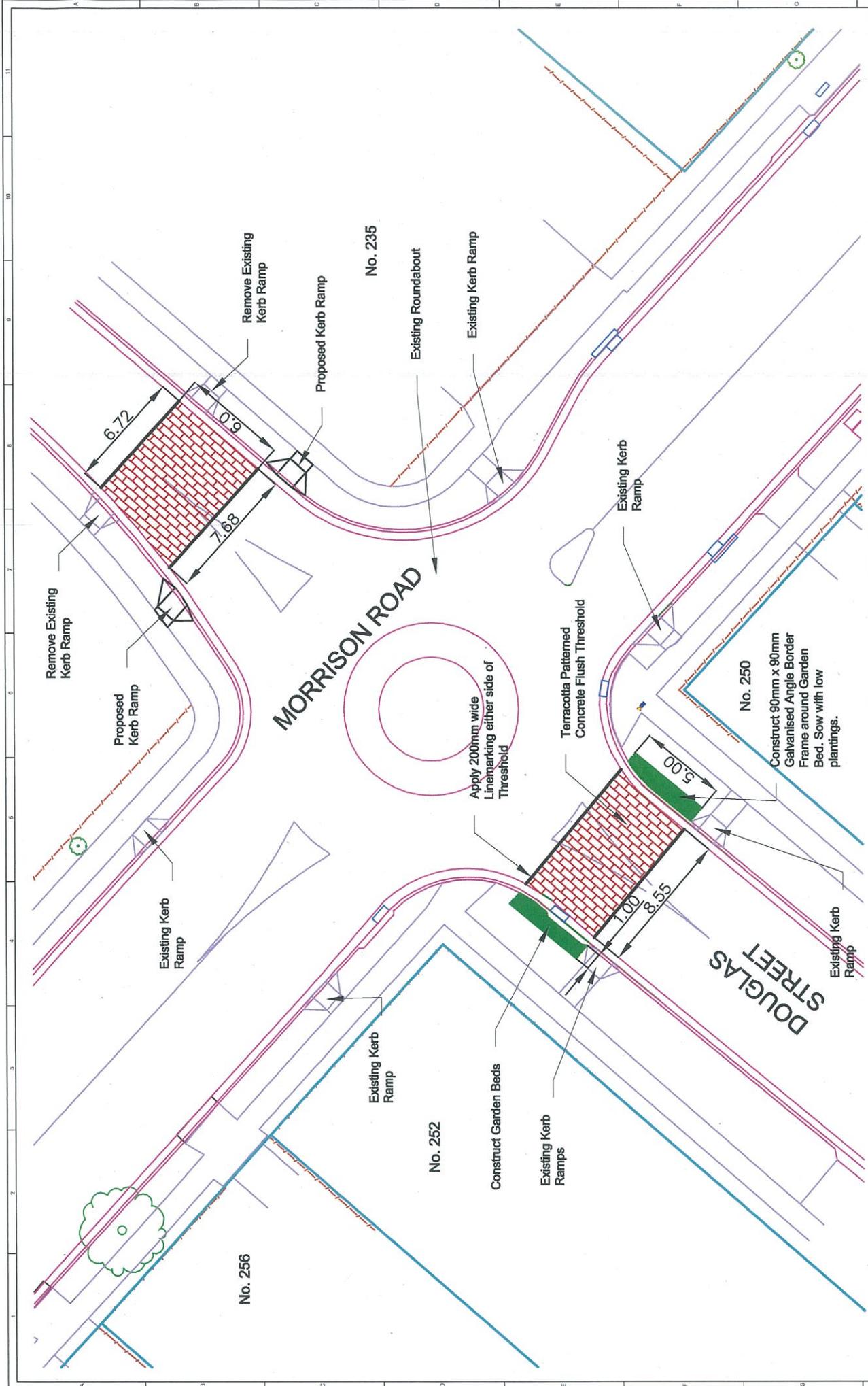
- City of Ryde further investigate the installation of speed-reduction devices in Parry Street,
- the RMS be requested to install flashing lights at the existing 40 km/h School Zone in Parry Street, and
- various foliage in the area be trimmed to improve sight distance.

PROPOSAL

1. To install a flush threshold in Payten Street, south of Morrison Road, Putney.
2. To install a flush threshold in Douglas Street, south of Morrison Road, Putney.
3. To install a flush threshold in Charles Street, south of Morrison Road, Putney.
4. To install a flush threshold in Charles Street, south of Parry Street, Putney.
5. To install a flush threshold in Delange Road, south of Morrison Road, Putney.
6. To install a raised threshold in Morrison Road, east of Princes Street, Putney.
7. To undertake a modelling analysis and a Road Safety Audit of the design options for the intersection of Morrison Road, Parry Street and Acacia Avenue, as endorsed by the Ryde Traffic Committee.
8. To further investigate the installation of speed-reduction devices in Parry Street, Putney.



City of Pyde PUBLIC WORKS Project Development		ABR 11 01 2023 10 One Centre, 1 Doyle Street RYDE NSW 2112 Locked Bag 2008 NORTHRYDE NSW 1570 Email: enquiries@cityofpyde.nsw.gov.au Web: www.cityofpyde.nsw.gov.au Tel: (02) 9606 8070 Fax: (02) 9606 8070		CHECKED SURVEYED _____ DRAFTED _____ VERIFIED _____ DESIGN NUMBER _____		ACCEPTED (BY CLIENT) BUSINESS MANAGER _____ APPROVED FOR CONSTRUCTION _____ DELIVERY MANAGER _____ PROJECT NUMBER _____		SCALES PLAN 1:11000/0A1 INSET PLAN 1:11000/0A1 LONGITUDINAL SECTION 1:11000/0A1 CROSS SECTIONS 1:11000/0A1 COORDS MGA DATUM AHD		LOCATION: INTERSECTION MORRISON RD AND DOUGLAS STREET TITLE: DOUGLAS STREET FLUSH THRESHOLDS CONCEPT PLAN		PROJECT NUMBER: PM15_30654d PROJECT NUMBER: 30654d DRAWING NUMBER: 29/291 STATUS: DD REVISION: A	
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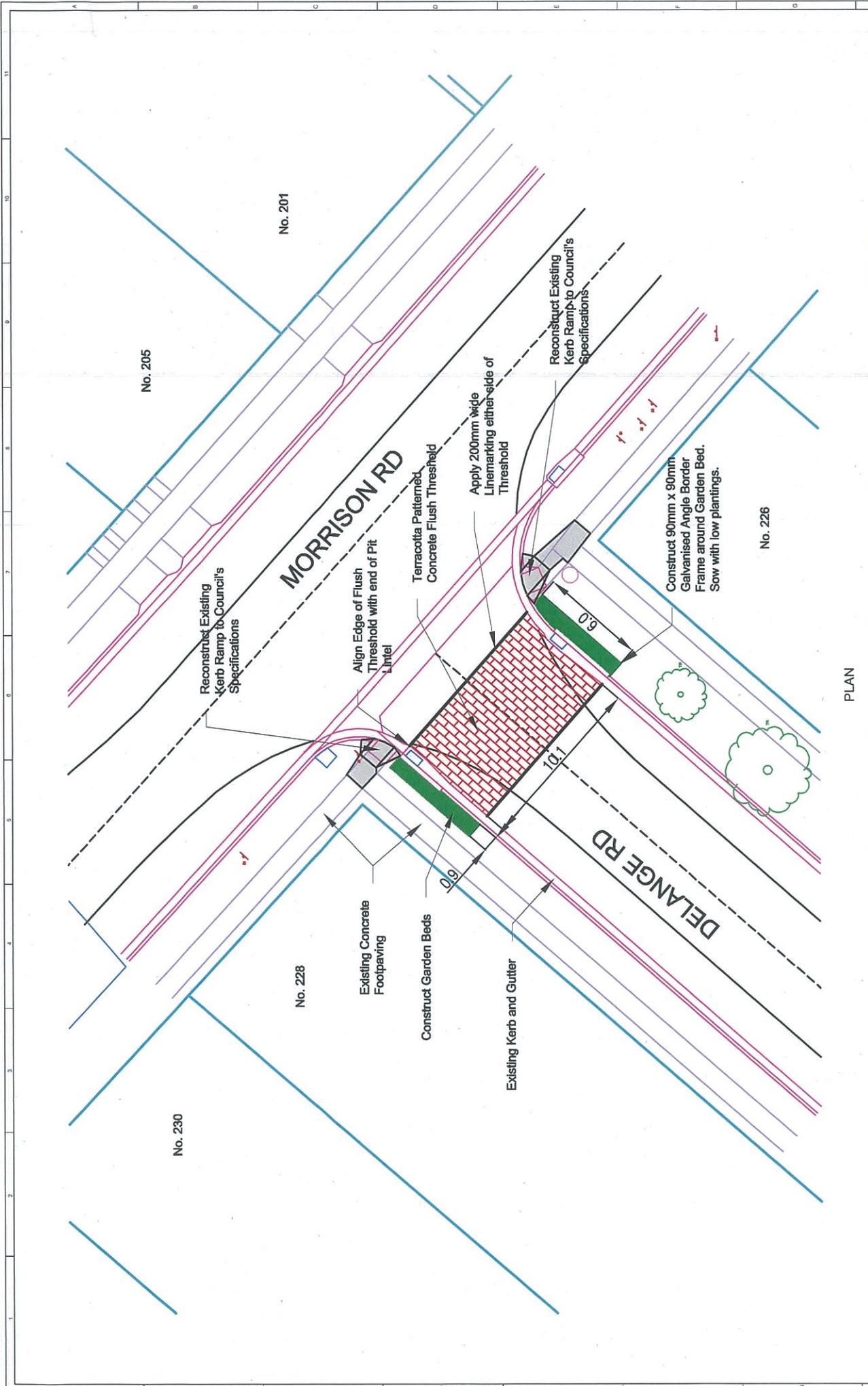


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City of Ryde
 4th Floor, 100 Victoria Street
 Ryde NSW 2112
 Locked Bag 2099
 North Ryde NSW 1570
 Email: enquiries@cityofryde.nsw.gov.au
 Web: www.cityofryde.nsw.gov.au
 Fax: (02) 9622 2025

PUBLIC WORKS
 Project Development

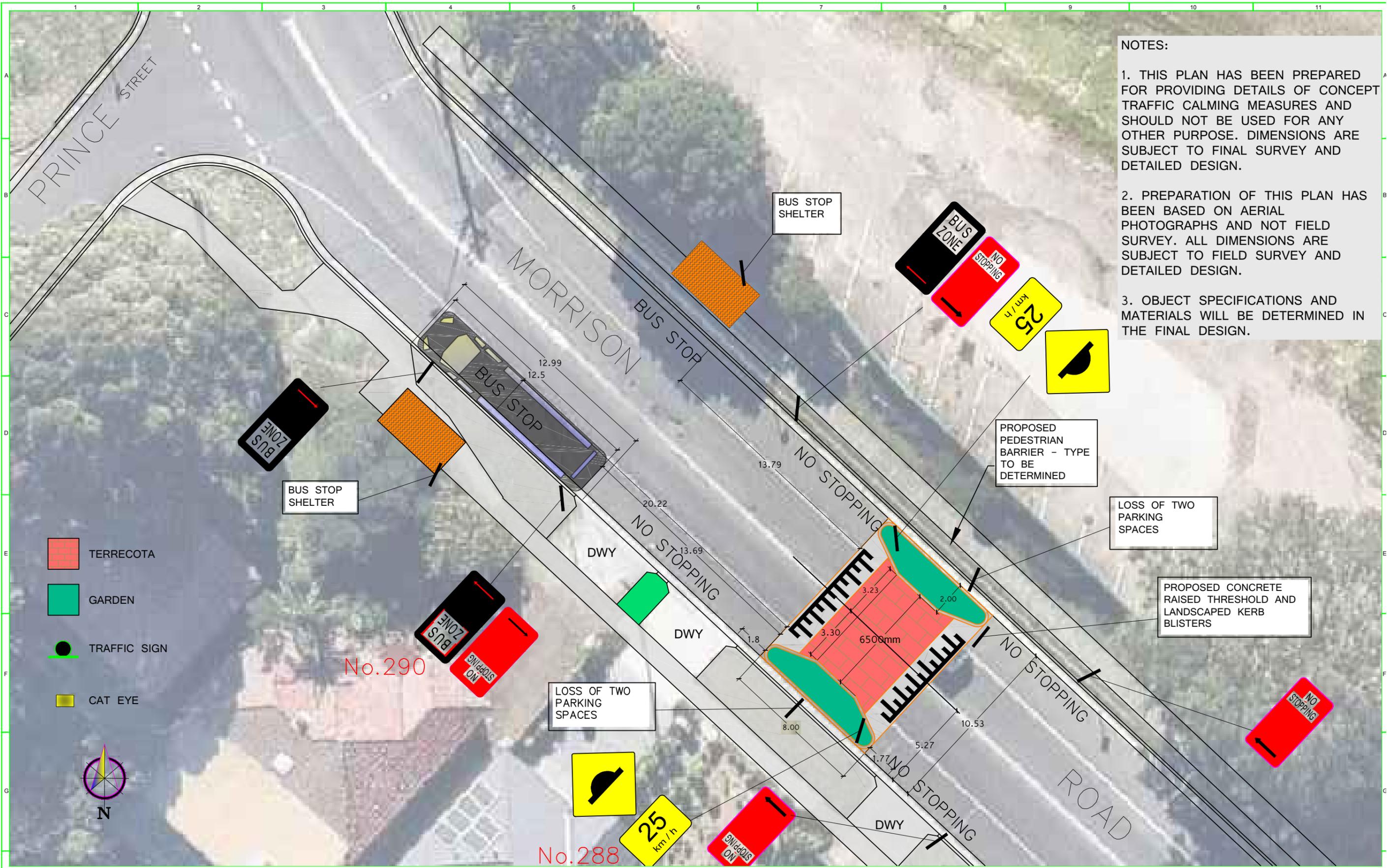
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A		DESIGN	80% REVIEW	



PLAN

City of Pyde PUBLIC WORKS Project Development		APR 16 2018 10 One Creek, 1 Dwyer Street RYDE NSW 2112 Locked Bag 2008 NORTH RYDE NSW 1570 Email: enquiries@pyde.nsw.gov.au Web: www.pyde.nsw.gov.au Fax: (02) 9628 8070		CHECKED SURVEYED DRAFTED VERIFIED DESIGN MANAGER		ACCEPTED (BY CLIENT) BUSINESS MANAGER APPROVED FOR CONSTRUCTION DELIVERY MANAGER PROJECT MANAGER		SCALES PLAN 1:1000(A1) INSET PLAN LONGITUDINAL / CROSS SECTION 1:1000 CROSS SECTIONS 1:1000 COORDINATES MEASUREMENTS DATE		LOCATION INTERSECTION MORRISON RD AND DELANGE RD TITLE DELANGE ROAD FLUSH THRESHOLD CONCEPT PLAN		PACOR NUMBER PM15_30654f PROJECT NUMBER 30654f DRAWING NUMBER 29/290 SHEET 1 OF 1 STATUS DD REVISION A	
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PROVIDED FOR THE USE OF THE CLIENT. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE CITY OF PYDE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.



NOTES:

1. THIS PLAN HAS BEEN PREPARED FOR PROVIDING DETAILS OF CONCEPT TRAFFIC CALMING MEASURES AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.
3. OBJECT SPECIFICATIONS AND MATERIALS WILL BE DETERMINED IN THE FINAL DESIGN.

