

Meeting Date: Tuesday 8 May 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 7.15pm

NOTICE OF BUSINESS

Item		Page
1	CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 10 April 2018	1
2	ITEMS PUT WITHOUT DEBATE	4
3	RYDE CENTRAL PROJECT UPDATE - APRIL 2018.....	5

1 CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 10 April 2018

Report prepared by: Senior Coordinator - Governance
File No.: CLM/18/1/4/2 - BP18/386

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 Ryde Central Committee Meeting 2/18, held on 10 April 2018, be confirmed.

ATTACHMENTS

1 MINUTES - Ryde Central Committee Meeting - 10 April 2018

ITEM 1 (continued)

ATTACHMENT 1

**Ryde Central Committee
MINUTES OF MEETING NO. 2/18**

Meeting Date: Tuesday 10 April 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.45pm

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

Apologies: Councillors Kim and Moujalli.

Absent: Councillors Purcell and Yedelian OAM.

Staff Present: General Manager, Director – Customer and Community Services, Director – Corporate and Organisational Support Services, Acting Director – City Planning and Development, Executive Officer – Ryde Central and Senior Coordinator – Governance.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 13 February 2018

RECOMMENDATION: (Moved by Councillors Pedersen and Zhou)

That the Minutes of the Ryde Central Committee Meeting 1/18, held on 13 February 2018, be confirmed.

Record of Voting

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **24 APRIL 2018** in accordance with the Ryde Central Committee Terms of Reference in Council's Code of Meeting Practice.

ITEM 1 (continued)

ATTACHMENT 1

2 ITEMS PUT WITHOUT DEBATE

RESOLUTION: (Moved by Councillors Pedersen and Zhou)

That the Committee determine all Items on the Agenda.

Record of Voting

For the Motion: Unanimous

3 REPORT TO THE RYDE CENTRAL COMMITTEE

Note: Denise Pendleton addressed the meeting in relation to this Item.

RECOMMENDATION: (Moved by Councillors Pedersen and Clifton)

- (a) That the report be noted and Council endorse the additional funds of \$140,000 being allocated to the Ryde Central project in the March Quarterly Review, funded from the Ryde Central Reserve.
- (b) That further information be provided to the Council Meeting on 24 April 2018 to address the issues raised at the meeting and from members of the community. That the information also include clarification if the RMS have undertaken a traffic study to support the proposed Pinch Point Project.
- (c) That Council write to the RMS requesting more clarity on pedestrian safety and access during construction of the Pinch Point Project.

Record of Voting

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **24 APRIL 2018** in accordance with the Ryde Civic Hub Committee Terms of Reference in Council's Code of Meeting Practice.

The meeting closed at 7.20pm.

CONFIRMED THIS 8TH DAY OF MAY 2018.

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Senior Coordinator - Governance**File No.:** CLM/18/1/4/2 - BP18/387

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 RYDE CENTRAL PROJECT UPDATE - APRIL 2018

Report prepared by: Executive Officer - Ryde Central
File No.: CSG/17/1/6/1 - BP18/426

REPORT SUMMARY

This report provides Council with an update on the Ryde Central Project.

The report confirms that the City of Ryde lodged its submission in respect of the RMS's invitation for submissions on their proposed upgrade works for the intersection of Devlin, Blaxland Roads and Parkes Street, Ryde. This proposal removes the provision of the second right hand turn from Devlin Street into Blaxland Road and provides an additional lane north along Devlin Street from Victoria Road to the northern pedestrian bridges. This report has been written prior to Council's meeting on 24 April 2018, where Council was further considering this matter.

The report also details that a number of Confidential Councillor Workshops have been undertaken and are planned to be undertaken in staff gaining Councillors' feedback in clarifying and confirming Council's direction in this matter.

RECOMMENDATION:

That the Committee receive and note this report.

ATTACHMENTS

- 1 Letter to Roads and Maritime Services dated 6 April 2018 regarding Proposed Intersection Upgrade Devlin Street and Blaxland Road, Ryde

Geoffrey Knox
Executive Officer - Ryde Central

Report Approved By:

Roy Newsome
Director - Corporate and Organisational Support Services

ITEM 3 (continued)

Devlin Street – Roads and Maritime Services (RMS) Pinch Point Program

On Friday 6 April 2018, Council lodged its submission to the RMS in respect of their proposed Pinchpoint Program, to upgrade the intersection of Devlin Street and Blaxland Road, Ryde. Council's submission is **ATTACHMENT 1**.

