



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

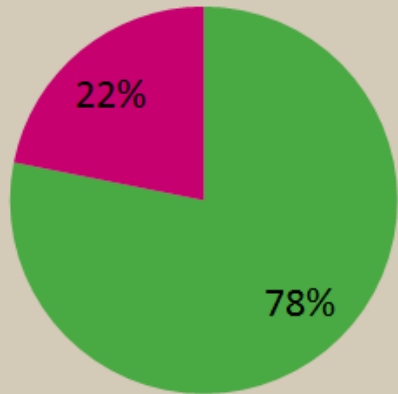
18 May 2015	Information Brochure	The information brochure was distributed to approximately 8,000 residents. See Appendix A for a copy of the brochure and Appendix B for a copy of the distribution map
18 May 2015 – 19 June 2015	Online survey	The survey was opened on 18 May 2015 and closed on 19 June 2015 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

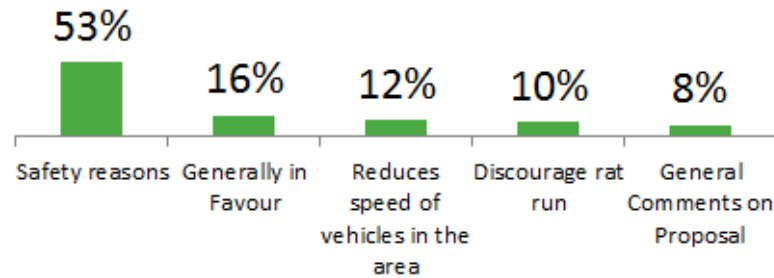
All of the proposed changes are supported by a range of 60 – 78% level of support per individual change A copy of the results can be seen in a map overview at Appendix C. A detailed analysis of these results is below:

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



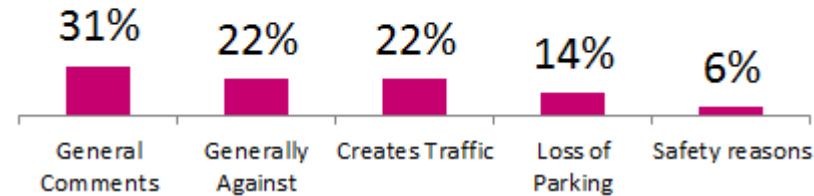
■ Support Proposal
■ Do not Support Proposal

Reasons for Supporting the Change



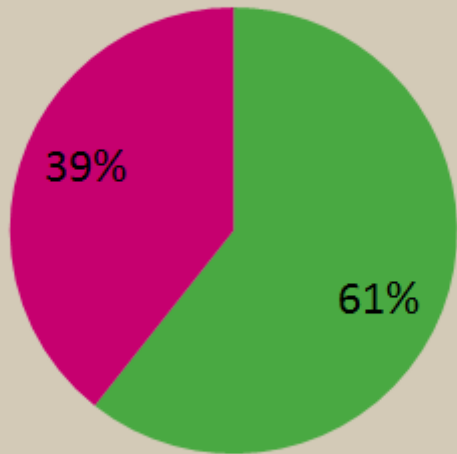
Reducing speed of vehicles was the common theme for support, with most outlining safety as their underlying concern. There was also a desire to reduce speed to discourage rat-running in the area.

Reasons for Not Supporting the Change



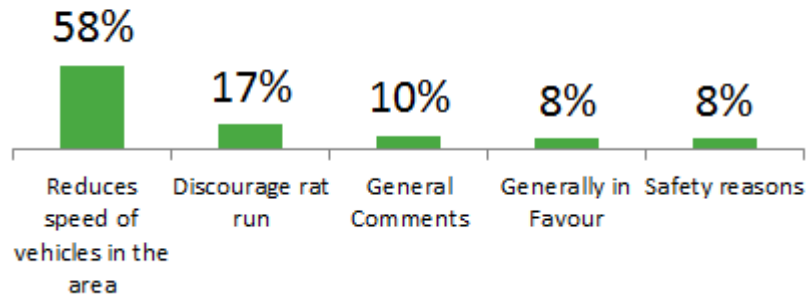
Mixed reasons for non-support. Of those who provided explicit reasons, concerns about increased traffic and congestion (22%), loss of parking (14%) and safety (due to poor visibility on the hill, 6%) were most common.