-  TERRECOTA
-  GARDEN
-  TRAFFIC SIGN
-  CAT EYE

No.290

No.288

<p>THIS CONCEPT PLAN IS A PRESENTATION FOR THE TRAFFIC COMMUNITY MEETING</p> <p>THIS IS A CONCEPT DESIGN ONLY TO DEMONSTRATE WORKS</p> <p>THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION PURPOSES</p> <p>THIS PLAN IS NOT TO SCALE</p>	 <p>City of Ryde</p> <p>PUBLIC WORKS</p> <p>Project Development</p>	<p>ABN: 81 621 292 610</p> <p>City Centre, 1 Deakin Street RYDE NSW 2112</p> <p>Locked Bag 2069 NORTH RYDE NSW 1670</p> <p>E-Mail: cityofryde@ryde.nsw.gov.au</p> <p>Website: www.ryde.nsw.gov.au</p> <p>Tel: (02) 9952 8222 Fax: (02) 9952 8070</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">CHECKED</th> <th colspan="2">ACCEPTED (BY CLIENT)</th> </tr> <tr> <td>SURVEYED</td> <td>...../...../.....</td> <td>BUSINESS MANAGER</td> <td>...../...../.....</td> </tr> <tr> <td>DESIGNED</td> <td>...../...../.....</td> <td>APPROVED FOR CONSTRUCTION</td> <td>...../...../.....</td> </tr> <tr> <td>VERIFIED</td> <td>...../...../.....</td> <td>DELIVERY MANAGER</td> <td>...../...../.....</td> </tr> <tr> <td>DESIGN MANAGER</td> <td>...../...../.....</td> <td>PROJECT MANAGER</td> <td>...../...../.....</td> </tr> </table>	CHECKED		ACCEPTED (BY CLIENT)		SURVEYED/...../.....	BUSINESS MANAGER/...../.....	DESIGNED/...../.....	APPROVED FOR CONSTRUCTION/...../.....	VERIFIED/...../.....	DELIVERY MANAGER/...../.....	DESIGN MANAGER/...../.....	PROJECT MANAGER/...../.....	<p>ALL SCALES ARE SHOWN AT A1</p> <p>PLAN 1:</p> <p>INSET PLAN 1:</p> <p>LONGITUDINAL SECTION HORIZ. 1:</p> <p>CROSS SECTIONS VERT. 1:</p> <p>CO-ORDS DATUM</p>	<p>LOCATION: PRINCE ST x MORRISON ROAD</p> <p>TITLE: CONCEPT DESIGN: RAISED THRESHOLD WITH GARDEN BEDS</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">PMCOR NUMBER</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <th colspan="2">DRAWING NUMBER</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <th>STATUS</th> <th>REVISION</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>	PMCOR NUMBER				DRAWING NUMBER				STATUS	REVISION		
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Lifestyle and opportunity @ your doorstep

City Works & Infrastructure

COR 2009/206

**Morrison Road
at Parry Street and Acacia Avenue**

**TRAFFIC MANAGEMENT OPTIONS PAPER
PRELIMINARY DRAFT**

Issue 1: Date 6/11/15

DOCUMENT TEMPLATE ISSUE

Document No	Prepared By	Reviewed by	Issued By	Date
	Team Leader - Traffic Services, G Holding	Senior Coordinator - Traffic Transport & Development, H Muker	Team Leader - Traffic Services, G Holding	13/11/15

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1 PROPOSAL DETAILS

Name and Location of Proposed Activity	Morrison Road at the intersection of the Parry Street and Acacia Avenue
Local Government Area	City of Ryde

2 DESCRIPTION OF THE PROBLEM

The attached broad-based consultation regarding a concept LATM scheme for Morrison Road identified:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

This TMOP concentrates provides a number of solutions to the public's concerns at the intersection. The problems identified by the community include:

1. Pedestrians have difficulty crossing Acacia Avenue, at Parry Street, because:
 - vehicles travelling north in Morrison Road and continue straight into Acacia Avenue do so without reducing speed, as shown in *Figure 2.1*, below,
 - Acacia Avenue is uphill approaching the T-intersection of Parry Street and there is a tendency for waiting vehicles to roll back, across the path of crossing pedestrians
2. The speed and volume of vehicles in Morrison Road make it difficult for pedestrians to cross Morrison Road, south of Parry Street, as shown in *Figure 2.2*, below.
3. Vehicles travelling west in Morrison Road and continuing straight into Parry Street do so without stopping at the STOP sign.

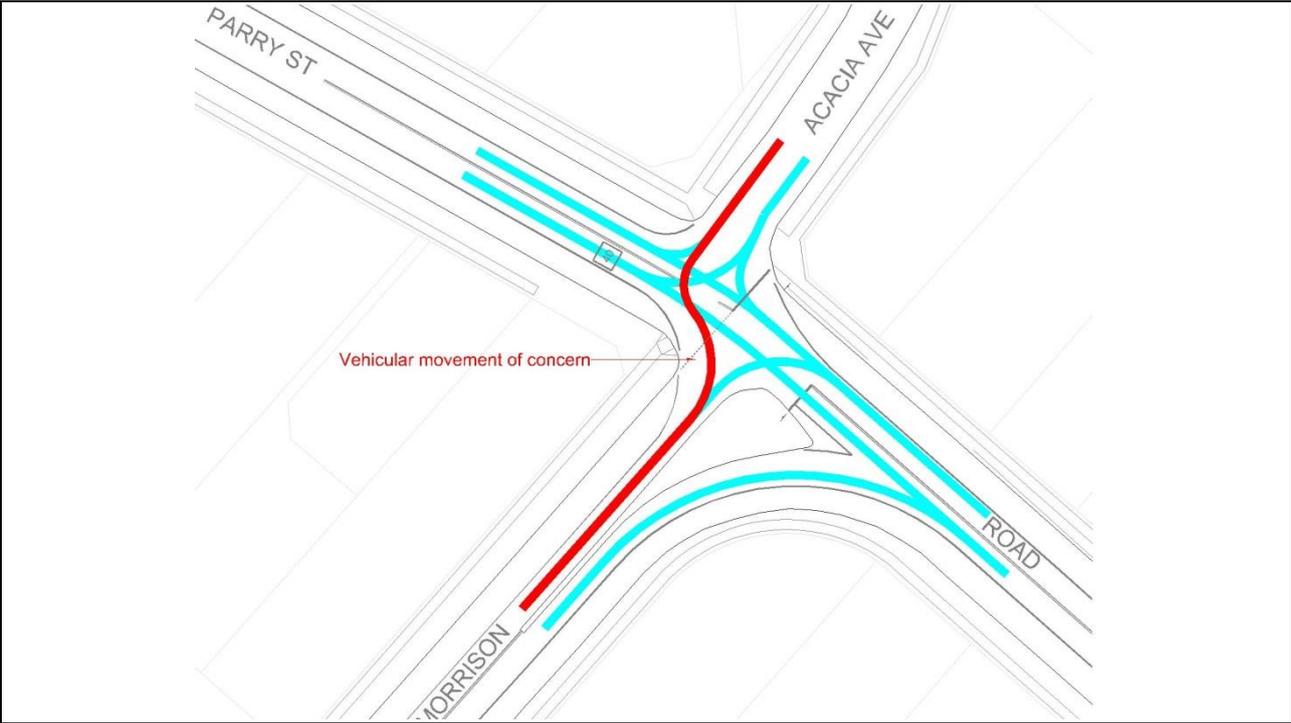


Figure 2.1 Vehicle movements at the intersection of Morrison Road, Parry Street and Acacia Avenue, Putney

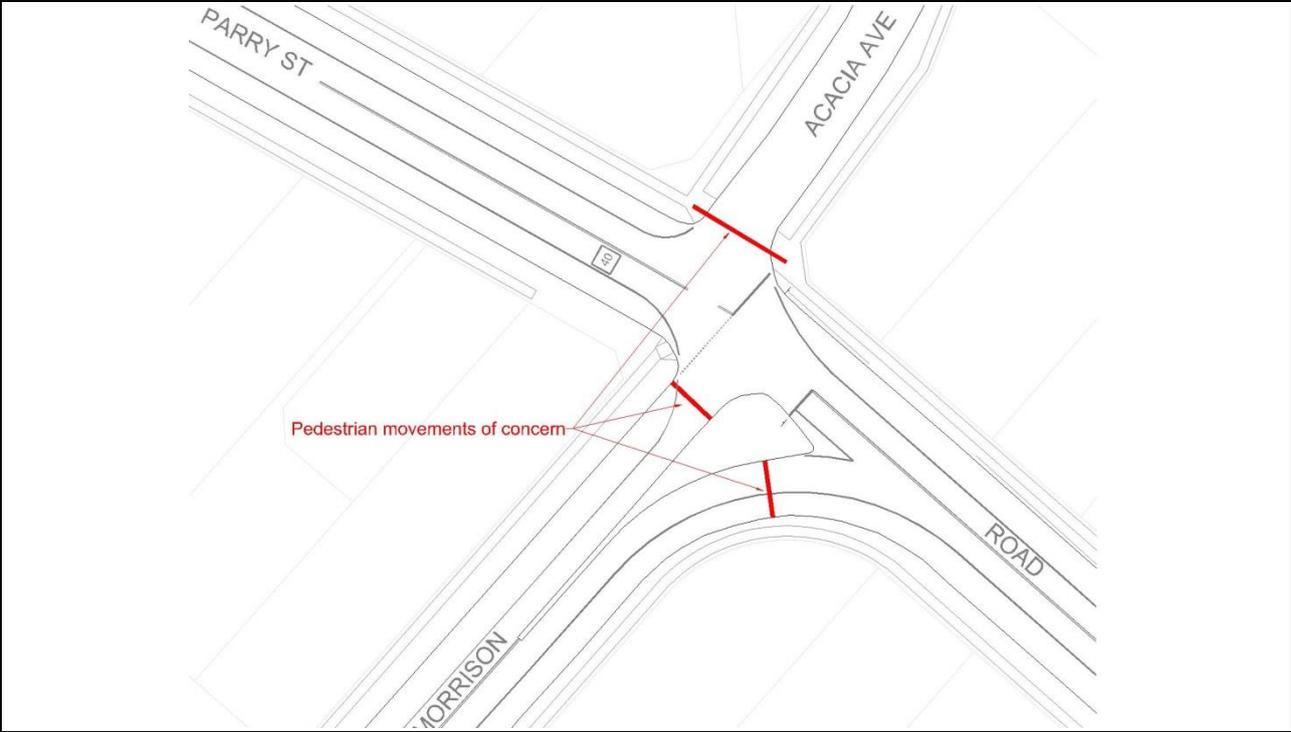


Figure 2.2 Pedestrian movements at the intersection of Morrison Road, Parry Street and Acacia Avenue, Putney.



3 BACKGROUND

City of Ryde has previously received a number of representations from local residents requesting consideration be given to the installation of LATM devices to reduce the speed and volume of traffic in Morrison Road. Morrison Road is heavily used as a “rat-run” to avoid Victoria Road.

City of Ryde collected data and commissioned a Bitzios Consulting to examine traffic volumes, average travel times and percentage of through vehicles in Morrison Road. The salient findings were:

1. Morrison Road is currently carrying 10,000 to 13,000 vehicles per day, two way, with approximately 500-600 vehicles per hour in each peak direction
2. 35 % of the vehicles on Morrison Road in the AM period (7am-10am) and 30 % of the vehicles in the PM peak comprise of through traffic.

RMS investigated restricting access to the area at the signalised intersection of Victoria Road and Meriton Street. Removing the free left turn from Victoria Road was examined; however, it was not possible to develop an option that would maintain sufficient efficiency during the afternoon peak. Furthermore, City of Ryde public consultation revealed significant opposition to installing a ‘NO LEFT TURN 3PM-7PM MON-FRI’.

City of Ryde worked in conjunction with RMS and NSW State Government to develop the attached concept LATM scheme for Morrison Road. The Member for Lane Cove announced that the project and other road safety initiatives would be funded by RMS.

City of Ryde consulted the concept LATM scheme with residents/businesses in the area bounded by Church Street, Victoria Road, Punt Road and Parramatta River. The attached Community Consultation report indicates:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Further consultation will be undertaken with local residents/businesses and City of Ryde’s Bicycle Advisory Committee regarding the designs of the individual LATM devices.

RMS has agreed to proceed with the project, with funding over two financial years:

2015/16: Design of all LATM devices

Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School

Flush threshold in Boulton Street, south of Morrison Road

Flush threshold in Payten Street, south of Morrison Road

Flush threshold in Douglas Street, south of Morrison Road

Flush threshold in Charles Street, south of Morrison Road

Flush threshold in Charles Street, south of Parry Street

Flush threshold in Delange Road, south of Morrison Road

Raised threshold in Morrison Road, east of Princes Street

Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.

2016/17: Raised threshold in Morrison Road, east of Delange Road

Raised threshold in Morrison Road, west of Mitchell Street

Roundabout at the intersection of Morrison Road and Princes Street

Raised threshold in Morrison Road, at Bremner Park / Morrison Park

Raised threshold in Morrison Road, at Peel Park

Monitor the LATM scheme and make adjustments.

Furthermore, RMS has agreed to:

- consider a 40 km/h speed limit in Morrison Road, between Princes Street and Mitchell Street,
- adjust the pedestrian phases at the signalised intersection of Morrison Road and Charles Street (complete),
- investigate a left-in / left-out at the signalised intersection of Morrison Road and Church Street,
- investigate the installation of an off-street drop-off / pick-up area at Putney Public School, and
- continue to monitor the signalised intersection of Meriton Road and Victoria Road.

At the Council meeting held on 23 June 2015, a Notice of Motion regarding the intersection of Morrison Road, Parry Street and Acacia Avenue was considered. Subsequently, Council resolved:

That arising from concerns raised during the current community consultation on the Morrison Road Safety Initiative, Council prior to finalising the package of traffic calming works, conduct a road safety review (between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm) of the intersection of Morrison Road, Parry Street and Acacia Avenue (in close proximity to Putney Public School) to determine whether any additional traffic calming devices should be introduced at this intersection to improve safety for pedestrians, cyclists and vehicles.

Confirmation of RMS 2015/16 funding was received on 23 September 2015. \$624,000 is provided to:

- design thirteen LATM devices,
- install eight of the thirteen LATM treatments before 31 March 2015,
- investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- develop City of Ryde's Road Safety Plan, and
- implement mobile road safety messages.

It is expected that Council will receive confirmation of the remaining \$1,376,000 in 2016/17 to:

- install the remaining five LATM treatments,
- install treatment(s) at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- monitor, review & adjust the LATM scheme, and
- further embellish actions from City of Ryde’s Road Safety Plan.

4 ROAD CLASSIFICATION PARAMETERS

Roads within a network are classified according to a road hierarchy which relates closely to the functional role and the associated traffic volumes which they carry. The Roads and Maritime Services of NSW (RMS) has defined four (4) classes for the classification of roads:

- **Arterial Roads** – predominantly carry through traffic from one region to another forming principal avenues of communication for urban traffic movements.
- **Sub-arterial Roads** – connect the arterial road to areas of development and carry traffic directly from one part of a region to another. They may also relieve traffic on arterial roads in some circumstances.
- **Collector Roads** – Connect the sub-arterial roads to the local road system in developed areas.
- **Local Roads** – The sub-divisional roads within a particular developed area. These are used solely as local access roads.

The RMS provides the following parameters for functional road classification specifically for the Sydney Conurbation.

Table 1.2.5 In the Sydney Conurbation

FACTOR	MEASURE of EFFECTIVENESS	Desirable Features for Each Road Class			
		ARTERIAL	SUB-ARTERIAL	COLLECTOR	LOCAL
Vehicle Speed	Operating speed	70 - 110 km/h	60 - 80 km/h	40 - 60 km/h	40 km/h or less
Traffic Use	Daily volume (vpd) In a residential area In other areas	No limit No limit	20,000 vpd max 20,000 vpd max	5,000 vpd max 10,000 vpd max	2,000 vpd max 4,000 vpd max
Intersection Spacing	Cross street interference	Approx 1 km	Approx 0.5 km		
Road Geometry	Number of travel lanes Medians Min carriageway width	4 or more Yes 13 m	2 or more As needed 7 m	2 or more No 7 m	1 or more No 4 m

Heavy Vehicles	Load restrictions	None	Preferably none	Yes, if residential	Yes, if residential
Traffic Management	Parking	None	Prefer none	Yes	Yes
	Intersection control		REFER TO	TABLE 1.2.5a	
	Lane & separation lines	Yes	Yes	Maybe	No
	Property access	Minimised	Minimised	Yes	Yes
	Control of turning veh's	Median cont'l	Maybe control	No	No
	mid-block acc's control	Yes	Preferred	No	No
	Right turn bays	None	None	Possible	Yes
Road closures			Yes	Yes	
LATM devices					
SATM devices			Yes		
Pedestrian Crossings	Type of crossing	Grade separated or signals	Signals or refuge	Marked crossing Children's xing or refuge	Marked x'ing Children's xing or refuge

Note: Other factors to consider are bus routes, noise effects, impacts on adjacent land use, etc.

Extract from the RMS's Road Design Guide – 1991, in accordance with the above parameters:

- Morrison Road is a Collector Road,
- Parry Street is a Local Road, and
- Acacia Avenue is a Local Road.

