

Meeting Date: Tuesday 3 March 2015
Location: Committee Room 1, Level 5, Civic Centre, 1 Devlin Street, Ryde
Time: 5.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 3 February 2015

Report prepared by: Section Manager - Governance**File No.:** CLM/15/1/2/2 - BP15/162

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Works and Community Committee 1/15, held on 3 February 2015, be confirmed.

ATTACHMENTS

- 1 Minutes - Works and Community Committee - 3 February 2015

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 1/15**

Meeting Date: Tuesday 3 February 2015

Location: Committee Room 1, Level 5, Civic Centre, 1 Devlin Street, Ryde

Time: 5.00pm

Councillors Present: Councillors Maggio (Chairperson), Etmekdjian, Li and Perram.

Apologies: Councillor Pendleton.

Staff Present: Acting Group Manager – Community Life, Group Manager – Public Works, Service Unit Manager – Project Development, Section Manager – Asset Systems, Section Manager – Traffic, Traffic Engineer, Team Leader – Traffic Services and Executive Assistant to Mayor and Councillors.

DISCLOSURES OF INTEREST

There were no Disclosures of Interest.

1 CONFIRMATION OF MINUTES - Meeting held on 2 December 2014

RESOLUTION: (Moved by Councillors Li and Etmekdjian)

That the Minutes of the Works and Community Committee No. 14/14 held on 2 December 2014, be confirmed.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

**2 TRAFFIC AND PARKING MATTERS PRESENTED TO RYDE TRAFFIC
COMMITTEE held on 27 November 2014**

RESOLUTION: (Moved by Councillors Perram and Li)

- (a) That Council adjust the Bus Zone and parking restrictions along Ryedale Road, West Ryde (interchange side) to improve safety as follows:

ITEM 1 (continued)

ATTACHMENT 1

- a. Bus Zone: 3:00pm-4:00pm; Mon-Fri for a length of 12.5m directly north of the existing Bus Zone.
 - b. 1P: 8:30am-3:00pm; 4:00pm-6:00pm; Mon-Fri; 8:30am-12:00pm; Sat.
 - c. That the bus zone be relocated a further 8m north of the pedestrian crossing.
- (b) (i) That Council adopt the following measures to manage traffic in the vicinity of Princes Street, Putney:
- a. Use of police enforcement signage to emphasise the local area speed limit of 50 km/h.
 - b. Use of local police enforcement program to address speeding behavioural issues with drivers through financial penalty.
 - c. Use of periodic Variable Message Signs (VMS) to reinforce the 50kph speed limit
- (ii) That Council consider the following measures in consultation with the affected residents.
- a. Use of horizontal deflection-slow point on Princes Street and Gladstone Avenue to influence drivers to slow down in order to navigate the Slow Point safely
 - b. Use of vertical deflection-speed cushions on Gladstone Avenue and Princes Street to influence drivers to slow down
 - c. Removal of 3T load limit on the westbound direction of Morrison Road to divert heavy vehicles from Princes Street (a local road) to Morrison Road (a collector road)
- (c) That Council install 'No Parking' signage along the full length of the frontage of No.283 Blaxland Road, Ryde on Kulgoa Avenue to comply with the Conditions of Consent.
- (d) That Council install No Parking signs on Cutler Parade between the entrance and exit of the Council car park, No.6-8.
- (e) That Council install 'KEEP CLEAR' pavement marking across the carriageway of Shaftsbury Road, outside the rear entrance of Eastwood Fire Station.
- (f) That Council:
- (i) Replace the eight (8) 1P: 9:30am-7:30pm; Mon-Sat parking spots on West Parade with No Parking: 6am-10am, 3pm-7pm; Mon-Sun; 1P: 10am-3pm, 7pm-6am; Mon-Sun with supplementary blue and white 'Kiss and Ride' signs.
 - (ii) Install 1/4P: 6am-7pm; Mon-Sun; Rear-to-kerb to five (5) of the unrestricted parking bays outside Eastwood Station.

ITEM 1 (continued)

ATTACHMENT 1

- (iii) Install 1P: 6am-7pm; Mon-Sun; Rear-to-kerb to six (6) of the unrestricted parking bays outside Eastwood Station.
- (iv) Install directional 'Kiss and Ride' signs at two (2) locations (Eastwood Library and the western entrance of Eastwood Station) to direct the pedestrians to areas for kiss and ride.
- (v) Council pursue a response from Parramatta Council in respect of a roundabout at the intersection of Wingate Ave and West Parade Eastwood.
- (g) That Council implement a 'No Parking' zone on the south side of Adelphi Road, Marsfield.
- (h) That Council:
 - (i) Install 'No Parking; 7:00am-5:00pm; Mon-Sat' signage for 101m along the Porter Street frontage of 74-76 Belmore Street, between the existing 'No Parking' across the subject site access and the 'No Stopping' zone 10m from the intersection of Junction Street.
 - (ii) Remove this arrangement once the Occupation Certificate has been provided to the developer.
- (i) That Council install a median island stop treatment in accordance with drawing reference 59113B Issue 'B.'
- (j) That Council change the 'Kiss and Ride' zone outside Ryde Public School to 15 minute parking outside of 'school zone' times (1/4P: 6am-8am; 9:30am-2:30pm; 4pm-6pm, Mon-Fri).
- (k) That Council install 'No Stopping' signs for 10m on the north side of the driveway of No. 94-116 Culloden Road, Marsfield.
- (l) That Council install a pedestrian refuge in Dayman Place Marsfield, at Epping Road, as per the detailed design, subject to funding availability.
- (m) That Council convert the 'No Stopping' zone on Hillview Lane, between Coolgun Lane and West Parade, Eastwood, to a 'No Parking' zone.
- (n) That Council extend the time restrictions operating hours of the 1/4P on-street parking spaces on Angas Street, Meadowbank, from 7am-5pm to 7am-10pm; Mon-Fri.
- (o) That Council convert the existing timed 'No Parking: 6am-10am; 3pm-7pm; Mon-Fri' Zone on Belmore Street, south of Junction Street, to unrestricted parking.
- (p) That Council convert the linemarkings and remove the 'No Stopping' signage on the western section of Vimiera Road, between Elk Street and Rugby Road, Eastwood, to provide the following arrangement:

ITEM 1 (continued)

ATTACHMENT 1

- (i) Two (2) 3.25m travelling lanes with Bicycle logos to promote a shared road for vehicles and cyclists.
 - (ii) One (1) 2.5m parking lane on the western side of Vimiera Road.
- (q) That Council modify the parking restrictions along the frontage of No.1-5 Chatham Road to:
- (i) 1/2P: 10am-3pm, Mon-Fri; 8:30am-12:30pm, Sat
 - (ii) No Stopping: 6am-10am; 3pm-7pm, Mon-Fri
 - (iii) The parking restrictions to apply on Saturdays are to be for a three month trial period to commence on date of installation.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

3 PROJECT STATUS REPORT AS AT 31 DECEMBER 2014 - PROJECT DEVELOPMENT UNIT

RESOLUTION: (Moved by Councillors Perram and Etmekdjian)

That Council receive and note this report.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

The meeting closed at 5.30pm.

CONFIRMED THIS 3RD DAY OF MARCH 2015.

Chairperson

2 PROJECT STATUS REPORT AS AT 31 JANUARY 2015 - PROJECT DEVELOPMENT UNIT

Report prepared by: Section Manager - Program Delivery
File No.: GRP/09/3/12 - BP15/152

REPORT SUMMARY

The purpose of this report is to highlight the projects completed as at 31 January 2015 and any project issues that have arisen.

This report covers capital and non-capital projects in the Operational Plan 2014/15 allocated and delivered by the Project Development Unit (PDU), Public Works. Progress of approved carry over projects from 2013/14 and new projects approved during 2014/15 are also included.

PDU's annual target of 85% for completed Operational Plan and carryover projects is currently on track.

RECOMMENDATION:

That Council receive and note this report.

ATTACHMENTS

- 1 Capital Works Projects Schedule 2014-15 – January 2015
- 2 Project Updates – January 2015

Report Prepared By:

Peter Calantzis
Section Manager - Program Delivery

Report Approved By:

Peter Nguyen
Service Unit Manager - Project Development

George Dedes
Group Manager - Public Works

ITEM 2 (continued)**Projects Report**

This report covers capital and non-capital projects in the Operational Plan 2014/15 delivered by the Project Development Unit (PDU), Public Works. Further details on all Operation Plan projects can be found in the Quarter 2 Quarterly Review reports.

Progress of projects in the Operational Plan 2014/15, approved carry over projects from 2013/14 and new projects approved during 2014/15 are shown in

ATTACHMENT 1.

As at 31 January 2015, the PDU is responsible for the delivery of 163 projects including:

- 136 projects in the Operational Plan 2014/15
- 22 carry over projects from 2013/14
- 5 new projects approved during 2014/15

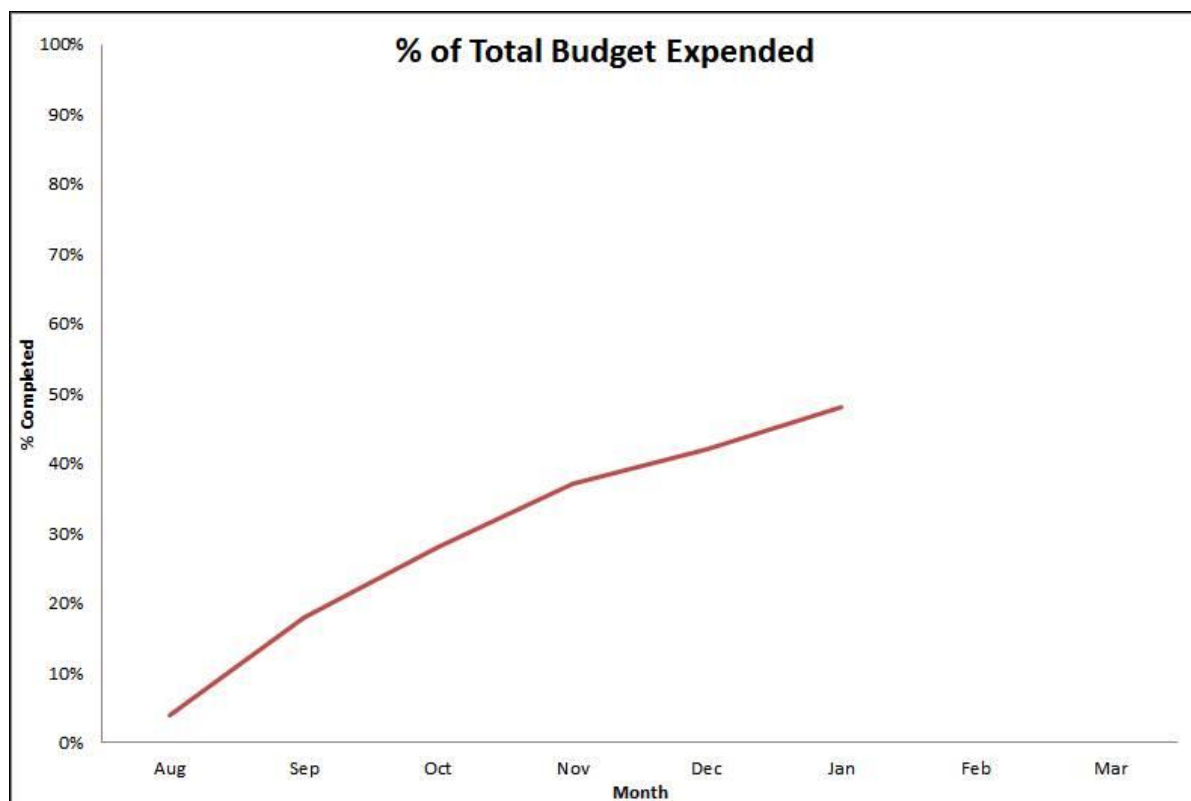
The PDU annual target (KPI) for completed operational plan and carryover projects is 85%. The current status is as follows:

Total budget (including carry-over projects)	\$26,828,049
Percentage of total approved budget expended*	48%

Excludes projects that are on-hold, awaiting approval by external authorities (e.g. RMS), Council resolution, awaiting finalisation of legal matters, and new projects adopted by Council from 1 July 2014.

ITEM 2 (continued)

The chart below plots monthly percentage of total approved budget expended.



The percentage of projects completed as at 31 January 2015 is currently under the average. This trend is normal as some projects are still in the design phase. The forecast project completion percentage is still on track.

The Capital Works Project Schedule 2014-2015 – January 2015 is provided in **ATTACHMENT 1** and the job card of a completed project is provided in **ATTACHMENT 2**.

A total of 56 out of 163 projects have been completed to date, with 6 projects completed in the month of January 2015.

Project Exception Report – by Program

The following projects are currently at risk of not being delivered in 2014/15. Actions have been identified for implementation.

ITEM 2 (continued)
Open Space, Sport and Recreation Program

Project Name	Risks	Action/Comments
Sportsfield Floodlighting Expansion - Morrison Bay Park	DA assessment received and recommends refusal.	Additional information to be provided and DA resubmitted as per resolution at Environment and Planning Committee held 3 February 2015.
Sportsfield Floodlighting - Upgrade existing lighting at Ryde Park (field 3)	Planning Department confirmed DA required.	DA lodged and under assessment.
ELS Hall Park # 1 – Synthetic Surface	Hydrology modelling indicates existing stormwater system unable to cater for additional volume of stormwater runoff following construction of synthetic field. Geotech investigations indicate rockshelf present at shallow depths across the field.	Stormwater drainage design options being developed. Once completed, tender will be advertised.

Roads Program

Project Name	Risks	Action/Comments
Bridge upgrade / renewal program – Cressy Road Footbridge over Kitty's Creek and Burnett Walk Footbridge, Darvall Park	Budget available is only sufficient to design and construct Cressy Road Footbridge and the design and preliminaries only for Burnett Walk Footbridge	Construction of Burnett Walk Footbridge to be deferred to 2015/16 if additional funding cannot be sourced.

ITEM 2 (continued)
Catchment Program

Project Name	Risks	Action/Comments
Detention basin at Waterloo Park, Marsfield (Construction)	Construction of Detention Basin deferred to 2015/16 to accommodate sporting user groups as reported to Works and Community Committee.	Works not affecting playing fields including Libya Place retaining wall to be constructed 2014/15. Construction of Detention Basin planned for Q1 and Q2 2015/16.

