

**Meeting Date:** Tuesday 21 November 2017  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde  
**Time:** 5.00pm

**NOTICE OF BUSINESS**

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**1 CONFIRMATION OF MINUTES - Meeting held on 17 October 2017**

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**Report prepared by:** Senior Coordinator - Governance**File No.:** CLM/17/1/1/2 - BP17/1080

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**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 7/17, held on 17 October 2017, be confirmed.

**ATTACHMENTS**

- 1 MINUTES - Works and Community Committee Meeting - 17 October 2017

**ITEM 1 (continued)**

**ATTACHMENT 1**

**Works and Community Committee  
MINUTES OF MEETING NO. 7/17**

**Meeting Date:** Tuesday 17 October 2017  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde  
**Time:** 5.03pm

**Councillors Present:** Councillors Pedersen (Chairperson), Clifton, Gordon, Kim, Lane, Moujalli, Purcell and Zhou.

**Apologies:** Nil.

**Staff Present:** Acting General Manager, Acting Director – Customer and Community Services, Director – Corporate and Organisational Support Services, Acting Director – City Planning and Development, Acting Director – City Works and Infrastructure, Chief Financial Officer, Manager – Community Services, Manager – Traffic and Transport Development, Road Safety Officer, Senior Coordinator – Governance and Executive Assistant to the General Manager.

**DISCLOSURES OF INTEREST**

Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in Item 4 – Traffic and Parking Investigations at Schools, for the reason that her children attend two (2) of the schools mentioned in the School Traffic Report.

**1 ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON**

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

Note: Councillors Lane and Moujalli were not present for consideration and voting on this Item.

**RESOLUTION:** (Moved by Councillors Gordon and Purcell)

- (a) That the method of voting for the election of the Chairperson and Deputy Chairperson be open voting by show of hands.

**ITEM 1 (continued)**

**ATTACHMENT 1**

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

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

The Acting 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 Acting 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.

Note: Councillors Lane and Moujalli arrived at the meeting at 5.06pm.

The Returning Officer called for any further nominations. A further nomination from the floor was received for Councillor Lane.

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

The Returning Officer confirmed with Councillor Purcell and Councillor Lane that they accepted the nomination.

**THE ELECTION FOR DEPUTY CHAIRPERSON** was conducted by the Acting General Manager, as Returning Officer, which resulted in the following voting:

**Councillor Purcell**

Voting in favour:

**6 votes**

Councillors Clifton, Gordon, Kim, Pedersen, Purcell and Zhou

**ITEM 1 (continued)**

**ATTACHMENT 1**

**Councillor Lane**                      **2 votes**  
Voting in favour:                      Councillors Lane and Moujalli

As a result of the voting, 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 15 August 2017**

**RESOLUTION:** (Moved by Councillors Purcell and Gordon)

That the Minutes of the Works and Community Committee 6/17, held on 15 August 2017, be confirmed.

**Record of Voting:**

For the Motion: Unanimous

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

**3 SMALL GRANTS PROGRAM - ALLOCATION OF FUNDING SEPTEMBER 2017**

**RECOMMENDATION:** (Moved by Councillors Kim and Purcell)

(a) That Council endorse the allocation of The City of Ryde **Small Grants Category** as follows:

<b>Organisation</b>	<b>Project Name</b>	<b>Amount</b>
Mahbobas Promise	Afghani Youth Sports Program	\$1,000

(b) That the successful Grant applicant be informed of the outcome of their application.

(c) That the unsuccessful Grant applicant be provided with feedback on the reasons their application was not successful.

**Record of Voting:**

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **24 OCTOBER 2017** as it is outside the Committee's delegations.

**ITEM 1 (continued)**

**ATTACHMENT 1**

**4 TRAFFIC AND PARKING INVESTIGATIONS AT SCHOOLS**

Note: Councillor Pedersen disclosed a Less than Significant Non-Pecuniary Interest in this Item, for the reason that her children attend two (2) of the schools mentioned in the School Traffic Report.

**MOTION:** (Moved by Councillors Clifton and Kim)

- (a) That Council investigates changes to traffic and parking conditions at the schools in the Ryde LGA in the order detailed in the report.
- (b) That Council investigates changes to traffic and parking conditions at the following schools in conjunction with the appropriate traffic study:
  - St Charles Primary School.....(Morrison Road LATM scheme),
  - Gladesville Public School.....(Gladesville Town Centre Upgrade),
  - Holy Cross College .....(College Street “trial” closure), and
  - Melrose Park Public School.....(Northern Melrose Park Structure Plan).

**AMENDMENT:** (Moved by Councillors Pedersen and Clifton)

- (a) That Council conduct information sessions at each of the schools in the Ryde LGA, inviting all concerned residents to participate.
- (b) That Council investigates changes to traffic and parking conditions at the schools in the Ryde LGA in the order detailed in the report.
- (c) That Council investigates changes to traffic and parking conditions at the following schools in conjunction with the appropriate traffic study:
  - St Charles Primary School.....(Morrison Road LATM scheme),
  - Gladesville Public School.....(Gladesville Town Centre Upgrade),
  - Holy Cross College .....(College Street “trial” closure), and
  - Melrose Park Public School.....(Northern Melrose Park Structure Plan).
- (d) That in the interest of safety, a report be presented to the Works and Community Committee regarding the funding required to expedite the program.

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

**Record of Voting:**

For the Amendment: Unanimous

**ITEM 1 (continued)**

**ATTACHMENT 1**

**RECOMMENDATION:** (Moved by Councillors Pedersen and Clifton)

- (a) That Council conduct information sessions at each of the schools in the Ryde LGA, inviting all concerned residents to participate.
- (b) That Council investigates changes to traffic and parking conditions at the schools in the Ryde LGA in the order detailed in the report.
- (c) That Council investigates changes to traffic and parking conditions at the following schools in conjunction with the appropriate traffic study:
  - St Charles Primary School.....(Morrison Road LATM scheme),
  - Gladesville Public School.....(Gladesville Town Centre Upgrade),
  - Holy Cross College .....(College Street “trial” closure), and
  - Melrose Park Public School.....(Northern Melrose Park Structure Plan).
- (d) That in the interest of safety, a report be presented to the Works and Community Committee regarding the funding required to expedite the program.

**Record of Voting:**

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **24 OCTOBER 2017** as substantive changes were made to the published recommendation.

The meeting closed at 5.42pm.

CONFIRMED THIS 21ST DAY OF NOVEMBER 2017.

Chairperson

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**2 SMALL GRANTS SCHEME- ALLOCATION OF FUNDING NOVEMBER 2017**


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**Report prepared by:** Senior Coordinator - Community Services  
**File No.:** GRP/09/5/9 - BP17/1034

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**REPORT SUMMARY**

The Small Grants Scheme is part of Council's Community Grants Program. The Small Grants Scheme is designed to respond to the changing circumstances and emerging issues within the City of Ryde, enabling community groups and small organisations to submit applications outside of the annual community grants cycle. The Small Grants Scheme is open throughout the year and assessments are conducted on a quarterly basis.

Under the Community Grants Policy, funding of up to \$1,000 is available per application for Small Grants.

Within the current round for Small Grants which closed on 20 October 2017, Council received 5 applications for funding. Four were recommended as successful and one was recommended as unsuccessful.

This report provides an update on the Small Grants applications and outlines the recommendations of the applications.

**RECOMMENDATION:**

- (a) That Council endorse the allocation of The City of Ryde **Small Grants Category** as follows:

<b>Organisation</b>	<b>Project Name</b>	<b>Amount</b>
West Ryde Chamber of Commerce	Christmas Carols in West Ryde	\$1,000
Ryde Hunters Hill Symphony Orchestra	Ryde Hunters Hill Symphony Orchestra	\$1,000
Rotary Club of Macquarie Park	Carols on the Common	\$781.00
The Salvation Army (Ryde)	Community Christmas Meals	\$1,000

- (b) That the successful Grant applicants be informed of the outcome of their application.
- (c) That the unsuccessful Grant applicant be provided with feedback on the reasons their application was not successful.



**ITEM 2 (continued)**

**ATTACHMENTS**

- 1 Community Grants Policy - December 2014
- 2 Small Grants Application Guidelines

Report Prepared By:

**Tania Gamble**  
**Senior Coordinator - Community Services**

Report Approved By:

**Paul Chidzero**  
**Manager - Community Services**

**Angela Jones-Blayney**  
**Acting Director - Customer and Community Services**

**ITEM 2 (continued)****Background**

Council's Community Grants Program is designed to assist in supporting local community organisations and groups to build capacity, support innovation and address emerging community need (**ATTACHMENT 1**).

The City of Ryde provides an annual grants program, with a funding totaling \$150,000 per annum. This program is open for applications from November through to February each year with applications assessed in April.

In addition to the Community Grants Program, Council provides the Small Grants Scheme (**ATTACHMENT 2**). This Scheme was launched on 10 August 2015 and is designed to assist Council in responding to emerging needs or changing circumstances outside of the annual grant cycle. Applicants under this scheme can apply for a maximum of \$1,000.

Applications for Small Grants can be submitted throughout the year and are assessed on a quarterly basis in line with the below timetable.

<b>Applications Submitted by</b>	<b>Applicant Notified by</b>
Second Friday of August	Last working day of September
Second Friday of October	Last working day of November
Second Friday of January	Last working day of February
Second Friday of May	Last working day of June

**Discussion**

The Small Grants Scheme is promoted and advertised through Council's website, local newspapers, in shopping centres, as an insert with Council rate notices and via community interagency meetings. The current round closed on Friday 20 October 2017.

Under the Community Grants Policy the proposed activities have to be undertaken within 12 months from the date of notification that the applicant has been successful.

Successful applicants are notified in writing that they are required to complete an acquittal for Small Grants funding at the completion of their project.

Applicants can only apply for a Small Grant once within a financial year and the maximum funding under this scheme is up to \$1,000 per application. In this current round five applications were received. Four of these applications are supported whilst the other does not meet the eligibility criteria.

**ITEM 2 (continued)**

However, the Concord and Ryde Sailing Club will be advised that they could apply for a Club Grant under the NSW Club Grants program, as this would be a more appropriate channel.

**Application Outcome**

<b>Organisation</b>	<b>Project Name</b>	<b>Project Summary</b>	<b>Amount Sought</b>	<b>Outcome</b>
West Ryde Chamber of Commerce	Christmas Carols in West Ryde	Traditional Christmas Carols- community event in West Ryde Plaza.	\$1,000	<b>Successful-</b> provides a community activity in an area that does not host many events.
Concord & Ryde Sailing Club Inc. (CRSC)	Street Sign Project	Installation of signage to assist people to locate the Clubhouse	\$1,000	<b>Unsuccessful-</b> Community Grants are for the purpose of assisting locally based community initiatives and not designed to assist business. In addition had the CRSC been identified as a Community Organisation the installation of new signage would not directly increase the capacity of the Club to engage new members or diversify the activities provided.

**ITEM 2 (continued)**

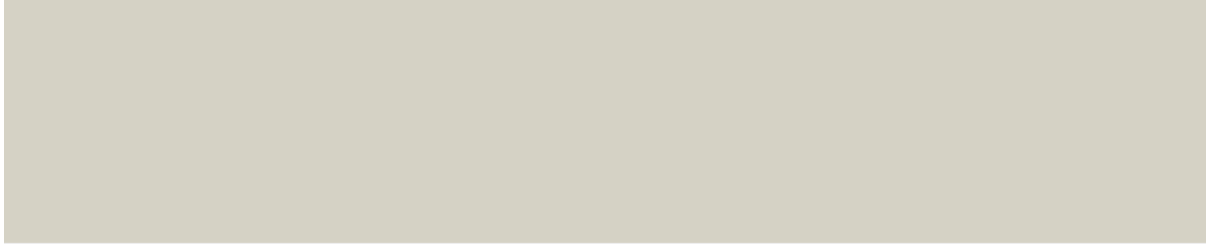
<b>Organisation</b>	<b>Project Name</b>	<b>Project Summary</b>	<b>Amount Sought</b>	<b>Outcome</b>
Ryde Hunters Hill Symphony Orchestra	Ryde Hunters Hill Symphony Orchestra	Rehearsing and performing a RHHSO concert	\$1,000	<b>Successful-</b> Provides essential support for a community based cultural event that directly benefits the residents of Ryde.
Rotary Club of Macquarie Park	Rotary Carols on the Common	Community Christmas Carols at North Ryde	\$781	<b>Successful-</b> Provides essential support for a community event that directly benefits the residents of Ryde.
The Salvation Army (Ryde)	Community Christmas Meals	Free Christmas lunch and dinner open to all community members. The activity aims to bring practical support to disadvantaged and vulnerable members of the community	\$1,000	<b>Successful-</b> Provides essential support for a community activity for disadvantaged and vulnerable community members.

**Financial Implications**

Applications recommended for this round of Small Grants funding totals \$3,781, leaving the available funding under the Small Grants program at \$70,219.

**ITEM 2 (continued)**

**ATTACHMENT 1**



 City of Ryde

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# Community Grants Policy

December 2014

**ITEM 2 (continued)****ATTACHMENT 1****Community Grants Policy December 2014****Scope**

Council's annual Community Grants Program is a strategic tool for capacity building, supporting innovation and addressing community need in line with the Council and community's vision. This Policy will provide an equitable, efficient, transparent and sustainable framework for allocation of Council's community grants to community organisations in Ryde.

**Policy Context**

The City of Ryde recognises the value of community grants as a key tool to meet the needs of its residents. Community grants extend the community's capability to conduct activities, create opportunities for community capacity building and develop strong partnerships.

Council has for a number of years provided financial assistance to not-for-profit groups in the categories of cultural, community welfare and community aid grants. These have been administered through distinct processes which in most part have been informed through historical arrangements. Council's contribution to the three community aid organisations and six community events in particular have evolved through historical arrangements over an extended period.

The local Community Development Support Expenditure (CDSE) program is the program where Registered Clubs direct part of club earnings to community services. Councils usually take part in assessment and administration of CDSE program in their areas. Ryde CDSE program will continue to be administered by Council, but will be a separate process to Council's Community Grants program.

**Principles**

The following principles underpin administration of community grants program

- a) Servicing our community:
  - Services, programs and initiatives are aimed to benefit the City of Ryde (CoR) residents. Funds will be provided to groups targeting CoR residents and that promote improved health and wellbeing.
  - Initiatives or activities that do not discriminate or disadvantage groups within the community.
  - Acknowledge and recognise the social value and benefits that community based not for profit groups have in our community and that Council has a role in supporting Ryde's needs being met.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**Community Grants Policy December 2014**

**b) Sustainability and Capacity Building:**

- 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 support the development of groups to enable them to be more self-sustaining.
- Deliver processes which develop capacity of organisations and groups to reduce the reliance on Council funding.
- Develop opportunities to link compatible groups and organisations to collaborate and form partnerships.

**c) Inclusion**

- Ensure the community grants are accessible to a diverse range of service providers and the projects funded are inclusive of the needs of diverse groups and people within the community.

**d) Collaboration and Partnerships**

- Encourage and foster a range of relationships with communities, Council, community groups to deliver improved outcomes for the community.
- Maximise outcomes through collaboration and partnership projects.

**e) Equity**

- Provision of information, services and opportunities for involvement is provided to all groups and services within the community in an open and transparent manner.
- Deliver processes which are competitive, open to all and transparent.
- Deliver processes that are consistent for the customers and Council and are aligned to Council's values and other corporate objectives

**f) Responsiveness**

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



**ITEM 2 (continued)**

**ATTACHMENT 1**

**Community Grants Policy December 2014**

**Objectives**

The objectives of this policy are as follows:

- a) Provision of a consistent, equitable, transparent and efficient framework for administration of all community grant categories inclusive of historical arrangements, that is understood by services and Council.
- 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 promoting and allocation.
- d) To continue to support community based not for profit groups targeting City of Ryde residents through the provision of financial support.
- e) To clearly identify the accountability requirements of organisations that receive funding.

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**Strategies**

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

- a) Development and implementation of the Community Grants Implementation Procedure (**ATTACHED**) that will clearly articulate implementation process, eligibility, objectives, selection criteria, and selection process.
- b) Development of annual priorities for each grant category in line with Council's strategic documents and identified emerging needs.
- c) Development of a funding method for historic funding arrangements.
- d) Development of support mechanisms to assist groups and organisations in accessing community grants.
- e) Development of 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 the reliance on Council funding, which would enable Council to provide support to a larger group of community service providers.



**ITEM 2 (continued)**

**ATTACHMENT 1**

**Community Grants Policy December 2014**

**CATEGORIES OF FUNDING**

The City of Ryde provides annual grants through a variety of categories. These are a mixture of annual categories, for which applications are accepted once a year and a category for which applications are accepted once every three years.

Category	Principle	Objective
1. Seniors Funding Limit: Up to \$2000	Access, Equitable process, transparency, eligibility	This category targets social senior's groups focusing to fund social participation activities. The aims of the Seniors Grants program are to facilitate projects which engage local seniors in projects that are aligned with key objectives of the 2025 Community Strategic Plan. In particular: <ul style="list-style-type: none"> <li>• Provide local seniors groups in the LGA with financial support that will enhance existing or encourage new programs and activities</li> <li>• To provide seniors with opportunities for social interaction and connectedness to help reduce social isolation.</li> </ul>
2. Capacity Building Funding Limit: Up to \$3,500 Three sub-categories are included within this category namely:	Access, Equity, transparency, sustainability	This category Intends to support the local organisations in achieving community benefits while building the organisations skills, improve governance and ability to sustain their activities.
2.1 Events	Capacity & Need	The aim of this category is to enhance the ability of organisations to sustain their activities based on their current capacity. This will be achieved by providing support to the organisations through a cycle of 3 years including monetary and in-kind support.
2.2 Emerging/ Small Groups	Application of the Definition , Capacity & Need	Grants will be provided to new and small community organisations that often operate on the basis of limited funding, relying largely on volunteers and on one-off, short-term and small grants to manage their operations. This often results in programs that they offer having limited sustainability, necessitating an ongoing reinvestment in resources and time to prepare new funding applications and pursue new opportunities

**ITEM 2 (continued)**

**ATTACHMENT 1**

Community Grants Policy December 2014

Category	Principle	Objective
2.3 General	Available to all organisations, particular focus on sporting clubs, projects improving ability to deliver, training of volunteers, business planning.	Applications in this category may be for the initiatives that build the capacity of the organisations towards provision of community benefits. Funding in this Category will be advertised annually. The general category is open to all groups to access funds based on the current grants guidelines.
3. Community Projects  Funding Limit: Up to \$5000	Transparency, Inclusion, Access, Assessment	Open category to support eligible projects, one-off, focus on responsiveness, collaboration, identified need, innovation.
4. Sports & Recreation Community Grants  Funding Limit : Up to \$3,500	Capacity & Need	The aim of this category is to enhance the ability of sporting organisations to promote their sporting and/or recreational activities delivered in the community.
5. Small Grants  Funding Limit: Up to \$1000	Access, Equity, transparency, Flexibility	Enable small projects which emerge outside of the annual grants program time frame. A small grants program allows the City of Ryde to respond effectively and flexibly to changing circumstances in the community by providing a responsive program that can support emerging ideas and organisations. Enable small organisations to apply for small grants year round in an easy and accessible way.
6. School Excellence Award	<b>No change</b>	Recognise excellence, schools can nominate one student by application for a Certificate of Excellence and a Voucher. High School: \$100 primary school \$50

**ITEM 2 (continued)**

**ATTACHMENT 1**

**Community Grants Policy December 2014**

**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.*
- (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 management 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 Community Development Support Expenditure scheme may impact local organisations which rely on these funding sources and may increase demand on Council for funding.

**Related Policies/Strategies**

- Ryde 2025 Community Strategic Plan
- Arts and Cultural Development Framework

**ITEM 2 (continued)****ATTACHMENT 1****Community Grants Policy December 2014****Stakeholders**

The key external stakeholders include community groups and organisations in Ryde who would apply for funding. Particularly community organisations which have had historical arrangements for receiving funding from Council are key stakeholders and the implementation of a new policy and guidelines may change the way these stakeholders are used to working with Council.

**Implementation**

This policy will be implemented through the Community and Culture Service Unit with assistance from Open Space and Events and Community Capacity Building and Events Units.

Implementation of this policy and guidelines will occur from financial year 2014-15.

Only one grant will be awarded to any one organisation.

**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 the development and implementation of this program within the first year:

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

**Resource Implications**

The streamlined process and in particular management of all categories of grants through a single process will reduce the amount of staff resources required in delivering the Community Grants Program. Information relating to the allocation of community grant process needs to be collated in a manner to ensure appropriate reporting is provided through the management plan and the annual report.

**Authorisation**

Council

**Ownership**

The development, implementation, review and evaluation of this policy is the responsibility of the Community and Culture Unit.

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 2 (continued)**

**ATTACHMENT 1**

**Community Grants Policy December 2014**

**Further Information**

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

**References**

- Parramatta Council Community Grants Program
- City of Sydney Community Grants and Sponsorship Policy
- Bankstown City Council- Draft Grants & Donations Policy
- Leichardt Council – Grants and Community Resourcing Policy
- Auburn City Council – Community Grants Program Guidelines
- Victorian Local Governance Association –Best Practice in in Local Government Grants Program

**Attachments**

<i>Title</i>	<i>Trim Reference</i>
Community Grants Implementation Procedure	D14/115579

**ITEM 2 (continued)**

**ATTACHMENT 2**





**ITEM 2 (continued)**

**ATTACHMENT 2**



**ENGLISH**

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

**ARABIC**

إذا تعذر عليك فهم محتويات هذه الوثيقة، ترحبوا بالحضور إلى مركز بلدية رايد Ryde Civic Centre على العنوان: Devlin Street, Ryde 1 من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي تطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابة عنك.

**ARMENIAN**

Եթե այս գրությունը չէք հասկնար, խնդրեմ եկեք՝ Րայդ Կիվիկ Սենթրը, 1 Տեվլին փողոց, Րայդ, (Ryde Civic Centre, 1 Devlin Street, Ryde) Երկուշաբթի՛ն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցեք Տեռաձայնի եւ Թարգմանության Ապասարկության՝ 131 450, եւ խնդրեցեք որ թարգմանիչ մը Րայդ Քաղաքապետարանին հետ կապ հաստատեք ձեզի համար, հեռաձայնելով՝ 9952 8222 թիվին:

**CHINESE**

如果您看不懂本文，請在週一至週五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

**FARSI**

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre, 1 Devlin Street, Ryde مراجعه کنید یا به سرویس مترجم تلفنی، شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما یا شهرداری رايد، شماره 9952 8222 تلفن بزند.