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



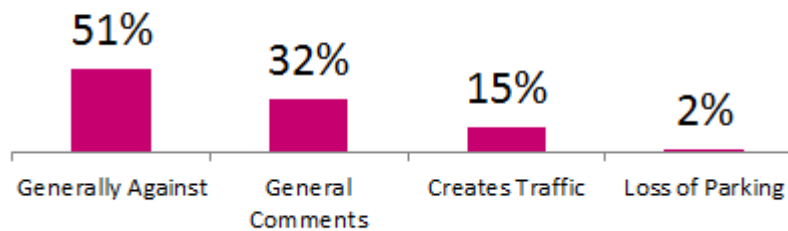
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



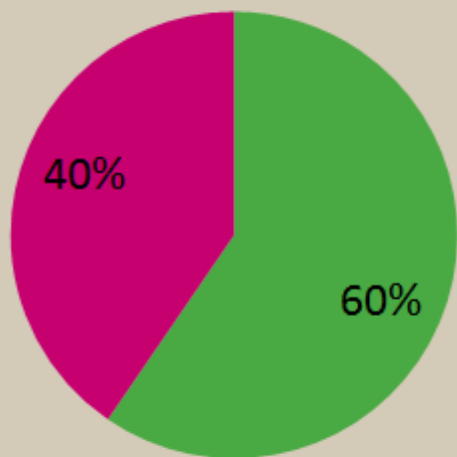
Reducing speed of vehicles was the common theme for support, less mentioned their explicit concerns, although some mentioned wanting to discourage rat running (17%) and safety (8%).

Reasons for No Support



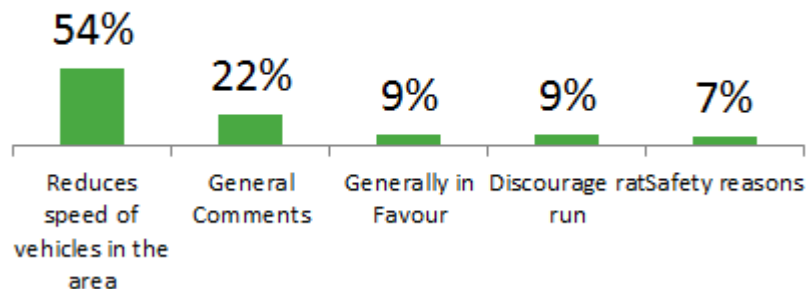
Those *Generally Against* perceive this to be an unnecessary traffic calming mechanism and impediment. Some also mentioned concerns around the build up of traffic due to the slow-down (15%).

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



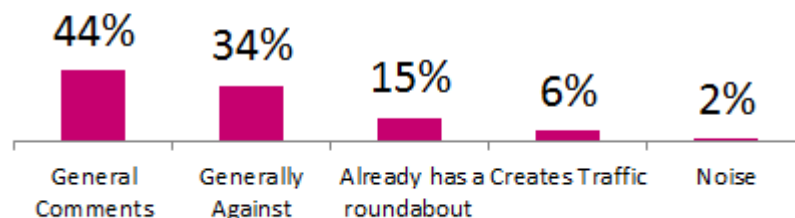
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



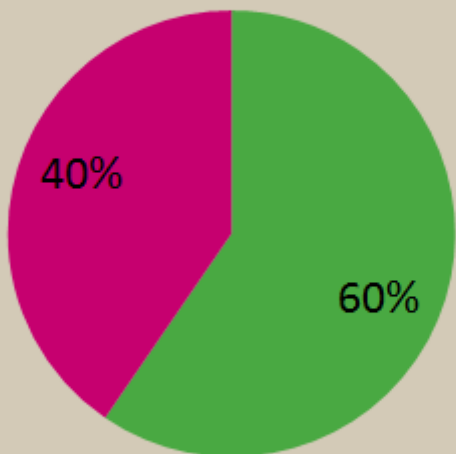
Reducing speed of vehicles was the common theme for support, less mentioned their explicit concerns, although some mentioned wanting to discourage rat running (9%) and safety (7%).

