ITEM (A): **MEADOWBANK EDUCATION EMPLOYMENT PRECINCT (MEEP)**

SUBJECT: **ALTERATIONS AND ADDITIONS TO MEEP WORKS**

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

INTRODUCTION/PROPOSAL

The following works are proposed to be implemented to address traffic, parking and pedestrian safety concerns raised by the Meadowbank community in relation to the civil works associated with the Meadowbank Education and Employment (MEEP) Schools Project approved by the NSW Minister for Planning and Public Spaces:

- Changing the recently installed “NO STOPPING” parking restrictions along the eastern side of Bowden Street between Victoria Road and Macpherson Street to reinstate the unrestricted kerbside parking along the frontage of No. 66 (Lot 15) Bowden Street.

Figure 0 – Location Plan

The current signage arrangements are illustrated in **Figure 1** below whilst the proposed changes are outlined in **Figure 2** over page.

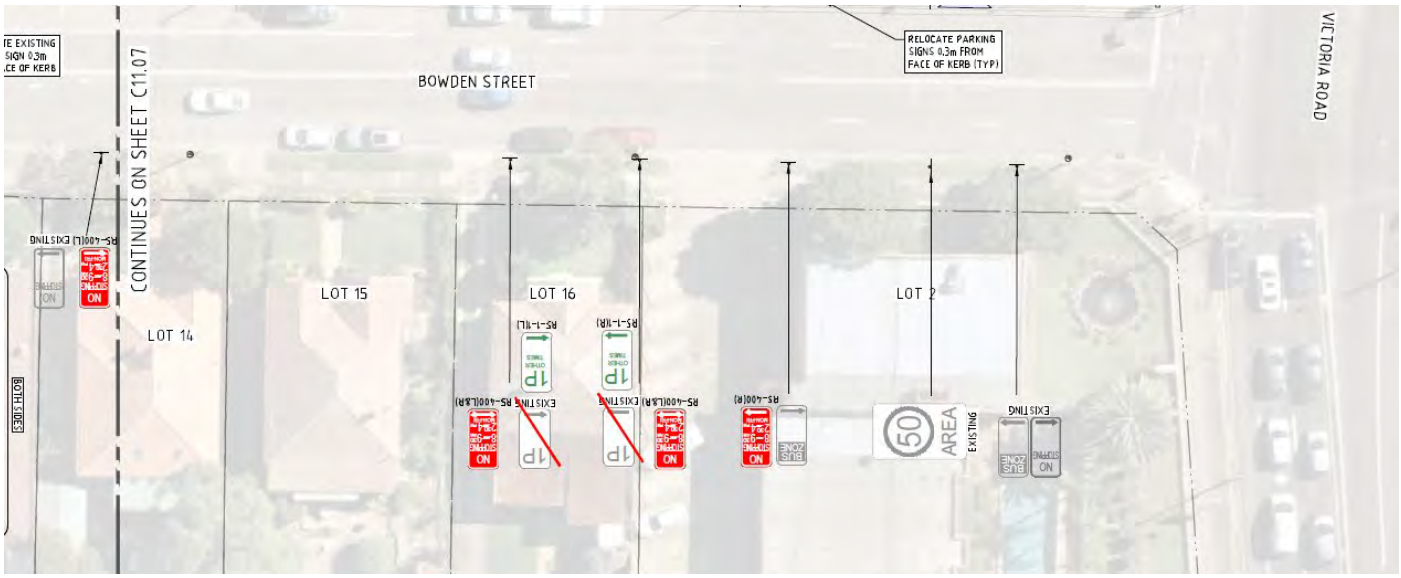


Figure 1 – Recently installed signage along the eastern side of Bowden Street between Victoria Road and Macpherson Street

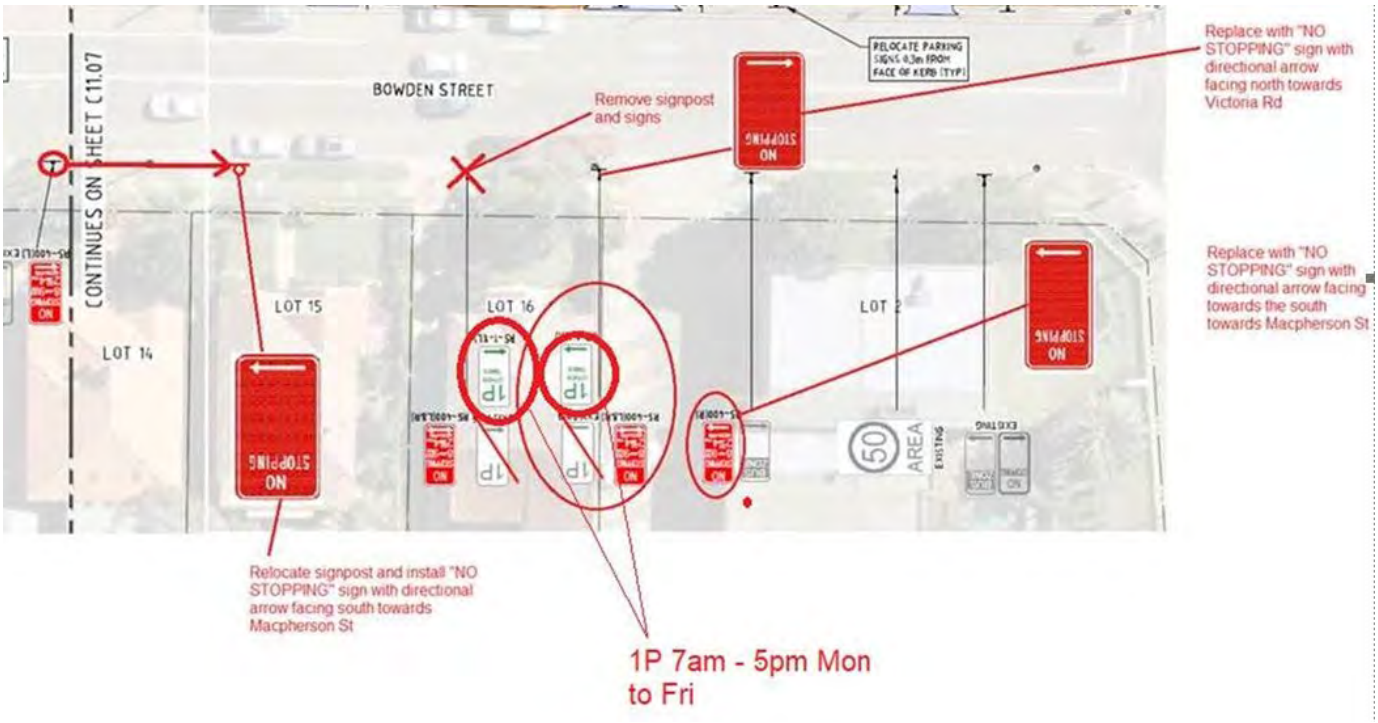


Figure 2 – Proposed alterations to existing on-street parking restrictions

The proposed signage changes shown in **Figure 2** are intended to facilitate an extension to the right turn bay with Bowden Street to the north of Macpherson Street to improve its capacity with respect to servicing buses associated with the new Meadowbank schools. The modified right turn bay is shown in **Figure 3** below, which is to be implemented by the applicant (NSW Department of Education/School Infrastructure NSW) in accordance with Conditions D14(i) and D15 of the development consent (Reference: SSD 9343) issued by the NSW Minister for Planning and Public Spaces.