**ITALIAN**

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

**KOREAN**

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여러분 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁드립니다.

**ITEM 2 (continued)**

**ATTACHMENT 2**



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

**Application Process**

1. Determine the eligibility of your organisation and project.
2. Please read this document – Small Grants Application Guidelines which can be downloaded from the City of Ryde website <http://www.ryde.nsw.gov.au>.
3. Answer questions relating to the Assessment Criteria in the application form.
4. Prepare and submit your application together with any required supporting documentation.
5. 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>.



**ITEM 2 (continued)**

**ATTACHMENT 2**



**Introduction**

Small Grants Program is designed to respond to changing circumstances and emerging issues in the City of Ryde. The program enables community groups and small organisations to apply outside of the grants cycle in an easy and accessible way.

**Objective:**

The aim of the small grants program is to:

- Enable small projects which emerge outside of the annual grants program time frame.
- A small grants program allows the City of Ryde to respond effectively and flexibly to changing circumstances in the community by providing a responsive program that can support emerging ideas and organisations.
- Enable small organisations to apply for small grants all year round in an easy and accessible way.
- A small grants program reduces the burden associated with grant applications. This enhances equity and accessibility by enabling access to very small organisations and those with limited capacity to respond effectively to a more comprehensive grant application process.

**Key dates**

- Submissions will be open all year round with allocations made in February, June, September and November subject to the availability of funding each year.

Application submitted by	Application notified by
Second Friday of August before 5pm	Last working day of September
Second Friday of October before 5pm	Last working day of November
Second Friday of January before 5pm	Last working day of February
Second Friday of May before 5pm	Last working day of June

- The proposed activities have to take place within 12 months of the submission date.

Although the Small Grants Program is open all year round, it is only available to each organisation once per financial year.

**Funding up to \$1,000 per grant application.**

**Criteria:**

The City of Ryde will give priority where it can be shown that:

- Essential support for community, cultural, sporting or sustainability projects – strictly for situations that could not be foreseen and applicants need to show evidence of how this situation arose and their financial status.
- Project outcomes are aligned with community needs or aspirations
- The project is a priority for the Ryde community

**ITEM 2 (continued)**

**ATTACHMENT 2**

- The applicant is capable of carrying out the proposed project
- The applicant needs City of Ryde's support for the project to go ahead.

**Eligibility:**

To be eligible for funding, applicants must:

- Be an incorporated not-for-profit organisation based in, or servicing the local area  
OR
- Be a community group based in the local area and auspiced by an incorporated not-for-profit organisation.

And:

- Be offering a project principally for the benefit of residents in the Ryde LGA.
- Have completed an application form and provided support material as requested.
- Have acquitted previous City of Ryde grants (if any).
- Be commencing the Project after the Grant Commencement date – money can only be used on future expenditure not on money already spent.

**Not eligible for funding:**

- Projects that duplicate existing services.
- Projects or programs that will rely on recurrent future funding from the City of Ryde.
- Projects that supplement, increase or continue ongoing service delivery or for funding the 'core' business of the organisation.
- Projects that occur on a regular basis (e.g. annually) for which you could have planned and sought sponsorship from other sources.
- Contributions to an event, festival and projects for which a grant or sponsorship has already been received from the City of Ryde.
- Funding for day-to-day operational expenses, such as rent, office supplies and staff wages, (with the exception of one off community events supported by Council, were a group may apply for a one off grant to cover the fees and charges for management of waste, the use of Council's open spaces, event permits for public domain or community facilities. In all such instances, the recipient of the grant is to acknowledge Council's grant support on all promotional material).
- Individuals
- Fundraisers
- Projects that have received a Small Grant in the last 12 months.

**Auspicing**

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**

- Applications will be assessed by relevant Council staff.
- Applications will be assessed against assessment criteria.
- The panel will recommend a list of projects to Council for funding.
- Council will make the final decision on successful projects.

**ITEM 2 (continued)**

**ATTACHMENT 2**



**Conditions of Funding**

1. City of Ryde reserves the right to require the successful organisation to enter into a partnership or service arrangement. This is to ensure that identified social needs priorities are satisfactorily addressed.
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. All publicity relating to the project/service, including any annual reporting, must acknowledge City of Ryde's contribution.
5. At the end of the funding period, and as part of the grant acquittal process, organisations will be required to complete a project evaluation form.
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)
- If relevant, have you submitted an Acquittal form for previous City of Ryde Community Grants Funding?
- Are you able to provide a copy of your most recent Annual Report? (should be attached if previously not provided)
- Quotes and any supporting material for your budget.
- All applications must be submitted via online application.

**3 ENVIRONMENT PROGRAM ANNUAL UPDATE 2016/17**

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**Report prepared by:** Senior Coordinator - Environment  
**File No.:** GRP/09/6/10 - BP17/1111

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**REPORT SUMMARY**

This annual report is to update Council on the status of key environmental program of works delivered as part of suite of works across the various outcome areas in the Council's Community Strategic Plan in 2016/17. Ongoing delivery of future environment improvement works will continue to be guided through the Bushland and Environment Advisory Committee and the Renewable Energy Advisory Committee.

**RECOMMENDATION:**

That Council receive and note the Environmental Improvement Program of Works Status Update for 2016/17.

**ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Kylie McMahon**  
**Senior Coordinator - Environment**

Report Approved By:

**Sam Cappelli**  
**Manager - Environment, Health and Building**

**Liz Coad**  
**Acting Director - City Planning and Development**

### ITEM 3 (continued)

#### Discussion

#### Background

The suite of environmental improvements measures in Ryde are delivered broadly across all 7 key Outcome Areas of the Council's Community Strategic Plan but mainly in 2 Outcome Areas namely City of Environmental Sensitivity and City of Connections.

The Environmental Sensitivity Outcome Area is supported by five programs: our Catchment Program, Environment Program, Foreshore Program, Open Space, Sport and Recreation Program, and the Waste and Recycling Program.

Under the City of Connections Outcome Area, there is particular environmental focus on pedestrian mobility and accessibility and sustainable transport amongst a broader program of traffic and transport works that are linked to environmental improvement programs.

Protecting biodiversity is one of the key priorities of the Council's environmental protection initiatives with measures over the 12 months that have included adoption of the Biodiversity Plan building on our existing programs to further improve and protect our natural areas and in building our strategic planning for how we manage growth.

In sustainable transport we are improving intra-centre transport connectivity within Ryde through improving pedestrian mobility and accessibility to, through and around our key centres. In the area of natural resource management we are consistently implementing measures for more efficient use of resources such as by minimizing our potable water usage in our parks and sportsfields and by minimizing our energy consumption across all Council facilities.

Other key drivers for action have included the need to build resilience to climate change impacts, environmental education programs, improving the quality and resilience of our waterways through infrastructure, remediation and riparian restoration.

The table below outlines the key environmental improvement achievements over the past year.

Service	Program Description	Outcome
<b>WATERWAYS</b>		
Active involvement in the Parramatta River Catchment Group (PRCG) / 'Swimmable 2025 Campaign'	'Get the Site Right' building site sedimentation compliance blitz	Inspected over 58 sites issuing fines for site breaches resulting in improved compliance.

**ITEM 3 (continued)**

Service	Program Description	Outcome
	PRCG/ Swimmable 2025 Masterplan	Development of Masterplan for the campaign. Ryde is investigating Putney, Kissing Point and Meadowbank Park as possible sites for the campaign.
	Governance, Economic Analysis and Technical Working Group	Working group for developing an Economic Analysis for the PRCG Masterplan and Project Working Group.
	Royal Surf Lifesaving beach assessment and Feasibility site assessments	Assessment of Swimmable sites to review feasibility, vulnerability and accessibility options.
Delivery of Council's Water Quality Monitoring Program	Monitoring since 2004 across 5 key waterways in Ryde for changes in biological and water chemistry informing water quality improvement projects.	<p>Delivered at Shrimpton's, Archers, Buffalo, Porters and Terry's Creeks. Informing future catchment program works into Council capital works and education programs.</p> <p>Delivery of a new online and interactive 'Water Info' site to allow community viewing of monitoring program results.</p>
Delivery of Water Quality and Riparian Improvement Program	Capital works projects to improve water quality and riparian areas across our LGA	<p>Creek rehabilitation works at Terry's Creek to stabilise and protect riparian area.</p> <p>Creek tributary restoration at Jim Walsh Park to restore water conveyance and improve water quality.</p> <p>Delivered the multi-staged Stormwater Harvesting and gross pollutant project at Bill Mitchell Park, Gladesville to treat and utilise for irrigating Bill Mitchell Park (2017).</p> <p>Maintenance of bio-retention systems at Looking Glass Bay and Meadowbank Park, including active wetland on Buffalo Creek</p>
<b>BIODIVERSITY</b>		
Ryde Biodiversity Plan 2016	Natural Areas and Bushland planning for bushland protection under a 10year plan.	Adopted in December 2016 and implementation phase commenced this year under a 4 year plan.



**ITEM 3 (continued)**

Service	Program Description	Outcome
Flora and Fauna Surveys	Surveying 26 key bushland parks and reserves to survey biodiversity composition changes to inform ongoing management of areas.	Autumn and Spring surveys complete providing data on our local vegetation communities and threatened species. Baseline 2006-2009, repeating surveying 2016-2019
Putney Park Delineation Project	To protect natural areas within Putney Park for conservation and safe park passage under adopted Putney Park Plan of Management	Year 1 completed – installed sandstone edging closest to the playground and along the foreshore area to delineate and also provide park user seating
Bushcare and Regeneration Program	Training and education programs for Bushcare Volunteers to up-skill and further provide education to improve our current program.	Delivered an 'Introduction to Bushcare', First Aid and Plant Identification workshops to program Volunteers.
	Growing our Volunteer Bushcare program to improve our Bushland	Program growth to 27 Bushcare groups across our LGA in 16/17. Providing over 4,000 hours of volunteer bush regeneration.
	Corporate and Community Planting and Regeneration Works Days to improve biodiversity awareness and strengthen wildlife corridor connection	This year included several corporate groups to remove weeds and assist in understorey regeneration in our bushland. Works undertaken at Waterloo Rd, Wilga Park, Magdala Park, Field of Mars reserve, ELS Hall Park, Dunbar Park and Tuckwell Park
	National Tree Day 2017	155 Community members attended the Field of Mars to plant, planting over 700 trees and shrubs. 42 High school students planted over 400 seedlings for a habitat corridor for local fauna under the National Tree Day Schools day in Buffalo Creek.
	Hosted our annual event celebrating World Environment Day	An annual Sustainability and Environment event held at Darvall Park in June. Biodiversity and environmental workshops and displays, guided bushwalks, a planting day and barbeque.
Biodiversity Workshops	Delivery of interactive community workshops and events	A Bush Foods Workshop and a Fascinating World of Fungi Workshop were held at the Field of Mars Wildlife Refuge.

**ITEM 3 (continued)**

<b>Service</b>	<b>Program Description</b>	<b>Outcome</b>
The Habitat Community Garden and Nursery	Ryde community food garden and volunteer run nursery	3,099 volunteer hours were spent helping to grow plants for local habitat plantings, for Bushcare groups and tending to the food gardens. There were 1,473 visitors to the nursery.
Donnelly Park Sensory Garden	Establishment of a small native sensory garden within Donnelly Park facilitated by Council and run by the local community	Working with Community and Councillors to establish a native plant community sensory garden space in an under-utilised park.
Terry's Creek Walking Trail Upgrade Project	A 4 year trail upgrade of existing Terry's Creek Walking Trail to link to the Lane Cove National Park.	Masterplan developed and consultation underway. Construction works commencing 2017/2018.
Feral Animal Control Program	2 year contract to control program to manage fox and rabbit numbers within Council parks and reserves	Completed in 11 parks and reserves looking to provide a reduction in a number of reserves in Rabbit and Fox numbers across the LGA. The program is proving reasonably successful in managing rabbit numbers this year but is proving less successful for foxes.
Management of separate bush regeneration contracts covering 33 bushland parks and reserves	Ensuring our bushland and natural areas are maintained and improved for biodiversity protection	Working across Council and with Contractors to work across 33 priority sites within Ryde to strengthen corridor connection, improve degraded areas through regeneration, planting and weed control works.
<b>FIRE MANAGEMENT</b>		
Asset Protection Zones	Protecting our natural areas and community to manage Asset Protection Zones to minimise impacts of high fire threat.	Council maintained and manages annually over 4000 lineal metres of APZ across our city.
Bushfire Mapping	Review of existing Bushfire maps aligned with legislative requirements for planning, development and community protection planning.	The revised mapping completed and currently awaiting approval from the RFS before mapping can be adopted by Council.
<b>SUSTAINABLE TRANSPORT</b>		
'Back on your bike' workshops	Partnering with Community stakeholders to provide safety workshops to encourage bike use as a sustainable transport method.	Delivery of 2 bike safety workshops to the corporate community of Ryde to encourage safe use of bikes as a method of transport connection across the city.



**ITEM 3 (continued)**

Service	Program Description	Outcome
Pedestrian Accessibility and Mobility Plan (PAMP) Study	Key town centres studies for pedestrian connections audit for providing recommendations for capital works projects promoting pedestrian mobility and accessibility to, through and in centres.	6 centre based PAMP studies have been completed to date. This year completing PAMP's for Meadowbank West and West Ryde Centres. Aligning with Traffic, Assets and Council capital works program.
Pedestrian Accessibility and Mobility Plan (PAMP) – Central, East and West Wards and Macquarie Park capital works projects	Delivery of high and medium priority recommended actions from previous PAMP studies for the Central, East and West wards across Ryde to improve footpath, kerb and pedestrian travel amenity.	This year completed delivery of several connections across Top Ryde Town Centre providing 160mtrs of footpath to link Lane Cove Road, several kerb ramps improving connection in Gladesville, Macquarie Park and Eastwood.
Shop Ryder Bus Community Transport	Free Community bus service for passenger short trips linking our key town centres in Ryde.	46,981 passenger trips were taken by community on the Shop Ryder Community Bus in 2016/17. This has conservatively avoided over 10,000 single passenger car movements within Ryde this year. This service has operated since 2008.
Car Share Pilot Program	On-street carshare space trial in Macquarie Park to increase car share availability in the city with car share provider GoGet.	One on street car share space in Macquarie Park as part of a Car Share Trial Program for one year. Council will investigate expanding this service following review of the demand and popularity of this use at the site.
Travel Plan Guidelines	Assessment of Sustainable Travel Plans by large scale apartment development applications to encourage and ensure sustainable transport solutions are included within their development	Assessment of 2 Sustainable Travel Plans as prepared by developers in accordance with our Travel Plan Guidelines for the Macquarie Park area.
<b>ENVIRONMENTAL REPORTING AND UPGRADES PROGRAMS</b>		
Greenhouse Gas (GHG) Emissions, Energy and Water Tracking and Reporting	Footprint Reporting - Monitoring and tracking of our GHG emissions, energy and water consumption from our Council assets across the city.	Continued to identify energy saving opportunities to significantly improve the accuracy of our consumption footprint reporting towards reducing energy consumption from our assets.

**ITEM 3 (continued)**

Service	Program Description	Outcome
		Continuously track and monitor usage across our assets to inform improvement programs towards GHG, water and energy reduction. Track total CO2 emissions for Council car Passenger and Heavy Vehicle Fleet and encourage reduction in emissions
Energy Efficiency and Greenhouse Gas Reducing Projects	Implementation of our Energy Savings Action Plan to find and deliver energy efficiency projects to reduce energy consumption in our Council assets. In addition, to implement measures to reduce greenhouse gas emissions.	Completion of a number of lighting upgrades, including the installation of energy efficient LEDs at RALC, Peel Park, Ryde Park amenity building and also deliver new LED multifunction light poles near Macquarie Park and University Station/ Tucker and Church St Ryde. The Macquarie Park LED savings at 2 stations is estimated to save 20988 kWh of electricity use equivalent to 17.6 tCO2e annual savings.  Solar Hot Water systems at RALC for amenities use. Energy savings equal 240GJ / 66570 kWh Natural Gas per annum savings and a GHG reduction of 14.38tCO2e p/a  Design work for the installation of a 305kw Solar Harvesting System (over 800 solar panels) for the RALC was completed this year. Installation will take place next year. This system is expected to save over 300 tCO2e per annum the reducing energy reliance for the site further and serving 70% of energy needs. Operation of Cogeneration Plant facility at the RALC diverting from total electricity grid reliance to gas and heat energy usage at the site. Estimated savings in GHG emissions are equivalent to 1153 tCO2e per annum.

**ITEM 3 (continued)**

Service	Program Description	Outcome
		<p>Energy savings Variable Speed drives were included on the AC systems at West Ryde Library.</p> <p>Solar panels at the North Ryde Library and Community Centre - installation of a 32.5 kw / 126 solar panel energy system installed on the roof of North Ryde Library. The system will reduce greenhouse gas emissions by approximately 41 tCO2e per annum.</p>
Water Efficiency Projects	Footprint Reporting and Implementation of our Water Savings Action Plan to deliver water reduction efficiency projects as informed by our environmental reporting.	<p>Working with our Operations, Sportsfield and Passive Parks Departments to find efficiencies in our practices and infrastructure towards reducing our consumption at our parks and sportsfields.</p> <p>Measures undertaken include irrigation management software at 3 parks and additional water metering to enable quicker response time to leaks.</p> <p>Sub-metering at the RALC to reduce water consumption</p>
<b>ENVIRONMENTAL EDUCATION</b>		
Community Environmental Education Program	Delivering community workshops, events and information sessions to improve awareness on environmental and sustainability issues impacting our community.	<ul style="list-style-type: none"> <li>- Solar Solutions workshop</li> <li>- A free community movie night screening 'Clean Bin Project'</li> <li>- A Native Bee Workshop</li> <li>- Sustainable Retrofits workshop</li> <li>- An End of Solar Bonus Scheme Workshop</li> <li>- Delivered a series of Bower Reuse Workshops</li> </ul>

**ITEM 3 (continued)**

Service	Program Description	Outcome
Home Waste and Sustainability Advisory Service (HWSA)	Free home advisory service to identify ways in which the householder can reduce their costs of living towards improved sustainable living, efficient use of household resources and improved domestic waste management behaviour.	<p>Now in its 5<sup>th</sup> year, this service continues to grow in popularity. 145 assessments were delivered to community in 2016/2017 an increase of 45 percent in signups since the previous year.</p> <p>Evaluations found that ninety-five percent of all participants are implementing most or some of the recommendations made during the home assessment.</p>
Corporate Environmental Education Program	Delivering corporate workshops, events and information sessions to improve awareness on environmental and sustainability issues impacting our corporate workforce within Ryde.	A Home Sustainability Webinar was delivered by Councils HWSA Officer to over 200 corporate employees in Ryde aimed at engaging our corporate community for changing energy, water and waste behaviours in home and office environment.
Ryde Environmental Educators Network (REEN)	Engaging with schools across Ryde to learn about environmental and sustainability topics for embedding educational information to inform curriculum for classroom delivery to students.	<p>Council as (REEN) became officially endorsed by the NSW Education Standards Authority as an accredited provider of professional development for teachers for career development.</p> <p>Over 17 schools actively represented in the REEN program this year with 7 presentations and workshops delivered to Educators.</p> <p>Partnered with Keep Australia Beautiful Enviromentors program to deliver educational workshops in primary schools on litter reduction and care for the environment.</p>
Sustainable Waste to Art Prize (SWAP)	Annual Waste to Art Prize encouraging all ages of the community including special categories for youth to create art out of material that would have otherwise gone to landfill.	<p>This annual event is now in its 5th year.</p> <p>A total of 167 works were submitted in the 2016/17 event with 79 artworks selected for the exhibition.</p>

**ITEM 3 (continued)**

Service	Program Description	Outcome
		Approximately 200 people attended the opening night in September. Popularity continues to grow for this Prize annually.
Smarter, Cleaner, Green E-Newsletter	A monthly e-newsletter to community subscribers providing the latest environment, waste and sustainability information to improve education towards reducing their environmental footprint.	Collaboration between the Environment and Waste Departments gaining over 2,300 subscribers in less than one year of delivery. Subscribers receive news, environmental event notification and hints and tips towards reducing their environmental footprint.
<b>RESILIENCE PLANNING</b>		
Active participation in the 100 Resilient Cities Program	Funded by the Rockefeller Foundation, the 100 Resilient Cities is a global initiative with 100 cities around the world to identify and address the top shocks and stresses in our city impacting our environment and community into the future. The program focuses on impacts from globalisation, urbanisation and impacts from climate change	Ryde is an ambassador Council under the program working with Councils across Sydney to work on strategies to build resilience into our communities for the future. To date developed a draft Strategy that will commence roll out in 2017/2018. Ryde Ambassadors are Manager, Environment, Health and Building and Senior Coordinator, Environment.

**Local Partnerships**

Macquarie University – partnering to provide community events at the University Sustainability and Environmental events.

Optus – Macquarie Park Think Tank – Shrimptons Creek Precinct Activation project to activate Shrimptons Creek corridor towards Smart City thinking considering the role Shrimptons Creek plays in connecting community, technology and nature.

Ryde Schools (Preschools, Primary, High, TAFE and Macquarie University) - through our Ryde Environmental Educators network (REEN) – delivering professional accreditation and learning and development opportunities for our preschools, schools and university on sustainability and environmental education.

The Parramatta River Catchment Group/ Parramatta Swimmable 2025 Campaign - Ryde is a key member Council partner since inception in 2008. Under this campaign Ryde represents on 5 of the Group Committees and Technical working groups towards improving the water quality and swimmability of the Parramatta River.

**ITEM 3 (continued)**

The Habitat Community Nursery and Garden – providing support for this community run initiative for social inclusion, biodiversity enhancement and local food production. Field of Mars Education Centre/ Ryde Hunters Hill Flora and Fauna Society – working with the Field of Mars on biodiversity and wildlife protection matters for the Wildlife refuge.

NSROC representation for Sustainability and Environmental Education across the Northern Suburbs networking with other Councils to build programs, strategies and priority actions for the Northern Suburbs area in a regional approach for sustainable change.

**Financial Implications**

Adoption of the recommendation will have no financial impact as all programs and services are being delivered under approved base, non-capital and capital funding under the current Operational and Service Delivery Plan.

Any future program enhancements will be subject to separate program funding and approval through future delivery plans of Council.