5 TRAFFIC SURVEYS

Traffic-speed/volume/class counts

Seven-day traffic-speed/volume/class counts were undertaken in Morrison Road, Parry Street and Acacia Avenue, starting 25 August 2015. The results are shown in *Table 5.1*, below.

Table 5.1 Traffic count results

Location	85th percentile speed (km/h)	7-day AADT (veh/day)
Morrison Road, south of Parry Street	50	10618
Morrison Road, east of Parry Street	48	7606
Parry Street, west of Acacia Avenue	57	3070
Acacia Avenue, north of Parry Street	44	1142

Given that vehicle speeds in Parry Street are above the posted speed limit, it is recommended that the installation of additional speed-reduction measures be further investigated.

Pedestrian counts

Pedestrian crossings require Ryde Traffic Committee approval. RMS has set of criteria for pedestrian crossings, which includes minimum values for pedestrians and vehicles, to prevent excessive proliferation and ensure that formal pedestrian crossings are only installed where crossing opportunities are lower than the latent pedestrian demand:

If the crossing is used predominantly by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:

- i. $P \geq 30$ pedestrians per hour, and
- ii. $V \geq 200$ vehicles per hour.

City of Ryde staff undertook pedestrian/vehicle counts in Acacia Avenue at Parry Street on 20 & 21 October 2015. The results are shown in *Tables 5.2 & 5.3*, below.

Table 5.2 Pedestrian/traffic count results in Acacia Avenue at Parry Street undertaken 20 October 2015.

Period	P	V	PV
8:00:00 AM to 9:00 AM	18	133	2394
8:15:00 AM to 9:15 AM	21	162	3402
8:30:00 AM to 9:30 AM	25	168	4200
2:30:00 PM to 3:30 PM	17	91	1547
2:45:00 PM to 3:45 PM	21	116	2436
3:00:00 PM to 4:00 PM	20	128	2560

Table 5.3 Pedestrian/traffic count results in Acacia Avenue at Parry Street undertaken 21 October 2015.

Period	P	V	PV
8:00:00 AM to 9:00 AM	10	121	1210
8:15:00 AM to 9:15 AM	10	135	1350
8:30:00 AM to 9:30 AM	10	125	1250
2:30:00 PM to 3:30 PM	18	97	1746
2:45:00 PM to 3:45 PM	20	125	2500
3:00:00 PM to 4:00 PM	20	124	2480

These counts indicate that they do not meet the RMS's criteria and therefore, City of Ryde is unable to install a pedestrian crossing at this location.

Road Safety Check

Bitzios Consulting was commissioned to undertake a Road Safety Check of the intersection, which identified:

1. There are no signs or delineation at the exit of Acacia Avenue, and the intersection configuration of Morrison Road / Parry Street / Acacia Avenue is staggered. Hence, unfamiliar drivers might be confused by the intersection configuration and this may lead to vehicle collisions.
2. The pedestrian footpath ends suddenly, and this is on a pedestrian desire line from/ to the school. The unpaved footpath is a hazard to pedestrians during wet conditions.
3. The pedestrian kerb ramp across Parry Street is wide (1.5 m) and is across the middle of a staggered intersection. Due to the multiple conflict points for drivers and pedestrians, a driver who is not paying attention may collide into a crossing pedestrian.
4. The school zone signs on Parry Street do not have flashing lights and the southeast bound sign is partially obstructed by overgrown vegetation. Drivers who are not paying attention may overlook the sign and not be aware of the school zone, leading to pedestrian/ vehicle crashes.
5. Pedestrians were observed crossing Morrison Road where there are no pedestrian kerb ramps provided. The through road route is around this 90 degree bend, with a free flowing westbound left turn. Drivers are not expecting pedestrians to be crossing and this may lead to pedestrian and vehicle collisions.

6 OPTIONS ANALYSIS

Bitzios Consulting's Road Safety Check suggests the following solutions to the issues identified, respectively:

1. Consider installing Give Way or Stop sign and/ or installing delineation to clearly indicate that drivers exiting Acacia Avenue must give way to vehicles on Parry Street.
2. Consider providing continuous footpath towards the kerb ramp at the Morrison Road/ Parry Street intersection.
3. Consider relocating the pedestrian kerb ramp and/or provide pedestrian refuge to allow staged crossing.
4. Consider installing flashing school zone signs, and trim overgrown vegetation.
5. Consider installing a pedestrian fence to deter pedestrians crossing at this point.

Additional sight inspections by City of Ryde staff revealed that:

- overhanging foliage reduces sight distance between pedestrians crossing Acacia Avenue and southbound vehicles in Acacia Avenue., and
- the steep longitudinal grade of Morrison Road, south of Parry Street, would not allow the installation of traffic calming, in accordance with Austroads standards.

The local community suggested that a roundabout or traffic signals may be a suitable solution to the issues raised.

Taking the combined abovementioned suggested solutions into consideration, the following options are being considered:

- Option 1A. Minor road safety works:
- Install new kerb ramps in Acacia Avenue.
 - Formalise the intersection of Acacia Avenue and Parry Street, with a STOP sign and linemarking.
 - Install a concrete median island in Parry Street, which allows a right turn into and out of Acacia Avenue.
 - Install a flat-top road hump in Acacia Avenue, north of Parry Street.
 - Adjust the linemarking in Morrison Road to provide a bike lane for eastbound riders.
 - Install a speed cushion in Morrison Road for westbound vehicles, travelling straight into Parry Street.
 - Remove the existing kerb ramp at the south-western corner of the intersection.
 - Install pedestrian fencing at the south-western corner of the intersection.
- Option 1B. Minor road safety works:
- Install new kerb ramps in Acacia Avenue.
 - Formalise the intersection of Acacia Avenue and Parry Street, with a STOP sign and linemarking.
 - Install a concrete median island in Parry Street, to prevent a right turn into and out of Acacia Avenue.
 - Adjust the linemarking in Morrison Road to provide a bike lane for eastbound riders.
 - Install a speed cushion in Morrison Road for westbound vehicles, travelling straight into Parry Street.
 - Remove the existing kerb ramp at the south-western corner of the intersection.
 - Install pedestrian fencing at the south-western corner of the intersection.
- Option 2. Install a roundabout at the intersection.
- Option 3. Install traffic signals at the intersection.

Next Steps

The attached preliminary concept designs have been undertaken for each option. It is proposed that these designs be assessed through:

- traffic modelling analysis, and
- a Road Safety Audit.

Further, it is proposed that:

- City of Ryde further investigate the installation of speed-reduction devices in Parry Street,
- the RMS be requested to install flashing lights at the existing 40 km/h School Zone in Parry Street, and

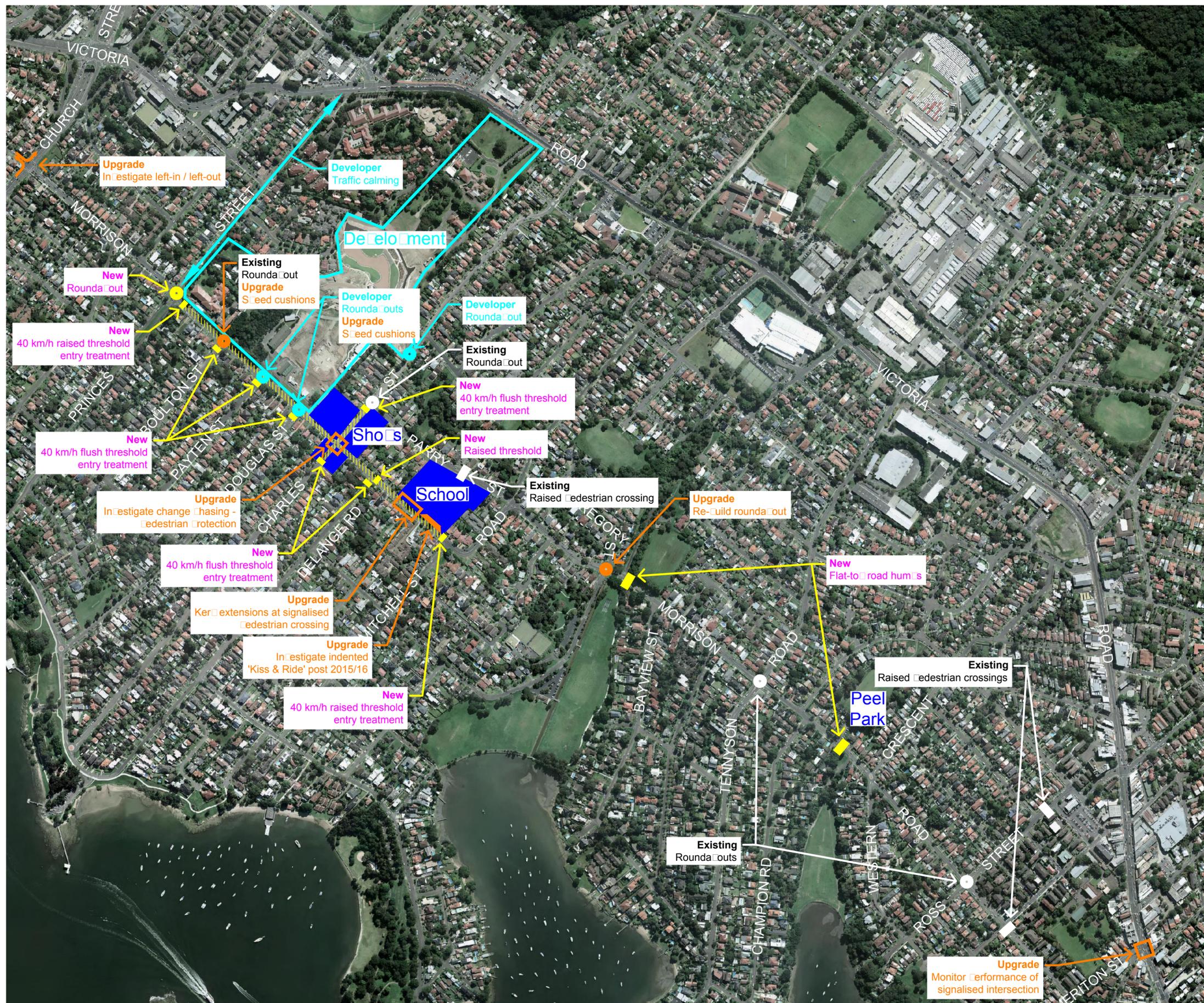
- various foliage in the area be trimmed to improve sight distance.

7 ACCIDENT STATISTICS

There have been no reported crashes for the intersection in the last five years of available data.

8 APPENDICIES

- A. Concept LATM Scheme – prepared by City of Ryde’s Asset Systems Department
- B. Consultation Report – prepared by City of Ryde’s Communications Customer Service & Events Department
- C. Road Safety Check – prepared by Bitzios Consulting
- D. Option 1A – Preliminary Draft Minor Road Safety Works Concept Design – prepared by City of Ryde’s Asset Systems Department
- E. Option 1B – Preliminary Draft Minor Road Safety Works Concept Design – prepared by City of Ryde’s Asset Systems Department
- F. Option 2 - Preliminary Draft Roundabout Concept Design – prepared by GTA Consultants
- G. Option 3 - Preliminary Draft Traffic Signal Concept Design – prepared by GTA Consultants



Key:
 New 40 km/h Area

- Notes:**
1. Design and contract management by City of Ryde.
 2. Funding by RMS / NSW Government



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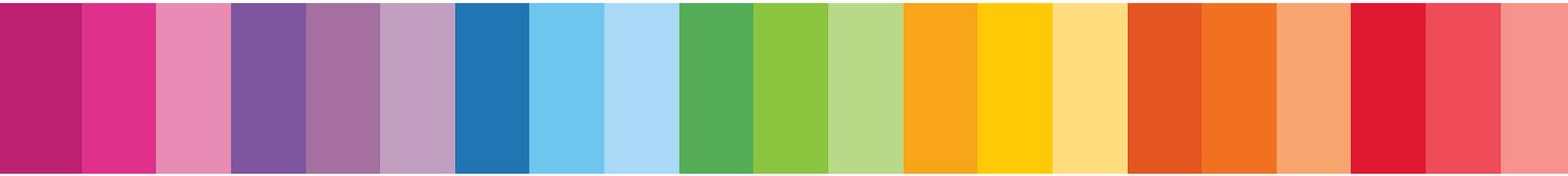


Morrison Road Precinct
 Road safety improvement program 2015/16

Subject to Council / RMS approval and community consultation.



Lifestyle and opportunity @ your doorstep



Morrison Road

Community Consultation Report

August 2015

EXECUTIVE SUMMARY

The City of Ryde in conjunction with the RMS is proposing a series of safety improvement measures on one of Ryde's major roads, Morrison Road. The improvement program involves a series of 13 proposed changes along Morrison Road.

The project has been made possible by Roads and Maritime Services through the NSW Government's \$100 million fund to improve traffic and increase safety across the state.

As a part of considering the proposed changes, Council undertook significant consultation with the local residents and stakeholders to ensure that both the RMS and Council have a thorough understanding of community sentiment prior to finalising the plan for the safety improvement measures.

The consultation process was positive with a high level of community engagement and interest in the proposal.

There was a strong level of support for all 12 changes which supports Council and RMS view that there are numerous safety risks along this road, which will be successfully addressed by the implementation of this plan, with the support of the majority of the community.

INTRODUCTION

Background

City of Ryde through its Safety Traffic Initiative has identified Morrison Road as an area of concern due to volumes of traffic that utilise this road on a daily basis. The proposal seeks to slow traffic, improve the safety of residents and in particular, provide safe access for the young student population that reside at Putney Public School.

During 2012, Council undertook a detailed traffic study in the area to determine the likely origins/destination of traffic that use Morrison Road as a preferred vehicle travel route, during the AM and PM peak periods. The data collected confirmed traffic volumes in the order of 10,000 to 13,000 vehicles per day which exceeds the environmental “upper” limit by some 3,000 vehicles per day. The data also confirmed, following a detailed investigation into the origin and destination of vehicles through the locality that 65% of all vehicle movements generated naturally occurred within the locality with the remaining 35% of all vehicle trips pertaining to trips commencing outside the study and leaving the study area at KEY intersection(s), namely Church Street from the West and Meriton Street/Victoria Road to the east.

With the above in mind, critically it is the “continuous” high volume of traffic along Morrison Road that is the greatest concern. Coupling high traffic volumes with an “active” school frontage which lies on Morrison Road/Parry Street and Acacia Road which adjoins a busy “satellite” shopping strip (Charles Street) requires careful management of risks, in particular, local resident’s expectations of “safety”.

In this regard a detailed Local Area Traffic Management Plan (LATM) has been prepared for the area which has been publicly exhibited through letter drops and via a drop-in session, which has been received positively by the community at a holistic level.

Proposal

The City of Ryde has developed a proposed plan consisting of 14 traffic amendments (13 being “point” based traffic solution(s) with the further item being drawn out via the online survey and general correspondence from the local community). These traffic amendments include roundabouts, raised thresholds, flush thresholds, speed humps and kerbed blisters and are incorporated into Morrison Road as follows:

1. Roundabout at the intersection of Princes Street and Morrison Road (will result in a loss of 8 parking spaces)

2. A 40km/h raised threshold on Morrison Road near Princes Street
3. A 40km/h flush threshold upon entry into Boulton Street from Morrison Road
4. A 40km/h flush threshold upon entry of Payten Street from Morrison Road
5. A 40km/h flush threshold upon entry of Douglas Street from Morrison Road
6. A 40km/h flush threshold upon entry of Charles Street from Morrison Road
7. A 40km/h flush threshold upon entry of Delange Road from Morrison Road
8. A 40km/h raised threshold on Morrison Road near Delange Road
9. Kerb blisters in front of Putney Public school (will result in a loss of 2 spaces)
10. A 40km/h raised threshold on Morrison Road near Mitchell Street (will result in a loss of 2 spaces)
11. Flat top speed humps in front of Bremner Park (will result in the loss of 2 parking spaces)
12. Flat top speed humps in front of Peel Park (will result in the loss of 2 parking spaces)
13. A 40km/hr flush threshold along Charles Street at the southern leg of the Parry Street / Charles Street intersection.
14. Intersection treatment at Morrison Road/Parry Street and Acacia Avenue, extent of works to be further refined following a Road Safety Check to be undertaken by an external traffic consultant to detail the “extent” of the concerns/issues as “observed”.