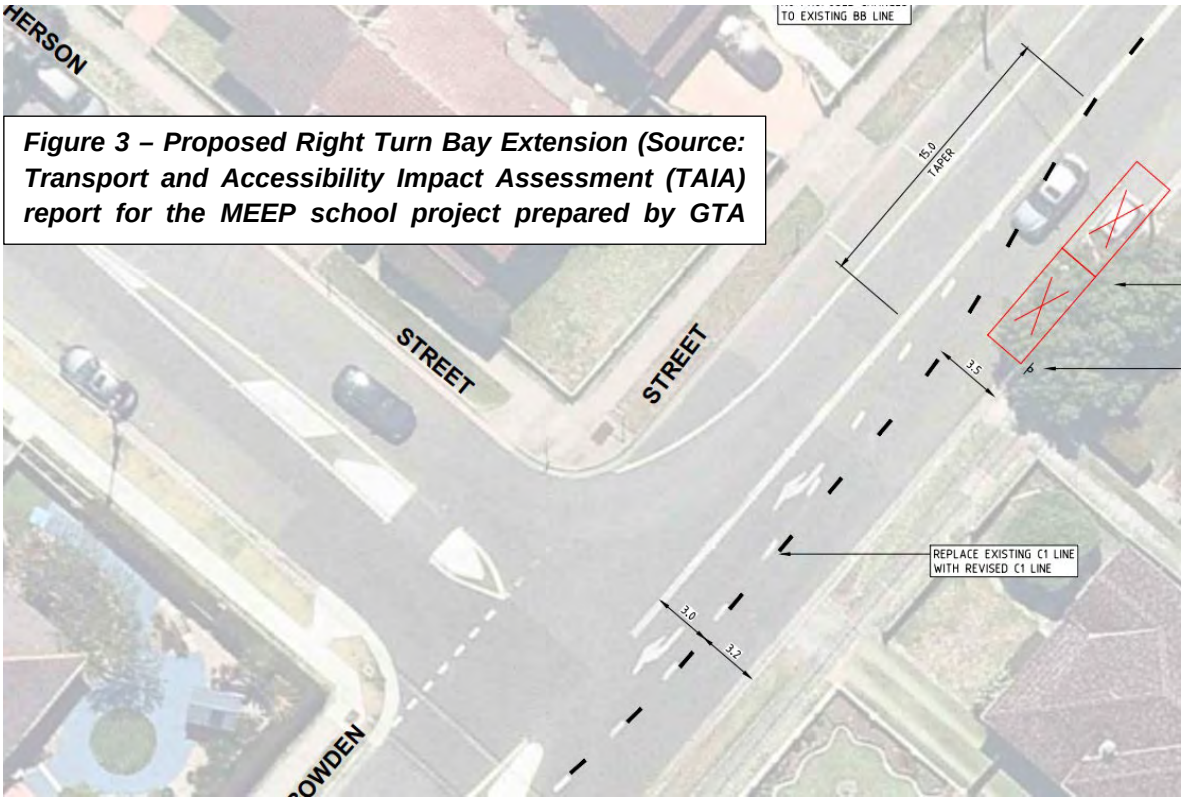


Figure 3 – Proposed Right Turn Bay Extension (Source: Transport and Accessibility Impact Assessment (TAIA) report for the MEEP school project prepared by GTA

- Installing a pedestrian (zebra) crossing across See Street to the immediate south of Macpherson Street. The proposed signage and linemarking arrangements associated with the pedestrian crossing are illustrated in **Figure 4** below being an extract of the civil plan prepared by Northrop.

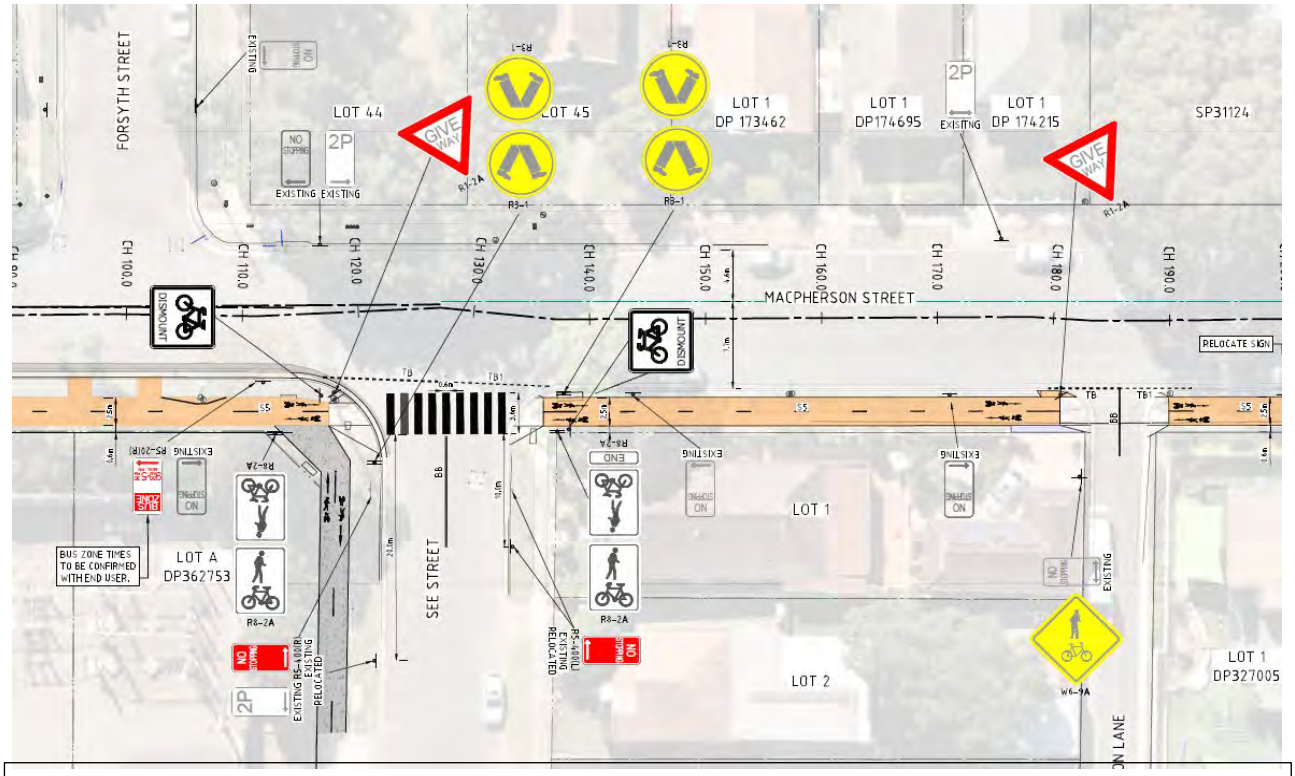


Figure 4 – Proposed signage and linemarking arrangements for the See Street pedestrian crossing

The abovementioned proposed works represents an amendment to the MEEP works endorsed by Ryde Traffic Committee at the April 2021 meeting.

DISCUSSION

Parking Changes on Bowden Street

The proposed signage changes on Bowden Street shown on **Figure 2** is in accordance with the recommendations specified within the approved Transport and Accessibility Impact Assessment (TAIA) report for the MEEP school project prepared by GTA Consultants (now Stantec). These changes are intended to ensure that the full occupation of the right turn bay at the northern approach of the junction of Bowden Street and Macpherson Street does not impede on the through southbound traffic on Bowden Street (in particular during peak school and commuter periods), whilst minimising the loss of on-street parking.

The swept path assessment being an extract from the TAIA shown in **Figure 5** demonstrate that vehicles (including 12.5m long rigid trucks) are able to safely manoeuvre around vehicles waiting to turn right into Macpherson Street from Bowden Street under the proposed signage arrangement reflected in **Figure 2**.

