

Meeting Date: Tuesday 12 November 2019
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 8 October 2019

Report prepared by: Civic Services Manager

File No.: CLM/19/1/2/2 - BP19/1181

REPORT SUMMARY

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

RECOMMENDATION:

That the Minutes of the Works and Community Committee Meeting 7/19, held on 8 October 2019, be confirmed.

ATTACHMENTS

1 MINUTES - Works and Community Committee Meeting - 8 October 2019

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 7/19**

Meeting Date: Tuesday 8 October 2019

Location: Council Chambers, Level 1A, 1 Pope Street, Ryde

Time: 6.04pm

Councillors Present: Councillors Pedersen (Chairperson), Clifton, Gordon, Kim and Purcell.

Apologies: Nil.

Absent: Councillor Zhou.

Staff Present: General Manager, Director – Customer and Community Services, Director – Corporate Services, Director – City Planning and Environment, Acting Director – City Works, Manager – Communications and Engagement, Manager – Community and Ranger Services, Manager – Environment, Health and Building, Senior Coordinator – Parks Planning, Acting Senior Coordinator – Environment, Civic Services Manager and Executive Assistant to Mayor and Councillors.

DISCLOSURES OF INTEREST

Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in Item 5 – Community Grants Program – Allocation of Funding 2019, Round 2 for the reason that she knows the organiser of Melrose Park Football Club (her school art teacher) and the organiser of Sydney Edible Garden lives across the road from her.

Councillor Purcell disclosed a Less than Significant Non-Pecuniary Interest in Item 5 – Community Grants Program – Allocation of Funding 2019, Round 2 for the reason that he works closely with Diwali Festival, assisting in finding funding for the event and he has had unrelated business dealings with the Sir Roden & Lady Cutler Foundation.

Councillor Kim disclosed a Less than Significant Non-Pecuniary Interest in Item 5 – Community Grants Program – Allocation of Funding 2019, Round 2 for the reason that he knows a Community Grant Organisation.

ITEM 1 (continued)

ATTACHMENT 1

1 ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON

The General Manager, as Returning Officer, gave an overview of the election process in relation to the election of the Chairperson and Deputy Chairperson.

METHOD OF VOTING FOR CHAIRPERSON AND DEPUTY CHAIRPERSON

The General Manager, as Returning Officer presented the options on the method of voting for Chairperson and Deputy Chairperson.

RESOLUTION: (Moved by Councillors Clifton and Purcell)

- (a) That the method of voting for the election of the Chairperson and Deputy Chairperson be open voting by show of hands.
- (b) That the General Manager, as Returning Officer, undertake the election of the Chairperson and Deputy Chairperson for the ensuing twelve (12) months by announcing the nominations and then conducting the election.

Record of the Voting:

For the Motion: Unanimous

ELECTION OF CHAIRPERSON

The General Manager, as Returning Officer called for nominations for the position of Chairperson of the Committee and received one (1) nomination being for Councillor Pedersen.

The General Manager, as Returning Officer called for any further nominations. As there were none, nominations were closed.

The General Manager, as Returning Officer confirmed with Councillor Pedersen that she accepted the nomination.

As there was only one nomination, **COUNCILLOR PEDERSEN WAS DULY ELECTED CHAIRPERSON FOR THE ENSUING YEAR.**

ELECTION OF DEPUTY CHAIRPERSON

The General Manager, as Returning Officer called for nominations for the position of Deputy Chairperson of the Committee and received one (1) nomination being for Councillor Purcell.

The Returning Officer called for any further nominations. As there were none, nominations were closed.

ITEM 1 (continued)

ATTACHMENT 1

The Returning Officer confirmed with Councillor Purcell that he accepted the nomination.

As there was only one nomination, COUNCILLOR PURCELL WAS DULY ELECTED DEPUTY CHAIRPERSON FOR THE ENSUING YEAR.

Note: The Chairperson, Councillor Pedersen then assumed the Chair.

2 CONFIRMATION OF MINUTES - Meeting held on 13 August 2019

RESOLUTION: (Moved by Councillors Purcell and Kim)

That the Minutes of the Works and Community Committee Meeting 6/19, held on 13 August 2019, be confirmed.

Record of the Voting:

For the Motion: Unanimous

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

3 ITEMS PUT WITHOUT DEBATE

RESOLUTION: (Moved by Councillors Purcell and Kim)

That the Committee adopts Items 5, 7, 8 and 10 on the Agenda as per the recommendations in the reports.

Record of Voting:

For the Motion: Unanimous

5 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING 2019, ROUND 2

Note: Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that she knows the organiser of Melrose Park Football Club (her school art teacher) and the organiser of Sydney Edible Garden lives across the road from her.

Note: Councillor Purcell disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that he works closely with Diwali Festival, assisting in finding funding for the event and he has had unrelated business dealings with the Sir Roden & Lady Cutler Foundation.

ITEM 1 (continued)

ATTACHMENT 1

Note: Councillor Kim disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that he knows a Community Grant Organisation.

RECOMMENDATION: (Moved by Councillors Purcell and Kim)

(a) That Council endorse funding to the following organisations in round 2 of the 2019 Community Grants as follows:

Ref	Organisation	Project Title	Funding Requested	Funding Recommended	Project Description	Other Comments
1	The Rotary Club of Ryde Incorporated	Light Up East Ryde	\$5,000	\$3,500	To run a Christmas Street Market and community event on 24/11/19 at Sager Place, East Ryde	Previously funded for \$1,500 in the small grants round for this project. Maximum funding available is \$3,500, as per the grant guidelines.
2	The Ryde Eisteddfod Committee Inc.	Book Launch 'Thirty Amazing Years – History of Ryde Eisteddfod	\$4958	\$4,958	Launch ceremony and celebration at Ryde Library for publication of book. Advanced publication for local schools.	N/A
3	Taldumande Youth Services Inc	Family Preservation and Restoration Program	\$5,000	\$5,000	Case management support to young people aged 12-15 years and their families during a crisis.	N/A
4	Cornucopia Community Art Group	The Portrait Project	\$5,000	\$5,000	To engage a tutor/photographer to work with the art group (people with current lived experience of mental health) to produce photographic studies. Engage a teacher specialising in portrait painting to assist the students to use the photographic	N/A

ITEM 1 (continued)

ATTACHMENT 1

					images to make portraits/ self-portraits for an exhibition at the InsideOut Gallery at Macquarie hospital.	
5	Educar Foundation Limited	Ryde/Epping Max Potential	\$4,830	\$4,830	A personal leadership development program that runs over six months connecting emerging young leaders from local high schools with community leaders.	N/A
6	Integricare Supported Playgroups Northern Sydney (trading as Integricare)	The Magic of Storytelling Playgroup	\$3,580	\$3,580	Support the development and wellbeing of children 0-5 years and increase confidence, skills and social inclusion of parents in the Ryde area.	N/A
7	Macquarie Singers Incorporated	Macquarie Singers Community Music Workshop Program	\$4,200	\$4,200	Develop a comprehensive program of community musical workshops, as part of the organisations community outreach program.	N/A
8	Sydney Youth Dragon and Lion Dance Troupe Incorporated	Tai Chi for Seniors	\$4,900	\$4,900	Free Tai Chi classes for seniors in the local community.	N/A
9	Academy of Chinese Culture Incorporated	Cultural Activities in Mandarin, Cantonese and English	\$4,300	\$4,300	Choir, poetry, dancing and recitals in three languages - Cantonese, Mandarin and English. Fortnightly meetings and rehearsals.	N/A

ITEM 1 (continued)

ATTACHMENT 1

10	Feng Huang Yuan Spiritual Cultivation Centre Inc.	Good Nights Make Good Days	\$5,000	\$3,000	Raising awareness of sleep health through teaching gentle exercises to overcome sleep problems.	\$2,000 laptop not funded, as capital equipment ineligible under the grant guidelines.
11	Community Migrant Resource Centre Incorporated	Art Grounds	\$5,000	\$5,000	Establishment of an artistic precinct in the West Ryde city centre and launch of a network of culturally and linguistically diverse arts community.	N/A
12	Australian Korean Welfare Association Ltd	Free computer classes for parents	\$5,000	\$3,100	A free 10 week course in learning basic computer skills for Korean parents.	Reduced funding for venue hire and day to day operational costs, as ineligible under the grant guidelines.
13	Sydney Edible Garden Trail	Sydney Edible Garden Trail	\$4,753	\$3,800	Sydney Edible Garden Trail encourages growing edible produce in street gardens, home gardens and public spaces across Northern Sydney.	Reduced funding as the project is unlikely to reach 2000 participants in the City of Ryde and is a broader project across Northern Sydney.
14	Differently Abled People Association Incorporated	Differently Abled Technology Inclusion	\$5,000	\$4,000	Demonstration of technical capabilities of people with disabilities/ disadvantage in the areas of digital competence.	Reduced funding, as capital equipment costs are ineligible under the grant guidelines.

ITEM 1 (continued)

ATTACHMENT 1

15	Armenian Relief Society Araz Chapter (Armenian Relief Society Regional Executive of Australia Incorporated)	Self-Sustainability, Social Support and Personal Development	\$7,410	\$5,000	Educational seminars in general physical and mental health issues for members suffering of social isolation, dementia etc.	Recategorised from Social Support to Community Project category and therefore eligible for maximum funding of \$5,000.
16	Mahbobas Promise	Migrant Integrated Learning Support (MILS)	\$9,965	\$5,000	An education support and self-confidence building initiative that aims to assist Afghani children in the Ryde LGA. Specifically targets disadvantaged school children with limited English skills.	Recategorised from Social Support to Community Project category and therefore eligible for maximum funding of \$5,000.
17	Australian Association of Cancer Care	Helping Cancer Patients Rehabilitate (Continuation of 2018)	\$10,000	\$4,191	First aid training for volunteers and a meal delivery program.	Funding reduced as day to day operational expenses and venue hire ineligible under the grant guidelines.
18	Cass Care Limited	Meet a Mentor	\$5,000	\$3,900	Support Korean migrant women living in the Ryde LGA to participate in work, volunteering and social events.	Reduced funding, as venue hire is ineligible under the grant guidelines.
19	AASHA Australian Foundation	Seniors Hub	\$5,000	\$5,000	Assistance to seniors, their families and carers to bridge the gap between My Aged Care, other service providers and the special needs of CALD communities. A focus on people of Indian sub-continent background.	N/A

ITEM 1 (continued)

ATTACHMENT 1

20	Auburn Asian Welfare Centre Incorporated	A Little Something Project	\$5,000	\$2,816	Community project providing a connection between migrants, asylum seekers, refugees and the wider community. Seeks to encourage financial independence, social connection, creativity, and diversity.	Reduced funding, as venue hire is ineligible under the grant guidelines.
21	Armenian Resource Centre of Australia Incorporated	Armenian Group	\$5,000	\$5,000	Social support and information about services to newly arrived Armenian humanitarian entrants and community members. Referral pathways to Australian support systems.	N/A
22	Rotary Club of Macquarie Park Incorporated	Rotary Carols On The Common	\$7,500	\$7,500	Rotary Clubs of Macquarie Park and North Ryde to organise a community Carols by Candlelight, which attracts approximately 12,000 people.	N/A
23	Side By Side Advocacy Incorporated	Side By Side Cocktail Party	\$2,500	\$2,500	Celebration event of the UN International Day of People with a Disability. People with disability are the guests of honour and their contribution to the community is celebrated.	N/A

ITEM 1 (continued)

ATTACHMENT 1

24	Korean Cultural Centre Incorporated	Dano Lantern Day – 'Lets light up Ryde'	\$7,500	\$5,000	Lantern Day to celebrate Korea's Dano Festival. The event will feature lantern-making and a procession and a variety of local music performances.	In Eastwood Plaza it is likely to attract over 1000 people. Maximum funding available under grant guidelines is \$5,000.
25	Reach Community Initiatives Incorporated	Community Christmas Dinner	\$4,000	\$4,000	For residents in the local area who are in need, isolated or disadvantaged, to come together and celebrate Christmas. Free inclusive event.	N/A
26	Armenian Film Festival Australia Incorporated	Armenian Film Festival	\$4,000	\$4,000	This festival is the only platform of its kind in Australia providing the opportunity for Australians to learn about the Armenian community through film.	N/A
27	Ryde Indian Association (Auspiced by AASHA Australian Foundation Ltd)	Ryde Diwali Celebration	\$5,000	\$5,000	With the increase in the Indian community in Ryde, this event will bring the community together to socialise and enjoy the Indian Culture.	N/A
28	Indonesian Welfare Association Incorporated	Connecting Cultures and Diversity (EVENT)	\$4,700	\$2,500	A one-day event of cultural activity to promote the importance of diversity and share the culture of Indonesia and other diverse traditions/cultures with the general community.	Recategorised to Events category from Community Projects. Maximum amount available for an event of this size is \$2,500.

ITEM 1 (continued)

ATTACHMENT 1

29	Northside CALD Carers Network (Auspiced by Christian Community Aid)	CALD Carers Network	\$5,000	\$5,000	Build stronger connections among the carers from various CALD background, as well as to provide essential carer support.	N/A
30	Stryder Incorporated	CALD transport	\$5,000	\$5,000	Provide affordable transport to new and emerging community groups to access activities. Also promote the service to people with disabilities.	N/A
31	Easy Care Gardening Inc.	Tools for Volunteer Gardeners	\$2,500	\$2,500	Easy Care Gardening addresses the social isolation of residents as well as the needs of volunteers. The interaction of residents and volunteers is a key component and promotes inclusion.	Capital equipment available under the Social Inclusion grant.
32	Northside Community Forum Limited (trading as Your Side)	Disabled Alternative Road Travel Service (DARTS)	\$10,000	\$2,000	Service for wheelchair users in Sydney that combines door to door transport with social activity planning.	Upkeep and maintenance of vehicles ineligible under the grant guidelines.
33	Link Housing Ltd	Let's Get Social	\$9,560	\$9,560	Activities and programs for the 120 plus residents living in three social housing complexes in Higginbotham Rd, Gladesville. Residents of these properties have limited access to social and	N/A

ITEM 1 (continued)

ATTACHMENT 1

					engagement opportunities and activities	
34	Ryde Family Support Services Inc. Trading As The Northern Centre	Women Achieving Financial Independence	\$9,140	\$9,140	A series of workshops targeting varying cohorts of women, seeking to build money management skills, knowledge and confidence in financial literacy.	N/A
35	Streetwork Australia Limited	StreetSizzle – Outreach BBQ	\$10,000	\$10,000	The mobile outreach hub is an early intervention strategy, whereby youth workers/trained volunteers go to where young people gather. The strategy is built around recurring BBQ's in places such as local skate parks including Meadowbank Skate Park.	N/A
36	Diversity and Disability Alliance	DDA West Ryde Peer Space	\$9,420	\$9,420	A safe and accessible space that provides opportunities for the sharing of experiences and information for people with disability.	N/A
37	Next Step Foundation (formerly Soccajoeys Next Step Foundation)	COR Inclusion Soccer Program for Children with Special Needs 5-11 years	\$3,160	\$3,160	Provides children with special needs the opportunity to have meaningful participation in sport. Following the success of the Putney School pilot the program will be expanded to include more schools and a further 20 children.	N/A

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ATTACHMENT 1

38	Eastwood Ryde Netball Association Inc.	Skills Support Practical Training for Umpires	\$3,500	\$3,500	Mentor umpires to go to NSW District Netball Carnivals and coach and mentor umpires.	N/A
39	Ryde Hunters Hill Cricket Club	Pirates Junior Development Program	\$3,500	\$3,500	Programs guided by the Cricket Australia Pathways Programs that provide skills based programs to enable children to participate in playing cricket in a fun, safe and enjoyable environment. A focus on growing female participation.	N/A
40	Macquarie Combined Sports Club Incorporated (Macquarie Dragons FC)	Upgrade Website	\$2,500	\$2,500	Upgrade website to allow for access via mobile device and improved communication to members via social media and apps.	Moved to Sports Category from Community Projects.
41	Eastwood Ladies Probus Club Inc. (Probus South Pacific Limited)	Hire for Bus Excursions in 2020	\$2,000	\$2,000	Provide members the opportunity to participate in the enjoyment of day excursions by bus. Many have limited access to public transport and also on low incomes.	N/A
42	Sydney Arrang Go-Go Jang-Gu (sagjg) Incorporated	Korean Australian Senior Citizens Performances	\$2,000	\$2,000	Seniors performances for up to 100 people in Eastwood Community Hall. Two performances in 2020 including one for Korean Parents Day. Performances will include Korean drumming,	N/A

ITEM 1 (continued)

ATTACHMENT 1

					singing and dancing.	
43	Korean Performers of Arts in Sydney Incorporated	Poongmoo 19 - Korean Traditional Drumming Performances and Classes	\$2,000	\$2,000	The Korean Performers of Arts will perform on Korean Day, New Year's Day and various other celebrations.	N/A
44	Computer Pals for Seniors Inc. West Ryde	Providing Computer Education to Local Seniors	\$2,000	\$2,000	Experienced volunteers will provide low-cost, small group tuition for older people who want to learn computer, tablet and smart phone skills.	N/A
45	Probus Club of Eastwood Inc.	Making One Day Coach Tours Popular and Affordable	\$2,000	\$2,000	Two one day coach tours in 2020 for members.	Moved to Seniors category from Community Projects.
46	Rotary Club of North Ryde Inc.	Seniors Christmas Lunch	\$2,000	\$2,000	Fully catered Christmas lunch to approximately 70 primarily frail elderly clients and people with disability.	Moved from Social Support category to Seniors Grant.
47	North Ryde Community Aid And Information Centre Inc.	Community Connections	\$24,000	\$24,000	Deliver a range of programs to the community including: <ul style="list-style-type: none"> • Food relief • Community garden • Multicultural mothers group • Social support groups and activities • Volunteering, including the recruitment and management. 	As per Council resolution of 24 May 2016.
48	Christian Community Aid Service Inc.	Supporting Individuals and Families in Ryde	\$32,000	\$32,000	Programs that address the emerging needs of the most socially and financially disadvantaged and vulnerable	As per Council resolution of 24 May 2016.

ITEM 1 (continued)

ATTACHMENT 1

					community members. Services for children and families, youth, aged, disability and CALD communities.	
49	Sydney Community Services	Safety, Sustainability and Inclusion	\$24,000	\$24,000	A safe and inclusive service to seniors and persons with disabilities including: 1. Wellness and enablement focused activities 2. Safe and sustainable transport services 3. Access to basic necessities to vulnerable people in the community 4. Advocacy supports to persons not receiving adequate NDIS support.	As per Council resolution of 24 May 2016.
TOTAL			\$314,376	\$277,855		

- (b) That funding of \$225,000 is available within the Community and Ranger Services budget to partially fund the recommended applications totaling \$277,855. The remaining funding of \$52,855 be allocated from the community grants reserve.
- (c) That Council does not endorse the following 2 applications due to ineligibility in line with the Community Grants Policy.

Ref	Organisation	Project Title	Funding Requested	Funding Recommended	Project Description	Other Comments
EM O1	Sir Roden & Lady Cutler Foundation Incorporated	Pick Me Up Service	\$4,800	\$0	Free door to door medically related transport and provides clients with weekly contact with volunteers providing a sense of belonging and connection.	All activities take place outside the City of Ryde and there is no direct benefit to residents of Ryde, as it is a Sydney wide project.

ITEM 1 (continued)

ATTACHMENT 1

Sp ort0 1	Ryde Saints United FC (Saints United Soccer Club)	Trainin g Kits	\$3,465	\$0	Provide a training kit to each team to use throughout the season of 2020.	Does not meet eligibility criteria and uniform purchases for existing team members are ineligible under the guidelines.
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- (d) That the successful and unsuccessful grant applicants be informed in writing of the outcome of their applications.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **22 OCTOBER 2019** as it is outside the Committee's delegations.

7 BIKE AND KAYAK HIRE - Parramatta River

RESOLUTION: (Moved by Councillors Purcell and Kim)

That Council undertake the following process to seek an operator for a Bike and Kayak service on the Parramatta River:

- i. Minister approves the Parramatta River Parklands Plan of Management.
- ii. Council staff will undertake community consultation on the proposed implementation of this activity at Kissing Point Park. Should significant opposition to the proposal be received through the consultation process a report be brought back to Council on the matter.
- iii. Subject to a positive consultation process, staff will undertake an Expression of Interest (EOI) to identify a preferred tenderer for a suitable facility at Kissing Point Park.
- iv. Report to Council on preferred tenderer.
- v. Subject to Council endorsement, the successful tenderer lodges a Development Application (DA) for the facility and obtains necessary Council approvals.
- vi. Construction of facility; and
- vii. Commence trading.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

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

8 ENDORSEMENT OF PARRAMATTA RIVER MASTERPLAN

RECOMMENDATION: (Moved by Councillors Purcell and Kim)

- (a) That Council endorses the Parramatta River Masterplan known as “Duba, Budu, Barra – Ten Steps to a Living River – The Parramatta River Masterplan” prepared by the Parramatta River Catchment Group for improving the health of the Parramatta River.
- (b) That Council's endorsement of the Parramatta River Masterplan be formulated into a Media Release to be distributed through regular channels.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **22 OCTOBER 2019** as Councillor **MAGGIO** requested that the matter be referred to the next Council Meeting.

10 GRANT FUNDING APPLICATION APPROVAL - ROADS AND MARITIME SERVICES - 2019-20

RECOMMENDATION: (Moved by Councillors Purcell and Kim)

That Council accepts the \$1,155,209 funding received from the RMS Active Transport Program (2019-20) – Connecting Centres – infrastructure for the following project:

- i. Pittwater Road, Epping Road to Victoria Road, North Ryde to Gladesville shared user path – Complete Design (Stages 1, 2 and 3) and Construction of Stage 1 (Epping Road to Bronhill Avenue), total cost of \$2,310,418 be co-contributed between Council and RMS;
- ii. That Council allocates the amount of \$1,155,209 from the s7.11 Reserve for the project and that this amount also be approved in the Q1 budget adjustment process.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **22 OCTOBER 2019** as it is outside the Committee's delegations.

4 CITY OF RYDE HALLS AND FACILITIES STRATEGY AND SOCIAL AND CULTURAL INFRASTRUCTURE FRAMEWORK 2019-2041

RECOMMENDATION: (Moved by Councillors Kim and Purcell)

- (a) That the City of Ryde Halls and Facilities Strategy and the Social and Cultural Infrastructure Framework be approved by Council and placed on public exhibition for a period of 28 days.
- (b) That Councillors are informed of the results of the public exhibition.
- (c) That Council's Draft Halls and Facilities Strategy explore a community space of some kind in Rowe Street East, Eastwood.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **22 OCTOBER 2019** as substantive changes were made to the published recommendation and Councillor **MAGGIO** requested that the matter be referred to the next Council Meeting.

5 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING 2019, ROUND 2

Note: This Item was dealt with earlier in the meeting as set out in these Minutes.

6 COMMUNITY GRANTS REVIEW - CAPITAL WORKS GRANTS

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (a) That Council endorses a new 'Community Facilities and Equipment' grant category.
- (b) That the Community Facilities and Equipment grant be funded through the base budget for Community Grants.

ITEM 1 (continued)

ATTACHMENT 1

- (c) That if endorsed by Council, the Community Grants Program Policy and Guidelines are amended to reflect the Community Facilities and Equipment category.
- (d) That a report is brought back to Council in the second quarter 2020 with the findings and recommendations from the broader review of the Community Grants Program.

Record of Voting:

For the Motion: Unanimous

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

7 BIKE AND KAYAK HIRE - Parramatta River

Note: This Item was dealt with earlier in the meeting as set out in these Minutes.

8 ENDORSEMENT OF PARRAMATTA RIVER MASTERPLAN

Note: This Item was dealt with earlier in the meeting as set out in these Minutes.

9 GLYPHOSATE USE IN THE CITY OF RYDE

MOTION: (Moved by Councillors Purcell and Clifton)

- (a) That Council endorses the continued use of Roundup or other Glyphosate products in strict accordance with manufacturer's recommendations.
- (b) That Council staff continue to monitor developments in the use of glyphosate-based products, and implement any changes recommended by relevant government authorities.

AMENDMENT: (Moved by Councillors Pedersen and Purcell)

- (a) That Council receive and note the report.
- (b) That Council staff continue to monitor developments in the use of glyphosate-based products, and implement any changes recommended by relevant government authorities.

On being put to the Meeting, the voting on the Amendment was Unanimous. The Amendment was **CARRIED** and then became the Motion.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

RECOMMENDATION: (Moved by Councillors Pedersen and Purcell)

- (a) That Council receive and note the report.
- (b) That Council staff continue to monitor developments in the use of glyphosate-based products, and implement any changes recommended by relevant government authorities.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **22 OCTOBER 2019** as substantive changes were made to the published recommendation.

10 GRANT FUNDING APPLICATION APPROVAL - ROADS AND MARITIME SERVICES - 2019-20

Note: This Item was dealt with earlier in the meeting as set out in these Minutes.

The meeting closed at 6.38pm.

CONFIRMED THIS 12TH DAY OF NOVEMBER 2019.

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Civic Services Manager

File No.: CLM/19/1/2/2 - BP19/1182

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, the Committee can determine those matters on the Agenda that can be adopted without the need for any discussion.

RECOMMENDATION:

That the Committee determine the Items on the Agenda that will be adopted without any debate.

OR

That the Committee determine all Items on the Agenda.

3 SMALL GRANTS - ALLOCATION OF FUNDING ROUND 2, 2019

Report prepared by: Team Leader - Community Services
File No.: GRP/15/1/8 - BP19/1206

REPORT SUMMARY

Council's Community Grants Program is a strategic tool aimed at building community capacity and supporting innovation to address community need in line with the Community Strategic Plan 2028.

The Small Grants are part of Council's Community Grants Program and are designed to respond to the changing circumstances and emerging needs between the larger Community Grant rounds. Round 2 of the 2019 Small Grants opened on 2 September 2019 and closed on 1 October 2019.

A total of four applications were received. The 2019/20 Community Grants budget is \$440,000 and \$17,000 has been allocated for the Small Grants Round 2.

RECOMMENDATION:

- (a) That Council endorse funding to the following organisations in round 2 of the 2019 Small Grants as follows:

Organisation	Project	Funding Requested	Funding Granted	Project Description
Scout Association of Australia NSW Branch	District Rally 2020	\$250	\$250	An annual get together for the Ryde district scout group youth members.
Stryder Incorporated	Service promotion to CALD groups	\$1,500	\$1,500	Translated promotional content and service information for the Korean, Chinese and Farsi communities.
North Ryde Christian Church	Carols in the Park	\$2,000	\$2,000	Outdoor Christmas carols event for local families.
The Shepherd Centre for Deaf Children	Confident Kids	\$2,000	\$2,000	A social skills group therapy program for children in Ryde with hearing impairments.
TOTAL		\$5,750	\$5,750	

- (b) That funding of \$17,000 is available within the Community and Ranger Services Community Grants budget for round 2 of the 2019 Small Grants to fund the recommended applications totaling \$5,750. The remaining funds of \$11,250 be allocated to round 1 of the 2020 Community Grants.
- (c) That the successful grant applicants be informed in writing of the outcome of their applications.

ITEM 3 (continued)

ATTACHMENTS

- 1 Community Grants Policy
- 2 Community Grants Guidelines

Report Prepared By:

Tania Gamble
Team Leader - Community Services

Report Approved By:

Sue Verhoek
Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 3 (continued)

Discussion

The Small Grants were advertised via social media, Council's website and via Council's existing mailing lists. Applications were submitted via SmartyGrants, an online grant management system with assistance provided to groups unable to access the Internet or that have English, as a second language.

All applications were assessed in line with Council's Community Grants Policy 2018 and the Community Grant Application Guidelines (appendices 1 and 2). Each grant application was reviewed by two Council officers.

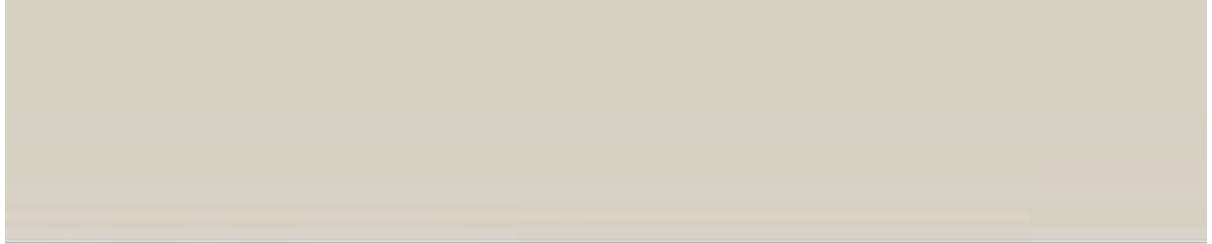
A total of four applications were received totaling \$5,750 in funding requests. All the applications in this round have been recommended.

Financial Implications

The grant applications recommended for the Small Grants Round 2, 2019 total \$5,750. The funding allocation for the Small Grants Round 2, 2019 budget is \$17,000. It is recommended that the remaining \$11,250 in the budget be allocated towards the Community Grants 2020 Round 1.

ITEM 3 (continued)

ATTACHMENT 1



 City of Ryde
Lifestyle and opportunity @ your doorstep



Community Grants Policy

February 2018

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Scope

Council's annual Community Grants Program is a strategic tool aimed at capacity building, supporting innovation and addressing community need in line with the Council's vision. This Policy provides an equitable, efficient, transparent and sustainable framework for the allocation of Council's Community Grants program to Incorporated Not for Profit Community Organisations in Ryde.

This policy aims to support small business with no more than 20 employees and the Not for Profit sector operating within the City of Ryde towards making their services more socially inclusive. This will be accomplished through the provision of a Social Inclusion Grant.

Policy Context

Community Grants are a key tool used by Council to support and meet the needs of its residents and are linked to the priority areas identified in the Ryde Community Strategic Plan 2028.

Community Grants extend the community's capability to conduct activities, create opportunities and develop strong partnerships for community capacity building. The City of Ryde recognises the value provided by the Not for Profit sector and local community based clubs in delivering projects to contribute to a liveable, sustainable and vibrant area. The City of Ryde also recognises the contribution that small business can make to the achievement of a vibrant and inclusive community.

Council has provided financial assistance to a number of local community organisations within the Not for Profit sector under a Historical Grant arrangement. This will now fall under a Community Aid Social Support Category. The existing recipients of the Historical Grant arrangements under this category are:

- Christian Community Aid (CCA)- \$32,000 per annum
- North Ryde Community Aid (NRCA) - \$24,000 per annum
- Sydney Community Services (SCS)
(Formally known as Hunters Hill Ryde
Community Services) - \$24,000 per annum

In addition to Council's Community Grants program there is a local Club Grants Scheme. This scheme is managed by the locally registered clubs; where these clubs direct part of their earnings to support local community services. Council's role in this scheme is to provide the local clubs with administrative support and advice to assist the clubs in their assessment. This process is separate to Council's Community Grants program and the assessments are not determined by Council.

