



FILE NO. COR2009/206

CITY OF RYDE

RYDE TRAFFIC COMMITTEE

MEMBERS

City of Ryde, Roads and Maritime Services, NSW Police (Ryde LAC)
Mr V Dominello MP, Member for Ryde
Mr A Roberts MP, Member for Lane Cove
Mr G Smith MP, Member for Epping

COUNCIL REPRESENTATIVE

Mr G Dedes (Group Manager - Public Works) delegated to the meeting Chair

ADVISERS

Sydney Buses

Committee members and advisers are invited to attend the next meeting of the Traffic Committee, or alternatively forward comments on any matter by email to (nfard@ryde.nsw.gov.au attention Nina Fard) by COB Monday 23 March 2015. If no comments are received it is proposed to deal with the matters in accordance with the agenda recommendations.

Councillors with an interest in any agenda item should forward comments by email (nfard@ryde.nsw.gov.au attention Nina Fard) by COB Monday 23 March 2015.

AGENDA FOR THE RYDE TRAFFIC COMMITTEE MEETING

**VENUE: CIVIC CENTRE
LEVEL 5, ROOM 2
1 DEVLIN STREET
RYDE**

**DATE: THURSDAY 26 MARCH 2015
TIME: 10.00 AM**

VISITOR/S -

STATE MEMBERS

Mr V Dominello MP	15	Items	10.00am
Mr A Roberts MP	5	Items	10.00am
Mr G Smith MP	0	Items	10.00am

Should the above times not be suitable please make alternate arrangements with other members and advise Ms N Fard (Telephone 9952 8383) of revised schedule.

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

- | | | |
|---|--|------------------------------|
| 1 | SUBJECT: LAUREL PLACE, RYDE – NO PARKING ZONE
STATE MP: MR A ROBERTS MP
WARD: EAST
COR REF: D14/126171 | OFFICER: P BASTAWROUS |
| 2 | SUBJECT: BRABYN STREET, DENISTONE EAST – TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP)
STATE MP: MR V DOMINELLO MP
WARD: WEST
COR REF: CRS2014/31918 | OFFICER: P BASTAWROUS |
| 3 | SUBJECT: VIMIERA ROAD, MARSFIELD – SEASONAL TIMED PARKING
STATE MP: MR V DOMINELLO MP
WARD: WEST
COR REF: D15/25200 | OFFICER: P BASTAWROUS |
| 4 | SUBJECT: GROVE STREET, EASTWOOD – CHEVRON MARKINGS
STATE MP: MR V DOMINELLO MP
CCL WARD: WEST
COR REF: D15/14699 | OFFICER: J SZETO |
| 5 | SUBJECT: CLARENCE STREET; BLENHEIM ROAD; PITTWATER ROAD, NORTH RYDE – TRAFFIC NEEDS ASSESSMENT REPORT
STATE MP: MR A ROBERTS MP
WARD: EAST
COR REF: CR2012/3345 | OFFICER: N FARD |
| 6 | SUBJECT: PRINCES STREET, RYDE – TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP)
STATE MP: MR A ROBERTS MP
WARD: EAST
COR REF: HELPDESK 7218 | OFFICER: N FARD |
| 7 | SUBJECT: TERRY ROAD, EASTWOOD – PEDESTRIAN REFUGE
STATE MP: MR V DOMINELLO MP
WARD: WEST
COR REF: COR2009/206 | OFFICER: G HOLDING |
| 8 | SUBJECT: CHATHAM ROAD, WEST RYDE – UPDATE OF THE TRIAL OF THREE (3) 1/2P PARKING BAYS FROM NO.1 TO NO.5 CHATHAM ROAD
STATE MP: MR V DOMINELLO MP
WARD: WEST
COR REF: D14/112090 | OFFICER: K HO |
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RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 1

SUBJECT: LAUREL PLACE, RYDE – NO PARKING ZONE

STATE ELECTORATE: RYDE

WARD: EAST

REF: D14/126171

OFFICER: P BASTAWROUS

REQUEST:

Council has received a written petition to install a 'No Parking' zone along the frontage of No.6-7 Laurel Place, Ryde to assist with accessibility and safety concerns.

CONTEXT:

1. Laurel Place is 6.5m wide along the frontage of No.6-7 Laurel Place.
2. When vehicles are parked on both sides of Laurel Place, there is an effective 2.5m clearance between vehicles, with a further reduced 2m clearance between mirrors.
3. Waste vehicles are unable to travel between two (2) parked vehicles. The minimum width between the vehicles would be required to be a clear 2.5m.
4. The remainder of the street is 3.0m wide which does not allow for parking on either side.
5. There is a development of Villas, nearing completion, at No.6-7 Laurel Place, Ryde and the number of vehicles utilising these spaces are anticipated to grow, and hence the instances of narrowing the width of the road will increase.
6. There have been several instances where waste has not been collected due to vehicles parking on both sides.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ROAD FUNCTION:

Local

CONSULTATION:

Petition signed by all affected residents.

Properties consulted	5
Responses received	5
Supported	5
Not Supported	0

DISCUSSION:

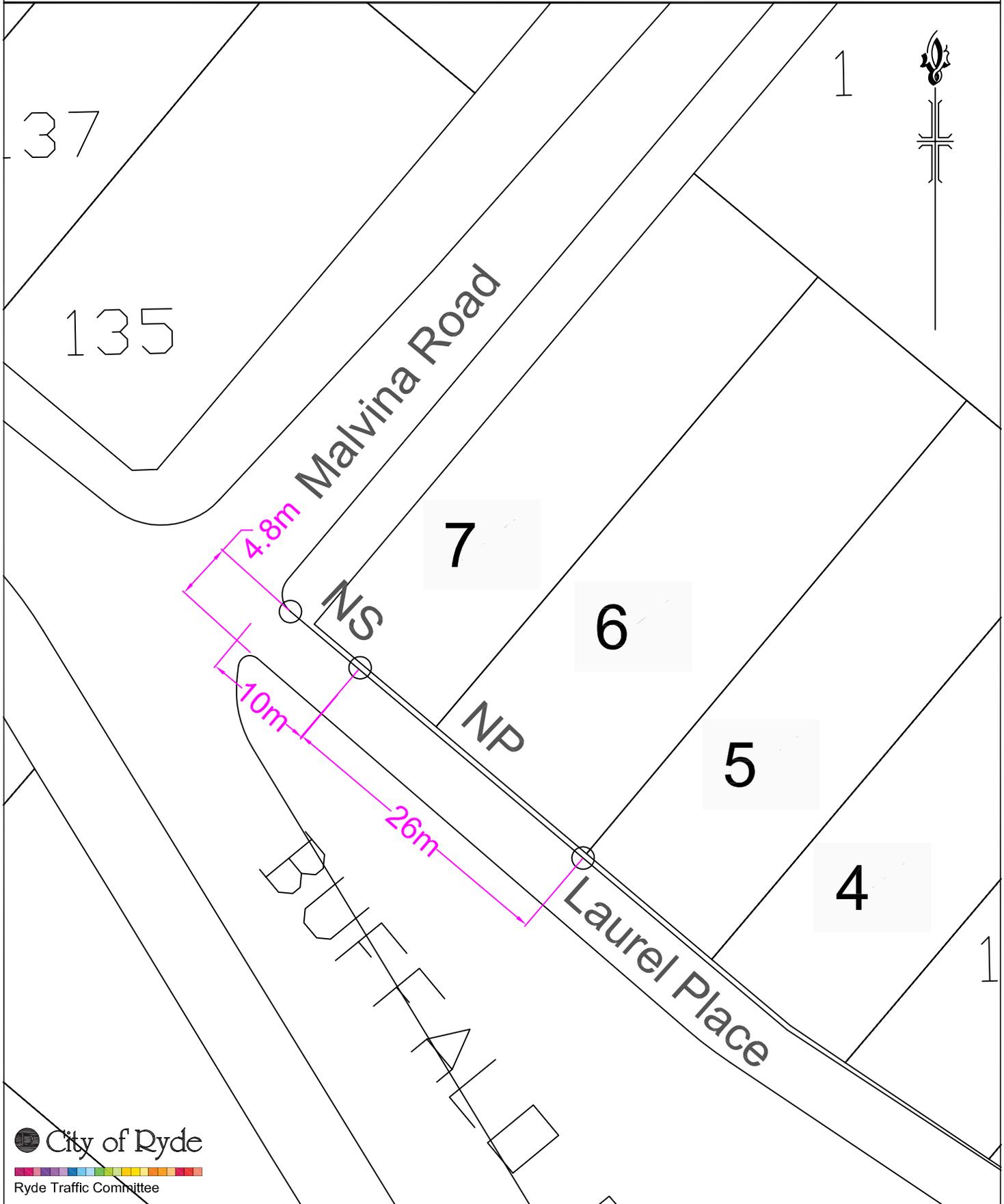
Following an investigation, and considering the key issues of safety and accessibility raised by multiple residents, Council recommends installing a 'No Parking' zone along the frontage of No.6-7 Laurel Place, as shown in **Annexure A**, to ensure adequate room for vehicles to negotiate past one another, particularly waste vehicles.

This zone will provide a clearance of 4.5m which will allow for emergency vehicles, waste vehicles and resident vehicles to manoeuvre through the street without obstruction.

Additionally, with the completion of the development at No.6-7 Laurel Place, it is anticipated that more vehicles will be parking in the street. This 'No Parking' zone will prevent any obstruction to access through the street.

COMMITTEE RECOMMENDATION:

That Council install 'No Parking' signage along the frontage of No.6-7 Laurel Place, Ryde, for a length of 26m.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	2	NS	Both	All day
NSt - No Stopping	1P - One hour parking	2	NP	Both	
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 2

SUBJECT: BRABYN STREET, DENISTONE EAST – TRAFFIC MANAGEMENT OPTIONS
PAPER (TMOP)

STATE ELECTORATE: RYDE

WARD: WEST

REF: CRS2014/31918

OFFICER: P BASTAWROUS

REQUEST:

Council has received a number of written requests to review the operation of Brabyn Street, Denistone East, as well as the surrounding local streets.

CONTEXT:

1. Denistone East Public School has classrooms on the north side of Brabyn Street as well as the south side. Students cross Brabyn Street several times a day.
2. The boom gates were installed to enable safe crossing of students between the two (2) sites during school hours.
3. The approved operating hours of the boom gates are; 9.30am-3.00pm from Monday to Thursday, and 9.00am-2.30pm on Friday.
4. Residents have requested the following changes to improve accessibility:
 - a. Converting Brabyn Street to a one way street, eastbound direction.
 - b. Converting Brabyn Street to a one way street, westbound direction.
 - c. Removal of the School Crossing boom gates.
 - d. Converting Boronia Lane to a one way street, eastbound direction.
 - e. Converting Boronia Lane to a one way street, westbound direction.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 8 Division 2 Rule 98 One-Way signs

ROAD FUNCTION:

Local

CONSULTATION:

All parties were informed that a review will be undertaken.

DISCUSSION:

Following an investigation, and considering the key issues of safety and accessibility raised by multiple residents, Council has commissioned Bitzios Consulting to undertake a review of the operation of Brabyn Street, and the local surrounding streets. The purpose of the review is to determine the most efficient traffic management option that should be adopted to help assist the traffic flow and access in the locality.

The review has identified that, based on the current traffic conditions and roundabout configuration at Lovell Road / Pickford Avenue / Russell Street, as well as the site observation,

- Most of the traffic accessing Brabyn Street is school traffic coming from the east via Kings Road;
- A one-way eastbound arrangement on Brabyn Street would result in more traffic being diverted to surrounding local residential streets, including Henderson Street, Russell Street, and Boronia Lane;
- Boronia Lane is not suitable as a primary traffic link to the school; and
- A one-way eastbound arrangement would likely require a re-configuration of the Lovell Road / Pickford Avenue / Russell Street roundabout to allow traffic to enter Russell Street from all legs.

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

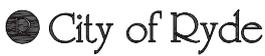
Based on the above conclusions, the following recommendations are made by the consultant:

- Implement a permanent road closure in Brabyn Street at the existing pedestrian crossing, which would provide the following benefits:
 - More safety for children and other pedestrians;
 - Prevent conflicting traffic from opposite ends of the street accessing the school drop-off zone; and
 - Prevent traffic from taking unnecessary detours through surrounding streets to access Brabyn Street;
- Instate a 'No Stopping' measure on both sides of the eastern end of Brabyn Street during school drop-off and pick-up times (8:30am–9:30am and 2:30pm–4:00pm) to allow for smoother flow of traffic entering and exiting the school drop-off bay; and
- Re-design the turning area at the western side of the permanent road closure, to facilitate U-turns.

COMMITTEE RECOMMENDATION:

- a) That Council consider the recommendations of the Brabyn Street Traffic Management Options Paper, prepared by Bitzios Consulting dated 10 February 2015, for:
 - i. Implementing a permanent road closure in Brabyn Street at the existing pedestrian crossing, which would provide the following benefits:
 - More safety for children and other pedestrians;
 - Prevent conflicting traffic from opposite ends of the street accessing the school drop-off zone; and
 - Prevent traffic from taking unnecessary detours through surrounding streets to access Brabyn Street;
 - ii. Instating a 'No Stopping' measure on both sides of the eastern end of Brabyn Street during school drop-off and pick-up times (8:30am–9:30am and 2:30pm–4:00pm) to allow for smoother flow of traffic entering and exiting the school drop-off bay; and
 - iii. Re-constructing the turning area at the western side of the permanent road closure to facilitate U-turns.
- b) That Council consult with affected residents and Denistone East Primary School regarding implementing the recommended measures and the local community regarding the proposed road closure.

ITEM 2: BRABYN STREET - TRAFFIC MANAGEMENT OPTIONS PAPER ATTACHED



Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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

BRABYN STREET ONE-WAY ASSESSMENT



FOR

CITY OF RYDE

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DOCUMENT CONTROL SHEET**Issue History**

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P1939.001R Brabyn Street One-Way Assessment	J. Smith	A. Finlay	J. Smith	10/2/2015	Nina Fard, City of Ryde

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Figure 3.1: Likely Detours to Brabyn Street (with one-way eastbound arrangement)

Figure 3.2: Boronia Lane

1. INTRODUCTION

1.1 BACKGROUND

Brabyn Street is located in Denistone East, within the City of Ryde. It runs east-west from Kings Road to Russell Street. Lovell Road, a sub-arterial road, runs parallel to Brabyn Street. Boronia Lane is a small lane connecting Lovell Road with Brabyn Street and through to Henderson Street.

Denistone East Primary School is located on the eastern end of Brabyn Street, and occupies both sides of the street. The street currently includes a day time road closure (implemented by a boom gate) during the school hours of 9:30am to 3:00pm Monday to Thursday and 9:00am to 2:30pm Friday, to allow children to cross safely between the two sides without conflict with vehicles.

Figure 1.1 shows an aerial photo of the study area, and Figure 1.2 shows the existing road closure in place.



(Image Source: Six Maps)

Figure 1.1: Study Area



(Image Source: Google Street View)

Figure 1.2: Road closure in operation

1.2 SCOPE OF STUDY

A proposal has been submitted to allow traffic to travel one way eastbound along Brabyn Street towards Kings Road. In conjunction with the one-way treatment, the existing part-time road closure is proposed to be removed.

Bitzios Consulting has been commissioned by the City of Ryde to assess the implications of this proposal, including the impacts to road network efficiency, residential amenity, and road safety. This report summarises the findings of the study.

2. EXISTING CONDITIONS

2.1 PARKING CONTROLS

Brabyn Street is used as the primary drop-off and pick-up point for traffic accessing Denistone East Primary School during school days. There are two existing “Kiss & Ride” bays located on both sides of the boom gates, as well as a built-in turning bay on the northern side. A “No Stopping” zone exists on the northern side adjacent the drop-off turning bay during afternoon school hours. Unrestricted parking is available along other sections of Brabyn Street. Figure 2.1 shows the existing parking controls of Brabyn Street adjacent the school.



(Image Source: Six Maps)

Figure 2.1: Existing parking controls on Brabyn Street

2.2 TRAFFIC CONDITIONS

A site visit was conducted on Wednesday 4 February, 2015 between 8:30am and 9:15am to observe the existing school traffic conditions on Brabyn Street and the surrounding road network.

The following observations were made during the site visit:

- on-street parking is evident on both sides of the street, creating a narrow path for vehicles;
- the ‘Kiss & Ride’ bays are heavily used;
- there is a significant burst of traffic accessing the drop-off bay at 9:00am, predominantly to and from Kings Road;
- due to the combination of heavy on-street parking on both sides, and heavy traffic in and out of the drop-off turning bay, congestion occurs on the eastern end of the street (see Figure 2.2);

- Boronia Lane is rarely used as a connector route to Brabyn Street; and
- the roundabout configuration at Lovell Road/Russell Street/Pickford Avenue (see Figure 2.3) only permits access into Russell Street via the left turn from Lovell Road.



Figure 2.2: Existing traffic congestion at eastern end of Brabyn Street



(Image Source: Six Maps)

Figure 2.3: Lovell Road / Russell Street / Pickford Avenue Roundabout Configuration

3. ONE-WAY ASSESSMENT

3.1 BENEFITS

One of the key benefits of making Brabyn Street one-way eastbound is the reduction of traffic and the subsequent congestion on the eastern end of the street, which was evident during the site inspection.

Moreover, the one-way treatment would optimise the existing drop-off / pick-up turning bay arrangement at the school, located on the northern side, by allowing cars to enter and exit left in and left out without the need to give way (as currently occurs if turning right out of the bay).

3.2 POTENTIAL DETRIMENTS

Making Brabyn Street one-way, however, would produce the following impacts to the surrounding traffic network:

- With the current configuration of the roundabout at Lovell Road/Russell Street/Pickford Avenue, which only permits access into Russell Street via the left turn from Lovell Road, traffic accessing Brabyn Street from the other legs would need to access via (refer to Figure 3.1):
 - Boronia Lane, if travelling primarily to the eastern end near the school; or
 - Hollis Avenue—Karnak Street—Russell Street, if travelling to the western end;
- Traffic accessing the school drop-off zone will likely choose to take Boronia Lane. This lane is narrow and has a short sight distance (Figure 3.2), and would be unsuitable for school traffic to use as the major connector to Brabyn Street.



(Image Source: Six Maps)

Figure 3.1: Likely Detours to Brabyn Street (with one-way eastbound arrangement)



Figure 3.2: Boronia Lane

4. CONCLUSIONS AND RECOMMENDATIONS

Based on the current traffic conditions and roundabout configuration at Lovell Road / Pickford Avenue / Russell Street, as well as the site observation, the following conclusions are made:

- most of the traffic accessing Brabyn Street is school traffic coming from the east via Kings Road;
- a one-way eastbound arrangement on Brabyn Street would result in more traffic being diverted to surrounding local residential streets, including Henderson Street, Russell Street, and Boronia Lane;
- Boronia Lane is not suitable as a primary traffic link to the school; and
- a one-way eastbound arrangement would likely require a re-configuration of the Lovell Road / Pickford Avenue / Russell Street roundabout to allow traffic to enter Russell Street from all legs.

Based on the above conclusions, the following recommendations are made:

- implement a permanent road closure in Brabyn Street at the existing pedestrian crossing, which would provide the following benefits:
 - more safety for children and other pedestrians;
 - prevent conflicting traffic from opposite ends of the street accessing the school drop-off zone; and
 - prevent traffic from taking unnecessary detours through surrounding streets to access Brabyn Street;
- instate a “No Stopping” measure on both sides of the eastern end of Brabyn Street during school drop-off and pick-up times (8:30am–9:30am and 2:30pm–4:00pm) to allow for smoother flow of traffic entering and exiting the school drop-off bay; and
- re-design the turning area at the western side of the permanent road closure, to facilitate U-turns

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 3

SUBJECT: VIMIERA ROAD, MARSFIELD – SEASONAL TIMED PARKING

STATE ELECTORATE: RYDE

WARD: WEST

REF: D15/25200

OFFICER: P BASTAWROUS

REQUEST:

Council has received written correspondence to install timed parking restrictions along the frontage of No.135-147 Vimiera Road, Marsfield.

CONTEXT:

1. The Ryde Traffic Committee, at its meeting held 27 November 2014, and the Works and Community Committee at its meeting held 3 February 2015, approved the reconfiguration of a section of Vimiera Road to provide unrestricted parking along the frontage of No.141-147 Vimiera Road, Marsfield.
2. The location is directly across the TJ Millner Sports Ground.
3. The residents have advised that the unrestricted parking will not suffice during the football season due to high demand for parking which reportedly leads to vehicles encroaching across driveways.
4. The unrestricted parking spaces are usually occupied by attendees of the football games which occur during the period of March to September.
5. The road is 8.9m kerb to kerb.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ARR Part 12 Division 7 Rule 204 Permissive parking signs

ROAD FUNCTION:

Collector

CONSULTATION:

Petition signed by all affected residents.

Properties consulted	4
Responses received	4
Supported	4
Not Supported	0

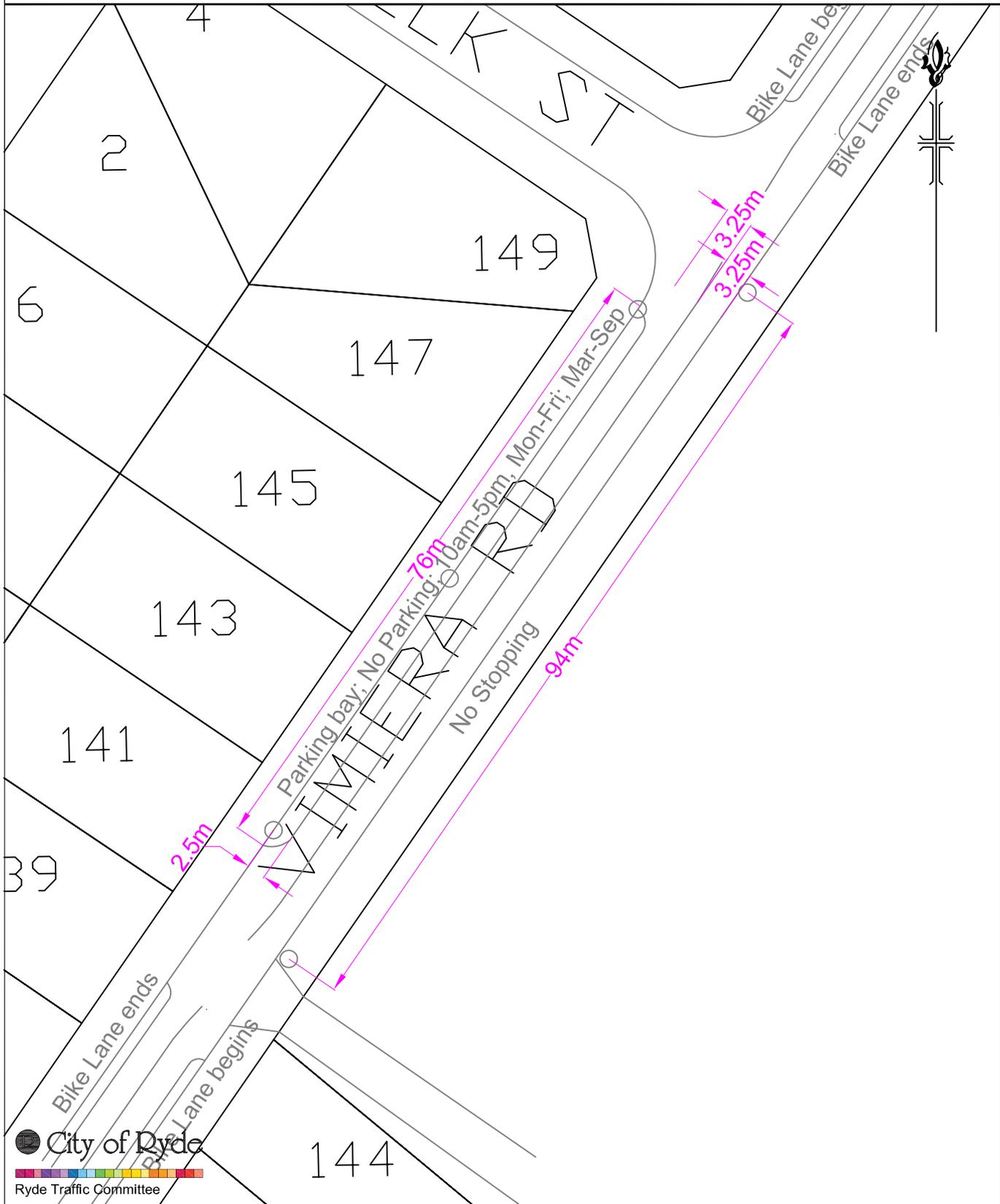
DISCUSSION:

Following an investigation, and considering the key issues of accessibility raised by multiple residents, it is recommended to install 'No Parking' restrictions that will apply during the football season which is undertaken at the TJ Millner Sports Ground.

The restriction will provide unrestricted access to the residences directly across from the sports ground, and will still allow for the drop off and pick up of patrons to the park, whilst reverting to unrestricted parking outside these times to cater for both visitors and commuters.