Reasons for No Support



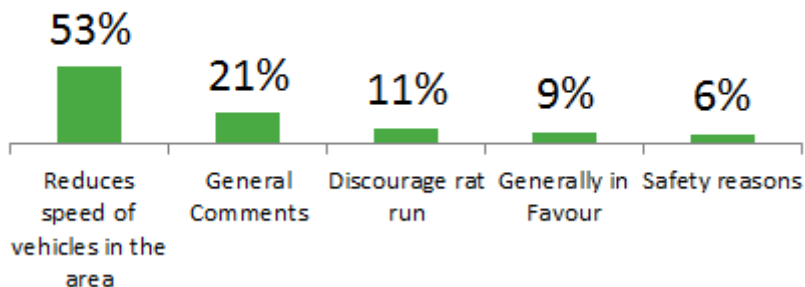
Generally Against perceive proposal to be an unnecessary traffic calming mechanism and impediment. Some noted that a round-about was already operating nearby (15%) and that this change will lead to more traffic congestion (5%).

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



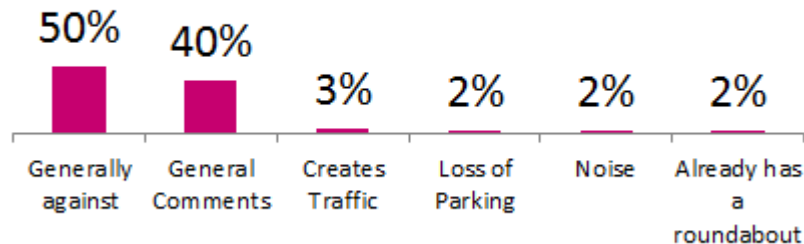
■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



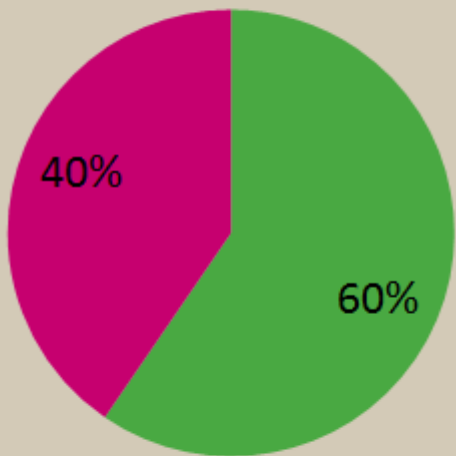
Reducing the speed of Vehicles in general (53%), and specifically to discourage the use of Morrison Rd as a rat run (11%) mainly mentioned. Some also concerned about safety (6%).

Reasons for No Support



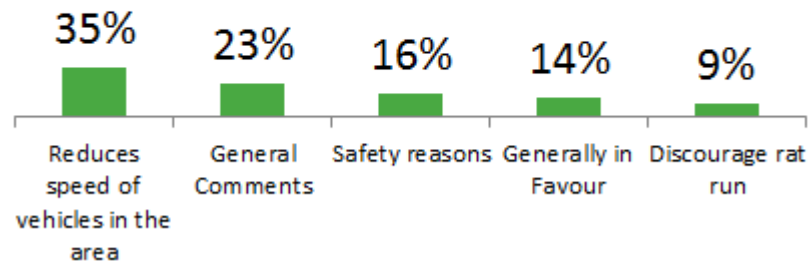
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Few and scattered responses for other reasons.