The final submission was similar to the draft submission circulated to Councillors, however, it included Council's Traffic Section technical comments.

New Options for Ryde Central

Councillors received a detailed presentation on options for Ryde Central at a Confidential Councillor Workshop on Tuesday 17 April 2018. Further workshops are scheduled with Councillors in May in formalising a clear direction on this matter. Once Council has confirmed its direction, further details will be reported to Council.

Ryde Central – Preparation of Business Case

Council will be required to submit a Business Case to the Office of Local Government, on the proposed redevelopment of its Ryde Central site. A preliminary business case is in the process of being prepared, subject to Council confirming its position in this matter.

Performance and Event Space – Feasibility Study

In order to assess the City of Ryde's specific needs and requirements in respect of performance event space, now and into the future, whilst recognising existing spaces within the region and within the Sydney metropolitan area, Council at its meeting on 24 April 2018, considered increasing the Ryde Central Budget allocation to enable a feasibility study to be undertaken. The study will examine the feasibility of a performance and event space for the City of Ryde and identify the size, type of space required and uses that such a facility could provide.

Ryde Central Budget Review.

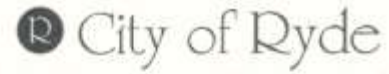
Council was requested at Council's meeting on 24 April 2018, to endorse an additional \$140,000 above Council's original budget of \$390,000. The additional funds are proposed to be funded from the Ryde Central Reserve.

Financial Implications

There are no financial implications.

ITEM 3 (continued)

ATTACHMENT 1



Lifestyle and opportunity @ your doorstep

Mr George Allan
Project Manager
Pinch Point North
Transport Roads and Maritime Services
20-44 Ennis Road
Milsons Point NSW 2061

Email: george.a.allan@rms.nsw.gov.au

6 April 2018

Our Reference – CSG/17/1/12/1/5
PM15/30678/3/3

Mr Allan

Proposed Intersection Upgrade at Devlin Street, Blaxland Road and Parkes Street in Ryde
Your Reference – P.0221930

I refer to your letter dated 2 March 2018 in respect of undertaking consultation on the proposed Intersection Upgrade at Devlin Street, Blaxland Road and Parkes Street, Ryde.

The City of Ryde notes the changes in the proposed intersection upgrade works.

Council strongly objects to the removal of the chevron markings that provide for a future second right hand turn lane from Devlin Street into Blaxland Road, for vehicles travelling south along Devlin Street, Ryde. A second right hand turn lane received the concurrence of the RTA as part of the Ryde Town Centre – Integrated Traffic Solution, under Section 138 of the Roads Act, on 22 March 2007.

The requirement for an Integrated Traffic Solution for the Ryde Town Centre to service both the Top Ryde Shopping Centre site and Council's Civic Centre site (now Ryde Central) was a requirement of the RTA, before any development approval could be granted to the Top Ryde Shopping Centre redevelopment.

A copy of the correspondence from the RTA dated 22 March 2007 is ATTACHED for your attention, including the preliminary drawings of Devlin Street, that shows the provision of the second right hand turn lane.

Customer Service Centre
1 Pope Street, Ryde NSW 2112
(Within Top Ryde City shopping centre)

North Ryde Office
Level 1, Building 0, Binary Centre,
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222
Email cityofryde@ryde.nsw.gov.au
Post Locked Bag 2069, North Ryde NSW 1670
www.ryde.nsw.gov.au
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Translating and Interpreting Service 131 450

ITEM 3 (continued)

ATTACHMENT 1

The City of Ryde is currently considering redevelopment options of its site that will be confirmed later this year. These options are proposing an intensification of Council's site that will include an enhanced performance space within the development, activation of the open space within the development, together with options that include increased commercial and residential uses. These plans will also accommodate Council's administration staff and Civic meeting spaces for Council Meetings, functions and meeting rooms. As a result, the options being considered by Council will need to utilise all aspects of the endorsed Integrated Traffic Solution.