COMMITTEE RECOMMENDATION:

That Council install 'No Parking; 10am -5pm; Mon-Fri; Mar-Sep' signs along the frontages of No.141-147 Vimiera Road, Marsfield.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE	ARROW	TIME OPERATIONS
NSt - No Stopping	1P - One hour parking	3	NP	L, R, both	10am-5pm, Mon-Fri; Mar-Sep
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 4

SUBJECT: GROVE STREET, EASTWOOD – CHEVRON LINE MARKING

STATE ELECTORATE: RYDE

WARD: WEST

REF: D15/14699

OFFICER: J SZETO

REQUEST:

Council has received multiple written correspondences from a resident requesting to install 'No Stopping' along the frontage of No.5B Grove Street, between the driveways of No.3A and No.5B Grove Street, Eastwood.

CONTEXT:

1. It has been reported that driveway access at No.3A Grove Street is affected by vehicles parking on both sides along Grove Street;
2. The width of the road is 6.3m;
3. There is currently unrestricted parking on both sides of the road;
4. Parking is only in high demand during school hours for drop off and pick up purposes;
5. A length of 2.3m from the driveway of No.3A Grove Street is required to adequately manoeuvre in and out the property;
6. The length between the driveways of No.3A and No.5B Grove Street is 8.3m, which accommodates one parked vehicle;
7. The standard length of a parked vehicle along the end space is 5.4m;
8. The proposal to install 2.3m of painted chevron line markings will provide adequate driveway access and 6m of available parking space, which accommodates for one (1) parked vehicle;
9. Consultation with the affected residences revealed that any removal of parking along this location will not be supported.

LEGISLATION, STANDARDS AND GUIDELINES:

AS1742.2 2009 Clause 5.5.1.3 Manual of uniform traffic control devices

RMS Section 8 Delineation Guidelines – Diagonal and Chevron Markings

AS2890.5 1993 Section 2 Parking Facilities

ROAD FUNCTION:

Local

CONSULTATION:

Residents consulted	2
Responses received	2
Supported	2
Not Supported	0

DISCUSSION:

Following an investigation, and considering the key issues of manoeuvrability and parking needs, Council recommends installing 2.3m of painted chevron line markings along this location, as shown in **Annexure A**. This will provide better driveway access for the resident and retain the existing parking amenities along this section of Grove Street.

An on-site manoeuvrability test was undertaken to determine the space required to provide adequate vehicle access to the driveway. It was revealed that a space of 2.3m was suitable to achieve this.

Consultation with the affected residences indicated that any removal of parking along this section will not be supported and as such, the proposal has been deemed the most

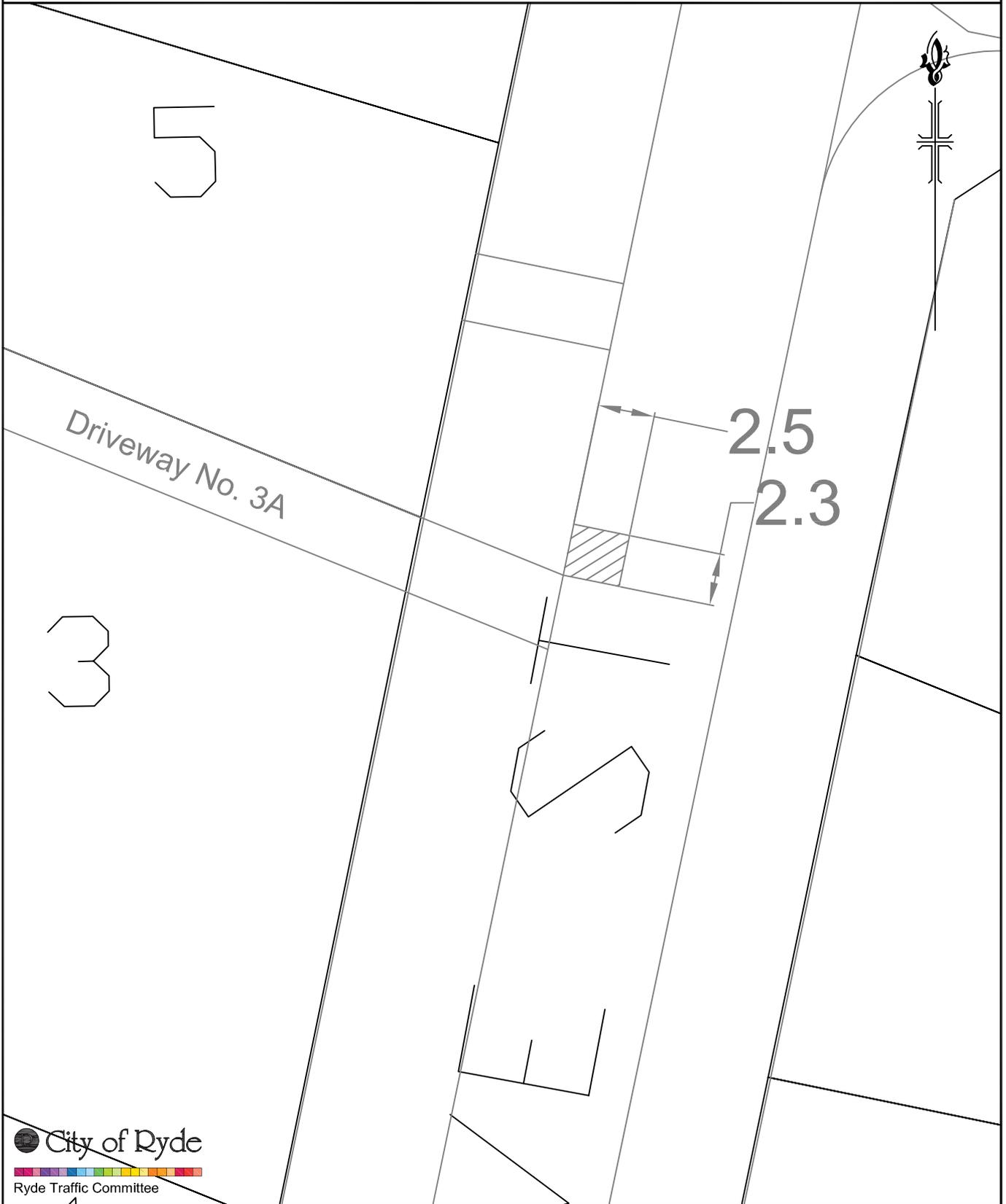
RYDE TRAFFIC COMMITTEE

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equitable solution. All immediate properties have been consulted and support Council's proposal.

COMMITTEE RECOMMENDATION:

That Council install 2.3m wide painted chevron line marking from the driveway boundary of No.3A Grove Street, Eastwood.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 5

SUBJECT: CLARENCE STREET, WARWICK STREET; BLENHEIM ROAD; PITTWATER ROAD, NORTH RYDE

STATE ELECTORATE: RYDE/LANE COVE

WARD: EAST

REF: CR2012/3345

OFFICER: N FARD

REQUEST:

Council has received submissions from the residents of Clarence Street and Warwick Street to address the increased vehicle volume and congestion on both streets during morning peak periods. This report is seeking advice/input from the Committee as to the preferred type of traffic management devices/option to be circulated to the community for support and/or otherwise

CONTEXT:

1. Clarence Street and Warwick Street run parallel to one another and connect to Pittwater Road on the east end and Blenheim Road on the west end.
2. The volume of traffic on both Clarence Street and Warwick Street are close to the environmental capacities for local streets (in accordance with the environmental capacity performance standards on residential streets, set out in the RTA Guide to Generating Traffic Development.
3. The high volume of through traffic in Clarence Street and Warwick Street during the morning peak is primarily caused by traffic avoiding the delays on Blenheim Road leading to the intersection of Pittwater Road and Epping Road.
4. It is noted that both Clarence and Warwick Street are used for rat running by drivers trying to avoid the upstream congestion during morning peak hours.
5. There is currently unrestricted parking on both sides of Clarence Street and Warwick Street with exception of 5 restricted (3P) parking spaces at the Blenheim end of Warwick Street.

LEGISLATION, STANDARDS AND GUIDELINES:

Austrroads Guide to Traffic Management Part 8 – Local Area Traffic Management

ROAD FUNCTION:

Blenheim Road – Collector
Pittwater Road – Sub-arterial
Warwick Street and Clarence Street – Local

CONSULTATION:

No consultation required – no changes to be made as of yet

DISCUSSION:

Following an investigation, and considering the key issues of traffic volume and residential amenities, Council has commissioned Bitzios Consulting to undertake an assessment of the operation of the intersection of Pittwater/Blenheim and Epping Road. The purpose of the review is to determine the most appropriate traffic management option that could be adopted to help assist the traffic flow and retain residential amenities in the surrounding streets.

The review has identified the one lane arrangement at the Mowbray Road junction on Epping Road as the main contributing factor to the inefficiency of the abovementioned intersection during the morning peak hour. Extensive queuing originates from the junction which propagates further west along Epping Road past Pittwater Road.

Traffic calming measures along Clarence Street and Warwick Street has been identified unlikely to resolve morning peak through traffic flows as the distances are too short. Motorists are expected to continue to use local roads and the issue will remain.

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Physical road closures will only transfer current volumes onto Blenheim Road without relieving overall congestion. This will also exacerbate delays for bus services as Blenheim Road is the nominated route. Residential access would be adversely affected by a physical road closure for a congestion issue that exists for a 1-2 hour period on a working day.

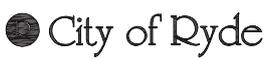
The Blenheim Road and Pittwater Road Intersection Assessment is attached in Annexure A.

Given the complexity of the issues involved, the recommendation to be put forward to Council, will be determined at the Committee meeting.

COMMITTEE RECOMMENDATION:

To be determined at the traffic committee meeting.

ITEM 5: BLENHEIM RD, PITTWATER RD NORTH RYDE - TRAFFIC NEEDS ASSESSMENT REPORT ATTACHED



Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



BLenheim ROAD AND PITtWATER ROAD INTERSECTION ASSESSMENT

FOR

CITY OF RYDE



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Project No: P1898

Version No: 002

Issue date: 26 February 2015

DOCUMENT CONTROL SHEET

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Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
Blenheim Rd and Pittwater Rd Intersection Assessment	F.Lui S.Read	I.Pais	S.Read	6 /1/2015	Nina Fard – City of Ryde
P1898.002R Blenheim Road Pittwater Road Intersection Assessment	F. Liu	I. Pais	F. Liu	26/02/2015	Nina Fard – City of Ryde

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1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting was commissioned by the City of Ryde Council to investigate the impact of congestion on the Blenheim Road / Pittwater Road intersection, particularly on adjacent local roads such as Clarence Street and Warwick Road.

Pittwater Road at North Ryde currently experiences significant traffic congestion in the morning traffic peak on the section approaching Epping Road. The congestion overflows to Blenheim Road and vehicles have been observed using local streets such as Clarence Street and Warwick Street to avoid the congestion.

City of Ryde (CoR) is concerned about the traffic volumes using these streets during peak traffic periods and their effect on the amenity. The aim of this study is to develop feasible mitigation measures to reduce through traffic on the local roads in this area.

1.2 SCOPE OF WORK

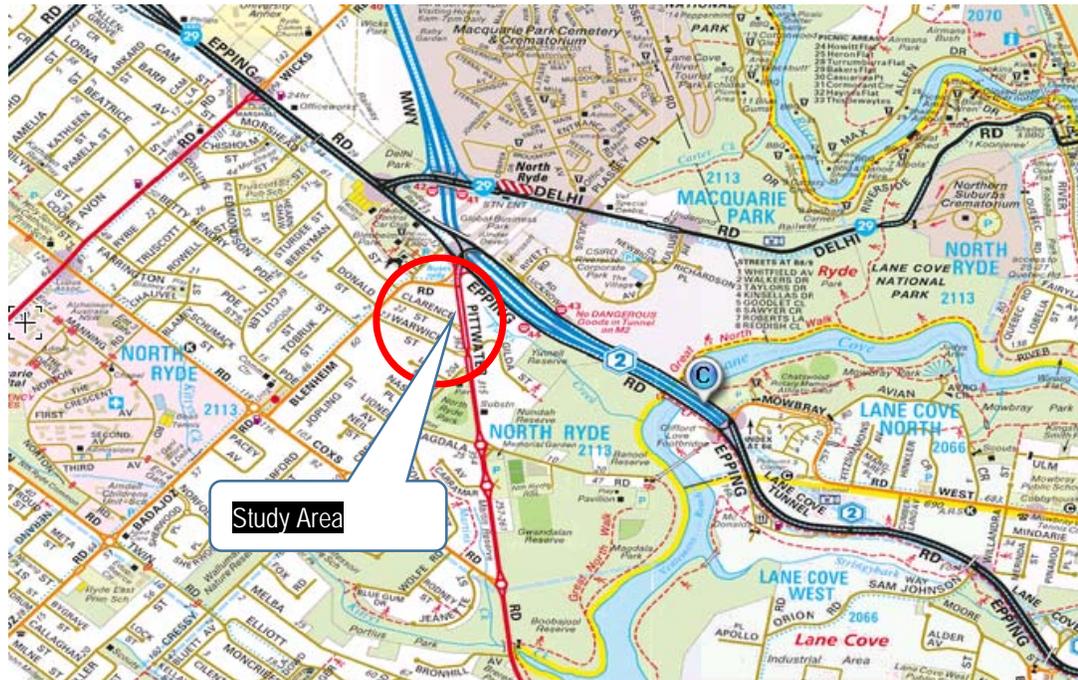
The scope of works included:

- Site visit during the morning peak period;
- Review of recent traffic volumes (supplied by CoR);
- Development of potential alternative traffic arrangements and investigation of their feasibility; and
- Assessment of the impacts of the agreed alternative arrangements on road network efficiency, residential amenity and road safety.

2. EXISTING TRAFFIC CONDITIONS

2.1 STUDY AREA

The study area is located on the southern side of Epping Road. The location of the study area and surrounding environs is shown in Figure 2.1.



Source: Sydney

Figure 2.1: Study Area and Environs

2.2 FUNCTIONAL CLASSIFICATION

The functional road classifications in NSW are:

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

The road hierarchy definition for roads in the study area are:

Arterial road:

- Epping Road

Sub-arterial road

- Pittwater Road

Collector roads

- Blenheim Road; and
- Coxs Road

Local roads

- Clarence Street;
- Warwick Street; and
- Cressy Road

2.3 SITE VISIT FINDINGS

A site visit was conducted on Tuesday, 9th December 2014 in the AM peak period. The objective of the site inspection was to observe the road network operation and identify existing traffic issues. The findings, which were observed during the site inspection, are summarised below.

2.3.1 Epping Road

The eastbound traffic on Epping Road experienced significant congestion and queuing. The slow moving vehicle queues, at times, prevented the right turn traffic from Pittwater Road entering Epping Road (eastbound). It has been assumed that this extensive queuing is the result of eastbound traffic merging into one lane arrangement at the Mowbray Road junction on Epping Road. The congestion on Epping Road eastbound is shown in

Figure 2.2. The red van in the Figure was stopped in the middle of the intersection as it could not enter Epping Road due to the queues.



Figure 2.2: Epping Road Eastbound Congestion and Queuing (looking north)

A sample period was timed to record the signal operation at the Epping Road and Pittwater Road intersection. The intersection is operating in a typical three-phase arrangement for a T-junction with a bus jump signal implemented on the Pittwater Road approach as well. The signal phase timings, extracted from the observations, are provided in Table 2.1. The bus jump phase on Pittwater Road usually operates for approximately 15 seconds per cycle, which accounts for approximately 30% of the time allocated to the Pittwater Road approach.

Table 2.1: Sample Traffic Signal Times Results

Sample	Movement Phase Time (seconds)				Cycle Time
	A 	B 	C1 	C2 	
1	81	29	14	29	153
2	79	22	15	25	141
3	77	22	15	35	149
Average	79	24	15	30	148
%	53.5%	16.5%	10%	20%	100%

2.3.2 Pittwater Road

It was observed that the kerb side lane on Pittwater Road, designated for left turn movements approaching the Epping Road intersection, was underutilised. Most vehicles turning right queued in the centre two lanes on Pittwater Road, which leads to the kerb side lane being underutilised from the point where the carriageway is widened from 1 lane to 3 lanes on the approach to Epping Rod. Figure 2.3 and Figure 2.4 illustrate the underutilised kerb-side lane on Pittwater Road.



Figure 2.3: Queues approaching Epping Rd on Pittwater Rd (looking north from Clarence St)



Figure 2.4: Queues approaching Epping Rd on Pittwater Rd (looking north)

Pittwater Road is generally a single lane road in the northbound direction, with the widening from 1 lane to 3 lanes occurring approximately 250 metres south of Epping Road. The AM peak site observation confirmed that queuing on Pittwater Road extended for over 400 metres and beyond Cressy Road. This queuing may be caused by a combination of insufficient capacity at the Pittwater Road / Epping Road intersection and the blockage of Epping Road eastbound traffic due to more easterly pinch points.



Figure 2.5: Queues approaching Epping Rd on Pittwater Rd (looking south)

2.3.3 Blenheim Road

Blenheim Road operates as two lane road approaching Pittwater Road, with an unusual configuration for a priority intersection of allowing left turn movements from both approaching lanes. Most vehicles turning left into Pittwater Road then attempt to turn right into Epping Road. The current turning guidelines lead the left turning vehicles in the left-most lane of Blenheim Road into the middle lane of Pittwater Road. When vehicles are queuing across the Pittwater Road / Blenheim Road intersection from Epping Road, vehicles on Blenheim Road do not have an opportunity to turn left into Pittwater Road.



Figure 2.6: Limited gaps on Pittwater Road for Vehicles turning from Blenheim Road (looking north)

Some vehicles from Blenheim Road who were performing left turn movements were held up by the queues on Pittwater Road, blocking the kerb side lane in Pittwater Road. This behaviour reduced the efficiency and usable capacity of the designated left turn lane on Pittwater Road. Figure 2.7 illustrates the situation where turning vehicles from Blenheim Road blocked kerb lane traffic on Pittwater Road.



Figure 2.7: Kerb lane traffic on Pittwater Road was blocked by left-turning vehicles (looking north)

2.3.4 Clarence Street

A 15 minute sample movement count was undertaken in Clarence Street between 7:45am – 8:00am. A total of 42 vehicles were recorded exiting Clarence Street into Pittwater Road. This is estimated to be equivalent to 168 vehicles per hour during the peak period.

On a few occasions, a queue of around 10 vehicles was observed on Clarence Street, which is the result of limited gaps to enter Pittwater Road. However this queue was discharged as soon as traffic on Pittwater Road started moving and bigger gaps were generated. Figure 2.7 shows the maximum queue on Clarence Street.



Figure 2.8: Vehicles queuing on Clarence Street approaching Pittwater Road (looking west)

2.3.5 Warwick Street

Warwick Street runs parallel to Clarence Street and therefore has similar traffic conditions. A sample count was also conducted for Warwick Street. The recorded 61 vehicles in 15 minutes, equal to a flow of 244 vehicles per peak hour, indicating that Warwick Street operates within the local street environment. An average queuing of 3 vehicles was seen in Warwick Street approaching Pittwater Road. The situation of more traffic with less queuing on Warwick Street is noted. This is likely to be related to the longer distance to the Epping Road/Pittwater Road intersection.

3. TRAFFIC DATA

Council provided traffic volume data for Clarence Street. Automatic tube counts were undertaken on the 31 March 2014. The data has been graphed for the week day average traffic volumes and is shown in Figure 3.1 below.

The data documents how through traffic is substantially higher during the morning peak from 7:00am to 9:00am, with the peak flow exceeding 300 vehicles per hour. At other times, the hourly traffic volumes are less than 20 vehicles per hour. The average weekday volumes are some 716 vehicles per day which is considered appropriate for a local street.

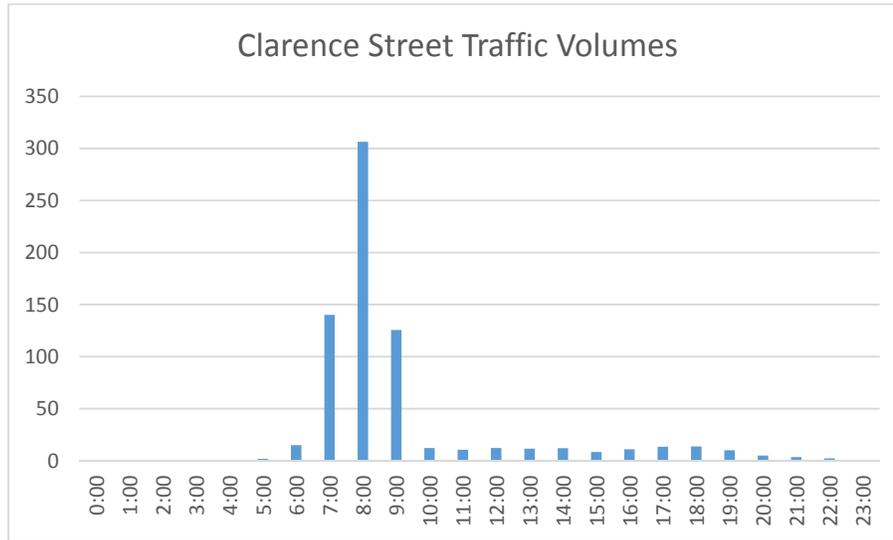


Figure 3.1: Bi-direction Traffic Volumes on Clarence Street

It is estimated that similar pattern occurs in Warwick Street. These patterns infer a high degree of through traffic usage of these local streets in the morning peak time to attempt to bypass other congested areas on major roads and to get as close to the “head of the queue” as possible.

4. ANALYSIS

Based on our observations and data supplied, the high volume of through traffic in Clarence Street and Warwick Street during the morning peak is primarily caused by traffic avoiding the delays on Blenheim Road. This in turn is due to congestion on Pittwater Road and Epping Road. This issue only occurs during the morning peak traffic period.

The volumes of traffic in Clarence Street and Warwick Street are close to the environmental capacities for local streets (in accordance with the environmental capacity performance standards on residential streets, set out in the RTA Guide to Generating Traffic Development and replicated in Table 4.1). These targets consider aspects of general amenity of local streets.

Table 4.1: Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal 300 maximum
Collector	Street	50	300 environmental goal 500 maximum

Source: RTA Guide to Traffic Generating Developments 2002

At other times, the volumes are significantly less than the environmental capacities.

5. DISCUSSION OF MITIGATION MEASURES

5.1 OPTIONS

A number of options have been considered to mitigate the issues of through traffic and congestion in Blenheim Road including:

- Additional capacity for Pittwater Road;
- Increasing capacity at the Pittwater Road / Blenheim Road intersection;
- Traffic calming measures; and
- Road closures.

These are discussed in more detail below.

5.2 ADDITIONAL CAPACITY FOR PITTWATER ROAD

It was observed that the kerb side lane was underutilised along Pittwater Road. A possible alternative to reduce the queuing on Pittwater Road would be to allow three lanes to feed the right turn at Epping Road by allowing a shared left and through lane. However, while this may improve the queuing capacity for Pittwater Road, it is likely that queues will still extend past the intersection with Blenheim Road and beyond Clarence Street and Warwick Street. Therefore, vehicles turning from Clarence Street and Warwick Street to Pittwater Road would still experience limited opportunities to undertake these movements. Queues on these side streets would still exist. Furthermore, the left turning vehicles would not be able to take advantage of other phases in which they are allowed to turn and buses turning from Blenheim Road to the bus jump would also be more likely to be impeded by queuing traffic.

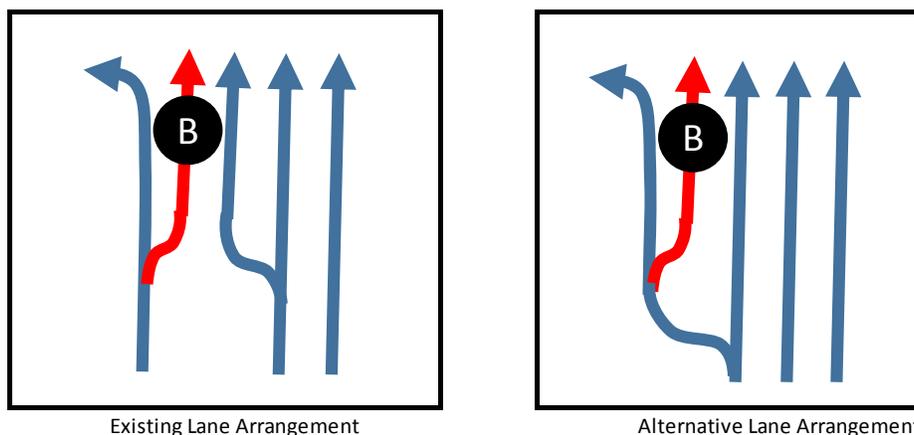


Figure 5.1: Alternative Lane Arrangements

It is anticipated that this option will not improve congestion in Blenheim Road and/or prevent through traffic using local streets. The impacts of through traffic on the on-street parking, residential amenity and safety of the side streets are unlikely to be ameliorated with the modifications proposed as part of this option.