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#### **4 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 7 SEPTEMBER 2017**

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**Report prepared by:** Team Leader - Traffic Services  
**File No.:** GRP/09/3/14 - BP17/1013

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#### **REPORT SUMMARY**

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Ten reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 7 September 2017, proposing traffic and parking measures:

- (A) Pittwater Road Neighbourhood Centre, Gladesville - On-street parking review
- (B) Arthur Street, Ryde - Travel-lane width
- (C) Kissing Point Park car park, Putney - Trial parking change review
- (D) Watts Road, Ryde, and Tallwood Avenue and Donovan Street, Eastwood - Local Area Traffic Management scheme
- (E) Rowe Street, Eastwood - Driver speeds
- (F) Balaclava Road, Marsfield - Driveway egress at 172 & 176 Balaclava Road
- (G) Macquarie Park - Short-term parking / Car Share parking trial review
- (H) Bank Street, Meadowbank - Kerb blisters
- (I) Larkard Street and Cam Street, North Ryde - Travel-lane width at horizontal curve
- (J) City Of Ryde Development Control Plan Part 9.3 Parking Controls - Interim position.

The Minutes of the RTC meeting provide Technical Approval for the proposed measures and are included at the end of this report.

The measures are implemented under the Traffic and Transport Program – Traffic Calming Devices Budget and generally cost less than \$2,000 for each item except where noted in the report.

A further eight matters, including General Business, were discussed at the RTC meeting and are included in the Minutes of the RTC meeting for the Council's information.



**ITEM 4 (continued)****RECOMMENDATION:**

- (a) That Council converts the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladesville to '1/4P'.
- (b) That Council:
- (i) converts 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde to 'NO PARKING'; and
  - (ii) converts 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.
- (c) That Council retains the following changes to parking control measures in Kissing Point Park car park, Putney on a permanent basis:
- (i) convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLDS CARS WITH TRAILERS EXCEPTED' to unrestricted parking; and
  - (ii) convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLDS' spaces in to unrestricted parking.
- (d) That Council:
- (i) installs two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS; and
  - (ii) installs two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans subject to the location of the flush thresholds being determined in consultation with RMS.
- (e) That Council installs a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood, with the final location to be determined following feedback from RMS at the detailed design concept stage.
- (f) That Council extends the existing 'BUS ZONE' outside 176 Balaclava Road for 12 m in a north-easterly direction, to abut the driveway of 176 Balaclava Road, Marsfield.
- (g) That Council:
- (i) Retains the following changes to parking in Macquarie Park on a permanent basis:
    - 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, converted to '2P TICKET 7AM-7PM MON-FRI'.



**ITEM 4 (continued)**

- 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road converted to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.
- (ii) Undertakes the following changes to parking in Macquarie Park, on a six month trial basis, with final locations to be determined in consultation with local businesses:
- Convert 15 of the remaining 95 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 5 of the existing 20 spaces of '12P TICKET 7AM-7PM MON-FRI' in Coolinga Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
- (iii) Develops a staged parking-classification map to increase the proportion of short-term, on-street, pay parking in Macquarie Park, in collaboration with RMS and Transport for NSW.
- (iv) Develops a *Car Share Policy* for City of Ryde.
- (h) That Council:
- (i) converts 6 m of the existing unrestricted parking on the south-western side of Bank Street, at Union Street, West Ryde, to 'NO STOPPING' as shown in the attached diagram; and
  - (ii) installs two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.
- (i) That Council converts the existing '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' at the intersection of Larkard Street and Cam Street, North Ryde to 'NO STOPPING':
- (i) 33.5 m of 'NO STOPPING' on the inner radius of the bend (southern side); and
  - (ii) 37 m of 'NO STOPPING' on the outer radius of the bend (northern side).

**ITEM 4 (continued)**

- (j) That Council makes an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014*

*Part: 9.3 Parking Controls*

*3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
  - i. *dwelling houses, and*
  - ii. *dual occupancies.*
- b. *Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.*

**ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Gregory Holding**  
**Team Leader - Traffic Services**

Report Approved By:

**Harry Muker**  
**Manager - Traffic, Transport and Development**

**Joe So**  
**Acting Director - City Works and Infrastructure**

**ITEM 4 (continued)****ITEM (A) PITTWATER ROAD NEIGHBOURHOOD CENTRE,  
GLADESVILLE**

**SUBJECT:** ON-STREET PARKING REVIEW  
**WARD:** EAST  
**ROAD CLASS:** CLASSIFIED REGIONAL ROAD  
**REFERENCE:** CRM-1963469 & T2017-00729

**OVERVIEW**

*This Report* recommends extending the existing quarter-hour parking in Pittwater Road to include the remaining shop frontages at 20, 22, 24, 26, 28 & 30-32A Pittwater Road, Gladesville. No objections have been received to the recommended changes.

**INTRODUCTION**

City of Ryde has received a petition from the business owners at Pittwater Road Neighbourhood Centre (20, 22, 24, 26, 28 & 30-32A Pittwater Road) requesting consideration be given to extending the existing quarter-hour parking in Pittwater Road to include the remaining shop frontages.

**CONTEXT**

1. There are currently:
  - two spaces of quarter-hour parking across the frontage of 28 to 30-32A Pittwater Road, and
  - three spaces of unrestricted parking across the frontage of 22 to 26 Pittwater Road.
2. The parking in front of 20 Pittwater Road is within 10 m of the intersection with Harvard Street.
3. The south-eastern side of Pittwater Road, opposite the abovementioned shops, is signposted '1P 10AM–3PM MON-FRI' and managed by Hunters Hill Council.

**REFERENCES**

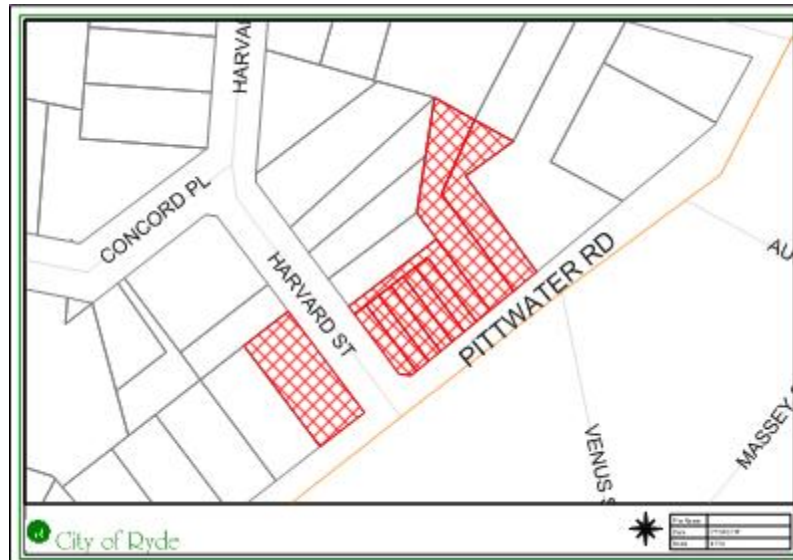
- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated.

**COMMUNITY ENGAGEMENT**

A petition, containing signatures from all seven businesses at 20 to 30-32A Pittwater Road has been received in favour of the recommended changes.

#### ITEM 4 (continued)

The occupants of fifteen surrounding properties, including the seven businesses, were notified of the recommended changes, as shown in *Figure A1*. No comments have been received in response.



*Figure A1 Consultation distribution map*

#### DISCUSSION

Site observations indicate that these unrestricted parking spaces are fully utilised throughout the day.

Given that all of the business owners are in concurrence with the changes, it is recommended that the existing quarter-hour parking be extended to encompass the frontages of the commercial premises at 20 to 30-32A Pittwater Road.

#### APPROVALS

The recommendation is 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.

#### PROPOSAL FOR RTC CONSIDERATION

To convert the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladesville to '1/4P'.

## ITEM 4 (continued)

### RTC COMMENTS

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

### RTC RESOLUTION

That the Ryde Traffic Committee agrees to *the PROPOSAL*.

### RECOMMENDATION

That Council converts the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladesville to '1/4P'.





**ITEM 4 (continued)**



**ITEM 4 (continued)**





**ITEM 4 (continued)****ITEM (B)                   ARTHUR STREET, RYDE**

**SUBJECT:**               **TRAVEL LANE WIDTH**  
**WARD:**                 **CENTRAL**  
**ROAD CLASS:**       **NON-CLASSIFIED**  
**REFERENCE:**         **D17/58358 & T2017-00831**

**OVERVIEW**

*This Report* recommends installing parking control measures in Arthur Street to provide passing opportunities in the narrow carriageway. Although an objection has been received from one local resident, their needs have been met by adjusting the proposed changes.

**INTRODUCTION**

City of Ryde has received representation from residents of Arthur Street, Ryde requesting consideration be given to installing parking control measures in Arthur Street to provide two travel lanes near the entrance to Arthur Street and provide more passing opportunities along the length of Arthur Street.

**CONTEXT**

1. Arthur Street is a narrow residential local street with a carriageway width of 7.5 m.
2. Currently, there are no parking restrictions along Arthur Street apart from the statutory 'NO STOPPING' restrictions at its intersection with Quarry Road.
3. Quarry Road is subject to 'NO STOPPING' restrictions along much of its length.
4. Presently, there is considerable construction activity along Quarry Road, with contractors and workers using Arthur Street to park their vehicles.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 168 No parking signs.

**COMMUNITY ENGAGEMENT**

The occupants of 27 surrounding properties were notified of the following proposal, as shown in *Figure B1*:

1. to install 33 m of 'NO PARKING' on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, and

#### ITEM 4 (continued)

2. to install 10 m of 'NO PARKING' on the western side of Arthur Street, outside 10 Arthur Street.

Three responses have been received in support of this proposal and one response has been received in opposition. The following concerns have been raised:

- The occupants of 159 Quarry Road have indicated that they currently park two vehicles on-street with a current Complying Development Certificate to demolish the existing three-car garage/carport and swimming pool, to facilitate the construction of a secondary dwelling (granny flat). This will require more on-street parking, during the construction period, and additional vehicles, in the long term. They have therefore requested that the proposed 'NO PARKING' zone be installed on the opposite side of Arthur Street.

In response, further consultation with the resident at 161 Quarry Road has revealed that they raise no objection to installing 'NO PARKING' along their side frontage. Therefore, an amended proposal was tabled at the RTC meeting, which was supported.



Figure B1 Consultation distribution map

**ITEM 4 (continued)****DISCUSSION**

Arthur Street is a residential street with all properties having access to off-street parking, with many having the capacity of parking more than two vehicles. Council was contacted by a resident who was concerned at the level of congestion that was occurring at the intersection of Arthur Street at Quarry Road. The narrow width of Arthur Street does not allow two-way traffic flow, with parking on both sides, hence the reason for congestion.

It was determined that 'NO PARKING' controls on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, would alleviate the congestion at Arthur Street / Quarry Road. While domestic driveways along Arthur Street permit vehicles to pass one another, it was determined that an additional dedicated passing zone should be provided along Arthur Street. The frontage of the vacant block at 10 Arthur Street was considered a suitable location for the additional 'NO PARKING' zone.

**APPROVALS**

The recommendation is 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.

**PROPOSAL FOR RTC CONSIDERATION**

1. To convert 33 m of the existing unrestricted parking on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, Ryde, to 'NO PARKING'.
2. To convert 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

To address concerns raised through the community-engagement process, and following further investigation and consultation, Council's Traffic Engineer tabled the following amended proposal and associated plans:

1. To convert 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde, to 'NO PARKING'.
2. To convert 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.

## ITEM 4 (continued)

### RTC RESOLUTION

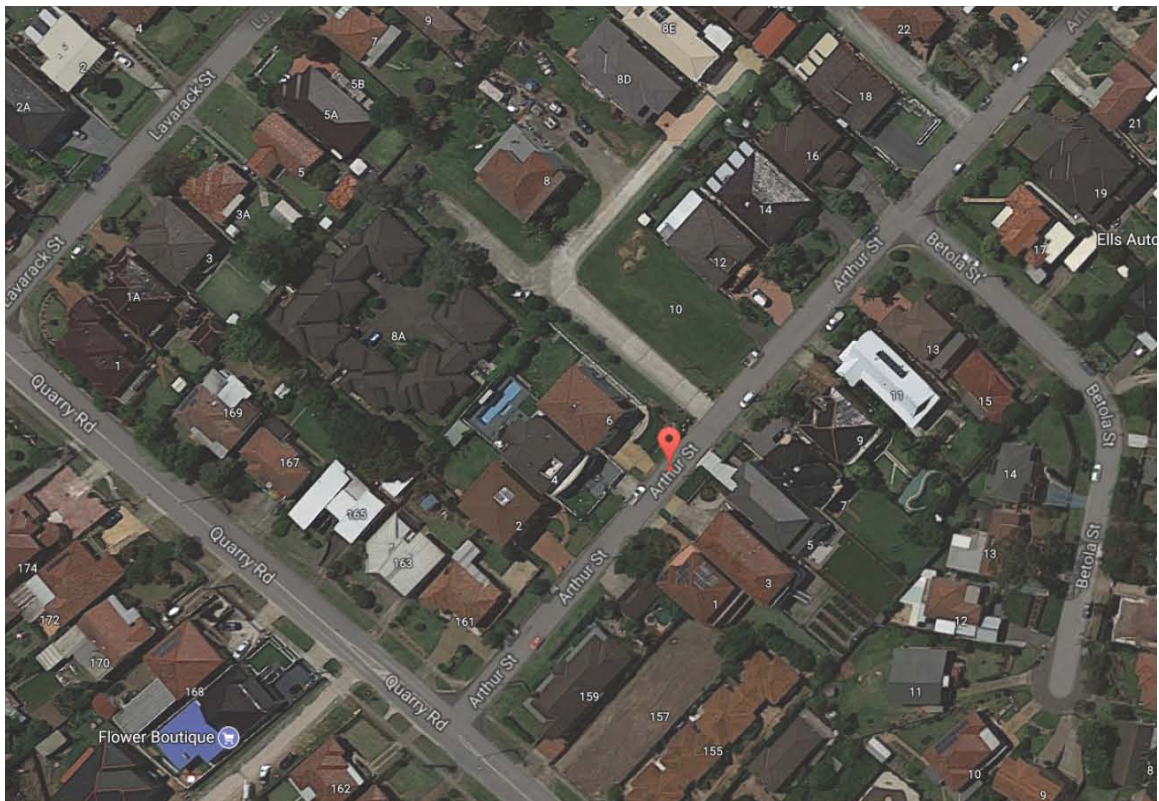
That the Ryde Traffic Committee agrees to the:

1. conversion of 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde, to 'NO PARKING'; and
2. conversion of 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.

### RECOMMENDATION

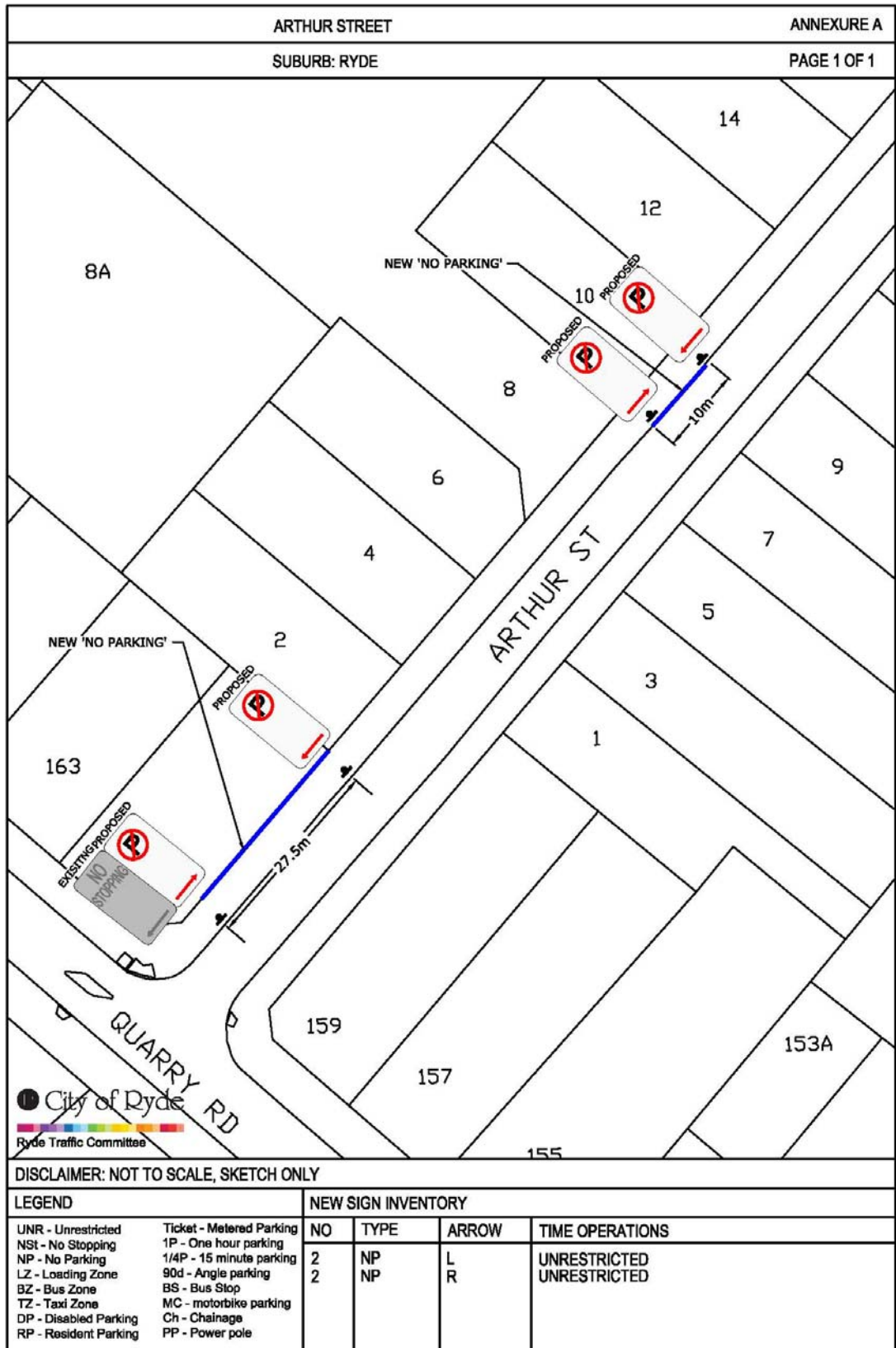
That Council:

1. converts 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde to 'NO PARKING'; and
2. converts 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.





**ITEM 4 (continued)**



**ITEM 4 (continued)****ITEM (C) KISSING POINT PARK CAR PARK, PUTNEY**

**SUBJECT:** TRIAL PARKING CHANGE REVIEW  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2017-00217

**OVERVIEW**

The Council approved a six-month trial of parking changes in Kissing Point Park car park, Putney. *This Report* provides a summary of community consultation results and recommends retaining the changes on a permanent basis.

**BACKGROUND**

City of Ryde received representation from a local resident requesting consideration be given to converting some of the boat trailer parking in Kissing Point Park car park to all-day parking for ferry patrons. Investigations in October to December 2015 revealed that the monthly average occupancy rate of “Car & Trailer” parking spaces on weekends was 70%.

The matter was referred to the Ryde Traffic Committee meeting held on 21 July 2016. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 16 August 2016:

*That Council:*

- 1. converts three of the existing nine 'NO PARKING SAT-SUN & PUB HOLDS CARS WITH TRAILERS EXCEPTED' spaces in Kissing Point Park, Putney to unrestricted parking, for a trial period of six months;*
- 2. converts five of the existing 24 'NO PARKING SAT-SUN & PUB HOLDS' spaces in Kissing Point Park, Putney to unrestricted parking, for a trial period of six months; and*
- 3. undertakes community consultation during the six month trial period.*

The changes were implemented on 17 October 2016.

**ITEM 4 (continued)****CONTEXT**

With the approved trial changes in place, the following parking control measures apply to the Kissing Point car park:

- 7 spaces of 'NO PARKING CARS WITH TRAILERS EXCEPTED',
- 6 spaces of 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED',
- 19 spaces of 'NO PARKING SAT-SUN & PUB HOLS' (to provide manoeuvring space for vehicles with trailers),
- 2 spaces of 'P DISABILITY ONLY', and
- 49 spaces of unrestricted parking.

**REFERENCES**

- [NSW] *Road Rules 2014 Rule 168 No Parking signs*
- [NSW] *Road Rules 2014 Rule 167 No Stopping signs*
- [NSW] *Road Rules 2014 Rule 205 parking for longer than indicated*
- Australian Standards' *AS/NZS 2890.1:2004 Part 1: Off-street car parking*
- Austroads' *Guide to Traffic Management Part 11 Parking*.

**COMMUNITY ENGAGEMENT**

Temporary signs, advertising the trial changes and an online survey were displayed at prominent locations in Kissing Point Park car park. The survey period started on 17 October 2016 and ended on 12 March 2017 and fifteen responses were received.

Twelve respondents were in support of the changes and provided the following comments:

- At present there are a number of parking spaces vacant which are reserved for vehicles with boat trailers.
- The existing parking restrictions favours people with boats those who do not live in this LGA.
- The proposed changes to parking restrictions are expected increase use of the park by non-boat owners.



**ITEM 4 (continued)**

Three respondents were in opposition of the changes and provided the following comments:

- At present the available boat trailer parking is inadequate.  
*A parking occupancy survey conducted in October to December 2015 revealed that the monthly average occupancy rate of Car & Trailer parking spaces on Saturday and Sundays was 70%.*
- There is insufficient boat trailer parking in warmer months. The additional parking on the weekend/public holidays will make it difficult and dangerous to manoeuvre the boat trailer out of a parking space.  
*Parking survey results indicate the demand for boat trailer spaces is only eleven spaces (70%). There are twelve remaining parking spaces reserved for boat trailer parking on weekend/public holidays. It is also considered that there is sufficient space for a boat trailer to reverse out of unrestricted angled parking spaces.*
- The existing two disabled parking spaces in the Kissing Point car park are inadequate.  
*Although the provision of 'P DISABILITY ONLY' zones is outside the scope of this review, the number of spaces recently increased from one to two.*

**DISCUSSION**

Given that the majority of respondents to the survey were in support of the trial changes, it is recommended that the trial be adopted on a permanent basis.

**APPROVALS**

The trial measures are currently in place. The recommendation to retain these measures on a permanent basis is 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.