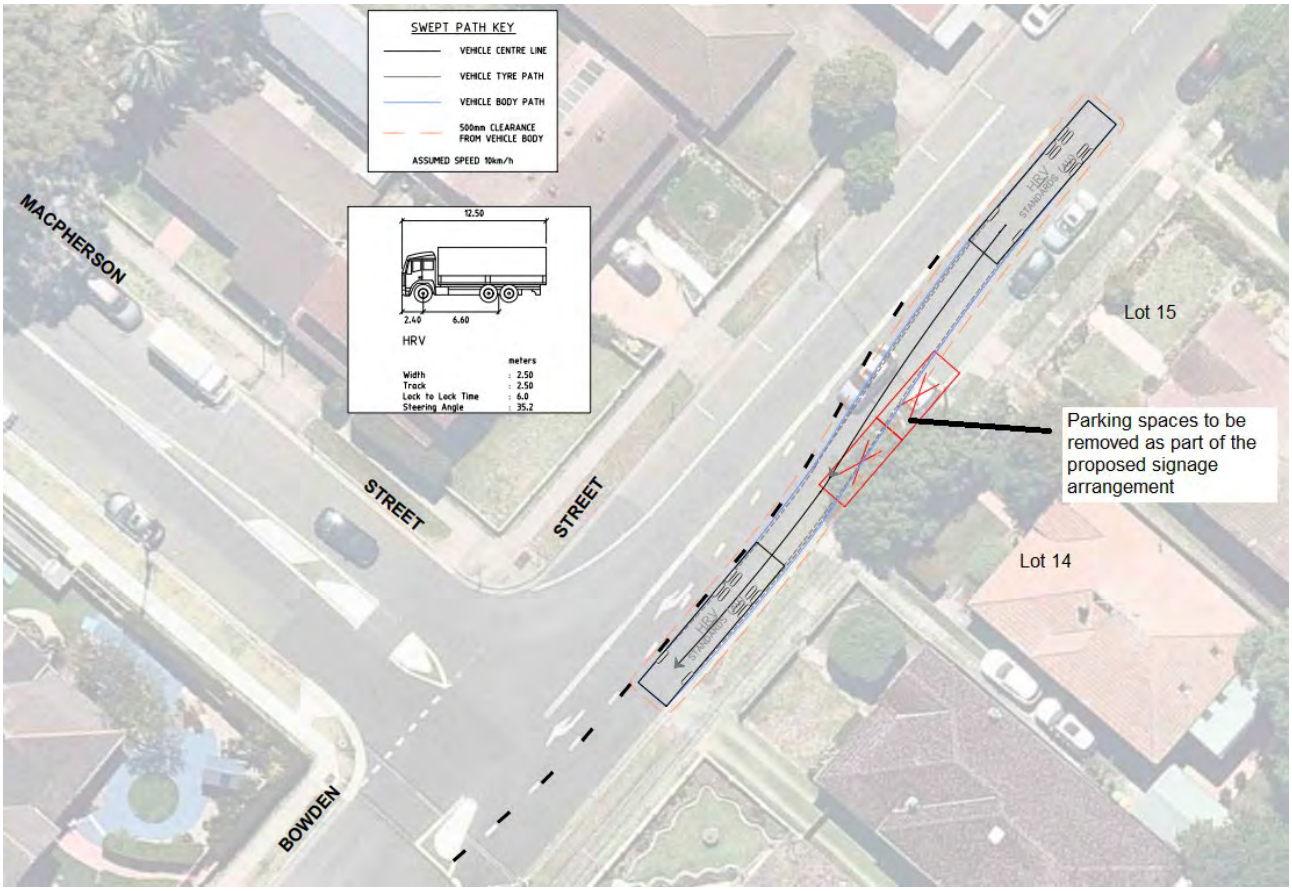


Figure 5 – Swept Path Assessment

Right Turn Bay Extension (Bowden Street)

The width and length (including taper) of the extended right turn bay design within Bowden Street to the north of Macpherson Street is compliant with the requirements specified within Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. Further, the swept path assessment shown in **Figure 5** above demonstrates that a vehicle can pass a vehicle waiting in the right turn bay.

See Street Pedestrian Crossing

The provision of a pedestrian (zebra) crossing across See Street at Macpherson Street has been identified as a requirement to support the Meadowbank School development in accordance with Condition D9(b) of the development consent (Reference: SSD 9343) issued by the NSW Minister for Planning and Public Spaces.

It is noted that before a location can be considered for the installation of a pedestrian crossing it should consider the likley vehicular traffic and pedestrian demand at the crossing location. Transport for NSW's supplement to Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices states the following minimum vehicular traffic and pedestrian demand that would warrant a pedestrian crossing:

> *" If the crossing is used predominantly by school children, is not suitable site for a children's crossing and in two counts of one hour duration immediately before and after school hours:-*
>
> *(a) P ≥ 30 AND*
>
> *(b) V ≥ 200"*

The school development will accommodate an ultimate student population of 2,620 students, which is expected to generate traffic and pedestrian demands on See Street that exceed the warrant volumes mentioned above, when the primary/secondary schools open in 2022.

The proposed location of the pedestrian crossing on See Street aligns with the other pedestrian infrastructure works that are to be delivered as part of the MEEP Schools project previously endorsed by Ryde Traffic Committee at the April 2021 meeting. These works combined provide a desired pedestrian route facilitating safe and efficient pedestrian connectivity to the school site for students walking to the school from the east and south, whilst also being critical to ensuring the active transport mode targets established within the school travel plan to encourage more students to walk to the school can be realised.

The signage and linemarking arrangements and width of the proposed pedestrian crossing shown on Figure 3 comply with relevant sections of Transport for NSW's technical directions (e.g. Stopping and Parking Restrictions at Intersections and Crossings (TDT2002/12c)), NSW Road Rules Act and AS1742.2. It is noted that the required "NO STOPPING" restrictions on the approach and departure side of the pedestrian crossing will result in the loss of three (3) on-street parking spaces on See Street. The TAIA has identified that despite the high parking demand on See Street based on parking surveys, there is still spare capacity that would not be affected by the loss of three (3) parking spaces.

CONSULTATION/NOTIFICATION

Parking Changes/Right Turn Bay Extension on Bowden Street

The resident affected by the proposed works on Bowden Street (No. 68 Bowden Street) have been consulted via email and have raised no objections to the subject proposal.

See Street Pedestrian Crossing

As the pedestrian crossing is a condition of consent requirement of the approved MEEP School project, the responsibility to notify affected residents and/or business owners lies with School Infrastructure NSW. The project manager (Colliers) working on behalf of School Infrastructure NSW has advised Council via email dated 1 March 2022 that they have received no objections to the proposal for the pedestrian crossing on See Street following notification of the works on 16 February 2022. It is also worthwhile noting that the Meadowbank School P&C has also raised the need for a pedestrian crossing on See Street to assist with the safety of students walking to the school.

RECOMMENDATION

The Ryde Traffic Committee recommends:

a) That the parking changes on Bowden Street outlined in **Figure 2** be undertaken by the applicant (NSW Department of Education/School Infrastructure NSW), prior to the opening of the new Meadowbank schools at no cost to Council.

b) That the right turn bay within Bowden Street be extended in accordance with **Figure 3** to better accommodate the increased bus activity turning right from Bowden Street into Macpherson Street during peak school periods. This work is to be undertaken by the applicant (NSW Department of Education/School Infrastructure NSW), prior to the opening of the new Meadowbank schools at no cost to Council.

c) That the pedestrian (zebra) crossing be provided on the northern end of See Street at its junction with Macpherson Street (See **Figure 4**). The installation of this pedestrian facility will be undertaken by the applicant (NSW Department of Education/School Infrastructure NSW), prior to the opening of the new Meadowbank schools at no cost to Council.

ITEM (B) **FARADAY LANE AND UNDERDALE LANE, MEADOWBANK**

SUBJECT: **ROAD IMPROVEMENTS**

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

BACKGROUND

Proposed Development

City of Ryde Council ('Council') is currently assessing a Development Application ('DA') for a proposed mixed-use development, located at 1 – 20 Railway Road, Meadowbank ('Subject Site'). **Figure 1** illustrates the site location within the context of its surrounding road network.

Figure 1 – Site Location (Source: Nearmap)

The subject DA proposes the following development yield over four (4) multi-storey buildings:

- 133 residential apartments, with the following dwelling mix:
  - 31 x one bedroom apartments;
  - 74 x two bedroom apartments; and
  - 28 x three bedroom apartments.

- 162 boarding rooms.

- 3,956m^2 of retail floor space, comprising:
  - 2,463m^2 supermarket (Coles); and
  - 1,780m^2 specialty shops.

The abovementioned development is proposed to be serviced by three (3) levels of basement parking containing a total of 419 parking spaces. Vehicular access to the off-street carparking provision is proposed via a 7.7m wide combined ingress/egress driveway connecting with Faraday Lane approximately 8.6m north of Underdale Ln.