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Principles

The following principles underpin the administration of the City of Ryde Community Grants program. All grant applications will be assessed as per the Community Grants Policy. Recommendations will be made by an evaluation panel in accordance with the policy. A report will be prepared by Council officers and presented to Council for endorsement for grant approval.

Previous receipt of grant funding does not guarantee future funding.

a) Servicing our community:

Community Grants are to:

- Benefit the City of Ryde (CoR) residents
- Promote improved health and wellbeing
- Promote a sustainable environment
- Support initiatives or activities that do not discriminate or disadvantage groups within the community

b) Sustainability and Capacity Building:

Community Grants are to:

- Build on the existing abilities and strengths of individuals and organisations to identify and develop local long term solutions to meet community needs.
- Support strategies to enable groups to be more self-sustaining and less reliant on Council funding.
- Develop opportunities to link compatible groups and organisations to collaborate and form partnerships.

c) Inclusion

Community Grants are to:

- Be accessible to a diverse range of service providers.
- Be inclusive of the needs of diverse groups and people within the community.

d) Collaboration and Partnerships

Community Grants are to:

- Encourage and foster a range of relationships to deliver improved outcomes for the community.
- Maximise outcomes through collaboration and project partnerships.

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

e) Equity

Community Grants are to:

- Be open to all local registered Not for Profit community groups and service providers and are to be managed in an open and transparent manner.
- Deliver processes which are assessed, open to all and transparent.
- Deliver consistent processes that are aligned to Council's values and objectives.

f) Responsiveness

Community Grants are to:

- Be proactive in identifying and addressing changing community needs.
- Support groups who meet identified and emerging community needs.
- Have policies and guidelines reviewed and adjusted based on best available practice and feedback.

Objectives

The objectives of this policy are as follows:

- a) The provision of consistent, equitable, transparent and efficient frameworks for the administration of all Community Grant categories, inclusive of all previous historical arrangements.
- b) To support a range of projects that meet the diverse needs of the Ryde community.
- c) To optimise the outcomes of the Community Grants through improved access, a transparent and supported approach to promotion and allocation of grants.
- d) To continue to support community based not for profit groups and organisations targeting City of Ryde residents through the provision of financial support.
- e) To clearly identify the accountability requirements of organisations who receive funding.

Strategies

The key strategies Council will implement to meet these objectives are as follows:

- a) Revision of the Community Grants Guidelines (**ATTACHED**) that will clearly articulate the implementation process, eligibility, objectives, selection criteria, and selection process.

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

- b) Revision of the annual priorities for each grant category in line with Council's strategic documents and identified emerging needs.
- c) Revision of support mechanisms to assist groups and organisations in accessing community grants.
- d) Development of support mechanisms that assist locally based small business to access grant funding under the Social Inclusion Category only.
- e) Support opportunities to link compatible groups and organisations to collaborate and form partnerships.
- f) Deliver a program to build the capacity of organisations and groups to reduce their reliance on Council.
- g) Implementation of a targeted transparent and effective acquittal process for each grant category.

The Community Grant Rounds

To ensure that Council provides ample opportunities throughout the year for locally based community groups to apply for a grant, the following grants time table will be implemented.

1. The Community Grants Program will consist of two allocation rounds:
 - The first round of the Community Grants Program will open on the third week of November each year and close in the second week of February. This will be an extended round that takes into account the holiday periods in December.
 - The second round of the Community Grants Program will open in the second week of July each year and close in the second week of August.
2. In addition to the Community Grant rounds there will be two rounds to the Small Grants Scheme:
 - The first round of the Small Grants Scheme will run from March through to April each year.
 - The second round of the Small Grants Scheme will run from September through to October each year.

CATEGORIES OF FUNDING

The City of Ryde provides annual grants through a variety of categories.

Category	Objective
1. Seniors	This category aims to support social participation activities

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

<p>Funding Limit: Up to \$2,000</p>	<p>for seniors.</p> <p>The Seniors Grants are to:</p> <ul style="list-style-type: none"> • Provide local seniors groups in the LGA with financial support that will enhance existing or encourage new programs and activities. • To provide seniors with opportunities for social interaction and connectedness to help reduce social isolation.
<p>2. Capacity Building</p> <p>Funding Limit : Up to \$5,000</p>	<p>This category includes 2 sub-categories.</p>
<p>2.1 Emerging/ Small Groups</p>	<p>This category aims to support small or new community groups to assist them to sustain their activities (eg. groups that have limited funding and/or primarily rely on volunteers).</p> <p>The Emerging/Small Groups Grants are to:</p> <ul style="list-style-type: none"> • Support small or emerging organisations to improve governance, organisational skills or projects to sustain their activities.
<p>2.2 General</p>	<p>This category aims to build the capacity of organisations to provide programs that benefit the community.</p> <p>The General Grants are to:</p> <ul style="list-style-type: none"> • Be open to all groups to access funds to build the capacity of their organisations/ programs. This includes arts and cultural groups.
<p>3. Events</p> <p>Funding Limits are based on attendance figures.</p> <p>Under 1,000 attendees up to \$2,500</p> <p>1001 – 5,000 attendees up to \$5,000</p>	<p>The aim of this category is to enhance the ability of organisations to sustain their events (e.g. to support event management capacity)</p> <p>The Events Grants are to:</p> <ul style="list-style-type: none"> • Provide inclusive events that benefit the community. • Contribute to liveable communities. • Contribute to a harmonious and culturally diverse community. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan.

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

<p>Over 5001 attendees up to \$7,500</p>	
<p>4. Community Projects Funding Limit: Up to \$5,000</p>	<p>This is an open category to support eligible one-off community projects.</p> <p>The Community Projects Grants are to:</p> <ul style="list-style-type: none"> • Align with the goals of the Ryde 2030 Community Strategic Plan and focus on responsiveness, collaboration and identified need. • Align with Council's strategies and plans including the Waste Management Strategy, Disability Inclusion Action Plan, Sport and Recreation Plan or the Ryde Biodiversity Plan.
<p>5. Sports & Recreation Community Grants</p> <p>Funding Limit : Up to \$3,500</p>	<p>The aim of this category is to enhance the ability of recreational and sporting organisations to promote activities delivered in the community.</p> <p>The Sport & Recreation Grants are to:</p> <ul style="list-style-type: none"> • Increase the opportunity for new participants to engage in sport and recreational activities and for groups to grow sustainably. • Provide inclusive activities and engagement with the community. • Contribute to healthy and active lifestyles for CoR residents. • Align with objectives of Council Sport and Recreation Strategy 2016- 2026.
<p>6. Social Support Grant (Available once a year during the November to February grants round)</p> <p>\$40,000 is available per annum.</p> <p>Funding Limit: Up to \$10,000</p>	<p>This category aims to support organisations to provide outcome-based projects to address social disadvantage.</p> <p>The Social Support Grants are to:</p> <ul style="list-style-type: none"> • Enhance the capacity of organisations to address key social support services • Assist in ensuring sustainable social support programs into the future • Encourage partnerships and collaborations to address social disadvantage. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan.

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

	<p>Social Support Grants are able to be carried over into the next calendar year in some circumstances. Written permission is to be sought by Council in advance. An acquittal form is required after each 12 month period. Organisations that carry over grant funding are not eligible to receive another grant until they have completed and acquitted the project in full.</p> <p>Historical arrangements under this category are:</p> <ul style="list-style-type: none"> • CCA- \$32,000 per annum • NRCA- \$24,000 per annum • SCS- \$24,000 per annum <p>The above organisations are eligible to apply for up to \$10,000 in the general Social Support Category. Under the historical arrangements these grants cannot be carried forward to the next calendar year.</p>
<p>7. Social Inclusion Grants</p> <p>Funding limit \$2,500 for Small Business.</p> <p>\$5,000 for Local community based incorporated Not for Profit community service provider organisations.</p>	<p>This category aims to support local Not for Profit organisations and Small Business. Small business will be required to match the funding to make their premises/ facilities/ services more inclusive for all.</p> <p>The Social Inclusion Grants are to:</p> <ul style="list-style-type: none"> • Contribute to the well-being of the community. • Be available to local Not for Profit organisations and Small Business. • Clearly demonstrate improvements in access and inclusion for local residents. • In the case of Small Business be matched by funding from the organisation. • Align with objectives in the Disability Inclusion Plan or The Ryde Community Strategic Plan 2028.
<p>8. Small Grants</p> <p>Funding Limit: Up to \$2,000</p>	<p>Enable small projects which emerge outside of the annual grants program time frame.</p> <p>The Small Grants Scheme is to:</p> <ul style="list-style-type: none"> • Provide essential support for community, cultural or sustainability projects that arise outside of the Community Grant Rounds.
<p>9. School Excellence Award:</p> <p>High School \$200</p> <p>Primary School \$100</p>	<p>The School Excellence Award aims at recognising excellence. Schools can nominate one student by application for a Certificate of Excellence and a Voucher to be presented at the award ceremony by the Mayor of the City of Ryde or the Mayor's</p>

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

	nominated representative.
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The Acquittal Process

All recipients of Council's Grants will be required to make mention of the Grant in their advertising material, copies of which will need to be supplied as part of the acquittal process.

The following will be the acquittal process for the Community Grants Program and Small Grants Scheme:

Amount funded	Acquittal process
\$0- \$2000	<ul style="list-style-type: none"> • Acquittal form. • Receipts, photos, examples of marketing material. • Provide proof of acknowledgement of Council's support.
\$2001- \$5,000	<ul style="list-style-type: none"> • Acquittal form. • Report on outcomes achieved. • Receipts, photos, examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
\$5001 and above	<ul style="list-style-type: none"> • Acquittal form. • Report on outcomes achieved which would include activities provided and how these have responded to community needs. • Provision of attendance numbers. • Upon completion of the project a Statutory Declaration must be prepared detailing the income and expenditure relating to the project. • Receipts, photos and examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
School Excellence Awards	Number of awards provided and the names of recipients of the award.

Relevant Legislation

The Local Government Act 1993, s356, states:

- (1) *A council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.*
- (2) *A proposed recipient who acts for private gain is not ineligible to be granted financial assistance, but must not receive any benefit under this section until at least 28 days' public notice of the council's proposal to pass the necessary resolution has been given.*

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ATTACHMENT 1

Community Grants Policy February 2018

- (3) *However, public notice is not required if:*
- (a) *the financial assistance is part of a specific program, and*
 - (b) *the program's details have been included in the council's draft operational plan for the year in which the financial assistance is proposed to be given, and*
 - (c) *the program's proposed budget for that year does not exceed 5 percent of the council's proposed income from the ordinary rates levied for that year, and*
 - (d) *the program applies uniformly to all persons within the council's area or to a significant group of persons within the area.*
- (4) *Public notice is also not required if the financial assistance is part of a program of graffiti removal work.*

S 377 of the Act states:

A council may, by resolution, delegate to the general manager or any other person or body (not including another employee of the council) any of the functions of the council, other than the following:

- *A decision under section 356 to contribute money or otherwise grant financial assistance to persons.*

External Considerations

Changes to the State and Federal Government funding and the Club Grants Scheme may impact local organisations which rely on these funding sources and may increase demand on Council for funding.

Related Policies/Strategies

- The Ryde Community Strategic Plan 2028.

Stakeholders

The key external stakeholders include community groups and organisations in Ryde who would apply for funding.

Implementation

This policy will run concurrently with the current Community Grants Policy 2014 during the financial year 2016/17 and will supersede the Community Grants Policy 2014 in the financial year 2018/19. The Policy has been implemented through the Community Services Department with assistance from the Parks & Recreation Team, Events Team, Environment Waste & Planning Team and the Community Capacity Building Team.

Only one Grant will be awarded to any one organisation per Grant round and an organisation is only eligible for funding for the same project once in a 12 month period. The exemptions to this are where auspicing arrangements are in place, as an auspicing organisation can support multiple applications and recipients. The other exemption is the Historical Grants arrangement under the Social Support Grant where under Council resolution the current Historical Grants beneficiaries identified in this policy are entitled to

ITEM 3 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

apply for an additional \$10,000 under the Social Support Grants. Assessments on the second application will be made in line with the principles of this policy.

All Grant applicants will be required to align their project idea to the CoR strategic objectives, Grant conditions and submit an application. If the Grant funding is approved by Council, a funding agreement will set the outcomes and the key performance indicators for the project.

All Grant recipients will be required to comply with the Grant acquittal process. Council Grant recipients who fail to submit a fully completed acquittal will not be eligible for future funding.

Evaluation and Review

To ensure this policy develops over time to align with better practice and the changing needs of the community, it should be reviewed according to Council's Policy Development, Implementation and Review – Guidelines and Standards.

The following indicators should be considered in measuring the effectiveness of this program:

- a) Feedback from staff and Councillors.
- b) General feedback from organisations and groups identified through a survey of grant applicants.
- c) An increased number and diversity of groups applying for community grants.

Resource Implications

The Policy changes to the Community Grant funding process in each category can currently be accommodated from the existing Community Grants operational budget and the existing Community Grants Reserve. Council will review the current Grants operational budget once it has identified application trends that have emanated from the changes made to the Community Grants Policy.

Information relating to the Community Grants Program will be collated and reported via the management plan and the annual report.

Authorisation

Council

Ownership

The development, implementation, review and evaluation of this policy are the responsibility of the Community Services Department.

Some of the strategies outlined within this policy will require other service units such as Open Space and Community Capacity Building and Events to assist.

ITEM 3 (continued)**ATTACHMENT 1****Community Grants Policy February 2018****Further Information**

For further information on this policy and attached guidelines contact Council's Community Services Manager on 9952 8222.

References

- Cumberland Council Community Grants Program July 2017
- City of Sydney Community Grants and Sponsorship Policy
- Liverpool City Council Grants and Donation Policy
- Mosman Council Community Grants and Assistance Policy
- Ku-ring-gai Community Grants: General Conditions and Information for Applicants
- The City of Ryde Community Grants Policy 2014

Attachments

<i>Title</i>	<i>Trim Reference</i>
Community Grants Guidelines	

ITEM 3 (continued)

ATTACHMENT 2



ITEM 3 (continued)

ATTACHMENT 2



English

If you do not understand this letter, please come to the 1 Pope Street, Ryde (within Top Ryde Shopping Centre), Ryde, to discuss it with Council Staff who will arrange an interpreter service. Or you may ring the Translating & Interpreting Service on 131 450 to ask an interpreter to contact you. Council's phone number is 9952 8222. Council office hours are 8:30am to 5:00pm, Monday to Friday.

Arabic

إذا لم تفهم محتوى هذه الرسالة، يرجى الحضور إلى 1 Pope Street، Ryde (في Top Ryde Shopping Centre)، Ryde، لمناقشتها مع موظفي المجلس الذين سوف يرتبون للاستعانة بمرجم شفهي. أو قد يمكنك الاتصال بخدمة الترجمة التحريرية والشفوية على الرقم 131 450 لتتطلب من المترجم الاتصال بك. رقم هاتف المجلس هو 9952 8222. ساعات عمل المجلس هي 8:30 صباحاً حتى 5:00 مساءً، من الاثنين إلى الجمعة.

Armenian

Եթե դուք չեք հասկանում սույն նամակի բովանդակությունը, խնդրում ենք այցելել 1 Pope Street, Ryde (որը գտնվում է Top Ryde Shopping Centre-ի մեջ), Ryde, քննարկելու այն Քաղաքային Խորհրդի անձնակազմի հետ, ովքեր ձեզ հասար կապահովեն թարգմանական ծառայություն: Կամ կարող եք զանգահարել Թարգմանական Ստուգություն 131 450 հեռախոսահամարով և խնդրել, որ թարգմանիչը ձեզ զանգահարի: Խորհրդի հեռախոսահամարն է 9952 8222: Խորհրդի աշխատանքային ժամերն են ստավույան ժամը 8:30-ից մինչև երեկոյան ժամը 5:00, երկուշաբթիից մինչև ուրբաթ:

Chinese

如果你不明白这封信的内容，敬请前往1 Pope Street, Ryde (位于Top Ryde Shopping Centre内)，向市政府工作人员咨询，他们会为您安排口译服务。此外，您也可以拨打131 450联络翻译和口译服务，要求口译员与您联系。市政府电话号码为9952 8222。市政府办公时间为周一至周五上午8:30至下午5:00。

Farsi

لطفاً اگر نمی توانید مندرجات این نامه را درک کنید، به نشانی 1 Pope Street، Ryde (در Top Ryde Shopping Centre) مراجعه کنید تا با استفاده از یک مترجم ترازین باره با یکی از کارکنان شورای شهر گفتگو کنید. یا آنکه می توانید یا خدمات ترجمه کتبی و شفاهی به شماره 131 450 تماس گرفته و بخواهید که به یک مترجم ارتباط داده شوید. شماره تماس شورای شهر 9952 8222 و ساعات کاری آن از 8:30 صبح تا 5:00 بعد از ظهر روزهای نورثیه تا جمعه است.

Italian

Se avete difficoltà a comprendere questa lettera, venite in 1 Pope Street, Ryde (dentro al Top Ryde Shopping Centre), Ryde, per discutere con il personale del Comune che organizzerà un servizio di interpretariato. Potete anche contattare il Servizio di Traduzione e Interpretariato al 131 450 per chiedere a un interprete di contattarvi. Il numero di telefono del Comune è il 9952 8222. Gli orari di ufficio del Comune sono dalle 8.30 alle 17 dal lunedì al venerdì.

Korean

이 서신을 이해할 수 없을 경우, 1 Pope Street, Ryde (Top Ryde Shopping Centre 내)에 오셔서 통역사 서비스를 주선할 시의회 직원과 논의하십시오. 혹은 통역서비스에 131 450으로 전화하셔서 통역사가 여러분에게 연락하도록 요청하십시오. 시의회 직원 전화번호는 9952 8222입니다. 시의회 사무실 업무시간은 월요일에서 금요일, 오전 8시 30분에서 오후 5시까지입니다.

ITEM 3 (continued)

ATTACHMENT 2

The guidelines have been developed to assist organisations and groups to apply for funding from the City of Ryde under the Community Grants Program.

Before you submit your application, it is recommended that you discuss your proposed project with staff from Community Services. Please contact Tania Gamble on tel: 9952 8048 or email: tgamble@ryde.nsw.gov.au to clarify any component of your application.

Key Dates

July- December 2018

Community Grants Round 2

- Applications open Monday 9 July 2018
- Applications close Friday 10 August 2018

Small Grants Round 2

- Applications open 2 September 2018
- Applications close 26 October 2018

2019

Community Grants Round 1

- Applications open Monday 19 November 2018
- Applications close Friday 15 February 2019

Small Grants Round 1

- Applications open 4 March 2019
- Applications close 27 April 2019

To assist community groups and organisations in applying for funding, the City of Ryde Community Services staff will be hosting information sessions. Attendance is highly recommended and bookings are essential.

Dates and registration information for the workshops is via our website:

<http://www.ryde.nsw.gov.au>.

ITEM 3 (continued)

ATTACHMENT 2



Application Process

1. Attendance at one of the information sessions is highly recommended. Determine which suits you and register to secure your space.
2. Determine the eligibility of your organisation and project.
3. Please read [this](#) document – 2018/19 Community Grants Application Guidelines which can be downloaded from the City of Ryde website <http://www.ryde.nsw.gov.au>.
4. Select ONE of the Community Grant Categories that best suits your project.
5. Answer questions relating to the Assessment Criteria in the application form.
6. Prepare and submit your application together with supporting documentation (as required) by the closing date.
7. Application timeframe

Community Grants Round 1

Program publicised, call for applications	November
Closing date for all applications	Mid-February
Assessment of applications	Feb/March
Report to Council	April
Community Grants Announcement	April

Small Grants Round 1

Small Grants open	March
Closing date for applications	April
Assessment of applications	April/May
Report to Council	June
Small Grants Announcement	June

ITEM 3 (continued)

ATTACHMENT 2



Community Grants Round 2

Program publicised, call for applications	July
Closing date for all applications	Mid-August
Assessment of applications	August/September
Report to Council	October
Community Grants Announcement	November

Small Grants Round 2

Small Grants open	September
Closing date for applications	October
Assessment of applications	October/November
Report to Council	December
Small Grants Announcement	December

B. How to apply

- All applications are completed online.
- To start the application processes go to City of Ryde website:
<http://www.ryde.nsw.gov.au/Community/Grants/Community+Grants+Program>
- Answer all questions and attach all information as requested;
- Late applications will not be considered, and no extensions will be granted.

ITEM 3 (continued)

ATTACHMENT 2

Introduction

These guidelines have been developed to assist organisations and groups to apply for community grant funding from the City of Ryde under the categories listed on page 8. Applicants will need to choose the grant category which best fits with their project.

Only one grant will be awarded to any one organisation per round in the Grants Program. Organisations will only be funded for the same project once per calendar year. The Social Support Grants and the Community Aid (Social Support) Grants will be available in the Community Grant Round 1 only.

Eligibility

To be eligible for funding an organisation must:

- Be Not-for-Profit (*local small businesses with under 20 employees are eligible to apply for the Social Inclusion Grant only*);
- Be Incorporated or have evidence of auspice from an incorporated organisation;
- Be located within City of Ryde or principally service Ryde residents
- Be open to the general public, inclusive and not discriminatory;
- Have acquitted previous City of Ryde funding received and have no outstanding debts to the City of Ryde.
- Be commencing the Project after the Grant Commencement date – money can only be used on future expenditure. Grant money must be expended within a calendar year (as dated on the letter of notification of grant outcome).

Ineligibility

The City of Ryde does not provide grants for:

- Projects that duplicate existing services or programs;
- Projects that seek funds for day-to-day operational expenses, such as rent and staff wages (*one-off, Council supported, community events which require hire of open space, waste management etc. may be considered*);
- Projects that seek funds to cover the cost of capital works and equipment (*Social Inclusion Grants applications are exempt*);
- Projects located outside City of Ryde;
- Projects that do not meet the identified priority needs of the City of Ryde;
- Projects that have commenced prior to Grant Announcement date;
- Commercial organisations/sole traders (*except for in the Social Inclusion category*);
- General donations to charities (any activities that do raise funds for charities as part of their project or event must report this in the acquittal and provide receipts of all donations made);
- Political parties or activities that are overtly political in nature;
- Religious activities or activities that are overtly religious in nature (*with the exception of where Council has identified a community benefit*);
- Schools or tertiary institutions;
- State or federal government agencies/departments (*with the exception of where Council has identified a community benefit*)

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- Individuals

Auspicings

In order to ensure that Council's Community Grants are accessible to the community, Council will accept applications from incorporated organisations acting as an auspice provider for unincorporated groups. In these circumstances, Council's funding relationship is with the body providing the auspice (auspice body).

Assessment Process

- Community Grant Round applications will be assessed and prioritised by a panel composed of a multidisciplinary team of Council staff.
- Small Grant round will be assessed by a minimum of two Council staff.
- Applications will be assessed against the grant categories assessment criteria.
- A recommended list of projects will be compiled following the assessment.
- Council will make the final decision on successful projects.
- Council staff or Councillors assessing and determining applications for grants should identify and manage any conflicts of interest in accordance with Council's Code of Conduct.

Grant Categories

If you are applying for more than one grant, you must complete a separate application form for every project.

Please note – Council will award only one grant to any one organisation per round (excludes auspice organisations and Community Aid Social Support Grants).

Organisations will be funded for the same project no more than once per calendar year.

1. Seniors Grant

This category aims to support programs that enhance social participation activities for seniors. This includes projects that seek to improve the health and wellbeing of seniors and projects that engage volunteers.

Example of previously funded project:

Italo-Australian Senior Citizens Group-
"....a social support group for aged Ryde residents of Italian background. The group has over 60 members.....most have limited contact with other fellow Italians. The group offers two low cost activities per month (luncheon/ social outing)....outcomes of the project- preventing social isolation, increase community participation, increase awareness of relevant social services, increase awareness of health issues in community language"

2. Capacity Building Grant

This category aims to support local organisations to build their governance skills and to sustain their activities and programs. There are two sub-categories within this grant category:

Emerging / Small Groups

An organisation growth grant will be provided to emerging and small groups. Groups that operate with limited funding (including one-off or short-term grants) and relying largely on volunteers will be considered.

Example of previously funded project:

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Together We Can
"....supporting Korean single mums to live healthier lives both emotionally and physically....monthly meetings (12 times a year)....single mums feel supported through encouragement, practical help to build life skills and self-esteem."

General Category

An organisation growth grant will be provided for initiatives that build the capacity of organisations to provide activities which benefit the community. This category is open to all groups including arts and cultural groups.

Example of previously funded project:
Capacity building, train the team leaders Friends of Lane Cove Notional Park
"....engage professional Bush Regeneration Trainers to assist and train teams on City of Ryde sites within Lane Cove National Park....a minimum of 10 volunteers will considerably increase their knowledge as a result of this program. At least 2 volunteers will be identified as future site coordinators. At least one site in imminent likelihood of closure will be revived with a new coordinator."

3. Event Category

The aim of this category is to enhance the ability of organisations to deliver events that directly benefit the community.
Grants can cover requirements such as on-off waste removal or ground hire charges in some circumstances for Council supported events.

Example of previously funded project: -

Light Up East Ryde
"....Supporting local cottage business and neighbourhood shops. Making use of open space. Including other local communities eg, local schools, clubs, dance groups and performers, etc. Opportunity for neighbours and friends to socialise in a safe environment close to home"

4. Sports and Recreation Community Grant

The aim of this category is to develop initiatives that enhance existing sports and recreational activities. In particular this category aims to facilitate opportunities that increase participation in sports, recreation and physical activity for everyone in the community.

Only sporting and recreational organisations are eligible to apply for this grant category. Grants do not cover the waiving of sports ground hire fees beyond one-off events.

Example of previously funded project:

Harmony Soccer Tournament
"....aim to expand the competition to include new teams... event brings together a large cross section of the community." The event is organised in partnership with two organisations.

5. Community Projects

This category aims to provide funding to local community organisations working towards building a cohesive and connected community, based on the principles of inclusion, community wellbeing and cultural capacity building.

Example of previously funded project:

Fabric Needlecraft and More website creation-

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-develop a website for a social enterprise shop to increase sales and donations. "Opportunities for participation by supported workers with a disability and community volunteers." The expected outcomes are: "Increased sales, overall business growth, greater opportunity for community participation."

6. Social Support Grant

This category aims to provide assistance to local groups and organisations in the provision of programs such as information and referrals, food subsidies, financial counselling, financial assistance and reducing social isolation to improve the life and living conditions of vulnerable people within the community including families and children, people with disability, the elderly, and the disadvantaged.

The grant program is open to all community groups and organisations including Council's historical grants program recipients to address vulnerability in the community.

This grant category will be available once per calendar year. Where the total grant amount has not been spent in a 12 month period the Grant Applicant may seek written permission from Council in advance to carry the amount over into the next calendar year. The Grant Applicant must complete an acquittal for each 12 month period. The Grant Applicant would not be eligible to apply for another grant until the project is completed and the final acquittal for the project has been submitted.

Christian Community Aid, Sydney Community Services and North Ryde Community Aid are able to apply each year for the Community Aid Social Support Grants under existing historical arrangements as per the Community Grants Policy 2018. Organisations funded under the historical arrangements are unable to carry forward the amount to the next financial year. Organisations are eligible to apply for a Social Support Grant up to \$10,000 in addition to the historical arrangements.

7. Social Inclusion Grant

This category aims to provide assistance to local Not-for-Profit organisations and small sized businesses with no more than 20 employees to improve access and inclusion for all people. This may include physical access such as ramps, sensory adaptations such as tactile markers or training such as disability awareness training for staff. It may also include strategies to develop cultural inclusion.

Under this category the grant must contribute to no more than 50% of the total cost of the project.

8. Small Grant

This category aims to enable small projects which emerge outside of the standard grant cycle to be funded. Projects must be aligned with community needs.

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Please select the categories below which best suits your project.

Grants Categories	Assessment Criteria
Seniors Grant (Up to \$2,000)	<input type="checkbox"/> Connect seniors and reduce social isolation. <input type="checkbox"/> Activities enhance the health and well-being of seniors in Ryde. <input type="checkbox"/> Seniors groups based in Ryde and mainly run by volunteers.
Event Category Funding limits are based on anticipated attendance figures: <ul style="list-style-type: none"> • Under 1,000 attendees up to \$2,500 • 1,001- 5,000 attendees up to \$5,000 • Over 5,000 attendees up to \$7,500 	<input type="checkbox"/> Connect people to each other, place and neighbourhood. <input type="checkbox"/> Promote cultural diversity and vibrancy of the community. <input type="checkbox"/> Festival/Event based in Ryde and mainly run by volunteers. <input type="checkbox"/> Event budget has accounted for the cost of activities such as waste removal, ground hire, security, traffic management etc.
Capacity Building Grant – Emerging / Small Groups (Up to \$5,000)	<input type="checkbox"/> Growth grant for newly established groups that are small and largely volunteer run. <input type="checkbox"/> Addresses emerging issues or needs in the community. <input type="checkbox"/> Needs support to boost growth potential e.g. finding a meeting place, developing programs & resources and managing volunteers. <input type="checkbox"/> Based in Ryde and services benefit local residents.
Capacity Building Grant – General Category (Up to \$5,000)	<input type="checkbox"/> Project develops an organisation to become self-sustaining e.g. promotional activities, developing business plan, volunteer training, governance training. <input type="checkbox"/> Demonstrate the development of collaboration and partnerships. <input type="checkbox"/> Addresses the current or emerging needs of the community. <input type="checkbox"/> Primarily benefits the residents of Ryde.
Sports and Recreation Community Grant (Up to \$3,500)	<input type="checkbox"/> Project will be of direct benefit to a specific sporting or recreational group within the local community. <input type="checkbox"/> Project will encourage an increased participation in sport or recreational activities. <input type="checkbox"/> Services, programs and initiatives aim to benefit the City of Ryde residents.
Community Projects (Up to \$5,000)	<input type="checkbox"/> Project demonstrates that it is meeting an identified need in the community through a strong evidence base. <input type="checkbox"/> Project must have the capacity to develop self-

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ATTACHMENT 2



	<p>sustainability.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Enliven arts and cultural life that promote health and wellbeing.
<p>Social Support Grant (Up to \$10,000)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Program addresses emerging needs and social issues such as homelessness, social isolation and poverty in Ryde. <input type="checkbox"/> Program promotes collaboration and innovation by encouraging organisations to apply jointly. <input type="checkbox"/> Program develops an outcomes and evidence based model to measure short, medium and long term outcomes.
<p>Social Inclusion Grant (Up to \$2,500 with matched funding from small business and up to \$5,000 for incorporated local community based not-for-profit community service providers)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Project must demonstrate how it will improve inclusion for the broader community. <input type="checkbox"/> The total amount of grant funding must not exceed more than 50% of the total cost of the project for small business. <input type="checkbox"/> A small business is defined as a business with no more than 20 employees.
<p>Small Grants (Up to \$2,000)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Project demonstrates that it meets community need. <input type="checkbox"/> Projects address unforeseen situations that have occurred outside of the standard grant cycle.