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



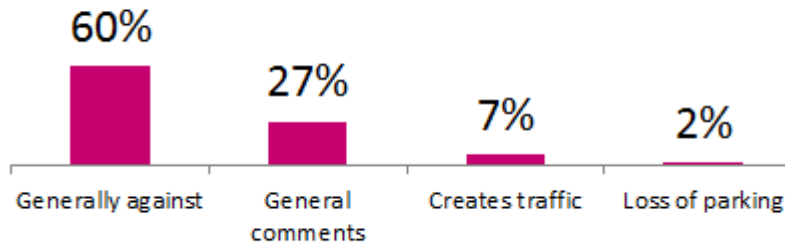
■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



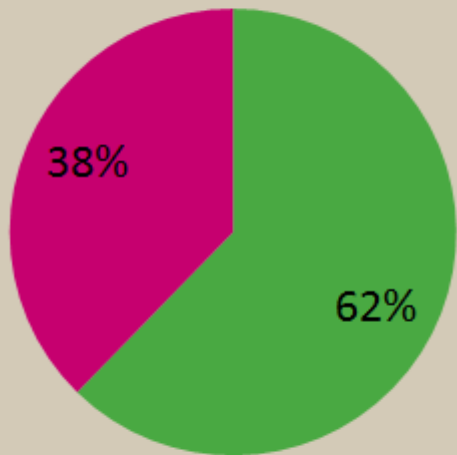
Greater distribution of reasons on the key themes of speed (35%), safety (16%) and discouraging rat-running (9%).

Reasons for No Support



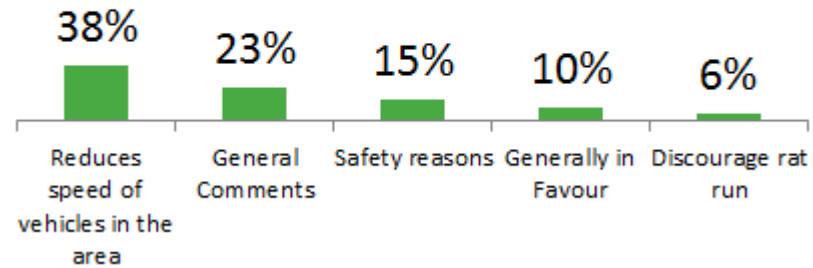
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Few and scattered responses for other reasons.

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



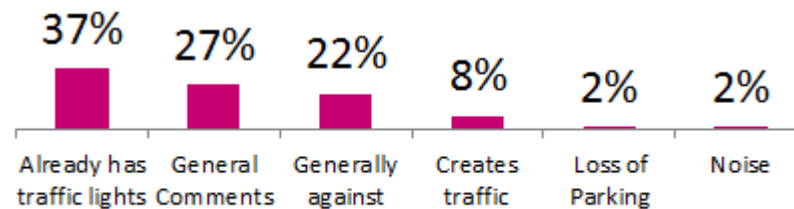
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



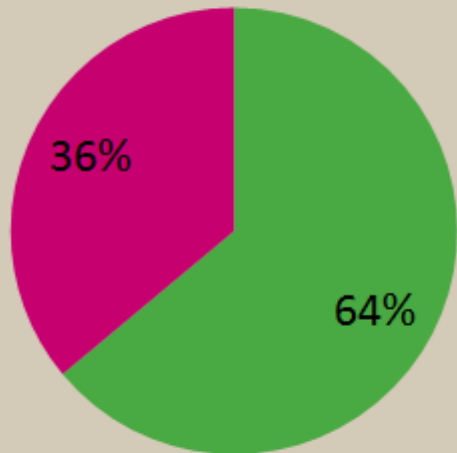
Greater distribution of reasons on the key themes of speed (38%), safety (15%) and discouraging rat-running (6%).