An internal loading area is proposed within the north-eastern portion of the site, separate to the off-street passenger vehicle parking area. Vehicular access to the internal loading area is proposed via a 6m wide combined ingress/egress driveway connecting with Constitution Road, directly opposite its junction with See Street. The largest/longest vehicle that is expected to be serviced within the internal loading area is a 12.5m long Heavy Rigid Vehicle (HRV). The heavy vehicle driveway is splayed at its corners to assist a HRV with entering and exiting the site.

Key Traffic Issues (Development Related)

The proposed development is estimated to introduce an additional 200 – 260 vehicle movements to and from the site within the surrounding road network during weekday peak hour periods based on the traffic generation rates established within the *Guide to Traffic Generating Development* and its *Technical Direction (TDT2013/04a)* as well as other technical studies (e.g. *NSW Small Suburban Shopping Centres Data Report*). The extent of the peak hour development traffic has been assessed to have the following key traffic implications:

1) Traffic safety & efficiency concerns at the junctions of Railway Road/Bank Street and Bay Drive and Underdale Lane

   The future operational performance of the intersection of Railway Road/Bay Drive and Bank Street is projected to worsen in the next 10 – 15 years due to the additional traffic generated by the proposed development, resulting in excessive delays and queuing for drivers at this intersection. The close spacing between the intersection of Railway Road/Bay Drive and Bank Street and the intersection of Bay Drive and Underdale Ln is such that the intensification of traffic activity at these intersections as a consequence of the proposed development can increase the risk of potential accidents at this location. For instance, a vehicle exiting from the roundabout intersection of Railway Road/Bay Drive and Bank Street would be required to immediately slow down to make a left turn into Underdale Lane from Bay Drive in order to travel to the site.

2) Environmental capacity within Underdale Lane between Bowden Street and Angas Street.

Underdale Lane between Angas Street and Bowden Street currently accommodates two-way traffic flow in the order of 150 and 220 vehicles per hour during the weekday AM and PM peak hour periods based on recent traffic surveys.

The additional traffic generated by the proposed development being in the order of 204 and 260 vehicles per hour coinciding with the AM and PM peak hour periods respectively (whereby 50% of this traffic is assumed to be loaded on the section of Underdale Lane between Angas Street and Bowden Street) is expected to result in Underdale Lane between Angas Street and Bowden Street accommodating 252 AM and 350 PM peak hour vehicle movements (two-way). It is evident from this analysis that the environmental capacity threshold of 300 vehicles per hour specified within the *Guide to Traffic Generating Developments* would be exceeded in the afternoon peak hour period, thereby compromising the surrounding residential amenity.

ROAD IMPROVEMENTS (PROPOSAL)

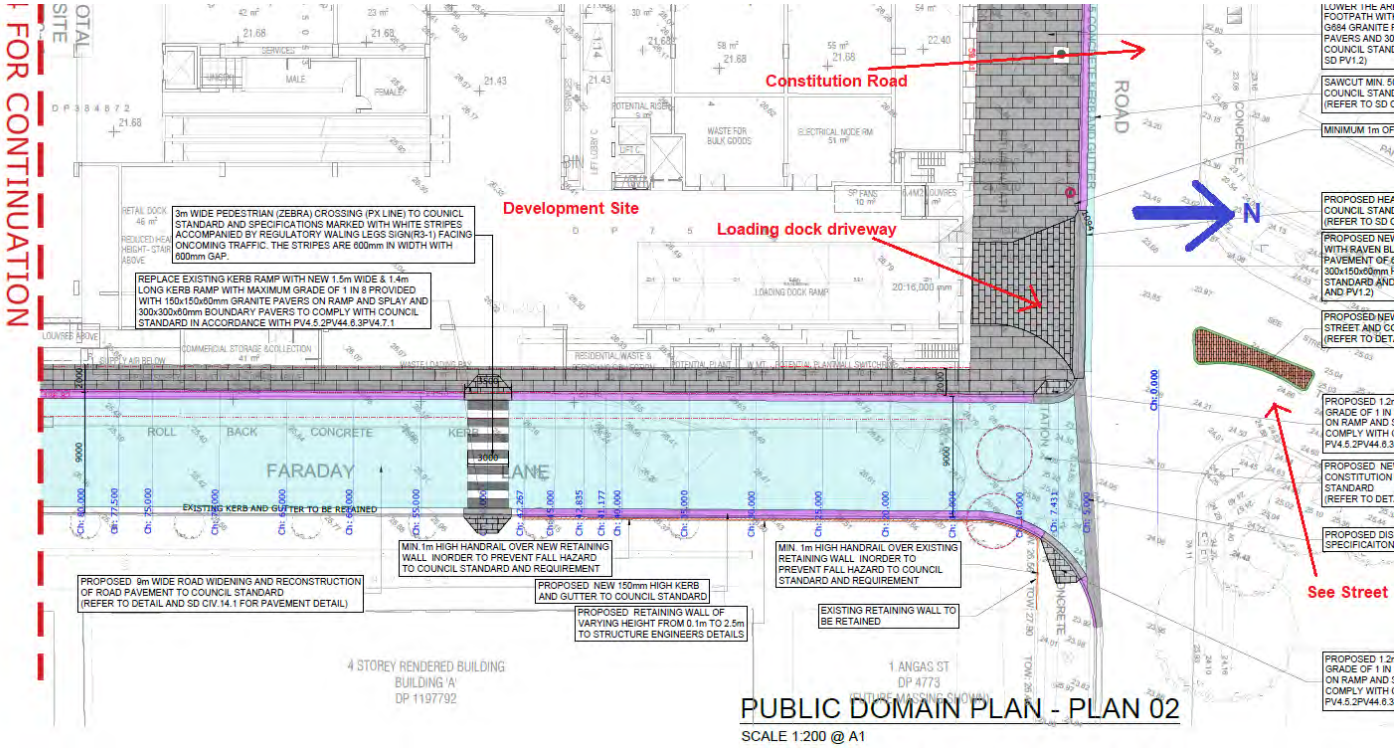
The following works have been proposed by the applicant to mitigate the traffic issues tied to the development mentioned in the previous section of this report:

Faraday Lane is proposed to be extended to connect with Constitution Road at its northern extremity. It is to be widened to provide a carriageway width of 9m between kerbs accommodating one through lane of traffic in each direction (i.e. Faraday Lane will still be a two lane road) between Constitution Road and Underdale Lane. A 2m wide footpath is proposed to be provided along the western side of Faraday Lane adjacent to the eastern site boundary.

A marked pedestrian crossing is also proposed across Faraday Lane approximately 50m south of Constitution Road. The difference in elevation between the future footpaths along both sides of Faraday Lane is such that the location for the pedestrian crossing and associated kerb ramps represents the first opportunity where the footpaths along both sides of Faraday Lane will be level and safe for pedestrians to cross.

Underdale Lane (between Bay Drive and Faraday Lane) is proposed to be widened to provide a carriageway width of 9m between kerbs. Underdale Lane will still remain a two lane road accommodating one through lane of traffic in each direction. A 2.6m wide footpath is proposed to be provided along the northern side of Underdale Lane adjacent to the southern site boundary.

Figure 2 overleaf depicts the proposed works described above that are proposed on Faraday Lane and Underdale Lane being extracts of the civil plans prepared by Alpha Engineering & Development.