**PROPOSAL FOR RTC CONSIDERATION**

To retain the following changes to parking control measures in Kissing Point Park car park, Putney on a permanent basis:

1. Convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED' to unrestricted parking;
2. Convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLS' spaces to unrestricted parking.

**ITEM 4 (continued)****RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

**RTC RESOLUTION**

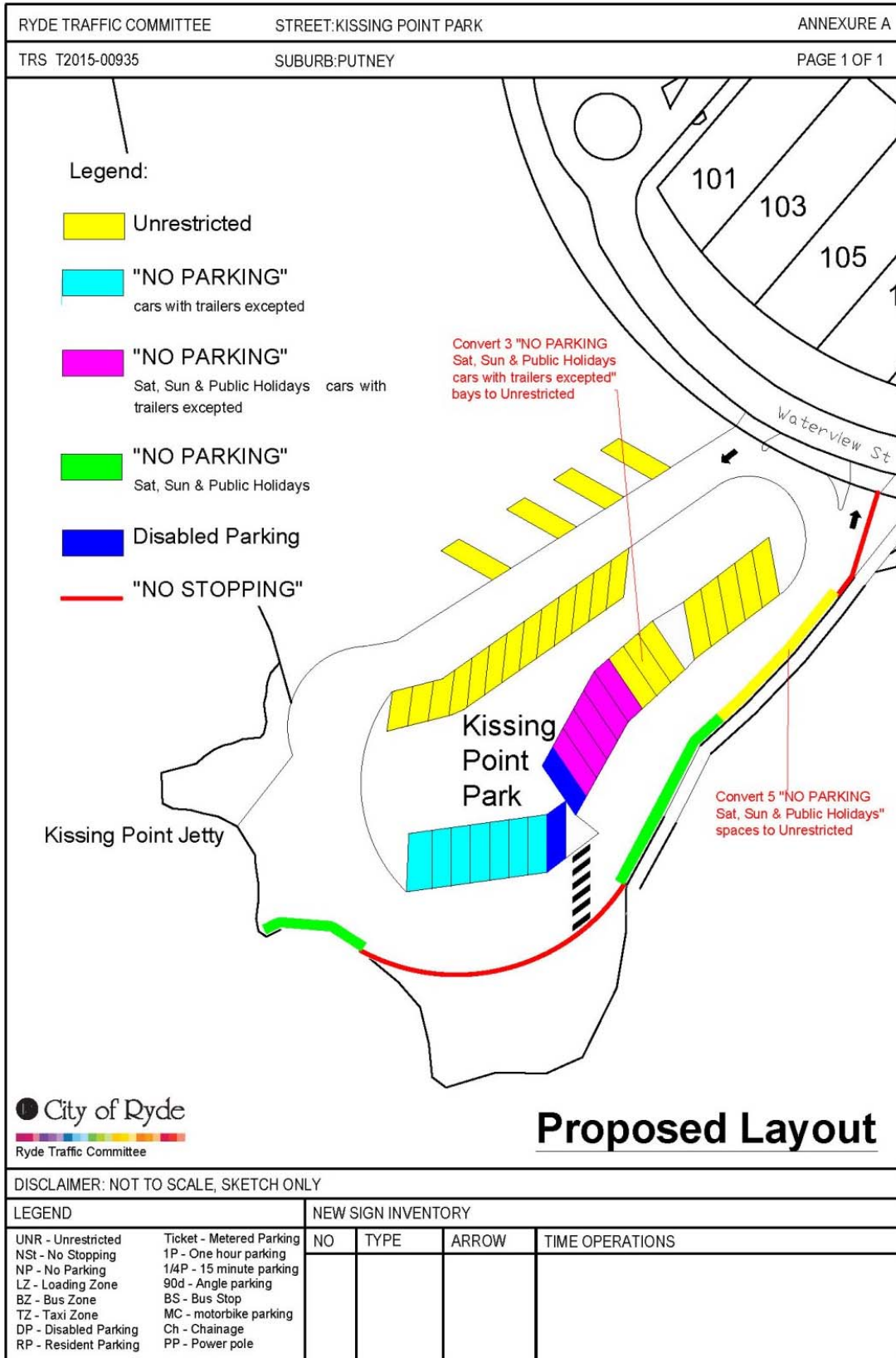
That the Ryde Traffic Committee agrees to *the PROPOSAL*.

**RECOMMENDATION**

That Council retains the following changes to parking control measures in Kissing Point Park car park, Putney on a permanent basis:

1. Convert three of the existing nine 'NO PARKING SAT-SUN & PUB HOLS CARS WITH TRAILERS EXCEPTED' to unrestricted parking;  
Convert five of the existing 24 'NO PARKING SAT-SUN & PUB HOLS' spaces in to unrestricted parking.

**ITEM 4 (continued)**



**ITEM 4 (continued)****ITEM (D) WATTS ROAD, RYDE, AND TALLWOOD AVENUE AND DONOVAN STREET, EASTWOOD**

**SUBJECT:** LOCAL AREA TRAFFIC MANAGEMENT SCHEME  
**WARD:** WEST  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** HELPDESK-8027 & T2015-00446

**OVERVIEW**

*This Report* provides the Council with the results of further consultation with local residents, regarding the installation of a Local Area Traffic Management (LATM) scheme in Watts Road, Ryde, Tallwood Avenue and Donovan Street, Eastwood as resolved by the Council. Taking into consideration feedback from the community, it is recommended that Council proceeds with installing flush thresholds and rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street.

**BACKGROUND**

Following resident concerns regarding the speed of vehicles in Watts Road, the matter of installing speed-reduction devices has previously been investigated:

- A proposal to install a one-way, angled slow-point adjacent to Watts Park was presented to residents in May 2009. Due to resident concerns, regarding the loss of parking, Council resolved not to progress the matter.
- A proposal to reduce the travel lane width, by installing a dividing (BB) line at the crest in Watts Road was presented to residents in November 2013. Due to resident concerns, regarding the loss of parking, Council resolved not to progress the matter.

Following further representations from local residents, speed surveys were undertaken in Watts Road in August 2015, which indicated that the 85th percentile speed of drivers is in excess of 60 km/h. A survey of Watts Road occupants revealed support for traffic calming in Watts Road.

Further studies indicated that the introduction of traffic calming in Watts Road would likely result in the displacement of through traffic to the adjacent roads of Tallwood Avenue and Donovan Street. Further speed surveys revealed that the 85th percentile speed of drivers in:

- Tallwood Avenue is 60 km/h, and
- Donovan Street is in excess of 50 km/h.

**ITEM 4 (continued)**

An external provider carried out a detailed study into the introduction of an LATM scheme in all three streets and concluded that measures to reduce traffic speeds were justified.

A subsequent proposal to install an LATM scheme in Watts Road, Tallwood Avenue and Donovan Street was considered by the Ryde Traffic Committee meeting held on 17 November 2016. The Ryde Traffic Committee resolved the following:

1. *That the Ryde Traffic Committee agrees to the installation of flush thresholds in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan.*
2. *That the Ryde Traffic Committee agrees to the installation of rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan.*

However, to address concerns regarding the impact of the proposed measures, the Council resolved the following at the Works and Community Committee meeting held on 13 December 2016:

*That Council:*

- i. *Installs flush thresholds in Watts Road, Tallwood Avenue and Donovan Street, Ryde, as shown on the attached plan, provided they are not on pedestrian desire lines.*
- ii. *That Council consult with the impacted residents regarding the implementation of the following minor road safety works and that report be brought back to the Works and Community Committee Meeting:-*
  - *Installation of rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street, Ryde, with locations to be determined in consultation with the local residents.*

**CONTEXT**

1. Watts Road, Tallwood Avenue and Donovan Street all provide a link between North Road and Bridge Road.
2. Watts Road is classified as a collector road and has an average carriageway width of 7.5 m.
3. Tallwood Avenue and Donovan Street are classified as local roads and have an average carriageway width of 6.5 m.
4. All three streets have a 50 km/h speed limit.
5. Drivers can use any of these three streets in conjunction with Herring Road to provide an alternative route to Epping Road that avoids Lane Cove Road.

#### ITEM 4 (continued)

6. The area is characterised by residential dwellings and Watts Road contains a strip of three local shops (cafe, chemist and surgery).
7. Tallwood Avenue provides access for Bus Routes 286, 297 & 518.
8. Traffic speed/volume surveys have been undertaken in Watts Road, Tallwood Avenue and Donovan Street. The summary of traffic surveys are shown in *Table D1*. The results show Watts Road is providing a higher order function consistent with its collector road designation and Donovan Street is providing a lower order function consistent with its local road designation. However Tallwood Avenue is providing a higher order function inconsistent with its local road function.

*Table D1 Traffic Survey Data Summary (Weekdays)*

Road	Functional Road Hierarchy	Environmental Capacity (veh/day)	Average Daily Traffic (veh/day)	AM Peak Volume (veh)	PM Peak Volume (veh)	85 <sup>th</sup> Percentile Speed (km/hr)
Watts Road	Collector	5000	4394	525 (12%)	374 (9%)	60
Tallwood Avenue	Local	3000	3518	223 (6%)	448 (13%)	60
Donavan Street	Local	3000	1069	122 (11%)	92 (9%)	53

#### REFERENCES

- [NSW] *Road Rules 2014* Rule 25 Speed limit elsewhere
- Austroads' *Guide to Traffic Management Part 8 – Local Area Traffic Management*
- State Transit's *Bus Infrastructure Guide*.

#### COMMUNITY ENGAGEMENT

##### Initial Consultation

Initial consultation in November 2015 with the occupants of the 59 properties in Watts Road revealed support for traffic calming.

A second survey, delivered in September 2016 to the occupants of the 48 properties in Tallwood Avenue and 39 properties in Donovan Street have revealed similar support for installing traffic calming in their street, as shown in *Table D2*.



## ITEM 4 (continued)

*Table D2 Initial consultation results summary*

	<b>Watts Road</b>	<b>Tallwood Avenue</b>	<b>Donovan Street</b>	<b>Total</b>
Properties consulted	59	48	39	146
Responses received	28	12	11	41
Support	21	9	6	26
Do not support	7	3	2	12
Undecided	0	0	3	3

Although some objections were received from residents, closer analysis indicated that no objections were received from residents that will be directly impacted by the proposed rubber speed cushions. On this basis, the proposal to proceed with the LATM scheme was forwarded to Ryde Traffic Committee and the Council.

### Recent Consultation

Following the Council's resolution to undertake further consultation, plans of proposed locations for rubber speed cushions in Watts Road, Tallwood Avenue and Donovan Street were prepared and distributed by hand to the 29 residential properties that will be directly impacted. Eight properties responded in support of the proposed locations and seven properties responded in opposition to the proposed locations. A summary of results is provided in *Table D3*.

*Table D3 Recent consultation results summary*

	<b>Watts Road</b>	<b>Tallwood Avenue</b>	<b>Donovan Street</b>	<b>Total</b>
Properties consulted	10	11	8	29
Responses received	7	5	2	15
Support	1	3	1	7
Do not support	6	2	1	8
Undecided	3	5	6	14

## DISCUSSION

Given that a number of residents directly affected have objected to the proposed locations of rubber speed cushions, the LATM scheme has been modified to provide:

- no speed-reduction measures in Watts Road,
- two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, and
- two flush thresholds and three pairs of rubber speed cushions in Donovan Street.



**ITEM 4 (continued)**

It is acknowledged that the speed and volume of vehicles are likely to increase in Watts Road. Therefore, further reviews of the scheme will be undertaken six months after implementation.

**APPROVALS**

The recommendation is 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.

**FUNDING AND IMPLEMENTATION**

The estimated cost of implementing the recommended measures is \$55,000 to be funded by the 2017/18 Traffic & Transport Program – Traffic Calming Devices Budget.

**PROPOSAL FOR RTC CONSIDERATION**

1. To install two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans.
2. To install two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans.

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*, subject to the flush thresholds being installed further from the existing kerb ramps.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the:

1. installation of two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS; and
2. installation of two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS.

**ITEM 4 (continued)**

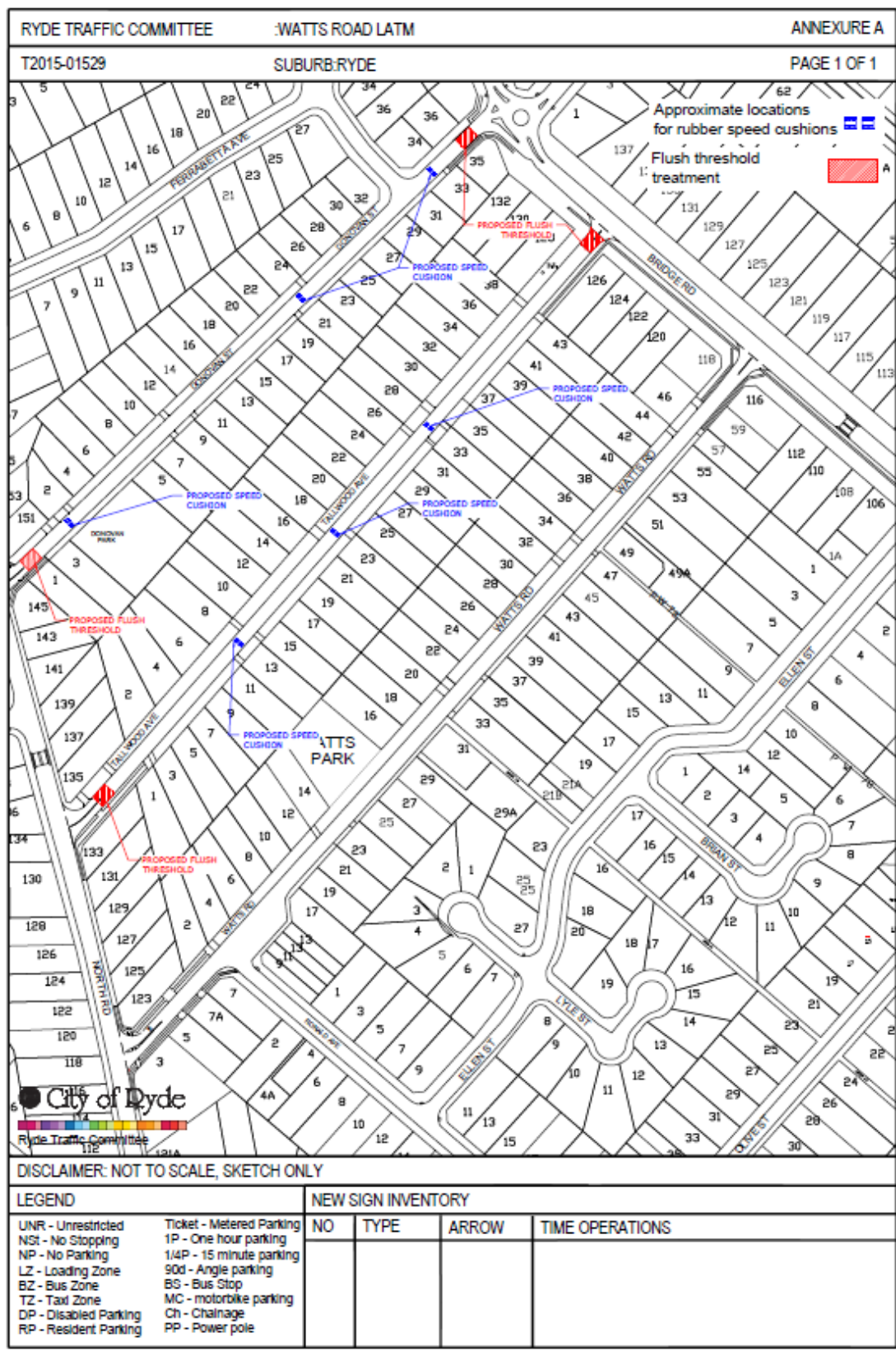
**RECOMMENDATION**

That Council:

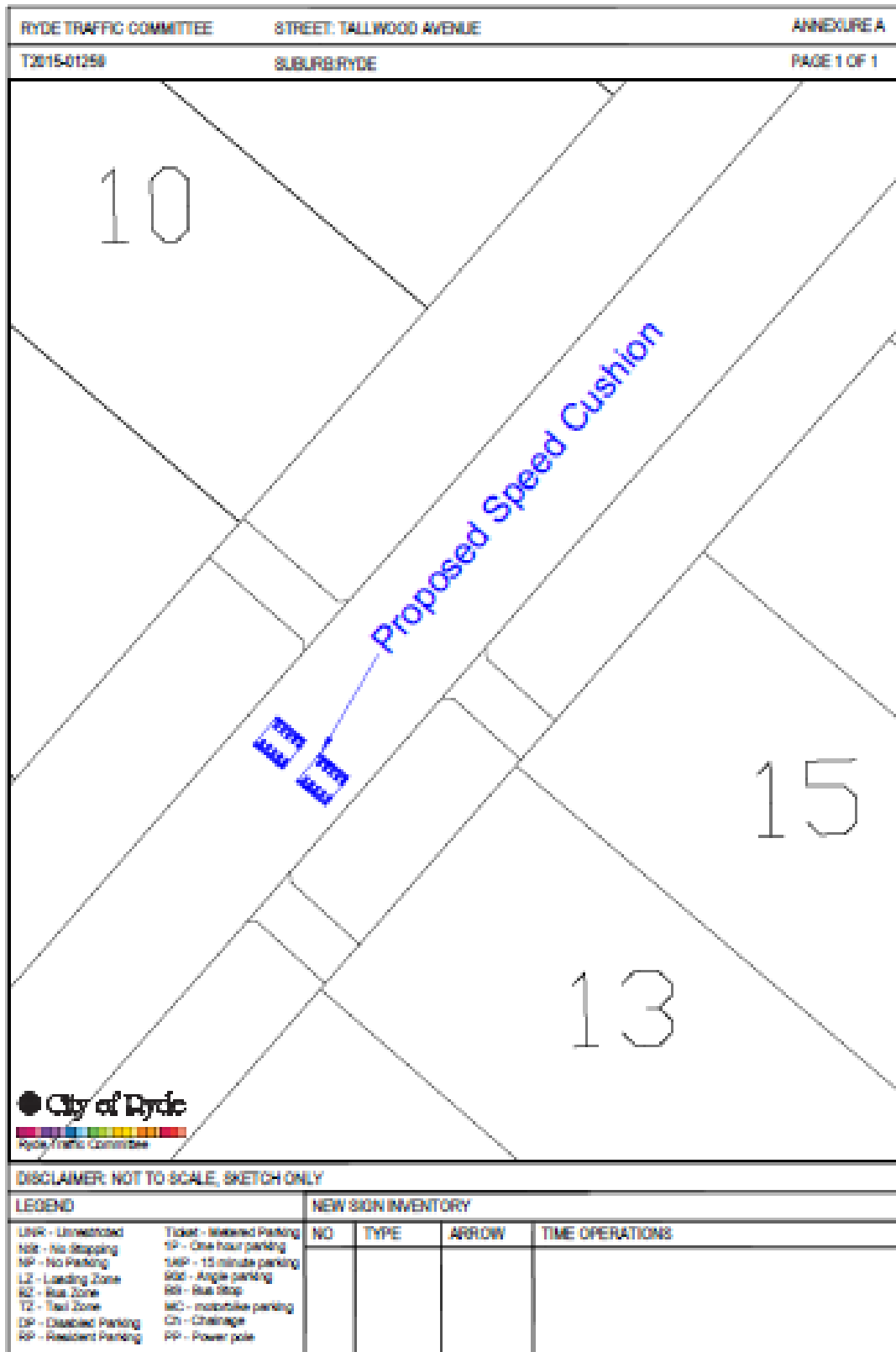
1. installs two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS; and
2. installs two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS.