Foreshore Program

Project Name	Risks	Action/Comments
Seawalls / Retaining Walls Refurbishment Renewal - Meadowbank Park	Continued investigation works have highlighted risks with: <ul style="list-style-type: none"> • Shell fuel pipeline • Fish habitat • Requirement for river marsh management • Unfavourable geotech conditions The final design for the seawall has therefore been delayed until all these risks have been mitigated.	<ul style="list-style-type: none"> • Design to be finalised following completion of construction trials programmed for 18 February 2015. • Additional funding, if required, to be sourced via Section 94. • Once design and associated approvals are completed, a report to the Works and Community Committee will be prepared.



PROGRAM SUMMARY

 Projects completed in January 2015

Program	14/15 Budget	No. of 14/15 Projects	Completed 14/15 Projects												Total Completed to Date	
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
1. Open Space, Sport and Recreation	\$3,619,078	24	0	0	0	3	1	1	3							8
2. Roads	\$4,963,133	31	0	1	3	0	7	1	0							12
3. Property Portfolio	\$2,401,252	2	0	0	0	0	0	0	0							0
4. Catchment	\$1,529,820	18	1	0	0	3	1	1	0							6
5. Centres and Neighbourhood	\$2,845,587	7	0	0	0	0	0	0	0							0
6. Library	\$106,000	3	0	0	0	0	0	0	0							0
9. Community and Cultural	\$250,000	7	0	0	0	0	1	1	0							2
11. Paths and Cycleways	\$2,038,700	27	1	0	1	0	1	2	2							7
12. Environmental	\$133,000	1	0	0	0	0	0	1	0							1
15. Traffic & Transport	\$1,661,150	14	0	0	0	1	1	0	1							3
18. Foreshore	\$320,000	1	0	0	0	0	0	0	0							0
20. Waste and Recycling	\$624,000	1	0	0	0	0	0	0	0							0
14/15 Total	\$20,491,720	136	2	1	4	7	12	7	6							39
New Projects	\$504,000	5	0	0	0	0	0	0	0							0
Carryover Projects	\$5,832,329	22	3	3	4	2	1	4	0							17
Total incl. new & c/o projects	\$26,828,049	163	5	4	8	9	13	11	6							56

Capital Works Projects Schedule 2014/15

January 2015

PROGRAM DETAILS

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
1		Open Space, Sport and Recreation Program				
1.1	PM14_40026	Street Tree Planting Program	\$75,000	2/03/15	10/04/15	
1.2	PM14_40027	Park Tree Planting Program	\$28,708	29/09/14	30/04/15	
1.3	PM14_40029	Natural Areas Delineation	\$12,500	6/04/15	17/04/15	
1.4	PM14_40941	ELS Hall Park #1 – Synthetic Surface	\$230,000	Q4	Q4	Hydrology modelling indicates existing stormwater system unable to cater for additional volume of stormwater runoff following construction of synthetic field. Stormwater drainage design options being developed.
1.5	PM14_40970	Shrimptons Creek – Termite infestation	\$70,000	Q3	Q4	
1.6	PM14_40979	LIRS – P2 Implementation of Children's Play Plan	\$1,500,000	Q4	15/16	Grant funding approval received end of October 2014
1.7	PM14_41027	Refurbishment Banjo Paterson Park Wharf	\$200,000	17/11/14	31/03/15	
	PM14_50012	Sportsfield Renewal & Upgrade	\$710,270			
1.8	PM14_40981	Morrison Bay Park # 4		15/10/14	20/10/14	Completed
1.9	PM14_40982	ELS Hall Park # 2		Q4	Q4	
1.10	PM14_40983	Meadowbank Park #2 & #3		22/10/14	14/11/14	Completed
1.11	PM14_40984	Westminster Oval		15/09/14	10/10/14	Completed
1.12	PM14_40985	North Ryde Park		15/09/14	31/10/14	Completed
1.13	PM14_40986	Marsfield Park #1 & #2		5/12/14	15/16	Deferred and replaced with Gannan Park irrigation system
1.14	PM14_40987	Meadowbank Netball Courts		12/01/15	27/02/15	
1.15	PM14_40988	Magdala Park # 1		Q4	Q4	

Capital Works Projects Schedule 2014/15

January 2015





Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
1.16	PM14_40989	Fitness Equipment		15/16	15/16	Suitable site to be determined 14/15 & construction in 15/16.
	PM14_50015	Sportsground Amenities Renewal & Upgrade	\$492,000			
1.17	PM14_40990	Meadowbank Park # 2		1/12/14	9/01/15	Completed
1.18	PM14_40991	ELS Hall Park Indoor Community Sports Centre		1/12/14	6/01/15	Completed
1.19	PM14_40992	Morrison Bay Park		5/12/14	13/02/15	
1.20	PM14_40993	Pioneer Park		1/12/14	7/01/15	Completed
1.21	PM14_40994	Eastwood Croquet Club		17/11/14	15/12/14	Completed
	PM14_50016	Playground Construction & Renewal	\$300,600			
1.22	PM14_50016	Irene Park		1/06/15	26/09/15	
1.23	PM14_50016	Girraween Reserve		25/05/15	26/06/15	
1.24	PM14_50016	Carara Reserve		20/04/15	22/05/15	
2		Roads Program				
2.1	PM14_40089	Heavy Patching	\$250,000	Q1	Q4	
	PM14_50002	Road Resurfacing Renewal	\$2,731,820			
2.2	PM13_40068	Talavera Rd (Khartoum Rd to Lane Cove Rd)	\$182,000	Q4	Q4	
2.3	PM13_40065	Shaftsbury Road (Rutledge St - Clanwilliam St)	\$201,000	14/07/14	28/09/14	Completed
2.4	PM13_40064	Shaftsbury Road (Clanwilliam St - Trelaway St)	\$237,000	12/05/14	28/09/14	Completed
2.5	PM14_40055	Frederick Street (Henry St – Arnold St)	\$184,000	Q4	Q4	
2.6	PM14_40056	Hermitage Road (Goodwin St – Orchard St)	\$197,000	Q4	Q4	
2.7	PM14_40070	Vimiera Road (Complete north of Waterloo Rd)	\$157,000	18/08/14	22/09/14	Completed

ITEM 2 (continued)

ATTACHMENT 1

Capital Works Projects Schedule 2014/15

January 2015





Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
2.8	PM14_40081	Blaxland Road (Devlin St – Parkes St)	\$86,000	15/10/14	21/11/14	Completed
2.9	PM14_40084	Champion Road (Deeble St – Tennyson Rd)	\$142,000	16/03/14	15/05/15	
2.10	PM14_40871	Cox's Road (Conrad St – Shaw St)	\$156,000	16/10/14	27/11/14	Completed
2.11	PM14_40872	Cox's Road (Pittwater Rd – Conrad St)	\$195,000	16/10/14	27/11/14	Completed
2.12	PM14_40289	Gallard Street (Heard St – Richmond St)	\$58,000	Q3	Q3	
2.13	PM14_40290	Goodwin Street (Meville St – Hermitage Rd)	\$190,000	Q3	22/2/15	
2.14	PM14_40293	Gladstone Avenue (Cul De Sac (E) – Cowell St)	\$34,000	Q3	Q3	
2.15	PM14_40294	Goodwin Street (Mahon St – Hermitage Rd)	\$27,000	Q3	Q3	
2.16	PM14_40296	Kinson Crescent (Anthony Road – Cul De)	\$25,000	2/08/14	18/08/14	Completed
2.17	PM14_40299	North Road (Blaxland Rd – Eulo Parade)	\$110,000	Q3	1/03/15	
2.18	PM14_40300	North Road (Longview St – Balaclava Rd)	\$189,000	22/11/14	23/11/14	Completed
2.19	PM14_40303	Rex Street (Federal Rd – Grand Ave)	\$35,000	9/10/14	20/11/14	Completed
2.20	PM14_40306	Terry Road (Ryde)(Commissioners Rd)	\$58,000	Q4	Q4	
2.21	PM14_40307	Waterview Street (Osborne Ave – Cul De Sac)	\$28,818	Q3	Q3	
	PM14_50004	Road And Kerb Renewal	\$1,468,680	Q2	Q4	
2.22	PM14_40382	North Road (Fonti St – Longview St)	\$124,000	1/10/14	2/11/14	Completed
2.23	PM14_40384	Quarry Road (Pidging Rd – Niara St)	\$104,000	7/12/14	22/02/15	
2.24	PM14_40385	Pittwater Road (No. 214 – Field of Mars)	\$154,000	Q4	Q4	Completed 13/14. Next section to be completed 14/15 in conjunction with Blackspot Program works (refer item 15.5)
2.25	PM14_40387	Blenheim Road (Pittwater Rd – Morshead St)	\$167,000	2/12/14	8/12/14	Completed
2.26	PM14_40389	Goulding Road (Fisher Ave – Twin Rd)	\$79,000	Q4	Q4	

Capital Works Projects Schedule 2014/15
January 2015





Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
2.27	PM14_40393	Morrison Road (Church St – Belmore St)	\$125,000	12/12/14	13/02/15	
2.28	PM14_40395	Pavement Testing & design for 15/16	\$60,000	Q4	Q4	
2.29	PM14_40662	Andrew Street (Macintosh Street – Warf Road)	\$87,000	14/11/14	19/11/14	Completed
	PM14_50006	Bridge Upgrade Renewal	\$148,625	Q3	Q4	
2.30	PM14_40244	Burnett Walk Footbridge, Darvall Park				Following review of construction cost estimates, additional funding to be sourced or project deferred due to insufficient budget
2.31	PM14_40863	Cressy Road Footbridge over Kitty's Creek				Design contract awarded
3		Property Portfolio Program				
3.1	PM14_40810	Civic Centre Refurbishment	\$961,700	Q3	Ongoing	4 year program
	PM14_50019	Commercial Buildings Renewal	\$1,439,552			
3.2	PM14_40980	6 Reserve St, West Ryde - Construction		2/2/15	30/09/15	
4		Catchment Program				
	PM14_50008	Stormwater Asset Replacement Renewal	\$764,910			
4.1	PM14_40423	Twin Rd and Badajoz Rd Intersection North Ryde		29/09/14	24/10/14	Completed
4.2	PM14_40424	Anthony Road West Ryde		15/09/14	31/10/14	Completed
4.3	PM14_40450	Pickford Ave Eastwood		16/03/15	17/04/15	
4.4	PM14_40883	11 First Ave		10/09/14	21/11/14	Completed
4.5	PM14_41015	Higginbotham Road		27/01/15	3/04/15	
4.6	PM14_41016	Melba Drive		Q3	Q3	Design only
4.7	PM14_40454	Parklands Road		11/07/14	29/07/14	Completed

ITEM 2 (continued)

ATTACHMENT 1



Capital Works Projects Schedule 2014/15

January 2015

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
4.8	PM14_41021	Eastwood Culvert		Q4	Q4	Design only
4.9	PM14_41057	Delange Road		1/02/15	13/03/15	
	PM14_50022	Stormwater Improvement Works Renewal	\$764,910			
4.10	PM14_40515	Detention Basin at Waterloo Park	\$350,000	Q3	15/16	Construction of Detention Basin deferred to 15/16 to accommodate sporting user groups. Funds to be used for construction of Libya Place retaining wall.
4.11	PM14_40520	Overland Flow Works Santa Rosa Park	\$150,000	2/03/15	29/05/15	
4.12	PM14_40528	Lower Ground Levels – Waterloo Road		17/09/14	7/10/14	Completed - Waterloo Road pits
4.13	PM14_40923	Darvall Rd Drainage	\$100,000	Q4	Q4	
4.14	PM14_41020	Brush Farm Prk Crk Rehab - Archers Ck	\$100,000	Q2	Q4	
4.15	PM14_41022	Water Quality & Riparian Improvements – Terrys Ck	\$42,000	Q3	Q4	Stakeholder consultation in progress
4.16	PM14_41017	Gregory St	\$150,000	23/03/15	10/04/15	
4.17	PM14_40524	East Parade	\$130,000	3/11/14	17/12/14	Completed
4.18	PM14_40673	Pit Replacement	\$100,000	1/07/14	28/05/15	
5		Centres and Neighbourhood Program				
5.1	PM14_40788	Multi-function poles in Macquarie Park	\$225,000	Q3	Q4	Council resolved (at 11/11/14 meeting) to defer to 15/16 and use funds for final section of Delhi Road Public Domain Upgrade (granite paving)
5.2	PM14_40790	Public Domain Upgrade Lane Cove Road (Epping to Waterloo East)	\$600,000	Q3	Q4	
5.3	PM14_40791	Public Domain Upgrade Waterloo Rd (South side, Cottonwood Cres. to Elouera Reserve), Macquarie Park	\$399,587	28/11/14	5/03/15	
5.4	PM14_40815	Implementation Mac Park PAMP Works Plan	\$100,000	Q3	Q4	


PUBLIC WORKS
 Project Development


Capital Works Projects Schedule 2014/15

January 2015

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
	PM14_50007	N/hood Centre Renewal	\$500,000			
5.5	PM14_40552	Construction of Quarry Rd		23/02/15	20/03/15	
5.6	PM14_40553	Construction of Sager Pl		13/04/15	22/05/15	
	PM14_50023	Town Centre Upgrade Renewal	\$1,021,000			
5.7	PM14_40264	Rowe St Construction	\$1,000,000	Q4	15/16	
6		Library Program				
	PM14_50026	Community Buildings Renewal - Libraries	\$106,000	Q3	Q4	
6.1	PM14_41041	CCTV at Eastwood and Gladesville Libraries	\$31,800		Q4	
6.2	PM14_41042	a)A/C at Ryde and Eastwood Libraries	\$74,200		Q4	
6.3	PM14_41042	b)A/C at Ryde and Eastwood Libraries			Q4	
9		Community and Cultural Program				
	PM14_50014	Community Buildings Renewal	\$250,000	Q3	Q4	
9.1	PM14_41044	Coxs Road (nth Ryde Community Hall) Kitchen Replacement	\$40,000	9/02/15	10/04/15	
9.2	PM14_41045	Community Buildings Hazmat Reports	\$32,000	2/03/15	30/04/15	
9.3	PM14_41046	Community Buildings Hazmat Remedial Works	\$20,000	5/05/15	30/06/15	
9.4	PM14_41047	Brush Farm House Termite Baiting Stations	\$8000	13/10/14	24/12/14	Completed
9.5	PM14_41048	Willandra House Conservation Works	\$51,750	16/03/15	30/06/15	S57 Application approved by Heritage Council
9.6	PM14_41049	Fall Arrest System (Height Safety rectification)	\$20,000	2/03/15	30/06/15	
9.7	PM14_41050	WRCC Foyer Exhibition space (lighting + painting)	\$15,000	13/10/14	26/11/14	Completed
11		Paths and Cycleways Program				