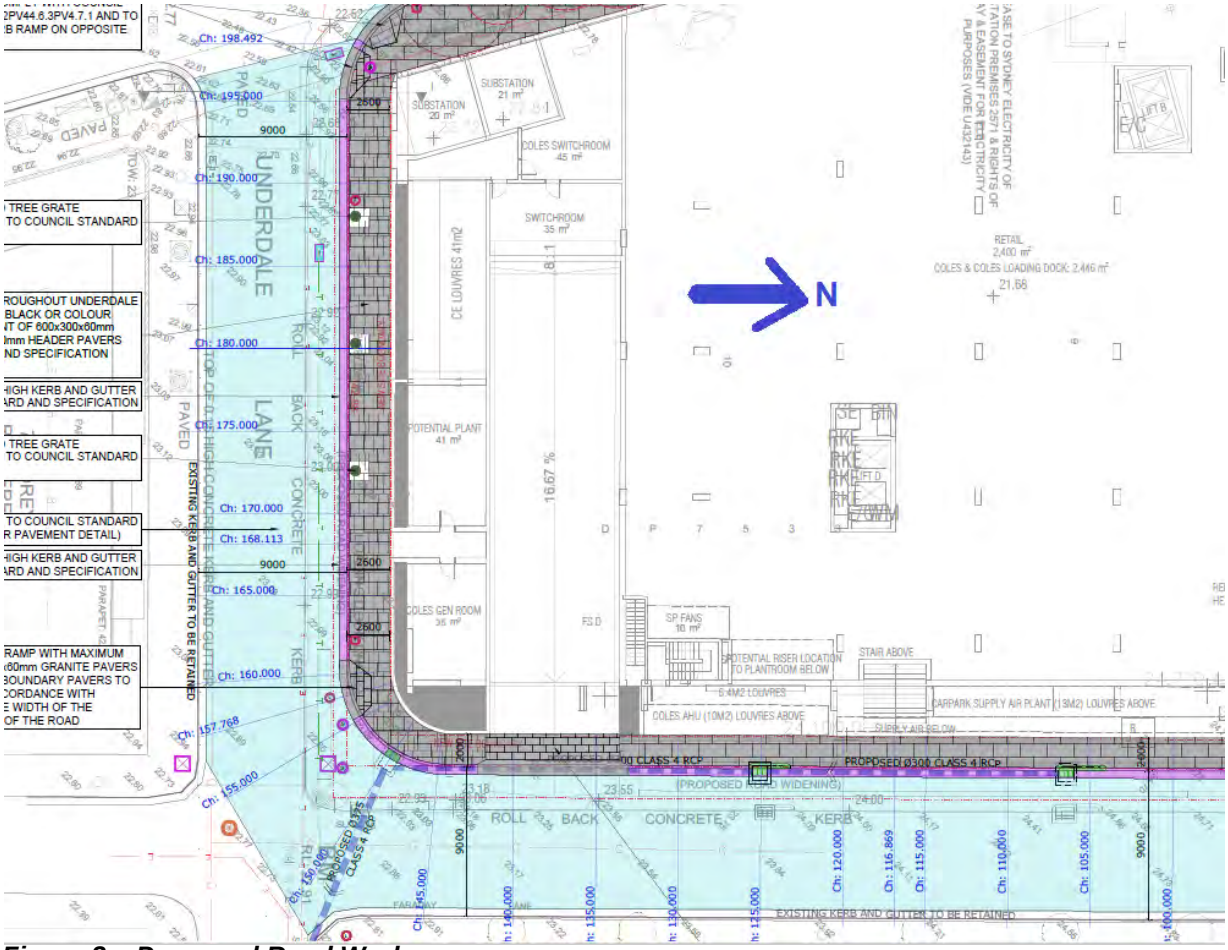


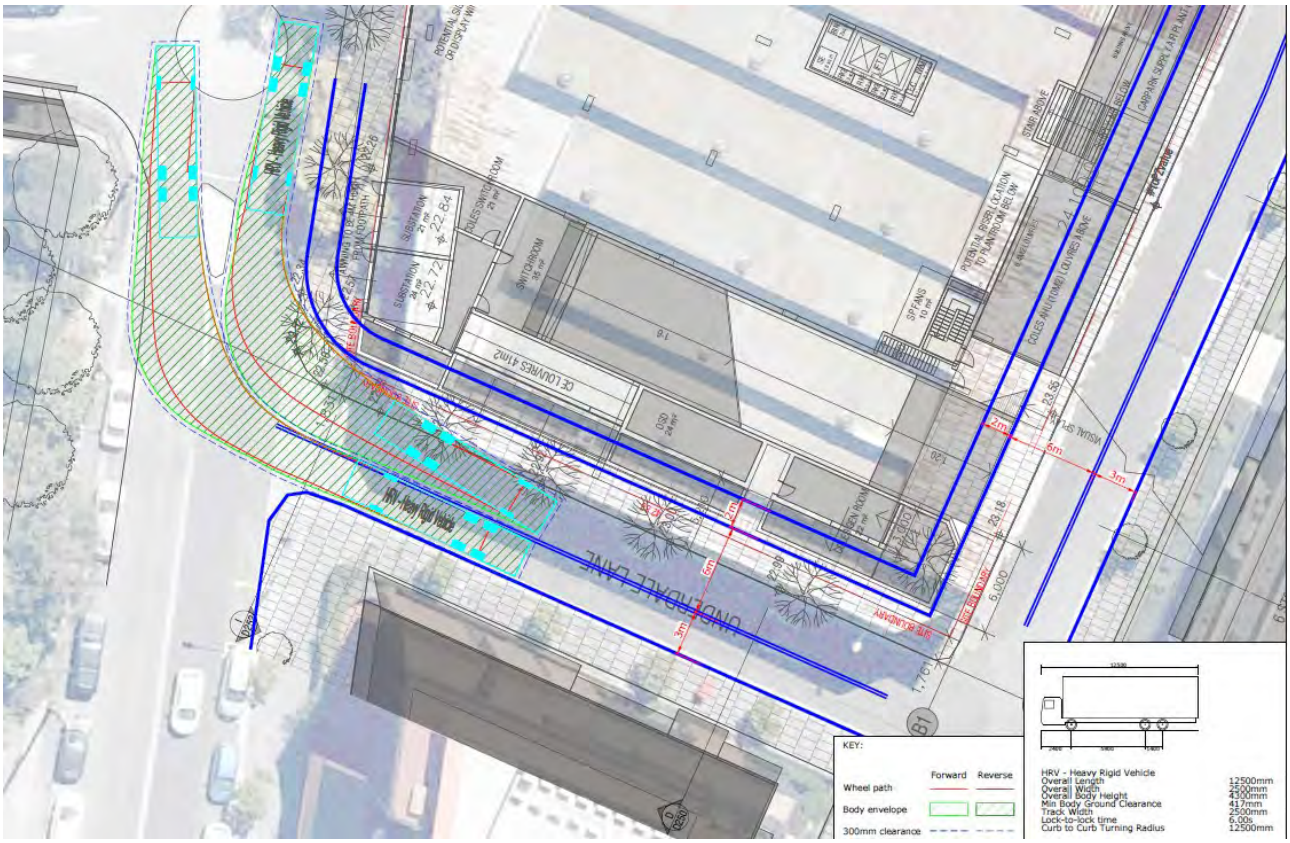
Figure 2 – Proposed Road Works

DISCUSSION

The proposed connection of Faraday Lane with Constitution Road at its northern extremity and the widening of Faraday lane & Underdale Lane will take traffic away from the intersections of Railway Road/Bank Street and Bay Drive and Underdale Lane, thereby minimising the traffic impacts attributed to the development at these intersections. It will also take traffic away from Underdale Lane between Bowden Street and Angas Street, which will assist in minimising the impact to the residential amenity within that area.

Vehicle Manoeuvring

The intersections of Constitution Road & Faraday Lane, Underdale Lane & Faraday Lane and Bay Drive & Underdale Lane have been checked for manoeuvring with respect to a 12.5m long Heavy Rigid Vehicles (HRV). **Figure 3** shows the swept paths of two (2) opposing HRVs passing each other at these intersections (comprising right in/left out combination movements). These are extracts of the swept path plans prepared by The Transport Planning Partnership (TTPP).