5.3 INCREASING CAPACITY AT THE PITTWATER ROAD / BLENHEIM ROAD INTERSECTION

As the queuing is a consequence of insufficient capacity along the Pittwater Road corridor, it is considered that there would be limited benefit in increasing capacity at Blenheim Road / Pittwater Road intersection. Additional turn lanes and signalling the intersection are unlikely to reduce queues or delays. Furthermore, the need for signals is only for 1-2 hours per day and would be difficult to justify such a large expense to cater for traffic for such limited times of the day.

In any event, this option is unlikely to result in any significant improvements.

5.4 TRAFFIC CALMING

Traffic calming along Clarence Street and Warwick Street is unlikely to have a significant impact on the morning peak through traffic flows as the distances are so short that drivers would be still willing to use these streets. That is, the traffic calming devices would not provide a sufficient deterrent to using this route. In contrast, traffic calming devices will generate more noise at all times of the day and may result in loss of on-street parking spaces.

This option is unlikely to result in any improvements and introduces some localised impacts on residents.

5.5 PHYSICAL ROAD CLOSURES

Physically closing Warwick Street and Clarence Street would eliminate the through traffic in the morning peak period, and therefore improve the residential amenity and safety. However road closure of these side streets only in the morning peak will be difficult to be implemented, given that a physical gate or barrier will need to be installed and operated to perform the closure. The closure will only transfer the current volumes, queues and delays from Warwick Street and Clarence Street on to Blenheim Road (from one leg to the other leg) without relieving the overall congestion within the study area, namely at the Pittwater Road and Blenheim Road intersection. The bus services currently operating along Blenheim Road will also be affected by the extended queuing and delays.

In addition, access to Warwick Street and Clarence Street for local residents will certainly be limited as the result of the road closure arrangement.

5.6 SUMMARY OF OPTIONS

In light of the above investigations and findings, it appears that physically closing Warwick Street and Clarence Street is the most effective measure to prevent through traffic on these local roads and improve residential amenity and safety. However, this closure would consequently have impacts on the access to these streets for local residents.

If council were to pursue a full closure option further, it is likely that local network modelling would be required to satisfy the RMS that any consequential impacts could also be addressed.

In any occasions, the site investigations identified that, the existing traffic congestion along Pittwater Road and hence back into Blenheim Road and side streets in morning peak period will not be resolved until the operation of Epping Road is improved to remove the consequential impacts of congestion on these roads.

6. CONCLUSIONS

A review of the operation of Blenheim Road at Pittwater Road as well as the through traffic in Clarence Street and Warwick Street resulted in the following key findings:

- Congestion along Pittwater Road during the morning peak is considered to be a result of lack of capacity at the Epping Road / Pittwater Road intersection which is a consequence of congestion on Epping Road;
- Through traffic is using Warwick Street and Clarence Street to access Pittwater Road in the morning peak to avoid queues in Blenheim Road; and
- The peak traffic volumes in the morning peak in Clarence Street are in the order of 300veh/hr which is at the upper limit for environmental capacities for a local street.

Options were considered to reduce congestion in Blenheim Road and reduce through traffic in Clarence Street and Warwick Street. An alternative lane arrangement was considered to make use of the underutilised left lane on Pittwater Road approaching Epping Road. Consistent with previous assessments, this option is unlikely to resolve queuing and traffic issues as it does not solve the underlying problems on Epping Road and to provide marginal additional queue storage. Furthermore, traffic calming devices along Warwick Street and Clarence Street are unlikely to have any effect on through traffic volumes due to the surrounding traffic conditions. Physical road closure in Warwick Street and Clarence Street would certainly eliminate the through traffic but will have other effects on the broader road network including limiting local access for residents living along these streets.

As issues appear to be caused by queueing in Pittwater Road as a result of congestion on Epping Road, these issues are unlikely to be resolved with treatments on Pittwater Road and Blenheim Road. The existing traffic congestion along Pittwater Road is not expected to be able to be resolved until the operation of Epping Road is improved and further consideration of improvements near Blenheim Road could reasonably be contemplated.

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 6

SUBJECT: PRINCES STREET, RYDE – TRAFFIC MANAGEMENT OPTIONS PAPER (TMOP), 3T LOAD LIMITS AND HEAVY VEHICLE ACCESS ISSUES

STATE ELECTORATE: RYDE

WARD: EAST

REF: HELPDESK 7218

OFFICER: N FARD

REQUEST:

Council prepared and submitted a Traffic Management Options Paper (TMOP) for Princes Street and the surrounding street to the Ryde Traffic Committee on 27 November 2014. The following measures were recommended, to address concerns of heavy vehicle volumes and speeding along Princes Street and Gladstone Street, subject to consultation with the affected residents.

- a. The 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)

CONTEXT:

It was noted that heavy vehicles have been using Princes Street as an access point to Victoria Road

1. A number of concerns were raised regarding the volume and speed of heavy vehicles that use Princes Street
2. The street has a steep descent of 24m over 175m (13% grade) from Morrison Road to No.75 Princes Street.
3. '3T and Over' restrictions currently exist on nearby streets in the area including:
 - a. Morrison Road between Princes Street and Church Street
 - b. Morrison Road between Acacia Avenue and Tennyson road
 - c. Potts Street between Tennyson Road and Victoria Road
4. Collected traffic data shows evidence of higher than average speeds on Gladstone Avenue and Princes Street, which could be attributed to the steep downhill descent in both streets.

LEGISLATION, STANDARDS AND GUIDELINES:

Austrroads Guide to Traffic Management Part 8 – Local Area Traffic Management
Road load limits to be included

ROAD FUNCTION:

Local

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

CONSULTATION:

	Gladstone Avenue – Traffic Calming Device survey	Princes Street – Traffic Calming Device survey	Morrison Road – 3T survey
Residents consulted	24	37	38
Responses received	14	21	25
Supported	12	18	1
Not Supported	1	3	24
Undecided	1	0	0

DISCUSSION:

Following an investigation, and considering the key issues of heavy vehicle volumes and speeds Council conducted three separate community consultations with the affected residents of Princes Street, Gladstone Street and Morrison Road. The result of the community consultation is shown in the table above.

COMMITTEE RECOMMENDATION:

- a) That Council install a traffic calming device (speed cushion) at the 'sag' point of Gladstone Avenue within the vicinity of property No. 9, No. 14 and No. 16, subject to further consultation with the directly affected residents, as to their access needs.
- b) That Council install a traffic calming device (speed cushion) at the 'sag' point of Princes Street, within the vicinity of property No. 75, No. 77 and No. 100, subject to further consultation with the directly affected residents, as to their access needs.

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 7

SUBJECT: TERRY ROAD, EASTWOOD – PARRAMATTA CITY COUNCIL

STATE ELECTORATE: RYDE

WARD: WEST

REF: COR2009/206

OFFICER: G HOLDING

REQUEST:

Council has received written correspondence from Parramatta City Council proposing the installation of a pedestrian refuge in Terry Road, west of Brush Road, Eastwood.

CONTEXT:

1. The northern half of Terry Road and the proposed pedestrian refuge is situated in Parramatta City Council's LGA.
2. The southern half of Terry Road and the proposed pedestrian refuge are situated in City of Ryde's LGA.
3. The pedestrian refuge will be situated outside an existing aged-care facility.
4. Parramatta City Council has consulted with affected properties on both sides of Terry Road and advertised the proposal in the local paper with no objections received
5. Parramatta City Council has also consulted with Sydney Buses with no objections raised
6. The proposal has been approved by the Parramatta City Council, under the recommendation of their Local Area Traffic Committee.
7. The matter is now being forwarded to the Ryde Traffic Committee and Council for approval.

LEGISLATION, STANDARDS AND GUIDELINES:

RMS Technical Direction TDT 2011/01a – Pedestrian Refuges

AS1742.10 2009 Clause 9 – Physical Pedestrian Facilities

ROAD FUNCTION:

Collector

CONSULTATION:

Survey of local residents and advertising in the local paper by Parramatta City Council.

DISCUSSION:

Pedestrian refuges are used where there is a need to provide a place of safety for a concentration of pedestrians in circumstances where it is difficult to cross the full width of a roadway in one stage. Pedestrian refuge islands are appropriate and can be of benefit as follows:

- Where four or more traffic lanes have to be crossed, or at signalized crossings where the pedestrian interval is insufficient to guarantee all pedestrians time to cross the full width of the roadway.
- Where overtaking and speeding can put pedestrians at risk.
- Where two-way traffic volumes are so high that they make crossing the road difficult or dangerous.
- Where there are concentrations of pedestrians crossing.
- Where pedestrian signals are poorly used.
- Where persons with mobility impairment are known to cross the road.

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

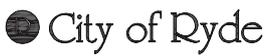
The attached design features:

- A single, 3.7 m wide travel lane in both directions.
- A 1.84 m wide kerb extension on the southern side of Terry Road, with a 17.65 m long 'No Stopping' zone on the approach and 13.95 m long 'No Stopping' zone on the departure.
- A 1.57 m wide kerb extension on the north side of Terry Road, with a 19.97 m long 'No Stopping' zone on the approach and 16.68 m long 'No Stopping' zone on the departure.

COMMITTEE RECOMMENDATION:

That Council approve the installation of the pedestrian refuge as proposed by Parramatta City Council (PCC) along Terry Road, west of Brush Road, Eastwood, as detailed in their *Drawing titled "Terry Road, Epping; Pedestrian Refuge" (ref. 16939)*, attached.

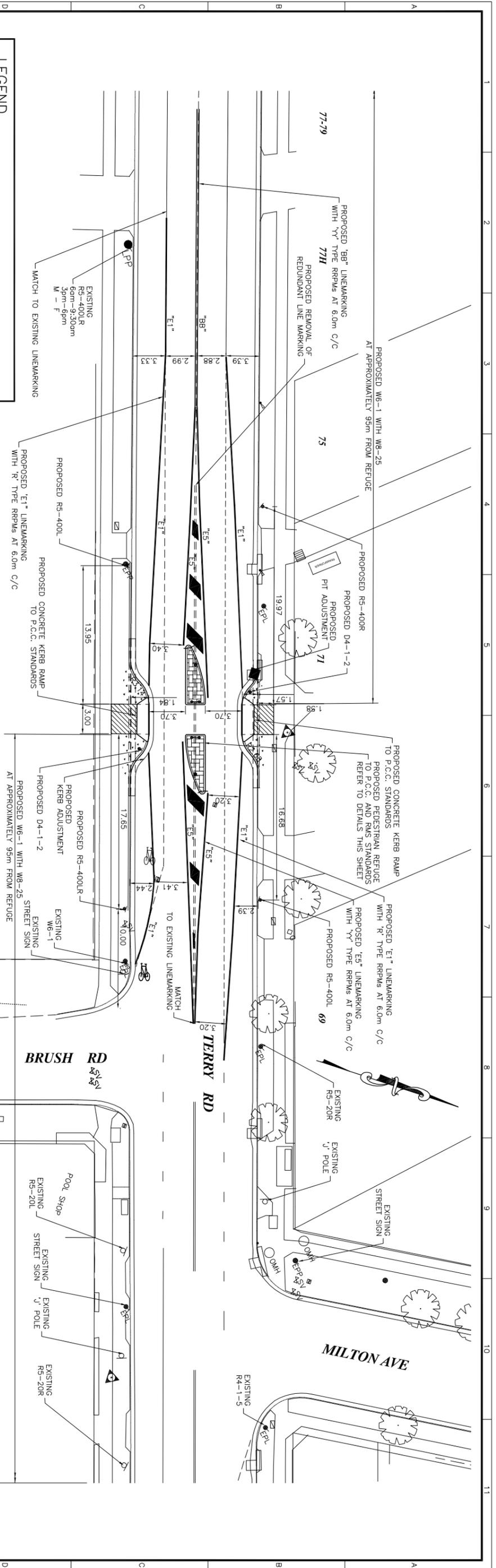
ITEM 7: TERRY RD, EASTWOOD PEDESTRIAN REFUGE ATTACHED



Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



PLAN VIEW
SCALE 1:200

EXISTING TRAFFIC SIGNS SCHEDULE

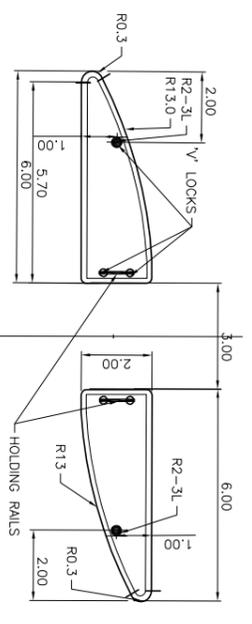
GRAPHIC SYMBOL	NAME / TYPE	NUMBER	REMARKS
	WB-1	1	AS INDICATED ON PLAN
	R5-20(L)	1	AS INDICATED ON PLAN
	R5-20(R)	2	AS INDICATED ON PLAN
	GS-1	3	AS INDICATED ON PLAN

NEW TRAFFIC SIGNS SCHEDULE

GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS
	R2-3(L)	2	AS INDICATED ON PLAN
	WB-25	2	AS INDICATED ON PLAN
	WB-1	2	AS INDICATED ON PLAN IN CONJUNCTION WITH WB-25
	R5-400(L)	2	AS INDICATED ON PLAN
	R5-400(R)	1	AS INDICATED ON PLAN

NEW TRAFFIC SIGN SCHEDULE

GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS
	D4-1-2	2	AS INDICATED ON PLAN
	R5-400(L)	1	AS INDICATED ON PLAN



PLAN VIEW
SCALE 1:100

REFUGE ISLAND SETOUT AND
SIGNAGE

FOR TRAFFIC COMMITTEE

UNLESS DETAILED ON THIS DRAWING,
ALL WORK SHALL CONFORM TO
**AUS
SP18**

DIAL 1100 BEFORE YOU DIG



SCALE OF METRES 1:200

LEGEND

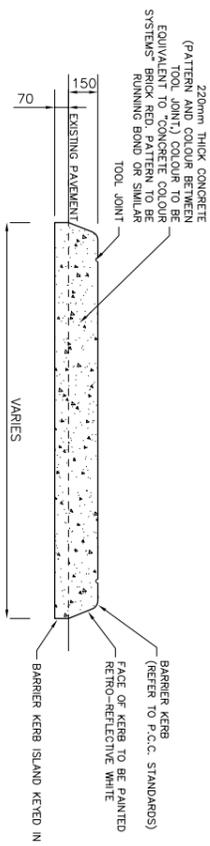
NEW 3.0m WIDE KERB RAMPS.
REFER TO P.C.C. STANDARDS.

150mm HIGH CONCRETE BARRIER KERB REFUGE ISLANDS
250x220mm THICK REFER TO P.C.C. STANDARDS AND
DETAIL SHOWN THIS SHEET.
PATTERN AND COLOUR BETWEEN TOOL JOINTS,
COLOUR TO BE EQUIVALENT TO "CONCRETE COLOUR
SYSTEMS" BRICK RED.
PATTERN TO BE RUNNING BOND OR SIMILAR.

80mm DEPTH CONCRETE FOOTPATH
TO BE CONSTRUCTED
TO NEW LEVELS WHERE SHOWN,
REFER TO P.C.C. STANDARDS

CLEAN BACKFILL, TOPSOIL AND TURF.

REDUNDANT LINE MARKING FOR REMOVAL



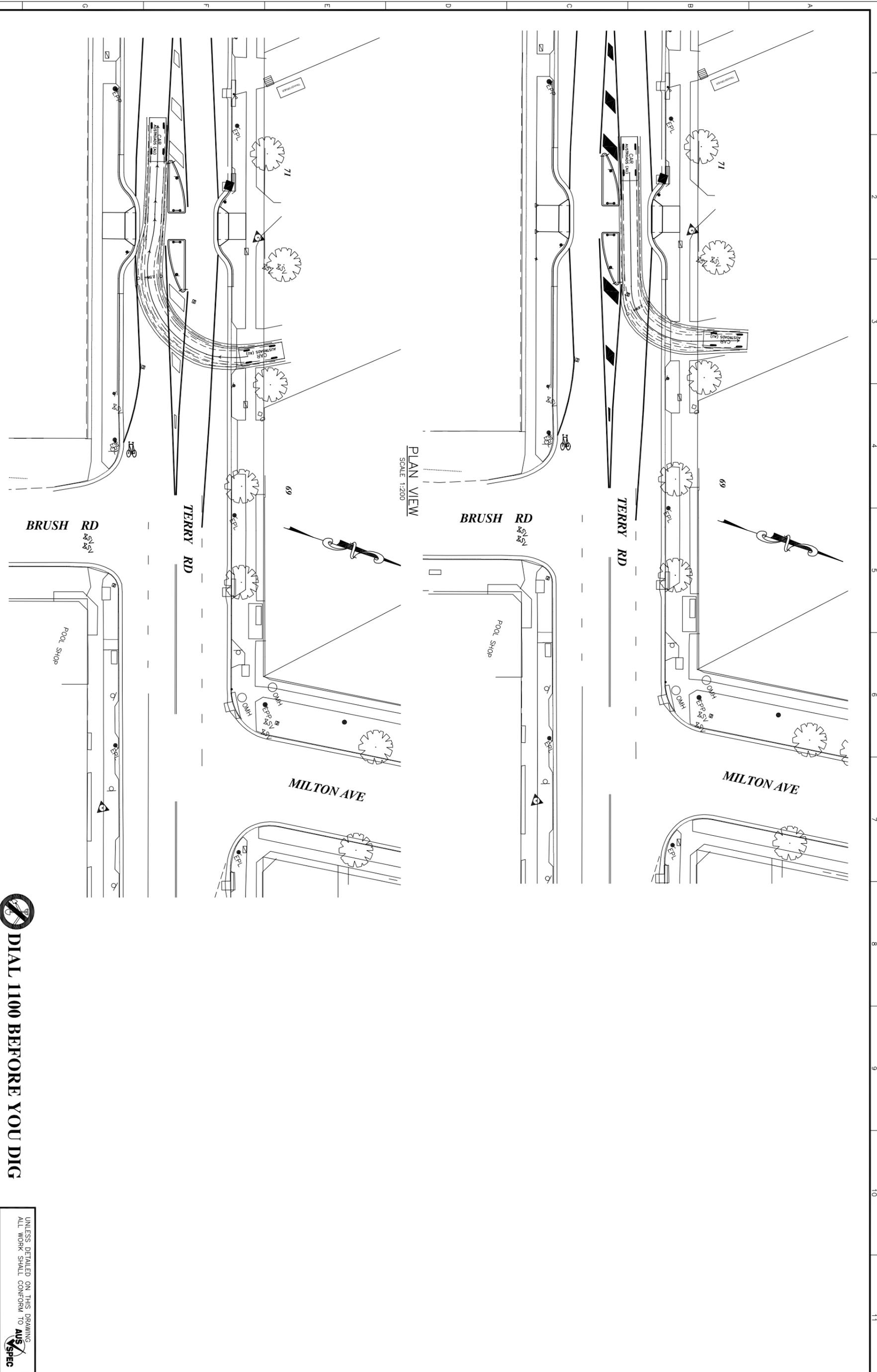
BARRIER KERB ISLAND DETAIL
N.T.S. (mm)

EXISTING / MISCELLANEOUS		PUBLIC UTILITIES	
KERB AND GUTTER:	TELSTRA	ABOVEGROUND	U/GROUND
EDGE OF BITUMEN:	ELECTRICAL	AS SHOWN	AS SHOWN
ROAD G/CROWN:	GAS & MISC:	AS SHOWN	AS SHOWN
EARTH BATTERS:	SEWER:	AS SHOWN	AS SHOWN
PIPE DRAINS:	WATER:	AS SHOWN	AS SHOWN
PIPE DRAINS:	POLES:	AS SHOWN	AS SHOWN
TREES & SHRUBS:	OVERHEAD:	AS SHOWN	AS SHOWN
SPOT LEVELS:	SURVEY:	AS SHOWN	AS SHOWN

PLAN FEATURES		AMENDMENTS	
EXISTING	PROPOSED	DETAIL	CHECKED
DATE:	A.H.D.	DESIGNED	DATE
00-0905: MCA		DRAWN	
RATIO: 1:200		DRAWING REVIEW	
ACAD REF: 16939			
STATUS: DRAFT			

DESIGN CHECKED AND APPROVED		DRAWING REVIEW	
APPROVED FOR CONSTRUCTION	DATE:	APPROVED FOR CONSTRUCTION	DATE:
Service Manager Capital Projects		ACCEPTED	

PARRAMATTA CITY COUNCIL		PLAN NUMBER	
TERRY ROAD, EPPING	16939		
PEDESTRIAN REFUGE	1 of 1		
PLAN VIEW, TRAFFIC COMMITTEE	Revision:		



PLAN VIEW
SCALE 1:200

EXISTING/MISCELLANEOUS		PLAN FEATURES		PUBLIC UTILITIES		AMENDMENTS		DESIGN CHECKED AND APPROVED		DESIGNED		DATE		STATUS	
KERB AND GUTTER:	-----	PROPOSED	-----	TELSTRA	☐	OVERGROUND	-----	CHECKED	DATE	APPROVED FOR CONSTRUCTION	DRAWN	00-000S	Assumed	PARRAMATTA CITY COUNCIL	
EDGE OF BITUMEN:	-----	PROPOSED	-----	ELECTRICITY:	☐	U/GROUND	-----	DATE	DATE	Service Manager Capital Projects	DRMNG REVIEW	RATIO:	N.T.S.	TERRY ROAD, EPPING	
ROAD G/CROWN:	-----	PROPOSED	-----	GAS & MISO:	☐	U/GROUND	-----	DATE	DATE	ACCEPTED	ACAD REF:	ACAD REF:	ATTIle	0000_00	
EARTH BATTERS:	-----	PROPOSED	-----	SEWER:	☐	U/GROUND	-----	DATE	DATE	Client	STATUS:	DRAFT		PLAN VIEW, DETAILS AND GENERAL DETAILS	
PIPE DRAINS:	-----	PROPOSED	-----	WATER:	☐	U/GROUND	-----	DATE	DATE					Sheet No : 1 of 1	
DRAINAGE PITS:	-----	PROPOSED	-----	POLES:	☐	U/GROUND	-----	DATE	DATE					Revision :	
TREES & SHRUBS:	-----	PROPOSED	-----	OVERHEAD:	☐	U/GROUND	-----	DATE	DATE						
SPOT LEVELS:	-----	PROPOSED	-----	SURVEY:	☐	U/GROUND	-----	DATE	DATE						

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RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 8

SUBJECT: CHATHAM ROAD, EASTWOOD – UPDATE OF THE TRIAL OF THREE (3)
1/2P PARKING BAYS FROM NO.1 TO NO.5 CHATHAM ROAD

STATE ELECTORATE: RYDE

WARD: WEST

REF: D14/112090

OFFICER: K HO

REQUEST:

Council has been asked to provide a review of the weekend operation of the northern leg of Chatham Road with the trial of three (3) 1/2P parking bays from No.1 to No. 5 Chatham Road. The initial request was made to modify the existing kerbside parking restrictions (was 'No Stopping', 7 days) on the eastern side of Chatham Road to time restricted parking during non-peak times to assist local business patronage.

BACKGROUND:

In November 2014, Ryde Traffic Committee (RTC) approved for Council to modify the parking restrictions along the frontage of No.1-5 Chatham Road to:

- a) 1/2P: 10am-3pm, Mon-Fri; 8:30am-12:30pm, Sat
- b) No Stopping: 6am-10am; 3pm-7pm, Mon-Fri
- c) The parking restrictions to apply on Saturdays are to be for a three month trial period to commence on date of installation.

CONTEXT:

1. The southbound approach of Chatham Road with Victoria Road is a two lane road with the right lane being a forward-only movement while the left lane allows for left turn and forward movements.
2. The southern leg of the intersection is Station Street, which is a two lane road; however one lane is a short-lane with parking. The short lane spans for 35m before parked vehicles are present.
3. The phasing arrangement for non-peak periods for Victoria Road/Chatham Road intersection is a "repeat right turn." The signals appear on Chatham Road in the following order:
 - i. Left-green, straight-red (start cycle)
 - ii. Left-red, straight-green
 - iii. Both green
 - iv. Left-green, straight-red
 - v. Both red (end cycle)
4. Council Officers have performed a post implementation review of the weekend operation on Saturday 21st February 2015 between 10:00am and 1:30pm.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 167 No Stopping signs

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:

Not required; update of previous report

DISCUSSION:

The maximum physical queue length for the left lane of Chatham Road was six (6) vehicles. Any further vehicles looking to turn left must queue into the remaining right lane. The maximum physical queue length for the right lane is thirteen (13).

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

A previous analysis was issued to RMS which was a comprehensive survey of queue lengths (measured by car lengths) on Chatham Road conducted on 22 November 2014 between 10am and 1:30pm. The results were as follows:

Left lane queue lengths (as seen travelling southbound)

Survey Period	10am-10:30am	11am-11:30am	12pm-12:30pm	1pm-1:30pm
Average	5.85	5.92	6.25	7.17
Median	5	6	6	8
Maximum	13	11	11	12
Minimum	1	2	3	2

Right lane queue lengths (as seen travelling southbound)

Survey Period	10am-10:30am	11am-11:30am	12pm-12:30pm	1pm-1:30pm
Average	3.85	5.5	4.83	4.83
Median	4	5	4	4.5
Maximum	7	9	10	9
Minimum	1	2	2	0

The 95th percentile queue lengths were 11 and 9 for the left lane and right lane respectively.