ITEM 2 (continued)

ATTACHMENT 1

Capital Works Projects Schedule 2014/15

January 2015





Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
11.1	PM14_40001	Bus Shelters	\$43,700	1/04/15	19/06/15	
11.2	PM14_40002	Bus Stop DDA Compliance	\$87,000	16/02/15	12/06/15	
11.3	PM14_40003	Bus Stop Seats - New	\$33,000	20/10/14	5/12/14	Completed
11.4	PM14_51001	Cycleway Construction Expansion	\$200,000	Q1	Q4	
	PM14_50003	Footpath Construction Renewal	\$500,000	Q1	Q4	
11.5	PM14_50003	Condition 4-5 Concrete Stage 1		14/07/14	23/1/15	Completed
11.6	PM14_50003	Condition 4-5 Concrete Stage 2		Q3	Q4	
11.7	PM14_50003	Condition 4-5 Concrete Stage 3		Q4	Q4	
11.8	PM14_50003	Condition 4-5 Bitumen Stage 1		14/07/14	16/1/15	Completed
11.9	PM14_50003	Condition 4-5 Bitumen Stage 2		Q3	Q4	
11.10	PM14_50003	Ryedale Road, Denistone		2/03/14	27/03/14	
11.11	PM14_50003	Terry Road, Denistone		30/06/14	10/07/14	Completed
11.12	PM14_50003	DDA Compliant Pedestrian Ramps		Q3	Q4	
	PM14_51003	Footpath Construction – Expansion	\$550,000			
11.13	PM14_40334	Collins Street (Ryrie St – Wicks Rd)		Q3	Q3	
11.14	PM14_40352	Threlfall Street (North Rd – Hunts Ave)		Q3	Q3	
11.15	PM14_40354	Adelaide Street (James St – Meadowbank)		Q3	Q3	
11.16	PM14_40364	Moirra Avenue (Mimos St – Mirool St)		3/09/14	26/09/14	Completed
11.17	PM14_40367	Parklands Road (Whiteside St – Trevitt Rd)		Q3	Q3	
11.18	PM14_40368	Pembroke Road (Vimiera Rd – Mawarra Cr)		28/11/14	10/12/14	Completed

ITEM 2 (continued)

ATTACHMENT 1

Capital Works Projects Schedule 2014/15

January 2015





Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
11.19	PM14_40792	Plassey Road (Delhi Rd to Bend Stage 1)		Q4	Q4	
11.20	PM14_40370	Samuel Street (No. 63 – No. 39, Samuel St)		Q3	Q3	
11.21	PM14_40348	Ryedale Road (No. 2A – No.28 (Reserve))		2/03/15	1/05/15	
11.22	PM14_40372	Trevitt Road (No.23, Trevitt Rd)		Q3	Q3	
11.23	PM14_40618	Callaghan Street (No.7, Badajoz Rd)		Q3	Q3	
11.24	PM14_40632	North Road (Clermont Ave – Heath St)		Q3	Q3	
11.25	PM14_40888	Marsden Road (No.101 – No. 133 Marsden Rd)		7/10/14	27/11/14	Completed
11.26	PM14_51003	Footpath Construction – Plassey Rd (stage 2)	\$400,000	Q4	Q4	
11.27	PM14_51003	Footpath Construction – Julius Avenue	\$225,000	Q3	Q4	
12		Environmental Program				
12.1	PM14_30469	Lighting Upgrade - Council Facilities	\$133,000	13/11/14	24/12/14	Completed (Operations Centre only)
15		Traffic & Transport Program				
	PM14_40004	Traffic Calming Devices	\$250,000			
15.1	PM14_40004	Osgathorpe - LATM		11/05/15	19/06/15	
15.2	PM14_40004	Parkes Street - TMOP		12/01/15	20/02/15	
15.3	PM14_40004	Parkes Street – Speed Cushions		11/05/15	29/05/15	
15.4	PM14_40004	Blackspot Program – Raised Threshold		1/06/15	19/06/15	
15.5	PM14_40004	Blackspot Program – Median Island		Q4	Q4	Additional \$250k RMS grant funding received in addition to original \$400k to incorporate roadworks from Road & Kerb renewal program.
15.6	PM14_40004	Dayman Place – Pedestrian Refuge		1/06/15	19/06/15	



Capital Works Projects Schedule 2014/15
January 2015

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
15.7	PM14_40004	Traffic Committee Capital Works		1/07/14	Q4	
	PM14_50005	Traffic Facilities Renewal	\$211,150			
15.8	PM14_41036	Traffic Facility Review – Local Roads		1/04/15	19/06/15	
15.9	PM14_41037	Buffalo Road Roundabout		12/01/15	16/01/15	Completed
15.10	PM14_41038	West Parade Roundabout		24/10/14	25/11/14	Completed
15.11	PM14_41039	Ryde Road – Kerb Ramp		20/10/14	27/10/14	Completed
15.12	PM14_40928	Traffic – (Signs & Lines)		1/04/15	19/06/15	
15.13	PM14_41040	Traffic Renewal (Forward Planning Program)		1/09/14	19/06/15	
15.14	PM14_40974	Waterloo Rd/Khartoum Rd – TCS Installation	\$1,200,000	15/16	15/16	Design only 14/15.
18		Foreshore Program				
	PM14_50009	Seawalls / Retaining Walls Refurbishment Renewal	\$320,000	2/02/15	29/05/15	
18.1	PM14_50009	Meadowbank Park				Additional funding via Section 94 reserve will be sourced due to unfavourable geotech conditions and underground pipelines. Report to Works & Community Committee will be prepared once investigations are complete.
20		Waste and Recycling Program				
20.1	PM14_40033	Porters Creek Site Development & Upgrade	\$624,000	Q4	Q4	Dependant on acquisition of Lots from Dept of Lands. Update report being provided to Council in February 2015.
		New Projects				
N1	PM14_XXXX	Safer Streets Program - CCTV in Eastwood	\$200,000	Q3	Q4	Project brief currently being prepared
N2	PM14_41030	Tennyson Point – Dinghy Racks	\$20,000	Q3	Q3	Added to Sportsfield Renewal & Upgrade cluster
N3	PM14_41043	Archers Creek Litter Reduction Project	\$259,000	Q4	Q4	

Capital Works Projects Schedule 2014/15
January 2015

 **PUBLIC WORKS**
Project Development

 **SILVER**
AIPM CORPORATE MEMBER

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
N4	PM14_XXXX	Public Domain technical Manual Review	\$25,000	Q3	Q4	
N5	PM14_40953	Public Domain Delhi Road Upgrade (North Ryde Station to National Park)	tbc	Q3	Q4	Council resolved (at 11/11/14 meeting) to defer PM14_788 & PM14_790 and use funds for final section of Delhi Road Public Domain Upgrade (granite paving)
		Carryover Projects				
	PM13_40817	LIRS - P1 Implementation of Children's Play Plan (Cluster)	\$1,500,000			
C1	PM13_40817	Monash Park		18/08/14	10/10/14	Completed
C2	PM13_40817	Memorial Park		19/01/15	6/03/15	
C3	PM13_40817	Gannan Park		9/03/15	24/04/15	
C4	PM13_40817	Lions Park		20/10/14	19/12/14	Completed
C5	PM13_40817	Granny Smith		13/10/14	28/11/14	Completed
C6	PM2010_73	Ryde River Walk Construction	\$1,734,329	10/10/14	30/04/15	
C7	PM13_40860	Glen Street Lakeside Road Car Park	\$88,000	2/07/14	15/08/14	Completed
C8	PM13_40243	Glen Reserve Footbridge – Glen St Eastwood	\$80,000	17/07/14	20/08/14	Completed
C9	PM2011_87	RALC Surf Attraction	\$350,000	6/12/13	8/08/14	Completed
C10	PM13_40603	Elouera Reserve Upgrade	\$240,000	19/05/14	26/09/14	Completed
C11	PM13_40570	Shrimptons Creek Stormwater Work Stage 2	\$154,000	29/09/14	10/12/14	Completed (viewing deck at Bioretention Basin)
C12	PM13_40520	Overland Flow Works – Santa Rosa Park	\$250,000		19/12/14	Completed
C13	PM13_40937	Sportsground Amenities Renewal & Upgrade – ELS Hall Park Upper Amenities	\$345,000	7/09/14	22/12/14	Completed
C14	PM13_50011	Sportsfield Floodlighting Renewal	\$50,000	Q3	Q4	DA for Ryde Park lodged and under assessment

ITEM 2 (continued)

ATTACHMENT 1

Capital Works Projects Schedule 2014/15

January 2015



PUBLIC WORKS
Project Development




SILVER
CORPORATE MEMBER


Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
	PM13_51011	Sportsfield Floodlighting Expansion	\$250,000			
C15	PM12_40715	Morrison Bay Park		Q4	Q4	DA assessment received & recommends refusal. Additional information to be provided & DA resubmitted as per resolution at Environment and Planning Committee held 3 February 2015.
C16	PM12_40907	Waterloo Park		22/09/14	27/10/14	Completed
C17	PM12_40819	Macquarie Park TfNSW ECRL Stn Access Works	\$100,000	2/04/14	28/07/14	Completed
C18	PM13_40024	Morrison Road (Charles – Boulton St)	\$150,000	12/05/14	12/09/14	Completed
C19	PM12_30517	Meadowbank /Gladesville Traffic Study	\$78,000	Q2	Q4	Discussions with RMS continuing
C20	PM13_40935	Quarry Road Amenities	\$120,000	Q3	Q4	
C21	PM13_40791	Public Domain Upgrade Waterloo Rd (Elouera Reserve frontage - Cottonwood Cres. To Herring Road), Macquarie Park	\$300,000	30/04/14	26/09/14	Completed - refer item 5.3 for stage 2 works in progress (Cottonwood Crescent to Elouera Reserve) and final section to Herring Road to be constructed by developer of adjoining site.
C22	PM13_41006	12 Turner Street – Parsonage	\$43,000	30/06/14	31/07/14	Completed
C23	PM13_40934	Shaftsbury Road	\$164,872	14/07/14	21/09/14	Completed
C24	PM13_40061	Terry Road - (Goodwin St – Orchard St)	\$164,000	13/05/14	14/07/14	Completed

ITEM 2 (continued)


ATTACHMENT 2




PUBLIC WORKS
Project Development




Sportsground Amenities Renewal & Upgrade
Ryde Community Sports Centre - ELS Hall Park, North Ryde







After




Before



Before



After



BACKGROUND

The original design of the Ryde Community Sports Centre (RCSC) did not take into account impacts arising from all indoor sports (such as futsal) and the eastern wall/facade of the building sustained damage. The project consisted of construction of an impact resistant block wall internally and visually appealing alucobond cladding externally. The benefits delivered are reduced maintenance and improved durability of the Ryde Community Sports Centre.


SCOPE

As part of the project, works included:

- Construction of new core filled block wall internally
- Construction of new alucobond external cladding

PROJECT TEAM

Business Manager:	Open Space Unit
Delivery Manager:	Project Development Unit
Project Manager:	Damian Mulholland
Constructed By:	External Contractors
Completion Date:	January 2015
Total Project Cost:	\$45,000



City of Ryde
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3 TRAFFIC AND PARKING MATTERS PRESENTED TO RYDE TRAFFIC COMMITTEE held on 29 January 2015

Report prepared by: Traffic Engineer

File No.: GRP/09/3/12 - BP15/155

This report discusses each traffic and/or parking matter separately, and provides discussion and recommendations on how Council may proceed with the proposed traffic and parking measures. A total of eight (8) written reports were tabled covering main areas of Proposed Parking Controls and Traffic Devices and Management, namely:

- (A) Constitution Road, Meadowbank
- (B) Bowden Street, Meadowbank
- (C) Midway Roundabout, Ryde
- (D) Angas Street, Meadowbank
- (E) Balaclava Road, Eastwood
- (F) Angas Street, Meadowbank
- (G) Buffalo Road, Gladesville
- (H) Balaclava Road, Eastwood

All of the items were presented to the Ryde Traffic Committee (RTC) at its meeting on 27 November 2014, with the results of the RTC consideration tabulated in the 'Minutes of the Meeting' provided in **ATTACHMENT 1** as, 'Technical Approval'.

RECOMMENDATION:

- (a) That Council implement 'No Parking' along the frontage of No.43-51 Constitution Road, Meadowbank.
- (b) That Council install "1P; 7am-5pm; Mon-Fri" signage along the frontage of 64 Bowden Street, Meadowbank.
- (c) That Council maintain the current configuration of the Midway Roundabout.
- (d) That Council:
 - (i) Approve the installation of 'No Parking' signage for 120m along the Faraday Lane frontage of 3-13 Angas Street, between the statutory 'No Stopping' zone (10m from the intersection of Underdale Lane) to the end of the cul-de-sac.
 - (ii) Approve the implementation of 'Give Way' line marking and signage on Faraday Lane at the intersection of Underdale Lane.

ITEM 3 (continued)

- (e) That Council adjust the Bus Zone and 'No Stopping' restrictions outside No.37 Balaclava Road, Eastwood, as follows:
 - (i) Bus Zone: relocated 8 metres west of the newly constructed bus shelter.
 - (ii) 'No Stopping' zone: 5 metres east of the newly constructed bus shelter.
 - (iii) Should the removal/relocation of the splitter island be deemed feasible in future the 'J' stream is to be relocated directly outside the newly constructed bus shelter.

- (f) That Council extend the RPS Zone 8 to include the existing '2P; 8am-9pm; Mon-Fri' on both sides of Angas Street, Meadowbank, from See Street through to the Angas Street Bridge.

- (g) That Council adjust the parking restrictions along No.18-20A Buffalo Road, Gladesville, from '1/2P; 8:30am-3:30pm; Mon-Fri' to '1/4P 6:30am-3:30pm; Mon-Fri'.

- (h) That Council install a No Parking Zone for the length of 5.4m at the frontage of No.72 Balaclava Road, Eastwood.