Conditions of Funding

1. City of Ryde reserves the right to require the successful organisation to enter into a partnership or service agreement. A funding agreement must be signed by the successful organisation prior to funding being made available.
2. Where a service or partnership arrangement is entered into it should be jointly developed and ratified by the Council and the organisation prior to the funding being made available.
3. Funds provided by the Council must be deposited in an account in the organisation's name and the Council must be advised of the organisation's GST status.
4. Grant recipients are required to acknowledge and promote Council's Grant contribution. All publicity relating to the project/service, including any annual reporting, must acknowledge City of Ryde's contribution. **"This project was supported by funding from City of Ryde"**. Where such material is not available groups will be required to verbally acknowledge Councils support.
5. At the end of the funding period, the organisation will be required to complete an acquittal process including the completion of a project evaluation form.

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6. Should there be any concerns regarding the completion of the funded project, the organisation is encouraged to discuss the situation with council officers with a view to putting the project back on course.

Documentation checklist

Do you have copies of all the relevant documentation required for your application?

- Your organisation's / auspice organisation's ABN (if applicable).
- Letter or statement of support from your auspice organisation (if applicable).
- Have you submitted an Acquittal form for previous City of Ryde Community Grants Funding?
- If requested are you able to provide a copy of your most recent Annual Report?
- Quotes and any supporting material for your budget.
- All applications must be submitted via online application.

4 RYDE YOUTH COUNCIL TERMS OF REFERENCE

Report prepared by: Community Project Officer - Young People
File No.: COR2012/672 - BP19/1218

REPORT SUMMARY

Ryde Youth Council empowers young people to represent the voice of youth in Ryde and to develop their skills to build engaged citizens and progressive leadership. Membership is between 14 and 25 community representatives aged 12-25 years.

Youth Council meetings are held on a monthly basis. Members of the committee are appointed for a two year term with the current term concluding in September 2019. A review of the ToR is to occur following the end of the term.

At the Youth Council meeting of 25 September 2019 staff from Community & Ranger Services presented a proposed youth participation model. This model actively involves young people in decision-making processes on issues that affect them and supports them to make invaluable contributions to their community. The concept is related to ideas of citizenship, personal development and involvement in society.

The elements of the new participation model incorporates:

- Ryde Youth Council
- Ryde Youth Program Volunteers
- Ryde Youth Events Volunteers
- Ryde Youth Ambassadors

The Youth Council members support the new model and have endorsed the following changes to the Youth Council ToR:

- Youth Council meetings to be held on a quarterly basis to that of monthly being February, May, August and November of each year.
- Maximum number of members is reduced from twenty five (25) to fifteen (15).

The Youth Council members supported reducing the number of members to fifteen, as the new participation model provides an increase of inclusive opportunities for young people to engage. Furthermore, a reduced number of members will support an ongoing focus on leadership development and the provision of continuous training and skill development to ensure the group remains strong and engaged.

RECOMMENDATION:

- (a) That Council endorse that Ryde Youth Council meetings are held on a quarterly basis being February, May, August and November of each year.

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- (b) That Council endorse that the maximum number of Ryde Youth Council members is fifteen (15).
- (c) That Council endorse amendments to the Ryde Youth Council Terms of Reference to reflect recommendations (a) and (b).

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Andrew Marselos
Community Project Officer - Young People

Report Approved By:

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Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 4 (continued)

Discussion

Staff from Community and Ranger Services recently undertook extensive research to identify the best practice youth participation model for the City of Ryde. Based on this research a proposed model was developed and presented to Ryde Youth Council at its meeting of 25 September 2019.

The key principles of this participation model include empowerment, purposeful engagement and inclusiveness and incorporate the following elements:

1. Ryde Youth Council

This element allows young people to share their opinions, ideas and views with Council. Low level of commitment required.

2. Ryde Youth Ambassadors

Young people represent the voice of youth at civic and community events and promote awareness to the community on issues impacting on young people. Medium level of commitment required.

3. Ryde Youth Program Volunteers

This element provides opportunities for young people to coordinate, plan and implement youth activities and events informed by the City of Ryde Social Plan 2019-2024, Ryde 2028 Community Strategic Plan and Ryde Youth Council. Every step of the program is youth led and driven from inception to delivery. High level of commitment required.

4. Ryde Youth Event Volunteers

Assist in the delivery of youth events, programs and initiatives providing opportunities to gain valuable employment skills and experience working, as part of a team. Low level of commitment required.

The proposed model supports diverse and inclusive youth opportunities and aims to provide greater flexibility and experiences to engage a wider cross section of the youth population in Ryde. The model is also respectful of study and/or work commitments of young people.

Financial Implications

Adoption of the recommendation will have no financial impact.

5 ADOPTION OF THE MEADOWBANK AND MEMORIAL PARK MASTERPLAN AND PUBLIC EXHIBITION OF MEADOWBANK PARK PLAN OF MANAGEMENT

Report prepared by: Open Space Planner
File No.: GRP/09/3/17 - BP19/773

REPORT SUMMARY

The Greater Sydney Commission's *North District Plan* (March 2018) forecast population growth in the City of Ryde of 43.1% or an additional 51,700 people from 2016 to 2036. This Plan provides important Directions, Planning Priorities and Actions relevant to the City of Ryde, open space, sport and recreation which have been considered in the preparation of the Meadowbank Park and Memorial Park Master Plan (The Master Plan). It is also noted that the Melrose Park PAYCE Development within the Parramatta LGA is only 600m away.

The Masterplan, was an identified high priority following the adoption of the Strategy in July 2017. This guides Council on the development of sport and recreational infrastructure and policy. The Strategy's Action Plan includes multiple actions relating to Meadowbank Park and including the need to review the sports field layout to optimise the sporting use of the site.

The Masterplan has been prepared in the context of meeting the current and future sporting, recreational and leisure needs of the Ryde community for the next 20 years. The implementation of the Masterplan will improve user safety, present opportunities to enhance recreation facilities, increase the diversity of activities within the Parks, improve the interface of the Parks with the Parramatta River corridor and enhance the natural environment/sustainability features of the area. The Masterplan guides Council on the future development of the Parks, prioritises capital works projects, and manages the natural areas and the riparian corridor of the Parramatta River.

Meadowbank Park (the Park) is the largest and most important regional sports park in the Ryde LGA. During the winter season it accommodates the sports competition and training needs for football, netball, hockey, oztag, touch football, ultimate frisbee, tennis and school sports. During summer season it provides for cricket, netball, oztag, ultimate frisbee, tennis and school sports. The Park also facilitates a diversity of passive, active and informal use, including the skate and family area opened in April 2019.

Council has undertaken extensive community consultation to inform the preparation of the Meadowbank Park and Memorial Park Masterplan and the Meadowbank Park Plan of Management. This includes:

ITEM 5 (continued)

- Stage 1 community consultation on 15 October – 4 November 2018. Feedback is detailed in Stage 1 Community Consultation Report, provided in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**.
- Stage 2 community consultation on 3 April – 19 May 2019. During this phase, the draft Masterplan, provided in **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER**, and draft Plan of Management Action Plan, were presented for community feedback. Feedback is detailed in the Stage 2 Community Consultation Report, provided in **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER**.
- Stage 3 community consultation on 4 July – 9 July 2019. Final draft Masterplan presented to main user groups for sports specific and technical refinement. Feedback is detailed in the Stage 3 Community Consultation Report, provided in **ATTACHMENT 4 – CIRCULATED UNDER SEPARATE COVER**, and was used to update the final Masterplan.

Further details on the consultation undertaken is outlined in the body of this report. Reports from the community consultations were used to inform the Final Masterplan are provided in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**. The Final Masterplan is one of the most effective solutions for Council to increase sports field capacity and make a significant contribution towards addressing the existing shortfall of sports fields in the City of Ryde as well as facilitate other passive and recreation opportunities for the community. In summary, the Masterplan will introduce the following additional sport and recreation facilities; 3 additional senior and 4 junior rectangular sports fields, 2 senior cricket ovals, 1 synthetic field, 2 cricket nets, 4 new amenity buildings, 5 basketball half courts, multi-purpose sports courts, regional playground, new outdoor fitness stations, significantly increased lit pathway connections and tree canopy coverage.

The Masterplan has been prepared giving consideration to the NSW Government's commitment to provide an alternate location for netball facilities in West Ryde. Therefore, the netball courts have not been included in the Master Plan. Traffic and Parking considerations have been made in the development of the Master Plan, particularly in relation to the introduction of a Regional Playground on the site. Based on expected usage levels for a new playground it is anticipated that this will increase demand by approximately 36 car spaces, however in the short term the unavailability of the North Eastern Fields and LH Waud for sporting use due to construction works will offset this increased demand. In the longer term the conversion of the netball courts to soccer fields will have the impact of a net reduction in demand of approximately 270 car parking spaces. This is due to the higher intensity of use in a space associated with netball activities as compared to football.

ITEM 5 (continued)

An opinion of probable costs has been prepared giving consideration to the Works Staging plan included in the Masterplan Report. Phase 1 & 2 of the Masterplan implementation (high and medium priority) is within currently identified funding and projects, where not already identified, will be progressively added to Council's Four Year Delivery Plan as resources allow for delivery of the works. Relevant funding has also been identified in the Section 7.11 Plan (updated draft pending Council adoption). The unfunded components of Masterplan implementation will be incorporated into the next iteration of the Section 7.11 Plan, grant funding opportunities will be sought and considered given during Council's annual business planning cycle.

Masterplan Phase 1 (high priority)	
Identified Works	Funding Status
<ul style="list-style-type: none"> <u>Stage 1</u>: 2020/21 - Regional Playground, Eastern amenities building, Accessible parking/drop off area - Ross Smith Ave, cafe area, paths, lighting and seating. <u>Stage 2</u>: 2020/21 - North-eastern sports field upgrades, lighting, levelling, paths, lighting and seating. <u>Stage 3</u>: 2022/23 - Synthetic field and sports field lighting, 5 enclosed cricket nets, conversion of netball courts to 2 sports fields, paths, lighting and seating. Ecological and sustainability improvements. 	Fully funded Estimated Cost: \$18.79 million
Masterplan Phase 2 (medium priority)	
Identified Works (<i>stage delivery subject to funding availability</i>)	Funding Status
<ul style="list-style-type: none"> <u>Stage 4</u>: Central amenities and grounds maintenance facilities. <u>Stage 5</u>: Car park improvements (Adelaide St) <u>Stage 6</u>: Multi-purpose sports courts, paths, lighting and seating. <u>Stage 7</u>: Paths and lighting along Smalls Creek. <u>Stage 8</u>: River Walk paths, connections, lighting and seating. Ecological and sustainability improvements. 	Fully funded Estimated Cost: \$7.97 million
Masterplan Phase 3 (low priority)	
Identified Works (<i>stage delivery subject to funding availability</i>)	Funding Status
<ul style="list-style-type: none"> <u>Stage 9</u>: Western sports field upgrades, lighting and levelling and dog off leash area. <u>Stage 10</u>: Andrew St sports field upgrades, lighting, playground, basketball, amenities and car park. <u>Stage 11</u>: Memorial Park upgrades. <u>Stage 12</u>: Playground upgrade (Ross Smith Ave) <u>Stage 13</u>: South-eastern sports field upgrades. Ecological and sustainability improvements. 	Unfunded. Estimated Cost: \$11.76 million
Archers and Charity Creek Naturalisation and passive improvements	
<ul style="list-style-type: none"> <u>Stage 14</u>: Archers Creek naturalisation, bridge, paths, lighting and seating. <u>Stage 15</u>: Charity Creek naturalisation, bridge and paths. Stormwater improvements 	Pending harmonization of flood studies and external funding

ITEM 5 (continued)

Plan of Management

This report also seeks approval from Council to refer the draft Meadowbank Park Plan of Management to the Minister for Lands and Forestry for approval in order to place the draft Meadowbank Park Plan of Management (MPPoM) on public exhibition. This is in accordance with the requirements of the *Crown Land Management Act (2016)*.

The MPPoM provides a strategic planning and sustainable management framework for the Community and Crown lands that form Meadowbank Park. It reaffirms Park's role in providing for a range of sporting, recreation and natural areas to the residents of Ryde and aids the conservation of the natural, cultural and indigenous resources.

Management actions are recommended within MPPoM to meet current and future demands of Park users and aim to improve the manner in which these parks are managed, respond to the needs of the community, satisfy management objectives, clarify and formalise lease and licensing opportunities and reinforce the values of these Parks.

In accordance with the requirements of the NSW *Crown Lands Management Act (2016)*, Native Title advice on the areas of Crown Land covered by the MPPoM has been obtained.

This report recommends the MPPoM be referred to the Minister of Lands and Forestry for approval to be placed on Public Exhibition. Following this Public Exhibition, a report will be prepared outlining Council's response to feedback received, with a recommendation to formally adopt the MPPoM.

RECOMMENDATION:

- (a) That Council adopts the Meadowbank Park and Memorial Park Masterplan, as prepared by Aspect Studios and dated July 2019.
- (b) That Council refer the draft Meadowbank Park Plan of Management dated July 2019 to the Minister for Lands and Forestry for approval to place on public exhibition as per the requirements of the Crown Lands Act (2016). Once approved the document be placed on exhibition and that submissions be received for a period of 42 days.
- (c) That a subsequent report be brought back to Council at the conclusion of the Meadowbank Park Plan of Management public exhibition period.
- (d) That Council write to thank the residents that participated in the development of the Master Plan and Plan of Management and inform them of this resolution.

ITEM 5 (continued)

ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER

- 1 Meadowbank and Memorial Park – Stage 1 Community Consultation Report (November 2018)
- 2 Meadowbank and Memorial Park – Stage 2 Community Consultation Draft Masterplan (April 2019)
- 3 Meadowbank and Memorial Park – Stage 2 Community Consultation Report (May 2019)
- 4 Meadowbank and Memorial Park – Stage 3 Community Consultation Report (July 2019)
- 5 Meadowbank and Memorial Park – Final Masterplan Report (July 2019)
- 6 Meadowbank and Memorial Park – History Summary
- 7 Meadowbank Park – Draft Plan of Management (July 2019)
- 8 Meadowbank and Memorial Park – Letters of Support (April - July 2019)

Report Prepared By:

Meredith Gray
Open Space Planner

Report Approved By:

Michael Longworth
Senior Coordinator - Park Planning

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 5 (continued)

History of Meadowbank Park and Memorial Park (the Parks)

Meadowbank Park (including Memorial Park) was first proclaimed in 1907 for the purpose of public recreation. A historic summary of the Parks has been provided in **ATTACHMENT 6 – CIRCULATED UNDER SEPARATE COVER**.

Meadowbank Park has a long standing history as a sport and recreation venue for the residents of Ryde. Meadowbank Park is formed on reclaimed land (in part) and is a former fill site (in large part). In the early 1930's, the Depression era unemployment relief schemes resulted in the filling and formalisation of sports ovals, creek excavation and stone retaining walls.

From 1939 to the early 1940's the drains and stormwater channels on Archers Creek, Smalls Creek and Charity Creek were created. The seawall was constructed which allowed for the reclamation of land behind it. Major reclamation works were undertaken on the river frontage which resulted in the extension of the Meadowbank Park to the south in the early 1960's. This formed the current park boundary, now occupied by the Ryde RiverWalk. Additional sports fields were constructed on this former fill site, which are now occupied by netball.

Following World War 1, a war memorial was installed in 1921 and resulted in the park being known as Memorial Park. Memorial Park now contains other memorials and hosts commemorative events from time to time. The Meadowbank Baths were constructed in 1925 on the Memorial Park river frontage and ceased operation in 1943.



Image 1: 1930 aerial photograph of the Parks



Image 2: 2019 aerial photograph of the Parks

With a great history, the Parks have evolved over the past century without a formal long term Masterplan being in place. The Masterplan, provided in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**, is the opportunity for Council to determine the strategic direction for the next 20 years and shape the future evolution of the Parks for the enjoyment by current and future generations of Ryde residents.

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Regional Context and Population Growth

The Greater Sydney Commission's *North District Plan* (March 2018), which includes the City of Ryde, is a 20 year strategic plan which informs local strategic planning and policies. The North District is expected to grow by 196,350 people in the next 20 years. The City of Ryde's population is forecast to grow by 43.1% or an additional 51,700 people from 2016 to 2036. The demand and shortfall of sportsgrounds in the City will only increase with forecast population growth. It is also noted that only 600m away in Melrose Park PAYCE have commenced a development that will include a significant number of residential

The *North District Plan* provides a number of Directions, Planning Priorities and Actions which are relevant to the City of Ryde and the Masterplan for Meadowbank Park and Memorial Park. Throughout the Plan, recognition is given to the importance of open space, sport and recreation:

"As the District grows, providing for and developing innovative ways to optimise open space areas for recreation, sport and social activity, as well as establishing physical links that support social networks and create a sense of community, will become increasingly important."

"Councils already identify innovative solutions for the shortfall of active open space, including making better use of existing sportsgrounds, converting existing open space into sports fields, and partnering with schools to share spaces outside school hours."

"Future open space planning relies on collaboration and innovative re-use of shared spaces in response to the rising demand for active open space."

NSROC Regional Sportsground Strategy

NSROC undertook a review of their *Regional Sportsground Strategy* in 2017. The purpose of the review was to update a 2011 *Sportsground Management Strategy*, with a focus on analysing future demand for the provision of sportsgrounds within the Region. The review quantified and confirmed the widening gap between demand and supply of sportsgrounds and found that the supply of sportsgrounds will need to increase.

This undersupply of sportsgrounds can be alleviated by member Council's undertaking various actions such as expanding sports field lighting, optimisation of land, additional feasible synthetic surfaces and gaining permanent access to school grounds. The creation of additional sports fields with sports field lighting at Meadowbank Park will make a contribution towards helping to address the current and future shortfall of sportsgrounds that exist across the region.

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Shortfall of Sportsgrounds and Sports Fields with Lighting

Analysis and modelling undertaken by Council indicates with forecast population growth the demand for sports fields is projected to increasing approximately 21 hours each year. As Council completes sportsground projects, be it either sports field lighting expansion, synthetic expansion or optimisation of fields, this partly addresses the ever increasing gap between supply and demand due to population growth.

Sport and Recreation Strategy 2016 – 2026

Council adopted the City of Ryde's *Sport and Recreation Strategy 2016 – 2026* (the Strategy) in July 2017. The seven goals within the Strategy guides Council as it designs, plans and manages the future of sport and recreation within the City. The Meadowbank Park and Memorial Park Masterplan responds to the seven goals of the Strategy in the following ways:

Strategy Goal	Meadowbank Park Masterplan
1. To make the most of what we have	<ul style="list-style-type: none"> - Prepare a Masterplan for Meadowbank Park (high priority). - Consider additional field lighting at Meadowbank Park and upgrade existing. - Investigation of synthetic surfaces at Meadowbank Park. - Integrate passive recreation opportunities into sports reserves. - Meet recreation and leisure needs of seniors and CALD communities. - Identify parks that can provide additional netball facilities. - Extend sports capacity within existing reserves through combined Masterplan and Plan of Management process.
2. Equitable access for all	<ul style="list-style-type: none"> - Provide accessible and functional facilities and amenities suitable for all users of the Parks. - Include walking and cycling opportunities by providing new footpath connections through and around the Parks.
3. We understand and respond to the needs of our diverse community	<ul style="list-style-type: none"> - Consider the future needs of the community and design open spaces to be adaptable to user needs and preferences. - Increase Council's sportsground capacity by increasing the number of fields available for hire. - Maximises the area available for sport ensuring the design can adapt to future uses.
4. Our facilities are fit for purpose	<ul style="list-style-type: none"> - Facilities support and encourage active lifestyle. - New amenities building will be designed for all members of our community and located appropriately within the Parks. - Incorporate informal water play features into new major regional playgrounds. - Provide improvements to Council's dog off-leash areas. - Lighting of walk/cycle paths to provide safe evening access for walking and cycling.

ITEM 5 (continued)

Strategy Goal	Meadowbank Park Masterplan
5. We provide inclusive and accessible sport and recreation	<ul style="list-style-type: none"> - Provides appropriate and functional facilities for all members of our community. - Increases facilities for passive recreation. - Provide accessible car parking spaces within open spaces. - Implementation of the Children’s Play Implementation Plan.
6. Our community will be aware of our facilities and programs	<ul style="list-style-type: none"> - Increases areas for active recreation, allowing more programs to be run. - The community has been consulted and helped guide the preparation of the Masterplan.
7. Sustainable management of facilities and sport.	<ul style="list-style-type: none"> - Supports the sustainable growth of sporting clubs by increasing the number of fields available for hire in Ryde.

Children’s Play Plan (2019) and Ryde Biodiversity Plan (2016)

The Masterplan, provided in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**, and Plan of Management, provided in **ATTACHMENT 7 – CIRCULATED UNDER SEPARATE COVER**, have been prepared in conjunction with the City of Ryde’s *Children’s Play Plan (2019)* & the *Ryde Biodiversity Plan (2016)*. These Plans provide the strategic directions, priorities and recommendations for the playgrounds and biodiversity management, protection and enhancement contained within the Masterplan.

Local Context



Image 3 Site Locations: Meadowbank Park and Memorial Park

ITEM 5 (continued)



Image 4: Site Locations: Meadowbank Park and Memorial Park

Meadowbank Park is 25.16 hectares in size and is the largest and busiest park in the City of Ryde. The primary role of Meadowbank Park is as a regional sports park whilst also offering opportunities for unstructured recreation, leisure and enjoyment of the natural surroundings. Key facilities include:

- Sports Fields: Winter: 8 x grass senior rectangular fields and 2 x grass junior fields for use by sports including football and hockey. Summer: 3 x grass senior cricket ovals with synthetic wickets and 1 x grass junior cricket oval with synthetic wickets.
- 27 x netball hard courts.
- 1 x tennis centre with 8 x synthetic tennis courts (leased to private operator).
- 3 x cricket nets
- 1 x skate park and 3 x playgrounds
- 3 x amenities buildings
- 3 x formal asphalt parking areas (Adelaide St, Constitution Rd and Ross Smith Ave).

Meadowbank Park is well used by a large number of regional sporting associations and local sporting clubs for social, local and regional competition and training sessions. A number of local primary and high schools use Meadowbank Park regularly for their school sport competitions and carnivals.

ITEM 5 (continued)



Image 5: 2019 Meadowbank Park photo looking south-west over sportsgrounds and netball courts.

Memorial Park is 3.7 hectares in size and located overlooking the Parramatta River. The role of Memorial Park is to provide passive recreation opportunities to the Ryde community within a parkland setting that offers opportunities for unstructured recreation, leisure and enjoyment of the natural surroundings. Key facilities include:

- War memorials
- 1 x playground
- Picnic areas, barbeques and park seating
- 1 x amenities
- 2 x outdoor fitness equipment stations and 1 x basketball ring
- 2 x asphalt car parks (Meadow Cres and Bowden St – in part)

The Ryde RiverWalk shared user path travels through the southern side of the Parks. The *North District Plan (2018)* and the City of Ryde's *Bicycle Strategy and Masterplan (2014)* recognise this as a vitally important pedestrian and cycle connection between Ryde, Meadowbank, Parramatta and future connections eastwards towards Iron Cove.

The Parks both contain sections of natural area which are identified in the *Ryde Biodiversity Plan (2016)* as high and very high conservation priorities.

Masterplan and Plan of Management Development – Design and Consultation

Design consultant, *Aspect Studios*, was engaged in December 2018 to prepare a Masterplan for Meadowbank Park and Memorial Park, as well as a Plan of Management for Meadowbank Park.

Communications consultant, *Flagship Communications*, was engaged in August 2018 to prepare a Community Engagement Plan and conduct Stage 1, Stage 2 and Stage 3 community consultations for the Masterplan and Plan of Management.

ITEM 5 (continued)

Stage 1 community consultation was held in 15 October – 4 November 2018. The purpose of the first stage of consultation was to allow residents and users of the park an opportunity to provide their feedback on the existing design and management of the parks and what their thoughts are for the future of the site. This consultation was promoted via flyer, letterbox drop (500m radius of parks), park signage, local newspaper advertisement, stakeholder eNewsletter (98 emails distributed), Facebook (reach of 4,206), Twitter (253 impressions), Have Your Say webpage (247 page views) and Council eNewsletters (distribution 5,409). The consultation included 3 onsite drop in sessions (approximately 90 residents providing 290 comments), 12 intercept surveys, 700 online surveys completed and 16 stakeholder interviews.



Images 6 & 7: Stage 1 Community Consultation drop in sessions.

The Stage 1 community consultation report is provided in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**. The feedback received during this first stage helped to inform the preparation of a draft Masterplan and draft Plan of Management (PoM).

Masterplan/PoM Element	Stage 1 Community Consultation Recommendation	Council Response
Getting to the site	High intensity user groups, such as netball, to provide active traffic management during major events. Add double lines to the access road next to the tennis courts. Consider improving pedestrian network in surrounding streets. Consider providing more parking on the site and realigning car spaces to improve traffic flow. Improve Adelaide Street and Constitution Road intersection. Consider time restricted parking in areas to reduce commuter parking.	Noted for Council's consideration for future management. Some onsite parking improvements included in draft Masterplan. Traffic Report to be obtained following the relocation of netball.
Favourite features of the parks	Retain the sense of open space at both parks. Expand the mix of both active and passive recreation at Meadowbank Park. Retain the quiet and serene atmosphere of Memorial Park.	Included in draft Masterplan

ITEM 5 (continued)

Sports fields and sports courts	Install multi-purpose synthetic fields in Meadowbank Park	Included in draft Masterplan
	Retain sports fields for the use by organised sports	Included in draft Masterplan
	Investigate improvement of turf and upgrade the poorer quality fields, including Fields 2 and 3.	Field 2 to be converted to regional playground. Field 3 improvements in draft Masterplan.
	Investigate relocation of the cricket pitch from the centre of the field.	Included in draft Masterplan
	Increase the number of cricket nets and ensure the new nets are to the equivalent quality of the existing nets. Install power and lights to the existing and new cricket nets.	Included in draft Masterplan. Power and lighting to be investigated during detailed design.
	Improve the surface of the netball courts.	Netball to be relocated offsite to new netball centre.
	Retain hard court surfaces for organised games and for passive recreation. Install additional hard courts surfaces and hit up wall for casual use for basketball and tennis.	Included in draft Masterplan
Lighting	Install additional lighting on the sports fields.	Included in draft Masterplan
	Expand path lighting throughout both parks. Improve the lighting along the RiverWalk. Improve lighting within and around the amenities blocks and clubhouses. Ensure lighting is energy efficient (ie, solar and LED).	Included in draft Masterplan and to be investigated during detailed design.
Playgrounds	Install additional playground in Meadowbank Park. Investigate additional shade to playground areas. Ensure play equipment for a range of ages.	Included in draft Masterplan and to be investigated during detailed design.
Seating	Provide more seating throughout Meadowbank Park for spectators of sports and passive recreation users and close to the playground areas. Provide seating along the RiverWalk and where possible provide opportunities to view the water. Provide improved seating in Memorial Park which takes advantage of the views.	Included in draft Masterplan
Picnic and BBQ facilities	Provide additional picnic and BBQ facilities in both Meadowbank Park and Memorial Park.	Included in draft Masterplan and to be investigated during detailed design.
Shading	Provide either canopy trees or man-made structures to provide shade around Meadowbank Park, especially over seating, BBQ facilities and pathways.	Canopy trees included in draft Masterplan for shade generation.

ITEM 5 (continued)

Signage	Install prominent signage at the entrances to the parks. Install prominent wayfinding maps of the site and clearly identifying field names and numbers. Include site details with 'best parking recommendations' on Council's website. Provide interpretive signs for key historic and environmental values of the parks. Include wayfinding signage from Meadowbank train station.	Include in draft Plan of Management and recommended for detailed design.
Amenities and Clubhouses	Relocate clubhouses to reduce distance between clubhouses/amenities and playing fields. Ensure better lighting within and around the structures. Upgrade the existing amenities and clubhouses. Provide for larger toilet stalls. Improve the level of maintenance of the existing structures. Allow for the amenities blocks to be left open for longer hours. Increase the size of the existing clubhouses to allow for additional canteens, equipment storage for clubs and space for meetings	Two new clubhouse/amenity buildings and two new toilet blocks located near regional playground and Andrew St playground included in draft Masterplan.
	Consider location of toilet facility close to the RiverWalk	Not included. New and existing toilet facilities in Meadowbank Park and Memorial Park. Public toilet located on RiverWalk at Meadowbank Wharf.
Walking and bike paths	Improve the surfaces of the existing paths. Improve safety of paths. Install lighting to paths throughout both parks. Repair the eroded sandstone path in Memorial Park. Provide access for prams within Memorial Park.	Included in draft Masterplan
	Install bike facilities within Meadowbank Park. Consider methods to improve safety of pedestrians from cyclists on the RiverWalk.	Recommended for detailed design.
	Extend the Riverwalk along the foreshore to remove need for users to enter onto residential streets. Install a mangrove boardwalk with viewpoints of the river.	Noted for future consideration by Council.
Fencing	Provide fencing to reduce the incidence of stray balls entering the mangroves, carparks and adjacent fields. Ensure good maintenance of all existing fences.	Include in draft Plan of Management.
Exercise equipment	Install additional and varied exercise equipment along the RiverWalk or within Meadowbank Park	Included in draft Masterplan.

ITEM 5 (continued)

Mosquitos	Reduce the number of mosquitoes at both Meadowbank Park and Memorial Park. Implement biological/environmentally friendly management plan.	Include in draft Plan of Management.
Waterplay	Consider incorporation of a splash park as part of the regional playground.	Included in draft Masterplan and recommended for detailed design.
Trees and bushland	Increase the number of canopy trees throughout Meadowbank Park. Improve the understorey and mid storey of planted areas to improve habitat. Protect the mangrove and endangered saltmarsh areas. Provide informative signage of the importance of particular natural areas throughout the site. Consider including more floral plants throughout the parks. Naturalise the creeklines through the site to provide additional habitat areas.	Included in draft Masterplan and draft Plan of Management
Stormwater runoff and drainage	Naturalise the creeklines through the site with sandstone blocks and native plantings.	Included in draft Masterplan.
	Improve the drainage of fields and raise the levels of the low lying fields.	Included in draft Masterplan and draft Plan of Management
Sustainability	Use harvested stormwater across the site. Install energy efficient lighting. Include additional bins and recycling bins throughout the site. Consider installation of a reverse vending machine for bottle and can recycling.	For future consideration. Relevant inclusions in draft Plan of Management.
Turf and ground maintenance	Improve the maintenance of the amenities buildings. Continue to improve the grounds maintenance.	Include in draft Plan of Management.
Garden areas	Increase the number of garden areas throughout Meadowbank Park. Retain the existing garden areas within Memorial Park and retain the views of the river. Investigate the repair of the stone retaining walls within Memorial Park.	Included in draft Masterplan and draft Plan of Management.
Waste and rubbish	Provide additional bins for general rubbish and recycling. Consider the installation of a reverse vending machine for bottle and can recycling.	For future consideration. Relevant inclusions in draft Plan of Management.
Dog	Consider providing a dedicated off leash area. Improve regulatory signage regarding dogs.	Included in draft Masterplan and draft Plan of Management.