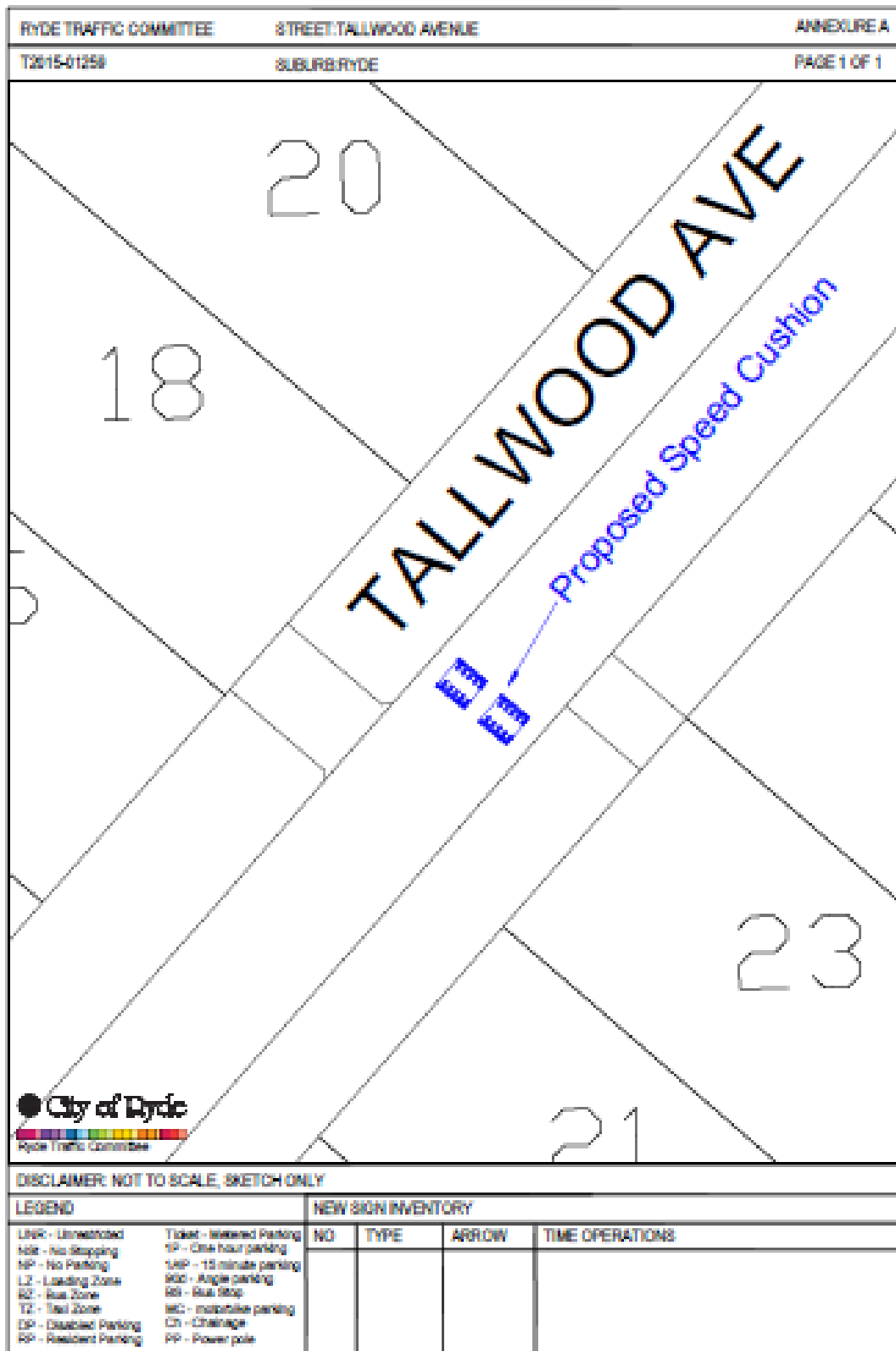
**ITEM 4 (continued)**



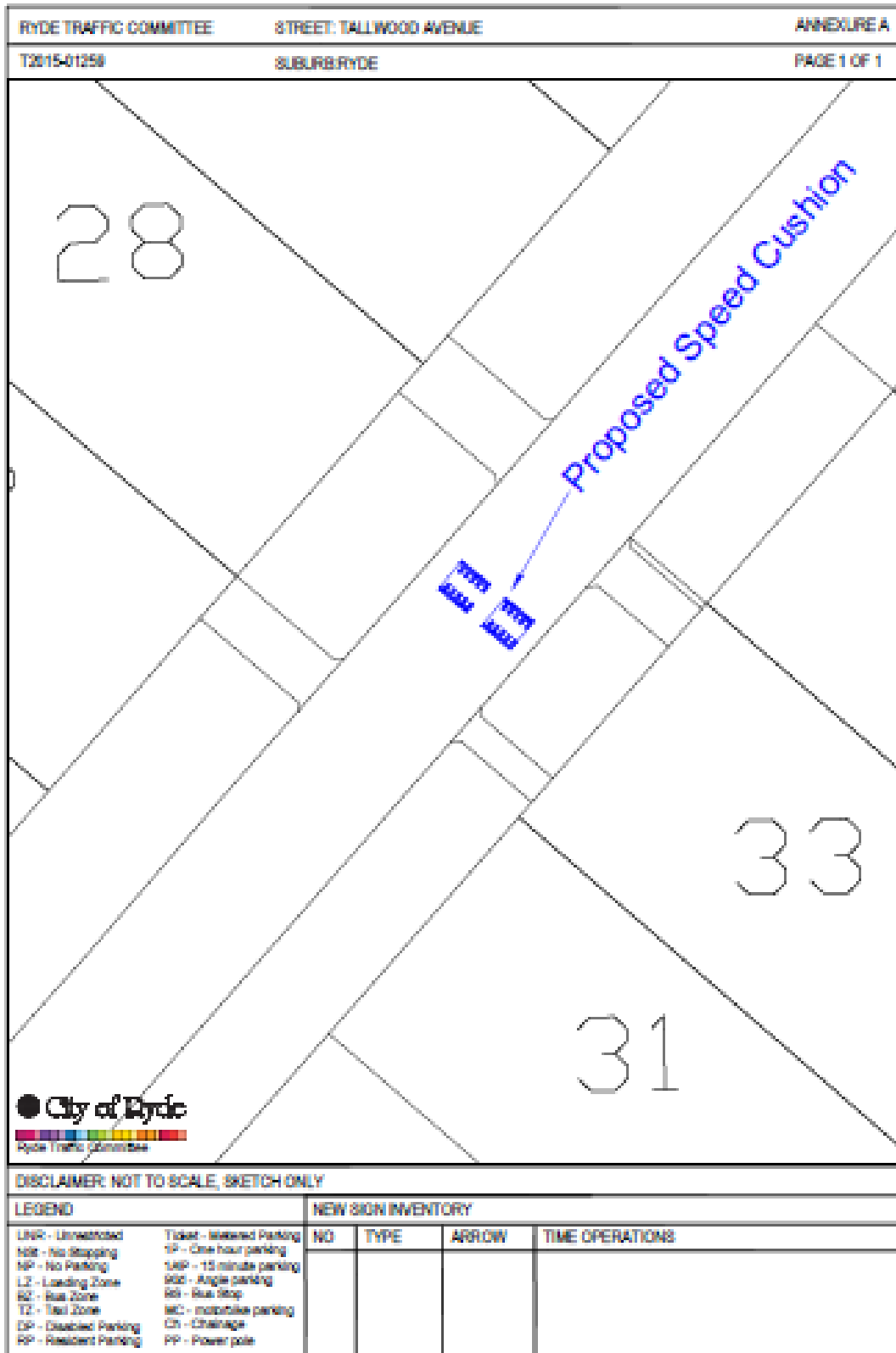
**ITEM 4 (continued)**



**ITEM 4 (continued)**

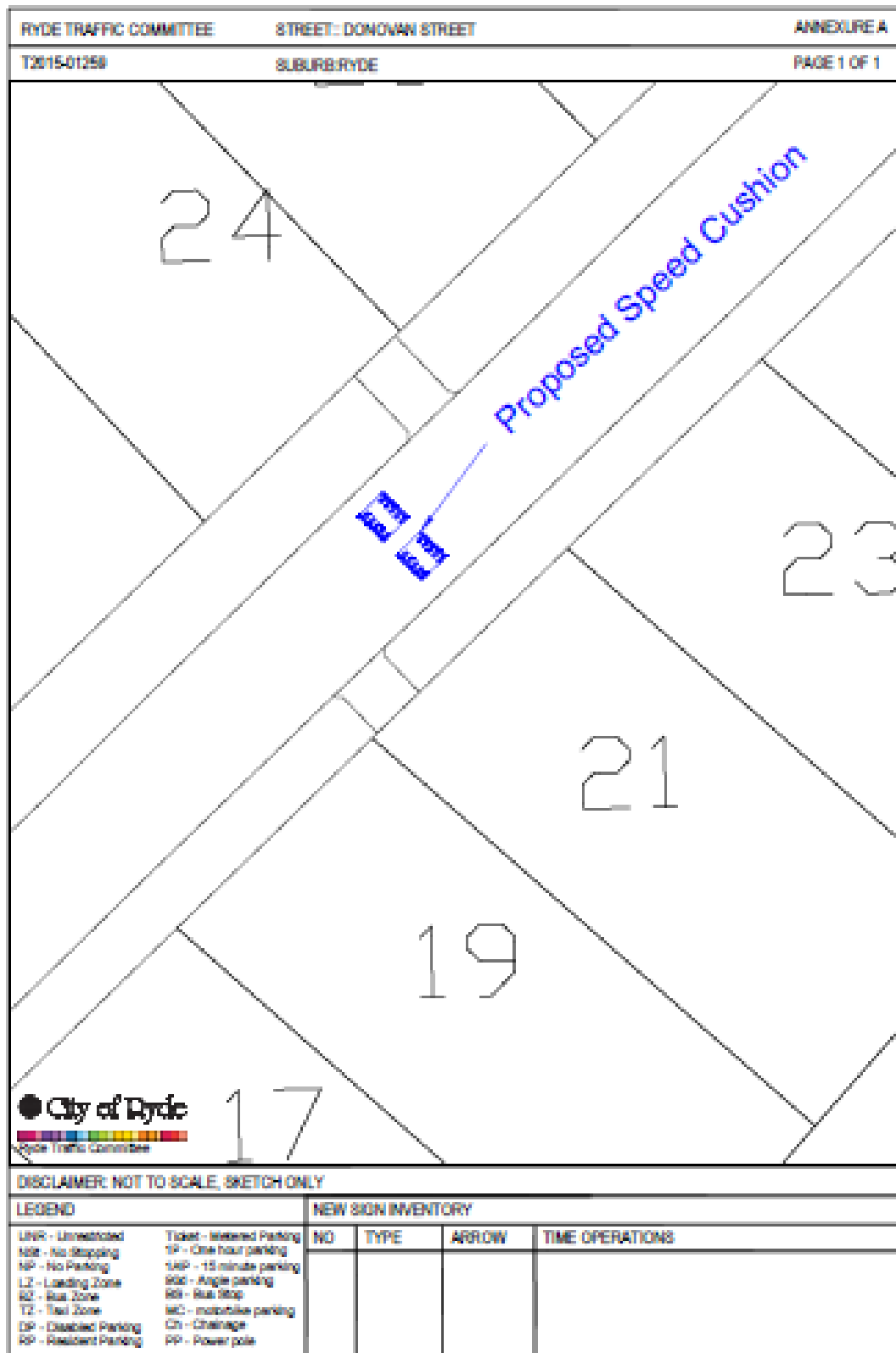


**ITEM 4 (continued)**



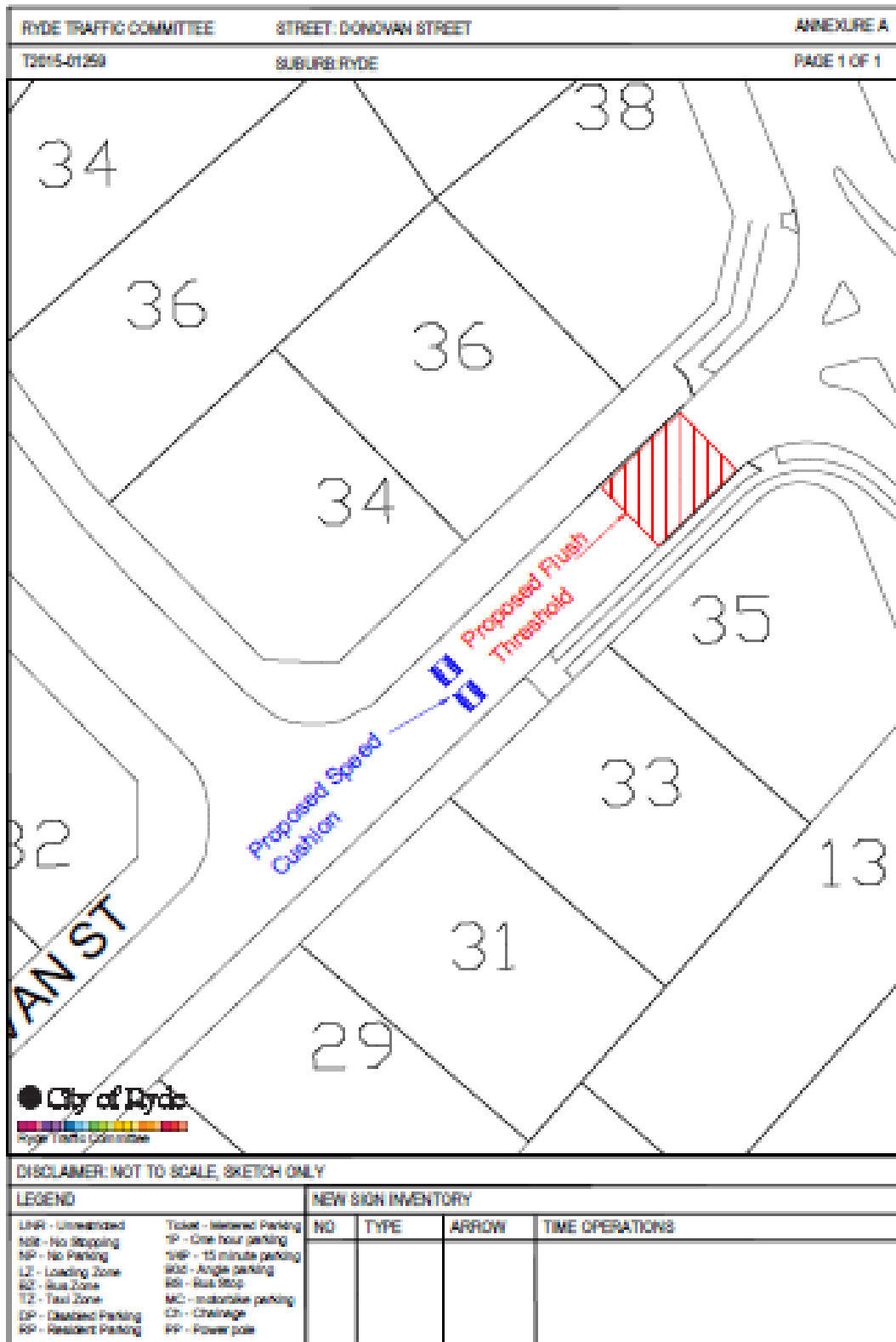


**ITEM 4 (continued)**

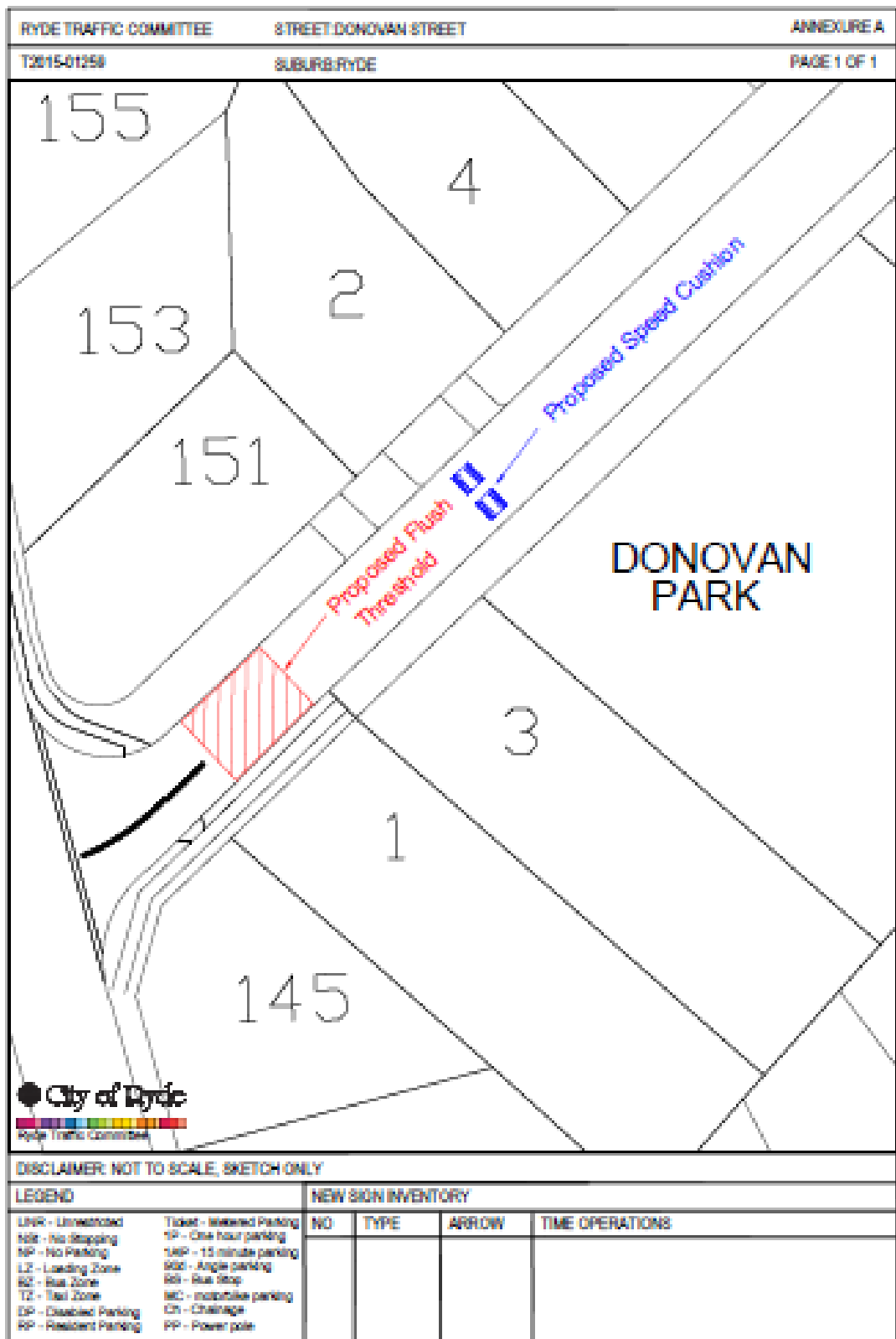




**ITEM 4 (continued)**



**ITEM 4 (continued)**



**ITEM 4 (continued)****ITEM (E)                      ROWE STREET, EASTWOOD**

**SUBJECT:**                      **DRIVER SPEEDS**  
**WARD:**                         **EAST**  
**ROAD CLASS:**                **NON-CLASSIFIED**  
**REFERENCE:**                 **T2017-00171**

**OVERVIEW**

*This Report* recommends installing a rubber raised threshold in Rowe Street, immediately southwest of Blaxland Road, Eastwood to address sight-distance concerns in the area.

**INTRODUCTION**

City of Ryde has been requested to investigate measures to address the safety concerns of motorists accessing/egressing the Royale Eastwood Medical Centre car park, located on Rowe Street immediately southwest of its intersection with Blaxland Road.

**BACKGROUND**

City of Ryde has recently undertaken streetscape works on Rowe Street, with some footpath works on Blaxland Road. The combination of vehicles exiting from Blaxland Road onto Rowe Street at excessive speeds, with the reduced sightlines caused by the artwork installation on Blaxland Road footway, has caused a road safety issue for vehicles accessing / egressing the Medical Centre car park.

**CONTEXT**

1. Blaxland Road is a State road, under the care and control of RMS, with a speed limit of 60 km/h.
2. Rowe Street is a local road with a posted speed limit of 50 km/h.
3. The recent streetscape works on Rowe Street included a central median along sections of Rowe Street, providing a left-in/left-out operation at the Royale Eastwood Medical Centre carpark.

**REFERENCES**

- [NSW] *Road Rules 2014 Rule 25 Speed limit elsewhere*
- *Austrroads' Guide to Traffic Management Part 8 – Local Area Traffic Management*
- *State Transit's Bus Infrastructure Guide.*

**ITEM 4 (continued)****COMMUNITY ENGAGEMENT**

Given the low impact of the recommended measures, no consultation has been undertaken.

**DISCUSSION**

The proximity of the car park access on Rowe Street to Blaxland Road, combined with the alignment of the intersection and placement of artwork all contribute to a reduced road safety environment for patrons of the Royale Medical Centre car park.

Reducing the speed of vehicles exiting from Blaxland Road onto Rowe Street is the most effective way of improving the road safety environment at this location, as lower speeds affords drivers additional time to observe what other motorists intended movements are i.e. slowing down to access the car park or attempting to egress from the car park.

The recommended measures will be accompanied by a SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs.

**APPROVALS**

The recommendation is 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.

**FUNDING AND IMPLEMENTATION**

The estimated cost of implementing the recommended measures is \$15,000, to be funded by the 2017/18 Traffic & Transport Program – Traffic Calming Devices Budget.

**PROPOSAL FOR RTC CONSIDERATION**

To install a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood.

**RTC COMMENTS**

The RMS representative has advised separately that they require a plan of the proposed measures to undertake further assessment.

**ITEM 4 (continued)**

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the installation of a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood, with the final location to be determined following feedback from RMS at the detailed design concept stage.

**RECOMMENDATION**

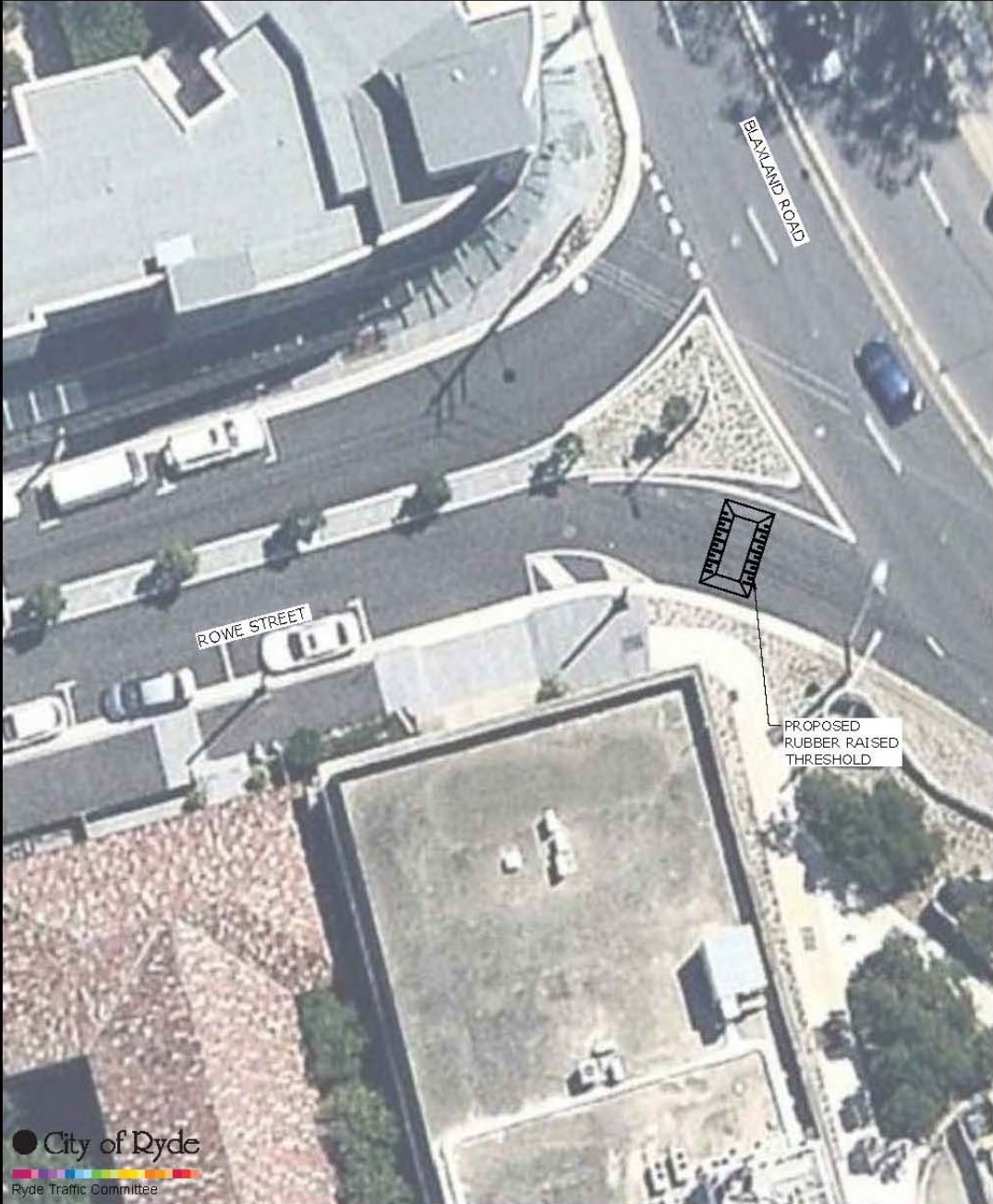
That Council installs a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood, with the final location to be determined following feedback from RMS at the detailed design concept stage.