CONSULTATION APPROACH

Consultation Objectives

The aim of the consultation was to achieve the following:

- To ensure the relevant stakeholders and affected residents were made aware of the proposal and the specific changes
- To seek feedback from the relevant stakeholders in order to provide the RMS with an understanding of community sentiment in relation to each of the individual proposed changes

Consultation Methodology

The consultation period ran from 18 May 2015 – 19 June 2015

Date	Tool	Method

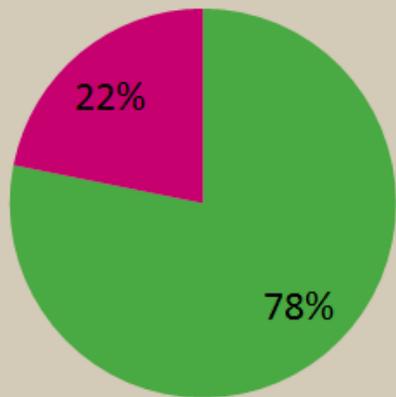
18 May 2015	Information Brochure	The information brochure was distributed to approximately 8,000 residents. See Appendix A for a copy of the brochure and Appendix B for a copy of the distribution map
18 May 2015 – 19 June 2015	Online survey	The survey was opened on 18 May 2015 and closed on 19 June 2015 with a total of 220 respondents having attempted the survey. <i>NB: Not all respondents completed all questions so the response rates in the detailed data to follow may present smaller numbers of responses.</i>
10 June 2015	Community Drop-In session	A community drop in session was held on Wednesday 10 June 2015 from 7pm – 9pm. Approximately 40 local residents attended the drop-in session. The session focussed on providing attendees with an opportunity to talk directly with one of Council’s traffic engineers. All attendees were also provided with an opportunity to complete the survey (if they’d not already done so) and to provide any additional feedback at the session

CONSULTATION SUMMARY

Community Feedback

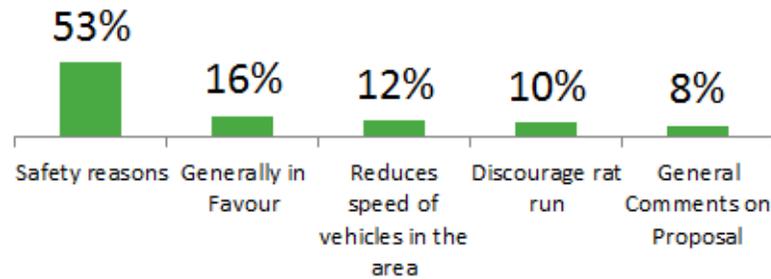
All of the proposed changes are supported by a range of 60 – 78% level of support per individual change A copy of the results can be seen in a map overview at Appendix C. A detailed analysis of these results is below:

Item 1: A new roundabout at the intersection of Princes St and Morrison Rd with a reduction of 8 parking spaces



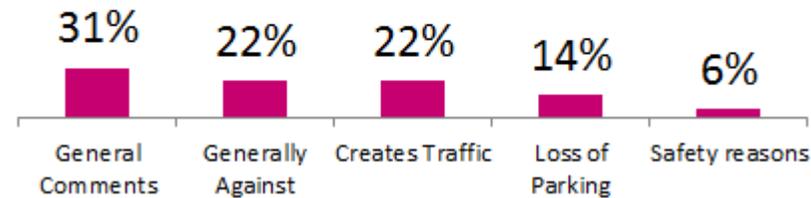
■ Support Proposal
■ Do not Support Proposal

Reasons for Supporting the Change



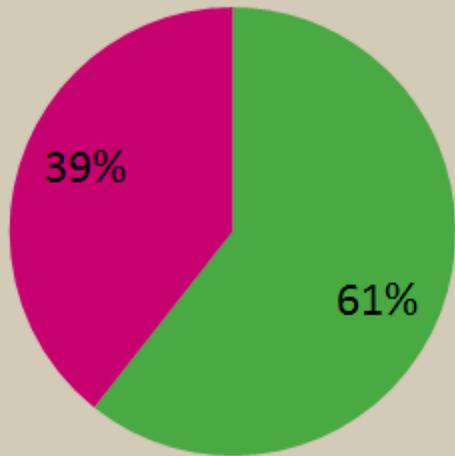
Reducing speed of vehicles was the common theme for support, with most outlining safety as their underlying concern. There was also a desire to reduce speed to discourage rat-running in the area.

Reasons for Not Supporting the Change



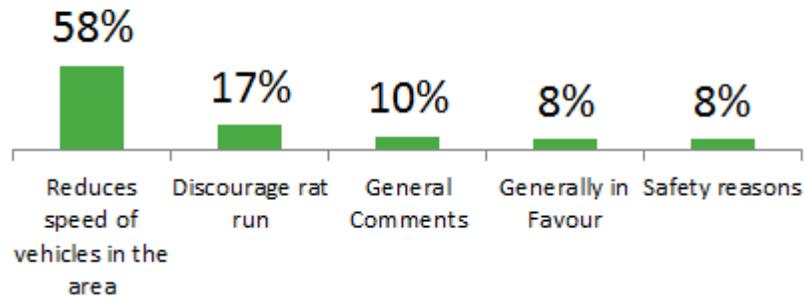
Mixed reasons for non-support. Of those who provided explicit reasons, concerns about increased traffic and congestion (22%), loss of parking (14%) and safety (due to poor visibility on the hill, 6%) were most common.

Item 2: A 40km/h raised threshold at Morrison Rd near Princes St



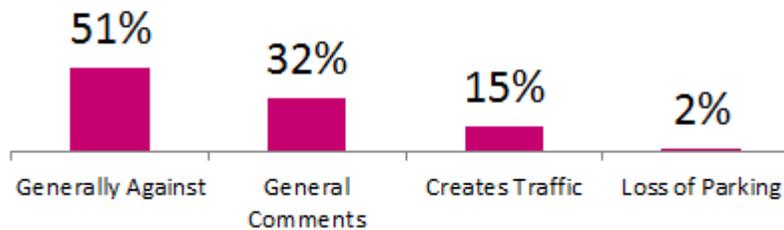
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



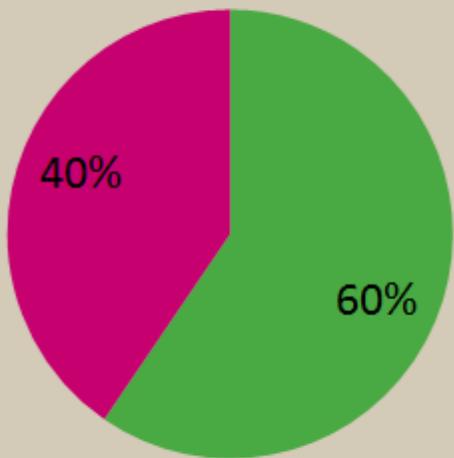
Reducing speed of vehicles was the common theme for support, less mentioned their explicit concerns, although some mentioned wanting to discourage rat running (17%) and safety (8%).

Reasons for No Support



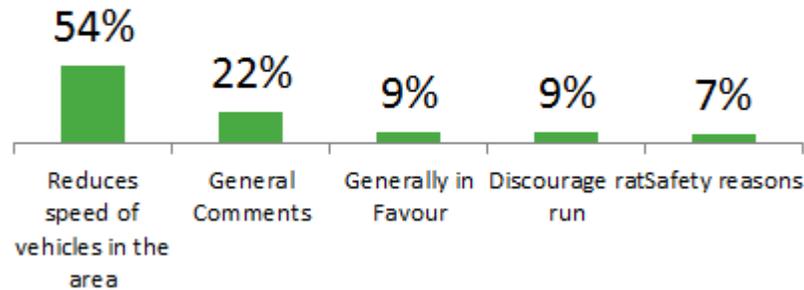
Those *Generally Against* perceive this to be an unnecessary traffic calming mechanism and impediment. Some also mentioned concerns around the build up of traffic due to the slow-down (15%).

Item 3: A 40km/h flush threshold upon entry Boulton St from Morrison Rd



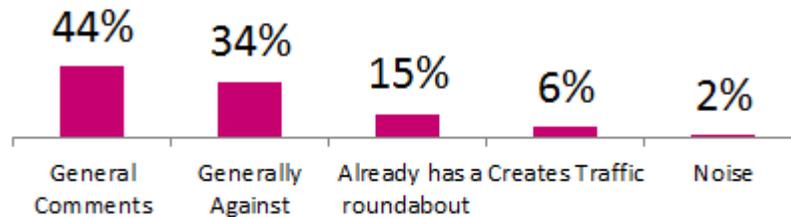
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



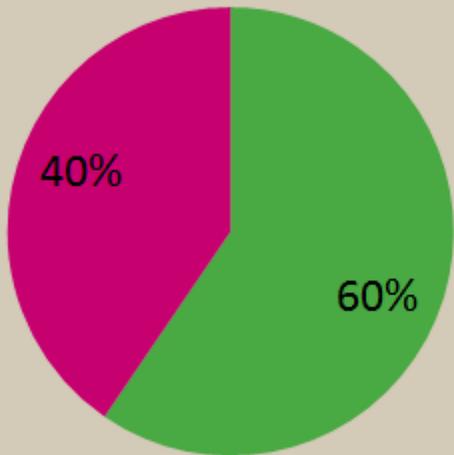
Reducing speed of vehicles was the common theme for support, less mentioned their explicit concerns, although some mentioned wanting to discourage rat running (9%) and safety (7%).

Reasons for No Support



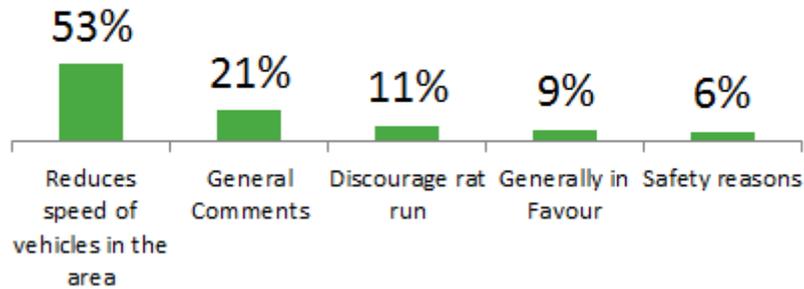
Generally Against perceive proposal to be an unnecessary traffic calming mechanism and impediment. Some noted that a round-about was already operating nearby (15%) and that this change will lead to more traffic congestion (5%).

Item 4: A 40km/h flush threshold upon entry of Payten St from Morrison Rd



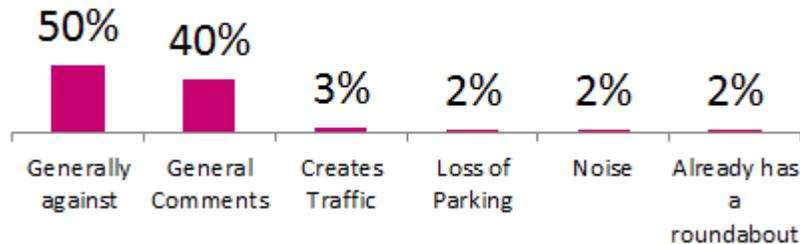
■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



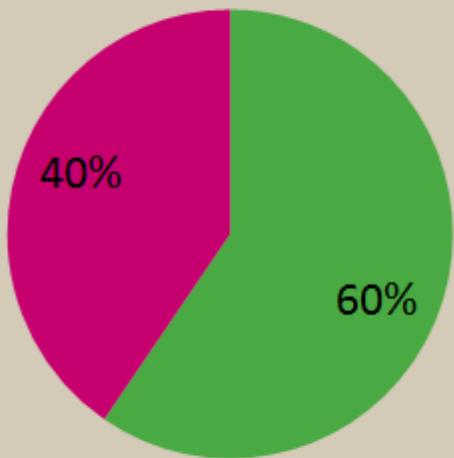
Reducing the speed of Vehicles in general (53%), and specifically to discourage the use of Morrison Rd as a rat run (11%) mainly mentioned. Some also concerned about safety (6%).

Reasons for No Support



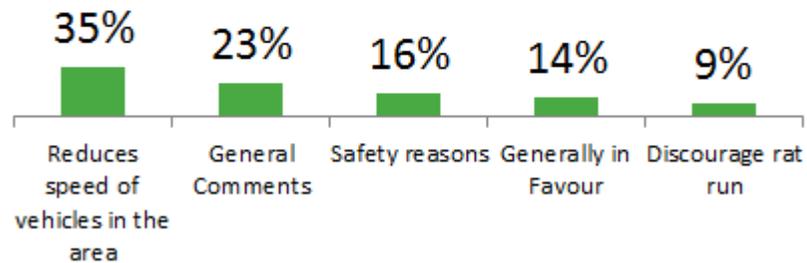
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Few and scattered responses for other reasons.

Item 5: A 40km/h flush threshold upon entry of Douglas St from Morrison Rd



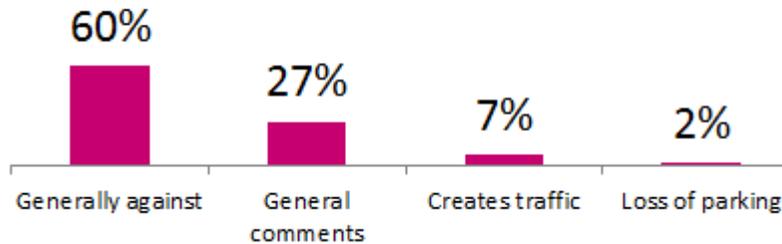
■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



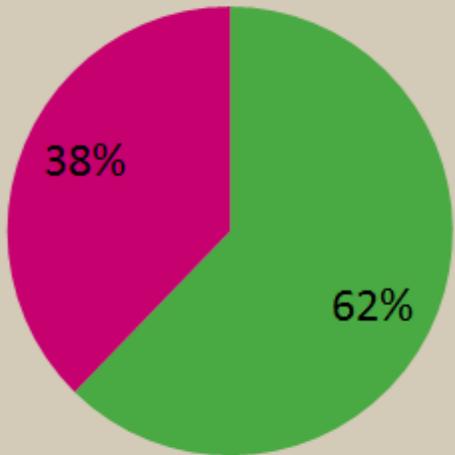
Greater distribution of reasons on the key themes of speed (35%), safety (16%) and discouraging rat-running (9%).

Reasons for No Support



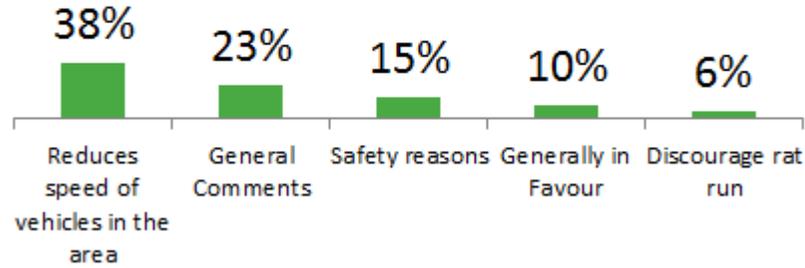
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Few and scattered responses for other reasons.

Item 6: A 40km/h flush threshold upon entry of Charles St from Morrison Rd



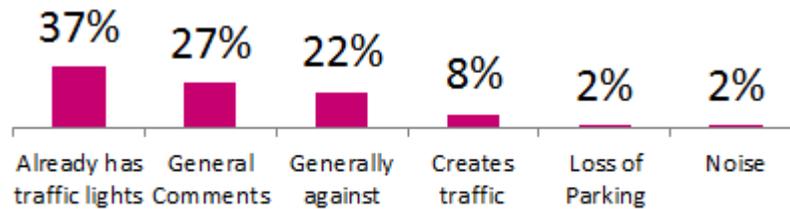
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



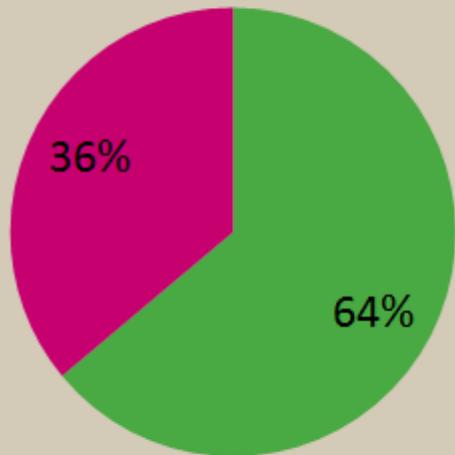
Greater distribution of reasons on the key themes of speed (38%), safety (15%) and discouraging rat-running (6%).