Reasons for No Support



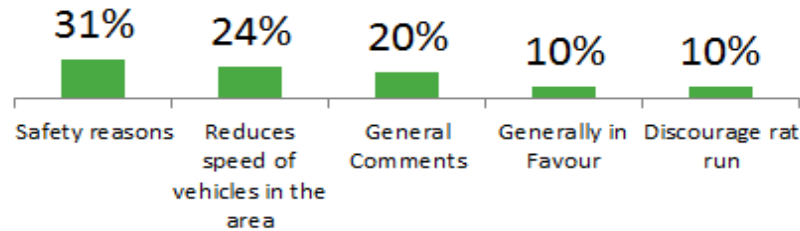
Most noted speed was already impeded by nearby traffic lights, with this proposal only adding to the current traffic congestion. Few and scattered responses for other reasons.

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



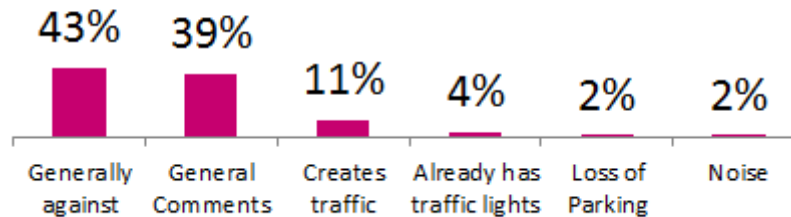
■ Support Proposal
■ Do not Support Proposal

Reasons for Support



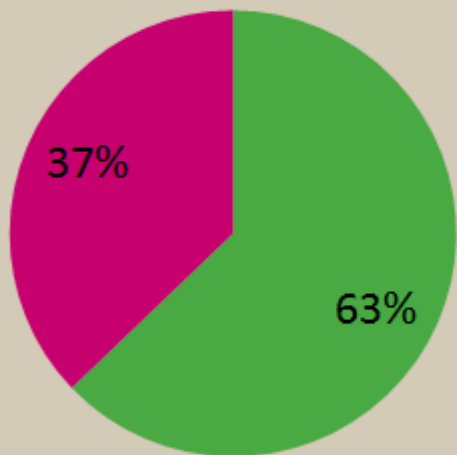
Safety among the key concerns (31%), with mention of its proximity to the local school. Others mentioned the desire to slow down traffic (24%) and discourage rat run (10%).

Reasons for No Support



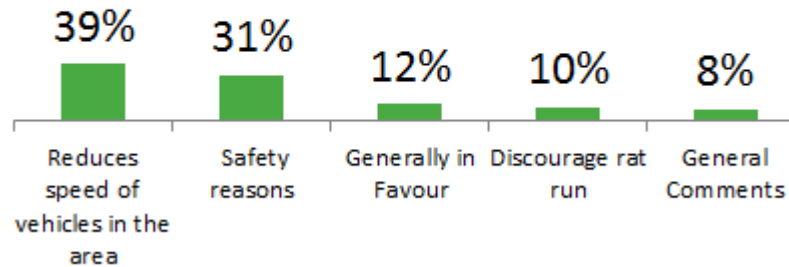
Most who were against viewed item to be an unnecessary traffic calming mechanism and impediment. Some had concerns about further traffic congestion (11%).

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



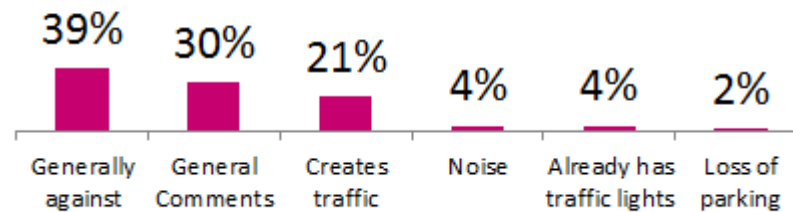
■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



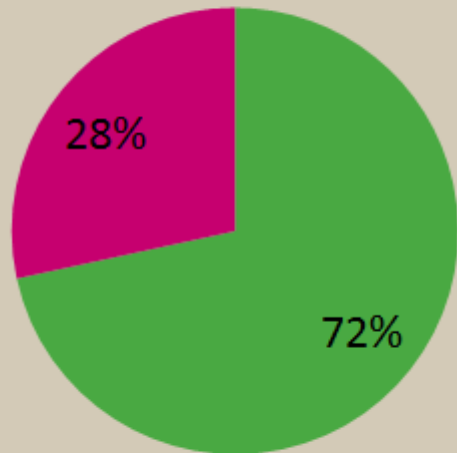
Fast travelling vehicles 39%) and safety (31%) – particularly the safety of children from a nearby school the main reasons for support. Some mentions of discouraging rat-running (10%).