A review survey was conducted on 21 February 2015 between 10am and 1:30pm to match the previous survey times. There was a total 52 signal cycles surveyed over the period, the results were as follows:

Note: Vehicles were considered to be queued in the left lane if it turned left off Chatham Road into Victoria Road during cycles where queues extended beyond the parking bays.

Left lane queue lengths (as seen travelling southbound)

Survey Period	10am-10:30am	11am-11:30am	12pm-12:30pm	1pm-1:30pm
Average	8	7	10	8
Median	6	6	10	7
Maximum	14	14	18	14
Minimum	3	2	2	4

Right lane queue lengths (as seen travelling southbound)

Survey Period	10am-10:30am	11am-11:30am	12pm-12:30pm	1pm-1:30pm
Average	4	5	7	4
Median	4	5	6	4
Maximum	7	7	15	8
Minimum	1	1	2	2

The 95th percentile queue lengths were 14 and 9.8 for left lane and right lane respectively.

On-site observations noted that the maximum queue lengths existed for a short duration due to arrival times of traffic and the phasing durations of the traffic signals. It was concluded that there was limited congestion on Chatham Road as a result of the parking spaces.

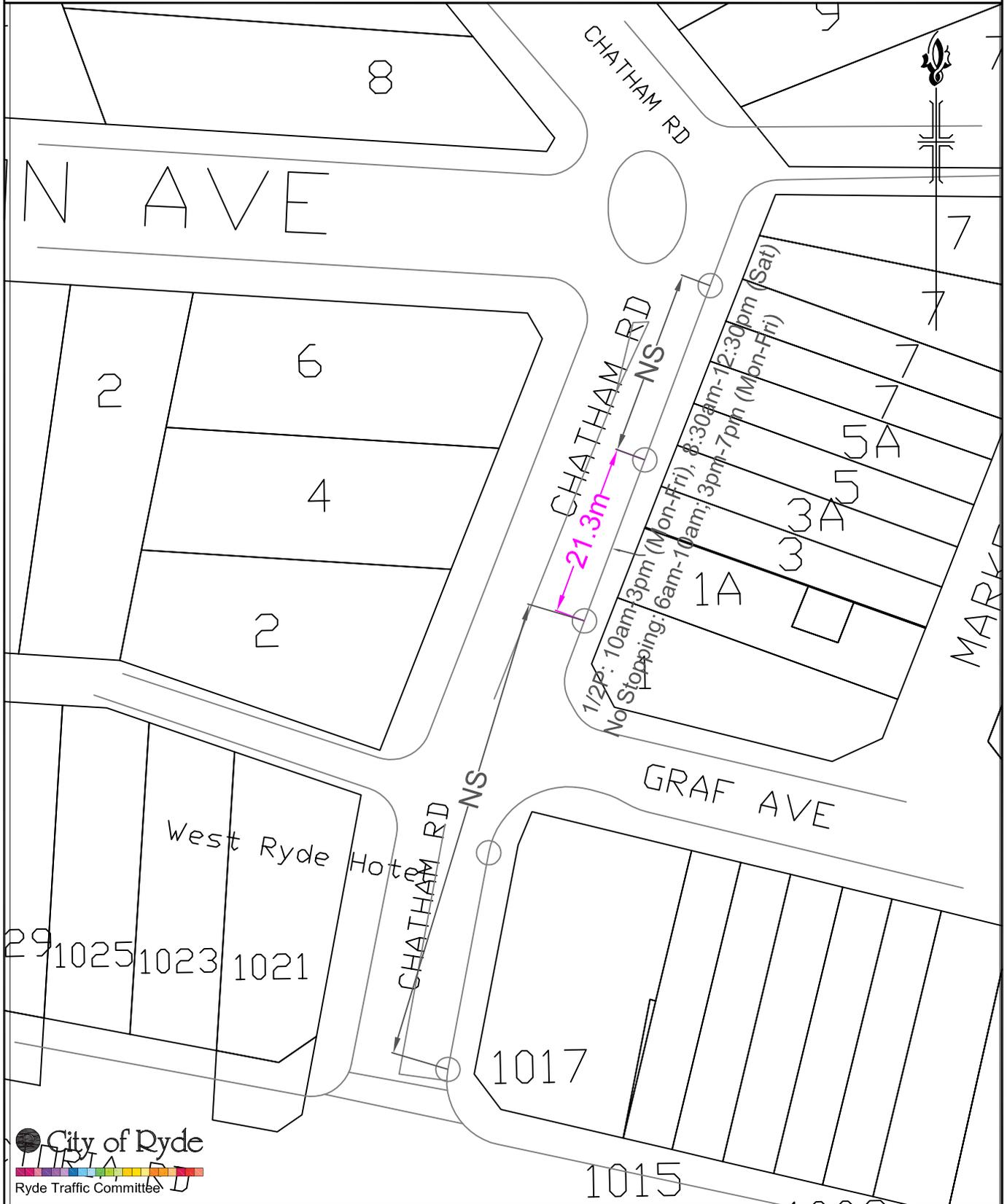
RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

The following diagram (**Annexure A**) illustrates the observed road operation and proposed changes.

COMMITTEE RECOMMENDATION:

That Council maintain the current parking restrictions along No. 1 to No. 5 Chatham Road.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	1/2P	L	10am-3pm (Mon-Fri), 8:30am-12:30pm (Sat)
NSt - No Stopping	1P - One hour parking	1	1/2P	R	
NP - No Parking	1/4P - 15 minute parking	1	NS	L	6am-10am; 3pm-7pm (Mon-Fri)
LZ - Loading Zone	90d - Angle parking	1	NS	R	
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 9

SUBJECT: HILLVIEW LANE, EASTWOOD – RELOCATION OF EXISTING LOADING ZONE

STATE ELECTORATE: RYDE

WARD: WEST

REF: CRS2007/190

OFFICER: J SZETO

REQUEST:

Council has received a request to relocate the existing 'Loading Zone' along Hillview Lane, Eastwood from the rear of No.159 Rowe Street to the rear of No.157 Rowe Street to improve vehicle and truck manoeuvrability.

CONTEXT:

1. It has been reported that vehicles have damaged the side panel of the adjacent shop, located near the intersection of Progress Avenue and Hillview Lane, to manoeuvre away from the parked truck in the existing 'Loading Zone';
2. Hillview Lane currently operates as a one-way road and services mostly delivery trucks for the adjacent businesses;
3. The width of the road is 4.1m;
4. The existing 'Loading Zone' is located 11m away from the intersection of Hillview Lane and Progress Avenue;
5. The length of the existing 'Loading Zone' is 6.8m, which accommodates for one (1) vehicle;
6. The relocation of the existing 'Loading Zone' from No.159 Rowe Street to No.157 Rowe Street will provide more efficient vehicle and truck manoeuvrability along the entrance of Hillview Lane.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 5 Rule 179 Stopping in a Loading zone

ROAD FUNCTION:

Local

CONSULTATION:

Properties consulted	4
Responses received	2
Supported	2
Not Supported	0

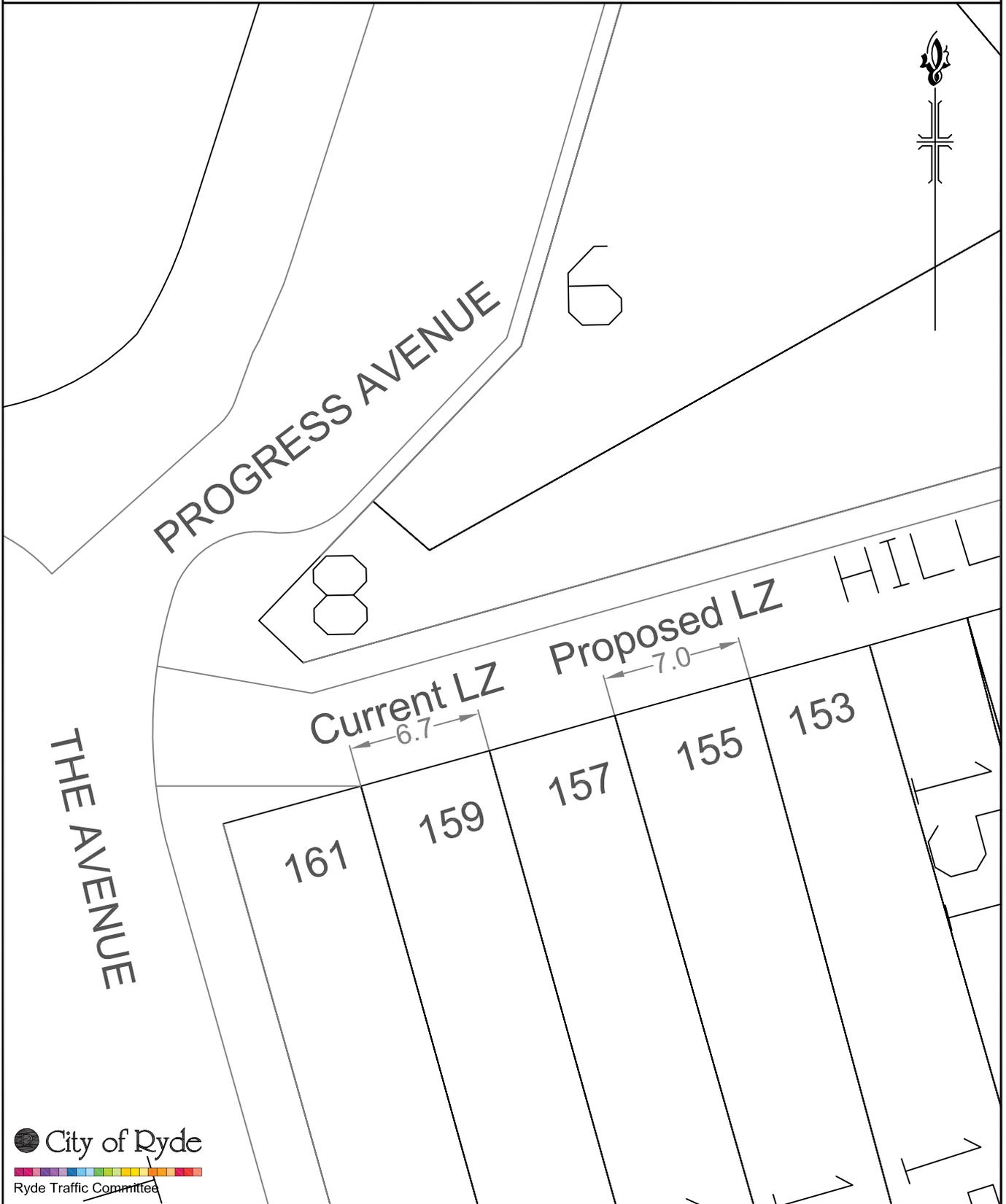
DISCUSSION:

Following an investigation, and considering the key issues of vehicle and truck manoeuvrability along this section of Hillview Lane, Council recommends relocating the existing 'Loading Zone' from the rear of No.159 Rowe Street to the rear of No.157 Rowe Street, as shown in **Annexure A**. This will provide better vehicle and truck manoeuvrability along this section of Hillview Lane to assist with concerns regarding vehicle conflicts.

Consultation with the affected business operators was undertaken and the majority are in favour of Council's proposal.

COMMITTEE RECOMMENDATION:

That Council relocate the existing 'Loading Zone' from the rear of No.159 to the rear of No.157 Rowe Street, Eastwood.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	LZ	L	All day
1	LZ	R	

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 10

SUBJECT: BEVERLEY CRESCENT, MARSFIELD - NO STOPPING DURING SCHOOL HOURS

STATE ELECTORATE: RYDE

WARD: CENTRAL

REF: D14/121653

OFFICER: K HO

REQUEST:

Council has received written correspondence from a resident on Beverley Crescent, Marsfield to improve safety at the narrow bend of the street, at the rear entrance/exit of Kent Rd Public School (between No.5 and No.7 Beverley Crescent), due to vehicles parking on both sides during morning/afternoon school pick-up/drop-off times.

CONTEXT:

1. The bend of Beverley Crescent along the frontage of No.2, No.3, No.5 and No.7 is 7m wide.
2. No on-street parking restrictions exist along the street.
3. Kent Road Public School has a rear entrance/exit between No.5 and 7 Beverley Crescent.
4. During morning/afternoon school pick-up/drop-off it has been observed that vehicles park at the bend and within the surrounds.
5. The minimum width that should be provisioned for a car parking spot should be 2.3m.
6. The location is within a school zone.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 167 No Stopping signs
AS2890.5-1993 Clause 2.2 On-street Parking

ROAD FUNCTION:

Local

CONSULTATION:

Resident at No.2 Beverley Crescent
consulted and agreed

DISCUSSION:

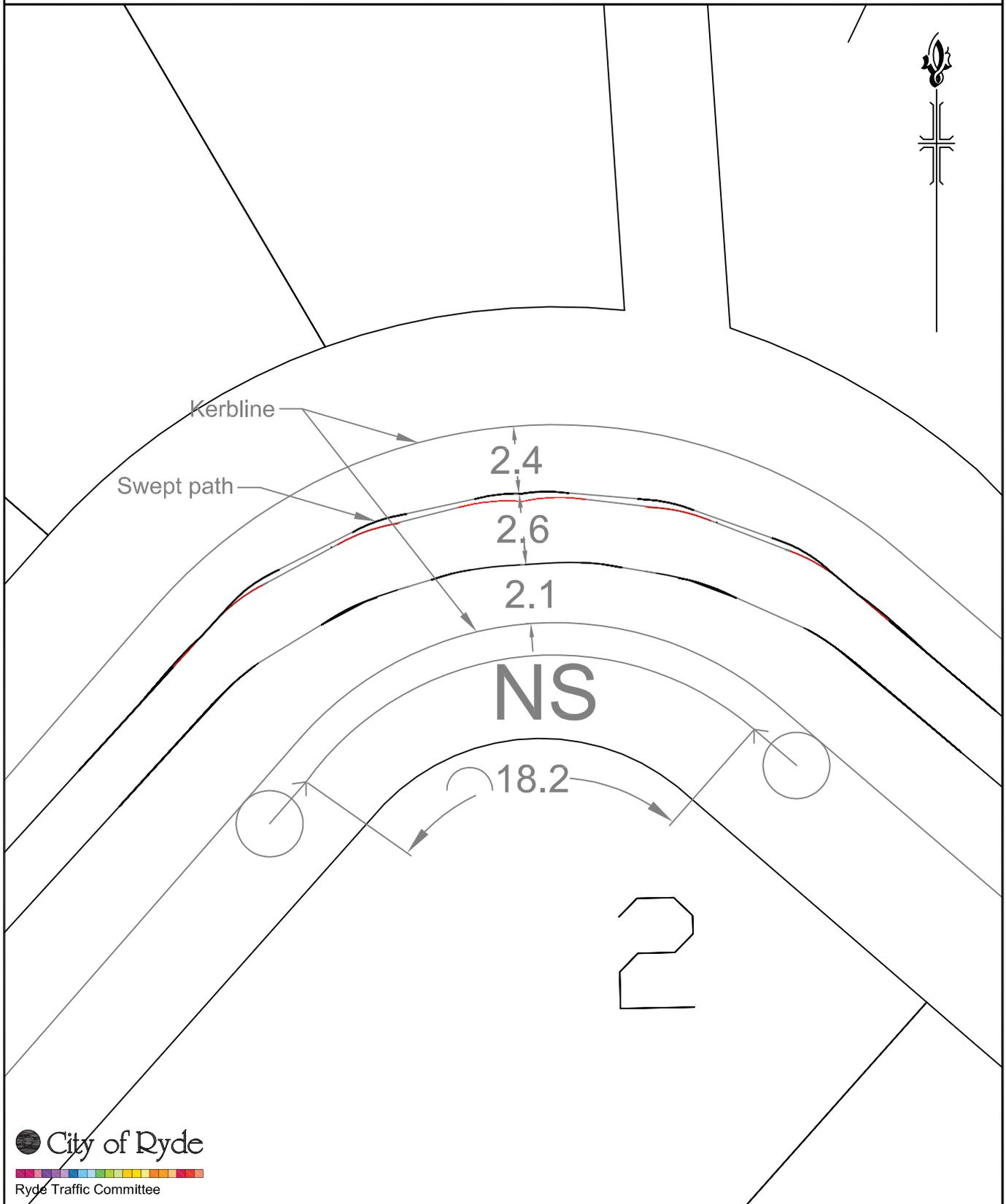
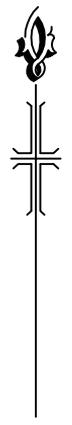
After investigating the site, it was observed that there was significant demand for on-street parking during school zone hours. The demand is generated by the nearby Kent Rd Public School. The level of parking demand dissipates once students have been picked up by parents/carers. No other significant sources of demand exist for parking spaces. Beverley Crescent is a local road which services residential houses, generating slight demand for traffic outside school hours.

The bend of Beverley Crescent along the frontage of No. 2, 3, 5 and 7 is closest to the rear entrance/exit of the school, as such would be the most attractive locations for parents/carers to park. However, there is insufficient sight distance, passing opportunities and road width to accommodate vehicles wishing to park on both sides of the bend as well as simultaneously allowing one lane of traffic in either direction.

A swept path analysis has been provided to illustrate the required road space for a vehicle to safely travel around the bend as shown in **Annexure A**.

COMMITTEE RECOMMENDATION:

That Council install 'No Stopping'; 8am-9:30am, 2:30pm-4pm' along the partial frontage of No.2 Beverley Crescent, Marsfield.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE	ARROW	TIME OPERATIONS
NSt - No Stopping	1P - One hour parking	1	NS	L	8AM-9:30AM, 2:30PM-4PM; SCHOOL DAYS
NP - No Parking	1/4P - 15 minute parking	1	NS	R	8AM-9:30AM, 2:30PM-4PM; SCHOOL DAYS
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 11

SUBJECT: LOVELL ROAD, EASTWOOD – REMOVE NO PARKING ZONE

STATE ELECTORATE: RYDE

WARD: WEST

REF: CRM1646505

OFFICER: J SZETO

REQUEST:

Council has received a written request to remove the 'No Parking' Zone during school hours along the frontage of No.39-41 Lovell Road, Eastwood as it currently conflicts with the existing bus stop.

CONTEXT:

1. In the July 2005 RTC, a resident of Lovell Road reported the problems of traffic congestion, parking and pedestrian safety during peak school arrival and departure times at the intersection of Lovell Road, Boronia Lane and Grove Street.
2. The outcome of this was as follows:
 - a. That school zone time restricted 'No Parking' signs to be installed outside No.39 and No.41 Lovell Road, Eastwood.
3. It has recently been reported that the existing 'No Parking' signs, which were installed in 2005, conflict with the existing bus stop;
4. The length of the existing 'No Parking' Zone is 18m;
5. The 'No Parking' signage is located 16.7m on the approach and 1.3m on the departure of the existing bus stop;
6. As per ARR Rule 195, a driver is prohibited from stopping within 20m on the approach and 10m on the departure of a bus stop sign;
7. The bus stop caters for bus route 544 during 5.57am to 9.11pm Monday to Friday and 8.17am to 5.15pm Saturday;

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 6 Rule 195 Stopping at or near a bus stop

ROAD FUNCTION:

Collector

CONSULTATION:

The affected properties have been notified.

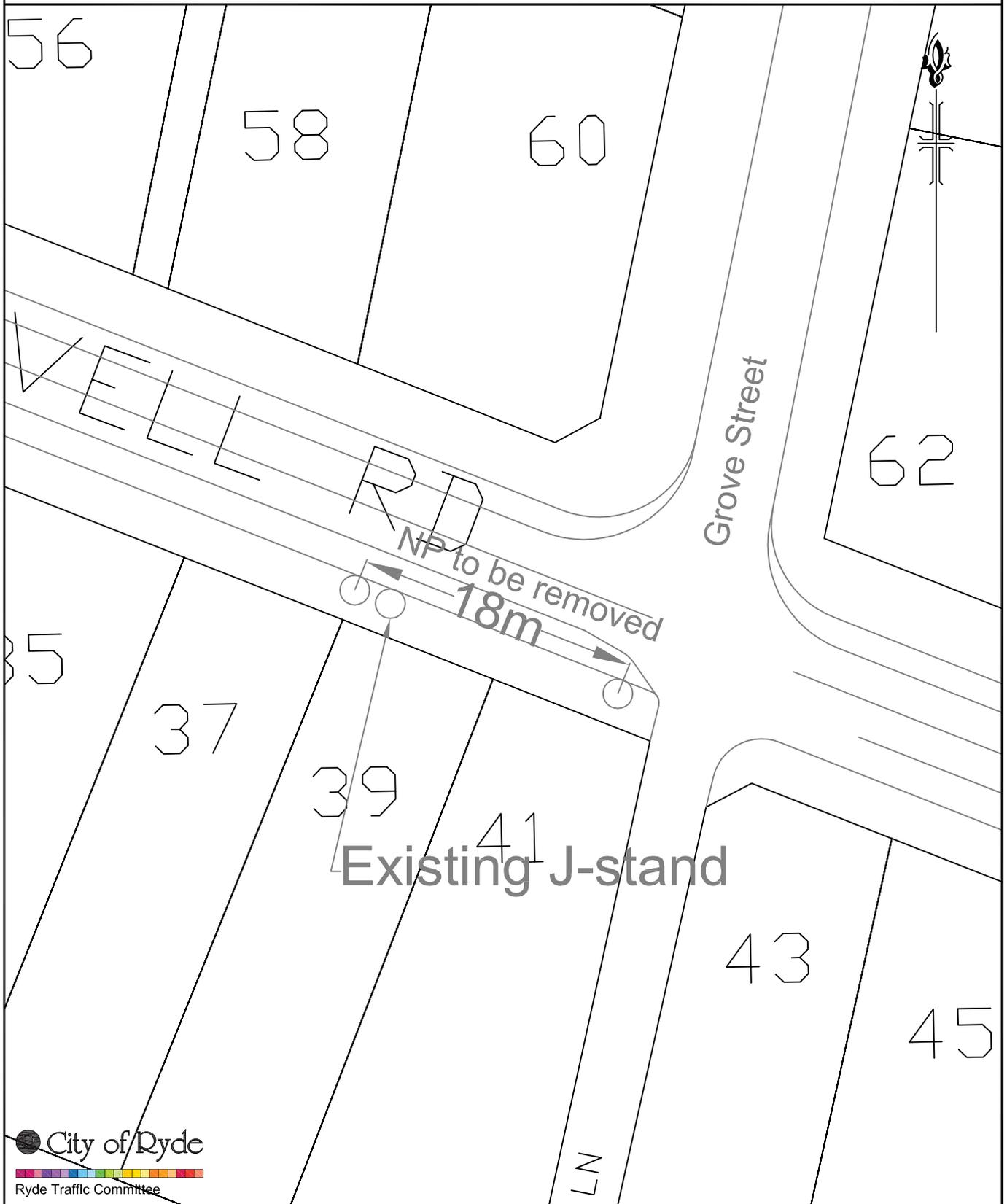
DISCUSSION:

Following an investigation, and considering the key issues of regulations and parking needs in the area, it is recommended to remove the 'No Parking' Zone during school hours along No.39-41 Lovell Road, Eastwood. Based on the regulation that no vehicles are permitted to stop within 20m on the approach and 10m on the departure of a bus stop sign it can be advised that current parking arrangements will not be affected by the removal of the proposed removal.

Consultation was undertaken with the affected residents notifying them of the removal of 'No Parking' signs along No.39-41 Lovell Road, Eastwood to remain consistent with the Australian Road Rules. No objections have been raised.

COMMITTEE RECOMMENDATION:

That Council remove the 'No Parking; 8am-9:30am, 2:30pm-4pm' signs along the frontage of No.39-41 Lovell Road, Eastwood.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
-2	NP	L, R	

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 12

SUBJECT: MIRIAM ROAD, WEST RYDE – CONVERT NO PARKING ZONE TO 1/4P ZONE

STATE ELECTORATE: RYDE

WARD: WEST

REF: HELPDESK 7795

OFFICER: J SZETO

REQUEST:

Council has received a written request to change the 'No Parking' zone to '1/4P' zone at all times to provide short term parking for carers of elderly and disabled residents.