ATTACHMENTS

- 1 Local Traffic Committee Minutes – 29 January 2015
- 2 Signage and Linemarking Plan – Angas Street, Meadowbank

Report Prepared By:

Nina Fard
Traffic Engineer

Report Approved By:

Harry Muker
Section Manager - Traffic

Anthony Ogle
Service Unit Manager - Asset Systems

George Dedes
Group Manager - Public Works

ITEM 3 (continued)**ITEM (A) CONSTITUTION ROAD, MEADOWBANK**

SUBJECT: NO PARKING
State Electorate: RYDE
Ward: CENTRAL
Ref: D14/81678

REQUEST:

Council has received written correspondence requesting the installation of 'No Parking' signage along the frontage No.43-51 Constitution Road, Meadowbank, to improve access to the cul-de-sac.

CONTEXT:

1. The width of this section of Constitution Road is 3.5 metres.
2. The standard width required for a travelling lane is 3.0 metres.
3. The width of a standard sedan is of the order of 2 metres, mirror to mirror.
4. Total width of two (2) vehicles is of the order of 4 metres.
5. Emergency Services require unobstructed access at all times.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ROAD FUNCTION:

Local

CONSULTATION:

Survey conducted with No.43-51 (5 Properties) Majority in favour.

DISCUSSION:

Following an investigation, and considering the key issues of access by both local road users and emergency services, it is identified that the width of this section of Constitution Road is not adequate to accommodate any parking.

After discussions with the residents, the instance of long term parking does not occur frequently, however when it does, there is no opportunity for vehicles to pass around the stationary vehicle.

It is proposed to install 'No Parking' signage along the frontage of No.43-51 Constitution Road in order to restrict parking whilst still allowing for drop-off and pick-up of goods and or local residents.

A consultation was undertaken with the affected residents with three (3) in favour of the proposal and two (2) providing no response. A total of 5 residents were surveyed with a majority in favour of the implementation of the proposed scheme.

ITEM 3 (continued)

ESTIMATED CONSTRUCTION COST

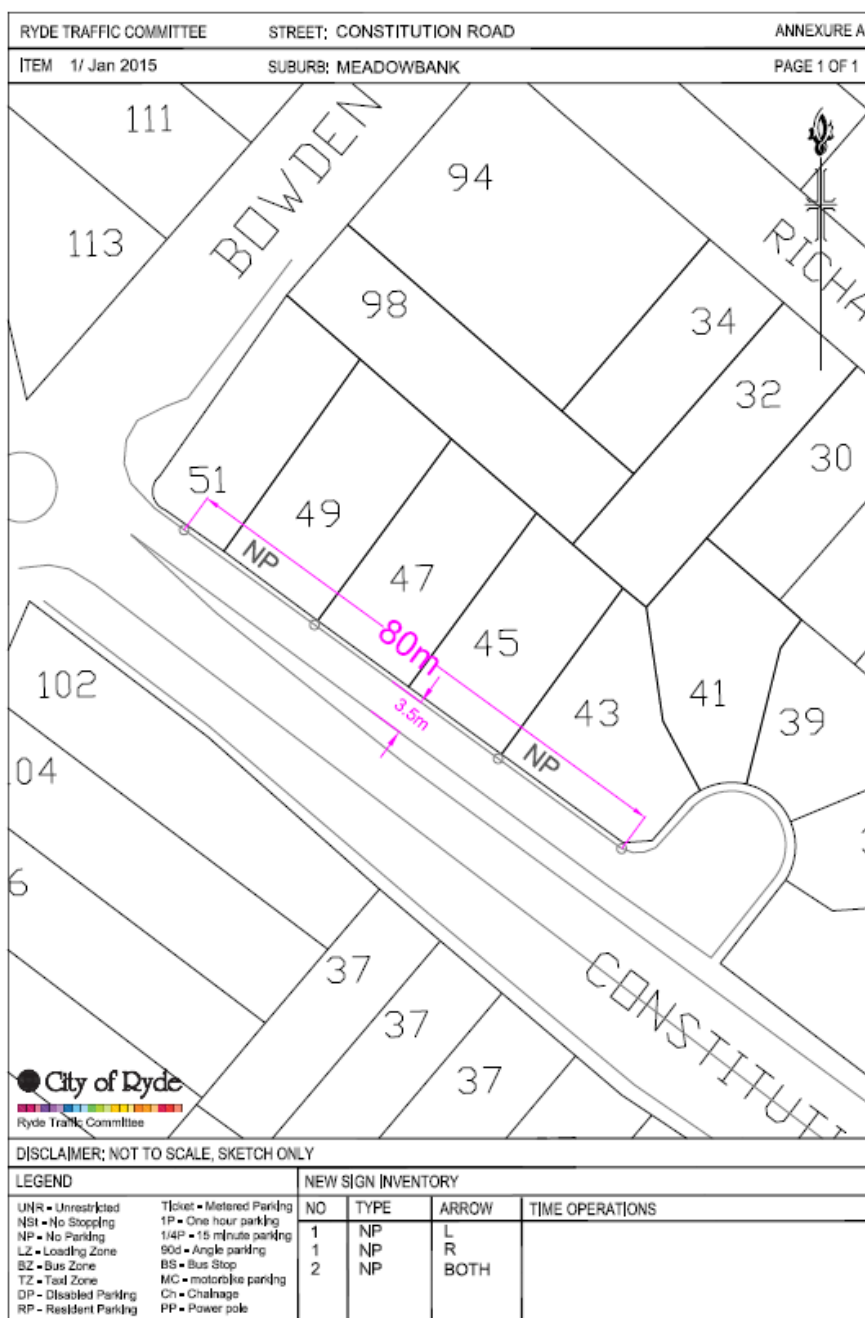
\$800

COMMITTEE RECOMMENDATION

That Council implement 'No Parking' along the frontage of No.43-51 Constitution Road, Meadowbank.

RTC RESOLUTION

RTC resolved as per Council proposal above.



ITEM 3 (continued)**ITEM (B) BOWDEN STREET, MEADOWBANK**

SUBJECT: 1P TIMED PARKING RESTRICTIONS
State Electorate: RYDE
Ward: CENTRAL
Ref: D15/4374

REQUEST:

Council has received written correspondence from local business operators requesting one (1) hour parking restrictions.

CONTEXT:

1. A request has been submitted from the business operators requesting additional one (1) hour parking restrictions.
2. The local roads in close proximity have unrestricted parking.
3. The unrestricted parking spaces are generally occupied by TAFE students and train commuters.
4. The local business operates between the hours of 7am and 5pm.
5. TAFE students and commuters generally park in the unrestricted spaces during weekdays.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Local

CONSULTATION:

The local business and resident affected by the proposal are in favour.

DISCUSSION:

Following an investigation, and considering the key issues of customer turnover raised by local business operators, it was identified that the customers of the local business are often unable to obtain a parking space during the operating hours of the local business. This has been noted as being due to the amount of unrestricted parking in the locality. Due to the amount of unrestricted parking, this area has been utilised predominantly by TAFE students and commuters of the local train station.

In order to assist with the turnover of customers, it is recommended to implement "1P; 7am-5pm; Mon-Fri" along the frontage of 64 Bowden Street, Meadowbank. See Annexure A. This area will allow two (2) vehicles to park.

Consultation was undertaken with the affected resident who was in favour of the proposal.

ITEM 3 (continued)

ESTIMATED CONSTRUCTION COST

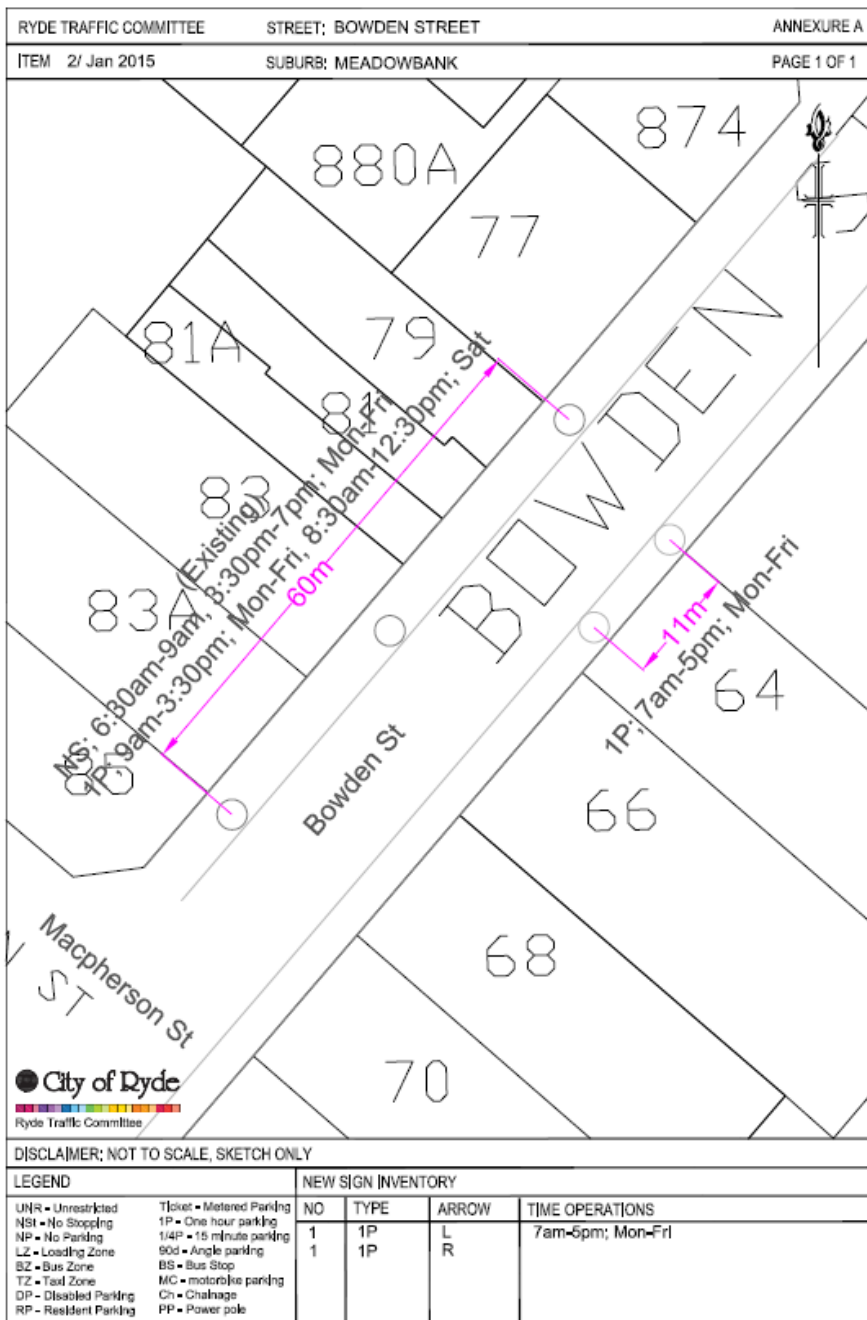
\$400

COMMITTEE RECOMMENDATION

That Council install “1P; 7am-5pm; Mon-Fri” signage along the frontage of 64 Bowden Street, Meadowbank.

RTC RESOLUTION

RTC resolved as per Council proposal above.



ITEM 3 (continued)**ITEM (C) MIDWAY ROUNDABOUT, RYDE**

SUBJECT: TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP)
State Electorate: RYDE
Ward: CENTRAL/WEST
Ref: CRS2009/2048

REQUEST:

Council has received multiple written correspondences to remove the recently installed speed cushions at the Midway Roundabout, Ryde.

CONTEXT:

1. The 'Midway' roundabout is a kidney-shaped roundabout located within the City of Ryde at the North Road / Lovell Road / Quarry Road / Cecil Street intersection on the border of the suburbs Denistone East and Ryde.
2. A number of concerns were raised regarding the accessibility of the roundabout for both pedestrians and vehicles.
3. It was noted that pedestrians tended to cross at the midpoint as it was the shortest route to travel to the midway shops.
4. It was visually inspected that the vehicles exiting the driveway of the carpark also had reduced opportunities to exit. This was noted as being due to vehicles speeds being higher in the southbound direction. This was associated with the nature of the roundabout providing a minor manoeuvre meaning that cars did not have to slow down to navigate this section of the roundabout.
5. In response to these concerns, Bitzios Consulting was commissioned in 2013 by the City of Ryde to undertake an investigation in testing various options to improve pedestrian safety at the 'Midway' roundabout, as well as access to the Midway shops as part of the Ryde Traffic Facilities Renewal project.
6. SIDRA intersection analysis was done and the following key conclusions and recommendations from this study were as follows:
 - a. No significant evidence supported the need for a mid-block pedestrian crossing facility at the roundabout;
 - b. Recommendation of upgrading the existing pedestrian refuge to the current standard; and
 - c. Recommendation of implementing speed cushions on both approaches to the refuge, as well as upstream of the parking exit to reduce the speed of southbound movements.
7. Based on the recommendations, Council have adopted the recommendation for speed cushions and have installed them at the roundabout.
8. Council has since requested a review of the roundabout to assess the operation post implementation of the speed cushions.
9. The roundabout services in excess of 2000 vehicles in the peak hour.

ITEM 3 (continued)**LEGISLATION, STANDARDS AND GUIDELINES:**

ARR Part 9 - Roundabouts

Guide to Road Design Part 4B: Roundabouts; Section 1.3 – Road Safety

Guide to Road Design Part 4B: Roundabouts; Section 3.2.2 – Site Visibility Criteria;
Criterion 2

ROAD FUNCTION:

Local

CONSULTATION:

All parties were informed that a review will be undertaken.

DISCUSSION:

Following an investigation, and considering the key issues of pedestrian safety, speed and accessibility, Council commissioned Bitzios Consulting to undertake a review of the Midway Roundabout post-implementation of the Speed Cushions.

These speed cushions were installed in May 2014 as part of the Traffic Facilities Renewal Program for the 2013/14 period. In accordance with standard procedures, adequate consultation was sent to the affected residents and shop operators. No objections were raised regarding the proposal.

Concerns were raised by multiple residents who resided outside the zone of influence. They requested the removal of the cushions on several grounds being that they were not needed and that they were impacting the traffic flow negatively. All those who raised concerns were informed that a post- implementation review would be undertaken to determine the effectiveness of the speed cushions, and that the findings would be tabled at the most practicable Ryde Traffic Committee Meeting to discuss whether the Midway Roundabout configuration should be altered.