ITEM 5 (continued)

Heritage	Provide greater recognition of the heritage throughout the parks. Protect remaining indigenous heritage. Provide interpretive signs on the heritage of the site. Include recognition of the current wars being fought in the memorial walk.	Include in draft Plan of Management.
Café	Consider installing a cafe close to the RiverWalk within Meadowbank Park.	Included in draft Masterplan and draft Plan of Management.
Security and safety	Improve lighting throughout the parks and RiverWalk. Improve lighting at amenities blocks and car parks.	Included in draft Masterplan and draft Plan of Management.
Events	Encourage more events at the site. Promote events in the parks. Provide appropriate infrastructure for events in Meadowbank Park.	Included in draft Masterplan and draft Plan of Management.
Drinking water	Install additional drinking water stations throughout both parks.	Recommended for detailed design.
Park size	Consider expanding the size of Meadowbank Park.	Noted for future consideration.
Drones	Develop and publicise controls over the use of drones in Meadowbank Park.	Include in draft Plan of Management.

Stage 2 community consultation was held in 3 April - 19 May 2019. This stage of consultation allowed the community to review and provide feedback on the draft Masterplan and draft Plan of Management Action Lists. This consultation was promoted via flyer, letterbox drop (500m radius of parks), park signage, local newspaper advertisement, stakeholder eNewsletter (185 emails distributed), Facebook (reach of 1,652) and Have Your Say webpage (1,244 page views). This consultation included two onsite drop in sessions (approximately 100 residents providing 580 comments), Social Pinpoint map (1,462 visits providing 309 comments), 14 stakeholder interviews, 15 written submissions from user groups and 3 phone enquiries.

ITEM 5 (continued)



KEY

1	Multi-purpose synthetic turf sports field
2	Multi-purpose sports fields
3	Multi-purpose sports courts
4	Multi-purpose hard courts (including linemarking for tennis)
5	Outdoor Youth and Family Recreation Park
6	Regional playground
7	Upgraded neighbourhood park
8	Amenity buildings
9	Dedicated off-leash dog exercise area
10	Visitor car park
11	Community event lawn

12	Priority area for creek naturalisation
13	New pedestrian/shared user path
14	Informal sports court
15	Modified cul-de-sac for drop-off
16	New pedestrian bridge
17	Upgraded stone walls and park furniture
18	New pedestrian path
19	Improved river interface and habitat
20	New park furniture along RiverWalk
21	New footpath along Constitution Rd driveway
22	Existing bushland to be retained and protected

Image 8: Draft Masterplan present to community during Stage 2 Community Consultation, provided in **ATTACHMENT 2**



Images 9 & 10: Stage 2 Community Consultation drop in sessions.

ITEM 5 (continued)

The Stage 2 community consultation report is provided in **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER**. The Masterplan, provided in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**, and draft Plan of Management, provided in **ATTACHMENT 7 – CIRCULATED UNDER SEPARATE COVER**, responds to the community’s feedback in the following ways:

Masterplan/PoM Element	Stage 2 Community Consultation Recommendation	Council Response
Amenities buildings	Investigate most appropriate locations for amenities buildings.	No change. Sporting user groups will be consulted during detailed design of new amenities building to ensure their sporting requirements are incorporated.
Basketball courts	Reduce the number of the basketball courts from the end of James Street. Consider relocating further within the park and away from residential properties. Consider including hit up walls at some locations.	Masterplan amended. Reduced number of courts and positioned further away from residents.
Café / Kiosk	Investigate opportunities to relocate café / kiosk to between skate park and regional playground. Ensure a café is included as a permitted use on the site.	Masterplan amended. Small café / kiosk relocated between skate park and regional playground. Include in draft Plan of Management.
	Explore opportunities for potential cafe operations (eg. social enterprise).	Noted for future consideration and investigation.
Creek Naturalisation	The creek naturalisation component was well received. Give consideration to naturalisation of some sections of Charity Creek. Include “Creek naturalisation” management issue and action to incorporate greater connectivity between the park and the river.	Masterplan amended and included in draft Plan of Management.
Cricket	Increase number of cricket nets for club and community use.	Masterplan has increased from 3 to 5 nets.
		Investigated split location (2 nets & 3 nets). Location consolidated due to cost effectiveness.

ITEM 5 (continued)

		Nets to be best practice design and enclosed.
	Investigate cricket field configurations on site to remove cricket from synthetic surface and to allow for play on turf surfaces.	Masterplan amended. Cricket removed from synthetic field. Extra senior grass cricket oval added.
Dogs	Include shade elements within dog off leash area if area is relocated to proposed location. Give consideration to dog off leash location to increase the dog off leash hours.	Included in draft Masterplan and draft Plan of Management.
Fitness Equipment	Identify locations for additional outdoor fitness equipment.	Included in Masterplan.
Identity and heritage	Ensure the heritage and identity of the site was well recognised. This also included concerns over a loss of identity in some areas with the removal of assets (ie LH Waud and Tory Wicks)	No change. Already included in draft Plan of Management
Lighting	Keep sports field lighting as proposed in draft Masterplan and ensure compliance with relevant Australian Standards. Include reducing field lighting glare (in addition to light spill) to relevant Australian Standards or better to the action under the management issue "Impact on adjoining residents".	Included in Masterplan and draft Plan of Management in accordance with draft Open Space Lighting policy. DA required for future sports field lighting and to be compliant with Australian Standards.
	Include path lighting along selected pedestrian pathways	
Multi-purpose courts	Relocate the multi-purpose courts away from residential properties.	Masterplan amended. Courts relocated to near skate park and regional playground.
Natural areas and environmental considerations	Within the management issue, "Mangroves" include an action to consider the expansion of the mangrove area into the naturalised creek areas where appropriate.	Included in draft Plan of Management, but cannot obstruct stormwater flow.
	Give consideration to potential for solar power and water harvesting opportunities onsite.	Recommended for future consideration and investigation during detailed design.
	Give consideration to whether a community garden would be suitable for Meadowbank Park.	No change. For consideration for alternative park.
Netball relocation	The relocation of netball from the site has been well supported.	No change to Masterplan.

ITEM 5 (continued)

	Give consideration to including some hard surfaces for casual netball use and a learn to ride space.	Masterplan amended. Netball included in multi-purpose sports courts and learn to ride loops near regional and local playgrounds.
Park furniture	Identify park furniture locations on the Plan.	Included in Masterplan and recommended for detailed design.
Parking and traffic	Consider reconfiguring the car park location or access safety provisions at Andrew Street. Investigate opportunities for further parking on site	No change to Masterplan. Obtain Traffic report once netball has relocated to inform traffic and parking requirements.
Playgrounds	Many respondents liked the inclusion of a regional playground. There was strong support for water play elements and more natural style of play equipment (ie, rocks and logs to climb on). The climbing walls and slides were well received. There were requests to incorporate a flying fox and a learn to ride area.	No change to Masterplan. Recommended for detailed design.
	Consider the location of the Andrews Street playground in relation to nearby living areas of adjacent properties.	Existing location retained with some amendments.
Paths and cycleways	Include as an action under “path and shared user path” the addition of further path lighting throughout the site. Include Priority ratings on actions under this management issue.	Included in draft Plan of Management.
	Consider sustainable path lighting along all major pathways throughout the site.	Included in draft Plan of Management and recommended for detailed design.
	Investigate methods of improving safety between cyclists and pedestrians – particularly along the RiverWalk.	
	Investigate the inclusion of screening or fencing along the proposed pathway next to 12 Meadow Crescent.	Masterplan amended.
	Investigate alternate opportunities to access Meadowbank Park from Meadow Crescent.	Included in Masterplan. Noted for future consideration and investigation.
	Investigate the potential of an extension of the Riverwalk to the west along the River.	Noted for future consideration and investigation.

ITEM 5 (continued)

Skate park	Skate park has been very well received with some respondents wishing it was made larger.	No change to Masterplan.
Sports fields	The majority of comments were very positive of synthetic field.	No change to Masterplan.
	Some confusion about number of fields with some codes believing field numbers would be cut, which was contrary to the plans.	
	Retain sports fields usage “rights” each code received for fields. Some sporting user groups expressed concerns about hire costs associated with using synthetic sports fields.	Included in draft Plan of Management. Refer to Allocation Policy and Schedule of Fees and Charges.
Swimming pool	There was a small amount of requests to include a swimming pool or a river swimming location in the design.	Not included.
		Masterplan amended to include dog swim area.
		Putney Park identified as future swim site.
		Ryde Aquatic Centre Masterplan in process.
Tennis courts	Investigate requirement for multi-use purpose.	Noted for consideration in future lease agreement.

Stage 3 community consultation was held in 4 July – 9 July 2019. During this stage, the revised draft Masterplan was presented to the main user groups for their review and sport specific technical feedback. Participating user groups included Eastwood Ryde Netball Association, West Ryde Rovers Football Club, Northern Districts Cricket Association, West Ryde Rovers Cricket Club, Sydney Oztag, North West Sydney Women’s Hockey Association, Gladesville Hornsby Football Association/North West Sydney Women’s Football Club and dog owners representative. This consultation was conducted via face-to-face meetings.

The Stage 3 community consultation report is provided in **ATTACHMENT 4 – CIRCULATED UNDER SEPARATE COVER** and to the user group’s feedback in the following ways:

ITEM 5 (continued)

Masterplan/ PoM Element	Stage 3 Community Consultation Recommendation	Council Response
Netball	Noted ERNA supportive of Masterplan and their relocation from Meadowbank Park.	No change to final Masterplan.
Football	GHFA and NWSWF supportive of Masterplan.	No change to final Masterplan.
	Request for synthetic field to have lighting suitable for competition standard.	Recommended for detailed design and subject to DA.
Cricket	NDCA and West Ryde Rovers supportive of Masterplan and relocation from synthetic field.	No change to final Masterplan.
	Supportive of additional grass oval. Re-angle orientation of N/E cricket ovals	Final Masterplan amended.
	Request for additional cricket nets.	Masterplan has increased from 3 to 5 nets.
		Nets to be best practice design and enclosed.
	Request for power and lighting to cricket nets Request for additional storage	Recommended for detailed design.
Oztag	Supportive of Masterplan. Investigate oztag field configurations for synthetic field.	No change to final Masterplan.
Hockey	Supportive of Masterplan.	No change to final Masterplan.
	Would like to see synthetic for hockey.	No change to final Masterplan. For future consideration if/when hockey participation rates increase.
	Would like to see western amenities retained.	No change to final Masterplan. Needs to be accommodated in new amenities building.
Dog owners (informal group)	Supportive of the Masterplan.	Included in draft Masterplan and draft Plan of Management.
	Give consideration to dog off leash to increase the dog off leash hours.	

During Stage 2 and 3 community consultations 11 organisations, sporting clubs and/or associations provided submission on behalf of their community including:

- NSW Health Northern Sydney Local Health District (914,298 people in 2016),
- Eastwood Ryde Netball Association (5,031 members),
- Football NSW (over 600,000 members in NSW),
- Gladesville Hornsby Football Association (13,928 members),
- North West Sydney Women's Football Association (3,048 members),

ITEM 5 (continued)

- West Ryde Rovers Football Club (1,000+ members),
- Northern Districts Cricket Association (1,094 members),
- West Ryde Rovers Cricket Club (145 members),
- Sydney Oztag (1,211 members),
- North West Sydney Hockey Association (2,000+ members), and
- Sydney Water

The submissions, provided in **ATTACHMENT 8 – CIRCULATED UNDER SEPARATE COVER**, detail some of the broad ranging community benefits this Masterplan provides in terms of health, active recreation, local sporting participation and the significant contribution this projects makes towards addressing the current and future undersupply of sportsgrounds in the City of Ryde.

Final Masterplan

The Final Masterplan, provided in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**, and recommended in this report seeks to increase the sporting capacity within Meadowbank Park whilst also implementing a range of environmental, passive and active recreation improvements across both Parks. In summary, some of the key sport and recreation improvements include:

Masterplan Element	Existing Quantity	Proposed Quantity
Rectangular sports fields – senior	8	11
Rectangular sports fields – junior	2	6
Cricket ovals – senior	3	5
Cricket ovals – junior	1	0
Cricket nets	3	5
Tennis courts	8	8
Basketball hoop	1	6
Amenities buildings	5	4
Playground – local	2	1
Playground – neighbourhood	1	1
Playground – district	1	1
Playground – regional	0	1
Skate park	1	1
Multi-purpose sports court area	0	1
Fitness equipment	2	3
Dog off leash area	1	1
Formal car parking areas	5	6

ITEM 5 (continued)



KEY

1	Multi-purpose sports fields (synthetic)	13	Car park
2	Multi-purpose sports fields	14	Community event lawn
3	Multi-purpose sports courts area	15	Creek naturalisation
4	Multi-purpose hard courts (including linemarking for tennis)	16	New path
5	Fitness Equipment	17	Informal sports court
6	Enclosed cricket nets	18	Modified cul-de-sac for drop-off
7	Meadowbank Skate Park	19	New pedestrian bridge
8	Regional playground	20	Upgraded stone walls and park furniture
9	Upgraded neighbourhood park	21	Improved river interface and habitat
10	Amenity buildings	22	New park furniture along RiverWalk
11	Cafe / amenities	23	Existing bushland to be retained and protected
12	Dedicated off-leash dog exercise area, with sports field to be in use Sat & Sun morning	24	Upgraded track and steps
		25	Dog friendly swim site

Image 11: Final Masterplan – Design present to Council for adoption, provided in ATTACHMENT 5.

ITEM 5 (continued)

Netball Courts

The netball hardcourts were first constructed in 1990 on reclaimed land and a former fill site. Over the past three decades, the courts have had significant ongoing maintenance issues due to subsidence including uneven playing surface, surface cracks and sink holes. Council has undertaken an ongoing program of reparations including resurfacing, local filling of holes and patching, however these are only temporary measures. The quality of the playing surface and safety of park users are an ongoing concern for both Council and the Eastwood Ryde Netball Association (ERNA).

In 2018 the NSW Government announced a \$30 million funding commitment to build new a state of the art netball facility in West Ryde with a memorandum of understanding being signed between NSW Department of Education, NSW Office of Sport and ERNA. This facility will include 32 outdoor netball hardcourts, sports centre with 4 indoor netball courts and parking. This new netball facility will be constructed on the site currently occupied by Marsden High School. The NSW Government has committed to relocate Marsden High School to the new Meadowbank Education Precinct which is scheduled to open in 2021. The NSW Government's position was reaffirmed following the government election in March 2019. The relocation of netball from Meadowbank to West Ryde is anticipated to occur in 2022.

It is on this basis that for Stage 2 Community Consultation a draft Masterplan was presented without netball, provided in **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER**. The Stage 2 Community Consultation indicated community support for the relocation of netball and additional sports fields.

The final Masterplan has also been prepared without netball facilities. The relocation of netball has been factored into the staged implementation for the Masterplan. Council intends to retain the netball courts at Meadowbank Park until the relocation has occurred, after which this area will stabilised and converted into two additional rectangular sports fields.

Council has been working in close consultation with ERNA in the development of the Masterplan. ERNA, on behalf of their members, is fully supportive of their relocation to West Ryde and the Masterplan as present for adoption.

ITEM 5 (continued)

Sports Field Use

The City of Ryde sportsgrounds operate to a maximum capacity of 30 hours of grass field use per week. This includes all club training sessions, competition games, school bookings, events and carnivals. Through Council's Sportsground Allocation Policy and Wet Weather Policy, Council strives to achieve operational sustainability of all sports fields in the local government area. Outside of these formal booked hours, the sports fields are available for general community use. The final Masterplan also includes areas for unstructured sport, recreation and passive use by the community.

The Masterplan includes the installation of synthetic surface at Meadowbank Park as recommended in the *Sport and Recreation Strategy* and the *Synthetic Surface Action Plan*. This will be constructed on L.H. Waud Field and will provide one senior rectangular field and at least two junior rectangular fields. Synthetic sports fields can sustain a much greater level of use to better meet the growing demands for sports fields. Council has been in consultation with the Waud family and West Ryde Rovers Football Club who are supportive of this initiative. This synthetic field upgrade is contingent on netball's relocation as projects will be delivered concurrently.

Sports Field and Court Lighting

Meadowbank Park currently has 7 fields, 27 netball courts and 8 tennis courts with sports field lighting. During all stages of community consultation there was very good general community support for sports field lighting at Meadowbank Park. The Masterplan recommends that all fields will have sports field lighting. Council will prepare Development Applications (DAs) for new sports field lighting projects progressively during the staged implementation of the Masterplan if required. These DAs will include relevant reports in lighting, traffic and acoustics. The community will be provided with the opportunity to provide further feedback during these DA processes.

Onsite Car Parking

During all stages of community consultation traffic and parking was acknowledged as being common concern for park users and the surrounding residents, particularly in winter during netball competition. The Masterplan provides some parking improvements including small parking area (off Andrews St), connection to improved circulation between the two main car parks (off Adelaide St), new disabled parking bays and mini-bus drop off point (Ross Smith Ave) and formalisation of parallel parking (Meadow Cres).

ITEM 5 (continued)

It is noted that the regional playground will in the short term increase parking demand during winter season weekend peak times. The expected mid-week utilisation of the playground will be during daylight hours, as opposed to sporting fields utilised during the evenings. Summer season has a significantly lower peak parking demand. Giving consideration to winter season peak parking demand:

- Regional playground is scheduled to open in mid-2021. This will result in an anticipated increase in parking demand of 36 spaces (estimate of 40 carers/families with 90% travel with private vehicle). 5 new accessible parking bays and a mini bus drop off will also be created in Ross Smith Avenue. There is an anticipated 1 month overlap with the winter season of 2021.
- Weekend use during winter season of 2022 will have the greatest peak demand due to the regional playground and the new sports fields 1, 2 & 3 operating. The anticipated net increase is estimated at 0 spaces (3 senior fields – existing level of use) + 36 spaces (playground demand) – 5 new spaces (accessible parking) – 22 spaces (2 junior field removals) = increased demand of 9 spaces per session. Management of this demand will be monitored and mitigating measures identified if required.
- Netball operations at Marsden High school site are expected to be completed for the winter 2023 season. This will result in a significant reduction in peak parking demand, estimated at 300 cars per session. The 2 new turf fields located where the netball courts are will generate approximately 30 car spaces per session. This results in a surplus of 270 spaces per session.
- After netball has relocated, a traffic study will then be undertaken to determine required parking provision for the subsequent stages of the masterplan.

Playgrounds and Skate Park

The Parks' have multiple existing playgrounds which service a large and growing residential catchment. There is currently 2 local playgrounds (Andrew St and Adelaide St), 1 neighbourhood playground (Ross Smith Ave) and 1 district playground (Memorial Park).

The Masterplan proposes upgrades to 1 neighbourhood playground (Andrew St) and 1 local playground (Ross Smith Ave). The district playground (Memorial Park) was upgraded in 2015 and will be retained in its current form. The new regional playground (adjacent to the Skate Park) is a funded project scheduled for construction in 2020/21. The temporary local playground (Adelaide St) will be temporarily retained and decommissioned when the netball courts relocate. This is consistent with Council's *Children's Play Plan 2019*.

The Skate Park and associated play elements was opened in April 2019 and will be retained in its current form. The Masterplan recommends additional tree planting between the skate park and the surrounding residential area.

ITEM 5 (continued)

Amenities Buildings

The Parks' have multiple existing amenities buildings to service park users and sporting groups. At Meadowbank Park, this includes the western amenities building (constructed 1970), central amenities (constructed in 1978 and 1993), eastern amenities (estimated construction in 1960's) and the amenities building adjacent to the Tennis Centre which is currently decommissioned (estimated construction in 1960's). The Tennis Centre has toilet facilities located within their leased facility which will be retained in the Masterplan. At Memorial Park there is an existing toilet block (estimated construction in 1980's).

Through the masterplanning process, a structural condition report has been undertaken on all buildings. Due to the outcomes of the condition report, the Masterplan proposes staged and progressive replacement of the existing amenity buildings. These will be replaced with purpose built facilities including western amenities building (toilets) near Andrew St playground, central amenities building (change rooms/toilets/canteen/clubrooms) near end of Adelaide St, eastern amenities building (change rooms/toilets/canteen/clubrooms) near Ross Smith Ave and northern amenities building (toilets/café) near Skate Park/regional playground. All buildings will be designed giving consideration to accessibility, inclusion and gender-inclusive change room design.

The amenities building in Memorial Park is poorly situated and it is recommended for decommissioning at the end of the building's useful life. Alternative toilet facilities are located on the RiverWalk near the Meadowbank Wharf or in Meadowbank Park.

Dog Off Leash Area

The existing dog off leash area is located in Meadowbank Park near field 13 and operational Monday – Friday 6am - 8am and 5pm – 7pm. Community feedback seeking extended hours of operation and improved park facilities has been reflected in the Masterplan design and draft Plan of Management - **ATTACHMENT 7**. These elements will be further informed by Council's review and development of the draft *Dog Off Leash Strategy*. Community consultation will be undertaken to develop this strategy and will be reported to Council by mid-2020.

Environment and Stormwater Considerations

The Masterplan and draft Plan of Management supports the intent of the *Ryde Biodiversity Plan* (adopted 2016). The Natural areas and foreshore areas will be retained and managed appropriately. The Masterplan proposes a significant increase in native vegetation and canopy trees in Meadowbank Park. This will provide corridor connections and habitat values along the Parramatta River as well as shade for park users.

ITEM 5 (continued)

The Masterplan provides recommendation for a section of Archers Creek and a section of Charity Creek to be naturalised. This will include the softening of the canal boundaries to produce biodiversity outcomes and better management of the creek lines. The concept of creek naturalisation was particularly well received by the community during Stage 2 consultations. This naturalisation is consistent with Sydney Water's direction in relation to concrete-lined stormwater channel renewal projects, as demonstrated by the Powells Creek renewal and remediation. Powells Creek is a tributary to Homebush Bay and located on the southern side of the Parramatta River, opposite Meadowbank and Memorial Parks.

The Masterplan and draft Plan of Management provide other recommendations to investigate opportunities for improved stormwater management, drainage, irrigation, solar power, charging stations and the like. These will be investigated and implemented progressively during detailed design and as funding sources become available.

Meadowbank Park has been identified as being very highly vulnerable to sea level change with likely and major consequence due to areas of primary recreation space being lost. In the course of preparing the Masterplan, climate change resilience analysis was undertaken to ensure that the sporting fields and key assets will meet projected sea level change in 2050.

Masterplan - Project Implementation

A staging plan has been completed for the Masterplan and contained within the final Masterplan Report, provided on page 29 in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**. This Masterplan will be progressively implemented over a number of years. All required planning approvals will be completed prior to construction of the various Masterplan elements. Construction will be in accordance with relevant Australian Standards and Safe Work NSW requirements. The implementation of these stages will be considered during the business planning cycle.

Financial Considerations

An opinion of probable costs has been completed for the Masterplan implementation. Phase 1 & 2 of Masterplan implementation (high and medium priority) is within the available budget with funding allocated in Council's Delivery Plan and Section 7.11 Plan (updated draft pending adoption). This has been confirmed with Council's Development Contributions Coordinator. The unfunded components of Masterplan implementation will be incorporated into the next iteration of the Section 7.11 Plan, grant funding opportunities and considered during Council's business planning cycle.

ITEM 5 (continued)

External grant funding opportunities will be investigated and may include NSW Government Community Building Partnership program, NSW Office of Sport, Metropolitan Greenspace grant, Australian Government Stronger Community grants and potential grants/contributions from sporting user groups and State sporting organisations.

Plan of Management

A Plan of Management is a document which guides the management of particular categories or specific areas of community land that are within the direct ownership of Council, or in the control and management of Council.

The draft Meadowbank Park Plan of Management (MPPoM), provided in **ATTACHMENT 7 – CIRCULATED UNDER SEPARATE COVER**, has been prepared to guide the ongoing and future management of the park in response to the needs and values of the City of Ryde community and the park users. Due to the specific nature and significance of Meadowbank Park, Council has developed a specific Plan of Management for this park.

It should be noted that Memorial Park is covered under the draft Parramatta River Parklands Plan of Management which has already been prepared, exhibited and is currently pending Ministerial approval prior to adoption.

Meadowbank Park consists of a combination of Community Land and Crown Land and must therefore be managed in accordance with *Local Government Act (1993)* and *Crown Lands Management Act (2016)*. Meadowbank Park form part of the Ryde Riverside Crown Reserve. This Crown Reserve has been designated the Crown land purpose of Public Recreation.

The *NSW Local Government Act (1993)* states that all community lands are required to be covered by a Plan of Management and must identify:

- the category of the land
- objectives and outcomes for the land
- the means by which Council proposes to achieve objectives and outcomes
- the way by which Council proposes to assess its performance and
- expressly authorises any leases, licences or other estates.

Meadowbank Park has areas of land categorized as Park, Sportsground, General Community Use and Natural Areas. The MPPoM has been prepared based on the Core Objectives for these categorisations.

ITEM 5 (continued)

The nature and use of community land may not change without an adopted Plan of Management. In the case of parks, or sections of these parks identified as Crown Land in this draft Plan of Management, these will be dealt with in accordance with the *Crown Lands Management Act (2016)*.

Under the *Crown Lands Management Act (2016)* a Council Crown Land Manager of dedicated or reserved Crown lands is required to:

- Manage the land as if it were community land under the *Local Government Act (1993)*, and
- For that purpose all the functions that a local council has under that Act in relation to community land (including the leasing and licensing of community land).

A Council Crown Land Manager of dedicated or reserved Crown land that is a public reserve, as defined in the *Local Government Act (1993)*:

- Must manage the land as a public reserve under that Act, and
- Has for that purpose all the functions that a local council has under that Act in relation to a public reserve.

The new *Crown Lands Management Act (2016)* was introduced in 2018 and superseded the previous *Crown Land Act (1989)*. The new Act implements the comprehensive review of Crown land management and follows more than four years of engaging the community on the future management of Crown land.

Based on advice provided by the Office of Local Government, should the MPPoM be adopted, existing agreements and arrangements will continue to be permitted:

- Any existing lease, license or permit issued under current legislation will continue for its term when the new Act commences. After the remaining provisions in the new Act commence future leases, licences and permits will be issued under the new Act.
- Existing managers of Crown reserves will automatically be appointed as Crown land managers under the new Act and will continue to manage their reserves.
- Formal notification will be provided to confirm the date the remaining provisions of the Act commence.

While the Plan of Management enables certain functions such as the issuing of leases and licences in this Park, any development in these areas would still require the relevant Development Application or State Environment and Planning Policy approval processes to be undertaken. Any capital projects undertaken by Council within the Park would continue to have the normal community consultation process undertaken as part of the delivery of that project.

ITEM 5 (continued)

Both the *Local Government Act* and the *Crown Lands Management Act* now allow councils to manage land under its control with one management document. Issues such as categorisation of the land, setting of core objectives and the measurement of performance as well as the issuing of leases, licences and other estates will have the complexity and duplication removed. Community involvement in the management of these areas will therefore be improved.

Plan of Management – Native Title Advice

As per the *Crown Land Management Act (2016)*, Council is required to engage a qualified 'Native Title Manager' to oversee and approve dealings and actions that may affect native title. Native Title Managers must have training or qualifications that have been approved by the Minister. Council, as Crown Land Managers, must obtain the written advice of at least one Native Title Manager where it grants certain interests in the land, including leases, licences, easements, mortgages, covenants and other restrictions on use. Council engaged *Lands Advisory Services Pty Ltd*, a suitably qualified legal firm, to provide Native Title advice for the draft MPPoM.

Plan of Management - Public Exhibition

The *Crown Land Management Act (2016)* requires draft Plans of Management to be referred to the NSW Department of Industry to seek Ministerial approval for public exhibition. The recommendations contained in this report seek a Council resolution to make this referral to the Minister.

Following the receipt of Ministerial approval, and under the requirements of the abovementioned legislation, the period for the public exhibition of the draft MPPoM is 28 days with a further 14 days allowed for comments to be received. At the end of this period, the submissions will be reviewed.

The community will be notified of this public exhibition via Council's website, Libraries, Customer Service areas, stakeholder emails, advertisements, Council eNewsletter and park signage. During the exhibition period, a copy of the draft MPPoM will also be provided to the convenors of relevant advisory committees for their review and input.

If the submissions are of a minor nature, then changes will be made and the draft Plan will then be returned to Council for adoption. If there are major issues identified through the community consultation, then officers will determine how to appropriately manage these prior to reporting to Council for final adoption.

ITEM 5 (continued)

Plan of Management - Project Implementation and Financial Implications

In summary, the order of events to achieve adoption of the Meadowbank Park Plan of Management is:

1. Adoption of recommendations contained in this Council Report.
2. Referral of draft MPPoM to Minister for Lands and Forestry to seek approval for Public Exhibition.
3. Public Exhibition of draft MPPoM for 28 days.
4. Further 14 days allowed for Public Exhibition comments to be received.
5. Review Public Exhibition submission.
6. Further report to Council for adoption of the Plan of Management.
7. Adoption of Plan of Management.

Once the final Plan of Management has been approved and adopted, any identified priorities and recommendations with financial impacts will be incorporated into operational costs, Masterplan implementation and/or subject to Council's future budget planning processes.

6 BIOSECURITY WEEDS POLICY AND LOCAL PRIORITY WEEDS MANAGEMENT PLAN

Report prepared by: Biosecurity Weeds Officer; Natural Areas Coordinator
File No.: GRP/09/6/13 - BP19/1080

REPORT SUMMARY

The Biosecurity Act 2015, enacted in June 2017, repealed the Noxious Weed Act 1993. This brought about significant changes to how weeds are managed by Local Councils, National Parks and Wildlife and other agencies. To comply with these changes, a Draft Biosecurity Weeds Policy provided for in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER** and Draft Local Priority Weeds Management Plan 2019-2024 provided for in **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER** have been developed.

The Draft Policy and Draft Plan outline Council's responsibilities, actions and responses consistent with the Biosecurity Act 2015 and the Greater Sydney Regional Weeds Management Plan 2017-2022.

By delivering on these priorities, Council will be meeting the vision in 2056 North District Plan (Planning Priority N16); Council's Community Strategic Plan 2028 and meeting targets in Council's adopted Ryde Biodiversity Plan 2016.

Council will not only be delivering on the above mentioned strategic documents and Plans but will be ensuring Council delivers its legislative obligations.

The Draft Local Priority Weeds Management Plan provides an additional level of detail for our local area and a local priority weeds list. The template developed by the Sydney North Sub-regional Weeds Committee was used to develop the Draft Local Priority Weeds Management Plan maintaining consistency in weed management across the region.