CONTEXT:

1. In February 2013, Council undertook a six (6) month trial to install 'No Parking' signs along Miriam Road (south side) for pick up and drop off purposes for elderly and disabled residents
2. In July 2013 RTC, it was recommended:
 - a. That the recently installed 'No Parking' signs catering for one parking space be retained
3. The existing 'No Parking' zone is 7.1m, which accommodates for one (1) vehicle;
4. The 'No Parking' zone currently allows vehicles to stop in the zone for two (2) minutes. Mobility Parking Permit holders are permitted to stop for a maximum of five (5) minutes.
5. It has recently been reported that the carers of elderly and disabled residents require short term parking to assist elderly and disabled residents enter and exit their property.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ROAD FUNCTION:

Local

CONSULTATION:

Residents consulted	16
Responses received	5
Supported	5
Not Supported	0

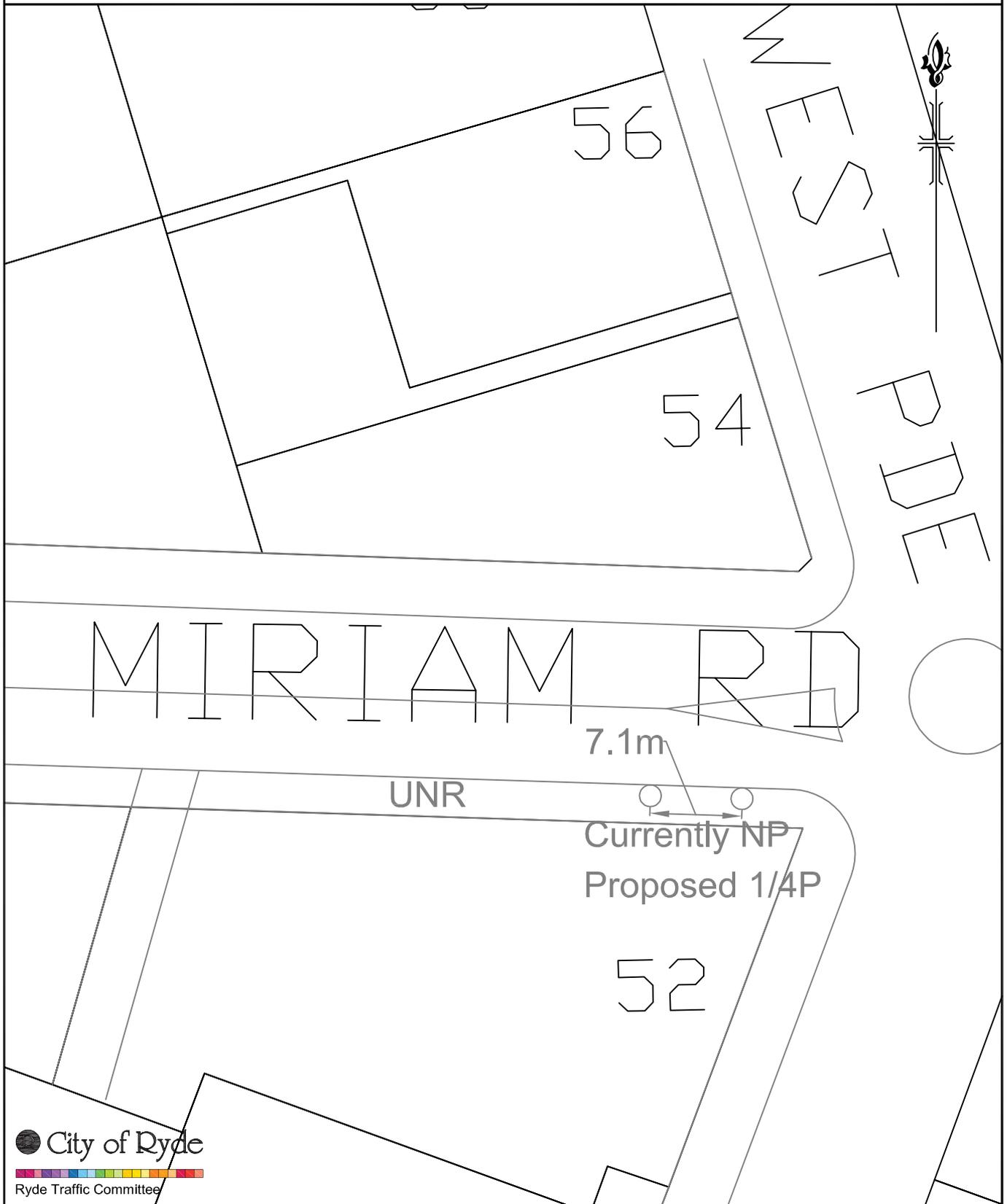
DISCUSSION:

Following an investigation, and considering the key issues of parking and drop off/pick up needs raised by local residents, Council recommends to change the existing 'No Parking' zone to '1/4P' zone at all times along Miriam Road (south side) as shown in **Annexure A**.

Currently, one (1) vehicle is permitted to stop within the 'No Parking' zone for a maximum of two (2) minutes, with Mobility Parking Permit holders permitted to stop within this zone for five (5) minutes. This proposal will permit vehicles to park within the zone for a maximum of 15 minutes, which will provide sufficient time for carers of elderly and disabled residents to assist elderly and disabled residents to enter and exit their property.

COMMITTEE RECOMMENDATION:

That Council change the existing 'No Parking' zone to a '1/4P' Zone at all times along the south side of Miriam Road, near the intersection of West Parade.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	1/4P	L	All day
1	1/4P	R	

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 13

SUBJECT: EASTVIEW AVE, NORTH RYDE – INSTALL DOUBLE BARRIER BB LINE

STATE ELECTORATE: RYDE

WARD: CENTRAL

REF: D14/95037

OFFICER: J SZETO

REQUEST:

Council has received a written request to install double barrier BB lines along No.47-48 Eastview Avenue, North Ryde, to assist sight visibility concerns.

CONTEXT:

1. The width of the road along the bend is 7.1m;
2. There is currently unrestricted parking on both sides of the road;
3. Parking is not in high demand along this section of the road;
4. A site inspection was undertaken, which revealed sight distance was restricted for both directions due to the horizontal curve of the road;
5. The proposed double centre BB lines will remove all adjacent parking, which equates to approximately six (6) parking spaces on either side.

LEGISLATION, STANDARDS AND GUIDELINES:

RMS Technical Manual: Delineation – Section 4 Longitudinal Markings

Austrroads Guide to Road Design Part 3: Geometric Design – 4.2.4 Traffic Lane Widths

ARR Part 11 Division 2 Rule 132 Keeping to the left of the centre of a road or the dividing line

ARR Part 12 Division 8 Rule 208(6) Parallel parking on a road

ROAD FUNCTION:

Local

CONSULTATION:

Properties consulted	23
Responses received	5
Supported	5
Not Supported	0

DISCUSSION:

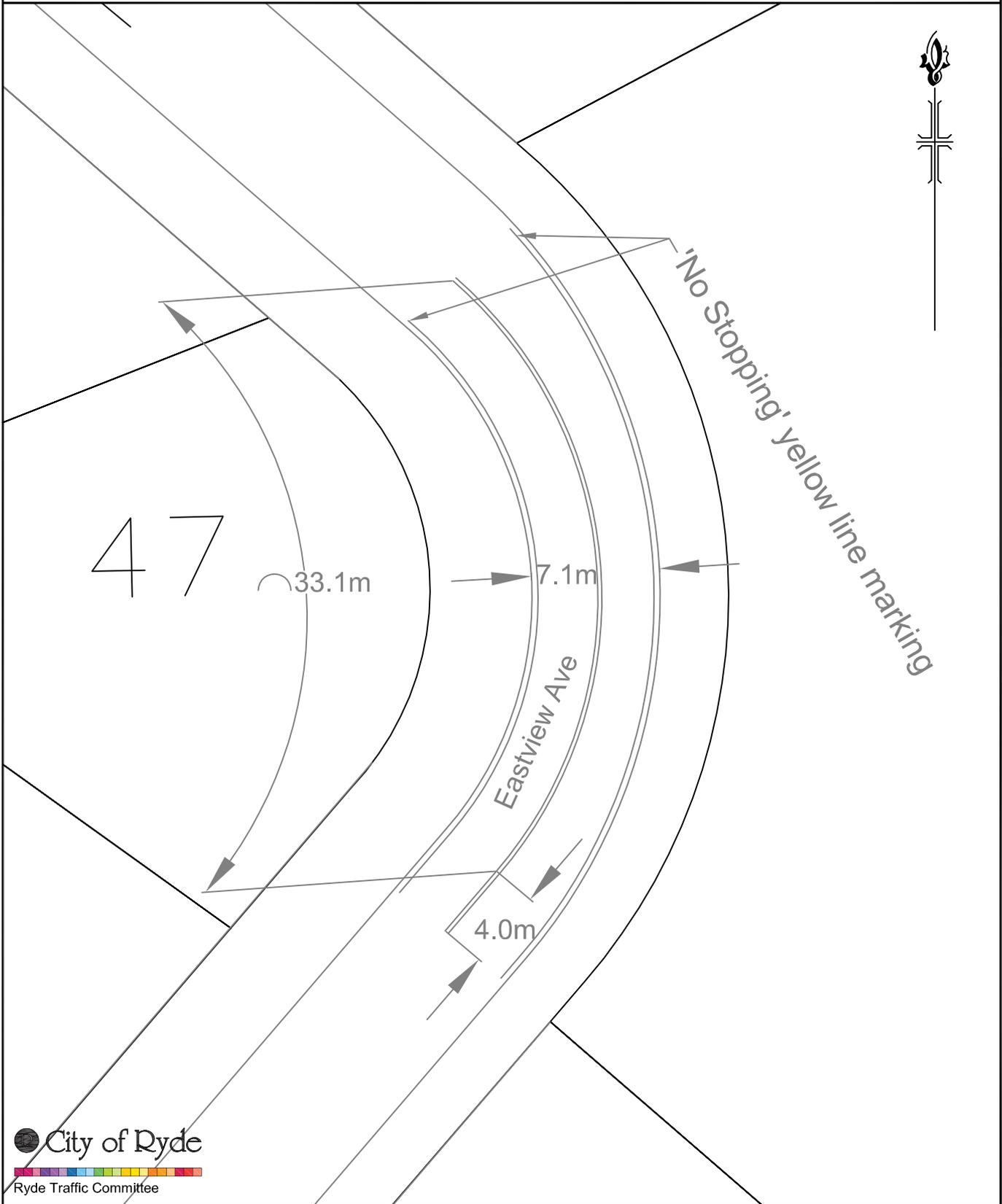
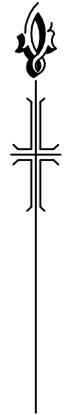
Following an investigation, and considering the key issues of parking needs and sight visibility, Council recommends installing double barrier BB lines along the bend at Eastview Avenue, North Ryde. The installation of double barrier BB lines will separate opposing traffic movements travelling along this road and remove a total of 12 parking spaces along this section.

Consultation with the affected residences was undertaken, with 21.74% in favour of this proposal. As a result of resident feedback, it was noted that any installation of signage will not be supported.

Rather than the installation of signs, Council recommends installing 'No Stopping' yellow line markings as an approved alternative in accordance with RMS Delineation Section 13 – Pavement Markings for Kerbside parking restrictions. This should be noted as being a more cost effective solution.

COMMITTEE RECOMMENDATION:

That Council install double barrier BB lines along the centre of the road and 'No Stopping' line marking along the kerb on the bend at No.47-49 Eastview Avenue, North Ryde.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 14

SUBJECT: VICTORIA ROAD, GLADESVILLE – CONSTRUCTION TRAFFIC
MANAGEMENT PLAN (CTMP)

STATE ELECTORATE: RYDE

WARD: EAST

REF: D14/101310

OFFICER: P BASTAWROUS

REQUEST:

Council has received a request to approve the Construction Traffic Management Plan (CTMP) of the development at No.260-274 Victoria Road, Gladesville.

CONTEXT:

1. Council's Traffic Committee has approved via email correspondence, sent 4 February 2015, the CTMP submitted to Council on behalf of the developer of No.260-274 Victoria Road, Gladesville.
2. Council is now formally approving the CTMP for record purposes.

LEGISLATION, STANDARDS AND GUIDELINES:

RMS Traffic Control at Worksites Manual (Version 4)

ROAD FUNCTION:

Victoria Road – Arterial

CONSULTATION:

Developer to undertake consultation

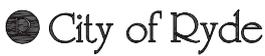
DISCUSSION:

Council's Traffic Committee has reviewed and approved the CTMP submitted by the developer of No.260-274 Victoria Road, Gladesville. This item is being tabled for formal approval.

COMMITTEE RECOMMENDATION:

That the Traffic Committee confirms the approval of the Construction Traffic Management Plan (CTMP) for No.260-274 Victoria Road, Gladesville, dated 13 October 2014, submitted by Varga Traffic Planning on behalf of Prime Quarters Pty Ltd.

ITEM 14: VICTORIA ROAD, GLADESVILLE CTMP ATTACHED



Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



13 October 2014
Ref 14295

The General Manager
City of Ryde
Locked Bag 2069
NORTH RYDE NSW 1607

Fax: 9952 8070

Dear Sir/Madam



**PROPOSED MIXED-USE DEVELOPMENT
260 VICTORIA ROAD, GLADESVILLE
CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

Introduction

This Construction Traffic Management Plan has been prepared on behalf of The Applicant, *Prime Quarters Pty Ltd*, to review the traffic and parking arrangements to be implemented during construction of the abovementioned mixed use development as required by DA consent condition No.57 for LDA2012/0360.

All correspondence on this matter must be addressed to The Applicant's representative:

Raymond Jabbour
Prime Quarters Pty Ltd
Shop 3, 459-463 New Canterbury Road
Dulwich Hill NSW 2203
P: 0411 159 414
E: raymond@huntingden.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the western side of Victoria Road, in between Hepburn Avenue and Gerard Street, with a rear frontage to Gerard Lane (Figures 1 and 2). The site has a street frontage approximately 37 metres in length to both Victoria Road and Gerard Lane and occupies an area of approximately 1,237m².

The subject site is currently occupied by *Star Café Wash*, a carwash facility with an ancillary on-site café for waiting carwash customers. Vehicular access to the carwash facility is provided via separate entry and exit driveways located at opposite ends of the Victoria Road site frontage.

Below the carwash facility is a lower ground area occupied by *Quickfit* exhaust & motor mechanic workshop. Vehicular access to the workshop is provided via Gerard Lane.

Victoria Road has a pavement width of approximately 18.0m wide including a central median island. The road is configured with three traffic lanes in each direction, including a southbound bus lane during the AM peak period and a northbound bus lane during the PM peak period. The existing site's frontage to Victoria Road is subject to 'Bus Zone' restrictions with the remainder of the site frontage subject to a 'No Stopping' restriction.

Gerard Lane has a pavement width of approximately 4.5m wide and facilitates two-way traffic flow. The laneway is primarily used to provide rear vehicular and pedestrian access to properties fronting Victoria Road and through traffic is typically minimal. Unrestricted kerbside parking is allowed on the western side for a short section at both the northern and southern ends of the laneway with both sections accommodating up to 4 parked cars. The remainder of the laneway in between the parked vehicles is subject to 'No Stopping' restrictions at all times, including directly opposite the site.

Proposed Parking Restrictions

It will be necessary to prohibit parking in Gerard Lane for the duration of construction to accommodate the truck movements and turning paths in Gerard Lane. The existing and proposed parking restrictions are illustrated in the following pages.

Proposed Development

The proposed development will involve the demolition of the existing carwash facility and motor mechanic workshop on the site to facilitate the construction of a new six-storey mixed-use residential/retail/commercial building, with a two-level basement carparking area. The site will be served by a new two-way driveway located towards the northern end of the Gerard Lane site frontage.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 18 months as set out below. Working hours are proposed from 7:00am to 7:00pm Monday to Friday and 8:00am to 4:00pm on Saturday in accordance with *DCP 2006, Part 8.1, Section 4.6*. No work is to be carried out on Sundays or Public Holidays.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	Work	Duration
1	Demolition	4 weeks
2	Excavation	2 months
3	Construction	15 months

Loading & Unloading

All demolition and spoil material will be loaded wholly within the site's 3.0m rear setback using a variety of truck types including truck and dog trailers. All trucks involved in the demolition and excavation process are to access the site via Gerard Lane and will be able to enter and exit the site in a forward direction.

During the construction phase, including concrete pumping, all deliveries will also be undertaken wholly within the site using the rear 3.0m setback. Once the basement and ground floor are complete, smaller deliveries can load and unload in the loading dock area proposed within the basement.

Certified traffic controllers will be present at all times during truck movements to assist with truck manoeuvring.

The site manager will ensure that two deliveries do not occur at the same time, unless they can be both accommodated on site. In the unlikely event that two delivery trucks arrive at the same time, the second vehicle will wait in a safe location nearby and will be contacted by mobile phone when loading space becomes available. Engines are to be switched off when using these queuing locations.

All materials are to be stored on site. At no time are materials to be stored on Victoria Road, Gerard Lane or any other road or Council property

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

Construction Truck Routes

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart Gerard Lane in a right in/right out fashion via Victoria Road, as indicated on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

The site manager will also ensure that all vehicle activity is managed in a way that no construction vehicles will queue on Victoria Road. Construction vehicles (such as concrete trucks) will be radioed to the site when required.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Truck Movements

The proposed development is expected to generate the following truck movements during demolition, excavation and construction:

1. Demolition - approximately 4 to 5 trucks carrying out approximately 2 to 3 loads per day. This would not be every day as they would not be loading out every day of the demolition period.
2. Excavation - approximately 5 to 8 trucks carrying out approximately 5 to 6 trips per day – i.e. 40 truck movements per day. This would not occur every day as they would not be loading out every day of the construction period.
3. Large Concrete Pours - there are approximately 10 major concrete pours and a similar number of minor pours. Major pours would take approximately 6 hours to pour with 8 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum. Small pours 9-15 trucks per day. Large pours 20-30 trucks per day/2-3 trucks per hour
4. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plan

A Traffic Control Plans have been prepared to illustrate the traffic arrangements to be implemented during the demolition, excavation and construction phases of the project. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- warning signs alerting pedestrians to watch their step as they walk along Gerard Lane past site frontage
- traffic controllers situated at opposite ends of the Gerard Lane site frontage who will have two primary responsibilities during the demolition, excavation and construction phases of the project:
 1. to ensure the safety of pedestrian movements along Gerard Lane site frontage so that no pedestrian enters the path of a heavy vehicle,
 2. to control vehicle movements into and out of the site. The traffic controllers should wait for a safe gap in the passing traffic flows on Gerard Lane before allowing the vehicle to exit the site, and
 3. to control local traffic movements along Gerard Lane when trucks are entering and/or exiting the site.

The *Traffic Control Plan* has been prepared generally in accordance with the RMS publication *Traffic Control at Works Sites (1989)* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road*.

Tradesmen and Contractor Parking

The site manager will ensure that there is adequate on-site parking available for employee, tradesperson and construction vehicles, where practical. Parking shall be provided in the basement carparking area as soon as is practicable. Until this time, parking is to occur in local roads only, such as Hepburn Avenue or Gerard Street, no parking is to occur on Victoria Road.

Site Inductions

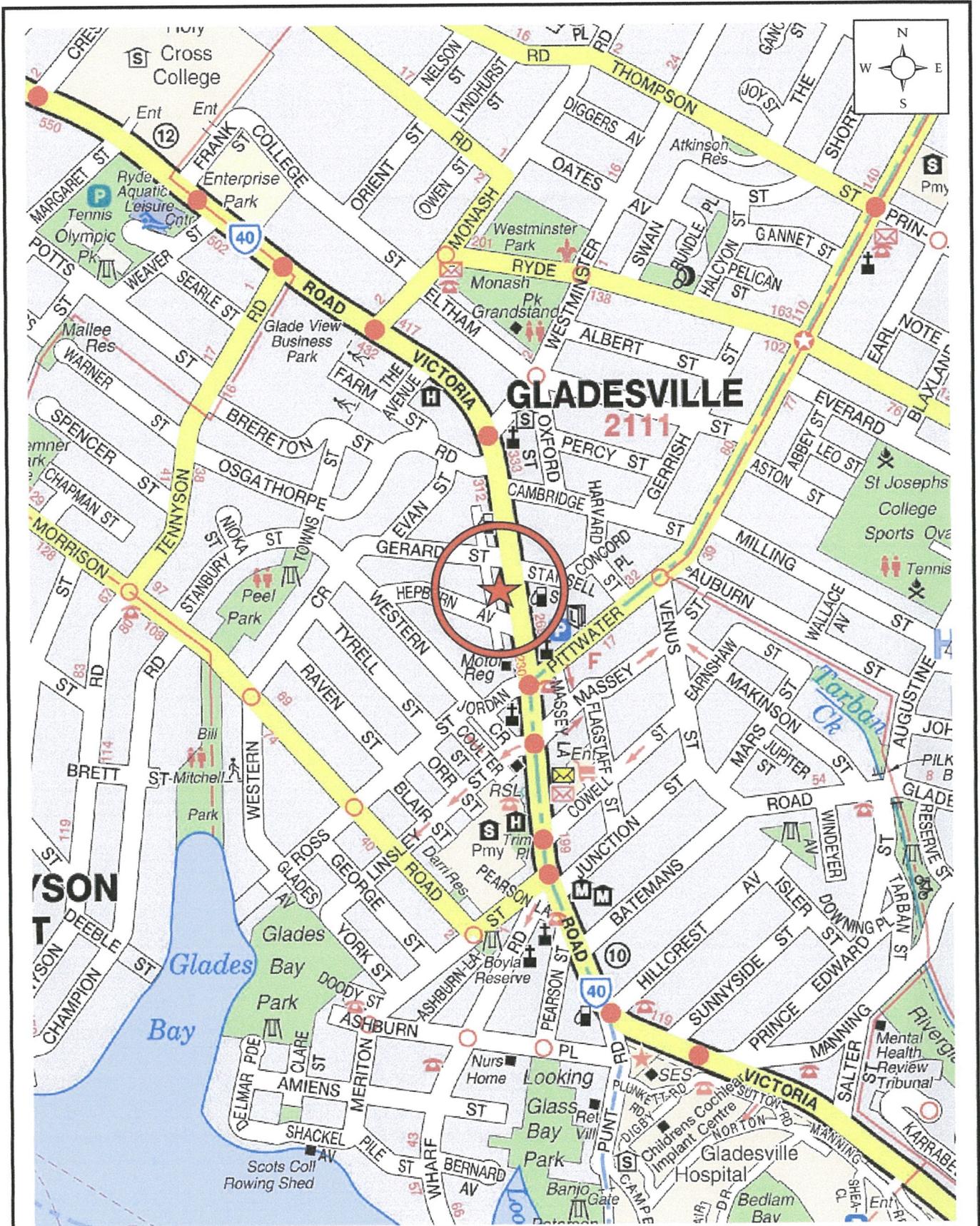
The requirements of this Construction Traffic Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Varga', with a long horizontal stroke at the end.