The SIDRA results of the Bitzios report show that there is very little difference in the operation of the roundabout as a result of the speed cushions. Delays and consequent long queues are still evident on Quarry Road in the PM peak in both cases, and are most likely a result of the nature of the roundabout with the Quarry Road approach giving way to southbound traffic already in the roundabout. The length of queues in the 2013 case are slightly higher than the 2014 (with speed cushions) case. This is likely to be a result of the small variation in observed traffic volumes making the U-turn movement at the southern end of the roundabout.

It is noted that the modelling indicates longer queues on the Lovell Street approach in the morning peak. As a sensitivity test this was modelled without the speed cushions using the 2014 volumes. The model actually indicated a modest increase in queue lengths without the speed cushions.

ITEM 3 (continued)

The report prepared by Bitzios concludes that:

1. Based on the two site observations and SIDRA modelling results, the following conclusions have been made:
2. Traffic volumes at the Midway roundabout have not changed significantly between 2014 and 2013;
3. The speed cushions did not appear to create any significant congestion through the roundabout based on observations;
4. Modelling indicates that the roundabout was operating at Level of Service C or better;
5. Delays experienced at the roundabout are primarily associated with the heavy traffic volumes entering the roundabout, as opposed to the reduction of speed at the speed cushions;
6. The speed cushions effectively reduce speeds near the pedestrian refuge, thus effectively improving the pedestrian safety at the roundabout.
7. The speed cushions have reduced the speeds near the car park exit and hence improved road safety and efficiency for car park users.

Visual inspection by Council's Officers has also confirmed the accessibility concerns being that vehicles were slowing down on approach to the cushions which enables pedestrians to cross with more gap acceptance. Further, the speed reduction has also enabled vehicles to exit the driveway of the car park of the Midway Shops with a greater gap acceptance.

Therefore it can be noted that the speed cushions are effectively achieving their purpose. They are reducing traffic speeds on all approaches, providing equitable access opportunities for all approaches and improving pedestrian safety at all crossing points.

The full report is provided in Annexure A.

ESTIMATED CONSTRUCTION COST

Not Applicable


COMMITTEE RECOMMENDATION

That Council maintain the current configuration of the Midway Roundabout.

RTC RESOLUTION

RTC resolved as per Council proposal above.

ITEM 3 (continued)

RYDE TRAFFIC COMMITTEE	STREET: MIDWAY ROUNDABOUT	ANNEXURE A								
ITEM 3/ Jan 2015	SUBURB: RYDE	PAGE 1 OF 1								
<p>ITEM C: MIDWAY ROUNDABOUT TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP)</p>										
 Ryde Traffic Committee										
DISCLAIMER: NOT TO SCALE, SKETCH ONLY										
LEGEND		NEW SIGN INVENTORY								
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 - Challenge PP - Power pole	<table border="1"> <thead> <tr> <th>NO</th> <th>TYPE</th> <th>ARROW</th> <th>TIME OPERATIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO	TYPE	ARROW	TIME OPERATIONS				
NO	TYPE	ARROW	TIME OPERATIONS							

ITEM 3 (continued)



**MIDWAY ROUNDABOUT 'SPEED CUSHION'
ASSESSMENT**

FOR

CITY OF RYDE

BITZIOS
consulting

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

Project No: P1911

Version No: 001

Issue date: 18 December 2014

ITEM 3 (continued)

Midway Roundabout Assessment



DOCUMENT CONTROL SHEET

Issue History

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P1911.001R Midway Roundabout Assessment	J. Smith	S. Read	S.Read	18/12/2014	Patrick Bestawrous, City of Ryde

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ITEM 3 (continued)

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Tables

Table 2.1:	Midway Roundabout Existing Performance – 2014 AM Peak
Table 2.2:	Midway Roundabout Existing Performance – 2014 PM Peak
Table 2.3:	Midway Roundabout Base Performance – 2013 AM Peak
Table 2.4:	Midway Roundabout Base Performance – 2013 PM Peak

Figures

Figure 1.1:	Subject Roundabout (with speed cushion locations) Image Source: SixMaps
Figure 2.1:	2014 Surveyed Peak Hour Volumes
Figure 2.2:	2013 Previously Surveyed Peak Hour Volumes (No Speed Cushions)

Appendices

Appendix A:	Traffic Surveys
Appendix B:	Detailed SIDRA Results

ITEM 3 (continued)

Midway Roundabout Assessment

BITZIOS
Consulting

1. INTRODUCTION

1.1 INTRODUCTION

Bitzios Consulting has been commissioned by the City of Ryde to review the effects of the speed cushions on the operation of the Midway Roundabout, Denistone East. This report presents the findings of the review including a summary of site observations and comparisons of before and after operation of the intersection.

1.2 SUBJECT SITE

The 'Midway' roundabout is a kidney-shaped roundabout located within the City of Ryde at the North Road / Lovell Road / Quarry Road / Cecil Street intersection on the border of the suburbs Denistone East and Ryde (see Figure 1.1).



Figure 1.1: Subject Roundabout (with speed cushion locations) Image Source: SixMaps

1.3 PREVIOUS STUDY

Bitzios Consulting was previously commissioned in 2013 by the City of Ryde to undertake an investigation in testing various options to improve pedestrian safety at the 'Midway' roundabout, as well as access to the Midway shops as part of the Ryde Traffic Facilities project. This study was titled *City of Ryde Traffic Facilities Renewal Program: Part B Midway Roundabout Traffic Management Options Paper (TMOP)* and

ITEM 3 (continued)

Midway Roundabout Assessment

 BITZIOS
Consulting

was issued to Council on 28 June 2013. SIDRA intersection analysis was done and the following key conclusions and recommendations from this study were as follows:

- No significant evidence supported the need for a mid-block pedestrian crossing facility at the roundabout;
- Recommendation of upgrading the existing pedestrian refuge to the current standard; and
- Recommendation of implementing speed cushions on both approaches to the refuge, as well as upstream of the parking exit to reduce the speed of southbound movements.

1.4 OVERVIEW OF ISSUES

Based on the recommendations, Council have adopted the recommendation for speed cushions and have installed them at the roundabout. Council has since requested a review of the roundabout to assess the operation post implementation of the speed.

1.5 PROCESS

The following process was involved in reviewing the operation of the roundabout:

- Site observations in the AM and PM peak to inspect existing traffic operations with the speed cushions in place;
- Review and compare traffic volumes before and after the implementation of the speed cushions (using traffic counts supplied by Council);
- Run SIDRA modelling of the roundabout, with a downstream effect to allow for effects of speed cushions; and
- Compare SIDRA results to assess any significant traffic impacts associated with the speed cushions.

2. TRAFFIC CONDITIONS

2.1 TRAFFIC VOLUMES

Traffic surveys were conducted by TTM Group on Wednesday 10 September 2014 for the AM and PM peak periods for two hours. The surveyed peak periods were:

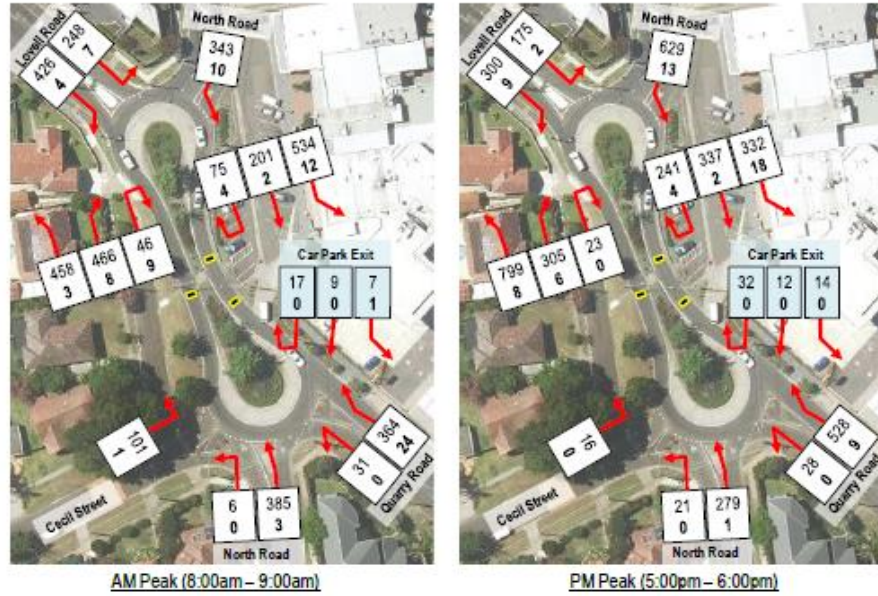
- AM peak: 0700 – 0900; and
- PM peak: 1600 – 1800.

Detailed survey results are provided in Appendix A.

The traffic peak hour at the Midway roundabout was estimated to be 8:00am – 9:00am in the morning peak and 5:00pm – 6:00pm in the evening peak. The survey volumes are shown in Figure 2.1. Previous counts from June 2013, without the installed speed cushions, are shown in Figure 2.2.

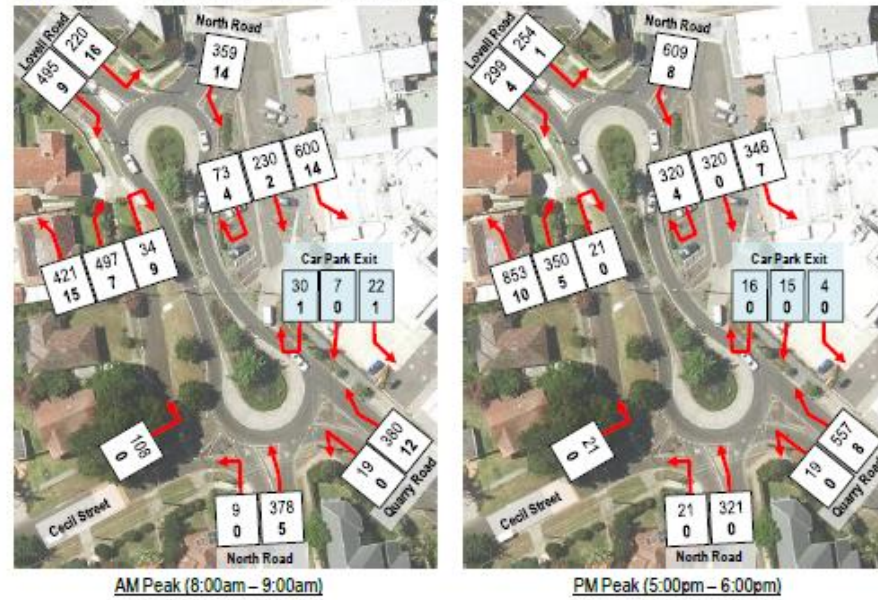
The counts show that traffic volumes have not changed significantly before and after the installation of the speed cushions.

ITEM 3 (continued)



Legend:
XX Light Vehicle
XX Heavy Vehicle

Figure 2.1: 2014 Surveyed Peak Hour Volumes



Legend:
XX Light Vehicle
XX Heavy Vehicle

Figure 2.2: 2013 Previously Surveyed Peak Hour Volumes (No Speed Cushions)

ITEM 3 (continued)

2.2 SITE OBSERVATION

Two site visits were conducted to observe the traffic conditions and operation of the roundabout for the AM and PM peak. The site visits were conducted on Monday 8 December (AM) and Wednesday 10 December (PM). The following observations were recorded:

- Queues were observed on Lovell Road in the AM and PM peaks, and on Quarry Road in the PM peak;
- The roundabout was observed to be operating reasonably and, the speed cushions did not appear to cause any additional congestion;
- The speed cushions effectively prevented traffic from speeding through the roundabout, whilst still allowing traffic to flow constantly;
- Pedestrians were still required to wait long periods before it was safe to cross, sometimes as a result of a vehicle stopping and giving way voluntarily; and
- The short right turn slip lane on North Road into the Midway shops was inefficient, especially for vehicles entering from Lovell Road, with vehicles often taking up the whole width of the road.

2.3 SIDRA INTERSECTION ANALYSIS

SIDRA intersection analysis was undertaken for the existing roundabout. As discussed in the previous study, the Midway roundabout operates effectively as two closely spaced roundabouts (northern and southern). Hence, the roundabout was modelled as two separate roundabouts with some movements removed, and included the implementation of the speed cushions in place. To effectively replicate the effects of the speed cushion, a downstream effect was applied by reducing the approach speed and exit speed (50km/h down to 20km/h) for the section between the two 'internal' roundabouts.

It should be noted that due to new versions of the SIDRA software, the outputs of the 2013 Base case (i.e. with no speed cushions), have changed slightly compared to previous results.

The SIDRA results for both the existing AM and PM peak hours are summarised in Table 2.1 and 2.2. Table 2.3 and 2.4 show results for the pre-existing case without the speed cushions in place for both the AM and PM peak. Detailed SIDRA analysis results are provided in Appendix B.