It is proposed that the Draft Policy and Draft Plan be placed on public exhibition for at least 28 days and that on the completion of the public exhibition period a further report be submitted to Council to make the final decision.

RECOMMENDATION:

- (a) That the Draft Biosecurity Weeds Policy and Draft Local Priority Weeds Management Plan be put on public exhibition for at least 28 days.
- (b) That on the completion of the public exhibition period, a further report be submitted to Council for determination.

ITEM 6 (continued)

ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER

- 1 Biosecurity Weeds Policy
- 2 Local Priority Weeds Management Plan 2019-2024

Report Prepared By:

Viniana Vererua
Biosecurity Weeds Officer

Sandra Payne
Natural Areas Coordinator

Report Approved By:

Sam Cappelli
Manager - Environment, Health and Building

Liz Coad
Director - City Planning and Environment

ITEM 6 (continued)

Discussion

The replacement of the Noxious Weed Act 1993 with the Biosecurity Act 2015 brought changes to how weeds are managed. These changes include a shared responsibility (tenure neutral), risk based approach and the enforceable general biosecurity duty that applies to anyone who deals with plant matter.

Weed biosecurity being a shared responsibility, supports a community approach to local weed management. As the Local Control Authority, City of Ryde plays a key role in weed management including enforcement of the Act with respect to weeds. City of Ryde recognizes that prevention and early detection is the most strategic form of weed management ensuring efficient use of resources and avoiding unsustainable weed control.

The Biosecurity Act 2015, unlike the repealed Noxious Weed Act 1993, ensures that the responsibilities of managing priority weeds are shared by everyone through introducing the enforceable General Biosecurity Duty meaning, anyone who is made aware and deals with plant matter, must take measures to prevent, eliminate or minimize the biosecurity risk posed by that plant matter as reasonably practicable.

The Draft Biosecurity Weeds Policy and Draft Local Priority Weeds Management Plan have therefore been prepared to ensure compliance with the Act and the Greater Sydney Regional Weed Management Plan 2017-2022 in relation to weeds management and the protection of our natural environment, economy and local community.

The approach taken is a risk based approach with a focus on prevention, early detection, eradication, containment and asset protection of identified priority weeds.

Staff will focus weed management along identified significant assets, high risk pathways and high risk sites targeting priority weeds. Compliance with legislation will be achieved through community education, along with regulatory and non-regulatory inspections aimed at preventing, eliminating and minimizing biosecurity risks posed by priority weeds.

Financial Implications

There is no significant financial implication by adopting this report. There will be minor costs to undertake the public exhibition process and this amount is expected to be less than \$5000 which can be funded from the existing Natural Areas Operational Budget.

ITEM 6 (continued)

Consultation

City of Ryde staff developed the Draft Plan in conjunction with and using the framework of the Sydney North Sub-regional Weeds Committee, and sought advice from Local Land Services, Department of Primary Industries and Hawkesbury River County Council.

Internal stakeholders from Council's Parks, Community and Ranger Services, Operations, Development Assessment and Communications and Media were consulted and no objections were raised to the proposal to put these draft documents on public exhibition.

More extensive internal and external consultations including a presentation to the next Bushland and Environment Advisory Committee in December 2019 and specific approaches to the Bush Care Volunteers, Ryde Hunters Hill Flora and Fauna Preservation Society, Ryde Environment Group, the Parramatta River Catchment Group, Lane Cove National Park, Parramatta Council, Hunters Hill Council and Lane Cove Council are proposed during the public exhibition period.

Options

- 1) That Council adopts the recommendations of this Report unchanged.

This is the preferred option and will help to meet one of the aims of the new legislation, that Biosecurity is a shared responsibility.

Future adoption of the Draft Policy and Plan will ensure that Council complies with the Biosecurity Act 2015, the Greater Sydney Regional Weed Management Plan 2017-2022 and the NSW Weed Action Program guidelines.

- 2) That Council does not support the recommendation.

This is not the preferred option. If Council decides against the recommendation, the community will not have an opportunity to provide feedback on the Draft Policy and Plan leaving Council's Biosecurity Weeds legal obligation and responsibilities exposed and unstructured, without Community engagement.

7 CITY OF RYDE - DRAFT OPEN SPACE LIGHTING POLICY

Report prepared by: Manager - Parks

File No.: GRP/09/3/17 - BP19/1222

REPORT SUMMARY

This report provides Councillors with the proposed draft City of Ryde Open Space Lighting Policy provided in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**.

The draft Policy has been prepared to ensure all new lighting within parks across the City of Ryde, whether it be associated with car parks, recreational facilities, external park buildings, pathways, shared user paths, feature trees and/or public art is sustainable, well designed and located and meet the applicable Australian Standards for lighting.

This Policy will be used:

- To inform and guide Council's decision making for public lighting of open space;
- To decide where and when public lighting of open space is needed, and if so, what sort of lighting should be installed;
- To help Council staff, lighting design consultants and others, consistently apply sustainable lighting principles to new public lighting installations, replacements and repair programs on open space;
- To communicate Council's public lighting minimum efficiency and standard design requirements.

This report also provides information based on a number of academic studies to substantiate the policy guidelines for the lighting of public open space.

A draft of the policy was tabled at the May meeting of the CoR Sport & Recreation (including wheeled sports) Committee and any input provided in this forum has been included in the policy.

The draft Policy aims to identify the role of open space lighting systems and the various relationships, which can maximise its effectiveness. It takes into account the significant advances in the use of energy efficient technology such as LED and has been peer reviewed to ensure it is consistent with the applicable Australian Standards and is in line with industry best practice.

The draft Policy outlines an assessment criterion, workflows and a process which provides a framework for Council staff to consider requests for lighting in open space made by the public. It will mean requests for lighting within parks are considered in a consistent and strategic manner.

ITEM 7 (continued)

RECOMMENDATION:

- (a) That the draft "Open Space Lighting Policy" be placed on public exhibition inviting comment for a period of not less than twenty-eight (28) days.
- (b) That a further report be provided to Council should any objections be received during the consultation period.
- (c) That, if no objections are received during the consultation period, the Policy becomes adopted by Council.

ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER

1 Draft Open Space Lighting Policy - Final 09-19

2 Lighting Audit Form Example

Report Prepared By:

Simon James
Manager - Parks

Report Approved By:

Wayne Rylands
Director - City Works

ITEM 7 (continued)

Background

There is presently no Council policy that guides the decision around installation of lighting in City of Ryde open spaces.

Currently, requests for lighting in open spaces are done on an ad hoc basis with no criteria to base the need for lighting, its location, type, level of illumination and duration of lighting in these areas. This has resulted in a variety of Council owned lights as well as lights owned and maintained by electricity distributors such as Ausgrid, leading to the complexity of maintenance. In addition there is lighting within Council's Parks owned and maintained by these electricity distributors, who are currently looking to divest these lighting assets in open space.

The Purpose of Lighting in Open Space Areas

Outdoor lighting is required for the enjoyment and use of open space outside of daylight hours, which Council should encourage in appropriate locations. In order to support diverse use of open space, Council requires a methodology to assess requests and if approved, install the appropriate lighting in these locations.

It will not be appropriate or desirable to light all open spaces as many of these areas are located in quiet residential areas where Council would not want to encourage night time activity. It is important that appropriate night time options are provided in identified locations. Equally it must be recognised that not that all parks are suitable for all uses at night.

This draft Policy recommends improved lighting of selected open space areas to encourage informal recreation use and physical activity, while also listing criteria for minimising impact on the adjoining community as well as wildlife by utilising existing light where possible.

Lighting can also assist persons with their movement through open space by lighting designated routes that connect them to sustainable modes of transport such as buses, ferries and trains. These must be lit to the Australian Standard and also be seen from the street and adjoining properties acting as passive surveillance.

Quality lighting design can highlight urban features and enhance the look and feel of the City at night. This has reputational and potential economic benefits to Council as it ties into the night time economy. Feature lighting will have most benefit where it is located in highly visible spaces and connected to city gateways or areas of night time activity.

The design and quality of light fixtures also has an impact, and can make a valuable contribution to the aesthetics of open space.

ITEM 7 (continued)

Safety – Perception vs Reality

Historically, open space lighting has been perceived as an added safety measure for pedestrians and cyclists in dark areas and has also been used in attempts to disperse individuals from congregating in areas that are dark and difficult to access at night.

Unfortunately, such assumptions, without a thorough understanding of the environment, may place the pathway user in a more dangerous situation than had they kept to adjacent lit roads and footpaths. Lighting in parks and open space where there is little or no passive surveillance, where escape routes or options are limited, or where hidden pockets of criminal activity occur, can create a more serious problem than what was originally intended to reduce or eliminate.

A number of studies have been undertaken on the topic of lighting in public open space and its correlation to increased safety of these places. The weight of available research suggests that the placement of lighting in these areas does not improve safety but does to some extent, decrease the fear of crime.

Detailed below are extracts from three studies into this subject that seem to suggest that this is in fact the case:

The correlation between lighting and crime is inconclusive. Although it is a common perception, there is little significant data to support that lighting reduces criminal activity (1)

Lighting can affect crime by two indirect mechanisms. The first is the obvious one of facilitating surveillance by the authorities and the community after dark. If such increased surveillance is perceived by criminals as increasing the effort and risk and decreasing the reward for a criminal activity, then the level of crime is likely to be reduced. Where increased surveillance is perceived by the criminally inclined not to matter, then better lighting will not be effective.

In certain situations, lighting may aid or encourage congregation, crime and disorder. Consideration should be given to:

- *Avoiding lighting in remote locations under minimal surveillance.*
- *Maintaining lighting to car parks and buildings, only during periods when authorised staff or users retain a site presence. (2)*

ITEM 7 (continued)

As vandals apparently need or like to see the damage they cause, this led to the notion that making areas dark could actually reduce vandalism. The San Antonio School District in Texas was one of the first to try the Dark Campus idea in 1973. All of the lighting in the area was turned off in an around each of the 19 schools after they closed for the night. The annual cost of repairing damage caused by vandalism dropped from \$160,000 in the late 1960s to \$41,000 in a few years, and annual energy savings amounted to hundreds of dollars per school. The following statement is attributed to the Director of Security for the school district:

"I remember as a kid, we never hung around in the dark. We hung around a street light or some other kind of illumination. We wanted to see who was with us. With vandalism, the thrill is seeing the windows broken, in seeing the words written on the wall. It is no thrill to hang around in the dark".(3)

1. Crime Prevention Unit Paper No. 29, *Better Street Lighting on Crime and Fear: a review*.

Ramsay, M and R. Newton, London Home Office, London.

2. The Greater Manchester Police "Designing out Crime: Parks & Public Open Spaces" document

3. California Energy Extension Service (no date), King 1995, Wilson 1998.

Discussion

The draft Open Space Lighting Policy has a number of key principles to guide lighting decisions for open space in the City of Ryde. The following table summarises the key principles of lighting these areas as well as the expected outcomes that will flow on with the implementation of this Policy are outlined below and further detailed on pages 14 and 15 of the attached draft Policy.

Key Principles
• Better use of Open Space
• Improved Safety
• Support sustainable transport modes
• Enhance the look and feel of the city

The application of what to light in the various areas within Council's open space network is covered in the Policy. It is not possible or desirable to light large areas of landscape for general use. Lighting should be focussed and provided only where it serves the key principles. Most importantly, it should be fit for purpose; that is, provide a level of illuminance which is suited to the location and use of the site and provided only at the times of activity.

ITEM 7 (continued)

These lighting applications in the draft Policy are governed by the intended use of the open space. Public lighting design for open space is covered by the Australian and New Zealand Standard (AS/NZS 1158.3.1:2005 [including all amendments]) and AS 2560.2.3-2007 (R2017) Sports lighting Specific applications - Lighting for football (all codes).

Council is currently using the eState system which allows for the programming of lights to be switched on and off from a central location. It also offers users the ability to remotely access lighting in parks and other Council facilities within pre-determined times. Through this system, Council has the ability to override remote accessing in periods of inclement weather so that facilities are not damaged.

Appropriate illuminance levels from the Standard for different uses are outlined in Pages 16 to 22 in the attached draft policy document.

Peer Review

The draft Open Space Lighting Policy has been peer reviewed by two independent Lighting Consultants for conformance with the applicable standards and industry best practice.

Their suggested inclusions into the draft Policy have provided the necessary input to inform the decision making processes within the draft Policy. Their input will also allow for the Policy to be used as a communication of Council directions, plans, requirements and expectations in regard to open space lighting.

Implementation

Under this Policy, lighting installation projects will be implemented only where the need is determined through the completion of the criteria and flowchart outlined in the policy document (pages 26 – 28). Furthermore the availability of funds will also determine if and when a project can proceed.

The process for assessing a request for lighting is as follows:-

Step 1, complete a lighting assessment – Determine if Lighting is required / supported. Work through the flow chart (Table 4) on page 26 of the Policy document. This will identify if the lighting is needed and what is the most suitable type.

Step 2, implementation plan – identify if the lighting is supported by key stakeholders and identify if funding is available. This flowchart is detailed on Table 5, on page 27 of the Policy document and provides a process for the implementation of lighting projects.

ITEM 7 (continued)

The Checklist on page 28 (Table 6) is to be completed as part of the process for determining if lighting is required and will provide documented details on the considerations made and the reasons why or why not a request for lighting has been made. An example of this is provided for reference in **ATTACHMENT 2 – CIRCULATED UNDER SEPARATE COVER.**

The draft Policy also includes a summary of requirements for park pathway lighting for new installations. This will ensure that adequate lighting levels and standards are provided for pathway users.

When determining the appropriateness of implementing new open space lighting projects in parks, staff will also, where appropriate:

- Implement, a ‘Crime Prevention Through Environmental Design’ (CPTED) audit to assess the impact of the new lighting on extended use of existing facilities plus neighbour / light spill impacts.
- Consult with park users and evaluate the effectiveness, feasibility and impact of the proposed project on park program elements, pathway users and park neighbours.
- Ensure the draft Open Space Lighting Policy is used as part of park masterplanning exercises where lighting is being considered and/or recommended.
- New installations are to be designed to improve pedestrian safety and reduce opportunities for vandalism and crime. New installations will be developed at a pedestrian scale that is appropriate to a traditional park environment.
- The Parks Department will be responsible for the implementation of the Policy through the policy actions, in coordination with other relevant sections of Council.

When requests for the lighting of open space are received, Council will undertake an assessment using either a CPTED review or the Lighting Audit Checklist contained within the policy. It is then determined whether or not the lighting is considered appropriate.

Community and Stakeholder Engagement

It is recommended that the draft Open Space Lighting Policy be placed on public exhibition for a period of 28 days with a further 14 days allowed for public submissions.

ITEM 7 (continued)

The draft Policy will also be distributed to the relevant internal and external stakeholders for their input and comment.

Following the public exhibition and further report will be provided to Council outlining the results of the consultation and seek adoption of the Policy.

Financial Implications

The policy does not commit Council to any addition expenditure for the installation of lighting. Any proposed projects would be subject to and would form part of the standard business planning process and where appropriate incorporated into new and existing parks and reserves. There are no financial implications for adopting the recommendations of this report.

The maintenance of any new lighting installations would form part of the existing Operational budgets and budgeted accordingly.

Conclusion

The adoption of the recommendations for this report will move the City of Ryde closer to having an informed and strategic approach to the delivery of lighting across the LGA. It will allow for the residents and stakeholders to have input into the policy prior to it being finalised.

8 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 10 OCTOBER 2019

Report prepared by: Traffic Engineer
File No.: GRP/09/3/17 - BP19/1198

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Sixteen (16) reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 10 October 2019, proposing traffic and parking measures.

A further five (5) advisory matters, as well as General Business, were discussed at the RTC meeting and are included in the Minutes of the RTC meeting for the Council's information.

Two (2) reports were approved by the RTC via electronic meeting (Table 3 Matters Approved under Electronic Traffic Committee Process). Subsequently, the following traffic and parking measures require Works and Community Committee approval:

- (A) Holy Spirit Catholic Primary School, North Ryde – Minor Works Implementation from Schools Program**
- (B) Denistone East Public School, Denistone East – Minor Works Implementation from Schools Program**
- (C) West Ryde Public School, West Ryde – Minor Works Implementation from Schools Program**
- (E) Westminster Road, Gladesville – No Parking across Driveway**
- (F) Rothesay Avenue, Ryde – Formalise Parking and Loading Bay**
- (G) West Parade, Eastwood – Eastwood Lunar New Year Event**
- (H) Yangalla Street, Marsfield – Parking Restrictions – Saturday only**
- (J) Cobham Lane, Melrose Park – Parking Restrictions**
- (K) Agincourt Road, Marsfield – Parking Restrictions**
- (L) Northcross Christian School – No Stopping Restrictions**
- (M) Belmore Street, Ryde – Upgrade the Roundabout**
- (N) 2020 RTC Meeting Dates**
- (O) Gerard Lane (North of Gerard Street), Gladesville – No Stopping Restrictions**

ITEM 8 (continued)

(P) Hepburn Avenue, Gladesville – No Parking Zone

(Q) Sewell Street, Ryde – Stop Control at Intersection

Advisory Items:

Advisory Item 1 Matters Approved Under Delegation and Electronic Traffic Committee Process

Advisory Item 2 Morrison Road, Putney – Upgrade of Pedestrian Refuge

Advisory Item 3 Cressy Road, Ryde – Change of Parking Period Associated with Resident Parking Scheme

Advisory Item 4 Charles Street, Ryde – Remove Painted Island

Advisory Item 5 Wharf Road, Melrose Park – Upgrade of Existing Pedestrian Crossing

RECOMMENDATION:

- (a) That subject to the availability of funds, Council implement the following recommendations:
1. The existing children's crossing on Cooney Street be removed.
 2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage.
 3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school.
 4. Give way signage and line marking be provided at the following intersections:
 - a. intersection of Avon Road / Cooney Street
 - b. intersection of Avon Road / Marilyn Street
 - c. intersection of Pamela Street / Marilyn Street
 - d. intersection of Pamela Street / Amelia Street
 - e. intersection of Cooney Street / Wicks Road

ITEM 8 (continued)

5. 5m of double barrier lines be marked at the following locations
 - a. on Pamela Street at Marilyn Road
 - b. on Marilyn Street at Avon Road
 - c. on Amelia Street at Marilyn Road
 - d. on Cooney Street at Wicks Road
 6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road.
 7. Roads and Maritime Services be requested to provided full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.
- (b) That subject to the availability of funds, Council implement the following recommendations:
1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
 2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
 3. Driveway delineation lines be marked on driveways where the street has a school frontage.
 4. Centreline line marking on Kings Road be installed to counteract current visual misalignment.
 5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road
 - b. Intersection of Brabyn Street / Boronia Lane
 - c. Intersection of Kings Road / Salter Crescent
 - d. Intersection of Boronia Lane / Lovell Road
 - e. Intersection of Henderson Street / Kings Road
 - f. Intersection of Henderson Street / Boronia Lane
 6. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.

ITEM 8 (continued)

7. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street
8. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.
9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only.
10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street.
11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed.

Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times

(c) That subject to the availability of funds, Council implement the following recommendations:

1. The existing children's crossing on Bennett Street be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.
2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.
3. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.

ITEM 8 (continued)

4. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
 5. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
 6. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
 7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - a. Intersection of Endeavour Street / Bennett Street
 - b. Intersection of Bennett Street / Mons Avenue
 8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.
- (e) That Council installs 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville.
- (f) That Council installs a 'No Stopping' zone at the end of Rothesay Avenue, Ryde to facilitate a turnaround area.
- (g)
1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval;
 2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed.

ITEM 8 (continued)

- (h) That Council installs a 'No Parking Saturday – April to August' zone from 6 Yangalla Street to 22 Yangalla Street, Marsfield.
- (j) That Council installs a "No Parking" zone on the northern side of Cobham Lane, Melrose Park.
- (k) That Council installs a No Parking Zone across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.
- (l) That Council installs a "No Stopping 8-9:30am & 2:30-4pm School Days Only" zone on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.
- (m) That subject to the availability of funds, Council implement the following recommendations:
 - 1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.
 - 2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
 - 3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
 - 4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
 - 5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
 - 6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.

ITEM 8 (continued)

7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
 8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
 9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
 10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
 11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
 12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.
- (n) That Council holds the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates (Meeting rooms to be confirmed):
- 20 January 2020
 - 20 February 2020
 - 19 March 2020
 - 16 April 2020
 - 11 May 2020
 - 12 June 2020
 - 10 July 2020
 - 13 August 2020
 - 10 September 2020
 - 8 October 2020
 - 5 November 2020
 - 7 December 2020

ITEM 8 (continued)

- (o) That Council installs 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones on the western side of Gerard Lane north of Gerard Street, Gladesville.
- (p) That Council installs a 5.4 metre long No Parking zone preceding the No Stopping zone outside 1 Hepburn Avenue, Gladesville.
- (q) That Council replaces existing 'Give Way' signs with a 'Stop' control on both approaches of Sewell Street at its intersection with Shepherd Street, Ryde.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Muddasir Ilyas
Traffic Engineer

Report Approved By:

Michael Dixon
Transport Manager

Wayne Rylands
Director - City Works

ITEM 8 (continued)

ITEM (A) HOLY SPIRIT CATHOLIC PRIMARY SCHOOL, NORTH RYDE

SUBJECT: MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM

WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017- 01780

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of Holy Spirit Catholic Primary School (HSCPS), North Ryde. A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at Council's Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council will further discuss this proposal with HSCPS before implementation.

BACKGROUND

HSCPS has school frontages on Cooney Street, Marilyn Street and Coxs Road, North Ryde.

CONTEXT

- Cooney Street, Marilyn Street, and Coxs Road are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to HSCPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.

ITEM 8 (continued)

Council staff met with representatives from HSCPS and the local community at a community forum to discuss local traffic and road safety issues.



Figure A1: Location Plan

ITEM 8 (continued)

DISCUSSION

Children's Crossing on Cooney Street, North Ryde

The location of the children's crossing and operation of the kiss and ride zone on Cooney Street were the chief areas of concern amongst parents and carers of children attending the school and also with the local community.

A site inspection has been undertaken which indicates that the children's crossing does not comply with RMS technical directions. It is located within the intersection of Cooney Street and Avon Road, North Ryde with a bank of angled parking spaces and the access driveway to the church all located within the confines of the children's crossing. While there is a footpath provided from the school to the southern side of the children's crossing there is no footpath provided on the northern side. The purpose of the children's crossing is to provide safe passage across the street for children; however this crossing in its present location does not meet this aim.



Figure A2: Location of Children's crossing on Cooney Street

ITEM 8 (continued)

A review of on-site conditions indicates that there is no safe location in Cooney Street, North Ryde where the children's crossing could be relocated to and thus it is considered that it should be removed as it is non-compliant and misleading in relation to perceived safety.

KISS and RIDE Cooney Street, North Ryde

Kiss and Ride operations in Cooney Street funnels parents into the dead end section of the street leading to localised congestion. The operation of the *Kiss and Ride* zone prevents any vehicle attempting to leave the 90 degree indented parking area immediately west of the children's crossing.

The *Kiss and Ride* zone should be relocated to Marilyn Street, North Ryde which currently has an extensive school frontage that can be utilised. Marilyn Street is already located within a *40kph School Zone* thus no changes would be required to the posted speed limit. The School had indicated that a footpath would need to be provided on school grounds for children to access Marilyn Street, however site inspections indicate that there is currently a laneway that adjoins the full extent of the HSCPS property, thus if access was provided to this laneway, children would be able to access the relocated *Kiss and Ride* zone in Marilyn Street.

The relocation of the *Kiss and Ride* zone to Marilyn Street would alleviate much of the current localised congestion that exists in Cooney Street and Avon Road and would provide a safer environment for children attending the school.



Figure A3: Footpath adjoining school property on Marilyn Street

ITEM 8 (continued)

Intersection of Wicks Road & Coxs Road, North Ryde

A crash analysis for the period 2013 to September 2018 indicates that there have been 4 pedestrian related crashes at the signalised intersection of Wicks Road and Coxs Road, North Ryde. While marked foot crossings are provided on all four arms of the intersection, full red arrow protection for pedestrians crossing the road has not been provided. RMS has been contacted regarding this issue and has been requested to provide full red arrow protection for pedestrians as a proactive measure to lower the risk of pedestrian crashes in the future.

Signage and Delineation:

All roads in the vicinity of HSCPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been signposted at intersections. Given the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be signposted/ line marked with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- intersection of Avon Road / Cooney Street
- intersection of Avon Road / Marilyn Street
- intersection of Amelia Street / Marilyn Street
- intersection of Pamela Street / Marilyn Street
- intersection of Cooney Street / Wicks Road

In addition to the above delineation and relocation of the Kiss and Drop zone to Marilyn Street it is considered that driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road, North Ryde.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs the following works as follows:

1. The existing children's crossing on Cooney Street be removed.
2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage.
3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school.

ITEM 8 (continued)

4. Give way signage and line marking be provided at the following intersections:
 - a. intersection of Avon Road / Cooney Street
 - b. intersection of Avon Road / Marilyn Street
 - c. intersection of Pamela Street / Marilyn Street
 - d. intersection of Pamela Street / Amelia Street
 - e. intersection of Cooney Street / Wicks Road

5. 5m of double barrier lines be marked at the following locations
 - a. on Pamela Street at Marilyn Road
 - b. on Marilyn Street at Avon Road
 - c. on Amelia Street at Marilyn Road
 - d. on Cooney Street at Wicks Road

6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road.

7. Roads and Maritime Services be requested to provided full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.

RECOMMENDATION:

That subject to the availability of funds, Council installs the following works as follows:

1. The existing children's crossing on Cooney Street be removed.

2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage.

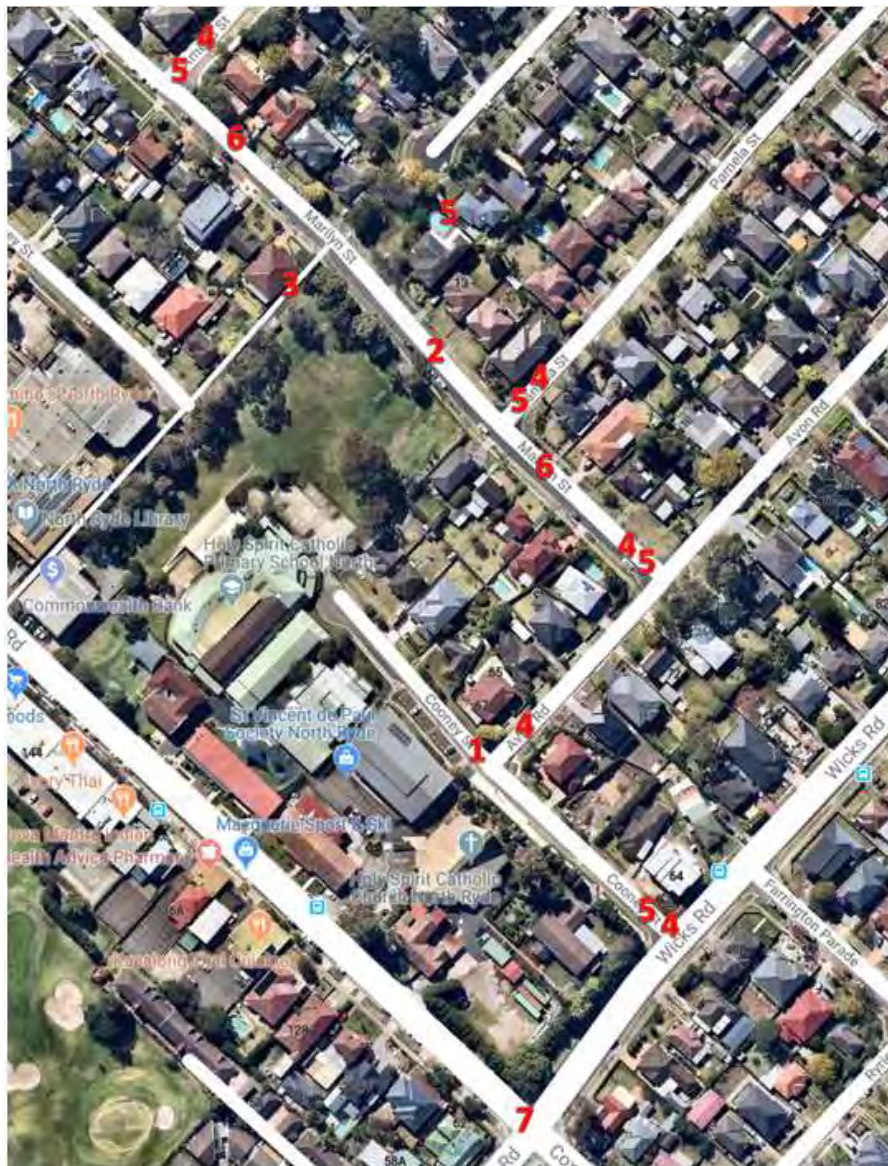
3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school.

4. Give way signage and line marking be provided at the following intersections:
 - a. intersection of Avon Road / Cooney Street
 - b. intersection of Avon Road / Marilyn Street
 - c. intersection of Pamela Street / Marilyn Street
 - d. intersection of Pamela Street / Amelia Street
 - e. intersection of Cooney Street / Wicks Road

5. 5m of double barrier lines be marked at the following locations
 - a. on Pamela Street at Marilyn Road
 - b. on Marilyn Street at Avon Road
 - c. on Amelia Street at Marilyn Road
 - d. on Cooney Street at Wicks Road

ITEM 8 (continued)

6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road.
7. Roads and Maritime Services be requested to provide full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.



- 1 = Removal of Children's Crossing
- 2 = Kiss n Drop Zone
- 3 = Access to Laneway
- 4 = Give Way Signage/Delineation
- 5 = BB Line marking
- 6 = Driveway Delineation
- 7 = Review TCS Phasing

Figure A4: Proposed Changes

ITEM 8 (continued)

ITEM (B) DENISTONE EAST PUBLIC SCHOOL, DENISTONE EAST

SUBJECT: MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM

WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017- 01780

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of Denistone East Public School (DEPS), Denistone East. A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at Council's Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council staff met with the DEPS Principal to discuss the proposed recommendations, some of which were modified as a result of this meeting.

BACKGROUND

DEPS has a school frontage onto Brabyn Street, Henderson Street and Lovell Road, Denistone East. The School has a split campus on either side of Brabyn Street, with Brabyn Street physically closed to all traffic between 9:30am – 3:00pm Monday to Thursday and from 9:00am – 2:30pm Friday.

CONTEXT

- Brabyn Street, Henderson Street, Lovell Road and Kings Road are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

ITEM 8 (continued)

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to DEPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.

Council staff met with the DEPS Principal to discuss the proposed recommendations, some of which were modified as a result of this meeting.