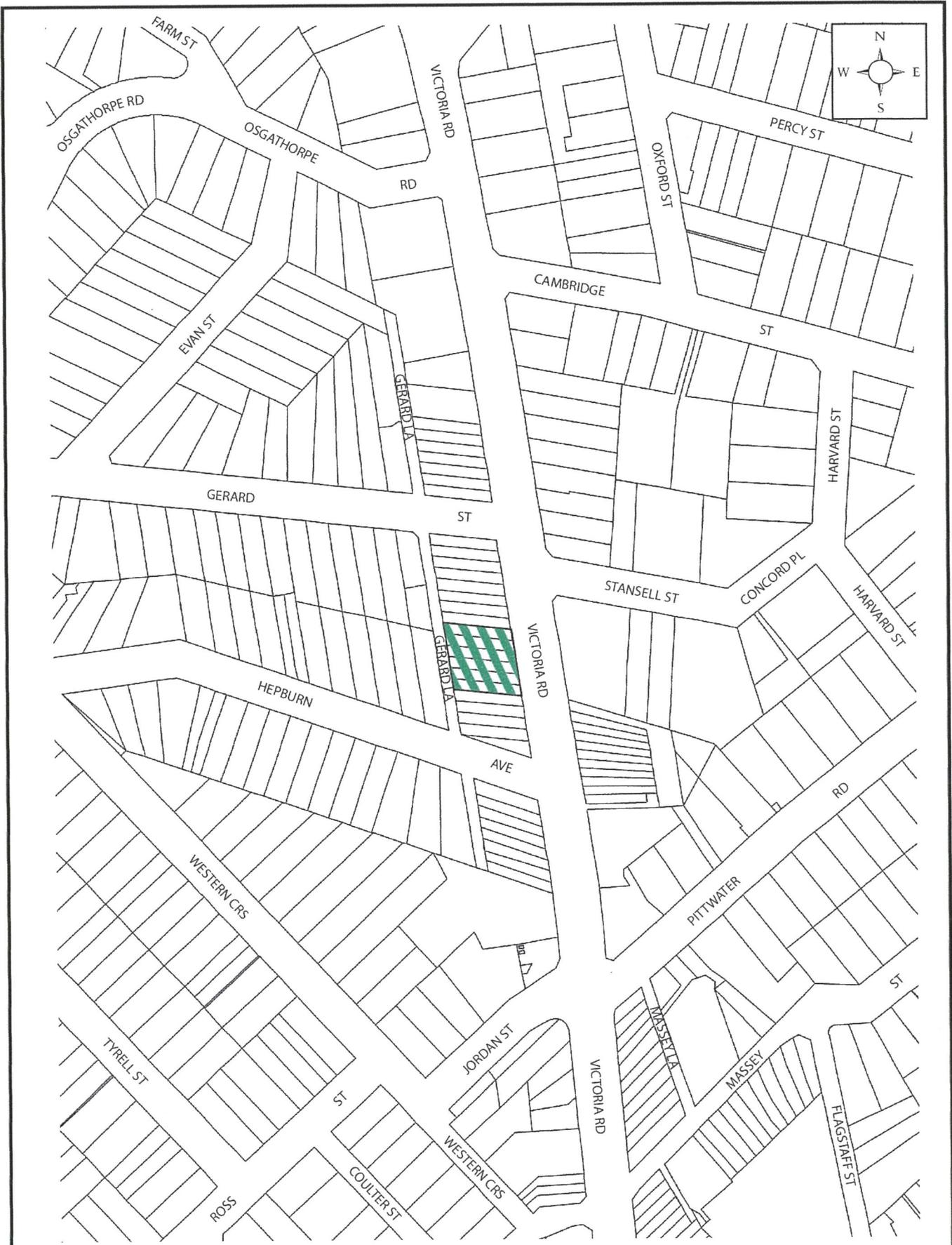
Robert Varga
Director
Varga Traffic Planning Pty Ltd

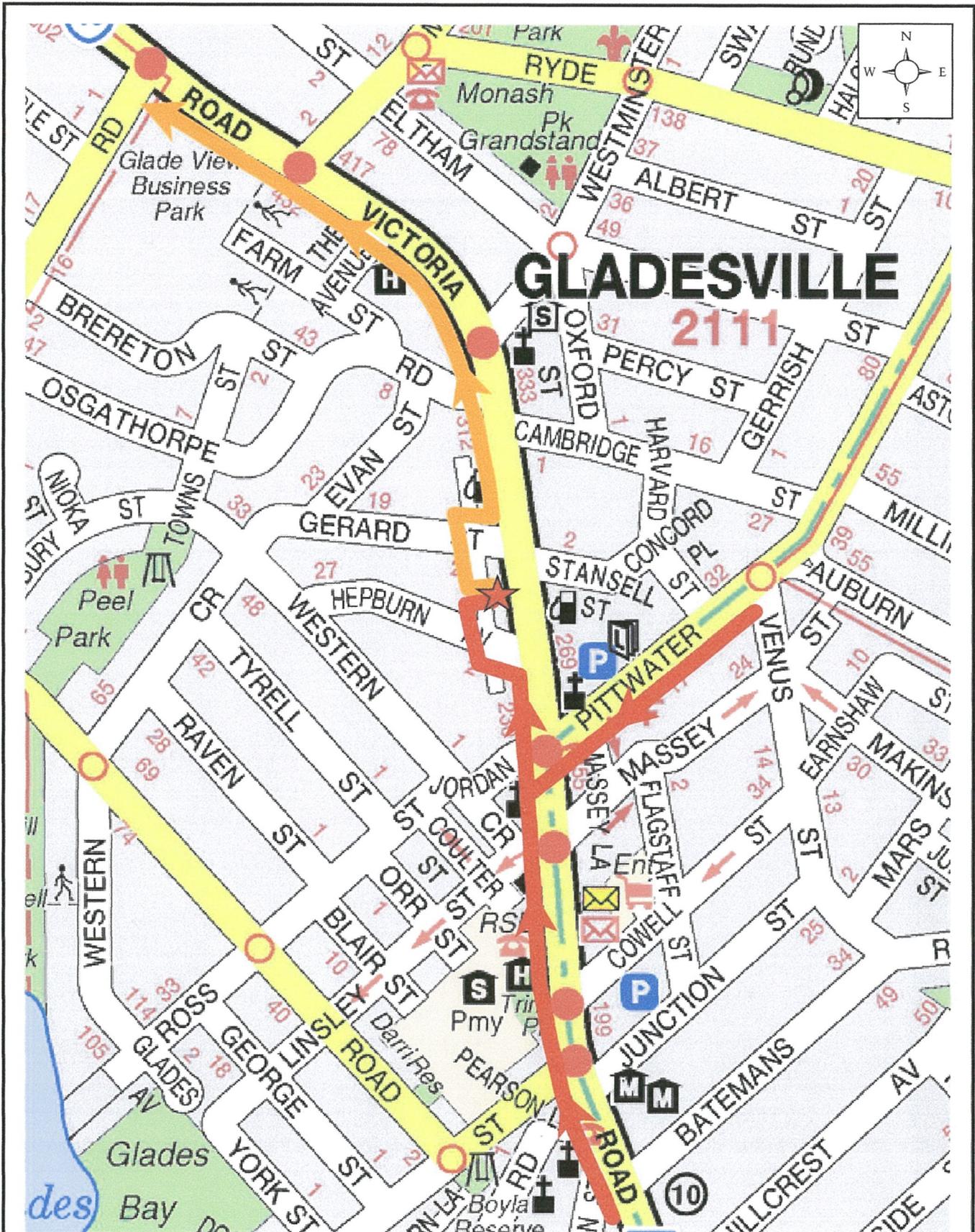


VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



LOCATION
 FIGURE 1



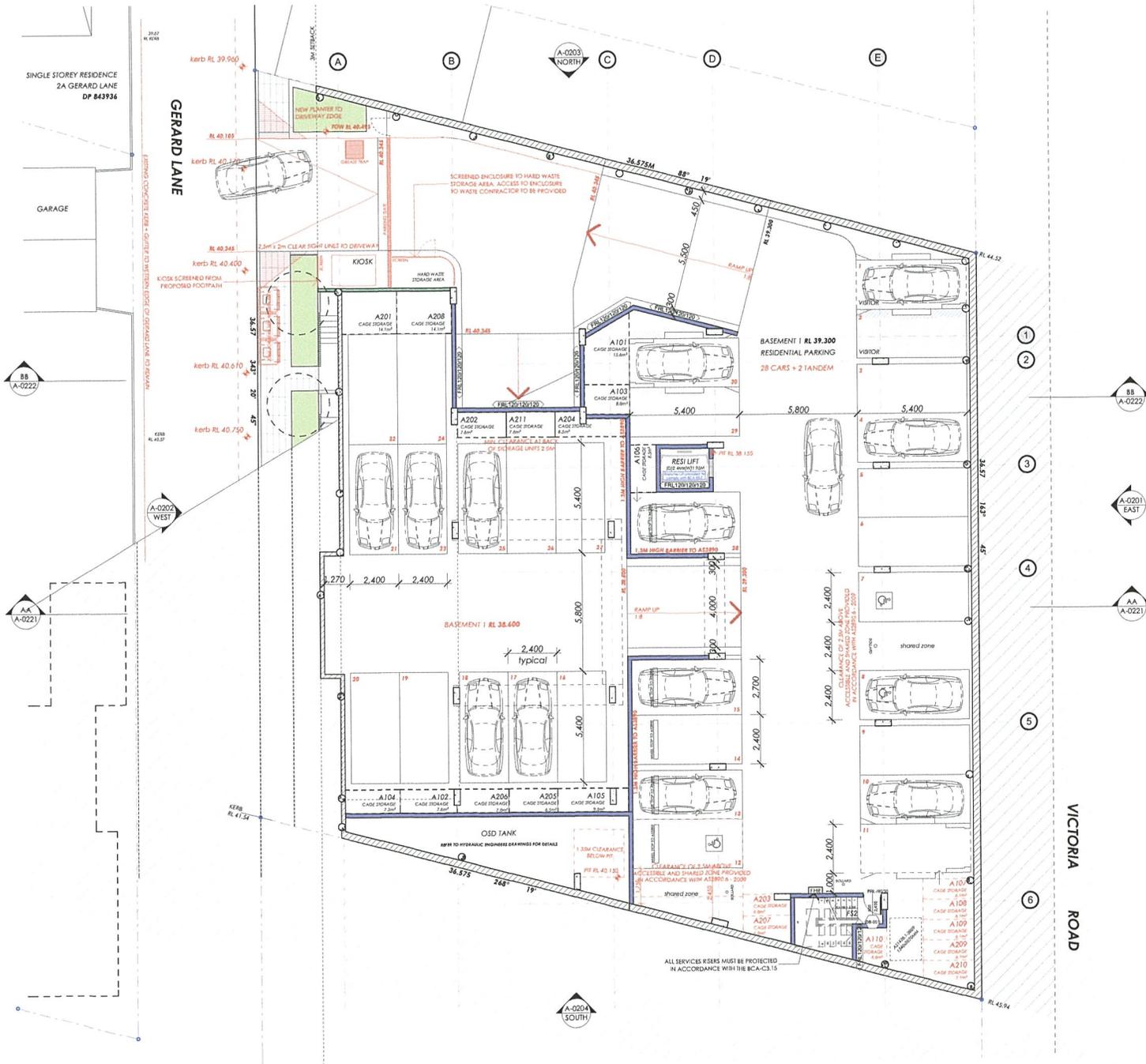


- Approaching Traffic
- Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



**HEAVY VEHICLE
 ROUTE MAP
 FIGURE 3**



* PROTECTION OF OPENABLE WINDOWS IN ACCORDANCE WITH CLAUSE 3.9.2.5 OF BCA. AFFECTED WINDOWS TO BE FITTED WITH A DEVICE TO RESTRICT THE WINDOW OPENING.
 * FLOOR WASTE/DRAINS TO BE PROVIDED TO ALL SHOWERS AND INTERNAL WET AREAS.
 * SMOKE DETECTORS INSTALLED TO AUSTRALIAN STANDARDS.
 * ALL PLANS TO BE READ IN CONJUNCTION WITH THE STRUCTURAL DRAWINGS.

NOTE: ALL BUILDING COMPONENTS (ROOF, EXTERNAL WALLS, WINDOWS, DOORS, GLAZING) ARE TO BE PER RECOMMENDATIONS MADE IN REPORT BY ACOUSTIC NOISE & VIBRATION SOLUTIONS [DATED 2 OCT 2014]

ALL WORKS TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA (BCA) 2014 + AUSTRALIAN STANDARDS (AS)
**** DIAL BEFORE YOU DIG ****
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260-274 Victoria Road Gladesville NSW 2111

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 Inconsistencies are to be reported to benson mccormack.

REV	DATE	DESCRIPTION
A	04/09/14	PRELIMINARY CC DRAWINGS ISSUED
B	18/09/14	ISSUED CC DRAWINGS TO CONSULTANTS FOR CO-ORDINATION
C	26/09/14	ISSUED REVISED CC DRAWINGS TO CONSULTANTS FOR CO-ORDINATION AND REVIEW

CLIENT
PRIME QUARTERS PTY LTD
 SHOP 3 / 459-463 New Canterbury Road Dulwich Hill NSW 2203

PROJECT NORTH

 SCALE
 1:200 @ A3

PROJECT NO.
1117A
 DRAWING
BASEMENT B1

DRAWING NO.
A-0101
 ISSUE
C

ARCHITECT
benson mccormack
 107/18, 27/32 BBS
 p. 61 2 9818 0772 f. 61 2 9818 0778
 studio 5, 505 Dalman rd Wyfield NSW 2040
 nom. arch - david benston 7285



CONSTRUCTION CERTIFICATE



* PROTECTION OF OPENABLE WINDOWS IN ACCORDANCE WITH CLAUSE 3.9.2.5 OF BCA. AFFECTED WINDOWS TO BE FITTED WITH A DEVICE TO RESTRICT THE WINDOW OPENING.
 * FLOOR WASTE DRAINS TO BE PROVIDED TO ALL SHOWERS AND INTERNAL WET AREAS.
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CLIENT
PRIME QUARTERS PTY LTD
 SHOP 3 / 459-463 New Canterbury Road Dulwich Hill NSW 2203



SCALE
 1:200 @ A3

PROJECT NO.
1117A

DRAWING
LOWER GROUND

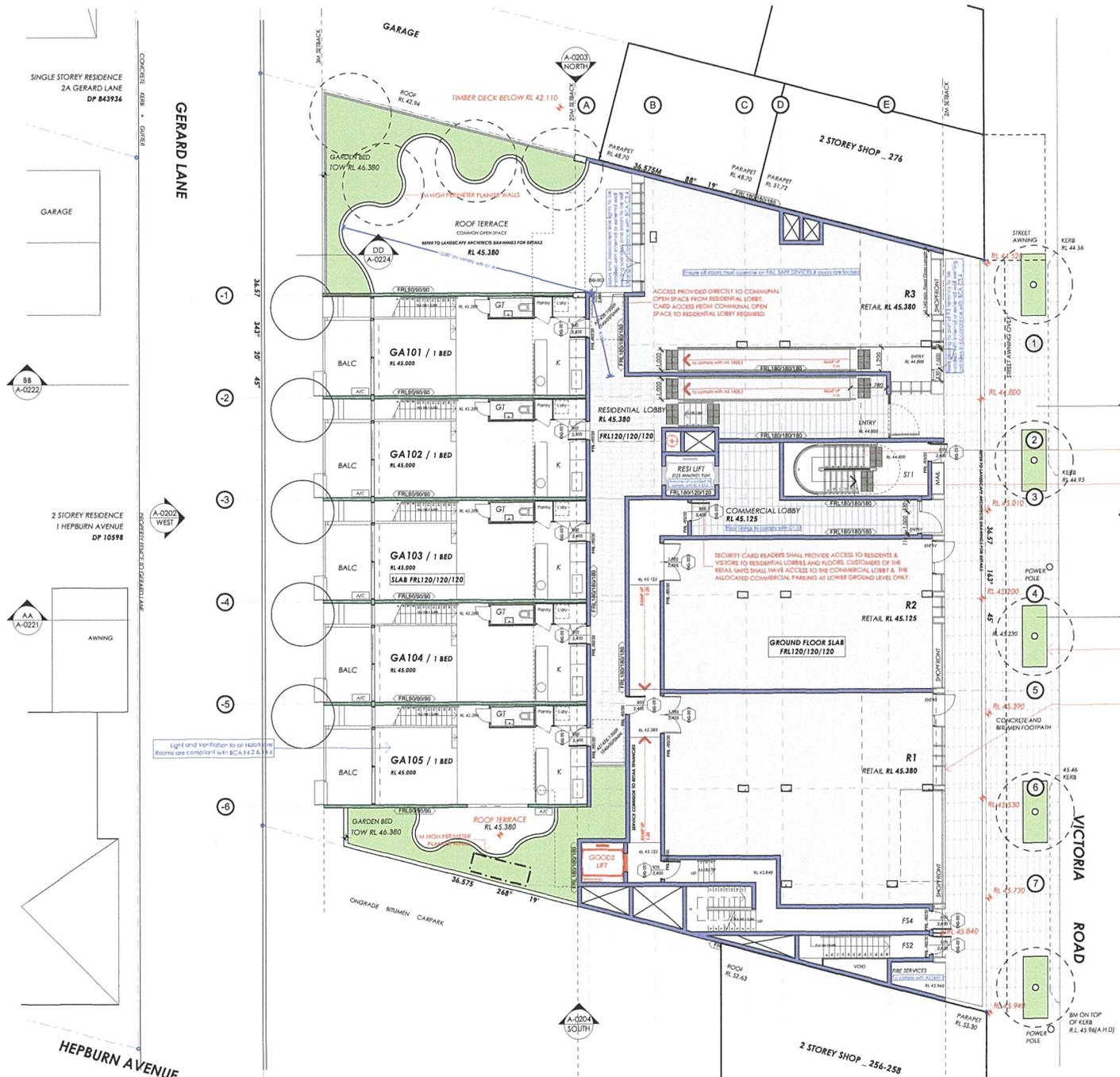
DRAWING NO.
A-0102

ISSUE
C

ARCHITECT
benson mccormack
 (inc) 14/29/30/285
 ph: 61 2 9818 0777 f: 61 2 9818 0778
 studio: 5/555 bayswater rd bayswater NSW 2040
 nom: arch: david benson 7255



CONSTRUCTION CERTIFICATE



- 1 STAIRWAY HANDRAILS & ALL STAIR TREAD NOSINGS ARE TO HAVE A STRIP OF LUMINANCE CONTRAST TO COMPLY WITH AS1428.8
- 2 RGS (Threshold less than 2nd) TO COMPLY WITH AS1428.4
- 3
- 4 POWER POLE
- 5 ALL WINDOWS OF RETAIL UNITS FACING VICTORIA ROAD ARE TO BE 150MM LAMINATED TYPE WITH FULL PERIMETER SCHLEGEL GLAZON ACOUSTIC SEALS
- 6
- 7
- 8

All drawings to be read in conjunction with the BCA PART J ENERGY EFFICIENCY REPORT prepared by G.L. Hunt (8 October 2014) to confirm compliance with the relevant parts of BCA 2012 Section J as follows:

- J1.2 - details of statement of general compliance on thermal insulation and insulation;
- J1.3 - specification of insulation ceiling construction including insulation above retail units and tables on the ground floor;
- J1.4 - nomination of wall construction and insulation types) and R value to be installed to internal and external wall sections for the walls to the perimeter of the retail units and ground floor spaces;
- J1.4 - nomination of floor construction and insulation types) and R value to the conditioned spaces on the ground floor;
- J2.4 - nomination of glazing systems performance values;
- J3.4 - details of window and door sealing requirements;
- J3.5 - confirmation that exhaust fans are properly sealed;
- J3.6 - statement of general compliance with internal lining requirements.

Only applicable to the envelope of the Class 3 & Class 2 parts of the building to ground floor shown shaded

* PROTECTION OF OPENABLE WINDOWS IN ACCORDANCE WITH CLAUSE 3.9.2.5 OF BCA. AFFECTED WINDOWS TO BE FITTED WITH A DEVICE TO RESTRICT THE WINDOW OPENING.
 * FLOOR WASTE/DRAINS TO BE PROVIDED TO ALL SHOWERS AND INTERNAL WET AREAS.
 * SMOKE DETECTORS INSTALLED TO AUSTRALIAN STANDARDS.
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 ALL WORKS TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA(BCA) 2014 + AUSTRALIAN STANDARDS (AS)
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REV	DATE	DESCRIPTION
A	24/09/14	FREELIMINARY CC DRAWINGS ISSUED
B	11/09/14	ISSUED CC DRAWINGS TO CONSULTANTS FOR CO-ORDINATION
C	18/09/14	ISSUED CC DRAWINGS TO CONSULTANTS FOR CO-ORDINATION
D	24/09/14	ISSUED REVISED CC DRAWINGS TO CONSULTANTS FOR CO-ORDINATION AND REVIEW

CLIENT
 PRIME QUARTERS PTY LTD
 SHOP 3 / 459-463 New Canterbury Road Dulwich Hill NSW 2203

PROJECT NORTH
 SCALE
 1:200 @ A3

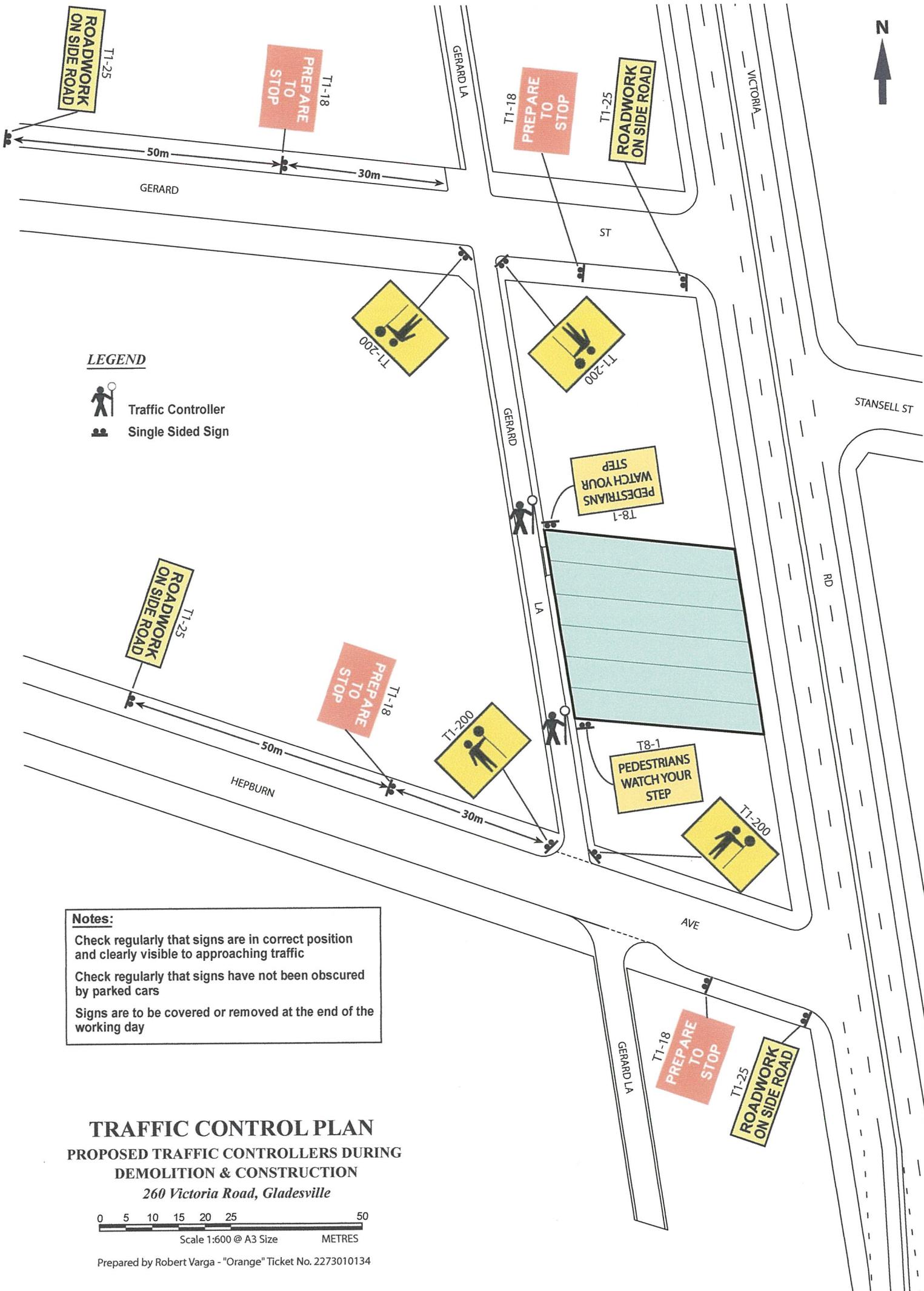
PROJECT NO.
 1117A
 DRAWING
 GROUND

DRAWING NO.
 A-0103
 ISSUE
 D

ARCHITECT
 benson mccormack
 60m / 14 29 30 285
 p: 61 2 9818 0777 f: 61 2 9818 0778
 studio: 505 dalman rd byfield NSW 2040
 north: arch - david benison 7255



CONSTRUCTION CERTIFICATE



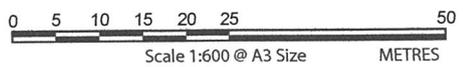
LEGEND

-  Traffic Controller
-  Single Sided Sign

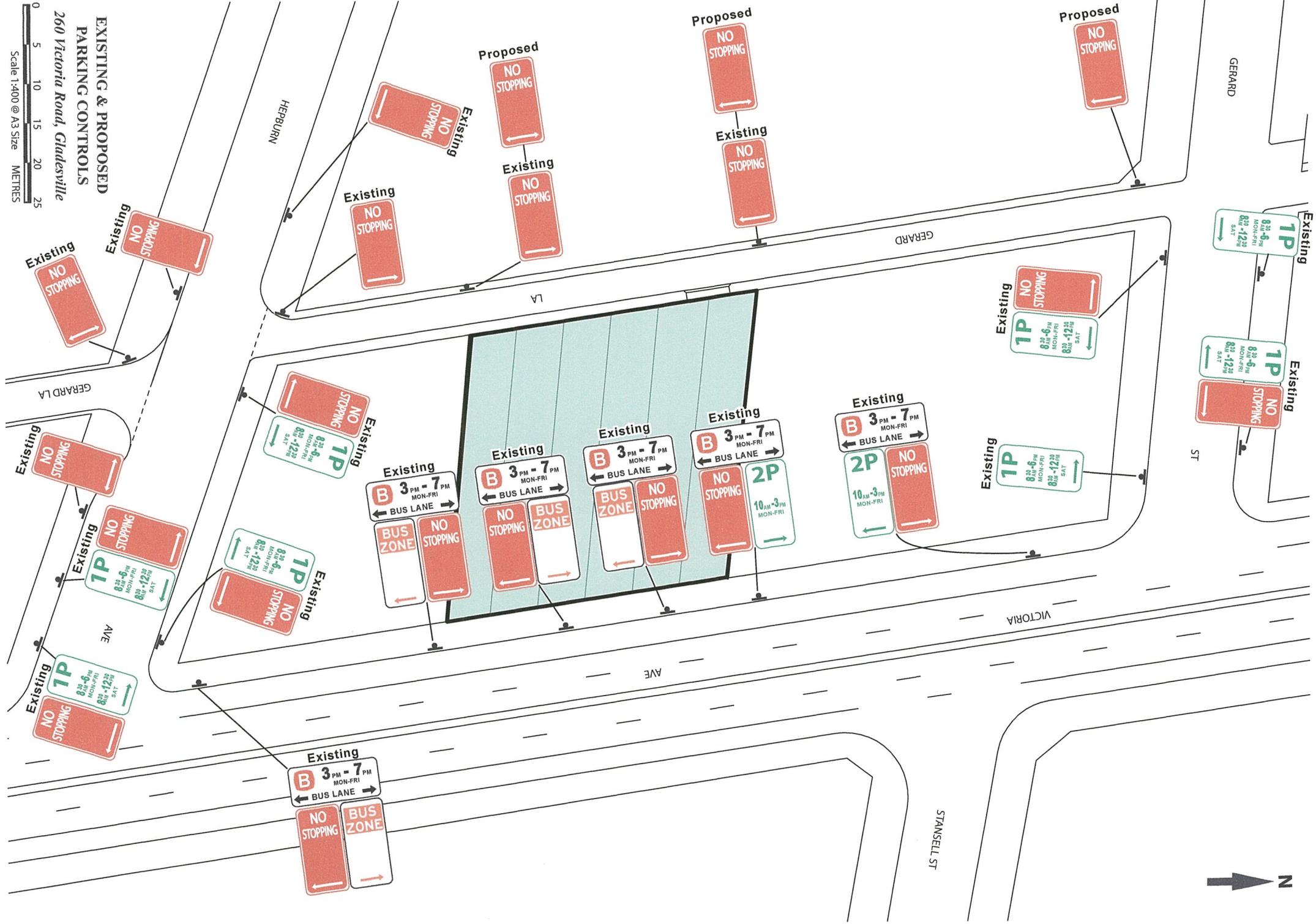
Notes:

- Check regularly that signs are in correct position and clearly visible to approaching traffic
- Check regularly that signs have not been obscured by parked cars
- Signs are to be covered or removed at the end of the working day

TRAFFIC CONTROL PLAN
PROPOSED TRAFFIC CONTROLLERS DURING
DEMOLITION & CONSTRUCTION
260 Victoria Road, Gladsville



**EXISTING & PROPOSED
PARKING CONTROLS**
260 Victoria Road, Gladesville



RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 15

SUBJECT: PROJECTS FROM MACQUARIE PARK – PEDESTRIAN ACCESS AND MOBILITY PLAN (PAMP)

STATE ELECTORATE: RYDE

WARD: WEST

REF: PM14/40815

OFFICER: N FARD

REQUEST:

It has been requested that Council approve the installation of the following items under the Macquarie Park Pedestrian Access and Mobility Plan:

- a. A new pedestrian crossing point, kerb ramps and associated signs and line markings at Rivett Road and Lucknow Road, North Ryde
- b. Roundabout island refuge, kerb ramps and updated line markings at Lyonpark Road and Paul Street, Macquarie Park

CONTEXT:

1. In 2013 a PAMP was undertaken for Macquarie Park and approved by Council
2. The item is now prepared and ready to be submitted to the RTC for approval of implementation

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 167 No Stopping signs

ROAD FUNCTION:

Local

CONSULTATION:

Community consulted as part of the PAMP scheme

DISCUSSION:

The PAMP for Lucknow Road and Rivett Road will improve pedestrian safety at the intersection by guiding pedestrians with safe crossing points. The new kerb ramps have been positioned further from the intersection to reduce the amount of possible pedestrian-vehicle conflicts. The current pedestrian kerb ramps have been deemed unsuitable due to this reason. 'NO STOPPING' signs have been included to maintain pedestrian sight visibility at the kerb ramps on Lucknow Road.