ITEM 3 (continued)

Midway Roundabout Assessment


Table 2.1: Midway Roundabout Existing Performance – 2014 AM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	990	0.574	4.8	LOS A	0.0
North Road (north)	353	0.421	10.5	LOS A	21.8
Lovell Road	685	0.755	16.6	LOS B	72.2
ALL VEHICLES	2028	0.755	9.8	LOS A	72.2
Southern Midway Roundabout					
North Road (south)	394	0.475	11.5	LOS A	26.9
Quarry Road	419	0.526	13.8	LOS A	32.9
Parking Exit	33	0.041	8.7	LOS A	1.4
North Approach	825	0.477	1.8	LOS A	0.0
Cecil Street	102	0.177	14.4	LOS A	8.2
ALL VEHICLES	1773	0.526	7.6	LOS A	32.9

Table 2.2: Midway Roundabout Existing Performance – 2014 PM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	1141	0.661	3.5	LOS A	0.0
North Road (north)	642	0.628	11.0	LOS A	44.5
Lovell Road	486	0.463	8.8	LOS A	22.0
ALL VEHICLES	2269	0.661	6.8	LOS A	44.5
Southern Midway Roundabout					
North Road (south)	301	0.496	15.7	LOS B	30.4
Quarry Road	565	0.821	32.6	LOS C	103.7
Parking Exit	58	0.077	10.1	LOS A	2.8
North Approach	934	0.540	1.4	LOS A	0.0
Cecil Street	16	0.038	17.4	LOS B	1.8
ALL VEHICLES	1874	0.821	13.5	LOS A	103.7

ITEM 3 (continued)

Midway Roundabout Assessment


Table 2.3: Midway Roundabout Base Performance – 2013 AM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	983	0.570	2.5	LOS A	0.0
North Road (north)	373	0.488	7.1	LOS A	4.0
Lovell Road	740	0.836	18.5	LOS B	14.8
ALL VEHICLES	2096	0.836	8.9	LOS A	14.8
Southern Midway Roundabout					
North Road (south)	392	0.468	6.6	LOS A	26.2
Quarry Road	406	0.523	10.2	LOS A	31.8
Parking Exit	61	0.081	7.4	LOS A	3.0
North Approach	923	0.534	2.5	LOS A	0.0
Cecil Street	108	0.186	9.6	LOS A	8.6
ALL VEHICLES	1890	0.534	5.6	LOS A	31.8

Table 2.4: Midway Roundabout Base Performance – 2013 PM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	1239	0.718	2.4	LOS A	0.0
North Road (north)	617	0.603	5.7	LOS A	40.3
Lovell Road	558	0.548	7.0	LOS A	30.2
ALL VEHICLES	2414	0.718	4.3	LOS A	40.3
Southern Midway Roundabout					
North Road (south)	342	0.633	17.9	LOS B	47.1
Quarry Road	584	0.878	39.5	LOS C	141.6
Parking Exit	35	0.049	8.1	LOS A	1.8
North Approach	997	0.576	2.8	LOS A	0.0
Cecil Street	21	0.061	16.7	LOS B	3.0
ALL VEHICLES	1979	0.878	16.5	LOS B	141.6

ITEM 3 (continued)

2.4 ANALYSIS OF RESULTS

The SIDRA results show that there is very little difference in the operation of the roundabout as a result of the speed cushions. Delays and consequent long queues are still evident on Quarry Road in the PM peak in both cases, and are most likely a result of the nature of the roundabout with the Quarry Road approach giving way to southbound traffic already in the roundabout. The length of queues in the 2013 case are slightly higher than the 2014 (with speed cushions) case. This is likely to be a result of the small variation in observed traffic volumes making the U-turn movement at the southern end of the roundabout.

It is noted that the modelling indicates longer queues on the Lovell Street approach in the morning peak. As a sensitivity test this was modelled without the speed cushions using the 2014 volumes. The model actually indicated a modest increase in queue lengths without the speed cushions.

3. CONCLUSIONS

Based on the two site observations and SIDRA modelling results, the following conclusions have been made:

- Traffic volumes at the Midway roundabout have not changed significantly between 2014 and 2013;
- The speed cushions did not appear to create any significant congestion through the roundabout based on observations;
- Modelling indicates that the roundabout was operating at Level of Service C or better;
- Delays experienced at the roundabout are primarily associated with the heavy traffic volumes entering the roundabout, as opposed to the reduction of speed at the speed cushions;
- The speed cushions effectively reduce speeds near the pedestrian refuge, thus effectively improving the pedestrian safety at the roundabout.

ITEM 3 (continued)**ITEM (D) ANGAS STREET, MEADOWBANK**

SUBJECT: NO PARKING AT THE FRONTAGE OF 3-13 ANGAS STREET
ON FARADAY LANE

State Electorate: RYDE

Ward: CENTRAL

Ref: LDA2013/390

REQUEST:

The developer of the site at 3-13 Angas Street, Meadowbank is seeking Council's approval to install 'No Parking' along the Faraday Lane frontage of 3-13 Angas Street, Meadowbank and install 'Give Way' line marking and associated signage on Faraday Lane at the intersection with Underdale lane, in order to obtain their Occupation Certificate.

CONTEXT:

1. As part of the conditions of consent for the site a 'No Parking' Zone is to be implemented along the frontage of the site on Faraday Lane.
2. Larger vehicles are expected to use the laneway in order to access the businesses located at the end of Faraday Lane.
3. The width of Faraday Lane is 6m kerb to kerb.
4. If cars are parked on either side of Faraday Lane, a Heavy Rigid Vehicle will not be able to enter Faraday Lane and will not be able to service the mentioned businesses.
5. As part of the conditions of consent for the site 'Give Way' line marking and associated signage are to be installed on Faraday Lane at the intersection of Underdale Lane.
6. Parking controls in Angas Street will be further studied and a report will be submitted to March RTC with parking plans which take in to account future developments and parking requirements of Angas Street and the surrounding Streets. The developers will be required to implement these parking changes, subject to RTC approval.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ARR Part 12 Division 8 Rule 208 Parallel parking on a road

ARR Part 7 Division 1 Rule 69 Giving way at a give way sign or give way line

ROAD FUNCTION:

Local

CONSULTATION:

Applicants are the only persons affected.

ITEM 3 (continued)**DISCUSSION:**

As part of the Conditions of Consent for the development at 3-13 Angas Street, Meadowbank, a 'No Parking' zone is to be implemented out the frontage of this development on Faraday Lane. Faraday Lane is 6 metres wide kerb to kerb and is the truck route associated with the Hartland Cables parking lot at No.5A and Auto Body Workshop at No.1 Faraday Lane, Meadowbank.

It has been determined that in order to maintain two way access on Faraday Lane, parking will have to be removed for 120 metres along the frontage of 3-13 Angas Street.

The current procedure adopted by the developer is to stop parking at the frontage of the site by using traffic safety cones along the length of the construction site. This provision of a 'No Parking' zone will provide a safer access to Faraday Lane before the residential properties at this site are occupied.

The length of this 'No Parking' Zone will be 120m between the statutory 'No Stopping' zone, 10 metres from the intersection of Underdale Lane, and the end of the laneway.

As part of the Conditions of Consent for the development at 3-13 Angas Street, Meadowbank, 'Give Way' line marking and a supplementary 'Give Way' sign are to be installed on Faraday Lane at the intersection of Underdale Lane as shown on the plan, **ATTACHMENT 2**.

ESTIMATED CONSTRUCTION COST

Not Applicable, paid by the applicant.

COMMITTEE RECOMMENDATION

- a) That Council approve the installation of 'No Parking' signage for 120m along the Faraday Lane frontage of 3-13 Angas Street, between the statutory 'No Stopping' zone (10m from the intersection of Underdale Lane) to the end of the cul-de-sac.
- b) That Council approve the implementation of 'Give Way' line marking and signage on Faraday Lane at the intersection of Underdale Lane.

RTC RESOLUTION

RTC resolved as per Council proposal above.

ITEM 3 (continued)**ITEM (E) BALACLAVA ROAD, EASTWOOD**

SUBJECT: RELOCATION OF THE EXISTING BUS ZONE
State Electorate: RYDE
Ward: WEST
Ref: HELPDESK 7743

REQUEST:

Council has received a written request to relocate the existing 'J' steam outside No.37, Balaclava Road, Eastwood, closer to the newly constructed bus shelter.

CONTEXT:

1. The bus stop outside number 37 Balaclava Road was recently upgraded with addition of a bus shelter. The new shelter was installed outside No. 41 Balaclava Road due to footpath width and site visibility constraints outside No.37 Balaclava Road.
2. It is noted that the current J steam is 31 metres away from the newly constructed shelter and it will need to be relocated so that the shelter can service the stop.
3. The length of the existing Bus Zone is currently 32 metres flanked by a 'No Stopping' zone associated with a splitter island on the eastern approach and a statutory 'No Stopping' zone on the western departure.
4. Relocating the 'J' steam 8 metres west of the newly constructed bus shelter will bring the bus stop as close as possible to the bus shelter and a safe distance away from the splitter island.
5. For this arrangement to work, the existing 'No Stopping' zone on the eastern side of the Bus Zone will need to be relocated 5 metres east of the newly constructed bus shelter.
6. The possibility of removing or relocating the splitter island is being investigated by Council's staff. Should the investigation reveal the relocation of the splitter island is feasible the 'J' steam can be relocation immediately outside the bus shelter. 'J' steam

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 6 Rule 195 Stopping at or near a Bus Stop
ARR Part 12 Division 2 Rule 167 No Stopping signs

ROAD FUNCTION:

Sub-Arterial

CONSULTATION:

STA supports the proposal

ITEM 3 (continued)**DISCUSSION:**

Following an investigation, and considering the key issues of bus accessibility and pedestrian safety at splitter islands, Council recommends relocating the existing J steam outside No.37, Balaclava Road, Eastwood, 8 metres west of the newly constructed bus shelter.

Council also recommends relocating the existing 'No Stopping' zone 5 metres east of the newly constructed bus shelter, as shown in Annexure A. This is to enable buses to pull over with close proximity of the new bus shelter without infringing on the splitter island.

ESTIMATED CONSTRUCTION COST

\$600

COMMITTEE RECOMMENDATION

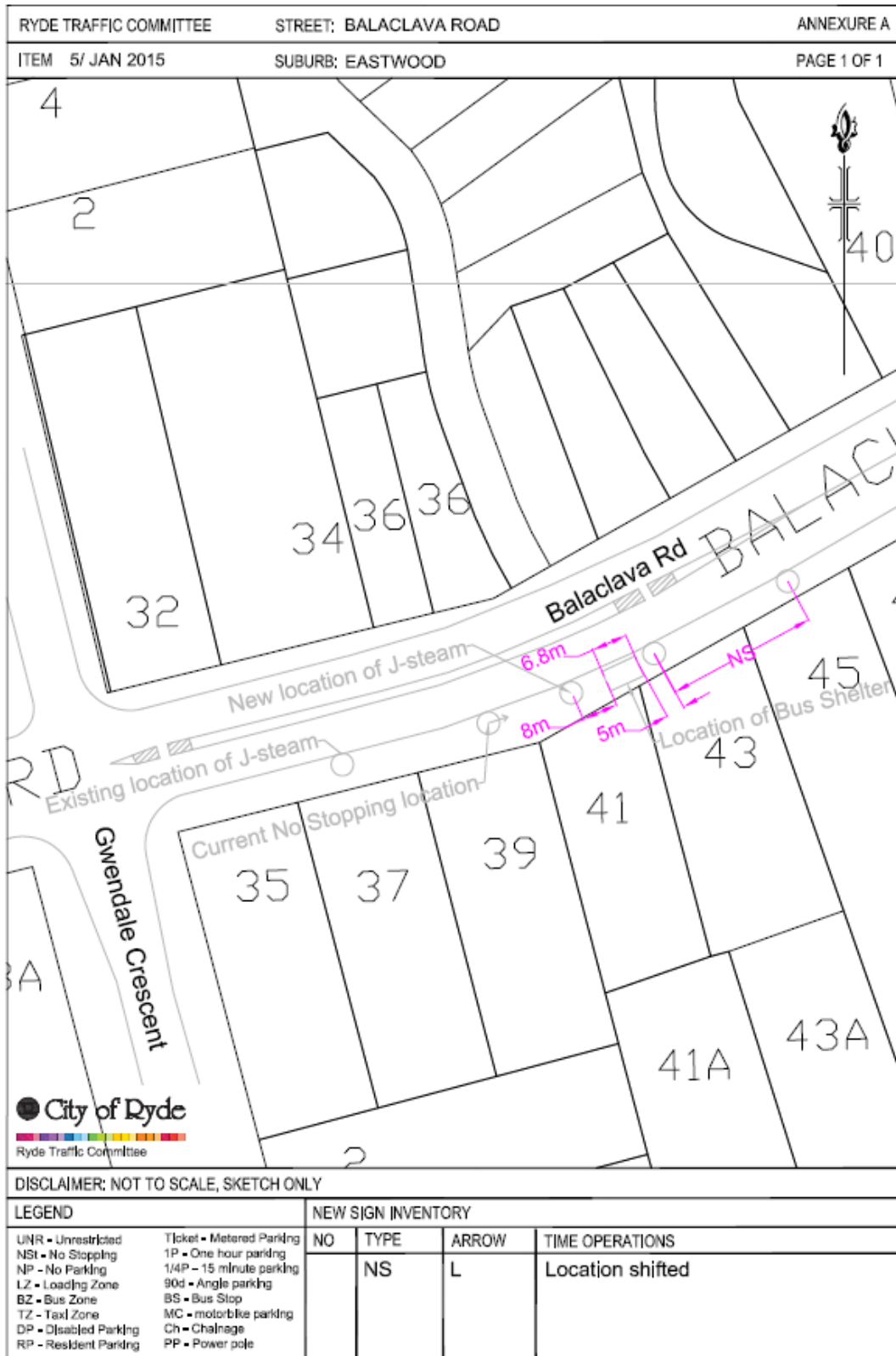
That Council adjust the Bus Zone and 'No Stopping' restrictions outside No.37, Balaclava Road, Eastwood, as follows:

- a) Bus Zone: relocated 8 metres west of the newly constructed bus shelter.
- b) 'No Stopping' zone: 5 metres east of the newly constructed bus shelter.
- c) Should the removal/relocation of the splitter island be deemed feasible in future the 'J' steam is to be relocated directly outside the newly constructed bus shelter.

RTC RESOLUTION

RTC resolved as per Council proposal above.

ITEM 3 (continued)



ITEM 3 (continued)**ITEM (F) ANGAS STREET, MEADOWBANK**

SUBJECT: ADDITION TO RESIDENTIAL PARKING SCHEME ZONE 8
State Electorate: RYDE
Ward: CENTRAL
Ref: BP14/1126

REQUEST:

The purpose of this report is to further update Council on the matters to be investigated in relation to Council resolutions from 23 September 2014 to take the following:

- (a) The need for a pedestrian refuge along See Street (to be tabled at March Traffic Committee)
- (b) Extending the time restrictions on the existing 1/4P parking to include the Scout Hall operating hours (previously tabled at the Traffic Committee, 27 November 2014)
- (c) A resident parking scheme for Angas Street, extension of zone 8 (purpose of this report)

CONTEXT:

1. See Street is an 11m wide road and of 380m length, with a pedestrian refuge located at the Constitution Road intersection.
2. A Residential Parking Scheme (RPS) was proposed for Angas Street as part of an item in July 2008 but was not included due to lack of response from residents.
3. Angas Street has 2P parking restrictions on the north side providing for six (6) on-street parking spots, 1/4P parking restrictions on the south side providing for two (2) short-term parking spots and three (3) unrestricted parking spots on the south side.
4. Angas Street has 8m wide road, as such it is appropriate for RPS on both sides of the street as per Council's Resident Parking Scheme Policy.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Local

CONSULTATION:

Affected residents were consulted, majority supported proposal

ITEM 3 (continued)**DISCUSSION:**

At the Ryde Traffic Committee held in July 2008, a report was tabled to include Stone Street, (between Bowden and See Streets), McPherson Street, (between Bowden and Mellor Streets), Forsyth Street, (between Victoria Road and McPherson Street), Angas Street, (between Constitution Road and See Street), and See street, (between McPherson Street and Constitution Road) to a newly created RPS Zone 8.