**ITEM 4 (continued)**

RYDE TRAFFIC COMMITTEE	ROWE STREET	ANNEXURE A
	SUBURB: WEST RYDE	PAGE 1 OF 1

**City of Ryde**  
Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



**ITEM 4 (continued)****ITEM (F) BALACLAVA ROAD, MARSFIELD**

**SUBJECT:** DRIVEWAY EGRESS AT 172 & 176 BALACLAVA ROAD  
**WARD:** WEST  
**ROAD CLASS:** CLASSIFIED REGIONAL ROAD  
**REFERENCE:** T2016-01155

**OVERVIEW**

*This Report* recommends installing parking control measures to assist drivers exiting the driveway at 176 Balaclava Road, Marsfield.

**INTRODUCTION**

City of Ryde has received representation from the Daughters of Charity of St Vincent de Paul requesting consideration be given to installing parking control measures on approach to and across its driveways at both 172 & 176 Balaclava Road, to assist with sight distance concerns when egressing their property.

**CONTEXT**

1. Balaclava Road is a Classified, Regional road with a speed limit of 60 km/h.
2. 172 & 176 Balaclava Road are located on the north-western side of Balaclava Road, between Epping Road and Agincourt Road.
3. This section of Balaclava Road is governed by a number of parking controls:
  - A 'BUS LANE 6AM-10AM MON-FRI' operates along this section of Balaclava Road,
  - The driveway to 172 Balaclava Road is covered by a 'NO PARKING' zone,
  - A 'BUS ZONE' nearly encompasses the full section of kerbside parking between the driveways to 172 and 176 Balaclava Road,
  - There is parking for two cars permitted outside Bus Lane times between the abovementioned 'BUS ZONE' and the driveway to 176 Balaclava Road.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 183 Stopping in a bus zone

**COMMUNITY ENGAGEMENT**

Given that the affected parking is located along the frontage of St Vincent de Paul, no additional consultation has been undertaken with the surrounding community.

**ITEM 4 (continued)****DISCUSSION**

Site observations indicate that the 'BUS ZONE' draw-out length does not meet the standard required for articulated buses, thus in order to address this deficiency, an extension of the 'BUS ZONE' is required up to the driveway of 176 Balaclava Road. It is considered that with this recommended extension of the 'BUS ZONE' up to the driveway of 176 Balaclava Road, this modification will address the sight distance concerns.

Sight distance lines at the driveway of 172 Balaclava Road are already catered for by the existing 'NO PARKING' zone.

**APPROVALS**

The recommendation is 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.

**PROPOSAL FOR RTC CONSIDERATION**

To extend the existing 'BUS ZONE' outside 176 Balaclava Road for 12 m in a north-easterly direction, to abut the driveway of 176 Balaclava Road, Marsfield.

**RTC COMMENTS**

The RMS representative has advised separately that they support the installation of 'NO STOPPING', in-lieu of the proposed extension of 'BUS ZONE'.

The STA representative advised that the Bus Stop is only used for dropping-off/picking-up passengers, with little effect on the driveway.

The NSW Police Force representative supported STA's view on the matter.

**RTC RESOLUTION**


That the Ryde Traffic Committee agrees to *the PROPOSAL*.

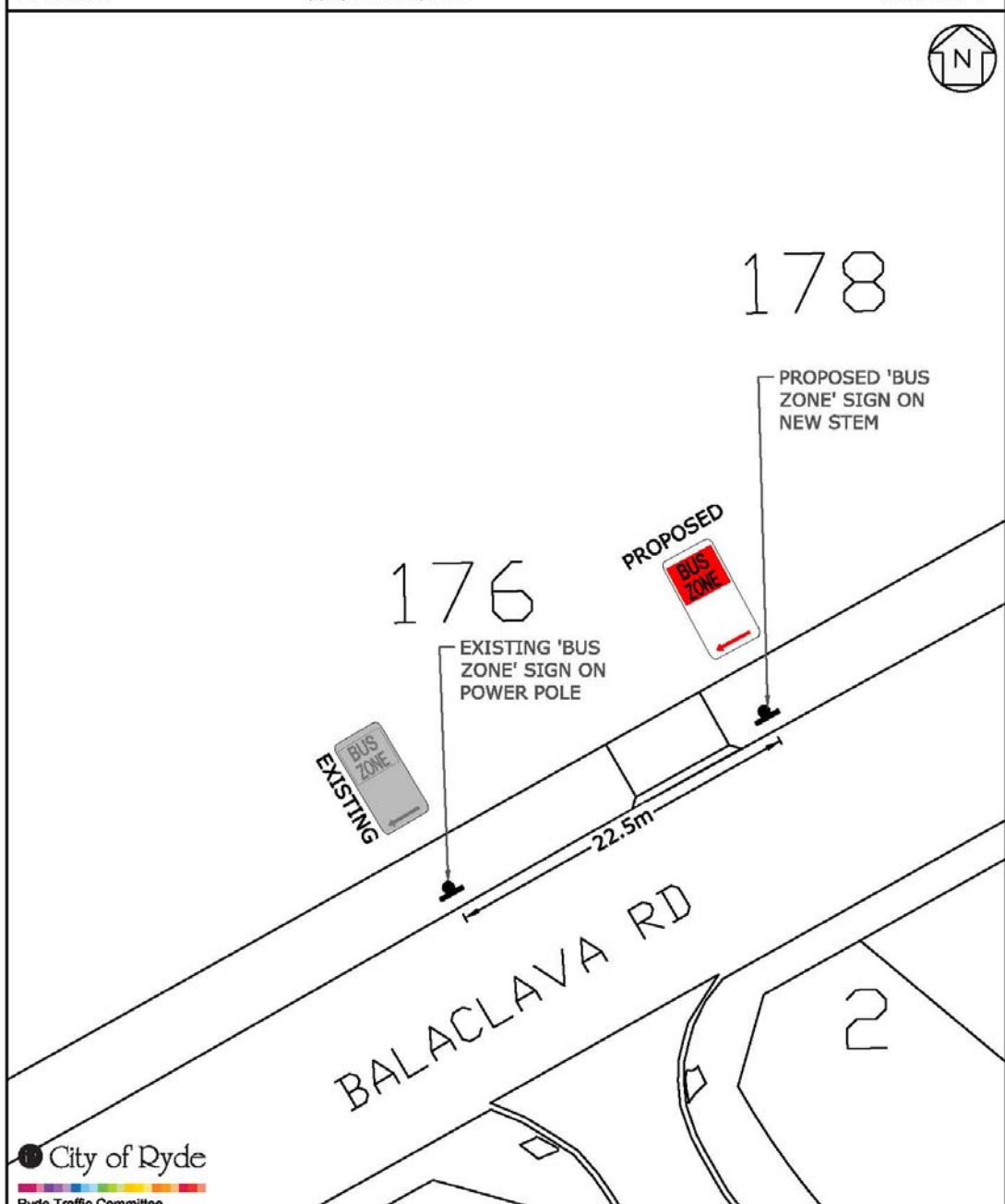
**RECOMMENDATION**

That Council extends the existing 'BUS ZONE' outside 176 Balaclava Road for 12 m in a north-easterly direction, to abut the driveway of 176 Balaclava Road, Marsfield.

**ITEM 4 (continued)**

RYDE TRAFFIC COMMITTEE	176 BALACLAVA ROAD	ANNEXURE A
T2016-01155	SUBURB: MARSFIELD	PAGE 1 OF 1





**BALACLAVA RD**

**City of Ryde**  
Ryde Traffic Committee

**DISCLAIMER: NOT TO SCALE, SKETCH ONLY**

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

**ITEM 4 (continued)****ITEM (G)                      MACQUARIE PARK****SUBJECT:                      SHORT-TERM PARKING AND CAR SHARE PARKING TRIAL  
REVIEW**

WARD:                          CENTRAL and EAST

ROAD CLASS:                NON-CLASSIFIED

REFERENCE:                  T2016-02231

**OVERVIEW**

*This Report* provides the Council with the results of a six-month trial, converting 5% of the existing twelve-hour pay parking in Macquarie Park to two-hour pay parking and installing one on-street car-share space. The aim of the trial was to inform long-term changes to on-street parking in Macquarie Park, to provide more short-term parking for visitors.

It is recommended that Council:

1. retain the trial changes on a permanent basis,
2. undertake a further trial of twenty short-term pay parking spaces in Coolinga Street and Giffnock Avenue, to compensate the loss of parking in Waterloo Road due to bus-priority measures being installed by Transport for NSW,
3. develop a long-term Parking Plan for Macquarie Park, and
4. develop a *Car Share Policy* for City of Ryde.

**BACKGROUND**

There were 493 spaces of long-term pay parking, signposted '12P TICKET 7AM-7PM MON-FRI' in the Macquarie Park area, distributed as shown in *Table G1*, before the trial commenced.

The Planning and Environmental Committee considered a report regarding Car Parking in Macquarie Park its meeting held on 14 June 2016. Subsequently, Council resolved the following:

*That Council undertake a study as the basis for converting on-street long-term pay parking to short-term pay parking in Macquarie Park and this study is to be funded from the Macquarie Park Special Levy that this is subject to a further report to Council, identifying the locations for the short term parking.*

City of Ryde discussed suitable locations for the trial with local businesses, through Connect Macquarie. A proposal was tabled at the Ryde Traffic Committee meeting held on 15 September 2016. Subsequently, Council resolved the following at the Works and Community Committee meeting held on 15 November 2016:

**ITEM 4 (continued)**

*That Council undertakes the following changes to parking in Macquarie Park, on a six month trial basis:*

- *Convert 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.*
- *Convert 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, Macquarie Park to 'NO PARKING AUTHORIZED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.*

*Table G1 Pre-existing pay parking in Macquarie Park*

<b>Road Name</b>	<b>Twelve-hour pay parking spaces</b>	<b>Two-hour pay parking spaces</b>
Giffnock Avenue	103	0
Lyonpark Road	60	0
Byfield Street	62	0
Khartoum Road	70	0
Eden Park Drive	40	0
Waterloo Road	30	90
Talavera Road	15	0
Coolinga Street	20	0
Alma Road	18	0
Wicks Road	56	150
Plassey Road	19	0
<b>Total</b>	<b>493</b>	<b>240</b>

**ITEM 4 (continued)****CONTEXT**

1. The NSW Department of Planning's *A Plan for Growing Sydney* identifies Macquarie Park business centre as a "Strategic Centre" on Sydney's Global Economic Corridor, as shown in *Figure G1*. Other significant business centres on the Global Economic Corridor include Sydney City, North Sydney, Chatswood, Parramatta and Norwest. These business centres typically provide short-term pay parking on-street, as shown in *Table G2*. With the exception of Norwest Business Park, other business centres generally have short-term pay parking, with some long-term low-price pay parking on the periphery.
2. Given that Macquarie Park is expected to increase in size from 60,000 to 80,000 employees by 2031 and Council is unable to increase the supply of on-street parking beyond the current 500-odd spaces, it is impractical to continue attempting to supply long-term parking for employees in the area. Furthermore, the road network will never be able to be widened enough to provide enough road space for commuters driving to/from Macquarie Park.
3. Anecdotally, many Macquarie Park businesses are currently using their own parking for visitors and the on-street parking for all-day use.
4. The hourly rate of pay parking has been gradually increased and the price cap has been removed over recent years, as shown in *Chart G1*.
5. City of Ryde has been advised that the Northern Line Railway shutdown period is currently due to commence sometime in the second half of 2018. Prior to the shutdown period, parking will be removed from Waterloo Road and Herring Road, to make way for permanent Bus Lanes.



**ITEM 4 (continued)**

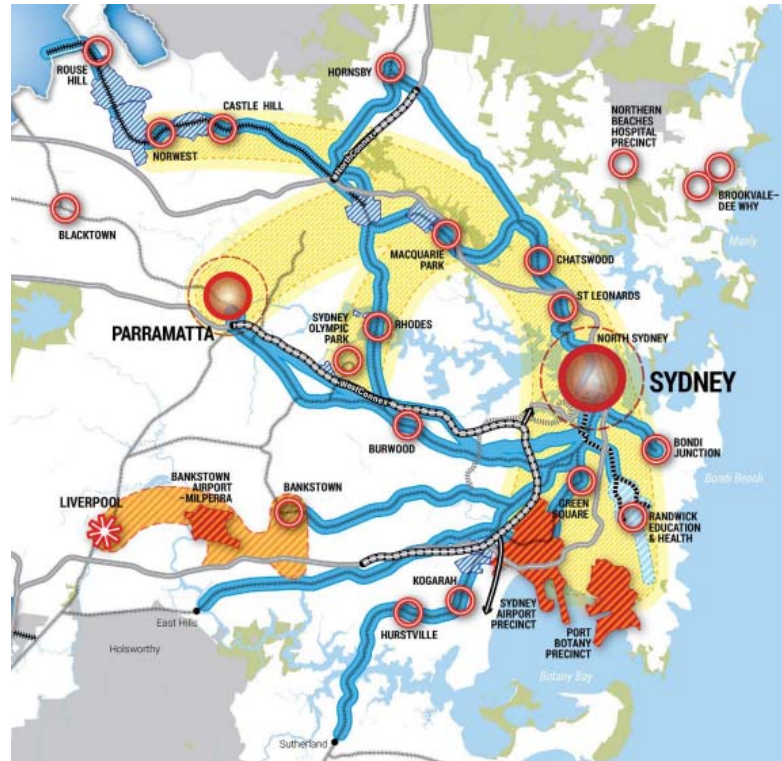


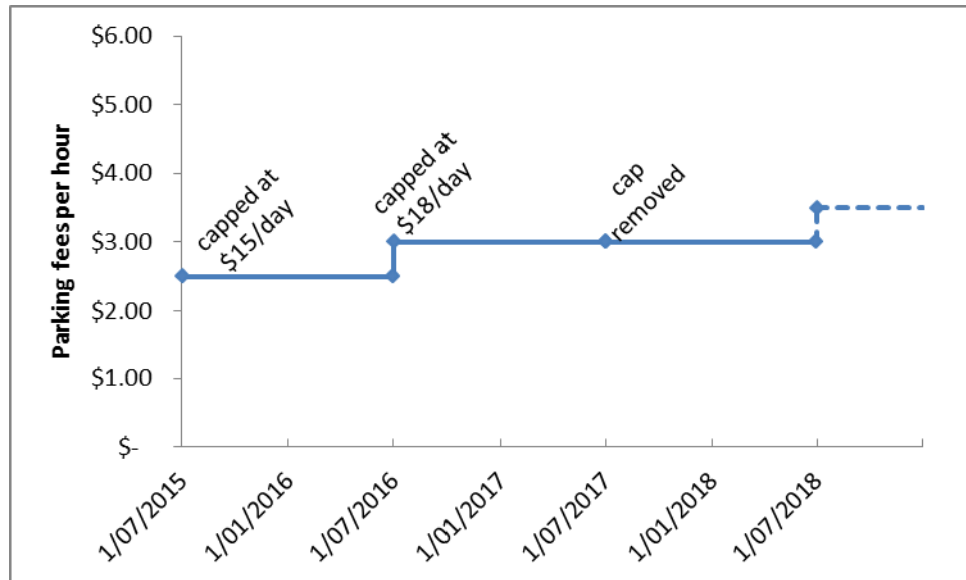
Figure G1 Sydney's Global Economic Corridor (Source: NSW Department of Planning)

Table G2 Parking Controls and Modal Share in Business Centres of Sydney

Business centre	Employees	On-street parking controls (general)	Car modal share	Public transport modal share	Other
Sydney City	424,449	Ticket Loading Zones (with some short-term pay parking on the periphery)	28%	61%	11%
North Sydney	41,967	½P, 1P & 2P pay parking (with some 8P, low price pay parking on the periphery)	33%	57%	10%
Chatswood	24,243	½P, 1P & 2P pay parking	52%	35%	13%
Parramatta	41,166	2P daytime and 4P evening pay parking (with some 10P, low price pay parking on the periphery)	55%	38%	7%
Norwest	18,276	Unrestricted parking	93%	4%	3%
Macquarie Park	57,428	493 12P pay parking spaces and 240 2P pay parking spaces	75%	20%	5%

**ITEM 4 (continued)**

*Chart G1 Pay parking fees in Macquarie Park*



**REFERENCES**

- AS/NZS 2890.5:2004 Part 5 : On-Street Parking
- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated
- [NSW] *Road Rules 2014* Rule 207 Parking where fees are payable
- NSW Department of Planning's *A Plan for Growing Sydney*.

**CONSULTATION**

The following measures were undertaken to notify users of the trial changes:

- notification letters were distributed to businesses in the area,
- ticket machine Tariff Cards were replaced,
- '12P TICKET 7AM-7PM MON-FRI' signs were converted to '2P TICKET 7AM-7PM MON-FRI' for short-term parking and 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1' for car share parking, and
- additional advisory signs were installed in new two-hour pay parking areas.

**ITEM 4 (continued)**

The abovementioned notification letters and signage provided details of an online survey for members of the public to provide feedback from 12 March to 11 June 2017. 33 respondents participated in the online survey. The salient points of the feedback are:

- 76% of the respondents are employees that work in the area,
- 61% of the respondents support the trial changes,
- 84% of respondents would like to see more two-hour pay parking in the Macquarie Park area,
- 75% of respondents were in favour of the car share space in Lyonpark Road, and
- 50% of respondents would like to see more car share spaces in Macquarie Park.

A list of comments received has been provided at the end of this item, which can be categorised into two distinct groups:

1. Visitors to the Macquarie Park area that are in favour of the trial changes and are in favour of more two-hour parking.
2. Commuters to the Macquarie Park area that are not in favour of the trial changes and are not in favour of more two-hour parking.

**DISCUSSION****Review of trial two-hour pay parking**

The trial commenced on 20 March and concludes on 15 September 2017. Ticket prices and enforcement have been maintained during any data capture periods.

Bitzios Consulting was engaged to evaluate the two-hour pay parking trial. The salient points of the subsequent attached report are:

- Parking occupancy surveys indicate that the average occupancy rate was 58.4% during the trial period.
- Parking turnover surveys indicate that the average time occupied was 5.26 hours, with an average duration of stay 2.85 hours per vehicle and with an average number of vehicle turnovers of 2.44 per parking space.
- Parking ticket sales data indicate that long-term ticket sales decreased by 6% and short-term ticket sales increased by 7% during the trial period.
- A further trial will be beneficial to further evaluate the effects of the changes.

#### ITEM 4 (continued)

This indicates that there is a demand for short-term on-street parking in the Macquarie Park area and it is subsequently recommended that the trial changes be retained on a permanent basis.

#### Review of Car Share

GoGet car share company was engaged to use the car share parking space in Lyonpark Road and they have provided the utilisation data shown in *Table G3*.

This data indicates that the trial car share space has increased in use over the six-month trial period, which is consistent with car share spaces in other areas typically taking around six to twelve months to build up utilisation levels

GoGet estimates that this particular car share vehicle provided at Lyonpark Road eliminates around 9 cars from the area. There are a further nine other established GoGet vehicles in off-street locations within 500 m that have higher average utilisation levels.

Given the success of the trial car share program, it is recommended that the Council considers:

- retaining the trial space in Lyonpark Road on a permanent basis, and
- developing a *Car Share Policy*.

Until an Expressions of Interest process can be undertaken, estimated to be completed by April 2018, the on-street car share parking space on Lyonpark Road will continue to be provided to GoGet.

*Table G3 Trail car share space utilization*

Month	Hours of bookings	Number of bookings	Trips on weekdays	Trips on weekends	Members within 250m	Average trip hours
Mar 2017	8	4	4	0	36	2.0
Apr 2017	156	9	4	5	36	17.3
May 2017	62.5	15	10	5	37	4.2
Jun 2017	56.5	8	3	5	37	7.1
Jul 2017	72	3	0	3	38	24

#### Medium-term plans for parking in Macquarie Park

Transport for NSW has advised City of Ryde that parking will be removed from Waterloo Road and Herring Road, to install Bus Lanes in preparation for the Northern Line Railway closure. This effectively removes 30 twelve-hour pay parking spaces and 90 two-hour pay parking spaces from the Macquarie Park area.

**ITEM 4 (continued)**

Analysis of the demand for these parking spaces, based on ticket sales data, indicates a demand of twenty short-term spaces. It is therefore recommended that an additional twenty twelve-hour pay parking spaces in nearby Coolinga Street and Giffnock Avenue be converted to two-hour pay parking, to compensate the loss of two-hour pay parking in Waterloo Road due to bus-priority measures being installed by Transport for NSW.

It is intended that these spaces be used to further evaluate the effects of converting long-term pay parking to short-term pay parking on a trial basis.

**Long-term plans for parking in Macquarie Park**

The intention of trial changes was to inform the abovementioned study, with a view to continue increasing the supply of short-term parking in the Macquarie Park area.

It is therefore recommended that the cumulative effects of price increases and abovementioned additional trial changes be assessed to develop a long-term plan to continue changing long-term pay parking to short-term pay parking in Macquarie Park, including:

- locations for short-term pay parking,
- locations for taxi parking,
- locations to expand on-street car share spaces,
- location for bus layover areas and
- “trigger points” to gradually undertake changes.

**APPROVALS**

The recommendation is 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.

**FUNDING AND IMPLEMENTATION**

The recent study was funded by the Macquarie Park Special Levy.

Any long-term strategy will include estimates of expected income changes, due to time period changes.

**ITEM 4 (continued)****PROPOSAL FOR RTC CONSIDERATION**

1. To retain the following changes to parking in Macquarie Park on a permanent basis:
  - 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road converted to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.
2. To undertake the following changes to parking in Macquarie Park, on a six month trial basis, with final locations to be determined in consultation with local businesses:
  - Convert 15 of the remaining 95 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 5 of the existing 20 spaces of '12P TICKET 7AM-7PM MON-FRI' in Coolinga Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
3. To develop a staged parking-classification map to increase the proportion of short-term, on-street, pay parking in Macquarie Park, in collaboration with RMS and Transport for NSW.
4. To develop a *Car Share Policy* for City of Ryde.