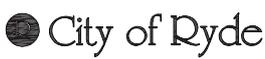
The roundabout island refuge on Lyonpark Road and Paul Street will provide a suitable access line for pedestrians as well as disabled pedestrians through the provision of kerb ramps and a mid-block refuge.

COMMITTEE RECOMMENDATION:

That Council install the following items as part of the Macquarie Park PAMP as specified in Drawing No.15/234 Rev A:

- a. A new pedestrian crossing point, kerb ramps and associated signs and line markings at Rivett Road and Lucknow Road, North Ryde
- b. Roundabout island refuge, kerb ramps and updated line markings at Lyonpark Road and Paul Street, Macquarie Park

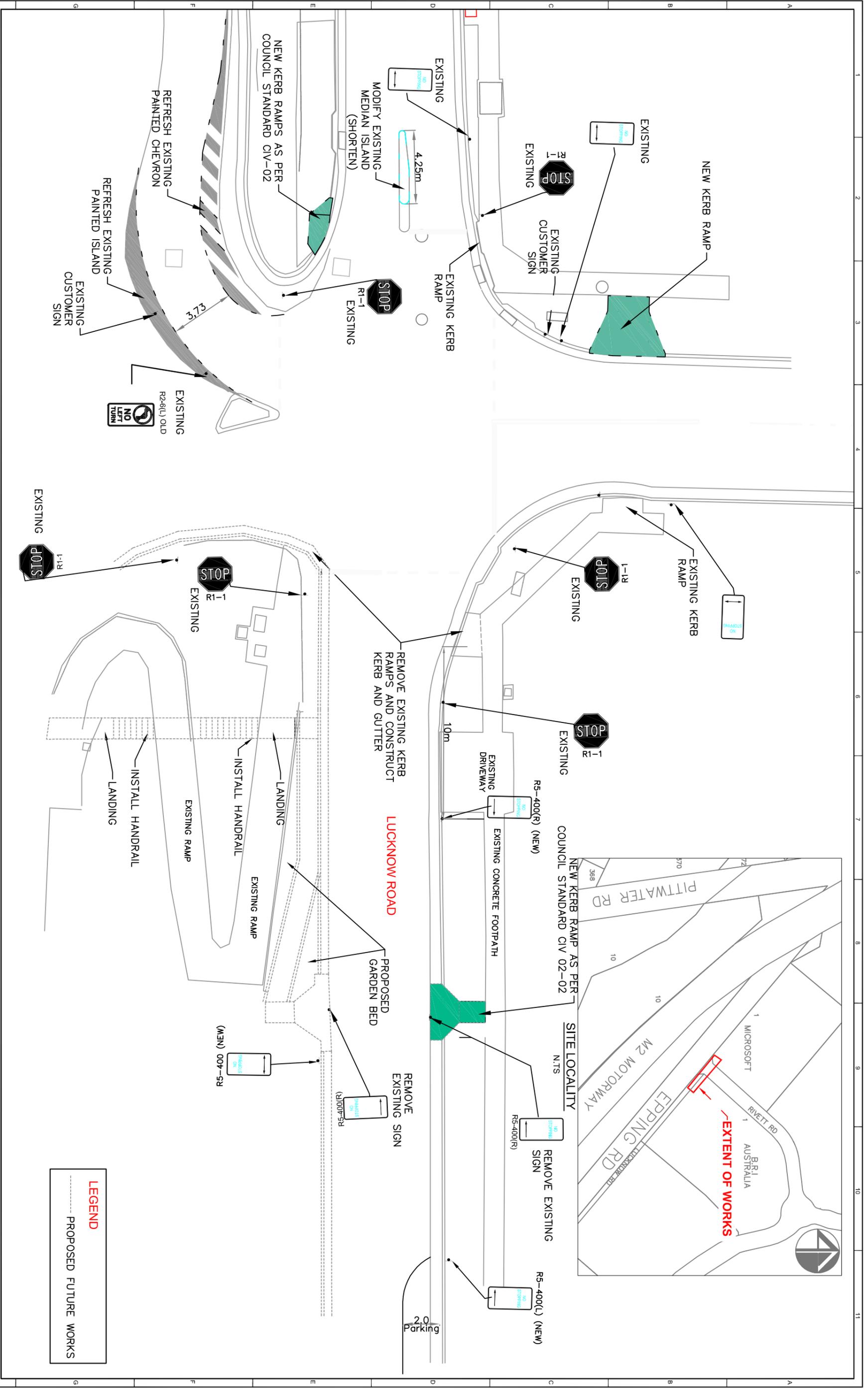
ITEM 15: MACQUARIE PARK PAMP DRAWINGS ATTACHED



Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



LEGEND
 - - - - - PROPOSED FUTURE WORKS

Rev.	Revision Details	Date	By	App.
A	FOR TRAFFIC COMMITTEE	14-03-15	VT	VP

City of Ryde
PUBLIC WORKS
 Project Development

ABN: 81 621 292 910
 Civic Centre, 1 Deakin Street
 RYDE NSW 2112
 Locked Bag 2089
 NORTH RYDE NSW 1570
 Email: cityofryde@rydenew.gov.au
 Web: www.rydenew.gov.au
 Tel: (02) 9952 8222
 Fax: (02) 9952 8070

CHECKED	ACCEPTED (BY CLIENT)
ALL SURVEYED	BUSINESS MANAGER
V. THANGARAJAH	APPROVED FOR CONSTRUCTION
V. PAINTER	DELIVERY MANAGER
LANDSCAPE DESIGNER	PROJECT MANAGER

SCALES	LOCATION
PLAN 1: 200@A1	RIVETT ROAD & LUCKNOW ROAD
INSET PLAN 1: -	
LONGITUDINAL/VERT. 1: -	
CROSS SECTIONS 1: -	
OC-ORDS 1: -	
MGA DATUM	

TITLE	PROJECT NUMBER	STATUS
PEDESTRIAN CROSSING CONCEPT PLAN	PM14-40815	1 OF 1
	40815	FINAL
	15/234	REVISION

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 16

SUBJECT: JUNCTION STREET, RYDE – CONVERT NO PARKING ZONE TO NO STOPPING ZONE

STATE ELECTORATE: RYDE

WARD: CENTRAL

REF: CRS2014/31918

OFFICER: P BASTAWROUS

REQUEST:

Council has received a request to convert the 'No Parking' Zone to a 'No Stopping' Zone along the south side of Junction Street, between Church Street and Porter Street.

CONTEXT:

1. The width of this section of Junction Street is 12m, containing three (3) trafficable lanes.
2. The trucks are parking within three (3) metres of a double barrier (BB) line, however Council Rangers are unable to enforce the statutory requirement as the zone is currently signposted as 'No Parking'.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ARR Part 12 Division 2 Rule 167 No Stopping signs

ROAD FUNCTION:

Local

CONSULTATION:

No affected stakeholders

DISCUSSION:

Following an investigation, and considering the key issues of safety, Council recommends replacing the 'No Parking' zone along the south side of Junction Street, between Church Street and Porter Street, with 'No Stopping' signage.

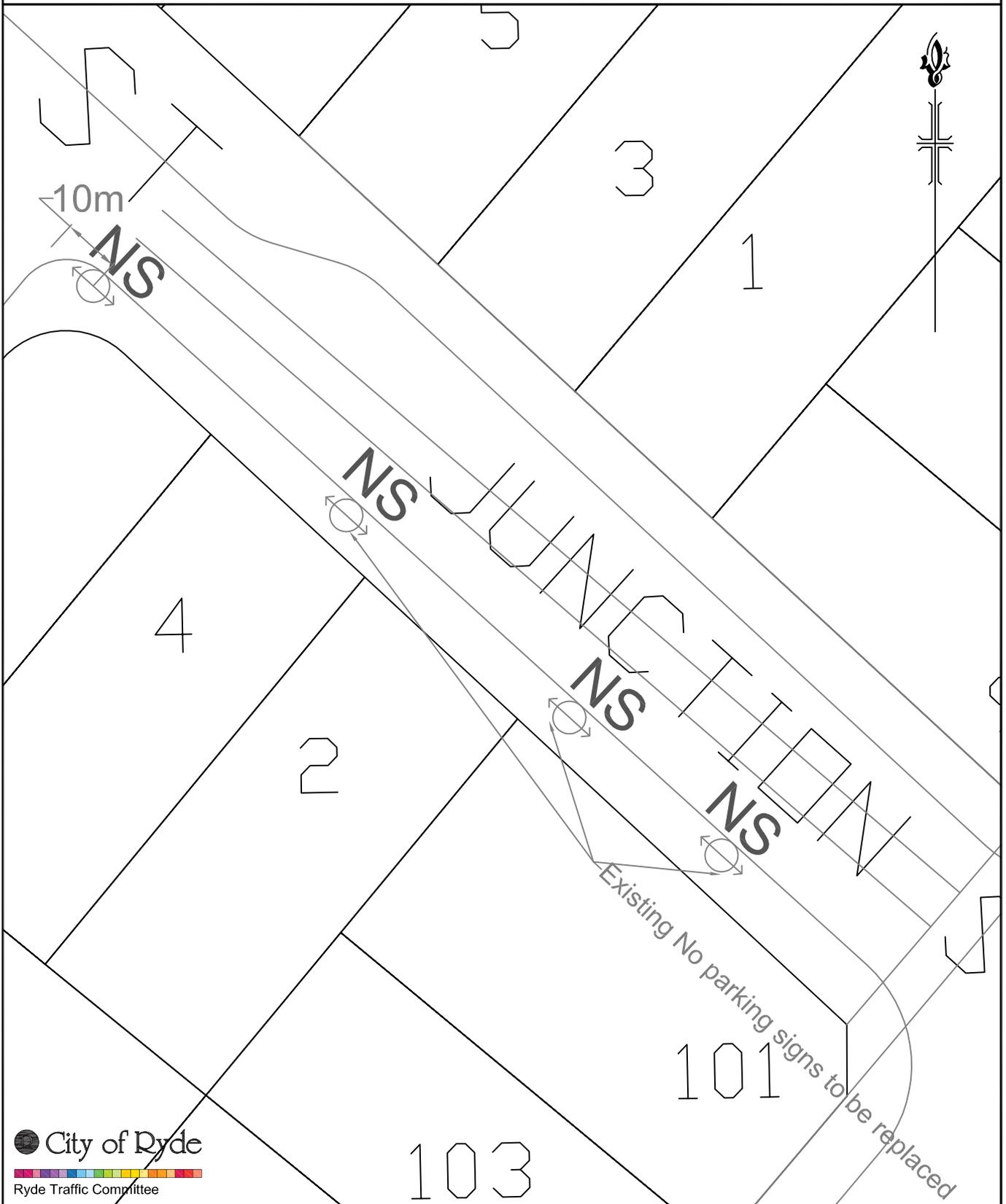
Council rangers have requested that the 'No Parking' signs be replaced with 'No Stopping' signs as trucks are using this location to queue their trucks prior to entering the site at 74-76 Belmore Street, Meadowbank.

This action is causing the narrowing of the trafficable lanes to a degree where Junction Street is only able to accommodate one way movements around the parked trucks. Council rangers have stated that they are unable to issue fines due to the fact that the posted restriction is 'No Parking'.

By converting the 'No Parking' to 'No Stopping' Council Rangers will be able to enforce the relocation of the trucks so that accessibility through Junction Street is not compromised.

COMMITTEE RECOMMENDATION:

That Council replace the 'No Parking' zone along the south side of Junction Street, between Church Street and Porter Street, with 'No Stopping' signage.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
4	NS	Both	

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 17

SUBJECT: PARKES STREET, RYDE – INSTALLATION OF BUS ZONE

STATE ELECTORATE: RYDE

WARD: CENTRAL

REF: D15/25649

OFFICER: N FARD

REQUEST:

Council has received a request to install a 'Bus Zone' signage along the frontage of No.17-21 Parkes Street

CONTEXT:

1. It has been reported by State Transit Authority (STA) that there is no marked bus zone for the bus stop located at the frontage of No.17 to No.21 Parkes Street
2. A representative from STA has advised that the STA M52 metro bus is unable to pull in to the kerb to pick up passengers at the bus stop due to parked cars blocking access at this location.
3. Currently buses pick up passengers by stopping on the road without pulling away from the road resulting in congestion along the road.
4. STA has requested that a 30m 'Bus Zone' be installed along the frontage of No.17-21 Parkes Street to accommodate the larger 'Bendi' buses servicing the area.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 6 Rule 195 Stopping at or near a Bus Stop

ROAD FUNCTION:

Collector

CONSULTATION:

STA approved

Residents consulted	4
Responses received	3
Supported	3
Not Supported	0

DISCUSSION:

Following an investigation, and considering the key issues of safety and operational functionality, Council recommends converting the existing Bus Stop in front of No.17 Parkes Street to a 30m 'Bus Zone' as shown in **Annexure A**.

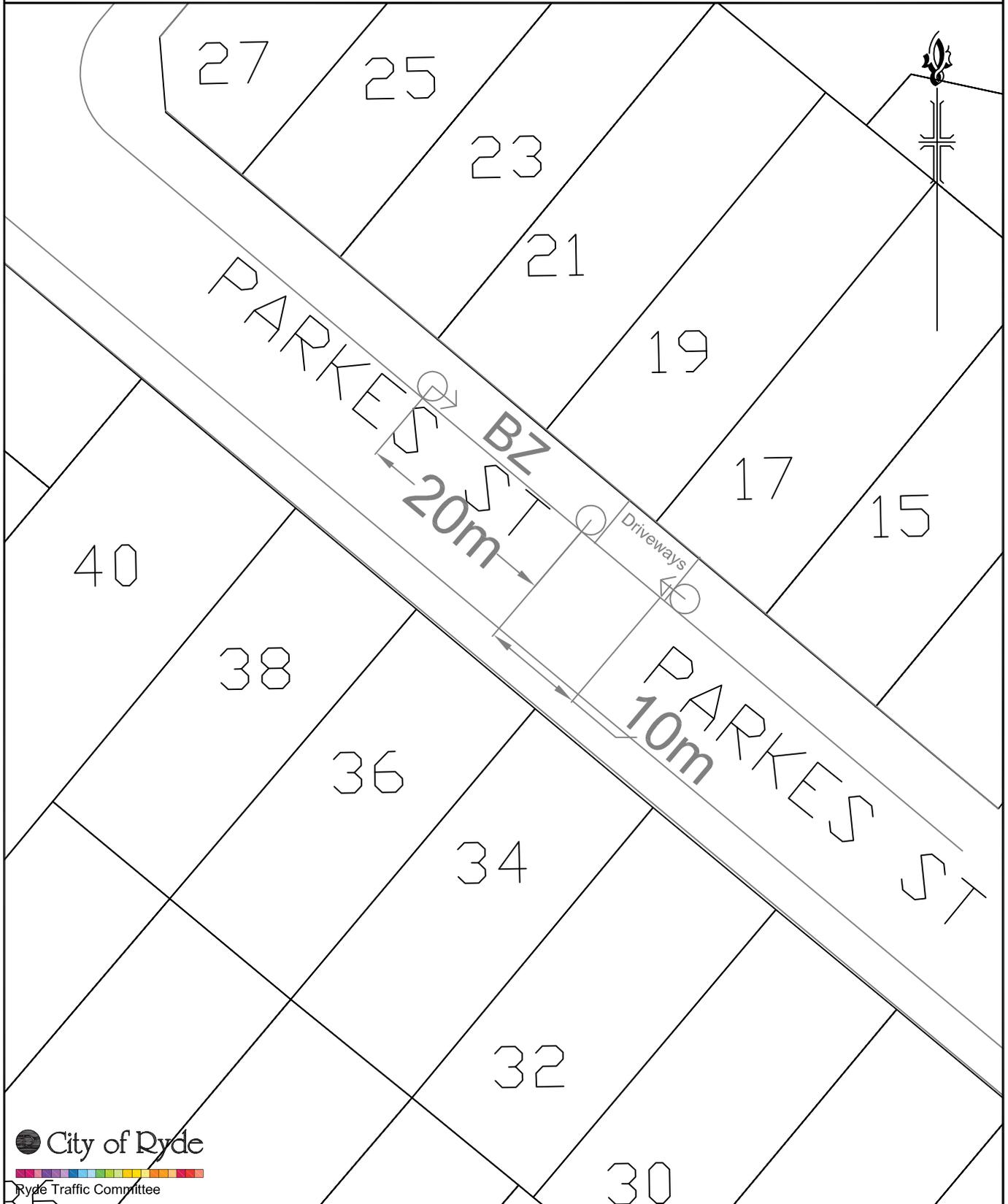
Following representation of the State Transit Authority representative, it was noted that cars are encroaching into the restricted zone associated with a Bus Stop, being 20m on approach and 10m on departure of the Bus Stop Sign.

When vehicles encroach into the zone, it is noted that the buses are unable to appropriately park parallel to the kerb and subsequently the rear end of the bus remains in the trafficable lane. This causes cars to stop and wait, effectively causing queueing along Parkes Street.

It is also understood that 'Bendi' buses use this stop, which are noted as being an articulated vehicles requiring more room than the standard Medium rigid buses.

COMMITTEE RECOMMENDATION:

That Council formalise the existing Bus Stop along the frontage of No.17-21 Parkes Street to a 30m 'Bus Zone'.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
1	BZ	L	
1	BZ	R	

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 18

SUBJECT: KINSON CRESCENT, DENISTONE – INSTALLATION OF DOUBLE BB LINES AND “RUMBLE BARS”

STATE ELECTORATE: RYDE

WARD: WEST

REF: HELPDESK 7723

OFFICER: N FARD

REQUEST:

Council has received correspondence to install double centreline (BB) marking and rumble bars along the bend of Kinson Crescent, along the frontage of No.84 Anthony Road, to improve safety through delineating opposing traffic flows.

CONTEXT:

1. The width of Kinson Crescent is approximately 6.5m
2. Traffic surveys conducted in September 2014 confirmed that traffic speeds are below 50km/h in both directions.
3. A recent accident caused by a vehicle losing control along the bend at Kinson Crescent has sparked safety concerns at this location.
4. There is currently a ‘No Stopping’ zone located outside No.84 Anthony Road.
5. There are currently double centrelines and rumble bars installed for 15m along West Parade at the intersection of Anthony Road.
6. Installing double centreline marking will activate the Road Rule of ‘No Stopping’ within 3m of the double centreline.
7. The double centreline is proposed to be installed from the intersection of Anthony Road and West Parade for 60m along the partial frontage of No.84 Anthony Road, from the property boundary of No.82 and No.84 to the driveway of No.84.
8. This line-marking will remove approximately five spaces of on-street parking.
9. There are approximately 20 long term parking spaces available at Darvall Park’s parking lot, across the road from No.82 and No.84 Anthony Road.
10. All properties in the immediate area have off-street parking of two or more spaces, in the form of long driveways, garages and other spaces within the boundaries of their front yards.

LEGISLATION, STANDARDS AND GUIDELINES:

RMS Delineation Guide – Section 4 Longitudinal markings

Austrroads Guide to Road Design Part 3: Geometric Design – 4.2.4 Traffic Lane Widths

ARR Part 11 Division 2 Rule 132 Keeping to the left of the centre of a road or the dividing line

ARR Part 12 Division 8 Rule 208(6) Parallel parking on a road

ROAD FUNCTION:

Local

CONSULTATION:

Residents consulted	2
Supported	2

DISCUSSION:

Following an investigation, and considering the key issues of road width and horizontal alignment, Council recommends installing a BB centreline and rumble bars at the curve of Kinson Crescent, at the frontage of No.84 Anthony Road, as shown in **Annexure A**, in order to assist with separating directions of travel on approach to the curve.

RYDE TRAFFIC COMMITTEE

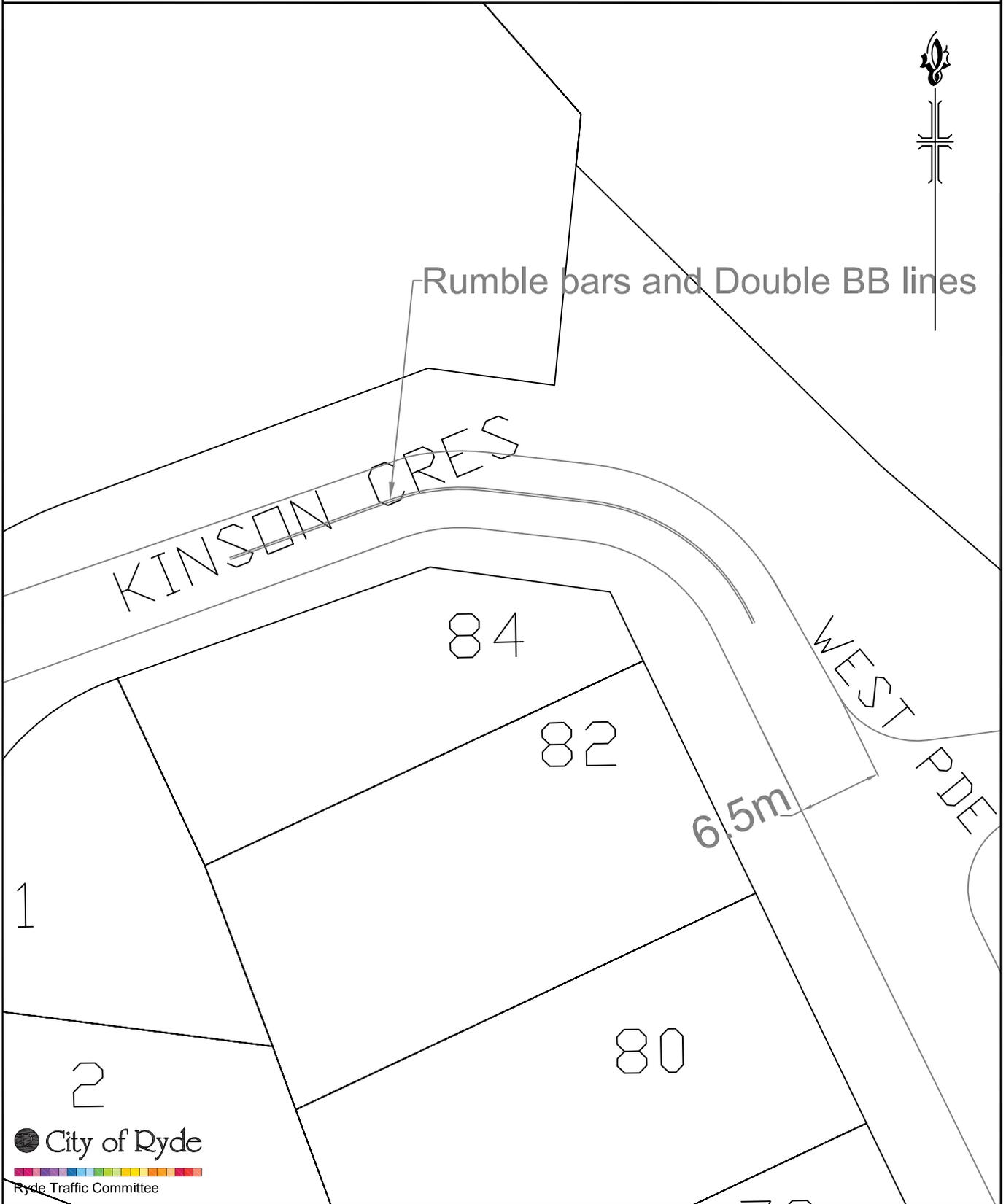
Thursday 26 March 2015

COMMITTEE RECOMMENDATION:

That Council install a BB centreline and rumble bars at the bend of Kinson Crescent, along the partial frontage of No.84 Anthony Road, from the property boundary of No.82 and No.84 to the driveway of No.84.