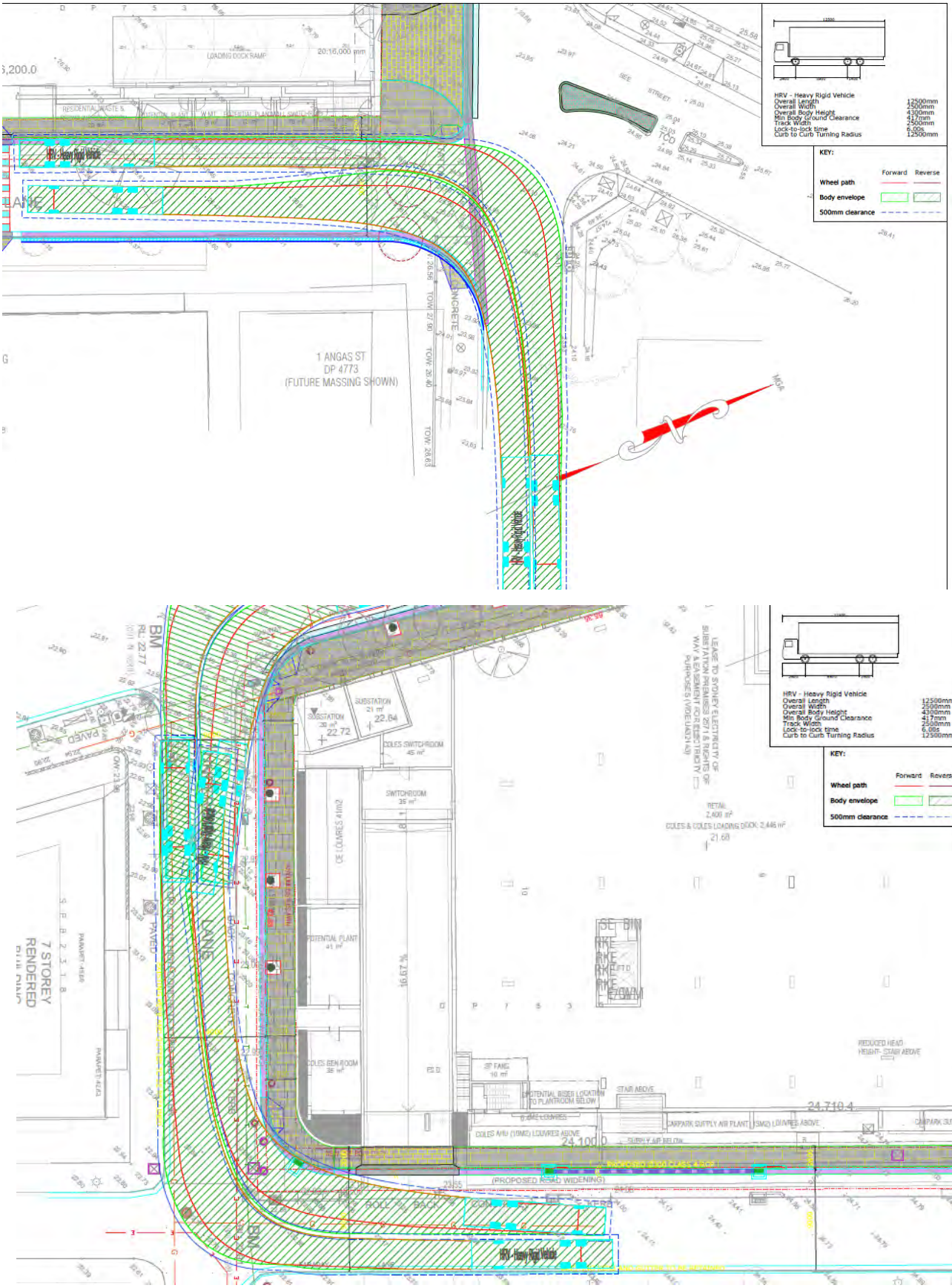


Figure 3 – HRV swept paths (need to be updated)

The swept path diagrams shown in **Figure 3** indicate that the manoeuvring associated with two (2) opposing HRVs is tight with minimal/negligible clearance between opposing vehicles and adjoining kerbs. This outcome is not considered to be unacceptable for the following reasons:

- Based on recent independent traffic surveys (dated 23 February 2021) undertaken by Matrix Traffic and Transport Data, heavy vehicle (i.e. truck) traffic volumes represent around 2% of the total peak hour traffic flow within the surrounding roadwork. In this regard, the probability of two trucks passing each other (let alone two (2) HRVs) at the intersections of Constitution Road & Faraday Lane, Underdale Lane & Faraday Lane and Bay Drive & Underdale Lane is expected to be low.

- Table 5.1 of Part 4 of Austroads *Guide to Road Design* indicate that collector/local (residential) and local/local (residential) road intersections should be designed for 8.8m long Medium Rigid Vehicles (MRVs) and checked by 12.5m long HRVs. It is noted that Constitution Road is defined as a collector road, whilst Faraday Lane and Underdale Lane are defined as local roads. In this regard, as the swept paths demonstrate that two (2) opposing HRVs are generally able to pass each other (albeit with minimal/negligible clearances), it is expected that smaller vehicles will manoeuvre much more efficiently at the upgraded intersections, which is consistent with Austroads guidelines.

Notwithstanding the above, appropriate traffic management (e.g. signage and linemarking) and pedestrian protection measures (e.g. fencing at intersection corners) can be implemented at the intersections of Constitution Road & Faraday Lane, Underdale Lane & Faraday Lane and Bay Drive & Underdale Lane to assist with the safety of heavy vehicles turning at these intersections as well as the safety of other road users. This requirement can be imposed as a condition of consent for the proposed development.

Driveway Locations

The loading dock driveway is proposed to be located to the immediate west of the future junction of Constitution Road and Faraday Lane and directly opposite the junction of Constitution Road and See Street. Based on the concept civil plans prepared by Alpha Engineering & Development, there are no obstructions within the road verge between the driveway and Faraday Lane. As such, a truck driver exiting from the loading dock is expected to be able to see traffic at the junction of Constitution Road and Faraday Lane without any significant issues.

In addition to the above, truck movements at the loading dock are proposed to be restricted to left in/right out to assist with minimising the safety impacts at the junction of Constitution Road and See Street.

The design of the loading dock and its driveway would be subject to a road safety audit as part of the detailed civil design. Truck movements to and from the loading dock would also be guided by a loading dock management plan. These requirements can be imposed as conditions of consent for the proposed development to manage the safety of traffic activity within and in the immediate vicinity of the loading dock.

Pedestrian Crossing (Faraday Lane)

A pedestrian crossing is proposed within Faraday Lane approximately 50m south of Constitution Road. This crossing will provide safe and efficient pedestrian link for people walking to site and the surrounding business premises from the east along Constitution Road. Section 6.4.4 of the supplement to Austroads *Guide to Traffic Management Part 10: Traffic Control and Communication Devices* specify the following numerical warrants for a pedestrian crossing:

i) Normal warrant:
A pedestrian (zebra) crossing is warranted where:-
In each of three separate one hour periods in a typical day

(a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30;

AND

(b) the vehicular flow per hour (V) through the site is greater than or equal to 500

AND

(c) the product PV is greater than or equal to 60,000

Whilst the warrant for the proposed pedestrian crossing on Faraday Lane would not be currently met, the future pedestrian and vehicular traffic generated by the proposed and surrounding developments (e.g. Meadowbank Education and Employment Precinct) in the immediate future is such that the warrant would be met by the time the proposed development is operational.

It is acknowldged that the width of the pedestrian crossing currently shown on the current civil plans will need to be widened to 3.6m to comply with Clause 6.4.4 of Austroads *Guide to Traffic Management Part 10: Traffic Control and Communication Devices.* The signage and linemarking (including pavement markings) arrangements (including pavement markings) would also need to be consistent with the following documents:

- Transport for NSW's Technical Direction (Stopping and Parking Restrictions at Intersections and Crossings) – TDT2002/12c;
- Transport for NSW's Delineation (Section 6 – Transverse Markings); and
- The Australian Standard Manual of Uniform Traffic Control Devices – Part 10: Pedestrian Control and Protection (AS1742.10)

The abovementioned requirements can form part of consent conditions for the applicant to address at the detailed design stage.