Figure B1: Location Plan

ITEM 8 (continued)

DISCUSSION

Brabyn Street: Requests for Full Time Road Closure

Brabyn Street along the School frontage east of Boronia Lane is closed to all traffic between the hours of 9:30am – 3pm Monday to Thursday and from 9:00am – 2:30pm on Fridays. The School's operating hours are from 9:25am – 3:25pm Monday to Thursday and from 8:55am to 2:55pm on Fridays. The road closure is controlled by boom gates located on either side of the pedestrian crossing.

The issue of closing Brabyn Street permanently has been raised a number of times whenever there is discussion about traffic and road safety issues associated with Denistone East Public School.

The Ryde Traffic Committee (RTC) at its meeting of 26 March 2015 resolved in part that:

- A. *Council consider the recommendations of the Brabyn Street Traffic Management Options Paper, prepared by Bitzios Consulting dated 10 February 2015, for: Implementing a permanent road closure in Brabyn Street at the existing pedestrian crossing,*
- B. *Council consult with affected residents and Denistone East Primary School regarding implementing the recommended measures and the local community regarding the proposed road closure.*

Local residents were subsequently consulted prior to the RTC meeting of 17 November 2016 with surveys distributed to the occupants of the 152 properties in the area bounded by Lovell Road, Kings Road and Russell Street (including the school), to determine the level of support for a permanent closure to traffic of Brabyn Street.

<i>Properties Consulted</i>	<i>152</i>
<i>Responses Received</i>	<i>39</i>
<i>Support the Closure</i>	<i>10</i>
<i>Do Not Support the Closure</i>	<i>26</i>
<i>Undecided</i>	<i>3</i>

As there was a clear majority against the permanent road closure by local residents, any further request by parents for its closure will not be considered.

The School has requested that the operating hours associated with the two boom gates on Brabyn Street be extended such that the road is physically closed between 9am – 4pm on school days only. This request will require further consultation with the local community, which will occur in early 2020.

ITEM 8 (continued)

Crash Analysis:

The roads surrounding Denistone East Public School were assessed using the 2013 - March 2018 RMS crash dataset. This dataset is populated by reported crashes to NSW Police, and will not include any unreported crashes. It should be noted that all the above is finalised crash data.

This analysis indicated that the only road with a direct school frontage on which crashes have occurred is Lovell Road, Denistone East. All crashes were of a minor nature, with none involving pedestrians and none occurring during school drop off and pick up times.

The injury crash that occurred on Kings Road near Brabyn Street which is away from the school frontage, was a pedestrian related crash which occurred at 6:30pm on 4th July 2014. Despite the presence of a pedestrian crossing facility at this location, the pedestrian chose to cross Kings Road just north of the crossing when he was struck by the vehicle.

ITEM 8 (continued)



Figure B2: Crash Analysis

Operation of School's internal Kiss and Ride zone on Brabyn Street

The source of much of the congestion that presently exists on Brabyn Street is the uncontrolled operation of the School's internal 'Kiss and Ride' zone that is located on the eastern side of the pedestrian crossing. The access points to the area are not clearly defined, with parents accessing the location from both directions on Brabyn Street and egressing in both directions back onto Brabyn Street. The multiple movements permitted inevitably means that localised congestion occurs.

It is thus considered that the following measures be installed to reduce congestion and enhance efficiency at this location.

ITEM 8 (continued)

1. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.
2. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street which may have to be augmented by a median island to ensure that only left turns back onto Brabyn Street can be undertaken. It should be noted that when this measure was proposed to DEPS, Council was advised that the constrained nature of the roadway at this location meant that a central carriageway median would impact on service arrangements associated with the School and thus DEPS were not supportive of the central median proposal.
3. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.

Proposed Henderson Street Kiss and Ride zone

The school has an extensive frontage onto Henderson Street which is accessible via a number of gates. This street frontage is an ideal location for a formal 'Kiss and Ride' zone to be created as shade structures are already provided, thus providing shelter to waiting children in addition to a formal playground keeping them entertained when waiting for their parents to arrive. When the above idea was broached with DEPS, Council was advised that the School did not have the resources to marshal this area, with the area also being used for staff parking. The School did not wish to proceed with this option

Signage and Delineation

All roads in the vicinity of DEPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been signposted at intersections. Given the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be signposted/ line marked with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- Intersection of Brabyn Street / Kings Road
- Intersection of Brabyn Street / Boronia Lane
- Intersection of Kings Road / Salter Crescent
- Intersection of Boronia Lane / Lovell Road
- Intersection of Henderson Street / Kings Road
- Intersection of Henderson Street / Boronia Lane

ITEM 8 (continued)

RMS is responsible for the installation and maintenance of all urban speed limit signage and school zone signage and relevant markings (pavement patches and dragons teeth line marking). The audit revealed that many of these facilities are in a poor state of maintenance. Council will advise RMS of the location of all speed and school zone related delineation that is non-compliant, with these to be upgraded as a matter of urgency.

The audit also revealed that many of the bus zones in the vicinity of the school have not been signposted or have been signposted incorrectly. This matter will be addressed as a matter of urgency.

General Improvement Works

- The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
- Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
- Assess where additional driveway delineation lines are required on streets with a school frontage
- Centreline line marking on Kings Road to be installed to counteract current visual misalignment.

Proposed One Way Flow - Boronia Lane

Boronia Lane is a narrow, recently upgraded, laneway located west of Brabyn Street. The laneway handles two way directional flows and sees significant utilisation during the morning and afternoon school drop off and pick up periods. Currently, school hours no stopping restrictions are in force on both sides of the laneway, with site observations indicating that the laneway sees considerable pedestrian activity throughout the day.

While there have been no recorded crashes in the laneway itself, the combination of a two way vehicular movements, high pedestrian activity, high traffic volumes during peak school periods and a constrained carriageway width all lend themselves to the high possibility that a crash will occur. One option being considered is the conversion of the laneway to one-way flow. However, the impacts of such a proposal on vehicle speeds still need to be investigated.

ITEM 8 (continued)

The section of Boronia Lane that sees the most vehicular use is between Brabyn Street and Lovell Road. Localised congestion does occur on Lovell Road as vehicles wishing to turn into Boronia Lane are prevented from doing so by those vehicles exiting back onto Lovell Road. The imposition of one way directional flow on Boronia Lane from Lovell Road to Brabyn Street would eliminate this localised congestion and improve access to / from the main drop off/pick up on Brabyn Street.

It is considered that residents should be canvassed on whether one way directional flow should be imposed on this laneway, should it be proposed as the best way of reducing safety risks along the laneway.



Figure B3: Boronia Lane

ITEM 8 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs the following works as follows:

1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
3. Driveway delineation lines to be marked on driveways where the street has a school frontage.
4. Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road
 - b. Intersection of Brabyn Street / Boronia Lane
 - c. Intersection of Kings Road / Salter Crescent
 - d. Intersection of Boronia Lane / Lovell Road
 - e. Intersection of Henderson Street / Kings Road
 - f. Intersection of Henderson Street / Boronia Lane
6. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.
7. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street
8. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.
9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only.

ITEM 8 (continued)

10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street.
11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed.
Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times.

RECOMMENDATION

That subject to the availability of funds, Council installs the following works as follows:

1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
3. Driveway delineation lines to be marked on driveways where the street has a school frontage.
4. Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road
 - b. Intersection of Brabyn Street / Boronia Lane
 - c. Intersection of Kings Road / Salter Crescent
 - d. Intersection of Boronia Lane / Lovell Road
 - e. Intersection of Henderson Street / Kings Road
 - f. Intersection of Henderson Street / Boronia Lane
6. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.

ITEM 8 (continued)

7. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street
8. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.
9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only.
10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street.
11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed.

Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times.

ITEM 8 (continued)



- 1: Ped Fencing / Kerb Ramp 2: Pedestrian Fencing 3: Driveway Delineation
4: Centreline Marking 5: Intersection Signage/Delineation 6: Access/Egress Delineation
7: No Right Turn 8: AM No Stopping 9: Boom Gate Operation 10: Boronia Ln
11. Modification to Turning Area at Boom Gate

Figure B4: Proposed Plan

ITEM 8 (continued)

ITEM (C)	WEST RYDE PUBLIC SCHOOL, WEST RYDE
SUBJECT:	MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017- 01780

INTRODUCTION

Council's Transport Department has undertaken an assessment of traffic and parking conditions outside six schools in the Council area which has identified areas of concern which need to be addressed. The following report identifies deficiencies on roads in the vicinity of West Ryde Public School (WRPS). A report detailing traffic and road safety deficiencies on roads in the vicinity of the school was tabled at the Works and Community Committee meeting of 14 May 2019. The resolution from that meeting was that the report be exhibited for 28 days and that all proposed recommendations be reported back to Council via the Ryde Local Traffic Committee.

Council staff met with the WRPS Principal and representatives from the School's Parents and Carers Committee to discuss the proposed recommendations, some of which were modified as a result of this meeting.

BACKGROUND

WRPS has school frontages on Mons Avenue, Bennett Street and Endeavour Street.

CONTEXT

- Mons Avenue, Bennett Street and Endeavour Street, West Ryde are all local roads with a posted speed limit of 50 km/h, all of which reduce to 40km/h during school zone hours.

COMMUNITY ENGAGEMENT

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

ITEM 8 (continued)

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to WRPS and its environs. This report was then placed on public exhibition for a period of 28 days for the community to again provide their comments.

Council staff met with the WRPS Principal and representatives from the School's Parents and Carers Committee to discuss the proposed recommendations, some of which were modified as a result of this meeting.



Figure C1: Location Plan

ITEM 8 (continued)

DISCUSSION

Bennett Street: Conversion of Children's Crossing to a full time Pedestrian Crossing

Bennett Street is a very constrained street which sees congestion occurring during morning and afternoon school drop off and pick up periods. A children's crossing operates on Bennett Street between Endeavour Street and Mons Avenue, however due to the constrained nature of the street and associated footpaths, just as many children are crossing at the priority controlled intersection of Bennett Street and Mons Avenue. It is considered that the existing children's crossing on Bennett Street be removed and relocated to the eastern end of the street where it intersects with Mons Avenue. To prevent vehicles from queueing across the pedestrian crossing, it would be stepped back from the intersection itself with pedestrian fencing installed at the intersection to channel all pedestrians to use the new crossing facility.

Before a location can be considered as a suitable location for a pedestrian crossing it must meet minimum warrants which are based on vehicular and pedestrian numbers. As the proposed location will be used predominantly by children a reduced warrant applies, which states:

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing, and in two counts of one hour duration immediately before and after school hours the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 *AND* the vehicular flow per hour (V) through the site is greater than or equal to 200, then a pedestrian (Zebra) Crossing may be installed.

Traffic and pedestrian counts were undertaken on Thursday 19 September 2019.

Street	Time Period	Pedestrian Volume/Hour	Traffic Volume/Hour
Bennett Street	8.00am-9.00am	95	223
	2:30pm-3:30pm	125	277

These volumes satisfy the reduced warrant for a pedestrian crossing.

Existing Children's Crossing on Bennett Street:

Whilst it is proposed that the existing children's crossing on Bennett Street be removed, full time No Stopping restrictions are proposed to be installed along the School's frontage on the northern side of the road between Endeavour Street and Mons Avenue. Full time No Stopping restrictions will ensure there are clear lines of sight to the proposed new pedestrian crossing to be located near Mons Avenue.

ITEM 8 (continued)

Signage and Delineation:

All roads in the vicinity of WRPS have been audited with respect to whether the appropriate statutory No Stopping restrictions have been marked at intersections. Given the volume of parents that use local streets during the school drop off and pick up periods it is considered appropriate that the following intersections be line marked/signposted with appropriate statutory No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:

- Intersection of Endeavour Street / Bennett Street
- Intersection of Bennett Street / Mons Avenue

It was also brought to Council's attention that the road safety environment in the vicinity of the pedestrian crossing on Adelaide Street two blocks west of the school and near the intersection with Bennett Street, used by students on their way to WRPS would benefit from the installation of zig zag line marking. Parents felt that shadows associated with street trees reduce motorist's awareness of the impending crossing.



Figure C2: Adelaide Street Pedestrian Crossing

ITEM 8 (continued)

Extended Kiss and Ride on Mons Avenue:

A review of the statutory No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue indicates that they are well in excess of the statutory 20m on approach and 10m on departure. It is proposed that the No Stopping restrictions associated with the crossing be reduced in length to comply with the statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.

Out of School Care (OOSC) parking restrictions:

Parents and carers of children that attend the OOSC have often expressed concern that there is a significant absence of available on-street parking available when they endeavour to pick up their children in the evening. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage. This will accommodate the parking needs of the OOSC community.

School Excursions:

The School has advised that throughout the year there are a number of occasions when the School utilise 7 – 8 buses to transport students to events or camp. There is a designated bus zone on Endeavour Street however it can only accommodate 2 standard buses. Previous events have resulted in considerable congestion along Endeavour Street/Bennett Street and Mons Avenue as buses attempted to find suitable and safe locations to collect and drop off students.

Given the considerable side frontage that the school has along Mons Avenue, the on-street parking capacity along this section of roadway can easily accommodate the number of buses that are sometimes utilised. It is thus proposed that this side frontage be converted to a temporary bus zone when these events occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.

ITEM 8 (continued)



Figure C3: Bus Zone on Endeavour Street

Endeavour Street – Bus Zone – Indented Parking Area:

The hours of operation of the part bus zone on Endeavour Street at Bennett Street will be modified such that it will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.

Driveway Delineation:

The issue of parents and carers of children attending the School and parking too close to residential driveways was a common theme raised during the consultation process. It is thus recommended that residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. If the distance between driveways is less than 5.4m then this area will be cross hatched to denote that it is illegal to park at this location.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

ITEM 8 (continued)



- 1: Children's Crossing to Zebra 2: Extension of Kiss and Drop 3: 1/4P Parking for OOSCH
4: Amendment to Bus Zone 5: Driveway Delineation 6: Temporary Bus Zone
7: Intersection Delineation 8: Zig Zag Marking

Figure C4: Proposed Plan

RTC RESOLUTION

That Council installs the following works as follows:

1. The existing children's crossing on Bennett Street to be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.

ITEM 8 (continued)

2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.
3. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.
4. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
5. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
6. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - a. Intersection of Endeavour Street / Bennett Street
 - b. Intersection of Bennett Street / Mons Avenue
8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.

RECOMMENDATION

That subject to the availability of funds, Council installs the following works as follows:

1. The existing children's crossing on Bennett Street to be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.

ITEM 8 (continued)

2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.
3. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.
4. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
5. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
6. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - a. Intersection of Endeavour Street / Bennett Street
 - b. Intersection of Bennett Street / Mons Avenue
8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.

ITEM 8 (continued)

ITEM (E) WESTMINSTER ROAD, GLADESVILLE

SUBJECT: NO PARKING ACROSS DRIVEWAY
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01270

INTRODUCTION

Council has received representation from the school principal for Our Lady Queen of Peace Primary School requesting consideration be given to installing 'No Parking' across the school driveway on Westminster Rd, Gladesville.

DISCUSSION

The school principal has advised that drivers are continuing to unreasonably restrict access by parking across the school driveway on Westminster Road, Gladesville.

In the first instance to improve driveway access and deter parking encroachment, a pavement bowtie was installed across the driveway to delineate the driveway right of way.

It appears that drivers are miss-interpreting the left and right directional component of the 1P restricted parking signs located either side of the driveway and think the driveway as part of the permissible parking zone.

Consequently, the request to add No Parking signs either side of the driveway on Westminster Road to supplement the already installed delineation across the school driveway on Westminster Road is considered appropriate.

The formalisation of the on-street parking outside the school will help to keep the driveway access clear so that ease of access to and from the school grounds is preserved. It is recommended that Council install No Parking across the school driveway on Westminster Road, Gladesville.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168, 198 & 204

COMMUNITY ENGAGEMENT

The proposed changes have no impact on any properties and require no community consultation.

ITEM 8 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville.

RECOMMENDATION

That Council installs 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville.

ITEM 8 (continued)



Figure E1: Proposed changes

ITEM 8 (continued)

ITEM (F) ROTHESAY AVENUE, RYDE

SUBJECT: **FORMALISE PARKING**
WARD: CENTRAL and EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01320

INTRODUCTION

City of Ryde has received representation from residents and local businesses requesting consideration be given to review the current parking arrangements along Rothesay Avenue, Ryde. In response to resident requests, Council investigated a number of parking arrangements including 2P parking on both sides of Rothesay Avenue, a No Stopping zone at the dead end and a loading zone outside 11 Rothesay Avenue, Ryde.

CONTEXT

- Rothesay Avenue, Ryde is a two way local road servicing recently completed high rise development, with a posted speed limit of 50km/h.
- It is a cul-de-sac with a carriageway width of 9m wide and 240m in length.
- On-street parking is unrestricted.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 – No Stopping signs
- [NSW] *Road Rules 2014* Rule 179 – Loading zone signs

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for:

- Converting unrestricted parking to 2P (2-hour) timed parking on both sides of Rothesay Avenue, Ryde to improve short term parking. The 2P timed parking would be in effect Monday to Friday from 8:00am to 6:00pm.
- Installation of a “No Stopping” zone at the end of Rothesay Avenue to facilitate a turnaround area.
- Installation of a “loading zone” for deliveries of goods and to be used by local residents, offices and businesses.

ITEM 8 (continued)

A summary of the survey is provided in *Table 1* below. A low rate of responses was received with only 7% of the survey distributed as shown in *Figure F1*. Fifty-two percent (52%) of the respondents were supportive of the proposal and forty eight percent (48%) objected.

Location	Total
Surveys distributed	1029
Responses received	67
Support	35
DO NOT support	31
Undecided	1
Not specified	0

Table F1: Summary of survey results

Those that did not support the proposed changes have raised the following concerns and provided comments below:

- The 2P parking be subjected to Resident Parking Scheme as there are very limited unrestricted parking in the area for residents.
- 2P is not viable for businesses and offices in the area.
- There is very limited long term or unrestricted parking in the area.
- Unrestricted parking on one side of the road.

Some of the objections against the 2P proposal also questioned the need for a full time loading zone in front of the restaurant.

There was no objection with the “No Stopping” area at the end of the cul-de-sac to prevent double parking and facilitate a turnaround area.

ITEM 8 (continued)

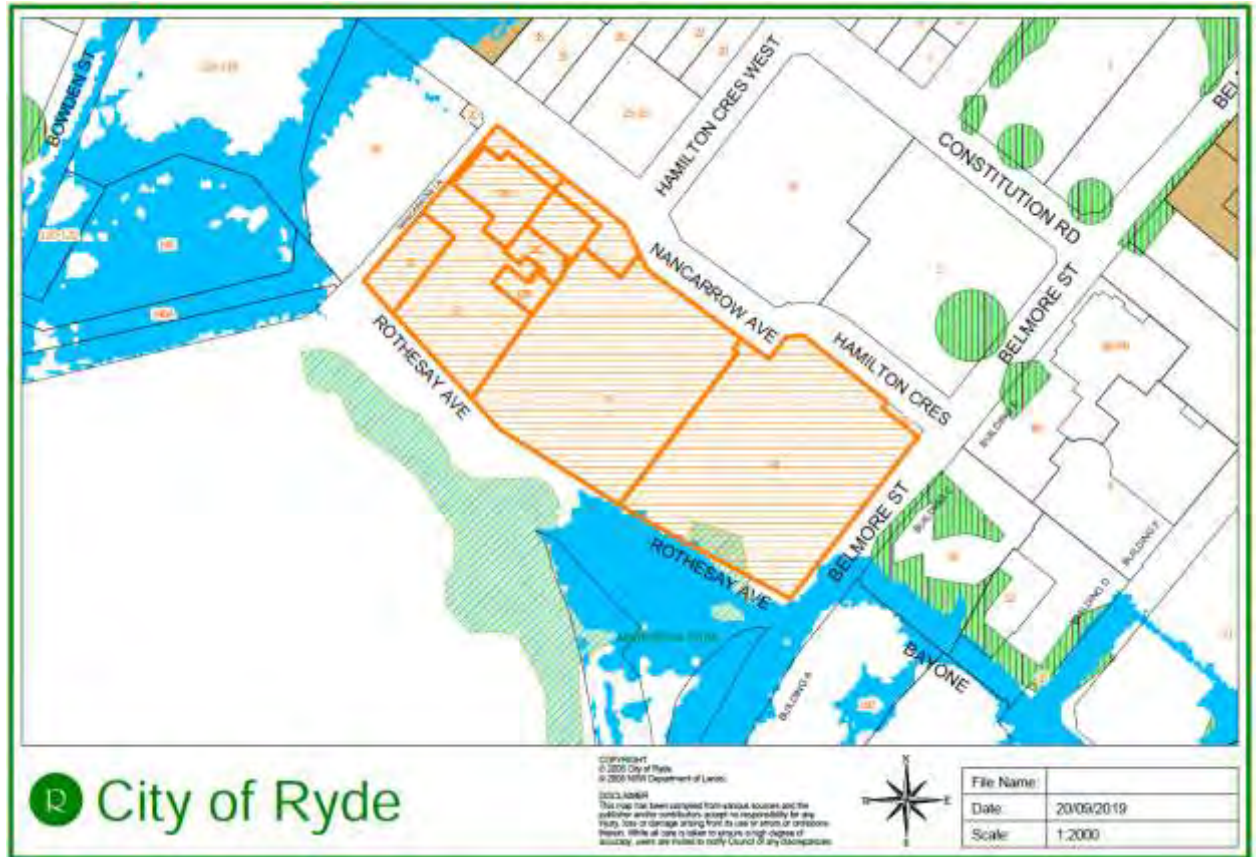


Figure F1: Community engagement distribution map.

DISCUSSION

Due to property developments between Rothesay Avenue and Nancarrow Avenue over the past 5 years, it has become a high density residential area with approximately seven hundred and fifty (750) apartments.

There are recreational facilities along the waterfront on the southern side of Rothesay Avenue with a shared path connecting to Anderson Park at the Belmore Street intersection. There is a 4P visitor car park adjacent to the park. The Meadowbank Ferry Station is located approximately 400m east of Rothesay Avenue.

Parking restrictions in surrounding streets on Bowden Street and Nancarrow Avenue are restricted to 2P. On Belmore Street between Rothesay Avenue and Constitution Road, there are only approximately 12 unrestricted car park spaces.

A new restaurant “Butcher and Farmer” has recently opened at 10 Rothesay Avenue on the northern side. There is also an office building located at 12 Rothesay Avenue at the end of the cul-de-sac.

ITEM 8 (continued)

Following online community consultation and further consideration to available parking in the area, it is evident that there is a shortage of long term and unrestricted parking.

Therefore, the proposal to convert the unrestricted parking to 2P will be withdrawn and Council will proceed with a 'No Stopping' zone at the dead end of Rothesay Avenue, Ryde.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs a 'No Stopping' zone at the end of Rothesay Avenue, Ryde to facilitate a turnaround area.

RECOMMENDATION

That Council installs a 'No Stopping' zone at the end of Rothesay Avenue, Ryde to facilitate a turnaround area.

ITEM 8 (continued)



Figure F2: Initial Proposal – 2P Parking, No Stopping and Loading Zone

ITEM 8 (continued)



Figure F3: Final Proposal – No Stopping

ITEM 8 (continued)

ITEM (G)	WEST PARADE, EASTWOOD
SUBJECT:	EASTWOOD LUNAR NEW YEAR EVENT
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01427

INTRODUCTION

This event was moved to Eastwood Oval for 2019 with the celebrations being enthusiastically supported by the local communities. Due to safety reasons the event precinct needs expansion to occupy West Parade, Eastwood. As a result the event will include the temporary closure of West Parade between Hillview Avenue and Wingate Road, Eastwood.

BACKGROUND

The 2020 'Lunar New Year' event will be held on Saturday, 8 February 2020 between 3pm to 9pm. Road closure of West Parade and detours will be in place from 11:00 am to 11:30pm to permit the orderly set-up and pack down of the event facilities.

CONTEXT

This road closure will affect bus routes and will require all buses to be diverted to the eastern side of Eastwood Train Station. Arrangements have been put in place with the State Transit Authority. Access to residents' houses and businesses will not be affected. VMS boards will be deployed a week prior to the event to make local residents aware of the temporary road closure.

REFERENCES

- RMS's Guide to Traffic and Transport Management for Special Events
- Roads Act 1993.

COMMUNITY ENGAGEMENT

Affected local businesses and residents have been notified of the event. NSW Ambulance, NSW Police, Fire and Rescue, and State Transit have also been notified and indicated that they raise no objections.

ITEM 8 (continued)

DISCUSSION

The proposed traffic control plans and detours for the 2020 Lunar New Year Event are attached, which include the following temporary changes:

1. Closing West Parade, between Hillview Road and Wingate Avenue, Eastwood;
2. At West Parade, Hillview Road and Eastwood Station service road roundabout the hard closure of the West Parade northbound departure traffic lane and the West Parade southbound approach lane as well as the hard closure of the Eastwood Station service road exit;
3. At West Parade and Wingate Road roundabout the hard closure of West Parade northbound approach traffic lane and a soft closure of West Parade southbound departure traffic lane;
4. Provision for event parking for performers and event organisers on West Parade along the frontage to Eastwood Oval;
5. The implementation of advanced warning and directional signs to direct and detour vehicular traffic around the West Parade temporary road closure; and
6. Temporary removal of the on-street parking outside 2 Wingate Avenue, frontage to Lakeside Road to allow northbound traffic flow to ease past potential right-turns into Wingate Avenue (east). No Stopping signs will be temporarily installed.

For reference the Traffic Control Plans for the 2020 Lunar New Year Event have been extracted from the proposed Traffic Management Plan and are shown below in Figure I1. An electronic copy of the Traffic Management Plan of the event will be provided to the Committee members.

APPROVAL

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

ITEM 8 (continued)

RTC RESOLUTION

1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval;
2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed.

RECOMMENDATION

1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval;
2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed.

ITEM 8 (continued)

ITEM (H)	YANGALLA STREET, MARSFIELD
SUBJECT:	PARKING RESTRICTIONS – SATURDAY ONLY
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01294

INTRODUCTION

City of Ryde has received representation from a local resident for part time "No Parking" restrictions to be installed on Yangalla Street, Marsfield to address localised congestion issues that occur on the street during the rugby season due to narrowness.

CONTEXT

- Yangalla Street, Marsfield is a two-way local road with a posted limit of 50km/h.
- Carrageway width is approximately 7m wide.
- There is unrestricted parking on both sides of Yangalla Street.
- To improve the ingress and egress to and from the driveways, with this section having a higher concentration of driveways.

COMMUNITY ENGAGEMENT

As shown in Figure J1, surveys were distributed to 36 local residents (including property owners and occupants) to determine the level of support for the proposal. 10 responses were received, with 8 in support of the proposal and 2 against. Those opposed to the proposal expressed the following view points as to why they were against the proposal:

- *There is no improvement for local residents if what council states is implemented.*
- *This will also restrict family members to park and access our property during this period. We see this as only benefitting a minority but not the community. We also feel council are implementing this for their own financial benefit.*
- *If council want to address the parking issue during the rugby season, then they should encourage North Ryde RSL (TG Milner) to create more car parking facilities on their grounds, for the rugby supporters.*
- *During the rugby season it is not only rugby supporters parking in our street but it is also family members and friends who live or are visiting loved ones in that street that are disadvantaged.*

ITEM 8 (continued)



Figure H1: Community engagement distribution

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs a 'No Parking Saturday – April to August' zone from 6 Yangalla Street to 22 Yangalla Street, Marsfield.

RECOMMENDATION

That Council installs a 'No Parking Saturday – April to August' zone from 6 Yangalla Street to 22 Yangalla Street, Marsfield.

ITEM 8 (continued)



Figure H2: Proposed No Parking Zone

ITEM 8 (continued)

ITEM (J) COBHAM LANE, MELROSE PARK

SUBJECT: PARKING RESTRICTIONS
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-16534 & T2019-01398

INTRODUCTION

City of Ryde has received representation from the local residents requesting consideration be given to restrict parking in Cobham Lane, Melrose Park.

CONTEXT

- Cobham Lane is a two-way local road with a posted limit of 50km/h.
- Carriageway is approximately 5m wide and 80m long.
- Parking along the laneway is unrestricted.
- Cobham Lane connects to Wharf Road to the west and Cobham Avenue to the east.
- There are currently two properties that have vehicular access via Cobham Lane only.

REFERENCES

- [NSW] *Road Rules 2014* Rule168: No Parking signs

COMMUNITY ENGAGEMENT

62 surveys were distributed to local residents and businesses to determine the level of support for the proposal as shown in Figure J1.

ITEM 8 (continued)

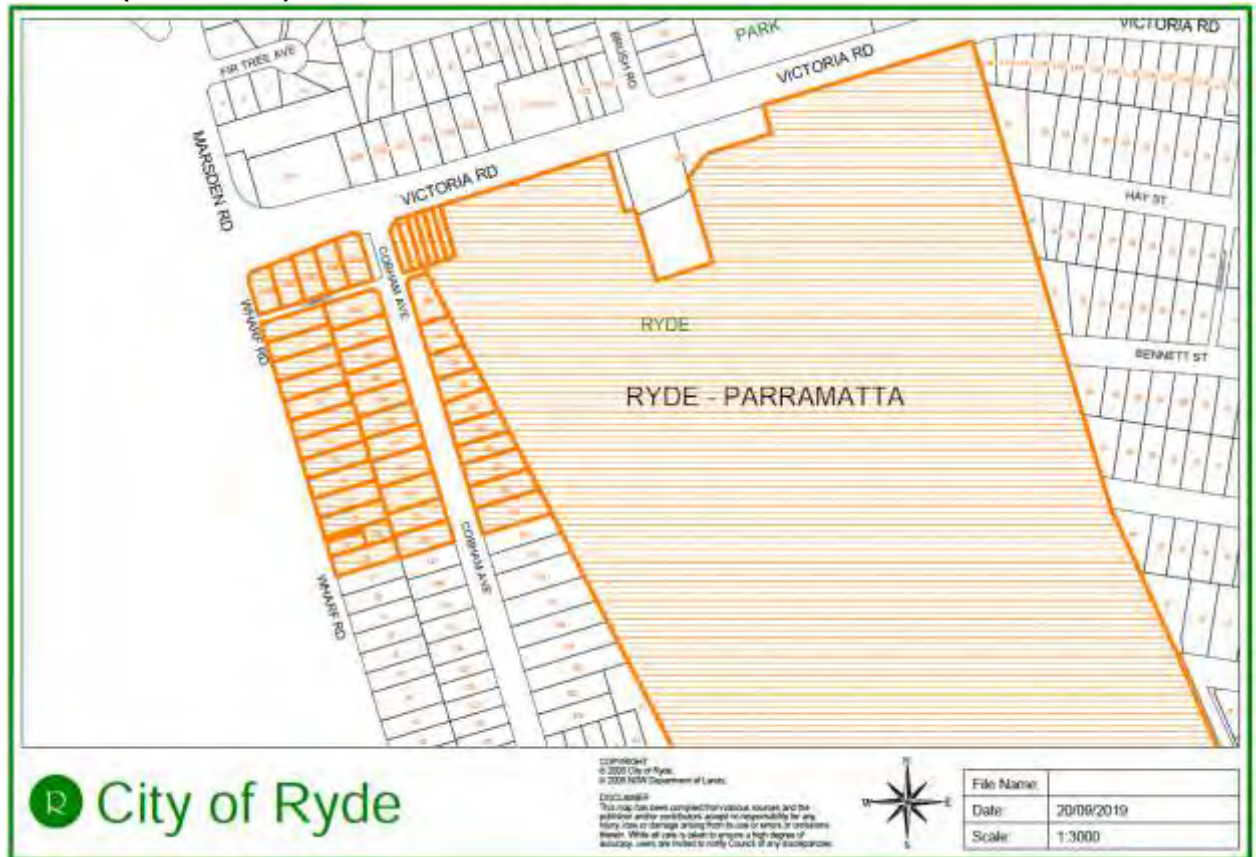


Figure J1: Community Engagement Distribution Map

A summary of the survey results are provided in Table 1 below which indicate six of the eight responses received were supportive of the “No Parking” proposal on both sides of the laneway. However some of the responses requested that parking be restricted to one side only due to the lack of parking available in the area.