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to *the PROPOSAL*.



**ITEM 4 (continued)****ADDITIONAL INFORMATION**

Similar to the recent trial, the following measures will be undertaken to notify users of the recommended trial changes:

- notification letters were distributed to businesses in the area,
- ticket machine Tariff Cards were replaced,
- '12P TICKET 7AM-7PM MON-FRI' signs were converted to '2P TICKET 7AM-7PM MON-FRI' for short-term parking and 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1' for car share parking, and
- additional advisory signs were installed in new two-hour pay parking areas.

**RECOMMENDATION**

That Council:

1. Retains the following changes to parking in Macquarie Park on a permanent basis:
  - 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive converted to '2P TICKET 7AM-7PM MON-FRI'.
  - 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road converted to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.
2. Undertakes the following changes to parking in Macquarie Park, on a six month trial basis, with final locations to be determined in consultation with local businesses:
  - Convert 15 of the remaining 95 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.
  - Convert 5 of the existing 20 spaces of '12P TICKET 7AM-7PM MON-FRI' in Coolinga Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.

**ITEM 4 (continued)**

3. Develops a staged parking-classification map to increase the proportion of short-term, on-street, pay parking in Macquarie Park, in collaboration with RMS and Transport for NSW.
4. Develops a *Car Share Policy* for City of Ryde.

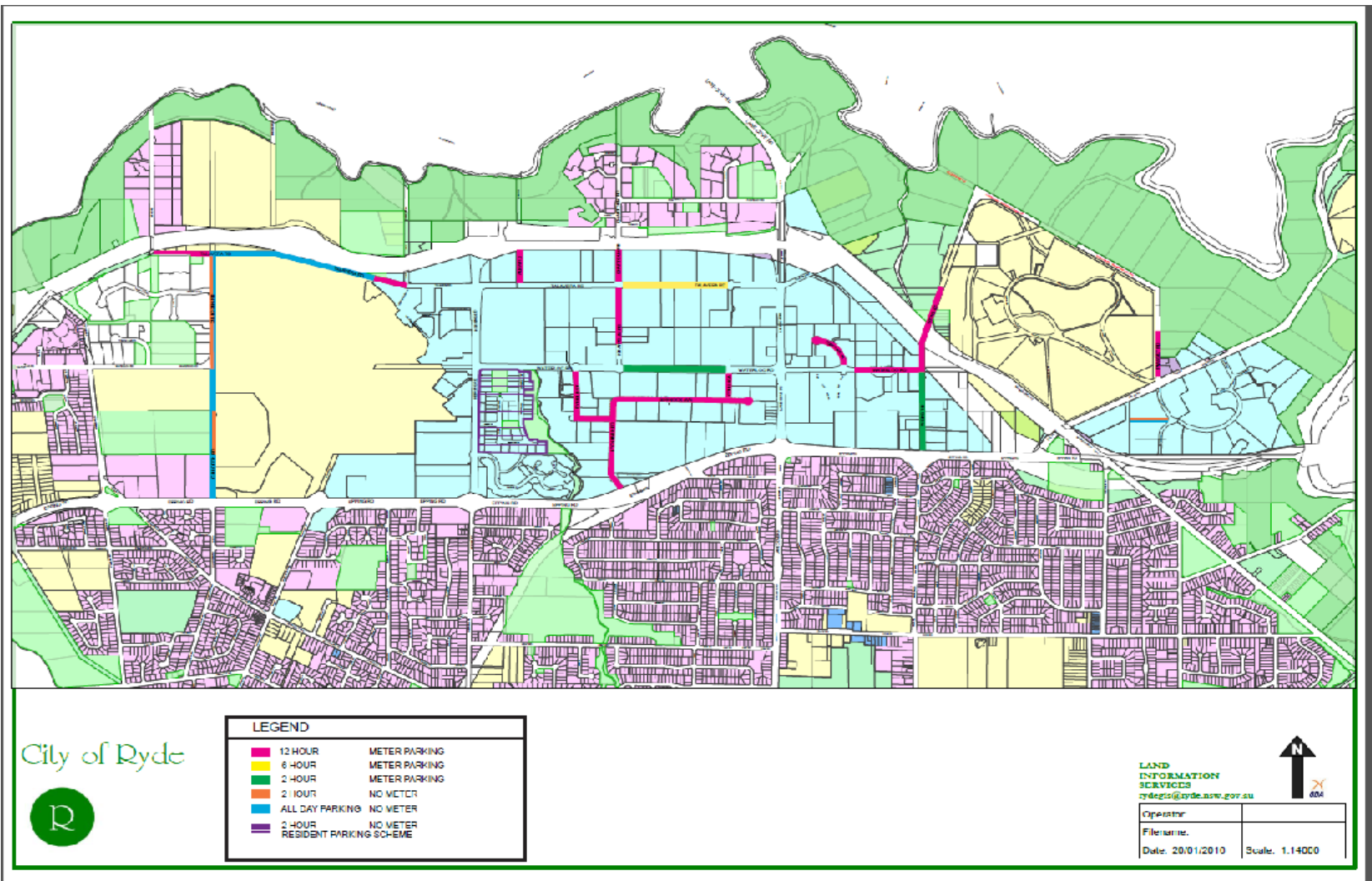
**ITEM 4 (continued)**

**Locations of 2P Parking Bays** (Shown in yellow below, not to scale)

- 1** 4 bays in front of No. 16 Byfield Street
- 2** 4 bays in front of No. 3 Byfield Street
- 3** 8 bays in front of No. 1 Lyon Park Road (+ 1 Car Share bay)
- 4** 5 bays at rear of 66 Waterloo Road (in Giffnock Avenue)
- 5** 3 bays in front of No. 14 Giffnock Avenue
- 6** 4 bays in front of No. 6 Eden Park Drive



**ITEM 4 (continued)**



**ITEM 4 (continued)****LIST OF COMMENTS RECEIVED  
VIA ONLINE SURVEY**

- I can arrive for a meeting throughout the day and find on street parking without any fuss. It makes having meetings easier, faster and convenient.
- For 2P trial on Eden Park Drive causes lots of illegal parking inside the building around. Especially, illegal parking commits every day in 6 Eden Park Drive. More cars park illegally either on driveways or in visitor parking. It may be caused council ranger is not able to control building property. So this 2P trial is a good idea but causes more illegal parking around other properties. Rangers should be able to have ability to control illegal parking stopped on driveways.
- There should be reasonable free parking in the area. We should be attracting people to the area not away from it!!
- This ridiculous move to reduce all day parking in the area is going to make things harder and harder for people who work here. Public transport is NOT a viable option for everyone and it is wrong that you are headed towards making those people pay exorbitant amounts of money to park near where they work.....and you won't allow the businesses to provide additional parking for their employees. Blatant money grab by council.
- Parking is hard enough, this is an industrial area so obviously mostly employees use the parking, which is costly and hard enough to find as it is!!
- If the Council does not allow sufficient parking on site for businesses then we should have access to all day parking. Productivity suffers if you have to keep coming out to top up meter parking.
- Would like to see a compromise between 2P and 12P. The council could implement some 4P areas as well. This is for contractors that need to work a bit longer at business and do not have to run around looking for parking. Saves time and money for both business and for the council.
- The parking spots on Lyonpark Road outside Optus have now turned into an overflow taxi rank in the afternoon! Taxi's should be banned to leave these spots available - isn't that the whole idea! I see lots of cars were fined even though they had purchased \$18 day ticket as the signage and especially the notification has been insufficient. "2P" looks similar to "12P". Why not change the ticket machines adjacent to the 2h bays to only issue 2h tickets!? I assume that all of this is to eventually change everything, by stealth, to 2hr. Perhaps council should build a LARGE multi-storey car park to service the area - would be a huge money maker!
- Since the council has increased the cost of parking to \$18 a day there are more available spots. The cost of the parking is ludicrous.
- Hello, this is one of the best ideas for this area. we often have visitors who cannot park in Eden Park Drive due to people parking there all day.

**ITEM 4 (continued)**

- Failure of the Council to allow sufficient parking on-site forces those who have no real viable option other than to drive to park on street. There is already competition for spaces such that such drivers must arrive before core office hours just to procure a parking spot on the street, and introduction of 2 hour parking only increases this competition for spaces. Additionally contractors in the area usually provide services for businesses in the area that exceed 2 hours so 2 hour spaces are insufficient.
- My building that I am working at the moment the parking bay is full. I need to park outside of the building.
- Please do not change anything. The price is already so high and there are of available parking on the streets. You can create small sections on each road which are for 2P only.
- I love the availability of bays around Giffnock Avenue, Lyonpark Road & Byfield Street. It means our clients & suppliers can easily find on-street parking & be on time for meetings, rather than running late because they cannot find anywhere to park.



**ITEM 4 (continued)****ITEM (H)                      BANK STREET, MEADOWBANK**

**SUBJECT:**                      **KERB BLISTERS**  
**WARD:**                              CENTRAL  
**ROAD CLASS:**                  NON-CLASSIFIED  
**REFERENCE:**                      T2017-01184

**OVERVIEW**

City of Ryde is building a concrete footpath on the north-eastern side of Union Street, West Ryde, under the Paths & Cycleways Program. The footpath crosses Bank Street, near the intersection with Union Street, which is on a horizontal curve, to link to existing concrete paths in the area. In order to improve sightlines for pedestrians crossing from the inside of the curve, it is recommended that Council installs 6 m of 'NO STOPPING' and kerb blisters on the southwestern side of the road, Bank Street.

**CONTEXT**

1. Bank Street and Union Street are two-way local roads with a speed limit of 50 km/h.

**REFERENCES**

- [NSW] *Road Rules 2014* Rule 176 No stopping signs
- [NSW] *Road Rules 2014* Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island.

**COMMUNITY ENGAGEMENT**

Given that the recommended changes are located a considerable distance away from residential and commercial properties, no consultation has been undertaken.

**DISCUSSION**

In order to improve sightlines for pedestrians crossing from the inside of the curve, it is recommended that Council installs 6 m of 'NO STOPPING' and kerb blisters on the southwestern side of the road, Bank Street.

**APPROVALS**

The recommendation is 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 4 (continued)**

### **FUNDING AND IMPLEMENTATION**

The works will be funded by Council through the Paths & Cycleways Program - Footpath Construction Expansion Budget.

### **PROPOSAL FOR RTC CONSIDERATION**

1. To convert 6 m of the existing unrestricted parking on the south-western side of Bank Street, at Union Street, West Ryde, to 'NO STOPPING' as shown in the attached diagram.
2. To install two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.

### **RTC COMMENTS**

The RMS representative has advised separately that the design is not in accordance with RMS's *Technical Direction TDT 2011/01A*.

The committee is of the view that the technical direction, as quoted by RMS, is not relevant to the proposed measures.

### **RTC RESOLUTION**

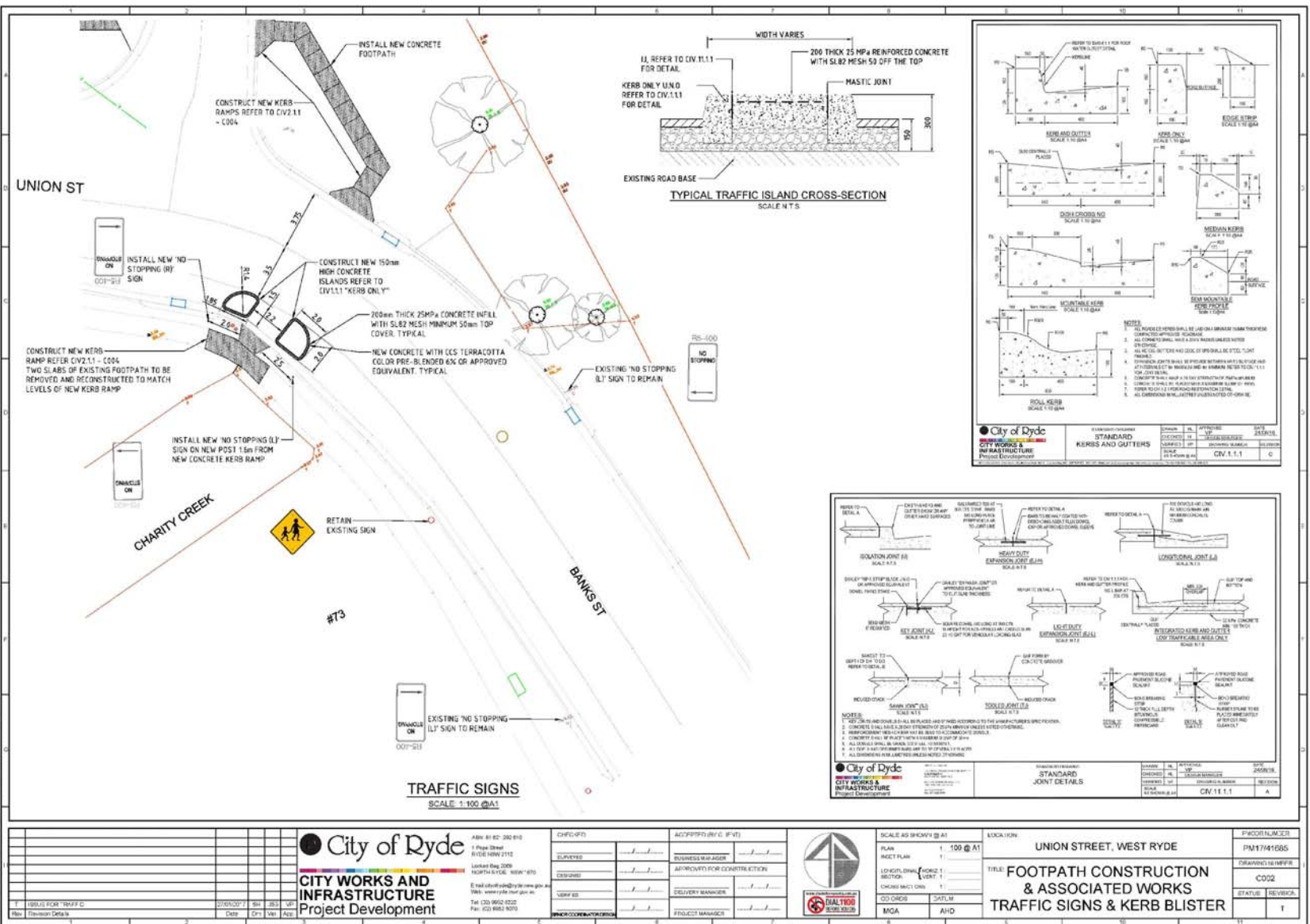
That the Ryde Traffic Committee agrees to *the PROPOSAL*.

### **RECOMMENDATION**

That Council:

1. converts 6 m of the existing unrestricted parking on the south-western side of Bank Street, at Union Street, West Ryde, to 'NO STOPPING' as shown in the attached diagram; and
2. installs two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.

**ITEM 4 (continued)**



**ITEM 4 (continued)****ITEM (I) LARKARD STREET AND CAM STREET, NORTH RYDE**

**SUBJECT:** TRAVEL LANE WIDTH AT HORIZONTAL CURVE  
**WARD:** EAST  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2017-00850

**OVERVIEW**

*This Report* recommends installing parking control measures at the corner of Larkard Street and Cam Street, North Ryde, educe the conflict between opposing vehicles..

**INTRODUCTION**

City of Ryde has received representation from a local resident requesting consideration be given to widening the travel lanes at the horizontal curve at the corner of Larkard Street and Cam Street, in order to reduce the conflict between opposing vehicles.

**CONTEXT**

1. Cam Street and Larkard Street are two-way roads, with 7.3 m wide carriageways.
2. Kerbside parking is currently signposted '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' on the inner radius of the bend (southern side).

**REFERENCES**

- [NSW] Road Rules 2014 Rule 167 No Stopping Signs

**COMMUNITY ENGAGEMENT**

The occupants of eleven surrounding properties were notified of the proposal. No comments from the consulted properties have been received.

**DISCUSSION**

When cars are parked near the subject curve, the remaining travel lanes are not wide enough to accommodate two-way traffic for passenger vehicles, and one-way traffic for larger vehicles, such as waste-collection trucks and emergency vehicles. The recommended measures will help resolve this issue, by not allowing parked vehicles to block the travel lanes.

**ITEM 4 (continued)****APPROVALS**

The recommendation is 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.

**PROPOSAL FOR RTC CONSIDERATION**

To convert the existing '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED ZONE 4' at the intersection of Larkard Street and Cam Street, North Ryde to 'NO STOPPING':

1. 33.5 m of 'NO STOPPING' on the inner radius of the bend (southern side).
2. 37 m of 'NO STOPPING' on the outer radius of the bend (northern side).

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to *the PROPOSAL*.

**RECOMMENDATION**

That Council converts the existing '2P 8AM-6PM MON-FRI PERMIT HOLDERS EXCEPTED ZONE 4' at the intersection of Larkard Street and Cam Street, North Ryde to 'NO STOPPING':

1. 33.5 m of 'NO STOPPING' on the inner radius of the bend (southern side).
2. 37 m of 'NO STOPPING' on the outer radius of the bend (northern side).

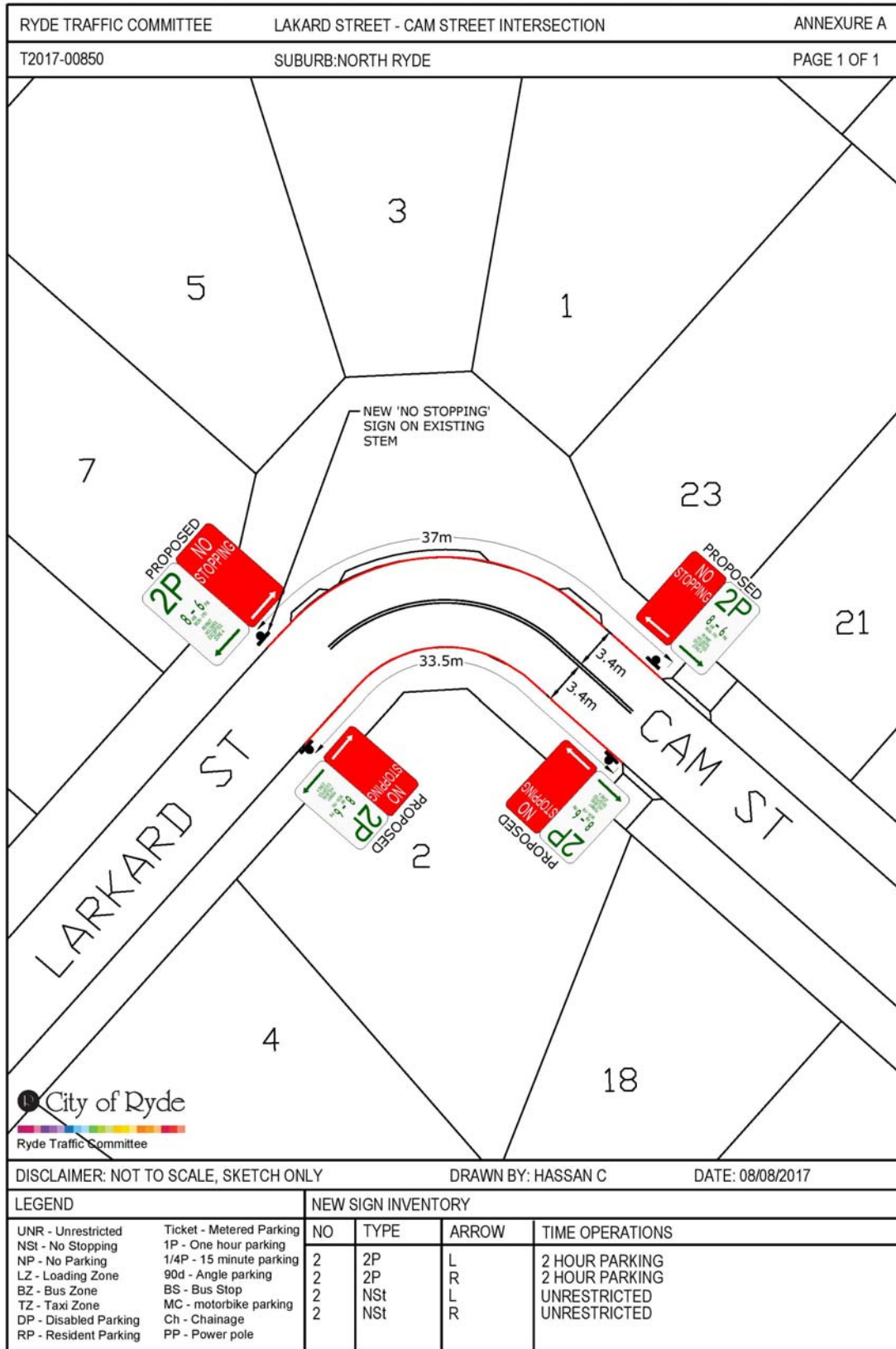


**ITEM 4 (continued)**





**ITEM 4 (continued)**



**ITEM 4 (continued)****ITEM (J) CITY OF RYDE DEVELOPMENT CONTROL PLAN  
PART 9.3 PARKING CONTROLS**

**SUBJECT:** INTERIM POSITION  
**WARD:** WEST, CENTRAL and EAST  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2017-01089

**OVERVIEW**

City of Ryde is considering amending Chapter 3.1 On-site Loading and Unloading Facilities of Council's Development Control Plan (DCP) Part 9.3 Parking Controls. *This Item* seeks support from Ryde Traffic Committee and the Council for an interim position until the DCP can be updated on a permanent basis.

**CONTEXT**

Chapter 3.1 of the current Council's DCP 9.3 is presented below.

**3.1 On- Site Loading and Unloading Facilities****Controls**

- a. All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
  - i. Dwelling houses, dual occupancies
  - ii. Residential flat buildings and multi dwelling housing with access from the local road network.
  - iii. Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.
- b. Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.

The above control, a.ii. stipulates that *Residential flat buildings with access from the local road network are not required to provide on-site loading and unloading facilities.*

**REFERENCES**

- City of Ryde's *DCP Part 9.3 Parking Controls*.

**ITEM 4 (continued)****COMMUNITY ENGAGEMENT**

No consultation has been undertaken. However, when amendments to the DCP are formally adopted by the Council, it will be on exhibition for 28 days including notification in papers and letters to relevant stakeholders.