Reasons for No Support



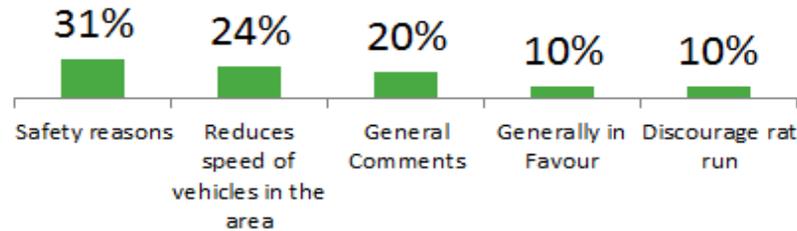
Most noted speed was already impeded by nearby traffic lights, with this proposal only adding to the current traffic congestion. Few and scattered responses for other reasons.

Item 7 A 40km/h flush threshold upon entry of Delange Rd from Morrison Rd



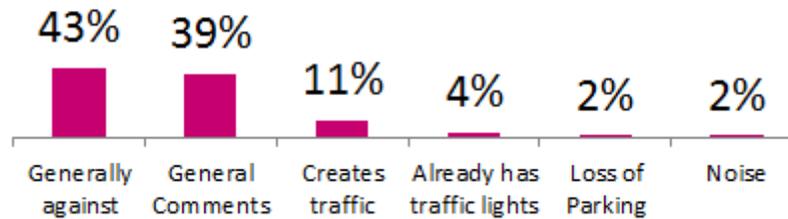
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



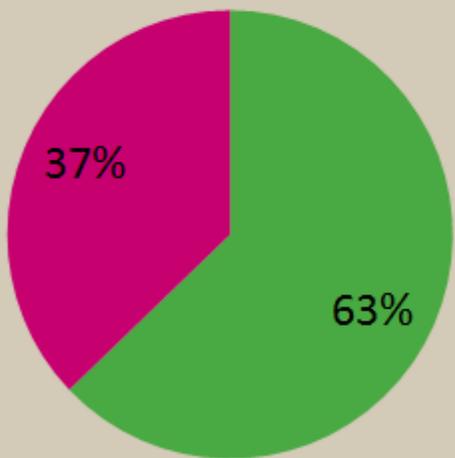
Safety among the key concerns (31%), with mention of its proximity to the local school. Others mentioned the desire to slow down traffic (24%) and discourage rat run (10%).

Reasons for No Support



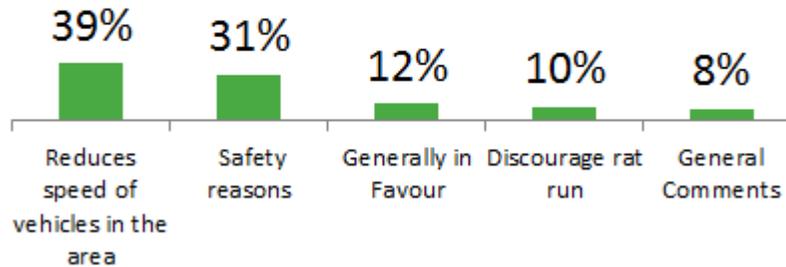
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Some had concerns about further traffic congestion (11%).

Item 8: A 40km/h raised threshold on Morrison Rd near Delange Rd



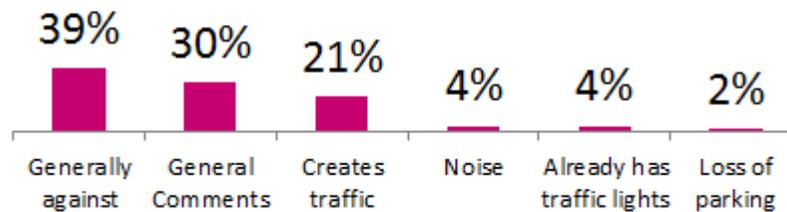
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



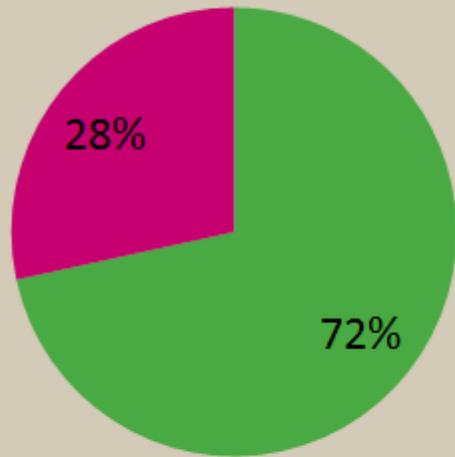
Fast travelling vehicles 39% and safety (31%) – particularly the safety of children from a nearby school the main reasons for support. Some mentions of discouraging rat-running (10%).

Reasons for No Support



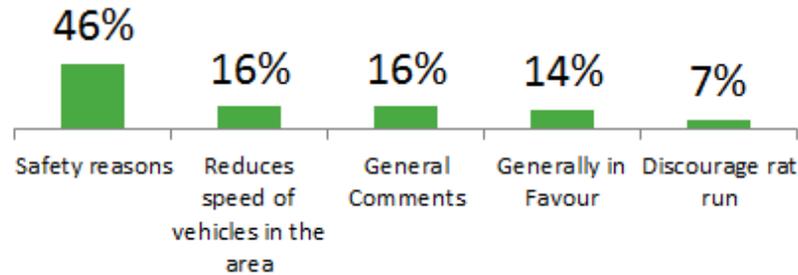
Key reasons for no support include the perception of item as an unnecessary traffic calming mechanism and impediment, as well as further traffic congestion created by this measure.

Item 9: A kerb blister in front of Putney Public School with reduction of 2 parking spaces

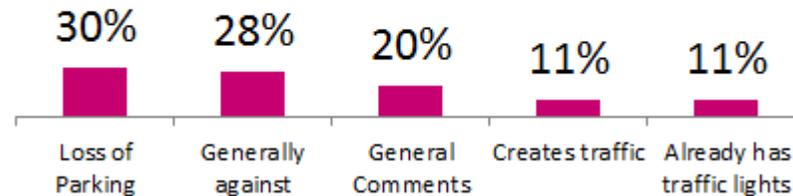


■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



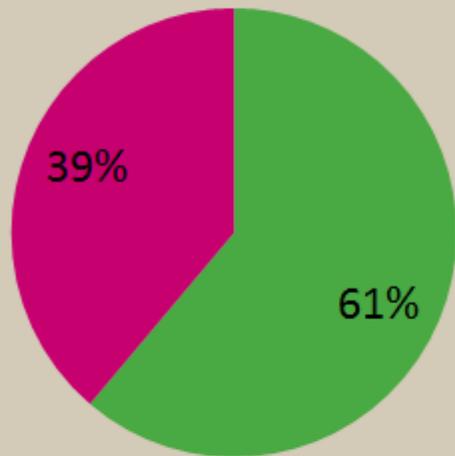
Reasons for No Support



Safety among the key concerns (46%), with mention of its proximity to the local school. Others mentioned the desire to slow down traffic (16%) and discourage rat run (7%).

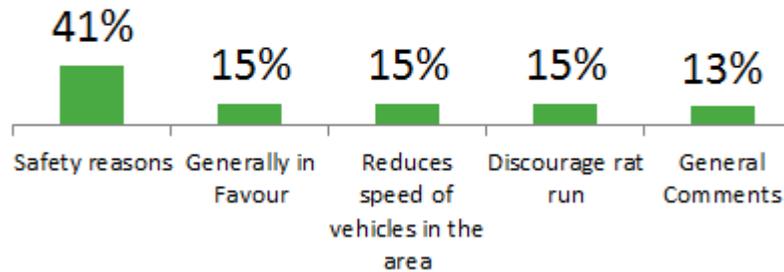
Loss of parking a strong theme in reasons for no-support, with respondents commenting that parking near the school is already at short supply. Overall, a theme of unnecessary traffic calming mechanism and impediment, that causes even more traffic, where traffic lights currently exist for similar effect.

Item 10: A 40km/h raised threshold on Morrison Rd near Mitchell St with a reduction of 2 parking spaces

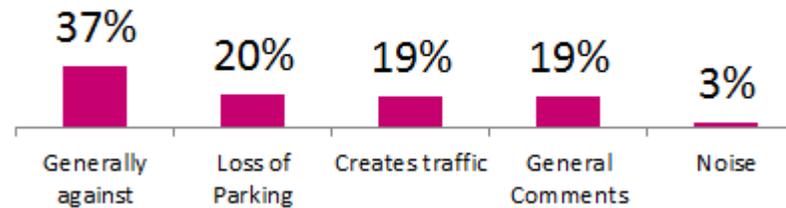


■ Support Proposal
■ Do not Support Proposal

Reasons for Support



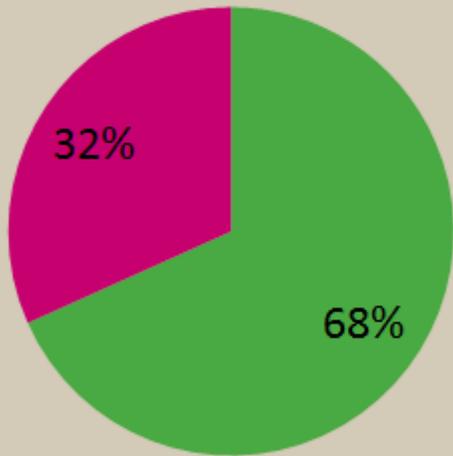
Reasons for No Support



Safety among the key concerns (41%), with mention of its proximity to the local school. Others mentioned the desire to slow down traffic (15%) and discourage rat run (15%).

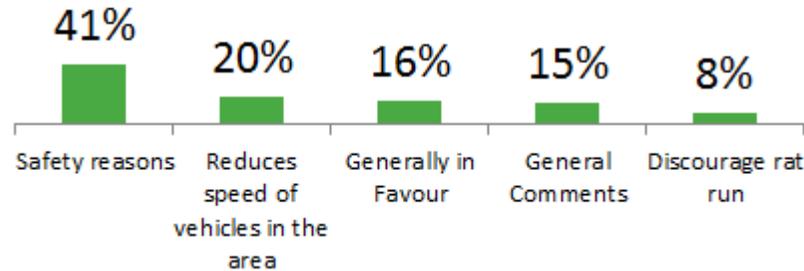
Greater distribution of reasons, with respondents viewing this measure as an unnecessary impediment that reduces parking spaces and will cause even more traffic congestion.

Item 11: A flat top speed hump in front of Bremner Park with a reduction of 2 parking spaces

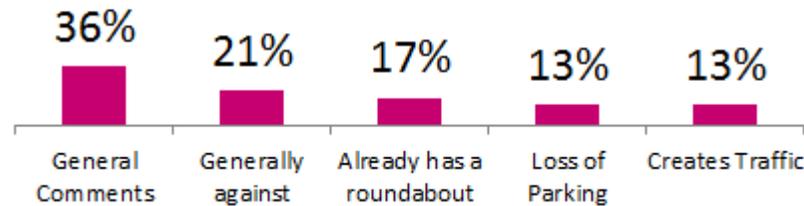


■ Support Proposal
■ Do not Support Proposal

Reasons for Support



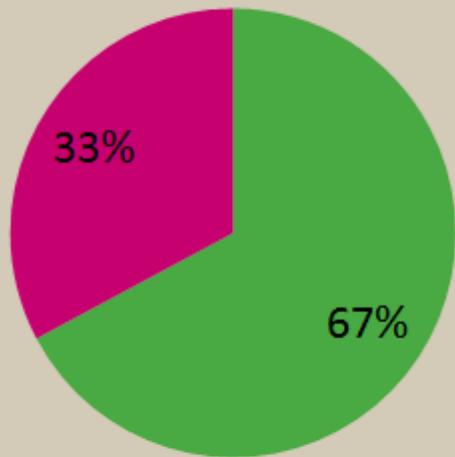
Reasons for No Support



Safety among the key concerns (41%), with mention of its proximity to sporting facilities. Others mentioned the desire to slow down traffic (20%) and discourage rat run (8%).

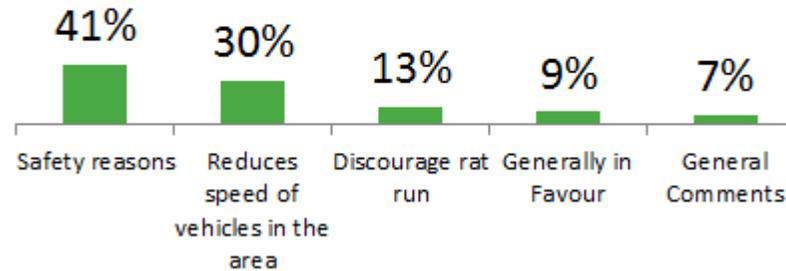
Greater distribution of reasons, with respondents viewing this measure as an unnecessary impediment that reduces parking space, where a roundabout exists. This playing a part in great traffic congestion.

Item 12: A flat top speed hump in front of Peel Park with a reduction of 2 parking spaces

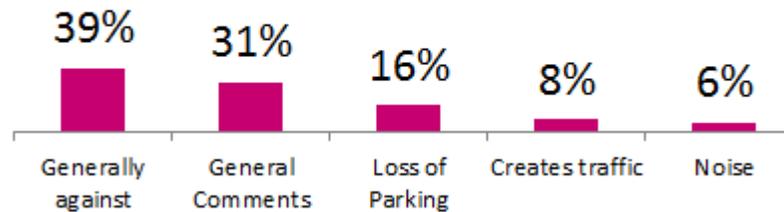


■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



Reasons for No Support



Safety among the key concerns (41%), with themes around the safety of children on Sports days. Others mentioned the desire to slow down traffic (30%) and discourage rat run (13%).

Mixed reasons for non-support including the perception of item being an unnecessary impediment to drivers, loss of car spaces as well as concerns about further traffic congestion and resulting noise.

DECISION

Council's Technical Staff will be putting forward a number of proposals to the Ryde Local Traffic Committee at the September and November 2015 meetings for Technical approval. The scope will include detailed design and results of consultation with those directly affected by each proposal. It is envisaged that works will be carried over three (3) financial years with further consultation undertaken in the subsequent financial years with an "effectiveness" review undertaken in the final year that may lead to a slight "refinement" (additions) to the scheme.

NEXT STEPS

Council will proceed with this proposal which will be staged over three (3) financial years and will keep RMS apprised of the progress and further, the Local Member, The Hon Anthony Roberts MP.

Appendix A: Community Brochure

Community update on improving safety throughout Morrison Road

 City of Ryde
Lifestyle and opportunity
@ your doorstep

The City of Ryde is dedicated to the safety of its community. Through its Road Safety Initiative Council has identified Morrison Road as an area of concern due to the volume of traffic.

Therefore with the Member for Lane Cove and the Roads and Maritime Services, the City of Ryde is developing a package of traffic calming measures to reduce congestion and improve safety (for more details see map on back page).

This project has been made possible by Roads and Maritime Services through the NSW Government's \$100 million fund to improve traffic and increase safety across the State.

Have your
SAY

Have your say on this proposal
by Friday 19 June 2015

Prior to any facilities/devices being installed and implemented along Morrison Road, Council would like your feedback through a short online survey on our website www.ryde.nsw.gov.au/haveyoursay by Friday 19 June to help us determine if any of the proposed treatments will have significant and unmanageable impacts on the local residents.

If you are unable to fill in this survey online or don't have internet access, please contact our Customer Service team on 9952 8222 to fill in the survey over the phone.

Let's
TALK

Community Drop In Session

Council will be hosting a community drop in session where you can discuss the project and any enquiries with project representatives.

JUNE
Wednesday
10

Time: 7.00 - 9.00pm

Location: Next Gen Health & Lifestyle Club
504A Victoria Road
Ryde

Subject to the acceptance of the proposed traffic calming measures, Council will then move forward to have the proposed treatments installed along Morrison Road.