Location	Total
Surveys distributed	62
Responses received	8
Support	6
DO NOT support	2
Undecided	0
Not specified	0

Table J1: Summary of Survey Results

ITEM 8 (continued)

DISCUSSION

This request was raised by a local community group in Melrose Park who were concerned with the unrestricted parking in the lane way. Given that Cobham Lane is approximately 5 metres wide, when vehicles are parked on both sides, it is difficult for emergency vehicles to pass. To address the issue, Council initially proposed to install a “No Parking” zone on both sides of the laneway however, due to the lack of community support, the proposal has been reduced to one side only.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs a “No Parking” zone on the northern side of Cobham Lane, Melrose Park.

RECOMMENDATION

That Council installs a “No Parking” zone on the northern side of Cobham Lane, Melrose Park.

ITEM 8 (continued)



Figure J2: Initial Proposed No Parking Zone

ITEM 8 (continued)



Figure J3: Final Proposed No Parking Zone

ITEM 8 (continued)

ITEM (K) AGINCOURT ROAD, MARSFIELD

SUBJECT: PARKING RESTRICTIONS
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01237

INTRODUCTION

City of Ryde has received representation from the Eastwood/Marsfield Scouts requesting that No Parking restrictions be signposted between the access driveways at 72/74 Agincourt Road and that the Mail Zone located outside 72 Agincourt Road, Marsfield be signposted appropriately. Agincourt Road is a local road with a posted speed limit of 50km/h.

COMMUNITY ENGAGEMENT

No consultation was undertaken as part of the proposal as the only property that will be directly affected by the proposal is the Eastwood/Marsfield Scouts who made the request in the first instance.



Figure K1: Location Plan

ITEM 8 (continued)

DISCUSSION

There is a small space between the access driveways serving 72 & 74 Agincourt Road, Marsfield where vehicles attempt to park and in doing so block access to the two adjoining driveways. The proposal will eliminate this from happening whilst still allowing people and goods to be dropped off or collected from outside these two properties.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs a No Parking Zone across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.

RECOMMENDATION

That Council installs a No Parking Zone across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.



Figure K2: Proposed No Parking & Mail Zones along the frontage of 72/74 Agincourt Road, Marsfield

ITEM 8 (continued)

ITEM (L) MYRA AVENUE, RYDE (NORTHCROSS CHRISTIAN SCHOOL)

SUBJECT: NO STOPPING RESTRICTIONS
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01384

INTRODUCTION

City of Ryde has been working with Northcross Christian School (NCS), Ryde over a number of years to address traffic and road safety issues on streets that have a school frontage. The two streets where much of this work has been concentrated is Dobson Crescent and Myra Avenue, Ryde.

BACKGROUND

NCS is located between Dobson Crescent and Myra Avenue, Ryde with a school drop off facility currently in operation on school grounds. Vehicles access the school via Dobson Crescent, Ryde and then egress onto Myra Avenue, Ryde where all traffic exiting from the school is required to turn right to access Lane Cove Road.

CONTEXT

- Myra Avenue is a narrow local road that loops around providing two access points onto Lane Cove Road.
- It is a self-contained road whereby no through traffic can use the street.
- Parents also use Myra Avenue as a collection point for their children.
- There are currently school hour No Stopping restrictions on Myra Avenue north of the egress point from NCS.

COMMUNITY ENGAGEMENT

Residents have been previously consulted regarding whether they would support the “All Traffic” requirement to be removed that faces parents when they egress onto Myra Avenue, to enable both access points onto Lane Cove Road to be used more effectively. There was significant opposition from local residents to remove this restriction.

It is proposed that part time school hour restrictions be installed on the northern side of Myra Avenue along the school frontage immediately south of the access point to the School to improve traffic flow.

ITEM 8 (continued)



Figure L1: Egress Point onto Myra Avenue

DISCUSSION

Site inspections were undertaken on a number of occasions to assess the impact that the internal KISS and DROP zone has on traffic flow along Myra Avenue. The All Traffic restriction that faces parents does cause localised congestion in the street, but this is primarily concentrated in a 10 minute window centred around 3:05 – 3:15pm. Site observations indicate that all parents except one comply with the requirement to turn right at the egress point on Myra Avenue.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

ITEM 8 (continued)



Figure L2: Proposed Part time No Stopping restrictions

RTC RESOLUTION

That Council installs a “No Stopping 8-9:30am & 2:30-4pm School Days Only” zone on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.

RECOMMENDATION

That Council installs a “No Stopping 8-9:30am & 2:30-4pm School Days Only” zone on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.

ITEM 8 (continued)

ITEM (M)	BELMORE STREET, RYDE
SUBJECT:	UPGRADE THE ROUNDABOUT
WARD:	CENTRAL
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-01403

INTRODUCTION

A post construction Road Safety Audit has been commissioned to investigate speeding issues at the Belmore Street and Rothesay Avenue, Ryde roundabout. A number of improvement works were recommended in the Road Safety Audit for Council's consideration.

BACKGROUND

The existing roundabout at the intersection of Belmore Street and Rothesay Avenue, Ryde was constructed as part of an adjacent property development. Council received a number of requests from local residents concerning speeding issues at the existing roundabout.

A site investigation indicated that the existing roundabout at the intersection of Belmore Street and Rothesay Avenue, Ryde was not effectively controlling the speed. In an attempt to address the speeding issue at this location, Council commissioned a Road Safety Audit. The Road Safety Audit recommended a number of improvements to address the safety issues at the existing roundabout. Following the Road Safety Audit, a detailed design will be undertaken to incorporate the proposed upgrade works as shown in Figure M1.

The Road Safety Audit will be electronically provided to the committee members.

CONTEXT

- The roundabout is located at a T-intersection.
- Belmore Street and Rothesay Avenue, Ryde are local roads with a posted speed of 50km/hr.

ITEM 8 (continued)

DISCUSSION

Below are the proposed improvements as referenced in Figure M1:-

1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.
2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.
7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.

ITEM 8 (continued)

11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

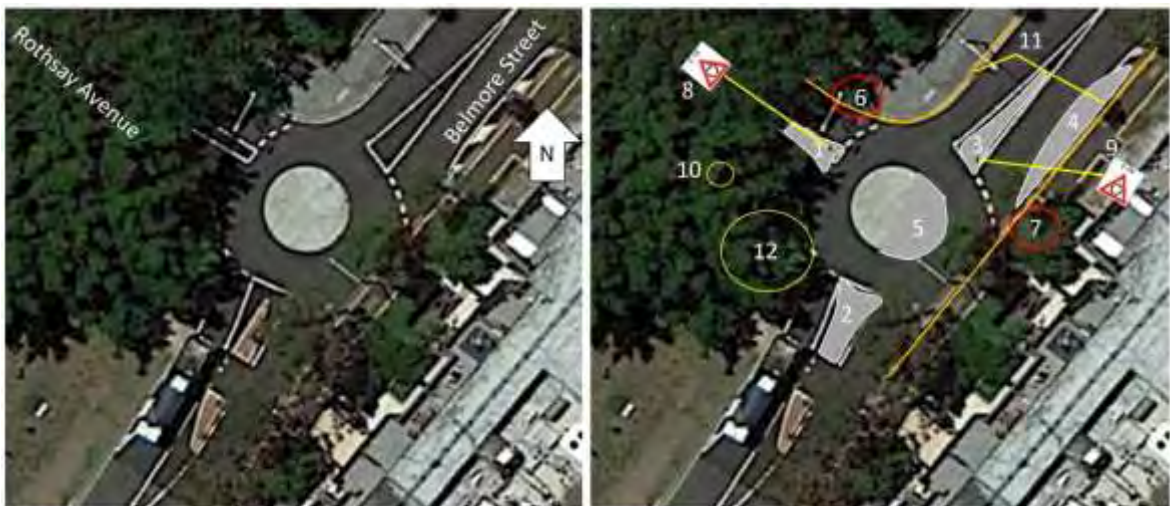


Figure M1: An aerial view of the existing intersection and proposed improvement concept

RTC RESOLUTION

That Council installs the following improvement works as follows:

1. Provide a raised splitter island in the Rothsay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.

ITEM 8 (continued)

2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.
7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

ITEM 8 (continued)

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RECOMMENDATION

That Council installs the following improvement works as follows:

1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.
2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.
4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic.
5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles.
6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign.
7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign.
8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.

ITEM 8 (continued)

9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

ITEM 8 (continued)

ITEM (N) 2020 RTC MEETING DATES

SUBJECT: **2020 RYDE TRAFFIC COMMITTEE MEETING DATES**
WARD: WEST, CENTRAL and EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01316

INTRODUCTION

This Item advises the Ryde Traffic Committee (RTC) meeting dates to be held in 2020.

DISCUSSION

An enhanced level of consultation, utilising Council's on-line 'Have Your Say' survey functionality, has increased the lead-time required to complete the preparations for consultation with residents and to interpret / incorporate these results into the subsequent RTC Agenda Report.

Additionally, RTC resolutions are considered by Council at the next available Works and Community Committee (W&CC) or Council meeting. This increased activity relating to each RTC Agenda item, along with the current RTC meeting dates, and the lead-time required to prepare the W&CC meeting agenda, has often meant that the RTC resolutions are incorporated into a much later W&CC or Council meeting. This then creates a significant delay before implementation, often resulting in complaints from residents.

The 2020 RTC meetings have been scheduled to commence at 10am on the following dates and locations (Meeting rooms at Top Ryde TBC):

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020 - Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

ITEM 8 (continued)

APPROVALS

The recommended dates are approved by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council holds the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates (Meeting rooms to be confirmed):

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020- Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

RECOMMENDATION

That Council holds the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates (Meeting rooms to be confirmed):

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020- Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

ITEM 8 (continued)

**ITEM (O) GERARD LANE (NORTH OF GERARD STREET),
 GLADESVILLE**

SUBJECT: NO STOPPING IN GERARD LANE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01518

INTRODUCTION

During a recent site inspection of Gerard Lane, City of Ryde officers noticed the narrow width of Gerard Lane, Gladesville which is inadequate for through traffic and emergency vehicles. City of Ryde proposes to install No Stopping in Gerard Lane, north of Gerard Street, Gladesville.

BACKGROUND

Gerard Lane is a service lane which runs parallel to Victoria Road with a carriageway width of approximately 5 metres. Gerard Lane, north of Gerard Street carries two-way traffic to and from 12 lots comprising single residential dwellings, medium density residential developments, commercial offices and retail shops (e.g. motor repair workshops and a legal service). It is intended to connect Gerard Lane with Osgathorpe Road, however the timing of the connection depends on the redevelopment of 328 Victoria Road, Gladesville which is yet unknown. The two-way Gerard Lane is effectively restricted to a one-way road when there are vehicles parked in Gerard Lane.

CONTEXT

- There are two existing No Parking 5am – 10am Tuesday zones on the western side of Gerard Lane to facilitate domestic waste collection for the residents.
- No Stopping applies to the western side of Gerard Lane, except for the waste collection zones.

REFERENCES

- [NSW] *Road Rules 2014* Rule 208 – Parallel parking on a road (except in a median strip parking area)
- *Australian Standard AS2890.5-1993* – Parking facilities – On-street parking
- *Austrroads Guide to Road Design 2010* Part 3: Geometric Design

ITEM 8 (continued)

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for the installation of No Stopping in Gerard Lane, north of Gerard Street, Gladesville.

In total ten (10) responses were received, six (6) in support of the proposal and four (4) against. Three (3) of the residents/businesses who did not support the proposal cited the lack of available parking in proximity as the primary reason for the objection. The other response received does not support the proposal until the construction is ready to begin at 312 Victoria Road, Gladesville.

In relation to the lack of parking, it is observed during the site visits that whilst the parking occupancy in Gerard Street and Gerard Lane is high, there are parking spaces available within a reasonable walking distance from Gerard Lane.

ITEM 8 (continued)

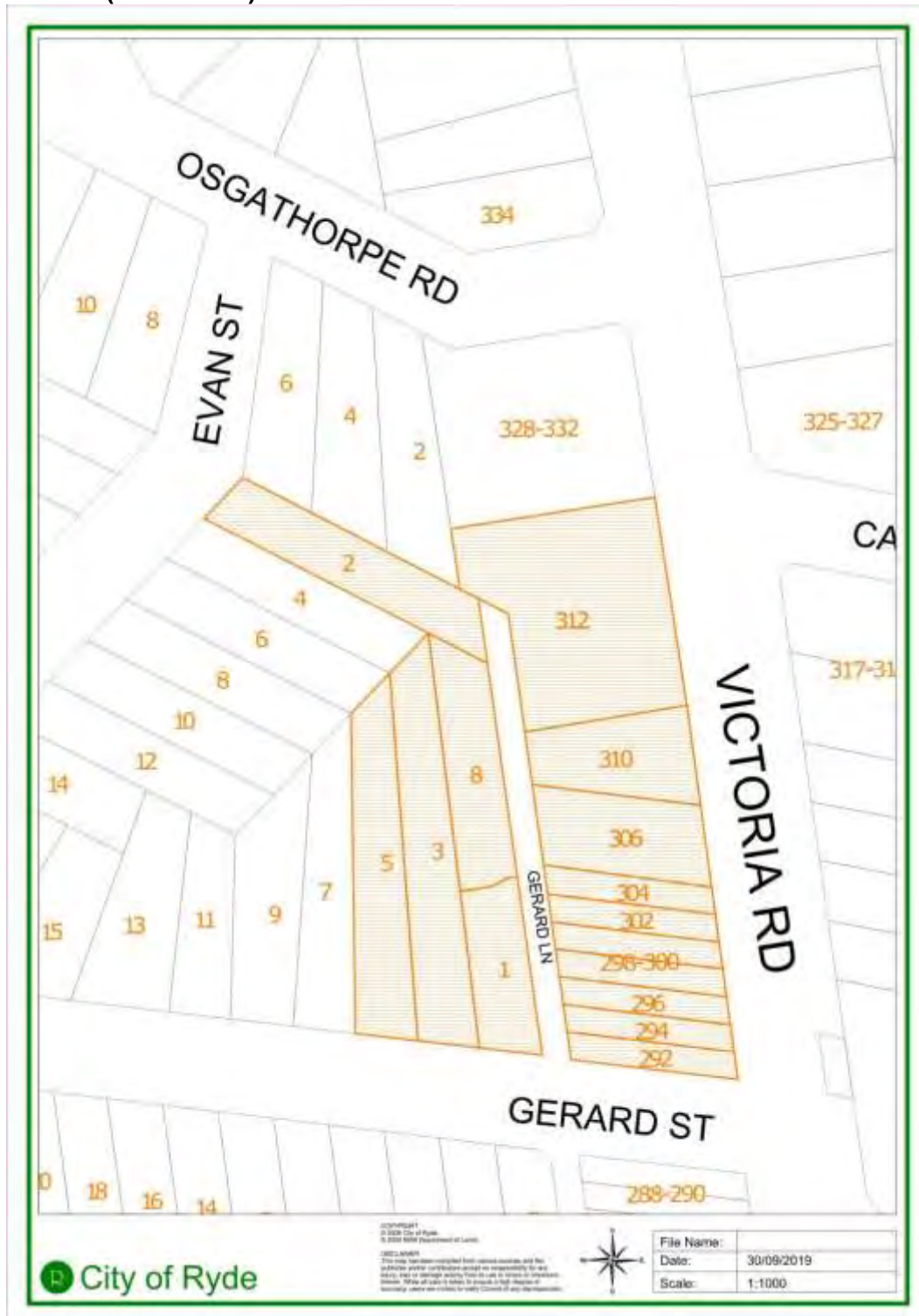


Figure 1: Community Engagement Distribution

ITEM 8 (continued)

DISCUSSION

The kerb-side parking provided on Gerard Lane outside waste collection hours restricts the road to one-way only. Furthermore, the kerb-side parking does not comply with NSW Road Rules, Australian Standards or Austroads Guide to Road Design.

A driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass. With the carriageway of Gerard Lane being approximately 5 metres, the width of parallel parking spaces shall not be more than 2 metres in order to comply with existing Road Rules.

Australian Standards also specify that the minimum width from the kerb to the left-hand edge of the nearest moving traffic lane should be 2.6 metres. Provided a kerb-side parking lane that is compliant with Australian Standards in Gerard Lane would have left only 2.4 metres for two-way traffic.

Therefore, it is considered the best practice from a traffic engineering perspective, to install No Stopping on both sides of Gerard Lane, outside of waste collection hours. This will improve traffic movement and access for emergency vehicles

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That Council installs 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones on the western side of Gerard Lane north of Gerard Street, Gladesville.

RECOMMENDATION

That Council installs 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones on the western side of Gerard Lane north of Gerard Street, Gladesville.

ITEM 8 (continued)



Figure 2: Proposed No Stopping Zone in Gerard Lane

ITEM 8 (continued)

ITEM (P) **HEPBURN AVENUE, GLADESVILLE**
SUBJECT: **NO PARKING ZONE**
WARD: **EAST**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **T2017-01680**

INTRODUCTION

A local resident has requested that a disabled parking space be provided outside his property at 1 Hepburn Avenue, Gladesville to facilitate access for his wife who has a medical condition.

CONTEXT

- Hepburn Avenue is a local road with no parking restrictions west of Gerard Lane.
- Gerard Lane is a local road with a constrained carriageway width of 5m.

COMMUNITY ENGAGEMENT

No consultation has been undertaken with the local community regarding the proposed works as the extent of the works will be wholly contained along the frontage of No: 1 Hepburn Avenue, Gladesville.



Figure 2: Location Plan

ITEM 8 (continued)

DISCUSSION

The vertical alignment of Hepburn Avenue outside the resident's property is quite steep between 1:4 to 1:5 with the Australian Standard requirement for disabled parking requiring a fall not exceeding 1:40 in either the direction of parking or at 90 degrees to it. The steepness of the street prohibits a disabled parking space from being provided. While Gerard Lane is flat, the width of the laneway at 5m prohibits the installation a dedicated disabled parking space which has a requirement to be 3.2m wide.

The resident has a garage at the rear of his property however due to his wife's condition she can no longer access the rear of the property. Given that the resident's wife can walk, the installation of a No Parking zone outside his property would allow him and others taking her to medical services the facility in which to drop her off and collect her in close proximity to the front access point. It should be noted that the time restriction for parking in a No Parking zone for persons with a disabled permit has been extended to 5 minutes.



Figure 2: Proposed No Parking Zone outside 1 Hepburn Avenue

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION That Council installs a 5.4 metre long No Parking zone preceding the No Stopping zone outside 1 Hepburn Avenue, Gladesville.

RECOMMENDATION That Council installs a 5.4 metre long No Parking zone preceding the No Stopping zone outside 1 Hepburn Avenue, Gladesville.

ITEM 8 (continued)

ITEM (Q) Sewell Street, RYDE

SUBJECT: STOP Control at the Intersection
WARD: Central
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-16827 & 16867

INTRODUCTION

City of Ryde has received representation from the local residents requesting consideration be given to converting the existing 'Give Way' to a 'Stop' control on both approaches of Sewell Street at its intersection with Shepherd Street, Ryde.

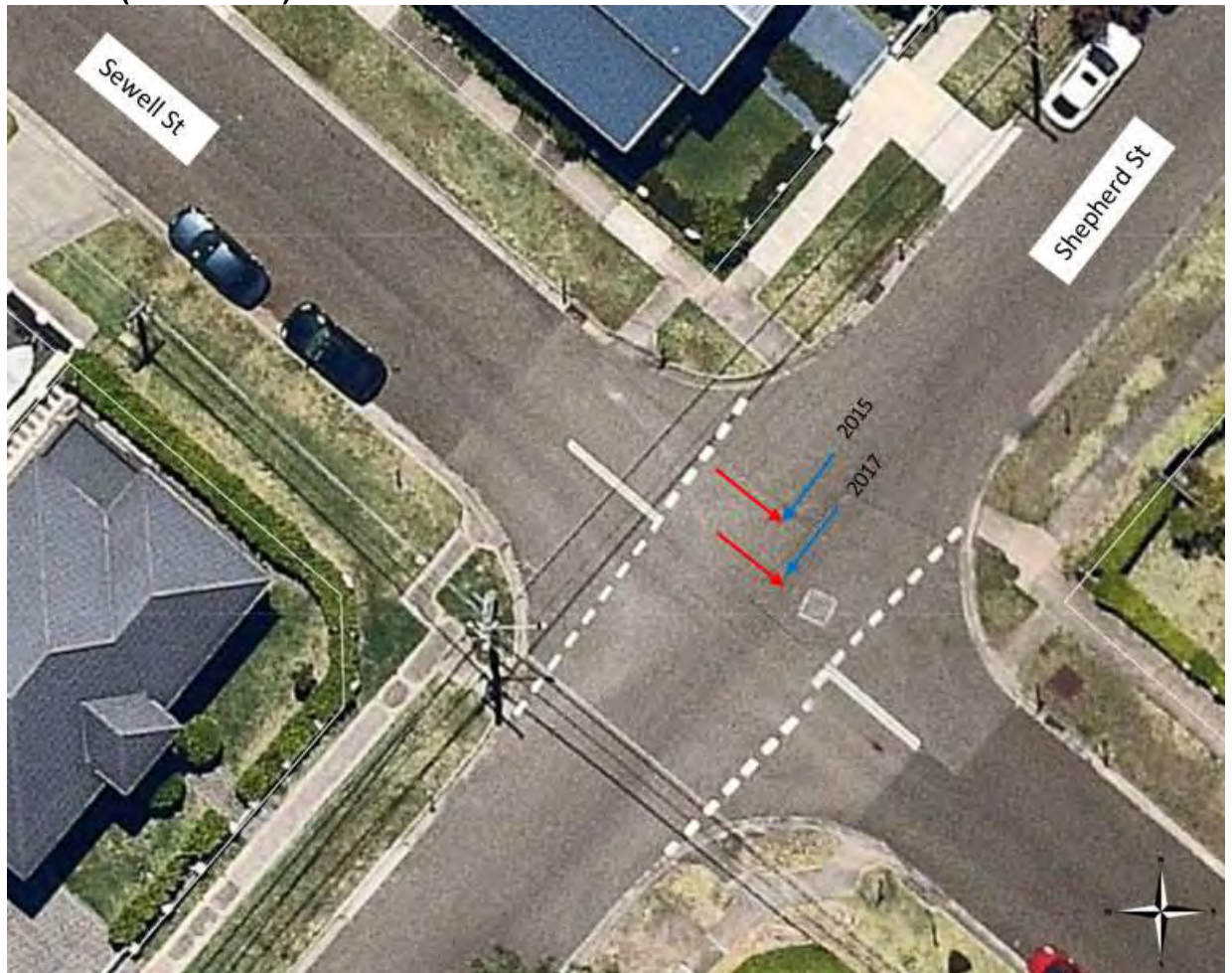
CONTEXT

- Sewell Street and Shepherd Street is a cross intersection with a posted speed limit of 50km/h.
- Both streets are two-way local roads.

DISCUSSION

- As per AS1742.2 - Manual of Uniform Traffic Control Devices, a 'Stop' sign is warranted where sight distance falls below 30m (for a road with 50km/h speed) on the major road observed from 3m back on the minor road;
- Site investigation indicated the site distance from the eastbound approach of Sewell Street (minor street) looking north along Shepherd Street (major road) is only approximately 27m. This meets the warrant for a 'Stop' sign and associated line marking;
- Crash analysis for the last 5 years (2014 to 2018) indicated that there have been two (2) reported crashes at the intersection. Both crashes involved vehicles heading eastbound on Sewell Street and southbound on Shepherd Street with 1 serious injury crash and 1 minor injury crash as shown in the diagram below.

ITEM 8 (continued)



COMMUNITY ENGAGEMENT

No consultation has been undertaken with the local community regarding the proposed works due to the minimal impact. However, local residents will be notified prior to installation of 'Stop' control and associated line marking.

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration of approval by the Council.

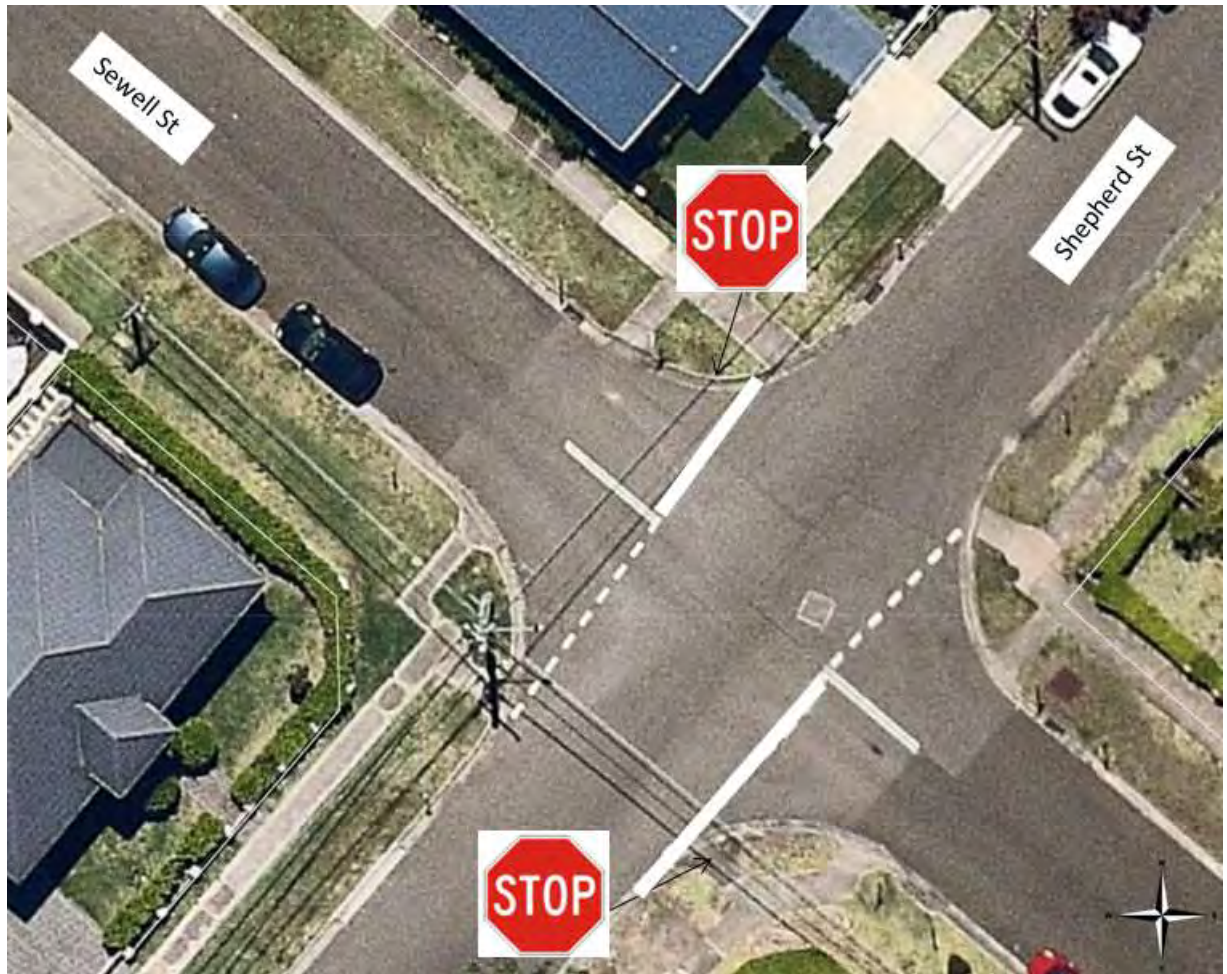
RTC RESOLUTION

That Council replaces existing 'Give Way' signs with a 'Stop' control on both approaches of Sewell Street at its intersection with Shepherd Street, Ryde.

ITEM 8 (continued)

RECOMMENDATION

That Council replaces existing 'Give Way' signs with a 'Stop' control on both approaches of Sewell Street at its intersection with Shepherd Street, Ryde.



ITEM 8 (continued)

ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION AND ELECTRONIC TRAFFIC COMMITTEE PROCESS

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2* below, were approved under Delegation. The matters outlined in *Table 3*, below, were approved under Electronic Traffic Committee process.

Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Blaxland Lane	10m statutory "NO STOPPING" at the intersection and at the end of cul-de-sac in front of the footpath.	Rule 170 Stopping at an intersection. Rule 198 Obstructing access to and from a footpath, driveway etc.	TBC

Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date

Table 3 Matters Approved under Electronic Traffic Committee Process

Item	Location	Parking Control Measure	Consultation	Installation Date
Item R	6 Endeavour Street, West Ryde	Install "No Stopping" at the car park located on the Endeavour Street frontage of the Shell Service Station at its boundary with West Ryde Public School.	Business consulted	Oct 2019

ITEM 8 (continued)

ADVISORY ITEM 2 MORRISON ROAD, PUTNEY

SUBJECT: UPGRADE OF PEDESTRIAN REFUGE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-16009 & T2019-00822

INTRODUCTION

The following notice of motion was raised at the Council meeting of 23 July 2019.

“That due to the increased activation at Morrison Road Putney, Council considers the following with reports to be provided back to Council via the Ryde Traffic Committee:-

- (a) *That the pedestrian refuge on Morrison Road, opposite Bremner and Morrison Bay Park be converted to a pedestrian crossing.”*



Figure 3: Location Plan

DISCUSSION

Before a location can be considered for a pedestrian crossing it must meet minimum warrants set by Roads and Maritime Services which are based on pedestrian and vehicle numbers. The information below explains how this works:

ITEM 8 (continued)

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.

Traffic counts undertaken along Morrison Road on the 20th and 21st September 2019 indicate that the location does not meet the warrant for a pedestrian crossing.