Reasons for No Support



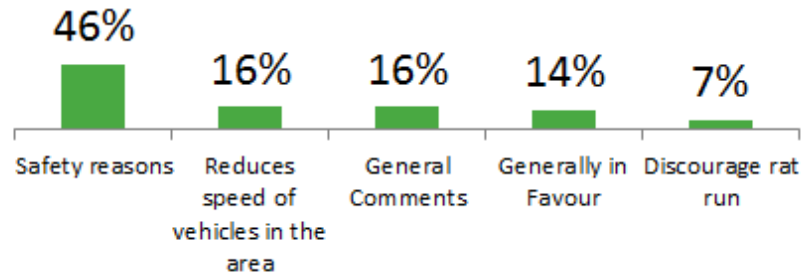
Key reasons for no support include the perception of item as an unnecessary traffic calming mechanism and impediment, as well as further traffic congestion created by this measure.

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

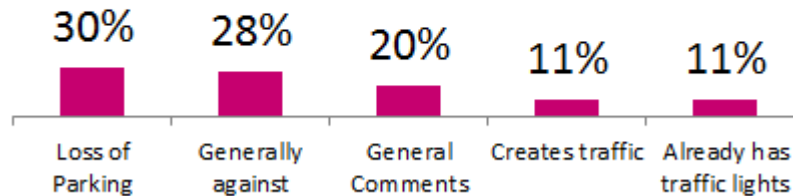


■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



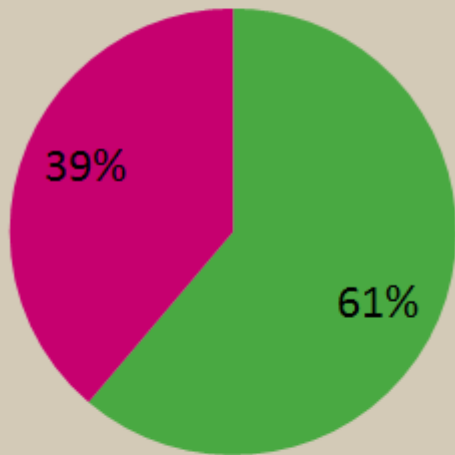
Reasons for No Support



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%).

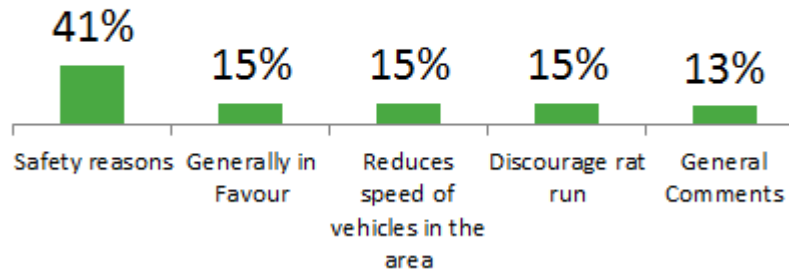
Loss of parking a strong theme in reasons for no-support, with respondents commenting that parking near the school is already at short supply. Overall, a theme of unnecessary traffic calming mechanism and impediment, that causes even more traffic, where traffic lights currently exist for similar effect.