The residents' reasons for the request were as follows:

- Difficult in entering and exiting their driveways;
- Vehicles blocking driveways preventing residents from exiting their property;
- Vehicles parked very close to intersections;
- Inability of residents and their visitors to park within reasonable proximity to their premises.

Angas Street was considered and 3 properties were consulted of which 1 replied. This was below the 51% threshold of the minimum response rate as stated in the *Methodology for Conducting Resident Parking Surveys* (adopted on 16 October 2007); as such it was not included in the zone.

A new request has been made for it to be included in Zone 8 and the affected residential properties have been reengaged.

A survey was conducted and residents were consulted and asked if they agreed with the proposed addition of Angas Street to RPS Zone 8. The results were as follows:

Description	No. of Responses
Support adding Angas Street to RPS Zone 8	4
Not Supported	0
No response	1

Majority residential support was attained for the proposal and meets the criteria of 51% response rate.

ESTIMATED CONSTRUCTION COST

\$1000

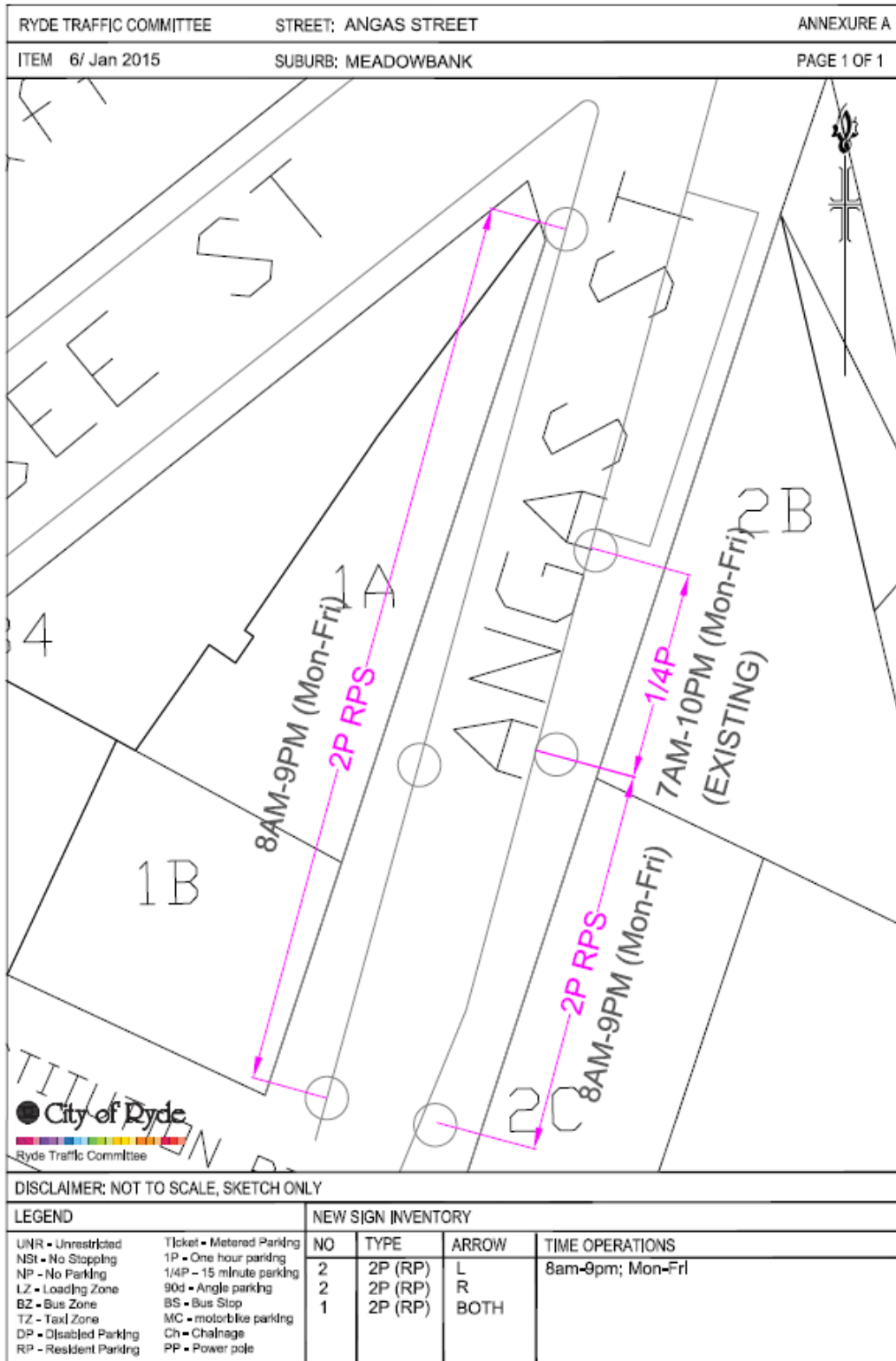
COMMITTEE RECOMMENDATION

That Council extend the RPS Zone 8 to include the existing '2P; 8am-9pm; Mon-Fri' on both sides of Angas Street, Meadowbank, from See Street through to the Angas Street Bridge.

RTC RESOLUTION

RTC resolved as per Council proposal above.

ITEM 3 (continued)



ITEM 3 (continued)**ITEM (G) BUFFALO ROAD, GLADESVILLE**

SUBJECT: CHANGE TIME RESTRICTIONS FOR 1/2P ZONE
State Electorate: LANE COVE
Ward: EAST
Ref: D14/117217

REQUEST:

Council has received a written request to change the '1/2P; 8:30am-3.30pm; Mon-Fri' Zone along No.18-20A Buffalo Road to '1/4P; 6:30am-3.30pm; Mon-Fri' to provide easier access and greater parking turnover for the adjacent business.

CONTEXT:

1. Currently the parking is restricted to '1/2P; 8:30am-3:30pm; Mon-Fri'.
2. The length of the existing 1/2P Zone is 16m, which is enough to accommodate two (2) vehicles.
3. A takeaway business is located adjacent, where customers are served for short durations with high turnover rates.
4. The business operating hours are 6:30am-3pm; Mon-Fri.
5. It has been reported that vehicles have been parking for extended periods during the early morning before the parking restrictions become active. This has negatively affected the customer access to the business.
6. To accommodate the business operating hours, an additional of two (2) hours is required.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205 Parking longer than indicated
ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Collector

CONSULTATION:

All applicants affected have been consulted and support Council's proposal

DISCUSSION:

Following an investigation, and considering the key issues of parking needs for customers, Council recommends adjusting the parking restrictions along No.18-20A Buffalo Road, as shown in Annexure A. This will assist the adjacent business with more efficient turnover of the parking for customers. Further, this will provide better customer access to the business in the early morning. All immediate properties affected were consulted and support Council's proposal.

ESTIMATED CONSTRUCTION COST

\$400

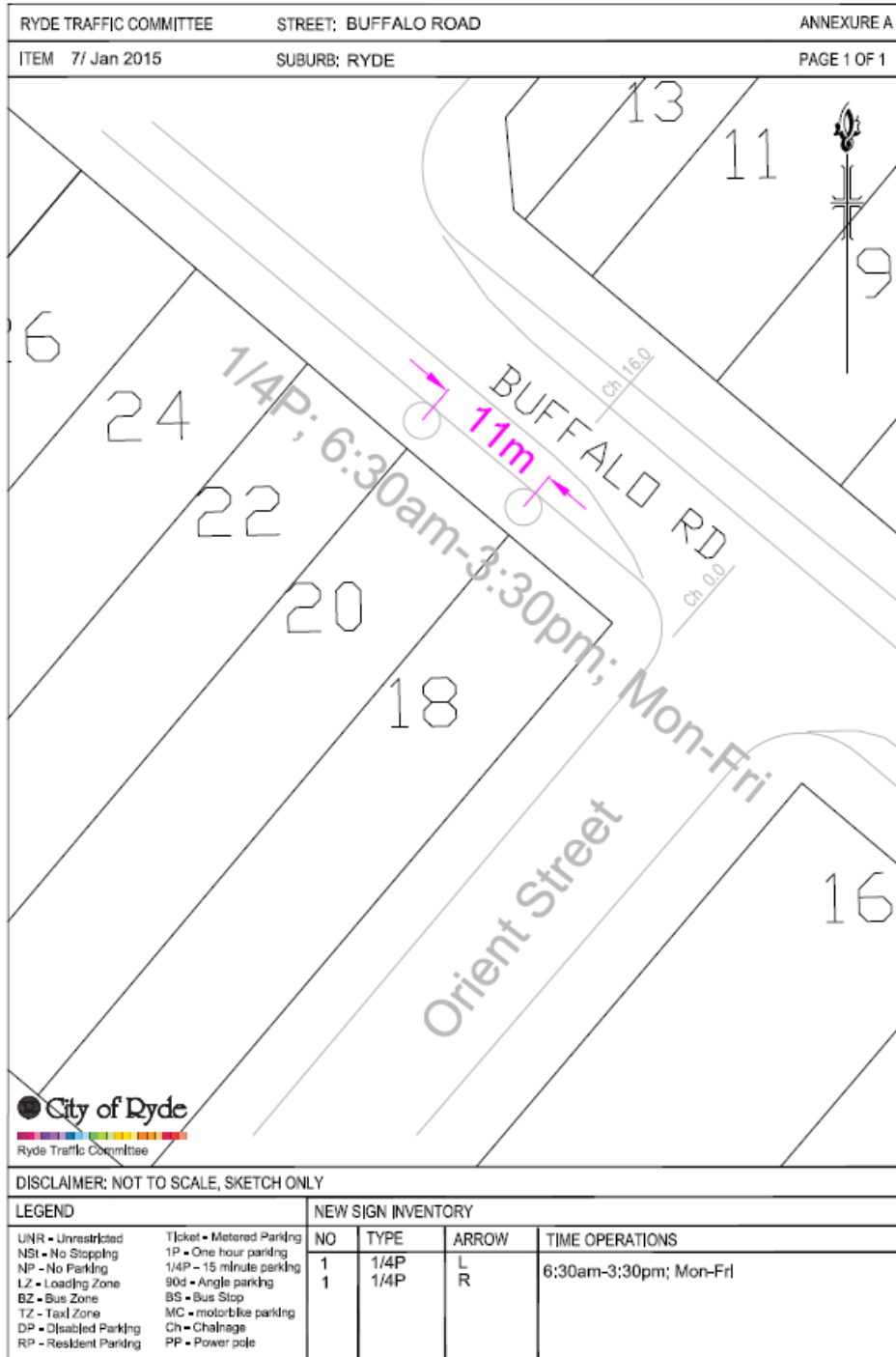
ITEM 3 (continued)

COMMITTEE RECOMMENDATION

That Council adjust the parking restrictions along No.18-20A Buffalo Road, Gladesville, from '1/2P; 8:30am-3:30pm; Mon-Fri' to '1/4P 6:30am-3:30pm; Mon-Fri'.

RTC RESOLUTION

RTC resolved as per Council proposal above.



ITEM 3 (continued)**ITEM (G) BALACLAVA ROAD, EASTWOOD**

SUBJECT: NO PARKING
State Electorate: RYDE
Ward: WEST
Ref: CRM1632153

REQUEST:

Council has received a written request to install a 'No Parking' Zone for one (1) car space of the length of 5.4m along the frontage of No.72 Balaclava Road, to assist the resident to reverse into their property.

CONTEXT:

1. There is currently unrestricted parking on both sides along Balaclava Road.
2. The length of Balaclava Road between Corunna Road and Lincoln Street is 370m, which is enough to accommodate 37 vehicles (20 eastbound; 17 westbound).
3. A resident has reported that due to the steep gradient of their driveway, the resident must reverse into their driveway to enter their property.
4. This manoeuvre requires the resident to disrupt the traffic flow along Balaclava Road in order to enter their driveway. This has negatively impacted on traffic flow travelling in the eastbound lane.
5. An on-site manoeuvrability test was conducted to determine the extent of concern for the resident to reverse out of their driveway. This revealed that the manoeuvre reduced sight visibility to oncoming traffic in the eastbound lane.
6. It was determined that a length of 5.4m would be sufficient to provide enough space for the resident to reverse into their driveway, whilst not obstructing traffic flow along Balaclava Road.
7. The resident leaves their property at various times as they have to attend the hospital for emergencies.
8. The installation of a No Parking Zone for the length of 5.4m will not significantly impact on parking along Balaclava Road.
9. The installation of a No Parking Zone will be located outside the property of the resident.
10. The parking is not in high demand in this section of Balaclava Road.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

FUNCTION:

Sub-Arterial

CONSULTATION:

Applicant is the only affected property

ITEM 3 (continued)

DISCUSSION:

Following an investigation, and considering the key issues of safety and traffic flow along Balaclava Road, Council recommends installing a No Parking Zone for the length of 5.4m along the frontage of No.72 Balaclava Road, as shown in Annexure A in order to provide assistance for the resident to reverse into their driveway and minimise any delay caused on Balaclava Road from this manoeuvre.

Based on Traffic Data Counts conducted July 2013, it was revealed that:

- The road has an average of 4040 vehicles per day
- The maximum number of vehicles in the peak hour is 552 vehicles, which equates to approximately 9 vehicles per minute.

Any delay to this frequency will cause significant queueing along Balaclava Road due to proximity of this residence to the intersection of Balaclava Road and North Road.