Given the future scenario of the Ryde Central site being redeveloped, as detailed in this submission, Council reinforces the critical importance of the second right hand turn lane, to which the RTA gave its concurrence. The second lane will ensure the future redevelopment of Council's Ryde Central site still remains viable.

In the case that the RMS does not support Council's submission to retain the provision for the second right hand turn lane, there would be a need to extend the existing right hand turn bay back to the Pope Street traffic lights. Please also refer to Council's technical comments in the ATTACHMENT.

If you have any further enquiries on this matter, please contact Geoffrey Knox, Executive Officer – Ryde Central on 9952 8313 or myself on 9952 8011.

Yours sincerely



Roy Newsome
Acting Deputy General Manager /
Director Corporate and Organisational Support Services

ITEM 3 (continued)

ATTACHMENT 1

City of Ryde - Technical Comments

Sheet 1:

- Advanced warning signage required on Church Street to advise northbound motorists that the previous merge lane is now a lane in its own right.

Sheet 2:

- A cross section is required to indicate the dimensional width of the proposed lanes on Devlin Street. It is noted that the briefing paper that accompanied these plans indicated that lane widths would range between 2.6m and 2.8m. To propose such narrow lane widths along this section of Devlin Street where motorists are undertaking merge and weave manoeuvres seems to contradict the Safer Roads ethos.
- Advanced warning signage required on Victoria Road to advise pedestrians that pedestrian access is no longer permitted along the southern side of Devlin Street.
- Given the reduced lane widths, there is concern that a vehicle egressing from Centrelink at No: 19-27 Devlin Street may not be able to make a successful turn within its own lane and could impact on the adjoining travel lane.
- Given the fact that the Top Ryde Shopping Centre is a major transport hub, what is the rationale behind the removal of the westbound "Bus Only Lane" on Devlin Street?

Sheet 3:

- Plans indicate that a new central carriageway median is to be provided on Devlin Street, however no dimensions are provided – will this have pedestrian fencing?—If a pedestrian fence is to be provided then the median needs to be a minimum of 1.2m wide.
- The footpath on the northern side of Devlin Street in the vicinity of Blaxland Lane has been reduced significantly to facilitate the additional northbound lane – how is this justified? Should the footpath be a minimum of 1.8m wide to be DDA compliant?
- Travel lane lines in both directions on Devlin Street at the signalised intersection with Blaxland Road/Parkes Street have been left dashed after the stop line, where previously they were solid. Solid lines means that vehicles cannot switch lanes, while dashed means they can — this is a road safety issue that needs to be addressed.
- The north south movement from Blaxland Road to Parkes Street requires motorists to traverse chevron line marking as marked on Sheet 3.
- The right turn movements from Devlin Street into Parks Street and from Blaxland Road into Devlin Street is very tight

ITEM 3 (continued)

ATTACHMENT 1

- Motorists wishing to access the down ramp into the Top Ryde Shopping Centre car park or the Blaxland Road slip land (northbound) must be in the 3rd lane (straight/right) on Blaxland Road to successfully and safely access the above two lanes. If motorists are in either of the two dedicated right turn lanes, there is a high potential for collisions if they attempt to weave across – given that the proposed design shows 4 lanes on the turn.
- The east – west travel lane lines on Devlin Street through the signalised intersection with Blaxland Road/Parkes Street do not match up with the lanes on either side of the intersection- thus leading to confusion for motorists as to the correct lane to access.

If you require any further information in respect to the above comments, please contact Council's Manager Traffic Transport and Development, Harry Muker on 9952 8116.

ITEM 3 (continued)

ATTACHMENT 1

The General Manager
Ryde Council
DX 8403
RYDE



Attention Michael Whittaker

Section 138 Approval Ryde Town Centre - Integrated Traffic Solution

Dear Mr Whittaker,

I refer to your recent correspondence dated 13 March 2007 (Ref COR2006/1459) concerning the Ryde Town Centre – Integrated Traffic Solution, which in accordance with Local Environmental Plan 143 seeks the RTA's concurrence under Section 138 of the Roads Act, 1993.

The RTA has reviewed the plans provided (Hyder SK246P3), the Review of Environmental Factors supplied, the Ryde Town Centre Integrated Traffic Solution as detailed within the "Parsons Brinckerhoff (2007), Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review" and the Section 138 Application Form.


The RTA grants concurrence under Section 138.