LEGEND

- = New Roundabout
- = 40km/h Raised threshold
- = Flat top speed humps (West of Western Cres, East of Frances Rd)
- = 40km/h flush threshold
- = Kerb Blisters
- = Morrison Road



Photos above are indicative only



Location No.14 determined during the consultation phase – intersection of Parry Street/Morrison Road/Acacia Avenue

NEW ROUNDABOUT

- 1 At the intersection of Princes St and Morrison Rd with a loss of 8 parking spaces

40KM/H RAISED THRESHOLD

- 2 On Morrison Road near Princes St
- 8 On Morrison Road near Delange Rd
- 10 On Morrison Road near Mitchell St with a loss of 2 spaces

40KM/H FLUSH THRESHOLD

- 3 Upon entry of Boulton St from Morrison Rd
- 4 Upon entry of Payten St from Morrison Rd
- 5 Upon entry of Douglas St from Morrison Rd
- 6 Upon entry of Charles St from Morrison Rd
- 7 Upon entry of Delange Rd from Morrison Rd
- 13 Upon southern entry of roundabout at Parry St / Charles St

FLAT TOP SPEED HUMPS

(West of Western Cres, East of Frances Rd)

- 11 In front of Bremner Park with a loss of 2 spaces
- 12 In front of Peel Park with a loss of 2 spaces

KERB BLISTERS

- 9 In front of Putney Public School with a loss of 2 spaces

DEVELOPER ROUNDABOUT

- A Intersection at Charles St and Suzanne Shardt Way
- B Intersection at Morrison Road and Developer Rd
- C Intersection at Morrison Road and Developer Rd

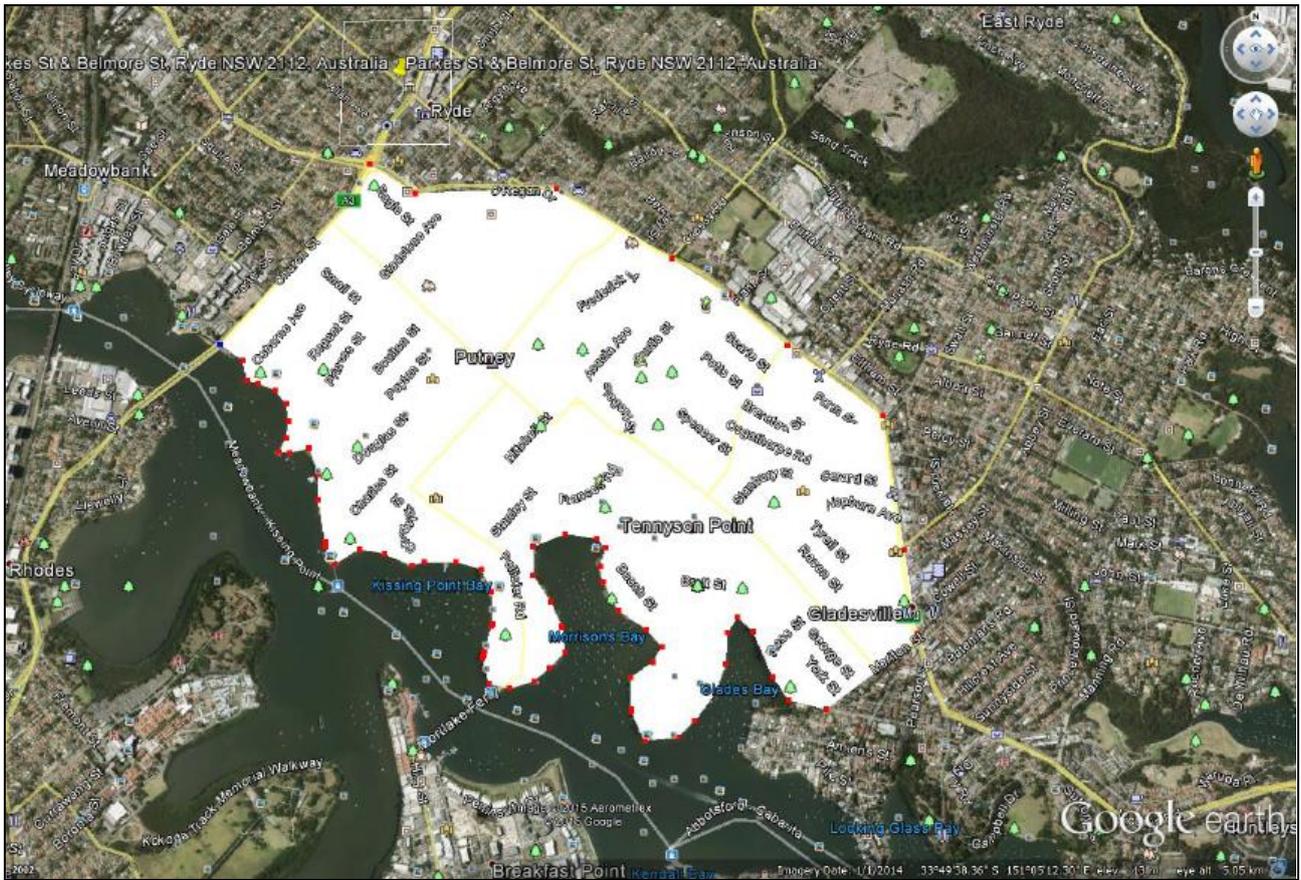
INVESTIGATE CHANGE PHASING

- pedestrian protection

- D Intersection at Morrison Road and Charles St

■ MORRISON ROAD

Appendix B: Survey Distribution Area





MORRISON ROAD, PUTNEY ROAD SAFETY CHECK

FOR

CITY OF RYDE



BITZIOS
consulting

Gold Coast

Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377
W: www.bitziosconsulting.com.au

Brisbane

Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442
E: admin@bitziosconsulting.com.au

Sydney

Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

DOCUMENT CONTROL SHEET**Issue History**

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P2066 001R Morrison Road Putney Road Safety Check	F. Lau	A. Finlay	A Finlay	05/08/2015	Harry Muker hmuker@ryde.nsw.gov.au
P2066 002R Morrison Road Putney Road Safety Check	F. Lau	A. Finlay	F. Lau	19/08/2015	Harry Muker hmuker@ryde.nsw.gov.au
P2066 003R Morrison Road Putney Road Safety Check	F. Lau	A. Finlay	F. Lau	09/09/2015	Gregory Holding G Holding@ryde.nsw.gov.au

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Tables

Table 2.1: Risk Matrix

Table 3.1: Risk Safety Check Findings

Figures

Figure 1.1: Study Area

Figure 3.1: Issues Location Map

1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting had been engaged by City of Ryde to undertake a road safety check of the existing Morrison Road/ Parry Street/ Acacia Avenue intersection in Putney. The purpose of this road safety check is to assess the safety aspects of the intersection, as part of a final check of the proposed traffic calming packages at this location. The location of the intersection is shown in Figure 1.1.

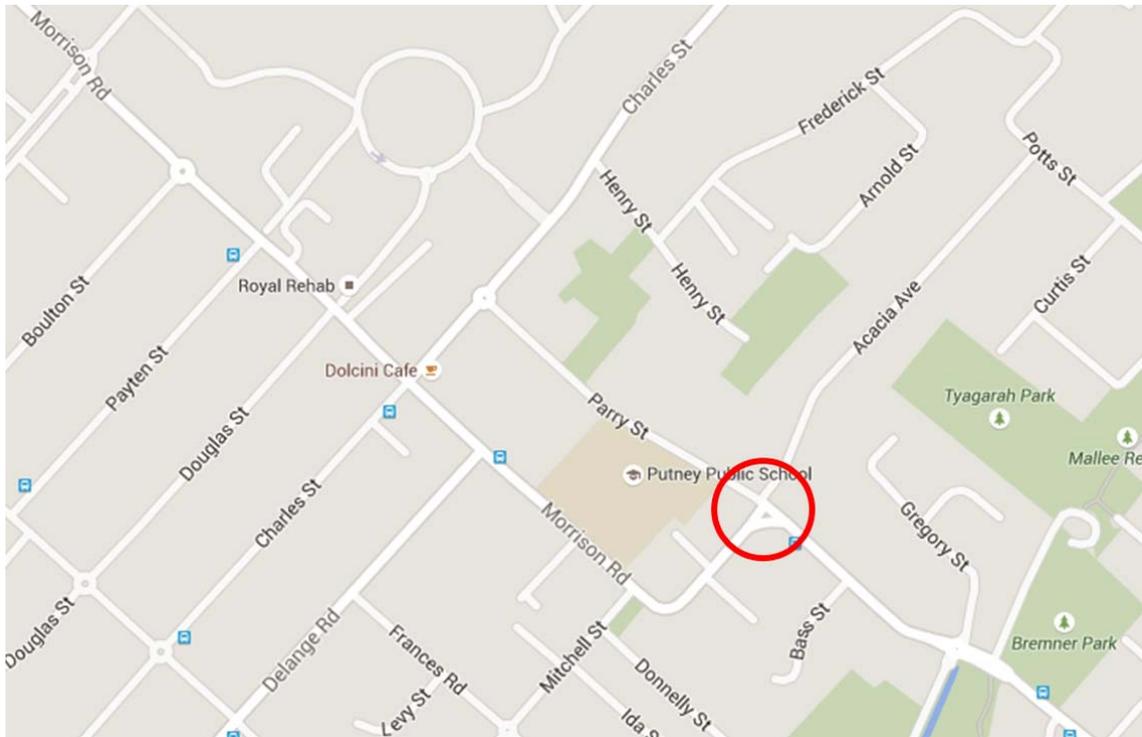


Figure 1.1: Study Area

1.2 SCOPE OF ASSESSMENT

The road safety check was undertaken in accordance with the procedure outline in the Austroads Guide to Road Safety – Part 6 Road Safety Audit 2009. The audit involved undertaking two morning and two afternoon site inspections. Due to the proximity of the intersection to the Putney Public School, the site inspections were undertaken during school zone hours. Informal observations were also made of traffic patterns in the area and at adjacent intersections.

2. ROAD SAFETY CHECK

2.1 METHODOLOGY

The road safety audit was undertaken in accordance with the requirements of the Austroads Road Safety Audit Guidelines. Items audited included, but not limited to:

- Intersection geometry;
- Signage;
- Pavement markings;
- Provision for special road users; and
- Roadside objects and/ or hazards.

2.2 SAFETY CHECK TEAM

The road safety check team comprises:

- Alan Finlay – Level 3 lead auditor; and
- Felicia Lau – Level 2 auditor.

(Note that the site inspections were undertaken by Felicia only, since this was a road safety check rather than a formal audit.)

2.3 COMMENCEMENT MEETING

An inception meeting via telephone was undertaken between City of Ryde and Bitzios Consulting prior to the commencement of the road safety check.

2.4 INFORMATION SOURCES

Data sources for the road safety check included:

- Austroads Road Safety Audit Publication; and
- RMS Delineation Guidelines.

2.5 SITE INSPECTIONS

Two morning and two afternoon site inspections during school zone hours were carried out as part of the road safety check. Both inspections were undertaken between 8:00 - 9:30am and 2:30 – 4:00pm on Tuesday 28 and Wednesday 29 July 2015. The weather on the days was fine and visibility was good.

2.6 AUDIT HISTORY

The team was not aware of any previous audit that had been undertaken.

2.7 AUDIT CLOSE OUT

Email response from Council to finalise the report.

2.8 RISK ASSESSMENT

The issues identified have been prioritised based on the Austroads risk assessment. The risk level is based on a combination of the frequency that a crash is likely to happen and the severity of the resulting crash. Table 2.1 below is adopted from the Austroads Guide to Road Safety Part 6.

Table 2.1: Risk Matrix

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

Source: Austroads Guide to Road Safety Part 6

3. KEY SAFETY CHECK FINDINGS

The following action summarises the issues identified during the road safety check site inspections. The findings are presented in Table 3.1. The locations of the issues are shown in Figure 3.1.

The main key safety issues identified are as follows:

- Delineation;
- Pedestrian facility;
- Signage; and
- Intersection geometry.

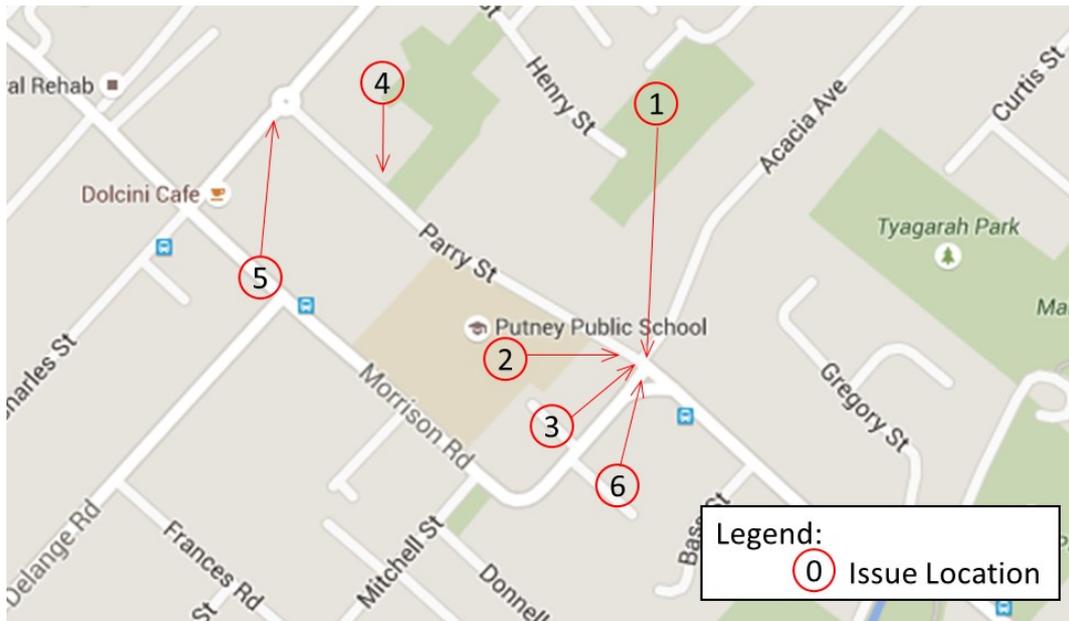


Figure 3.1: Issues Location Map

Table 3.1: Road Safety Check Findings

Item	Location/ Plan	Risk Rating	Issues	Site Illustration	Suggestion
01	Morrison Road/ Parry Street/ Acacia Avenue	Medium	There are no signs or delineation at the exit of Acacia Avenue, and the intersection configuration of Morrison Road/ Parry Street/ Acacia Avenue is staggered. Hence, unfamiliar drivers might be confused by the intersection configuration and this may lead to vehicle collisions.		Consider installing Give Way or Stop sign and/ or installing delineation to clearly indicate that drivers exiting Acacia Avenue must give way to vehicles on Parry Street.
02	Parry Street	Low	The pedestrian footpath ends suddenly, and this is on a pedestrian desire line from/ to the school. The unpaved footpath is a hazard to pedestrians during wet conditions.		Consider providing continuous footpath towards the kerb ramp at the Morrison Road/ Parry Street intersection.

Item	Location/ Plan	Risk Rating	Issues	Site Illustration	Suggestion
03	Parry Street	Medium	The pedestrian kerb ramp across Parry Street is wide (1.5m) and is across the middle of a staggered intersection. Due to the multiple conflict points for drivers and pedestrians, a driver who is not paying attention may collide into a crossing pedestrian.	 A photograph showing a wide, light-colored concrete pedestrian kerb ramp crossing a road. The ramp is positioned in the middle of a staggered intersection. A utility pole stands on the left side of the ramp, and a green signpost is on the right. The road surface is dark asphalt with white dashed lines. In the background, there are trees and a clear blue sky.	Consider relocating the pedestrian kerb ramp and/or provide pedestrian refuge to allow staged crossing.

Item	Location/ Plan	Risk Rating	Issues	Site Illustration	Suggestion
04	Parry Street	Low	The school zone signs on Parry Street do not have flashing lights and the southeast bound sign is partially obstructed by overgrown vegetation. Drivers who are not paying attention may overlook the sign and not be aware of the school zone, leading to pedestrian/ vehicle crashes.		Consider installing flashing school zone signs, and trim overgrown vegetation.
05	Charles Street/ Parry Street Roundabout	Low	The pedestrian kerb ramp is directed straight into the driveway of a house. There is a possibility that a reversing driver overlooks a crossing pedestrian and this may lead to a collision.		Consider installing a pedestrian refuge to allow pedestrians to stop if required.