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

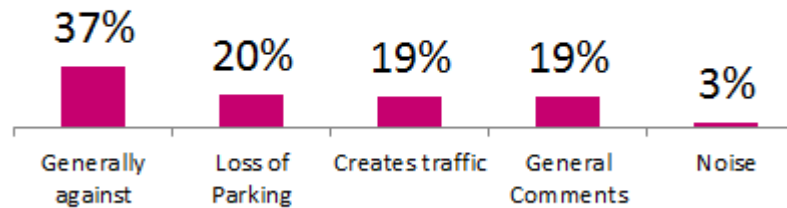


■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



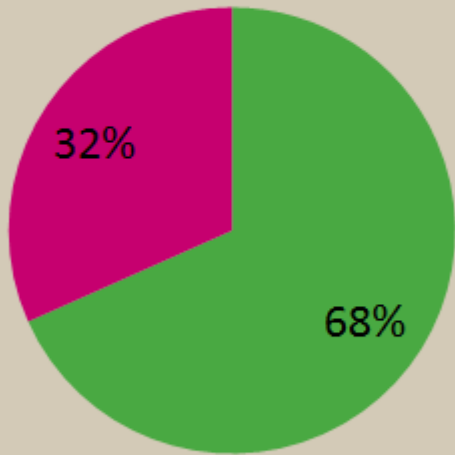
Reasons for No Support



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%).

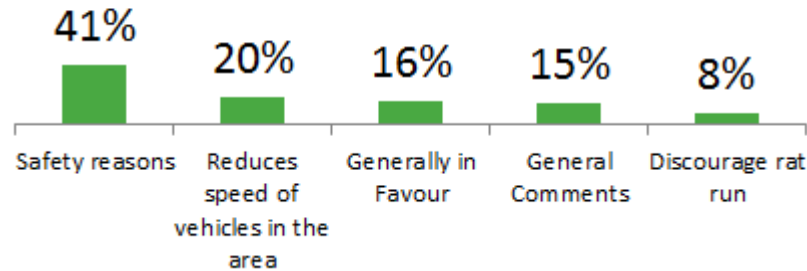
Greater distribution of reasons, with respondents viewing this measure as an unnecessary impediment that reduces parking spaces and will cause even more traffic congestion.

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

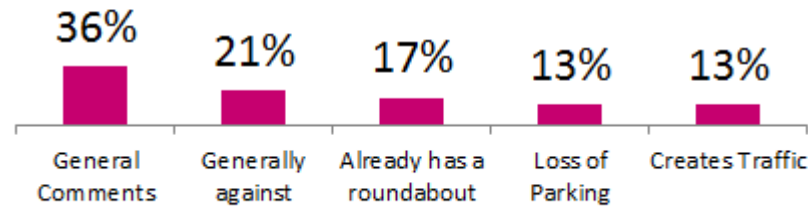


■ Support Proposal
 ■ Do not Support Proposal

Reasons for Support



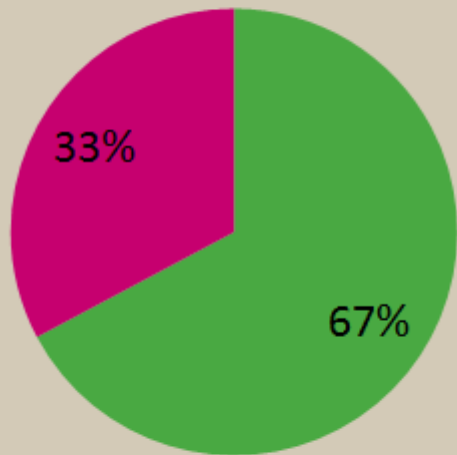
Reasons for No Support



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%).

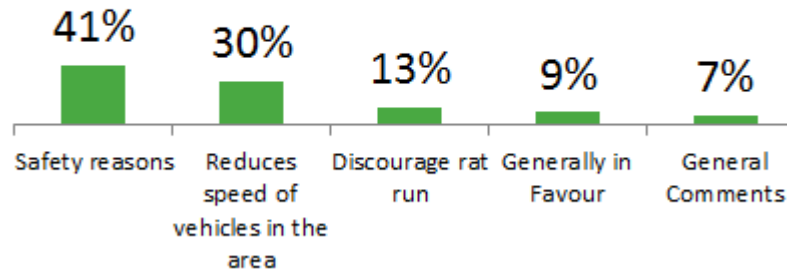
Greater distribution of reasons, with respondents viewing this measure as an unnecessary impediment that reduces parking space, where a roundabout exists. This playing a part in great traffic congestion.