ESTIMATED CONSTRUCTION COST

\$400

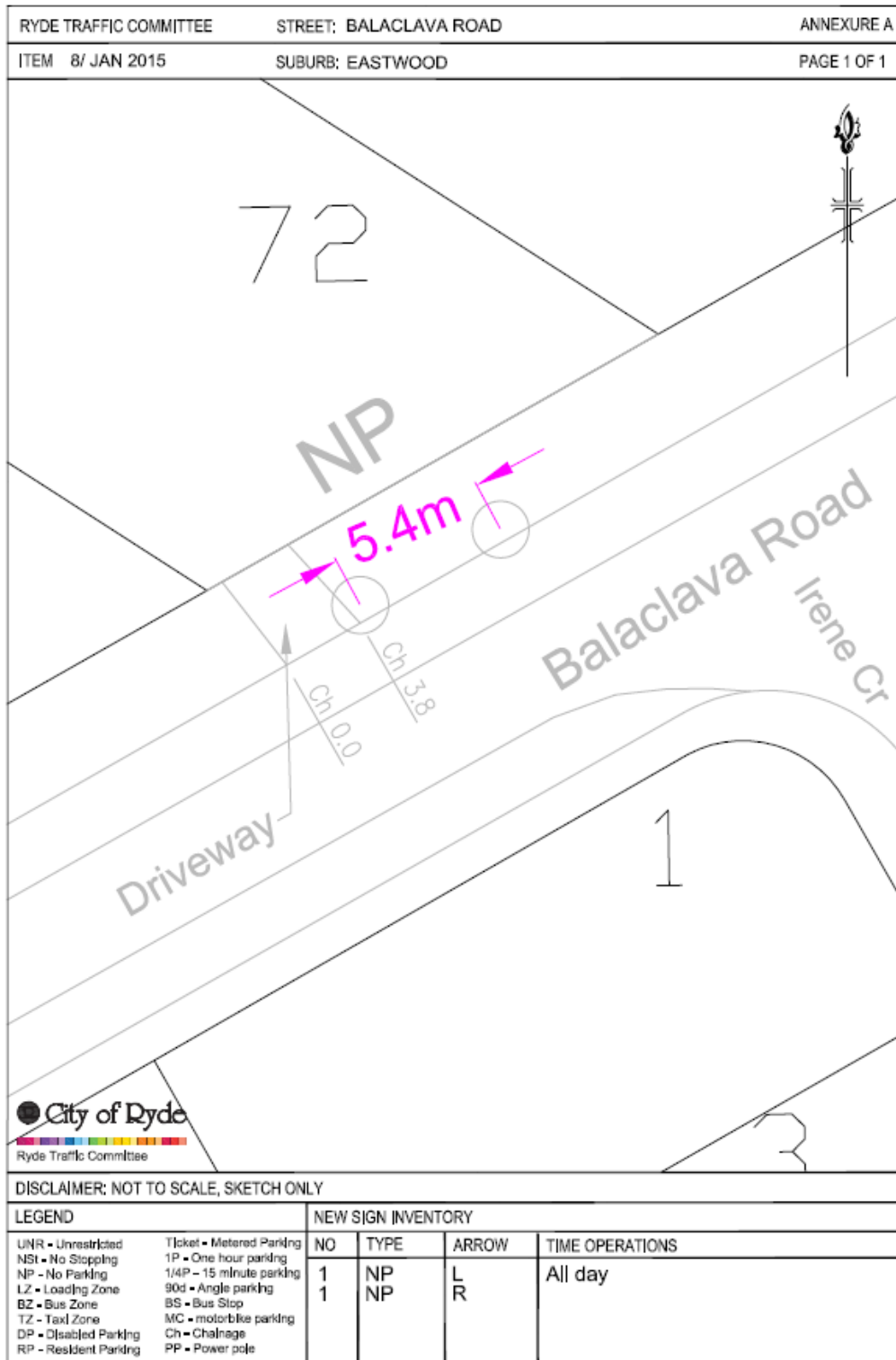
COMMITTEE RECOMMENDATION

That Council install a No Parking Zone for the length of 5.4m at the frontage of No.72 Balaclava Road, Eastwood.

RTC RESOLUTION

RTC resolved as per Council proposal above.

ITEM 3 (continued)



ITEM 3 (continued)

FINANCIAL IMPLICATIONS:

Items A to B and E to H will have an estimated construction cost of \$3600 and will be funded under Council's Annual Capital Works Program "Traffic Committee Devices". Items C and D will have no financial implications.

ITEM 3 (continued)
ATTACHMENT 1
MINUTES

City of Ryde

Subject:	RYDE TRAFFIC COMMITTEE	Page 1
File No:	COR2009/206	
Document Ref:	D15/8334	
Venue:	Civic Centre, Level 5 – Room 2	
Date:	29 th January 2015	
Time:	10.00am Meeting commenced at 10.0am	
Chair:	Mr Harry Muker	
Meeting Support (MS):	Linda Smith	
Staff Convenor:	Ms Nina Fard	
Meeting Length	Fifty five minutes	

Representatives

Present	Apology	Name	Position Title	Organisation
	x	Mr George Dedes	Group Manager, Public Works	City of Ryde
x		Mr Anthony Ogle	Manager - Asset Systems	City of Ryde
x		Mr Peter Graham OAM – representing The Hon. V Dominello, MP	Member for Ryde	Member of Parliament
	x	Councillor Roy Maggio – representing The Hon. A Roberts, MP	Member for Lane Cove	Member of Parliament
		The Hon. G Smith, MP	Member for Epping	Member of Parliament
x		Michael Perrone	Traffic and Service Manager	Sydney Buses
x		David Ballm	Network & Safety Officer	RMS
Attendees				
x		Mr Harry Muker	Section Manager - Traffic, Transport & Development	City of Ryde
x		Ms Nina Fard	Traffic Engineer	City of Ryde
x		Mr Gregory Holding	Team Manager Traffic and Transport	City of Ryde
x		Mr Patrick Bastawrous	Traffic Engineer	City of Ryde
x		Mr Ken Ho	Junior Traffic Investigation Officer	City of Ryde
x		Ms Jessica Szeto	Junior Traffic Investigation Officer	City of Ryde
x		Ms Lisa Pears	Road Safety Officer	City of Ryde
x		Linda Smith	EA to the Mayor and Councillors	City of Ryde

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

ITEM 3 (continued)
ATTACHMENT 1
MINUTES

City of Ryde

Subject:	RYDE TRAFFIC COMMITTEE MEETING HELD 29 TH January 2015	Page 2 of 6
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		<p>Confirmation of Previous Minutes</p> <p>That the Minutes of the Ordinary Meeting of the Ryde Traffic Committee held 27th November 2014, copies of which have been circulated, be taken as read and confirmed as a true record of the proceedings.</p> <p>Confirmed by Majority</p>
A	<p>SUBJECT: CONSTITUTION ROAD, MEADOWBANK – NO PARKING CCL WARD: CENTRAL REF: D14/81678 OFFICER: P BASTAWROUS</p> <p>COUNCIL PROPOSAL</p> <p>That Council implement 'No Parking' along the frontage of No.43-51 Constitution Road, Meadowbank.</p> <p>COMMITTEE RECOMMENDATION:</p> <p>That Council implement 'No Parking' along the frontage of No.43-51 Constitution Road, Meadowbank.</p> <p>Voting: Majority</p>	
B	<p>SUBJECT: BOWDEN STREET, MEADOWBANK – 1P TIMED PARKING RESTRICTIONS CCL WARD: CENTRAL REF: D15/4374 OFFICER: P BASTAWROUS</p> <p>COUNCIL PROPOSAL</p> <p>That Council install "1P; 7am-5pm; Mon-Fri" signage along the frontage of 64 Bowden Street, Meadowbank.</p> <p>COMMITTEE RECOMMENDATION:</p> <p>That Council install "1P; 7am-5pm; Mon-Fri" signage along the frontage of 64 Bowden Street, Meadowbank.</p> <p>Voting: Majority</p>	
C	<p>SUBJECT: MIDWAY ROUNDABOUT, RYDE – TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP), CCL WARD: CENTRAL/WEST</p>	

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ITEM 3 (continued)
ATTACHMENT 1
MINUTES

City of Ryde

Subject: RYDE TRAFFIC COMMITTEE MEETING HELD 29 TH January 2015		Page 3 of 6
	REF: CRS2009/2048 OFFICER: P BASTAWROUS COUNCIL PROPOSAL: That Council maintain the current configuration of the Midway Roundabout. COMMITTEE RECOMMENDATION: That Council maintain the current configuration of the Midway Roundabout. Voting: Majority	
D	SUBJECT: ANGAS STREET, MEADOWBANK – NO PARKING AT THE FRONTAGE OF 3-13 ANGAS STREET ON FARADAY LANE CCL WARD: CENTRAL REF: LDA2013/390 OFFICER: N FARD COUNCIL PROPOSAL a) That Council approve the installation of 'No Parking' signage for 120m along the Faraday Lane frontage of 3-13 Angas Street, between the statutory 'No Stopping' zone (10m from the intersection of Underdale Lane) to the end of the cul-de-sac. b) That Council approve the implementation of 'Give Way' line marking and signage on Faraday Lane at the intersection of Underdale Lane. COMMITTEE RECOMMENDATION: a) That Council approve the installation of 'No Parking' signage for 120m along the Faraday Lane frontage of 3-13 Angas Street, between the statutory 'No Stopping' zone (10m from the intersection of Underdale Lane) to the end of the cul-de-sac. b) That Council approve the implementation of 'Give Way' line marking and signage on Faraday Lane at the intersection of Underdale Lane. Voting: Majority	
E	SUBJECT: BALACLAVA ROAD, EASTWOOD – RELOCATION OF THE EXISTING BUS ZONE CCL WARD: WEST REF: HELPDESK 7743 OFFICER: N FARD COUNCIL PROPOSAL That Council adjust the Bus Zone and 'No Stopping' restrictions outside No.37	

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ITEM 3 (continued)
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City of Ryde

Subject: RYDE TRAFFIC COMMITTEE MEETING HELD 29 TH January 2015		Page 4 of 6
	Balaclava Road, Eastwood, as follows: <ul style="list-style-type: none"> a) Bus Zone: relocated 8 metres west of the newly constructed bus shelter. b) 'No Stopping' zone: 5 metres east of the newly constructed bus shelter. c) Should the removal/relocation of the splitter island be deemed feasible in future the 'J' steam is to be relocated directly outside the newly constructed bus shelter. <p>COMMITTEE RECOMMENDATION:</p> That Council adjust the Bus Zone and 'No Stopping' restrictions outside No.37 Balaclava Road, Eastwood, as follows: <ul style="list-style-type: none"> a) Bus Zone: relocated 8 metres west of the newly constructed bus shelter. b) 'No Stopping' zone: 5 metres east of the newly constructed bus shelter. c) Should the removal/relocation of the splitter island be deemed feasible in future the 'J' steam is to be relocated directly outside the newly constructed bus shelter. Voting: Majority	
F	<p>SUBJECT: ANGAS STREET, MEADOWBANK – ADDITION TO RESIDENTIAL PARKING SCHEME ZONE 8</p> <p>CCL WARD: CENTRAL</p> <p>REF: BP14/1126 OFFICER: K HO</p> <p>COUNCIL PROPOSAL</p> That Council extend the RPS Zone 8 to include the existing '2P; 8am-9pm; Mon-Fri' on both sides of Angas Street, Meadowbank, from See Street through to the Angas Street Bridge. <p>COMMITTEE RECOMMENDATION:</p> That Council extend the RPS Zone 8 to include the existing '2P; 8am-9pm; Mon-Fri' on both sides of Angas Street, Meadowbank, from See Street through to the Angas Street Bridge. <p>Voting: Majority</p>	
G	<p>SUBJECT: BUFFALO ROAD, GLADESVILLE – CHANGE TIME RESTRICTIONS FOR 1/2P ZONE</p> <p>CCL WARD: EAST</p> <p>REF: D14/117217 OFFICER: J SZETO</p> <p>COUNCIL PROPOSAL:</p>	

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ITEM 3 (continued)

ATTACHMENT 1

MINUTES

City of Ryde

Subject: RYDE TRAFFIC COMMITTEE MEETING HELD 29 TH January 2015		Page 5 of 6
	<p>That Council adjust the parking restrictions along No.18-20A Buffalo Road, Gladesville, from '1/2P; 8:30am-3:30pm; Mon-Fri' to '1/4P 6:30am-3:30pm; Mon-Fri'.</p> <p>COMMITTEE RECOMMENDATION:</p> <p>That Council adjust the parking restrictions along No.18-20A Buffalo Road, Gladesville, from '1/2P; 8:30am-3:30pm; Mon-Fri' to '1/4P 6:30am-3:30pm; Mon-Fri'.</p> <p>Voting: Majority</p>	
H	<p>SUBJECT: BALACLAVA ROAD, EASTWOOD – NO PARKING CCL WARD: WEST REF: CRM1632153 OFFICER: J SZETO</p> <p>COUNCIL PROPOSAL</p> <p>That Council install a No Parking Zone for the length of 5.4m at the frontage of No.72 Balaclava Road, Eastwood.</p> <p>COMMITTEE RECOMMENDATION:</p> <p>That Council install a No Parking Zone for the length of 5.4m at the frontage of No.72 Balaclava Road, Eastwood.</p> <p>Voting: Majority</p>	
I	<p>OTHER ITEMS</p> <p>Note: Future Traffic Management Plans for community events will be approved administratively in the same terms as those approved for the previous year. If there are major changes proposed to the Traffic Management Plan then such Plans should be submitted as early as possible to allow for the necessary approvals by the Local Traffic Committee.</p> <p>ROWE STREET/MULTIPLE STREETS EASTWOOD- LUNAR NEW YEAR EVENT: TRANSPORT MANAGEMENT PLAN</p> <p><i>Lisa Pears provided a verbal report on traffic management in relation to the above event scheduled for 28th February 2015.</i></p> <p>GRAF AVENUE/MULTIPLE STREETS WEST RYDE - EASTER PARADE AND FAIR EVENT: TRANSPORT MANAGEMENT PLAN</p> <p><i>Lisa Pears provided a verbal report on traffic management in relation to the above event scheduled for 28th March 2015.</i></p>	

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ITEM 3 (continued)

ATTACHMENT 1

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City of Ryde

Subject: RYDE TRAFFIC COMMITTEE MEETING HELD 29TH January 2015 Page 6 of 6

	<p>Late Item:</p> <p>A letter was tabled by the RMS from Hon Victor Dominello MP on behalf of Mr Gangemi regarding driver behaviour in West Ryde.</p> <p>The letter was received.</p>
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The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday, 26th March 2015.

The Meeting closed at 10.55am.

CONFIRMED THIS DAY OF 2015.

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for Council

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for NSW Police Traffic Branch

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for Roads and Maritime Services

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for Hon Victor Dominello, MP
Member for Ryde

.....
for Hon A Roberts, MP
Member for Lane Cove

.....
for Hon G Smith, MP
Member for Epping

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ITEM 3 (continued)

ATTACHMENT 2