Rumble bars and Double BB lines



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 19

SUBJECT: BLACKSPOT FUNDED PROGRAM – PITTWATER ROAD, GLADESVILLE
FROM HIGH STREET TO RENE STREET

STATE ELECTORATE: LANE COVE

WARD: EAST

REF: PM14_50004

OFFICER: K HO

REQUEST:

Council is seeking technical approval of the design plan for the Pittwater Road Upgrade which is part of the Blackspot Funded Program for 2014/15.

CONTEXT:

1. Design plans for the Pittwater Road Upgrade have been received by Council.
2. The works scheduled on the section of the road include:
 - Chevron alignment markers (CAMs) and guideposts with reflectors
 - Raised median (600mm width)
 - Various earthworks and drainage works to maintain slope stability
3. A 3.3m lane width will be maintained.

LEGISLATION, STANDARDS AND GUIDELINES:

Austrroads Guide to Road Design Part 3: Geometric Design

AS1742.2-2009 Manual of Uniform Traffic Control Devices Part 2: Traffic control devices for general use

ROAD FUNCTION:

Sub-arterial

CONSULTATION:

Notification – consultation not required

DISCUSSION:

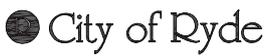
The project is proceeding as planned with design to be completed at the end of the 2014/15 financial year and construction to begin in the 2015/16 period.

The design plans have been included in **Annexure A** (attached).

COMMITTEE RECOMMENDATION:

That Council implements the Pittwater Road upgrade as detailed by Drawing PWD-DRG-60-0000-RD-0115, PWD-DRG-60-0000-RD-0116, PWD-DRG-60-0000-RD-0117 and PWD-DRG-60-0000-RD-0118.

ITEM 19: PITTWATER ROAD, GLADESVILLE PLANS ATTACHED



Ryde Traffic Committee

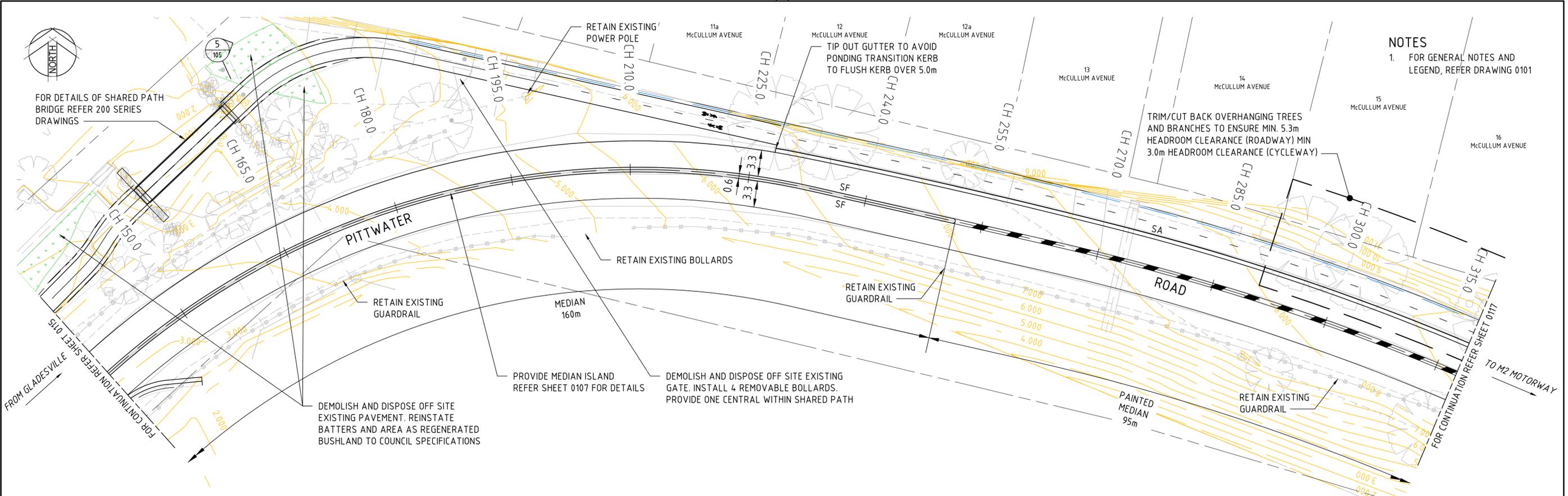
DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



FOR DETAILS OF SHARED PATH BRIDGE REFER 200 SERIES DRAWINGS

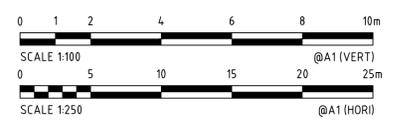
NOTES
1. FOR GENERAL NOTES AND LEGEND, REFER DRAWING 0101



PLAN
SCALE 1:250

CHAINAGE	135.000	150.000	165.000	180.000	195.000	199.785	207.580	210.000	225.000	227.580	TP 233.261	240.000	247.580	255.000	TP 264.926	270.000	285.000	300.000	315.000
WAE LEVEL																			
DESIGN LEVEL	-3.118	-3.305	-3.649	-4.150	-4.809	-5.052	-5.461	-5.586	-6.263	-6.362	-6.564	-6.772	-6.966	-7.134	-7.360	-7.475	-7.816	-8.157	-8.498
EXISTING SURFACE	-3.076	-3.177	-3.610	-4.165	-4.792	-5.028	-5.421	-5.557	-6.240	-6.338	-6.514	-6.730	-6.938	-7.124	-7.360	-7.474	-7.821	-8.155	-8.488
GRADE			5.25%														2.27%		
VC LENGTH		155m VC							40m VC										
HORIZONTAL					R99.76													R299	

MC00 LONGITUDINAL SECTION
1:250 HORI.
1:100 VERT.



DATE PLOTTED: 27 February, 2015 - 3:10pm

REV	DATE	ISSUED FOR CONSTRUCTION	ISSUED FOR CONSTRUCTION	REVISIONS	DRN	CHK
B	27/02/2015	ISSUED FOR CONSTRUCTION			PW	DA
A	20/02/2015	ISSUED FOR CONSTRUCTION			PW	DA

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DRAWN:	PW	DA
APPROVED:		
PROJECT DIRECTOR	DATE	PROJECT MANAGER

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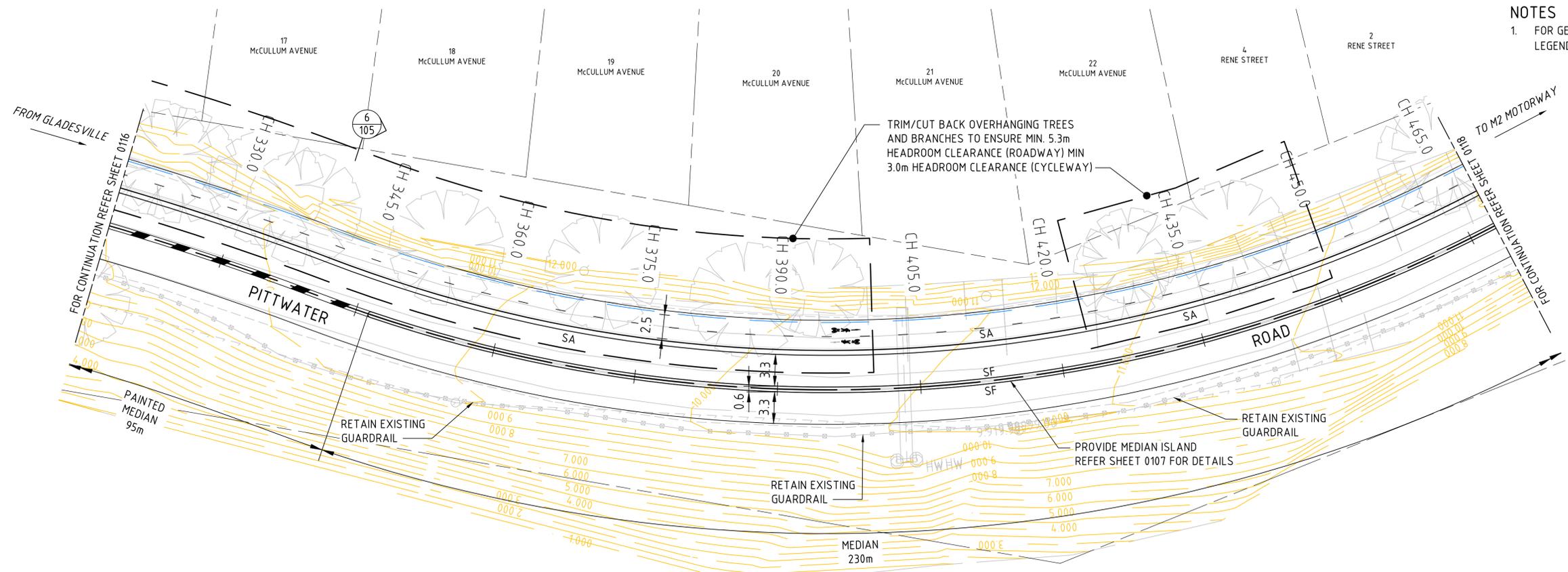
CITY OF RYDE
PITWATER ROAD UPGRADE, GLADESVILLE
FROM HIGH ST, GLADESVILLE TO RENE ST, EAST RYDE
DETAIL DESIGN
PLAN & LONGITUDINAL SECTION - CH 135.0 TO CH 315.0

FOR CONSTRUCTION
DRAWING NUMBER: PWD-DRG-60-0000-RD-0116
REV B

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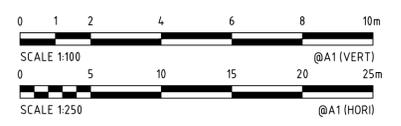
NOTES
 1. FOR GENERAL NOTES AND LEGEND, REFER DRAWING 0101



PLAN
SCALE 1:250

HORIZONTAL	R299										R-150.167									
VC LENGTH																				
GRADE	2.27%																			
DATUM RL 4																				
WAE LEVEL																				
DESIGN LEVEL	8.498	8.839	9.090	9.180	9.521	9.862	10.203	10.544	10.885	11.226	11.567	11.907								
EXISTING SURFACE	8.488	8.865	9.140	9.229	9.547	9.841	10.157	10.500	10.853	11.204	11.597	11.949								
CHAINAGE	315.000	330.000	341.031	345.000	360.000	375.000	390.000	405.000	420.000	435.000	450.000	465.000								

MC00 LONGITUDINAL SECTION
 1:250 HORI.
 1:100 VERT.



DATE PLOTTED: 27 February, 2015 - 3:10pm

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REV	DATE	REVISIONS	DRN	CHK
B	27/02/2015	ISSUED FOR CONSTRUCTION	PW	DA
A	20/02/2015	ISSUED FOR CONSTRUCTION	PW	DA

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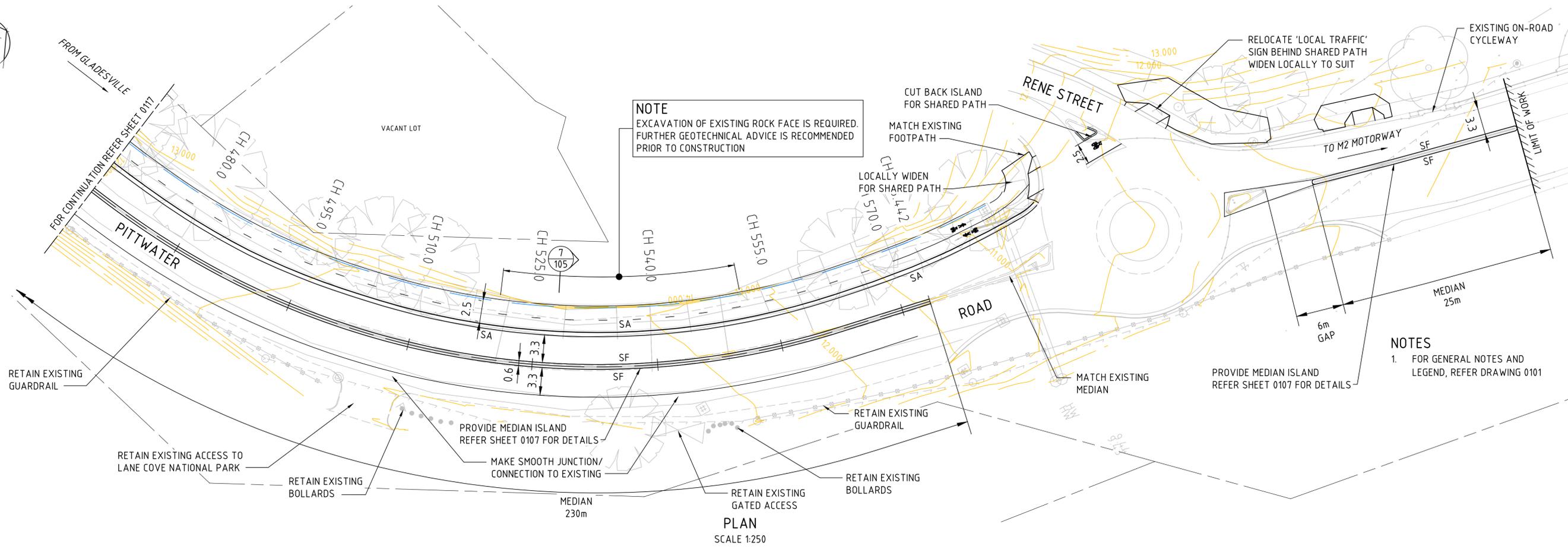
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DESIGNED:	JH	DA
DRAWN:	PW	DA
APPROVED:		
PROJECT DIRECTOR	DATE	PROJECT MANAGER

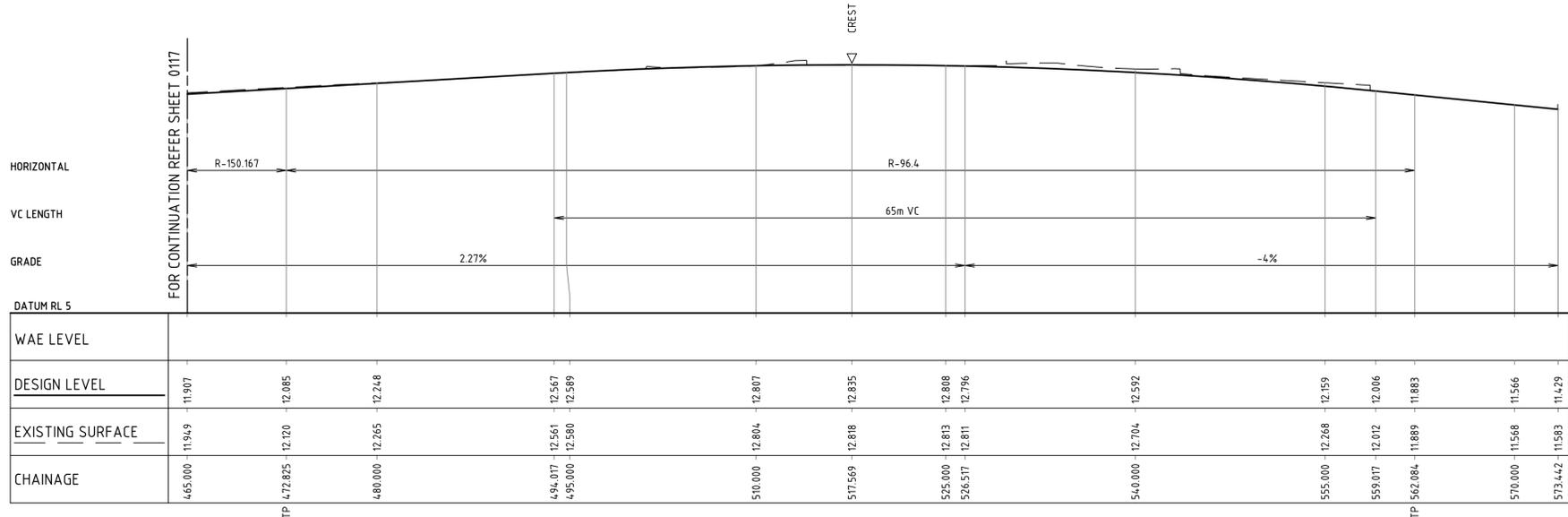
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CITY OF RYDE
 PITTWATER ROAD UPGRADE, GLADESVILLE
 FROM HIGH ST, GLADESVILLE TO RENE ST, EAST RYDE
 DETAIL DESIGN
 PLAN & LONGITUDINAL SECTION - CH 315.0 TO CH 465.0

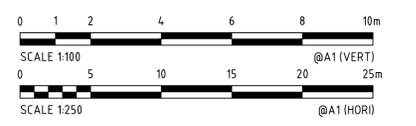
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DRAWING NUMBER: PWD-DRG-60-000-RD-0117	REV B



NOTES
1. FOR GENERAL NOTES AND LEGEND, REFER DRAWING 0101



MC00 LONGITUDINAL SECTION
1:250 HORI.
1:100 VERT.



DATE PLOTTED: 20 February, 2015 - 11:41am
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REV	DATE	ISSUED FOR CONSTRUCTION	REVISIONS	DRN	CHK
A	20/02/2015	ISSUED FOR CONSTRUCTION		PW	DA

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DESIGNED:	CHECKED:	DATE:
JH	DA	
DRAWN:	REVIEWED:	DATE:
PW	DA	

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PITTWATER ROAD UPGRADE, GLADESVILLE
FROM HIGH ST, GLADESVILLE TO RENE ST, EAST RYDE
DETAIL DESIGN
PLAN & LONGITUDINAL SECTION - CH 465.0 TO CH 573.442

FOR CONSTRUCTION
DRAWING NUMBER: PWD-DRG-60-0000-RD-0118
REV: A

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150mm A1 ON ORIGINAL

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

ITEM NO. 20

SUBJECT: ROSS SMITH AVENUE (CARPARK) – MEADOWBANK, PROVISION OF SIX
(6) TWO HOUR PARKING SPACES ADJACENT TO CHILDREN'S
PLAYGROUND

STATE ELECTORATE: RYDE

WARD: WEST

REF: BP15/197

OFFICER: K HO

REQUEST:

Council has received a notice of motion to introduce two (2) hour parking to six (6) parking spaces immediately adjacent to the children's playground at Meadowbank Park on Ross Smith Avenue near Constitution Road to improve accessibility for parents/carers wishing to use the facility.

BACKGROUND:

At the Council Meeting held on 10 March 2015 the following notice of motion was raised:

That Council introduce 2 hour parking to six parking spaces immediately adjacent to the children's playground at Meadowbank Park on Ross Smith Avenue near Constitution Road.

CONTEXT:

1. The Council carpark adjacent to Meadowbank Park has capacity for forty eight (48) unrestricted parking spaces.
2. Ross Smith Avenue has capacity for twenty three (23) on-street unrestricted parking spaces.
3. The children's playground is directly opposite No.1 Ross Smith Avenue.

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:

Local

CONSULTATION:

Not required as the location is within Council carpark

DISCUSSION:

A site investigation into parking demand has determined that the carpark and roadway is used for the purpose of commuter parking during weekdays. This has the effect of restricting parking for locals and visitors seeking to use the facilities at Meadowbank Park, particularly the nearby children's playground.

Introducing time restricted parking for six (6) spaces will provide enough parking supply for users of the park while minimising the displacement of commuter parking elsewhere. The proposed timed parking restrictions will encourage turnover during the weekday periods where parking demand is at its highest. During the weekend, commuter parking demand reduces dramatically and is replaced by higher turnover parking from locals or visitors using the park facilities. As such, two hour parking restrictions during weekdays is an appropriate measure.

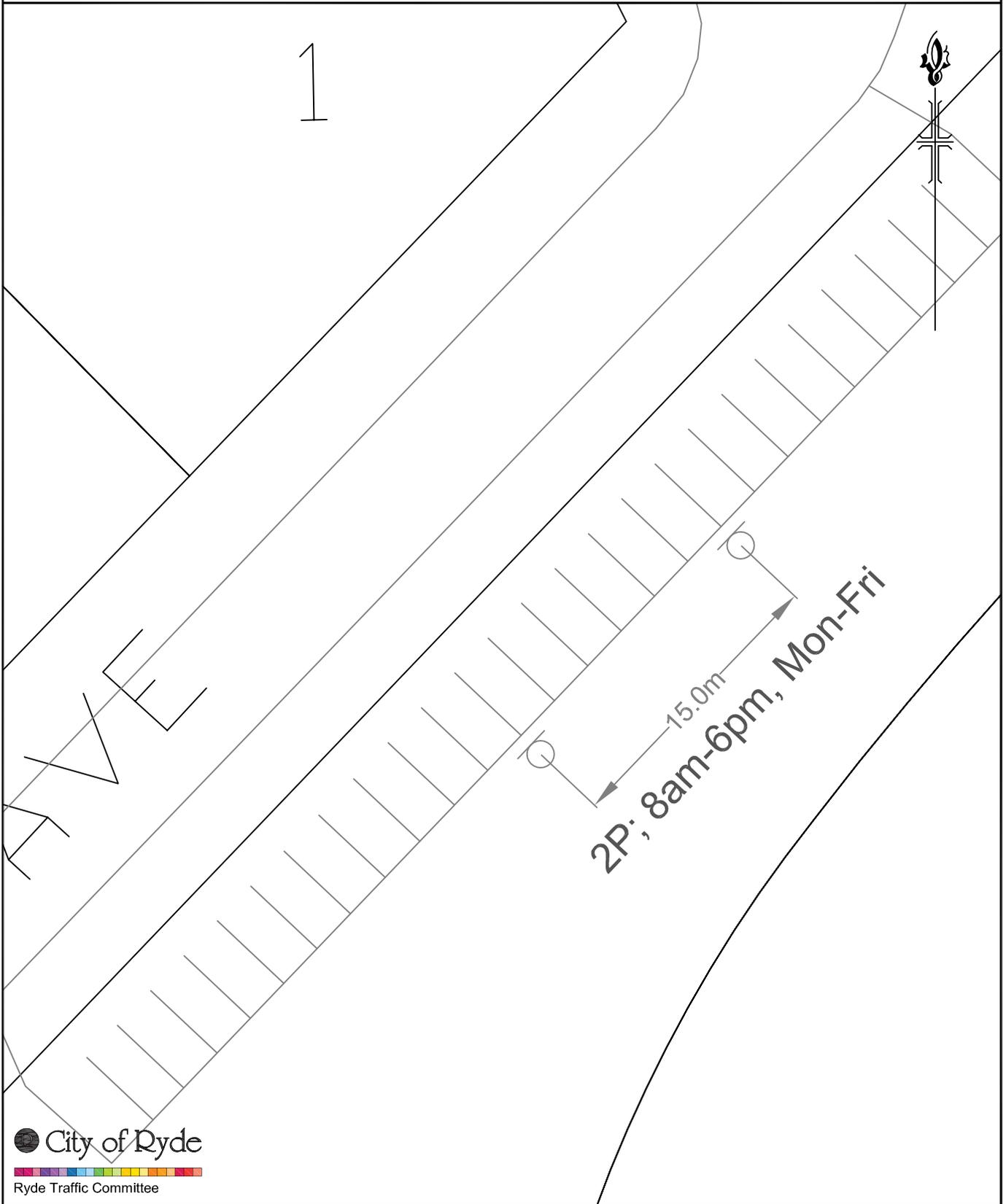
A plan of the proposed parking alterations can be seen in **Annexure A** (attached).

RYDE TRAFFIC COMMITTEE

Thursday 26 March 2015

COMMITTEE RECOMMENDATION:

That the Traffic Committee approve the installation of '2P; 8am-6pm, Mon-Fri' for six (6) parking spaces immediately adjacent to the children's playground at Meadowbank Park on Ross Smith Avenue, Meadowbank.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
2	2P	L, R	8am-6pm; Mon-Fri