Item	Location/ Plan	Risk Rating	Issues	Site Illustration	Suggestion
06	Morrison Road/ Parry Street	Low	<p>Pedestrians were observed crossing Morrison Road where there are no pedestrian kerb ramps provided. The through road route is around this 90 degree bend, with a free flowing westbound left turn. Drivers are not expecting pedestrians to be crossing and this may lead to pedestrian and vehicle collisions.</p>		<p>Consider installing a pedestrian fence to deter pedestrians crossing at this point.</p>

4. CONCLUDING STATEMENT

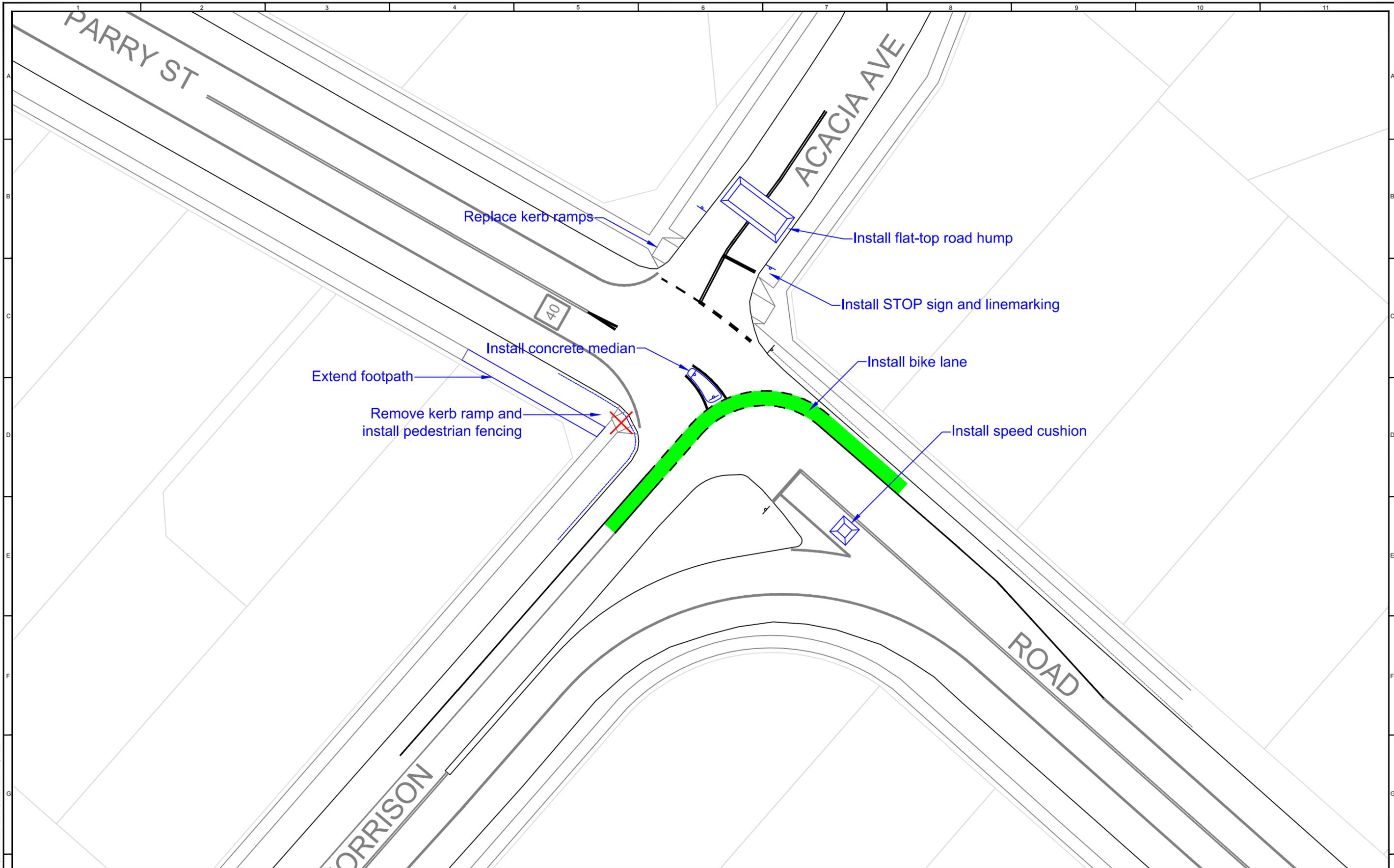
This safety check has recognised potential safety issues for road users and others and has suggested improvements to eliminate or reduce these issues. Through the introduction of the recommendations outlined in this report, the possibility of crashes should reduce but this is also dependent on the awareness of the road user in their environment.



Alan Finlay, Senior Road Safety Auditor Level 3 (Lead Auditor)



Felicia Lau, Level 2 Road Safety Auditor (Team member)



Revis	Revision Details	Date	Dm	Ver.	A.T.L.


City of Ryde
 PUBLIC WORKS
 Traffic, Transport & Development

ABN: 81 621 292 610
 Civic Centre, 1 Deakin Street
 RYDE NSW 2112
 Locked Bag 2069
 NORTH RYDE NSW 1670
 EMail: cityofryde@ryde.nsw.gov.au
 Website: www.ryde.nsw.gov.au
 Tel: (02) 9952 8222
 Fax: (02) 9952 8070

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RTC/COUNCIL APPROVAL	

<input checked="" type="checkbox"/> AERIAL PHOTO <input type="checkbox"/> CHAINAGE & OFFSET <input type="checkbox"/> DETAILED	SURVEY LEVEL: <input type="checkbox"/> CHAINAGE & OFFSET <input type="checkbox"/> DETAILED
<input checked="" type="checkbox"/> COMMUNITY CONS. <input checked="" type="checkbox"/> FUNDING <input checked="" type="checkbox"/> RMS / COUNCIL APRV.	SUBJECT TO: <input checked="" type="checkbox"/> COMMUNITY CONS. <input type="checkbox"/> RTC / COUNCIL <input type="checkbox"/> DETAILED DESIGN

DESIGN LEVEL: <input checked="" type="checkbox"/> CONCEPT <input type="checkbox"/> DETAILED	STATUS: <input type="checkbox"/> COMMUNITY CONS. <input type="checkbox"/> RTC / COUNCIL <input type="checkbox"/> DETAILED DESIGN
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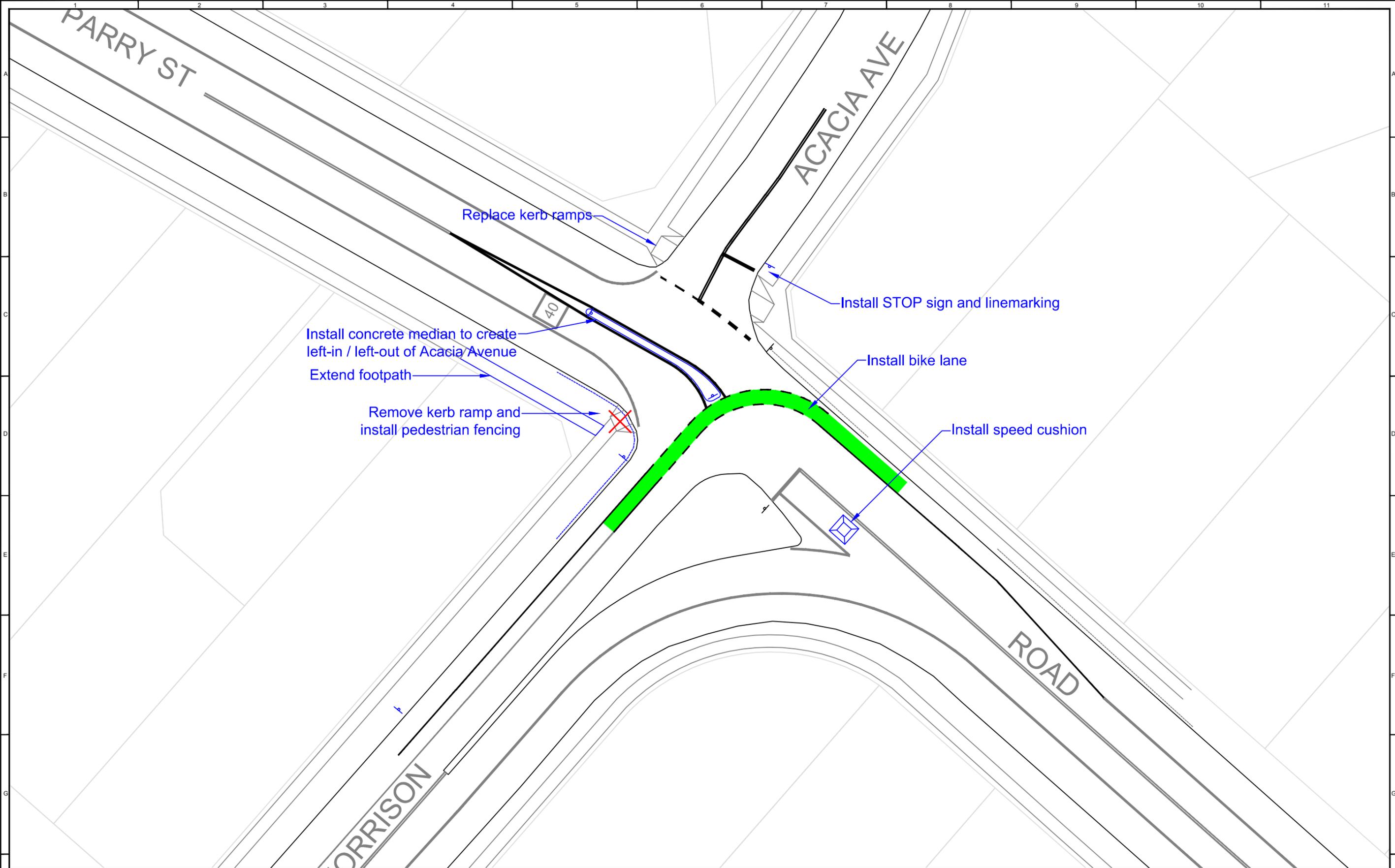
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INSET PLAN	1 :
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	VERT: 1 :
CROSS SECTIONS	1 :
TRAFFIC DATABASE ID	T2015-01562

LOCATION:	Morrison Road, Putney
TITLE:	Option 1A Road Safety Minor Works



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Revis	Revision Details	Date	Dm	Ver.	A.T.L.


City of Ryde
 PUBLIC WORKS
 Traffic, Transport & Development

ABN: 81 621 292 610
 Civic Centre, 1 Deakin Street
 RYDE NSW 2112
 Locked Bag 2069
 NORTH RYDE NSW 1670
 EMail: cityofryde@ryde.nsw.gov.au
 Website: www.ryde.nsw.gov.au
 Tel: (02) 9952 8222
 Fax: (02) 9952 8070

CHECKED	
SURVEYED
DESIGNED
CMTY CONSULTATION
RTC/COUNCIL APPROVAL

SURVEY LEVEL:	<input checked="" type="checkbox"/> AERIAL PHOTO <input type="checkbox"/> CHAINAGE & OFFSET <input type="checkbox"/> DETAILED
SUBJECT TO:	<input checked="" type="checkbox"/> COMMUNITY CONS. <input checked="" type="checkbox"/> FUNDING <input checked="" type="checkbox"/> RMS / COUNCIL APRV.

DESIGN LEVEL:	<input checked="" type="checkbox"/> CONCEPT <input type="checkbox"/> DETAILED
STATUS:	<input type="checkbox"/> COMMUNITY CONS. <input type="checkbox"/> RTC / COUNCIL <input type="checkbox"/> DETAILED DESIGN

SCALES	
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LONGITUDINAL SECTION	HORI: 1 :
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CROSS SECTIONS	1 :
TRAFFIC DATABASE ID	T2015-01562

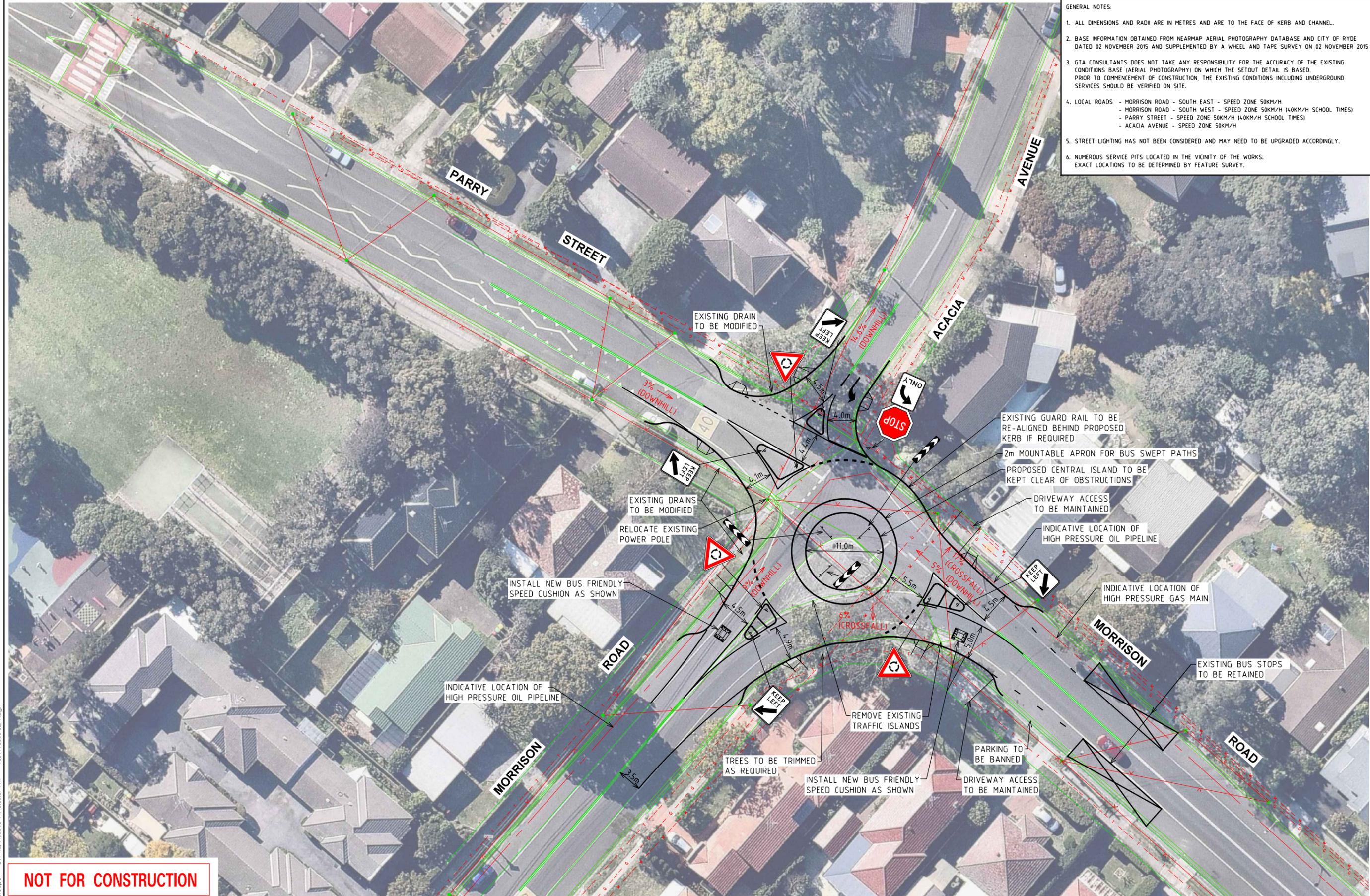
LOCATION:	Morrison Road, Putney
TITLE:	Option 1B Road Safety Minor Works



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- GENERAL NOTES:
1. ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
 2. BASE INFORMATION OBTAINED FROM NEARMAP AERIAL PHOTOGRAPHY DATABASE AND CITY OF RYDE DATED 02 NOVEMBER 2015 AND SUPPLEMENTED BY A WHEEL AND TAPE SURVEY ON 02 NOVEMBER 2015
 3. GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE (AERIAL PHOTOGRAPHY) ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
 4. LOCAL ROADS - MORRISON ROAD - SOUTH EAST - SPEED ZONE 50KM/H
 - MORRISON ROAD - SOUTH WEST - SPEED ZONE 50KM/H (40KM/H SCHOOL TIMES)
 - PARRY STREET - SPEED ZONE 50KM/H (40KM/H SCHOOL TIMES)
 - ACACIA AVENUE - SPEED ZONE 50KM/H
 5. STREET LIGHTING HAS NOT BEEN CONSIDERED AND MAY NEED TO BE UPGRADED ACCORDINGLY.
 6. NUMEROUS SERVICE PITS LOCATED IN THE VICINITY OF THE WORKS. EXACT LOCATIONS TO BE DETERMINED BY FEATURE SURVEY.