Fri 20th Sept 2019	Pedestrians (P)	Vehicles (V)	P x V
10:00am – 11:00am	15	525	7875
12:00am – 1.00pm	18	625	11250
2:00pm – 3:00pm	16	574	9184
Sat 21st Sept 2019	Pedestrians (P)	Vehicles (V)	P x V
10:00am – 11:00am	23	325	7475
1:00pm – 2:00pm	20	458	9160
4:00pm – 5:00pm	18	290	5220

The location will be reassessed in 6 months time.

For information only.

ITEM 8 (continued)

ADVISORY ITEM 3 CRESSY ROAD, RYDE

SUBJECT: CHANGE OF PARKING PERIOD ASSOCIATED WITH RESIDENT PARKING SCHEME
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01365

INTRODUCTION

The following notice of motion was raised at the Council meeting of 23 July 2019.

“That subject to Ryde Traffic Committee endorsement, staff change the 2 hour resident parking to 1 hour resident parking in Cressy Road, between Buffalo Road and Holly Avenue, for a six (6) month trial and report back to Council on the outcomes.”

DISCUSSION

The Roads and Maritime Services (RMS) policy document on permit parking was updated in October 2018. Council has modified its parking permit policy so that it is consistent with the RMS document. It should be noted that the RMS document “Permit Parking Version 4.0” is mandatory for Council to adhere to.

Council will be placing its draft permit parking policy on public exhibition in October 2019 for comment. Until Council adopts this draft document, no new or extended resident parking schemes are to be installed within the City of Ryde.

The policy states that for consistency all resident parking schemes within the City of Ryde local government area will be of the same duration, namely 2 hours, thus changing 2 hour resident parking to 1 hour resident parking in Cressy Road, between Buffalo Road and Holly Avenue cannot be installed.

For information only.

ITEM 8 (continued)



Figure 1: Location Plan

ITEM 8 (continued)

ADVISORY ITEM 4 CHARLES STREET, RYDE

SUBJECT: REMOVE PAINTED ISLAND
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-15971 & T2019-01259

INTRODUCTION

City of Ryde has received representation from local residents requesting consideration be given to removing the painted island outside 12 Charles Street, Ryde and converting it to kerbside parking.

DISCUSSION

Following an on-site meeting with local residents of Charles Street in April 2019 in relation to removal of the painted island outside 12 Charles Street and to install a “No Stopping” zone outside 8 and 10 Charles Street, it was agreed that the “No Stopping” zone which was approved by the Traffic Committee be installed and further investigation be undertaken to remove the painted island.

Subsequently, a Road Safety Audit (RSA) was commissioned to determine the safety implications from converting the painted island to a kerbside parking outside 12 Charles Street. The RSA recommended that there is no major safety impact on the traffic and parking conditions after removal of the painted island at this location.

In addition, the RSA recommended that a continuity line be installed to join the two marked parking lanes to keep southbound vehicles along the travel lane and away from the newly created parking space.

CONTEXT

- Charles Street is a local road with a posted speed of 50km/hr.
- There is a left horizontal curve approaching 12 Charles Street heading southbound.
- Kerbside parking is on both sides of Charles Street.

ITEM 8 (continued)

PROPOSAL

To remove the painted island outside 12 Charles Street, Ryde and install a continuity line as per *Figure 1*.



Figure 1: Proposed Plan

ITEM 8 (continued)

ADVISORY ITEM 5 WHARF ROAD, MELROSE PARK

SUBJECT: UPGRADE OF EXISTING PEDESTRIAN CROSSING
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01600

INTRODUCTION

Melrose Park Public School is located on the western side of Wharf Road which forms the boundary between the City of Parramatta (CoP) and City of Ryde (CoR) council areas. All matters pertaining to traffic and road safety issues associated with this school fall under the care and control of the CoP.



Figure 4: Location Plan

ITEM 8 (continued)

DISCUSSION

CoR has been contacted by CoP seeking concurrence that the existing at –grade pedestrian crossing be converted to a combined children’s and pedestrian crossing. No changes are proposed to the statutory No Stopping restrictions with the only changes required being the installation of STOP lines on both approaches to the pedestrian crossing.

It should be noted that candy poles and children crossing flags will also form part of the treatment. All works associated with this minor upgrade fall under the care and control of CoP.

No consultation is required as there will be no changes to the extent of the full time No Stopping restrictions associated with the existing pedestrian crossing.



Figure 5: Upgrade of existing pedestrian crossing to become a combined children & pedestrian crossing

For information only.

ITEM 8 (continued)

MINUTES

Subject:	RYDE TRAFFIC COMMITTEE
File No:	COR2009/206
Document Ref:	D19/158916
Venue:	1A Pope Street, Council Chambers
Date:	10 October 2019
Time:	10.00am
Chair:	Mr Michael Dixon
Meeting Support (MS):	Ms Linda Smith
Staff Convenor:	Mr Muddasir Ilyas
Meeting Length	100 mins

Representatives

Present	Apology	Name	Position Title	Organisation
X		Mr Mitchell Ryan	Network & Safety Officer	RMS
X		Sergeant Leonie Abbotsmith	Sergeant	NSW Police Force
X		Mr Peter Graham OAM – representing The Hon. V Dominello, MP	Member for Ryde	Member of Parliament
X		Ms Zorica Kaye-Smith – representing The Hon. A Roberts, MP	Member for Lane Cove	Member of Parliament

Attendees

X		Mr Egwin Herbert	Western Region Traffic & Service Manager	Sydney Buses
X		Mr Muddasir Ilyas	Acting Team Leader - Traffic Services	City of Ryde
X		Linda Smith	EA to the Mayor and Councillors	City of Ryde
x		John Brown	Senior Coordinator - City Activation	City of Ryde
x		Michael Dixon	Manager – Transport	City of Ryde
x		Georgia Benson	Wayfinding program	TfNSW

DISCLOSURES OF INTEREST

There were no disclosures of interest.

ITEM 8 (continued)

	<p>CONFIRMATION OF PREVIOUS MINUTES</p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 15 August 2019 were read and confirmed as a true record of the proceedings at the conclusion of the meeting.</p> <p>Confirmed by Unanimous</p>
	<p>MATTERS ARISING FROM THE MINUTES</p> <p>Nil</p>
	<p>Traffic Management Considerations – Play Streets</p> <p>John Brown from Council addressed the Committee and advised that Council has resolved to conduct “play street” sessions in local No Through Streets and Cul-de-sacs.</p> <p>John sought advice from the Committee regarding rules and items to be considered as part of this proposal.</p> <p>NSW Police Advised to provide the hardened road closures due to safety and security issues.</p>
	<p>Wayfinding – TfNSW – bus stops</p> <p>Georgia Bowen provided information to the Committee regarding the work being done by TfNSW in relation to the upgrading and standardisation of bus stops in the Sydney area.</p> <p>She advised that all stops are being audited for compliance in relation to access, safety etc.</p> <p>TfNSW is working with Sydney Buses and relevant Councils during the audit and redesign/rebuild process.</p>

ITEM 8 (continued)

A.	ITEM	HOLY SPIRIT CATHOLIC PRIMARY SCHOOL, NORTH RYDE
P	SUBJECT:	MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM
	WARD:	EAST
	ROAD CLASS:	NON-CLASSIFIED
	REFERENCE:	T2017- 01780
	OFFICER:	J BEGLEY
	PROPOSAL	
		That the outlined range of minor traffic facility works be undertaken as follows:
		<ol style="list-style-type: none"> 1. The existing children's crossing on Cooney Street be removed. 2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage. 3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school. 4. Give way signage and line marking be provided at the following intersections: <ol style="list-style-type: none"> a. intersection of Avon Road / Cooney Street b. intersection of Avon Road / Marilyn Street c. intersection of Pamela Street / Marilyn Street d. intersection of Pamela Street / Amelia Street e. intersection of Cooney Street / Wicks Road 5. 5m of double barrier lines be marked at the following locations <ol style="list-style-type: none"> a. on Pamela Street at Marilyn Road b. on Marilyn Street at Avon Road c. on Amelia Street at Marilyn Road d. on Cooney Street at Wicks Road 6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road. 7. Roads and Maritime Services be requested to provided full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.
	RTC RESOLUTION	
		That Council installs the following works as follows:
		<ol style="list-style-type: none"> 1. The existing children's crossing on Cooney Street be removed. 2. A Kiss and Ride zone be created on Marilyn Street along the Holy Spirit Catholic Primary School frontage. 3. Access to the laneway that adjoins Holy Spirit Catholic Primary School property leading to Marilyn Street be provided by the school. 4. Give way signage and line marking be provided at the following intersections: <ol style="list-style-type: none"> a. intersection of Avon Road / Cooney Street

ITEM 8 (continued)

	<ul style="list-style-type: none"> b. intersection of Avon Road / Marilyn Street c. intersection of Pamela Street / Marilyn Street d. intersection of Pamela Street / Amelia Street e. intersection of Cooney Street / Wicks Road <p>5. 5m of double barrier lines be marked at the following locations</p> <ul style="list-style-type: none"> a. on Pamela Street at Marilyn Road b. on Marilyn Street at Avon Road c. on Amelia Street at Marilyn Road d. on Cooney Street at Wicks Road <p>6. Driveway delineation lines be marked at all driveways on Marilyn Street between Amelia Street and Avon Road.</p> <p>7. Roads and Maritime Services be requested to provide full red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours times.</p> <p>RTC COMMENTS: RMS advised that they will look at the opportunities for provision of a red arrow protection at the signalised intersection of Wicks Road and Coxs Road during school hours utilising the existing infrastructure.</p> <p>Voting: Unanimous</p>
B.	<p>ITEM DENISTONE EAST PUBLIC SCHOOL, DENISTONE EAST</p> <p>SUBJECT: MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM</p> <p>WARD: WEST</p> <p>ROAD CLASS: NON-Classified</p> <p>REFERENCE: T2017- 01780</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>That the outlined range of minor traffic facility works be implemented as follows:</p> <ul style="list-style-type: none"> 1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement. 2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing. 3. Driveway delineation lines to be marked on driveways where the street has a school frontage. 4. Centreline line marking on Kings Road to be installed to counteract current visual misalignment.

ITEM 8 (continued)

5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road
 - b. Intersection of Brabyn Street / Boronia Lane
 - c. Intersection of Kings Road / Salter Crescent
 - d. Intersection of Boronia Lane / Lovell Road
 - e. Intersection of Henderson Street / Kings Road
 - f. Intersection of Henderson Street / Boronia Lane

6. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.

7. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street

8. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.

9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only.

10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street.

11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed.

Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times.

RTC RESOLUTION

That Council installs the following works as follows:

1. The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
2. Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
3. Driveway delineation lines to be marked on driveways where the street has a school frontage.
4. Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
5. No Stopping restrictions, Give Way signage and delineation and centre line double barrier lines:
 - a. Intersection of Brabyn Street / Kings Road

ITEM 8 (continued)

	<ul style="list-style-type: none"> b. Intersection of Brabyn Street / Boronia Lane c. Intersection of Kings Road / Salter Crescent d. Intersection of Boronia Lane / Lovell Road e. Intersection of Henderson Street / Kings Road f. Intersection of Henderson Street / Boronia Lane <ul style="list-style-type: none"> 6. The access and egress driveways to the internal ‘Kiss and Ride’ zone on Brabyn Street to be clearly signposted. 7. <i>No Right Turn</i> signage to be installed at the egress driveway on Brabyn Street 8. The afternoon <i>No Stopping</i> restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period. 9. Residents be canvassed as to whether the boom gates on Brabyn Street should be closed between the hours of 9am – 4pm School Days Only. 10. Should one-way operation be considered the safest option, residents be canvassed as to whether Boronia Lane should be made one way in the southerly direction between Lovell Road and Brabyn Street. 11. Funding be provided in a future year program for modifications to the kerb alignment preceding the western boom gate to facilitate a turnaround facility for parents and carers utilising the kiss and drop zone, for the benefit of parents and carers utilising the Kiss and Drop zone when the western boom gate is closed. <p>Note: This proposal is not to proceed if the boom gate is to be opened at any time during school drop off/ pick up times.</p> <p>Voting: Unanimous</p>
C.	<p>ITEM WEST RYDE PUBLIC SCHOOL, WEST RYDE</p> <p>SUBJECT: MINOR WORKS IMPLEMENTATION FROM SCHOOLS PROGRAM</p> <p>WARD: WEST</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2017- 01780</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>That the outlined range of minor traffic facility works be installed as described below:</p> <ul style="list-style-type: none"> 1. The existing children’s crossing on Bennett Street to be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.

ITEM 8 (continued)

2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.
2. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.
3. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
4. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
5. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - i. Intersection of Endeavour Street / Bennett Street
 - ii. Intersection of Bennett Street / Mons Avenue
8. 8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.

RTC RESOLUTION

That Council installs the following works as follows:

1. The existing childrens crossing on Bennett Street to be converted to a pedestrian crossing, with the design of the new crossing to comply with RMS technical directions. It will be relocated from its existing position and stepped back from the intersection with Mons Avenue, with pedestrian fencing to be installed to direct all pedestrians to use this new upgraded crossing.

ITEM 8 (continued)

2. It is proposed that the No Stopping restrictions associated with the raised pedestrian crossing on Mons Avenue be reduced in length to comply with statutory requirements and that the additional area be included in the existing Kiss and Ride zone that operates along the Mons Avenue school frontage.
3. It is proposed that 1/4P Mon-Fri 8am-6pm parking be installed along the Endeavour Street school frontage and 1/4P Mon-Fri 4pm-6pm parking be installed along the Mons Avenue school frontage.
4. The hours of operation of the part time bus zone on Endeavour Street at Bennett Street will be modified such that this will now become a full time bus zone between 8:30am – 3:30pm (to facilitate school excursions). This bus zone then becomes a ¼ P parking zone until 6.00pm to service the OOSC community.
5. Residential driveways on streets that have a direct school frontage have driveway delineation lines marked to assist parents in parking appropriately. Where the distance between driveways is less than 5.4m then this area to be cross hatched to denote that it is illegal to park at this location.
6. The School's Mons Avenue side frontage to be converted to a temporary bus zone when major school excursions occur. The School will be required to give Council 2 weeks advance notice, with Council to install the temporary bus zone signage. The School must indicate when and how many buses are expected to arrive in the morning and afternoon.
7. Give way signage and delineation with 5m of BB line marking and statutory No Stopping lines be marked at the following intersections:
 - c. Intersection of Endeavour Street / Bennett Street
 - d. Intersection of Bennett Street / Mons Avenue
8. Zig zag line marking be marked on both approaches to the at grade pedestrian crossing on Adelaide Street.

Voting: **Unanimous**

ITEM 8 (continued)

D.	<table><tr><td data-bbox="295 324 598 358">ITEM</td><td data-bbox="598 324 1469 358">FONTENOY ROAD, MACQUARIE PARK</td></tr><tr><td data-bbox="295 392 598 425">SUBJECT:</td><td data-bbox="598 392 1469 425">KEEP CLEAR</td></tr><tr><td data-bbox="295 425 598 459">WARD:</td><td data-bbox="598 425 1469 459">CENTRAL</td></tr><tr><td data-bbox="295 459 598 492">ROAD CLASS:</td><td data-bbox="598 459 1469 492">NON-CLASSIFIED</td></tr><tr><td data-bbox="295 492 598 526">REFERENCE:</td><td data-bbox="598 492 1469 526">T2019-01237</td></tr><tr><td data-bbox="295 526 598 560">OFFICER:</td><td data-bbox="598 526 1469 560">J BEGLEY</td></tr><tr><td colspan="2" data-bbox="295 638 1469 672">PROPOSAL:</td></tr><tr><td colspan="2" data-bbox="295 683 1469 795">Not to install 'KEEP CLEAR' pavement characters on the eastbound carriageway on Fontenoy Road where it intersects with Tuckwell Park car park, Macquarie Park.</td></tr><tr><td colspan="2" data-bbox="295 817 1469 851">RTC RESOLUTION</td></tr><tr><td colspan="2" data-bbox="295 862 1469 974">That Council do not install 'Do not queue' pavement characters on the eastbound carriageway on Fontenoy Road where it intersects with Tuckwell Park car park, Macquarie Park.</td></tr><tr><td colspan="2" data-bbox="295 1008 1469 1041">RTC COMMENTS:</td></tr><tr><td colspan="2" data-bbox="295 1075 1469 1153">RMS commented that the proposal is not warranted, and does not support the provision of "Keep Clear" markings.</td></tr><tr><td colspan="2" data-bbox="295 1176 1469 1209">Voting: Unanimous</td></tr></table>	ITEM	FONTENOY ROAD, MACQUARIE PARK	SUBJECT:	KEEP CLEAR	WARD:	CENTRAL	ROAD CLASS:	NON-CLASSIFIED	REFERENCE:	T2019-01237	OFFICER:	J BEGLEY	PROPOSAL:		Not to install 'KEEP CLEAR' pavement characters on the eastbound carriageway on Fontenoy Road where it intersects with Tuckwell Park car park, Macquarie Park.		RTC RESOLUTION		That Council do not install 'Do not queue' pavement characters on the eastbound carriageway on Fontenoy Road where it intersects with Tuckwell Park car park, Macquarie Park.		RTC COMMENTS:		RMS commented that the proposal is not warranted, and does not support the provision of "Keep Clear" markings.		Voting: Unanimous	
ITEM	FONTENOY ROAD, MACQUARIE PARK																										
SUBJECT:	KEEP CLEAR																										
WARD:	CENTRAL																										
ROAD CLASS:	NON-CLASSIFIED																										
REFERENCE:	T2019-01237																										
OFFICER:	J BEGLEY																										
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RTC COMMENTS:																											
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Voting: Unanimous																											

ITEM 8 (continued)

E.	ITEM SUBJECT: WARD: ROAD CLASS: REFERENCE: OFFICER:	WESTMINSTER ROAD, GLADESVILLE NO PARKING ACROSS DRIVEWAY EAST NON-CLASSIFIED T2019-01270 P DAVIDSON PROPOSAL To install 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville. RTC RESOLUTION That Council installs 'No Parking' across the driveway of Our Lady Queen of Peace Primary School on Westminster Road, Gladesville. Voting: Unanimous
F.	ITEM SUBJECT: WARD: ROAD CLASS: REFERENCE: OFFICER:	ROTHESAY AVENUE, RYDE FORMALISE PARKING CENTRAL and EAST NON-CLASSIFIED T2019-01320 L KUNG PROPOSAL That a 'No Stopping' zone be installed at the end of Rothesay Avenue, Ryde to facilitate a turnaround area. RTC RESOLUTION That Council installs a 'No Stopping' zone at the end of Rothesay Avenue, Ryde to facilitate a turnaround area. Voting: Unanimous
G.	ITEM SUBJECT: WARD: ROAD CLASS: REFERENCE: OFFICER:	WEST PARADE, EASTWOOD EASTWOOD LUNAR NEW YEAR EVENT WEST NON-CLASSIFIED T2019-01427 P DAVIDSON

ITEM 8 (continued)

	<p>PROPOSAL</p> <ol style="list-style-type: none"> 1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval; 2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed. <p>RTC RESOLUTION</p> <ol style="list-style-type: none"> 1. That the Traffic Management Plan for the 2020 Lunar New Year Event, as provided by Traffic Plan Professionals, dated 26/9/19 for Saturday 8 February 2020 between 11am to 11:30pm be endorsed by the Ryde Traffic Committee, in accordance with the provisions provided under the Roads Act 1993, prior to being referred to the Works and Community Committee for final approval; 2. That the traffic management plan detailed in 1 above be used for future Lunar New Year events for the same section of West Parade, Eastwood under delegated authority from City of Ryde Council, subject to similar arrangements being employed. <p>Voting: Unanimous</p>
H.	<p>ITEM YANGALLA STREET, MARSFIELD</p> <p>SUBJECT: PARKING RESTRICTIONS – SATURDAY ONLY WARD: WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01294 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>That a 'No Parking Saturday – April to August' zone be installed from 6 Yangalla Street to 22 Yangalla Street, Marsfield.</p> <p>RTC RESOLUTION</p> <p>That Council installs a 'No Parking Saturday – April to August' zone from 6</p>

ITEM 8 (continued)

	Yangalla Street to 22 Yangalla Street, Marsfield. Voting: Unanimous
I.	ITEM HARVARD STREET, GLADESVILLE SUBJECT: LOADING ZONE WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-2190711 & T2019-00648 OFFICER: P DAVIDSON PROPOSAL That a 9 metres long “Loading Zone – 7am to 5pm Monday-Friday” be installed on Harvard Street, Gladesville. RTC RESOLUTION That Council installs a 9 metres long “Loading Zone – 7am to 5pm Monday-Friday” on Harvard Street, Gladesville. Voting: Unanimous
J.	ITEM COBHAM LANE, MELROSE PARK SUBJECT: PARKING RESTRICTIONS WARD: WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-16534 & T2019-01398 OFFICER: L KUNG PROPOSAL That a “No Parking” zone be installed on the northern side of Cobham Lane, Melrose Park. RTC RESOLUTION That Council installs a “No Parking” zone on the northern side of Cobham Lane, Melrose Park. Voting: Unanimous

ITEM 8 (continued)

K.	<p>ITEM AGINCOURT ROAD, MARSFIELD</p> <p>SUBJECT: PARKING RESTRICTIONS WARD: WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01237 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>That a No Parking Zone be installed across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.</p> <p>RTC RESOLUTION</p> <p>That Council installs a No Parking Zone across the access driveways serving 72-74 Agincourt Road, Marsfield, with a Mail Zone signposted from the access driveway serving 72 Agincourt Road to the property boundary of 70 and 72 Agincourt Road, Marsfield.</p> <p>Voting: Unanimous</p>
L.	<p>ITEM MYRA AVENUE, RYDE</p> <p>SUBJECT: NO STOPPING RESTRICTIONS WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01384 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>That a “No Stopping 8-9:30am & 2:30-4pm School Days Only” zone be installed on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.</p> <p>RTC RESOLUTION</p> <p>That Council installs a “No Stopping 8-9:30am & 2:30-4pm School Days Only” zone on northern side of Myra Avenue, Ryde along the school frontage immediately south of the access from Northcross Christian School.</p> <p>Voting: Unanimous</p>

ITEM 8 (continued)

M.	<p>ITEM</p> <p>SUBJECT:</p> <p>WARD:</p> <p>ROAD CLASS:</p> <p>REFERENCE:</p> <p>OFFICER:</p> <p>PROPOSAL</p> <p>The recommended improvements listed below be implemented subjected to a detailed design:</p> <ol style="list-style-type: none"> 1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety. 2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream. 3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic. 4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic. 5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles. 6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign. 7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign. 	<p>BELMORE STREET, RYDE</p> <p>UPGRADE THE ROUNDABOUT</p> <p>CENTRAL</p> <p>NON-CLASSIFIED</p> <p>T2019-01403</p> <p>L KUNG</p>
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ITEM 8 (continued)

8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg.
9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg.
10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge.
11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided.
12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule.

RTC RESOLUTION

That Council installs the recommended improvements listed below subjected to a detailed design:

1. Provide a raised splitter island in the Rothesay Avenue approach to the roundabout. The island should be as wide as the swept path envelopes will allow. This is appreciating that the island is not likely to achieve the minimum 2.0m wide profile as a pedestrian refuge. Rather, any increase in width would be an improvement for pedestrian safety.
2. Re-profile the northern island of the median refuge in the Belmore Street southern leg to resemble a splitter island to a roundabout. This should force more deflection in the northbound approach traffic stream as well as the southbound departing traffic stream.
3. Convert the painted splitter island in the Belmore Street northern leg to a raised island. This should also take a wider profile to effect more deflection, especially for the southbound approach traffic.

ITEM 8 (continued)

		<ol style="list-style-type: none"> 4. Convert the painted blister on the eastern side of Belmore Street in its approach to the roundabout to a raised island. This is to force a more deflected approach for southbound traffic. 5. Extend the central island of the roundabout even if it no longer maintains a circular shape. The island would remain fully traversable so should not affect turning paths of longer vehicles. 6. Prune the overhanging tree foliage on the north-western corner of the roundabout, to improve the sight line from eastbound drivers on Rothesay Avenue to the R1-3 ROUNDABOUT GIVE WAY sign. 7. Prune the overhanging tree foliage on the eastern side of the roundabout, to improve the sight line from southbound drivers on Belmore Street to the R1-3 ROUNDABOUT GIVE WAY sign. 8. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Rothesay Avenue leg. 9. Install a second R1-3 ROUNDABOUT GIVE WAY sign on the raised median in the Belmore Street North leg. 10. Upgrade the kerb ramp on the southern side of Rothesay Avenue at the pedestrian refuge. 11. Consider pedestrian fences on the north-western kerb return and the eastern side of Belmore Street to prevent pedestrian entry to the roadway, due to the lack of pedestrian crossing aid on this leg. This would be especially critical if the raised islands in items 3 and 4 are not provided. 12. Provide a consistent and level, concrete-paved connection between the kerb crossing on the south-western corner of the intersection to the shared path through the parkland. Also improve the vertical profile of the shared path near its interface with the cobble-stone paved footpath. Provide a small R1-3 ROUNDABOUT GIVE WAY sign for the outbound direction from the parkland shared path at its interface with the roundabout. This is to force entering cyclists to adhere to the roundabout priority rule. <p>Voting: Unanimous</p>
N.	ITEM	2020 RTC MEETING DATES
	SUBJECT:	2020 RYDE TRAFFIC COMMITTEE MEETING DATES
	WARD:	WEST, CENTRAL and EAST
	ROAD CLASS:	NON-CLASSIFIED
	REFERENCE:	T2019-01316

ITEM 8 (continued)

OFFICER: M ILYAS

PROPOSAL

To hold the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates:

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020- Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

RTC RESOLUTION

That Council holds the 2020 regular meetings of the Ryde Traffic Committee at 10am on the following dates:

- 20 January 2020 - Council Chambers
- 20 February 2020 - Council Chambers
- 19 March 2020 - Council Chambers
- 16 April 2020 - Council Chambers
- 11 May 2020 - Council Chambers
- 12 June 2020 - Council Chambers
- 10 July 2020 - Council Chambers
- 13 August 2020 - Council Chambers
- 10 September 2020- Council Chambers
- 8 October 2020 - Council Chambers
- 5 November 2020 - Council Chambers
- 7 December 2020 - Council Chambers

Voting: **Unanimous**

ITEM 8 (continued)

	<p>LATE ITEM 1 GERARD LANE (NORTH OF GERARD STREET), GLADESVILLE</p> <p>SUBJECT: NO STOPPING IN GERARD LANE WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01518 OFFICER: J QUAN</p> <p>PROPOSAL</p> <p>That 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones be installed on the western side of Gerard Lane north of Gerard Street, Gladesville.</p> <p>RTC RESOLUTION</p> <p>That Council installs 'No Stopping All other times' at the two existing 'No Parking 5am – 10am Tuesday' zones on the western side of Gerard Lane north of Gerard Street, Gladesville.</p> <p>Voting: Unanimous</p>
	<p>LATE ITEM 2 HEPBURN AVENUE, GLADESVILLE</p> <p>SUBJECT: NO PARKING ZONE WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-01680 OFFICER: J BEGLEY</p> <p>PROPOSAL That a 5.4 metre long No Parking zone be installed preceding the No Stopping zone outside No: 1 Hepburn Avenue, Gladesville.</p> <p>RTC RESOLUTION</p> <p>That Council installs a 5.4 metre long No Parking zone preceding the No Stopping zone outside 1 Hepburn Avenue, Gladesville.</p> <p>Voting: Unanimous</p>
	<p>ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION AND ELECTRONIC TRAFFIC COMMITTEE PROCESS</p> <p>The parking control measures outlined in <i>Table 1</i>, below, were installed to reinforce existing controls under the [NSW] <i>Road Rules 2014</i>. The matters outlined in <i>Table 2</i> below, were approved under Delegation. The matters outlined in <i>Table 3</i>, below, were approved under Electronic Traffic Committee process.</p>

ITEM 8 (continued)

<i>Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014</i>				
Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date	
Blaxland Lane	10m statutory "NO STOPPING" at the intersection and at the end of cul-de-sac in front of the footpath.	Rule 170 Stopping at an intersection. Rule 198 Obstructing access to and from a footpath, driveway etc.	TBC	
<i>Table 2 Matters approved under Delegation</i>				
Location	Proposal	Consultation	Approval Date	
<i>Table 3 Matters Approved under Electronic Traffic Committee Process</i>				
Item	Location	Parking Control Measure	Consultation	Installation Date
Item Q	Sewell Street, Ryde	Install 'Stop' control signs and associated line marking on both approaches of Sewell Street at its intersection with Shepherd Street, Ryde	Residents to be notified	Nov2019
Item R	6 Endeavour Street, West Ryde	Install "No Stopping" at the car park located on the Endeavour Street frontage of the Shell Service Station at its boundary with West Ryde Public School.	Business consulted	Oct 2019

ITEM 8 (continued)

	<p>ADVISORY ITEM 2 MORRISON ROAD, PUTNEY</p> <p>SUBJECT: UPGRADE OF PEDESTRIAN REFUGE WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-16009 & T2019-00822 OFFICER: J BEGLEY</p> <p>For Information Only.</p>
	<p>ADVISORY ITEM 3 CRESSY ROAD, RYDE</p> <p>SUBJECT: CHANGE OF PARKING PERIOD ASSOCIATED WITH RESIDENT PARKING SCHEME WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01365 OFFICER: J BEGLEY</p> <p>For Information Only.</p>
	<p>ADVISORY ITEM 4 CHARLES STREET, RYDE</p> <p>SUBJECT: REMOVE PAINTED ISLAND WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-15971 & T2019-01259 OFFICER: L KUNG</p> <p>PROPOSAL</p> <p>To remove the painted island outside 12 Charles Street, Ryde and install a continuity line.</p>
	<p>ADVISORY ITEM 5 WHARF ROAD, MELROSE PARK</p> <p>SUBJECT: UPGRADE OF EXISTING PEDESTRIAN CROSSING WARD: WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2019-01600 OFFICER: J BEGLEY</p> <p>For Information Only.</p>

ITEM 8 (continued)

	<p>GENERAL BUSINESS</p> <p>Ryde Secondary School</p> <p>Issues regarding traffic measures on Forrest Road in the vicinity of the school have been raised with the local member again.</p> <p>Council has adopted the recommendations of the previous traffic committee meeting. Works will now be undertaken with the exception of the fencing, which is subject to funding.</p> <p>All minor works will be undertaken during this financial year – 2019/20.</p> <p>Meadowbank Skate Park</p> <p>The Police have received numerous complaints regarding young people who are skating on Constitution Road in the vicinity of the skate park.</p> <p>People on bikes, scooters and skateboards are all using the road near the skate park.</p> <p>Lachlans Line – Pedestrian overpass</p> <p>Delhi Road at Epping Road/M2 will be closed during the installation of lifts to be installed as part of the pedestrian bridge project.</p> <p>Most works will be undertaken at night and on weekends.</p>
	<p>The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday, 20 January 2020.</p> <p>The Meeting closed at 11.36am.</p>