CONSULTATION

Community consultation on the proposed development (including the proposed roadworks) have been undertaken for a period of three (3) weeks between 10 February 2022 to 3 March 2022. Council has received a total of eight (8) formal submissions from residents on the development during this period. The main issues relating to traffic raised by these residents are summarised below:

Issue 1) Underestimation of existing and future traffic demands in the applicant's traffic study
Issue 2) Traffic management at the future intersection of Constitution Road and Faraday Lane.
Issue 3) Safety of heavy vehicles entering and exiting the internal loading dock via Constitution Road.

The abovementioned issues have been addressed in this report, of which the relevant sections are specified below:

Issue 1) Refer to the section ***"Key Traffic Issues (Development Related)"***. Further it is noted that the applicant's traffic assessment was based on the following:

- Existing weekday peak hour traffic demands based on traffic volume surveys undertaken on Thursday, 13 May 2021. This is outside of the COVID lockdown period.
- The additional traffic generated by the proposed development has been estimated based on the trip generation rates established within the *Guide to Traffic Generating Development* and its *Technical Direction (TDT2013/04a)* as well as other technical studies (e.g. *NSW Small Suburban Shopping Centres Data Report*).

With regards to the above, the applicant's traffic consultant has assessed existing and future traffic demands in accordance with standard traffic engineering practice. It is further noted that other traffic studies have been recently conducted in the area, which verifies the outcomes of the applicant's traffic assessment.

Issue 2) Refer to the section ***"Vehicle Manoeuvring"***.

Issue 3) Refer to the section ***"Driveway Locations".***

In addition to the above, it should be acknowledged that two (2) of the eight (8) submissions were supportive of the proposal for Faraday Lane to connect with Constitution road as a means to mitigate traffic impacts associated with the development.

RECOMMENDATION

The Ryde Traffic Committee recommends:

a) That Faraday Lane be extended in the north to connect with Constitution Road. Faraday Lane between Constitution Road and Underdale Lane is to be widened to provide a trafficable carriageway width of 9m between kerbs.

b) That Underdale Lane between Bay Drive and Faraday Lane is to be widened to provide a trafficable carriageway width of 9m between kerbs.

c) That a pedestrian crossing is to be provided within Faraday Lane approximately 50m south of Constitution Road to provide a safe pedestrian link across Faraday Lane.

d) That the design of the proposed roadworks will be subject to a road safety audit, loading dock management plan and signage and linemarking plan required at the Construction Certificate stage to manage traffic and pedestrian safety associated with the new roadworks. These requirements can be imposed as conditions of consent.

e) That all costs associated with the design and construction of the proposed roadworks are to be borne by the applicant.

ITEM (C): **TCS-4867 IVANHOE PLACE & HERRING ROAD, MAQUARIE PARK SIGNALISED INTERSECTION**

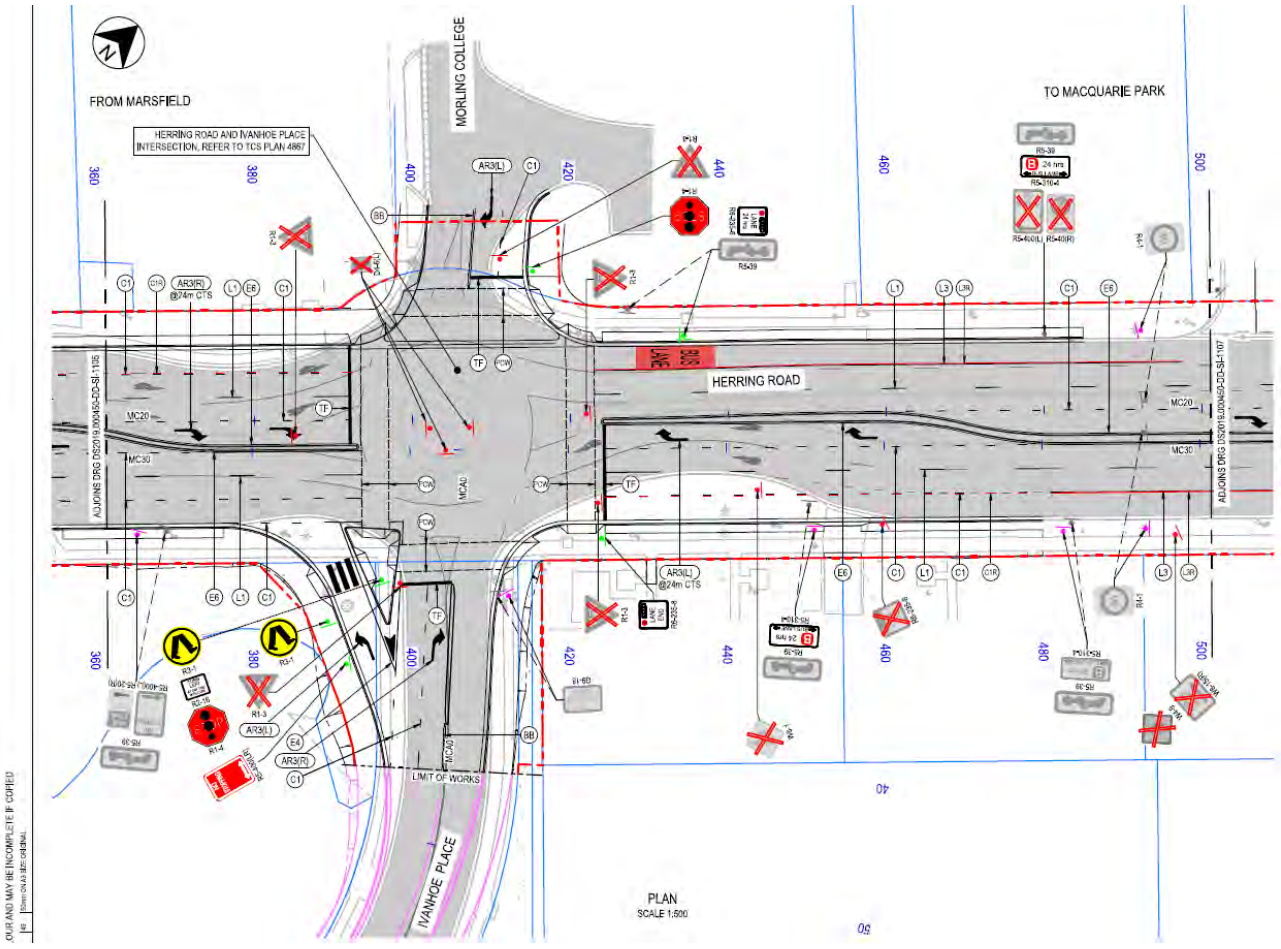
SUBJECT: **SIGNAGE REVIEW**

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below.

PROPOSAL

TfNSW is progressing the works at the Ivanhoe Place and Herring Road roundabout and converting it into a signalised intersection by end of March 2022. This is part of the Macquarie Park Stage 2 (1B) Project which includes bus priority and intersection upgrades along Herring Road between Epping Road and Waterloo Road in Macquarie Park previously known as Bus Priority Improvement Program (BPIP).



DISCUSSION

The signage plan is attached for the review and consideration by CoR Council and the Traffic Committee members. The new signalised intersection will operate as per TfNSW's SCAT system. The scope change for signage includes installation of new signs and retention of existing signs to accommodate the traffic signals as per the attached design plans.

U-turn movements for Herring Road northbound and southbound lanes will be facilitated by a U-turn arrangement within the Ivanhoe Estate development as per the developer staging plans.

CONSULTATION

Community consultation for the intersection design was conducted as part of the project Review of Environmental Factors (REF) determined in 2017. The submissions report is available online. The REF submissions report in response to questions raised during the community consultation was determined in October 2017.

The Community will be updated about the change in traffic conditions via the project quarterly update, monthly digital update, media release and VMS placed on Herring Road two weeks prior to commissioning.