NOT FOR CONSTRUCTION

PLOTTED BY: arynne.santouropiel ON: 12/11/2015 AT: 3:30:59 PM 16S1198000-02F1.dgn

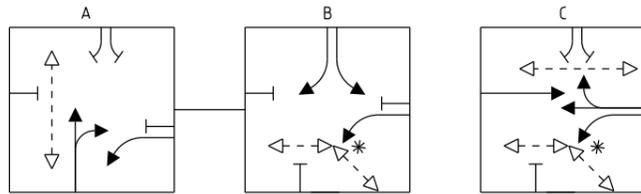
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 Sydney 02 8448 1800
 Brisbane 07 3113 5000
 Canberra 02 6243 9400
 Adelaide 08 8334 3600
 Gold Coast 07 5510 4814
 Townsville 07 4722 2765
 Perth 08 6316 4634



MORRISON RD / PARRY ST / ACACIA AVE, PUTNEY
 PROPOSED ROUNDABOUT
 CONCEPT LAYOUT

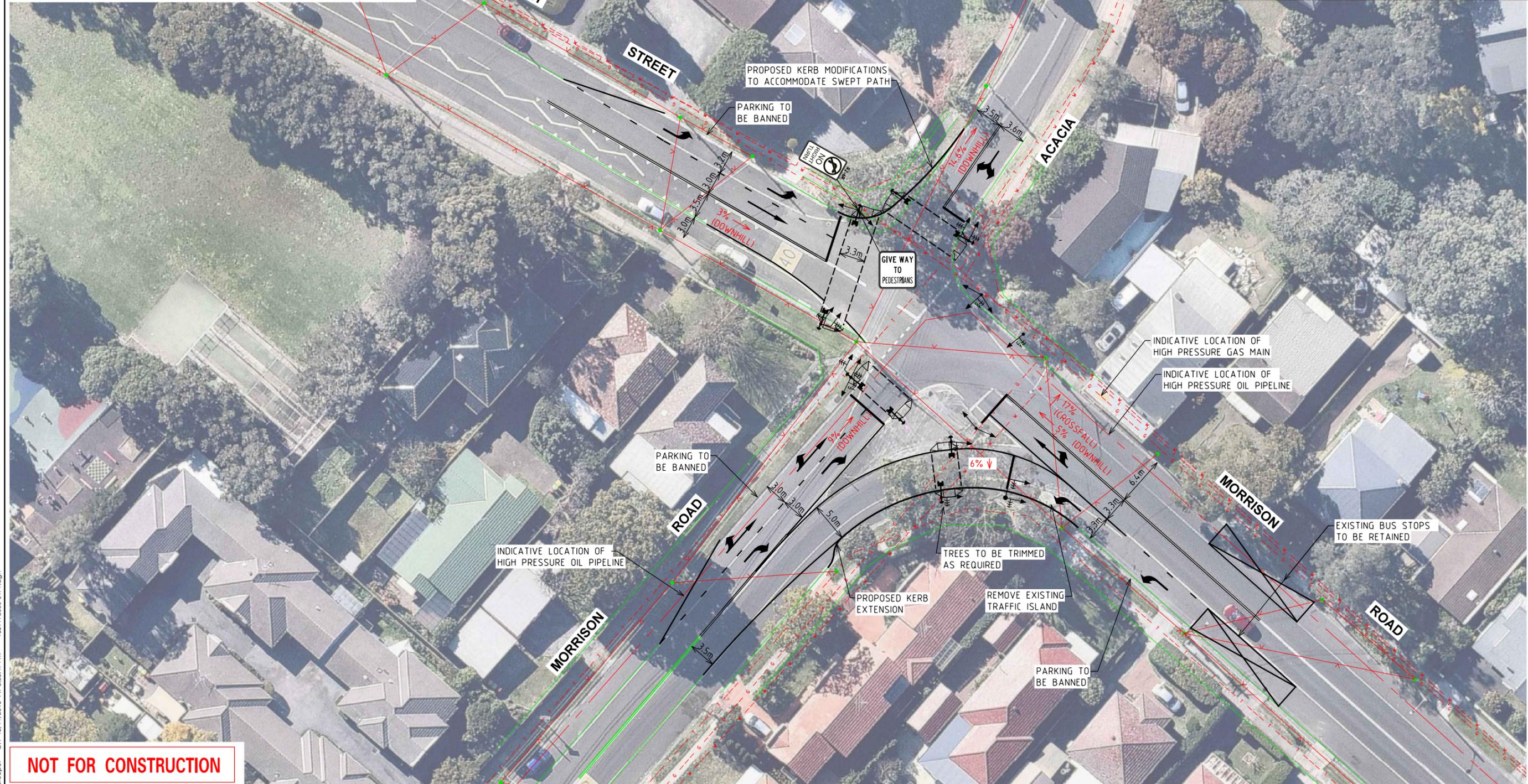
DATE: 12.11.2015 SCALE: 1:500 @ A3
 APPROVED: P.G. DRAWING NO. 16S1198000-02F1 SHEET: 01 OF 01

PROPOSED PHASING



* LEFT TURN CONDITIONAL ON PEDESTRIAN DEMAND DURING B PHASE AND/OR C PHASE
 NOTE: RIGHT TURN FROM WEST APPROACH IS TO REMAIN BANNED (AS EXISTING)

- GENERAL NOTES:**
1. ALL DIMENSIONS AND RADII ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
 2. BASE INFORMATION OBTAINED FROM NEARMAP AERIAL PHOTOGRAPHY DATABASE AND CITY OF RYDE DATED 02 NOVEMBER 2015 AND SUPPLEMENTED BY A WHEEL AND TAPE SURVEY ON 02 NOVEMBER 2015
 3. GTA CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE (AERIAL PHOTOGRAPHY) ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.
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 - ACACIA AVENUE - SPEED ZONE 50KM/H
 5. STREET LIGHTING HAS NOT BEEN CONSIDERED AND MAY NEED TO BE UPGRADED ACCORDINGLY.
 6. NUMEROUS SERVICE PITS LOCATED IN THE VICINITY OF THE WORKS. EXACT LOCATIONS TO BE DETERMINED BY FEATURE SURVEY.
 7. SIGNAL HARDWARE IS SHOWN INDICATIVELY.



NOT FOR CONSTRUCTION

PLOTTED BY: arynne.santouropiel ON: 12/11/2015 AT 3:38:49 PM 1:651198000-01F1.dgn

MORRISON RD / PARRY ST / ACACIA AVE, PUTNEY
 PROPOSED SIGNALISED INTERSECTION
 CONCEPT LAYOUT

DATE: 12.11.2015 SCALE: 1:500 @ A3
 APPROVED: P.G. DRAWING NO. 16S1198000-01F1 SHEET: 01 OF 01

Melbourne 03 9851 9600
 Sydney 02 8448 1800
 Brisbane 07 3113 5000
 Canberra 02 6243 9400
 Adelaide 08 8334 3600
 Gold Coast 07 5510 4814
 Townsville 07 4722 2765
 Perth 08 6316 4634



**Item No 12**

SUBJECT: BAY DRIVE, MEADOWBANK
'BUS ZONE' HOURS OF OPERATION
ELECTORATE: RYDE
WARD: CENTRAL
COR REF: CRM-1762274 & T2015-01661 **OFFICER:** S WOOD

REQUEST

City of Ryde's Top Ryder shuttle service operator has requested consideration be given to adjusting the hours of operation of the existing 'BUS ZONE 9.30AM-3.30PM MON-SAT' on the eastern side of Bay Drive, Meadowbank for the Top Ryder shuttle bus service.

CONTEXT

1. The Top Ryder shuttle bus service provides free services between Top Ryde City shopping centre and Denistone, Eastwood, West Ryde, Meadowbank, Putney, Tennyson Point and Gladesville.
2. The Top Ryder shuttle bus service provides five services per day, Wednesday to Saturday.
3. Most of the Top Ryder shuttle bus service Bus Stops are at existing 'BUS ZONE's, which operate 24/7.
4. The Top Ryder shuttle service Bus Stop, located in its own 'BUS ZONE 9.30AM-3.30PM MON-SAT' in Bay Drive, outside Village Plaza shopping centre.
5. The Top Ryder shuttle service operates at this Bus Stop from 8.45am.

LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone

ROAD FUNCTION

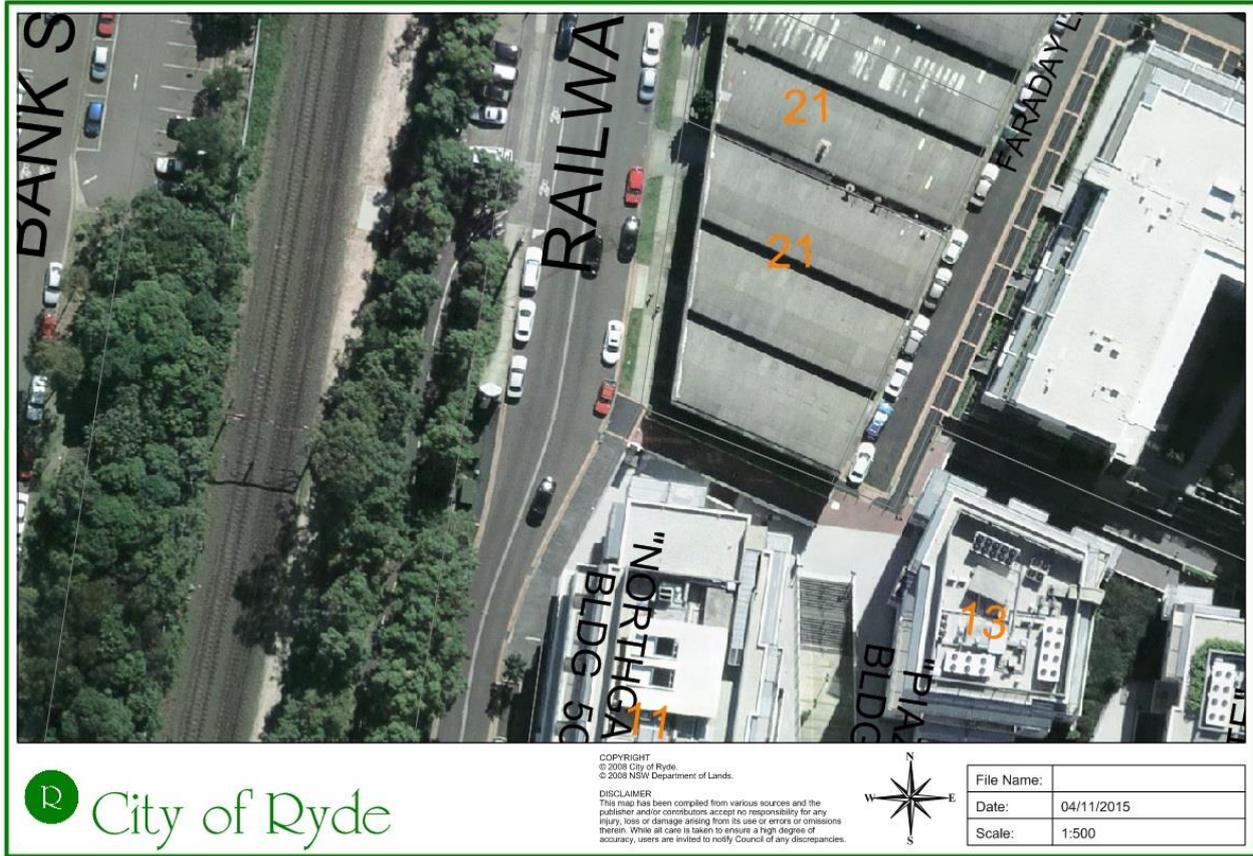
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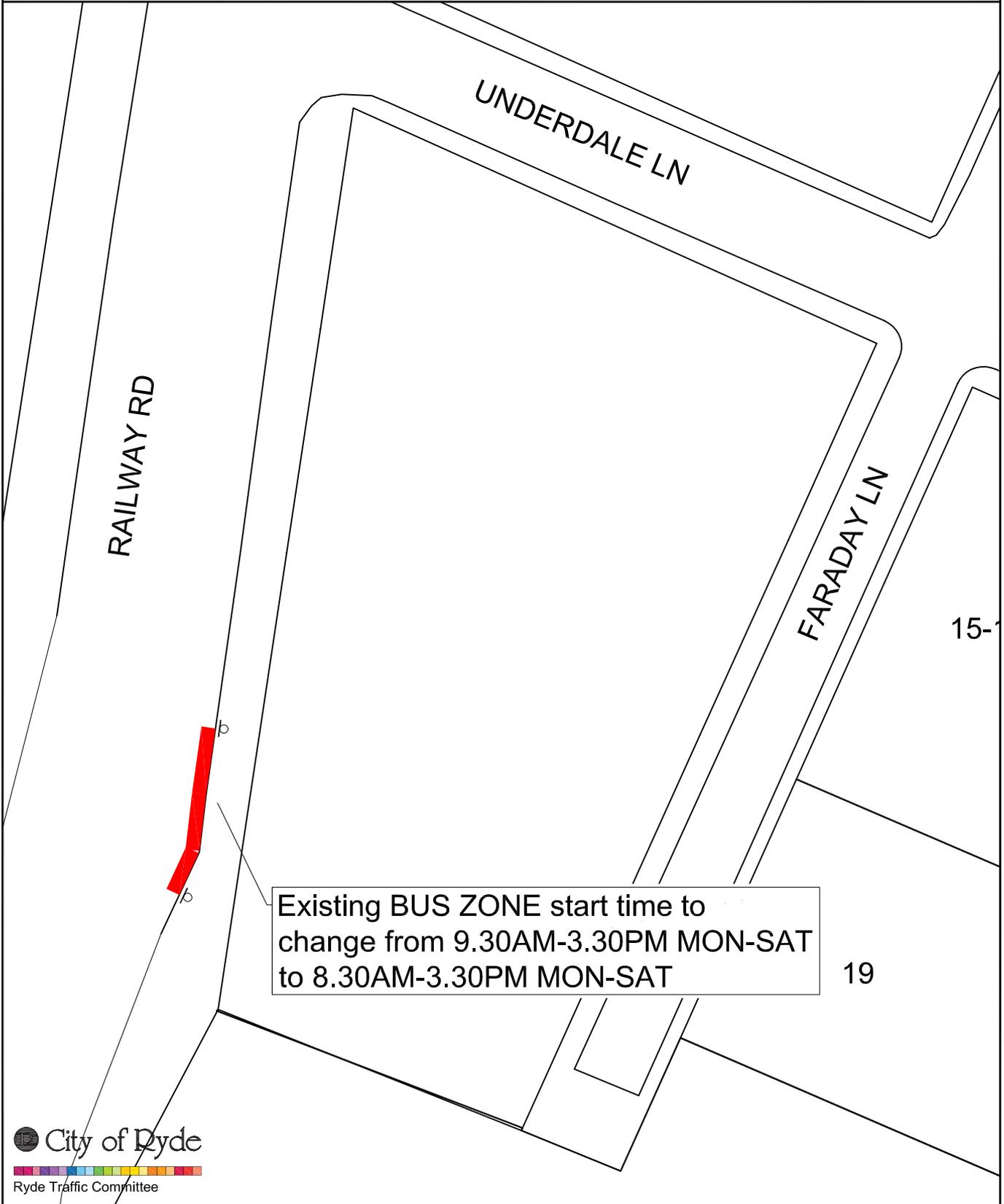
DISCUSSION

To keep the Top Ryder shuttle bus service Bus Stop clear of parked vehicles, it is proposed to start the BUS ZONE from 8.30am to provide time for parked vehicles to clear the zone before the first bus arrives at 8.45am.

PROPOSAL

To adjust the existing 'BUS ZONE 9.30AM-3.30PM MON-SAT' on the western side of Bay Drive, Meadowbank to start at 8.30am.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking	1	BZ	L	8.30AM-3.30PM MON-SAT
LZ - Loading Zone	90d - Angle parking	1	BZ	R	8.30AM-3.30PM MON-SAT
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



ADDENDUM 1

Ryde Traffic Committee

26 November 2015

The following prescribed traffic control devices have been referred to City of Ryde's Operations Unit for installation.

T2015-01593 Morrison Road, Putney - MAIL ZONE

1. Replace the existing 8 m 'NO STOPPING AUSTRALIA POST VEHICLES EXCEPTED' zone with a 'NO STOPPING' zone on the northern side of Morrison Road, west of Charles Street, Putney.
2. Install a 6 m 'MAIL ZONE' on the northern side of Morrison Road, outside 227 Morrison Road, Putney.

(Approved by RMS 21 October 2015)