It is noted that detailed design plans, and any proposed minor changes to the works as currently proposed, will be referred to the RTA for review and necessary approvals in due course.

Yours sincerely

 22 March 2007
Mike Veysey
Regional Manager, Sydney

Roads and Traffic Authority

 Centennial Plaza
269 Elizabeth St, Surry Hills NSW 2010 | PO Box K198 Haymarket NSW 1240
DX13 Sydney | T 02 9210 6888 | www.rta.nsw.gov.au

ITEM 3 (continued)

ATTACHMENT 1



ID 2006-1365 (Part 2)

Andrew Popoff

The General Manager
Ryde Council
DX 8403
RYDE

Attention: Michael Whittaker

Development Application "Stage 1 – Precinct 2" Top Ryde Shopping Centre Redevelopment

Dear Mr Whittaker,

I refer to your recent correspondence of 7 November 2006 (Ref DA 671/06 and DA 272/06), which in accordance with Local Environmental Plan 143, seeks the RTA's concurrence under Section 138 of the Roads Act, 1993.

Whilst the RTA previously confirmed (pursuant to Section 64 of the Roads Act) that we had decided to exercise Council's functions in respect of the approval function relating to the connection of the access ramps / tunnels on Devlin Street under Section 138 of the Roads Act, Council is now advised that the RTA no longer elects to exercise Council's Roads Authority function. It is considered sufficient certainty of outcome will be assured by the proposed Tripartite Agreement between Council, the Developer and the RTA, and the RTA's role in approving detailed design plans for such elements as traffic signals, in due course.

However, the RTA will have a concurrence role (not an approval role) in respect of Council's consent under Section 138 of the Roads Act as Devlin Street is a classified road under the Roads Act.

Exercise of Concurrence Function under the Roads Act.

The RTA has reviewed the development application, and the proposed Stage 1 plan (Hyder SK245P3) for the integrated traffic solution, and requests Council as the consent authority to place the following conditions on the Development Approval:

1. Detailed design plans for Stage 1 – Precinct 2 are to be submitted to the RTA for approval prior to any road works commencing on Devlin Street.
2. The applicant should investigate, as part of finalising the detailed design; increasing the length of the kerbside northbound merge lane along Lane Cove Road north of the intersection of Devlin Street / Blaxland Road / Lane Cove Road, providing longer right turn lanes in Devlin Street.

Roads and Traffic Authority

ID 2006-1365pt2.doc



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ITEM 3 (continued)

ATTACHMENT 1

3. The signalised intersection of Devlin Street / Pope Street must be designed to ensure that there are only two (2) egress lanes out of Pope Street onto Devlin Street.

Tunnels along and under Devlin Street:

4. The Developer is to be responsible for the operation and maintenance of the tunnels / access ramps. Appropriate Section 138 agreements are to be in place to cover the tunnels / access ramps including maintenance and operation. The agreement is to include lighting, ventilation, fire safety, traffic barriers, traffic management, drainage and other systems associated with the tunnels. The agreement is to include inspection, monitoring and reporting to RTA's requirements.
5. The developer is to submit detailed design drawings and geotechnical reports to the RTA for assessment. The developer will be required to meet the full cost of the assessment by the RTA.
6. The geotechnical report will need to provide details on how Devlin Street will be appropriately monitored for settlement during the tunnel construction period and to clearly demonstrate to the RTA's satisfaction how settlement risks will be minimised.
7. Any damage to the RTA's assets during construction or operation of the access tunnels are to be rectified to the RTA's satisfaction at full cost to the developer.
8. The developer is to submit a Contingency Traffic Management Plan (CTMP) for the management of traffic flows in the local area should there be a major problem / emergency occur to the tunnel works within Devlin Street. This CTMP must be submitted to both the RTA and Council's Local Traffic Committee for approval prior to the commencement of the roadworks.

Drainage:

9. Council is to confirm acceptance of full responsibility for maintenance of the proposed drainage structure along the Devlin Street kerb and gutter (Plan 2874DA STW-04) and associated drainage system.
10. Detailed drainage design plans and stormwater calculations related to Devlin Street and Blaxland Road are to be submitted to the RTA for approval.