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

a) The signage and line marking arrangements/changes on approach to the new signalised intersection of Herring Road and Ivanhoe Place, Macquarie Park to be installed as a part of the Macquarie Park Stage 2 (1B) Project.
b) The traffic signals to be commissioned and the intersection traffic arrangement to be implemented as per the approved design plans.
c) Appropriate signage & line-marking to be in place by mid of March 2022. Appropriate VMS strategy advising the public on Northbound & Southbound Herring Road of a new U-turn facility within Ivanhoe Pl and upcoming signalisation of the intersection. The post signalisation VMS strategy will be allowed for 2 weeks for the public.

ITEM (D): **BUNA STREET, RYDE**

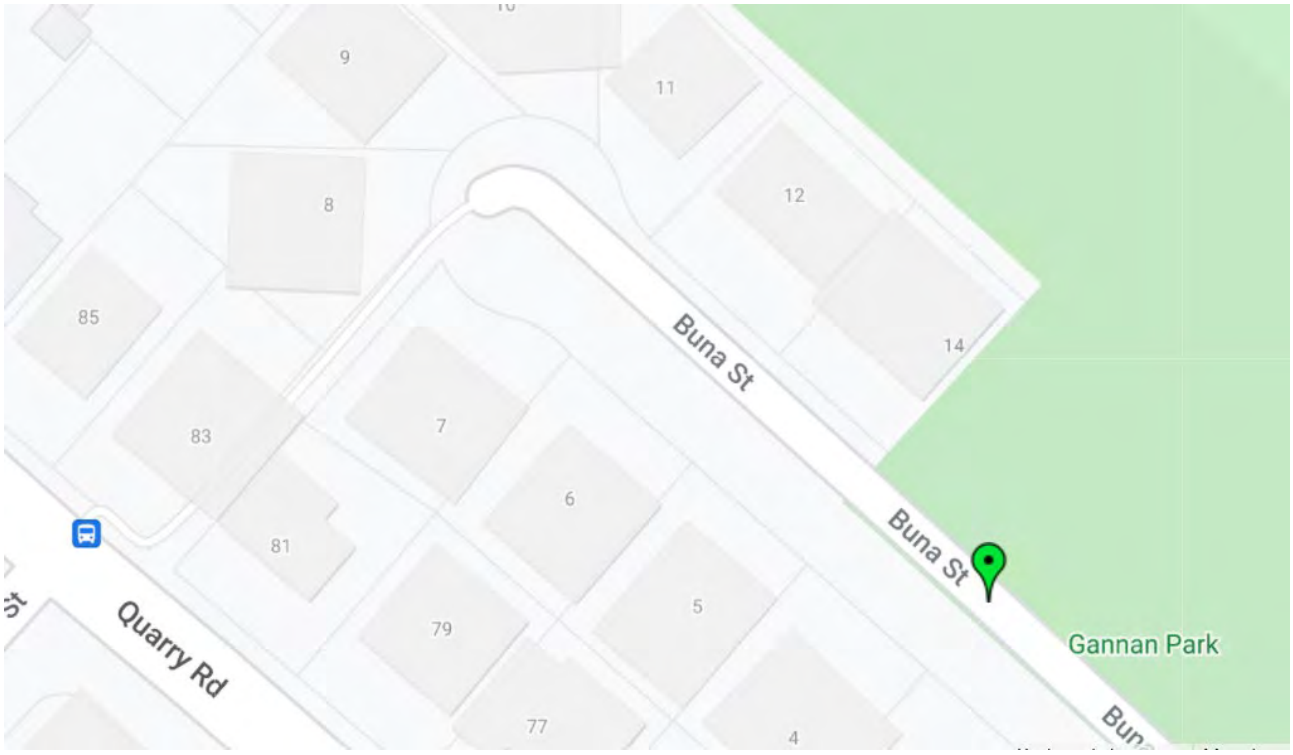
SUBJECT: **NO PARKING IN CUL-DE-SAC**

ELECTORATE: RYDE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

INTRODUCTION/PROPOSAL

Council has received a request from a resident regarding the parking arrangements in the cul-de-sac of Buna Street, Ryde. The nature of the concern is that vehicles, including Council waste-collection services, are unable to make the turn at the cul-de-sac due to frequent presence of parked vehicles which then requires vehicles with trailers to reverse along the length of the street.



DISCUSSION

This section of Buna Street has driveway access points for 4 properties, with access to off-street parking spaces, and a pedestrian access through to Quarry Road.

As the cul-de-sac is designed primarily for turning area, it is intended to install No Parking restrictions to allow this function to occur without impediment.

CONSULTATION

As the primary purpose of the cul-de-sac is to act as a turning area, it is intended to notify residents of the proposed restrictions prior to installation of the restrictions.

RECOMMENDATION

The Ryde Traffic Committee recommends:

d) That No Parking signage be installed around the cul-de-sac of Buna Street, Ryde.

ITEM (E): **WARATAH STREET, EASTWOOD**

SUBJECT: **NO PARKING IN CUL-DE-SAC**

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

INTRODUCTION/PROPOSAL

Council has received a request from a resident regarding the parking arrangements in the cul-de-sac of Waratah Street, Eastwood. The nature of the concern is that vehicles, including Council waste-collection services, are unable to make the turn at the cul-de-sac due to frequent presence of parked vehicles which then forces vehicles to drive over the grassed area in the central island, which has caused significant damage.

DISCUSSION

This section of Waratah Street has driveway access points for 2 properties, with access to off-street parking spaces, and a maintenance access point to the County Road reserve.

The parking in the area forces vehicles over the central island, which has caused significant damage to the grassed area.

As the cul-de-sac is designed primarily for turning area, it is intended to install No Parking restrictions to allow this function to occur without impediment.

CONSULTATION/NOTIFICATION

As the primary purpose of the cul-de-sac is to act as a turning area it is intended to notify residents of the proposed restrictions prior to installation of the restrictions.

RECOMMENDATION

The Ryde Traffic Committee recommends:

e) That No Parking signage be installed around the cul-de-sac of Waratah Street, Eastwood.

ITEM (F): **ROAD SAFETY UPDATE**

SUBJECT: **ROAD SAFETY PROGRAMS**

ELECTORATE: RYDE / LANE COVE
WARD: ALL

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the items discussed below.

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

Local Government Road Safety Program (LGRSP)

Online workshop for parents and supervisors of learner drivers to be held on 23 March. Joint event with Willoughby Council.
Two pedestrian safety presentations locked in for Stepping On – a falls prevention program for seniors – on 23 and 24 March.
Another batch of 75 child car seat check vouchers have secured for distribution to residents.

COUNCIL FUNDED PROGRAMS

School Zone Safety Program

Council's Road Safety Officer and Rangers have been working together to provide information and support as schools return.

- The Term 1 School Zone Road Safety Newsletter was distributed to primary schools. See attached.
- Increased ranger support has been provided over February and information on parking rules and safety was distributed.

Upcoming events

Workshops and activities have been planned for the following upcoming events:

Seniors Week:

- Safer Driving for Seniors (31 March at Marsfield Community Centre)
- Free Bike Checks for Seniors (28 March at Meadowbank Park)
- Bike Maintenance Workshop (28 March at Meadowbank Park)
- Information and giveaways at the Henley Garden Party (7 April at Henley community Green)

Youth Week:

- Car Maintenance Workshops (12 April at Meadowbank Park)
- Information and activities at the Battle of the Bands and Skate Jam (25 March at Meadowbank Skate Park)

April School Holidays

- Learn to Ride and Skills Clinic for kids (TBC)

Shared User Path Safety

A new pavement decal has been designed for shared user paths reminding cyclists to ring before passing pedestrians. It will be installed along Pittwater Road shared path this financial year and then rolled out to other locations.

What if? Program

Partnership with Ryde Police Area Command, Eastwood Gladesville Liquor Accord and Hornsby Council. Waiting to confirm dates for delivery to three schools in 2022 with the first tentatively scheduled for May. The program delivers morning presentations and activities on road safety and alcohol awareness to Year 10 students in Ryde and Hornsby LGAs. Activities include wheelchair basketball, driving simulators, distraction awareness activities and NSW Fire and Rescue demonstration. We are currently trialling a truck awareness Virtual Reality program provided by the Australian Trucking Association for potential use with the program.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

a) The Road Safety report be received and noted