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

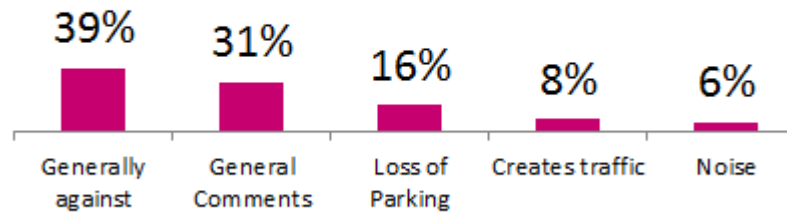


■ Support Proposal
■ Do not Support Proposal

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

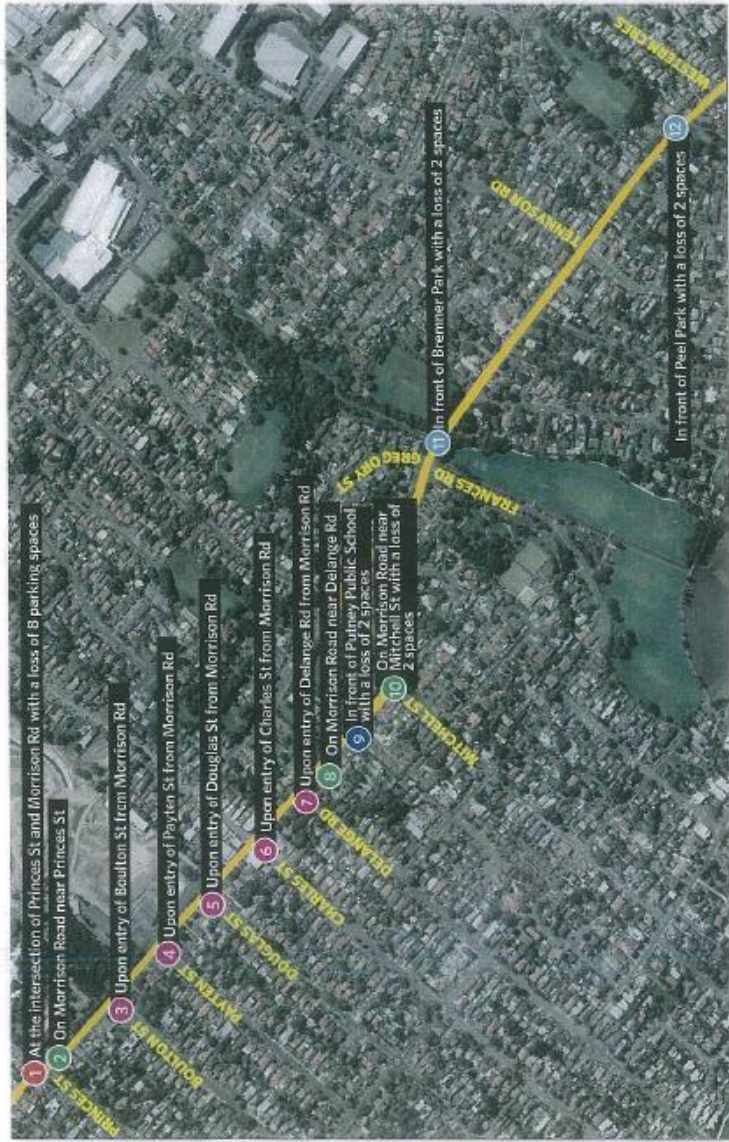
Location: Next Gen Health
& Lifestyle Club
504A Victoria Road
Ryde

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