Excavation adjacent to Devlin Street and Blaxland Road:

11. The developer is to submit detailed design drawings and geotechnical reports relating to the excavation and support structures to the RTA for assessment. The developer is to meet the full cost of the assessment by the RTA.
12. Temporary anchors within the road reserve may be approved subject to an assessment of the proposal by the RTA.

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ITEM 3 (continued)

ATTACHMENT 1

Roadworks/Traffic Control facilities:

13. The full width of Devlin Street for the full length of the affected area is to be resurfaced at the completion of the work to remove conflicting linemarking and to ensure that pavement joints are not in the wheel path.
14. The signalised intersection of Devlin Street / Blaxland Road / Parkes Street will require the installation of CCTV to monitor traffic flows both during construction and permanently.
15. The two proposed pedestrian bridges across Devlin Street are to be designed to ensure that they cater for the disabled / cyclists as well as being operational 24 hours each day.
16. The proposed pedestrian bridges along Devlin Street, proposed traffic signal modifications at (Lane Cove Road / Blaxland Road / Devlin Street, Devlin Street / Blaxland Road / Parkes Street, Blaxland Road / Tucker Street / Church Street and Victoria Road / Bowden Street), new traffic signals at (Pope Street / Smith Street, Devlin Street / Pope Street and Pedestrian Signals along Tucker Street), the access ramps on grade at Devlin Street and all other works within the classified road shall be designed to meet RTA's requirements, and endorsed by a suitably qualified and chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia). The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil / traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate by Council and commencement of road works.

The RTA fees for administration, plan checking, civil and signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Tripartite Agreement with Ryde Council and the RTA for the abovementioned works. Please note that the Tripartite Agreement will need to be executed prior to the issue of a construction certificate for the road works.

17. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
18. All work / regulatory signposting associated with the proposal shall be at no cost to the RTA.

Notwithstanding, the following additional comments are offered for Council's consideration:

19. To minimise driver confusion and to ensure that localised traffic efficiency is not undermined by the development proposal it is recommended that a Directional Signage Strategy be developed in consultation with Council and the RTA prior to the issue of a construction certificate. Such a Strategy should also ensure that the car parking areas implement a dynamic sign system which indicates the location and availability of underutilised parking areas and the implementation of appropriate way finding signage for vehicles entering / exiting the tunnel access ramps.

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ITEM 3 (continued)

ATTACHMENT 1

20. A Traffic and Parking Management Plan shall be prepared and submitted to the RTA and Council for approval prior to the issue of the construction certificate. This Plan should address such issues as management of localised traffic congestion associated with the development, recommend strategies for dealing with traffic and parking management during Peak Trading Periods (ie. Christmas / Easter, etc) and blockages within one or all of the tunnel accesses. The tunnels should also include appropriately designed signage and physical barriers to address such a scenario.

21. The proposed signals at the Centre's exit in Tucker Street are not supported as it would encourage students from Ryde Public School to cross at this location and either walk through the car park or cross a number of vehicle driveways to head south to Blaxland Road.

A seagull island arrangement could be considered in lieu of signals to assist vehicles in leaving the car park.

22. Pedestrian signals in lieu of a marked pedestrian crossing are to be provided in Tucker Street some 100m north of Blaxland Road.

23. Discussion with the STA indicates that they may wish to use Tucker Street as a layover area for buses and then to recommence their eastbound runs via Tucker, Pope, Devlin Street and Blaxland Road.

In lieu of the above, consideration must be given to the introduction of a separate phase which accommodates right turn movements from Blaxland Road turning right into Tucker Street (northbound).

24. Appropriate TMP's for demolition and construction works must be submitted to the RTA for approval prior to work commencing.

25. Regulatory parking signage would be subject to Council's Local Traffic Committee's approval for the local street system and RTA approval along Devlin Street and Blaxland Road.

Please address all further inquiries regarding this matter to the A / Land Use Planning & Assessment Manager, Ken Moon, on Phone (02) 8814 2965 or Facsimile (02) 8814 2107.

Council should note that one issue which will need to be addressed when Stage 2 is pursued, and further detailed designs are submitted to the RTA for approval, that the possible retention of the left turn lane into Blaxland Road should be considered.

Yours sincerely,

 22 March 2007

Mike Veysey
Regional Manager
Sydney Region

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ITEM 3 (continued)

ATTACHMENT 1