**DISCUSSION**

Council receives a significant amount of Local Development Applications (LDAs) for high-density residential flat buildings. Development yields generally range from moderate size (i.e. 10 to 20 residential units) to over 1,000 residential units. The majority of developments within City of Ryde will have an access to the local road network. Failure to provide adequate on-site loading and unloading facilities for large developments will have significant adverse impacts on the surrounding road network, such as loss of on-street parking amenity. To date a number of reports have already been tabled at the Ryde Traffic Committee for 'NO PARKING 5AM-11AM' zones on waste-collection days to accommodate on-street waste collection. Furthermore, a number of requests have been received to install 'LOADING ZONE's' to accommodate removalist vehicles.

The process of amending the DCP requires a minimum of twelve months and, based on their current resources, Council's Strategic Planning is unable to schedule the recommended amendments in the near future.

Therefore, as an interim position, Council staff are seeking support to make the following amendments to the Council's DCP 9.3, Chapter 3.1:

*Development Control Plan 2014*

*Part: 9.3 Parking Controls*

*3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
  - i. *Dwelling houses, dual occupancies*
  - ii. *Multi-dwelling housing with access from the local road network.**
- b. *Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.*
- c. *Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.*

**ITEM 4 (continued)****APPROVALS**

The recommendation is 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.

**PROPOSAL FOR RTC CONSIDERATION**

To make an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
  - i. *Dwelling houses, dual occupancies*
  - ii. *Multi dwelling housing with access from the local road network.**
- b. *Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.*
- c. *Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.*

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to *the PROPOSAL*.

Following further internal consultation, Council's Senior Traffic and Development Engineer tabled the following amended proposal:

To make an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**ITEM 4 (continued)****Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
  - i. *dwelling houses, and*
  - ii. *dual occupancies.*
- b. *Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.*

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
  - i. *dwelling houses, and*
  - ii. *dual occupancies.*
- b. *Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.*

**RECOMMENDATION**

That Council makes an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**ITEM 4 (continued)*****Controls***

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
  - i. *dwelling houses, and*
  - ii. *dual occupancies.**
- b. *Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.*



**ITEM 4 (continued)**
**MINUTES**

<b>Subject:</b>	<b>RYDE TRAFFIC COMMITTEE</b>	Page 1
<b>File No:</b>	COR2009/206	
<b>Document Ref:</b>	D17/139912	
<b>Venue:</b>	Committee Meeting Room	
<b>Date:</b>	7 September 2017	
<b>Time:</b>	10.00am	
<b>Chair:</b>	Mr Harry Muker	
<b>Meeting Support:</b>	Ms Linda Smith	
<b>Staff Convenor:</b>	Mr Greg Holding	
<b>Meeting Length:</b>	1 hour and 40 minutes	

**Representatives**

<b>Present</b>	<b>Apology</b>	<b>Name</b>	<b>Position Title</b>	<b>Organisation</b>
x		Mr Harry Muker	Manager Traffic Transport and Development	City of Ryde
	x	Mr Jamie Schokman	Network & Safety Officer	RMS
x		Snr Constable Jason Hanson	Senior Constable	NSW Police Force
x		Mr Peter Graham OAM - representing The Hon. V Dominello MP	Member for Ryde	Member of NSW Parliament
x		Ms Zorica Kaye-Smith - representing The Hon. A Roberts MP	Member for Lane Cove	Member of NSW Parliament

**ITEM 4 (continued)**
**Attendees**

<b>Name</b>	<b>Position Title</b>	<b>Organisation</b>
Mr Greg Holding	Team Leader Traffic Services	City of Ryde
Ms Kelly Yoon	Senior Traffic and Development Engineer	City of Ryde
Mr Patrick Bastawrous	Traffic and Development Engineer	City of Ryde
Mr John Begley	Traffic Engineer	City of Ryde
Mr Anura Mendis	Traffic Engineer	City of Ryde
Mr Muddasir Ilyas	Traffic Engineer	City of Ryde
Mr Hassan Choudhry	Traffic Engineer	City of Ryde
Ms Linda Smith	Executive Assistant - Mayor & Councillors	City of Ryde
Mr Egwin Herbert	Western Regional Traffic & Service Manager	Sydney Buses

	<p><b>DISCLOSURES OF INTEREST</b></p> <p>There were no disclosures of interest.</p>
	<p><b>CONFIRMATION OF PREVIOUS MINUTES</b></p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 29 June 2017, previously circulated, were confirmed.</p> <p><b>Confirmation:</b> Majority</p>
	<p><b>MATTERS ARISING FROM THE MINUTES</b></p> <p>There were no matters arising from the minutes.</p>

**ITEM 4 (continued)**

<b>A</b>	<p><b>PITTWATER ROAD NEIGHBOURHOOD CENTRE, GLADESVILLE</b></p> <p><b>SUBJECT: ON-STREET PARKING REVIEW</b>  <b>ELECTORATE: LANE COVE</b>  <b>WARD: EAST</b>  <b>POLICE LAC: RYDE</b>  <b>ROAD CLASS: CLASSIFIED REGIONAL ROAD</b>  <b>REFERENCE: CRM-1963469 &amp; T2017-00729</b>  <b>OFFICER: J BEGLEY</b></p> <p><b>PROPOSAL</b>          To convert the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladesville to '1/4P'.</p> <p><b>RTC COMMENTS</b>          The RMS representative has advised separately that they raise no objections to <i>the PROPOSAL</i>.</p> <p><b>RTC RESOLUTION</b>          That the Ryde Traffic Committee agrees to the conversion of the existing unrestricted parking on the western side of Pittwater Road, between Harvard Street and Venus Street, Gladesville to '1/4P'.</p> <p><b>VOTING:</b> Majority</p>
<b>B</b>	<p><b>ARTHUR STREET, RYDE</b></p> <p><b>SUBJECT: TRAVEL LANE WIDTH</b>  <b>ELECTORATE: RYDE</b>  <b>WARD: CENTRAL</b>  <b>POLICE LAC: RYDE</b>  <b>ROAD CLASS: NON-CLASSIFIED</b>  <b>REFERENCE: D17/58358 &amp; T2017-00831</b>  <b>OFFICER: J BEGLEY</b></p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To convert 33 m of the existing unrestricted parking on the eastern side of Arthur Street, along the side frontage of 159 Quarry Road, Ryde, to 'NO PARKING'.</li> <li>2. To convert 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.</li> </ol> <p><b>RTC COMMENTS</b>          The RMS representative has advised separately that they raise no objections to <i>the PROPOSAL</i>.</p>

**ITEM 4 (continued)**

	<p>To address concerns raised through the community-engagement process, and following further investigation and consultation, Council's Traffic Engineer tabled the following amended proposal and associated plans:</p> <ol style="list-style-type: none"> <li>1. To convert 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde, to 'NO PARKING'.</li> <li>2. To convert 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.</li> </ol> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the:</p> <ol style="list-style-type: none"> <li>1. conversion of 27.5 m of the existing unrestricted parking on the western side of Arthur Street, along the side frontage of 161 Quarry Road, Ryde, to 'NO PARKING'; and</li> <li>2. conversion of 10 m of the existing unrestricted parking on the western side of Arthur Street, outside 10 Arthur Street, Ryde, to 'NO PARKING'.</li> </ol> <p><b>VOTING:</b> Majority</p>
<p><b>C</b></p>	<p><b>KISSING POINT PARK CAR PARK, PUTNEY</b></p> <p><b>SUBJECT: TRIAL PARKING CHANGE REVIEW</b></p> <p><b>ELECTORATE: RYDE</b></p> <p><b>WARD: CENTRAL</b></p> <p><b>POLICE LAC: RYDE</b></p> <p><b>ROAD CLASS: NON-CLASSIFIED</b></p> <p><b>REFERENCE: T2017-00217</b></p> <p><b>OFFICER: A MENDIS</b></p> <p><b>PROPOSAL</b></p> <p>To retain the following changes to parking control measures in Kissing Point Park car park, Putney on a permanent basis:</p> <ol style="list-style-type: none"> <li>1. Convert three of the existing nine 'NO PARKING SAT-SUN &amp; PUB HOLS CARS WITH TRAILERS EXCEPTED' to unrestricted parking; and</li> <li>2. Convert five of the existing 24 'NO PARKING SAT-SUN &amp; PUB HOLS' spaces to unrestricted parking.</li> </ol> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they raise no objections to <i>the PROPOSAL</i>.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p><b>VOTING:</b> Majority</p>

**ITEM 4 (continued)**

<b>D</b>	<p><b>WATTS ROAD, RYDE, AND TALLWOOD AVENUE AND DONOVAN STREET, EASTWOOD</b></p> <p><b>SUBJECT: LOCAL AREA TRAFFIC MANAGEMENT SCHEME</b>  <b>ELECTORATE: RYDE</b>  <b>WARD: WEST</b>  <b>POLICE LAC: RYDE</b>  <b>ROAD CLASS: NON-CLASSIFIED</b>  <b>REFERENCE: HELPDESK-8027 &amp; T2015-00446</b>  <b>OFFICER: A MENDIS</b></p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To install two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans.</li> <li>2. To install two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans.</li> </ol> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they raise no objections to <i>the PROPOSAL</i>, subject to the flush thresholds being installed further from the existing kerb ramps.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the:</p> <ol style="list-style-type: none"> <li>1. installation of two flush thresholds and three pairs of rubber speed cushions in Tallwood Avenue, Eastwood, as shown in the attached plans, subject to the location of the flush thresholds being determined in consultation with RMS; and</li> <li>2. installation of two flush thresholds and three pairs of rubber speed cushions in Donovan Street, Eastwood, as shown in the attached plans subject to the location of the flush thresholds being determined in consultation with RMS.</li> </ol> <p><b>VOTING: Majority</b></p>
<b>E</b>	<p><b>ROWE STREET, EASTWOOD</b></p> <p><b>SUBJECT: DRIVER SPEEDS</b>  <b>ELECTORATE: RYDE</b>  <b>WARD: EAST</b>  <b>POLICE LAC: RYDE</b>  <b>ROAD CLASS: NON-CLASSIFIED</b>  <b>REFERENCE: T2017-00171</b>  <b>OFFICER: J BEGLEY</b></p>

**ITEM 4 (continued)**

	<p><b>PROPOSAL</b></p> <p>To install a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood.</p> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they require a plan of the proposed measures to undertake further assessment.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the installation of a raised threshold, with SPEED HUMP [W5-10] and '25 KM/H' [W8-2] signs, in the south-westbound lane on Rowe Street, immediately southwest of Blaxland Road, Eastwood, with the final location to be determined following feedback from RMS at the detailed design concept stage.</p> <p><b>VOTING:</b> Majority</p>
<p><b>F</b></p>	<p><b>BALACLAVA ROAD, MARSFIELD</b></p> <p><b>SUBJECT:                 DRIVEWAY EGRESS AT 172 &amp; 176 BALACLAVA ROAD</b>  <b>ELECTORATE:           RYDE</b>  <b>WARD:                    WEST</b>  <b>POLICE LAC:            RYDE</b>  <b>ROAD CLASS:           CLASSIFIED REGIONAL ROAD</b>  <b>REFERENCE:            T2016-01155</b>  <b>OFFICER:                J BEGLEY</b></p> <p><b>PROPOSAL</b></p> <p>To extend the existing 'BUS ZONE' outside 176 Balaclava Road for 12 m in a north-easterly direction, to abut the driveway of 176 Balaclava Road, Marsfield.</p> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they support the installation of 'NO STOPPING', in-lieu of the proposed extension of 'BUS ZONE'.</p> <p>The STA representative advised that the Bus Stop is only used for dropping-off/picking-up passengers, with little effect on the driveway.</p> <p>The NSW Police Force representative supported STA's view on the matter.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p><b>VOTING:</b> Majority</p>



**ITEM 4 (continued)**

<b>G</b>	<p><b>MACQUARIE PARK</b></p> <p><b>SUBJECT: SHORT-TERM PARKING AND CAR SHARE PARKING TRIAL REVIEW</b></p> <p><b>ELECTORATE: LANE COVE and RYDE</b></p> <p><b>WARD: CENTRAL and EAST</b></p> <p><b>POLICE LAC: RYDE</b></p> <p><b>ROAD CLASS: NON-CLASSIFIED</b></p> <p><b>REFERENCE: T2016-02231</b></p> <p><b>OFFICER: A MENDIS</b></p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To retain the following changes to parking in Macquarie Park on a permanent basis: <ul style="list-style-type: none"> <li>• 8 of the existing 103 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, converted to '2P TICKET 7AM-7PM MON-FRI'.</li> <li>• 8 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road, converted to '2P TICKET 7AM-7PM MON-FRI'.</li> <li>• 8 of the existing 62 spaces of '12P TICKET 7AM-7PM MON-FRI' in Byfield Street, converted to '2P TICKET 7AM-7PM MON-FRI'.</li> <li>• 4 of the existing 40 spaces of '12P TICKET 7AM-7PM MON-FRI' in Eden Park Drive converted to '2P TICKET 7AM-7PM MON-FRI'.</li> <li>• 1 of the existing 60 spaces of '12P TICKET 7AM-7PM MON-FRI' in Lyonpark Road converted to 'NO PARKING AUTHORISED CAR SHARE VEHICLES EXCEPTED ZONE MP1'.</li> </ul> </li> <li>2. To undertake the following changes to parking in Macquarie Park, on a six month trial basis, with final locations to be determined in consultation with local businesses: <ul style="list-style-type: none"> <li>• Convert 15 of the remaining 95 spaces of '12P TICKET 7AM-7PM MON-FRI' in Giffnock Avenue, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.</li> <li>• Convert 5 of the existing 20 spaces of '12P TICKET 7AM-7PM MON-FRI' in Coolinga Street, Macquarie Park to '2P TICKET 7AM-7PM MON-FRI'.</li> </ul> </li> <li>3. To develop a staged parking-classification map to increase the proportion of short-term, on-street, pay parking in Macquarie Park, in collaboration with RMS and Transport for NSW.</li> <li>4. To develop a <i>Car Share Policy</i> for City of Ryde.</li> </ol> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they raise no objections to the <b>PROPOSAL</b>.</p>
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**ITEM 4 (continued)**

	<p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p><b>VOTING:</b> Majority</p>
<b>H</b>	<p><b>BANK STREET, MEADOWBANK</b></p> <p><b>SUBJECT:               KERB BLISTERS</b>  <b>ELECTORATE:       RYDE</b>  <b>WARD:                 CENTRAL</b>  <b>POLICE LAC:        RYDE</b>  <b>ROAD CLASS:       NON-CLASSIFIED</b>  <b>REFERENCE:         T2017-01184</b>  <b>OFFICER:            G HOLDING</b></p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To convert 6 m of the existing unrestricted parking on the south-western side of Bank Street, at Union Street, West Ryde, to 'NO STOPPING' as shown in the attached diagram.</li> <li>2. To install two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.</li> </ol> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that the design is not in accordance with RMS's <i>Technical Direction TDT 2011/01A</i>.</p> <p>The committee is of the view that the technical direction, as quoted by RMS, is not relevant to the proposed measures.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p><b>VOTING:</b> Majority</p>
<b>I</b>	<p><b>LARKARD STREET AND CAM STREET, NORTH RYDE</b></p> <p><b>SUBJECT:               TRAVEL LANE WIDTH AT HORIZONTAL CURVE</b>  <b>ELECTORATE:        RYDE</b>  <b>WARD:                EAST</b>  <b>POLICE LAC:        RYDE</b>  <b>ROAD CLASS:       NON-CLASSIFIED</b>  <b>REFERENCE:         T2017-00850</b>  <b>OFFICER:            H CHOUDHRY</b></p>

**ITEM 4 (continued)**

	<p><b>PROPOSAL</b></p> <p>To convert the existing '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' at the intersection of Larkard Street and Cam Street, North Ryde to 'NO STOPPING':</p> <ol style="list-style-type: none"> <li>1. 33.5 m of 'NO STOPPING' on the inner radius of the bend (southern side).</li> <li>2. 37 m of 'NO STOPPING' on the outer radius of the bend (northern side).</li> </ol> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they raise no objections to <i>the PROPOSAL</i>.</p> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p><b>VOTING:</b> Majority</p>
<p><b>J</b></p>	<p><b>CITY OF RYDE DEVELOPMENT CONTROL PLAN PART 9.3 PARKING CONTROLS</b></p> <p><b>SUBJECT: INTERIM POSITION</b></p> <p>ELECTORATE: RYDE and LANE COVE</p> <p>WARD: WEST, CENTRAL and EAST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2017-01089</p> <p>OFFICER: K YOON</p> <p><b>PROPOSAL</b></p> <p>To make an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:</p> <p><i>Development Control Plan 2014 Part: 9.3 Parking Controls 3.1 On-Site Loading and Unloading Facilities</i></p> <p><b>Controls</b></p> <ol style="list-style-type: none"> <li>a. <i>All developments involving new floor space are required to provide on-site loading and unloading facilities, except:</i> <ol style="list-style-type: none"> <li>i. <i>Dwelling houses, dual occupancies</i></li> <li>ii. <i>Multi dwelling housing with access from the local road network.</i></li> </ol> </li> <li>b. <i>Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.</i></li> </ol>

**ITEM 4 (continued)**

- c. *Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.*

**RTC COMMENTS**

The RMS representative has advised separately that they raise no objections to the **PROPOSAL**.

Following further internal consultation, Council's Senior Traffic and Development Engineer tabled the following amended proposal:

To make an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
- i. *dwelling houses, and*
  - ii. *dual occupancies.*
- b. *Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.*

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to an interim amendment to Chapter 3.1 On-site Loading and Unloading Facilities of City of Ryde's Development Control Plan Part 9.3 Parking Controls, to read:

*Development Control Plan 2014  
Part: 9.3 Parking Controls  
3.1 On-Site Loading and Unloading Facilities*

**Controls**

- a. *All developments involving new floor space are required to provide on-site loading and unloading facilities, except:*
- i. *dwelling houses, and*
  - ii. *dual occupancies.*

**ITEM 4 (continued)**

	<p><i>b. Loading and unloading facilities shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road, and vehicles entering and leaving the site move in a forward direction.</i></p> <p><b>VOTING:</b> Majority</p>
<p><b>K</b></p>	<p><b>CULLODEN ROAD AND WATERLOO ROAD, MARSFIELD</b></p> <p><b>SUBJECT:                 ROUNDABOUT</b>  <b>ELECTORATE:         RYDE</b>  <b>WARD:                   WEST</b>  <b>POLICE LAC:          RYDE</b>  <b>ROAD CLASS:         NON-CLASSIFIED</b>  <b>REFERENCE:           COR2017/82 &amp; T2017-00596</b>  <b>OFFICER:              J BEGLEY</b></p> <p><b>PROPOSAL</b></p> <p>To modify the existing roundabout at the intersection of Culloden Road, Waterloo Road, to include Gymnasium Road, Marsfield, as shown in the attached plan, subject to:</p> <ul style="list-style-type: none"> <li>• kerb ramps and leader paths being installed on the north-eastern leg of the intersection.</li> </ul> <p><b>RTC COMMENTS</b></p> <p>The RMS representative has advised separately that they:</p> <ol style="list-style-type: none"> <li>1. raise no objections to the modification of the existing roundabout at the intersection of Culloden Road, Waterloo Road, to include Gymnasium Road, and</li> <li>2. would like to see more detailed design plans.</li> </ol> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the modification of the existing roundabout at the intersection of Culloden Road, Waterloo Road, to include Gymnasium Road, Marsfield, as shown in the attached plan, subject to:</p> <ul style="list-style-type: none"> <li>• kerb ramps and leader paths being installed on the north-eastern leg of the intersection, and</li> <li>• written concurrence from RMS.</li> </ul> <p><b>VOTING:</b> Majority</p>

**ITEM 4 (continued)**

<b>L</b>	<p><b>MATTERS APPROVED UNDER DELEGATION</b></p> <p>REFERENCE: T2017-00764, T2017-00805, T2017-01002, T2017-00766 &amp; T2017-01020</p> <p><b>RTC COMMENTS</b> The Ryde Traffic Committee noted this Advisory Item.</p>
<b>M</b>	<p><b>TIMED PARKING IN RESIDENTIAL AREA NEAR MACQUARIE PARK</b></p> <p>REFERENCE: D16/110754 &amp; T2016-01500 OFFICER: J BEGLEY</p> <p><b>RTC COMMENTS</b> The Ryde Traffic Committee noted this Advisory Item.</p>
<b>N</b>	<p><b>2018/2019 BLACK SPOT PROGRAMME NOMINATIONS</b></p> <p>REFERENCE: T2017-01000 OFFICER: J BEGLEY</p> <p><b>RTC COMMENTS</b> The Ryde Traffic Committee noted this Advisory Item.</p>
<b>O</b>	<p><b>LANEWAY TREATMENT IN HERMITAGE LANE AND HERBERT LANE, WEST RYDE</b></p> <p>REFERENCE: CRM-1965619 &amp; T2017-00787 OFFICER: H CHOUDHRY</p> <p><b>RTC COMMENTS</b> The Ryde Traffic Committee noted this Advisory Item.</p>
<b>P</b>	<p><b>RIGHT TURN PHASE AT TRAFFIC SIGNALS IN EAST PARADE AT RUTLEDGE STREET, EASTWOOD</b></p> <p>REFERENCE: D17/75725 &amp; T2017-00832 OFFICER: P BASTAWROUS</p> <p><b>RTC COMMENTS</b> The Ryde Traffic Committee noted this Advisory Item.</p>



**ITEM 4 (continued)**

<b>Q</b>	<p><b>LATE ITEM</b>                      <b>2017 GRANNY SMITH FESTIVAL, EASTWOOD</b></p> <p><b>SUBJECT:</b>                      <b>SPECIAL EVENT TRANSPORT MANAGEMENT PLAN</b>  <b>REFERENCE:</b>                  EMAIL  <b>OFFICER:</b>                      G HOLDING</p> <p><b>RTC COMMENTS</b>                  The Ryde Traffic Committee noted this Advisory Item.</p>
<b>S</b>	<p><b>GENERAL BUSINESS</b></p> <p><b><u>Culloden Road at Abuklea Road, Marsfield</u></b>                  Council's Manager Traffic, Transport and Development advised the committee of a recent accident, in which a pedestrian was killed by a vehicle in Culloden Road, at Abuklea Road, Marsfield and that Council is investigating the provision of a pedestrian refuge at this location.                  The NSW Police Force representative advised that the vehicle was a major contributing factor to the crash.</p> <p><b><u>Lucknow Road, North Ryde</u></b>                  The NSW Police Force representative requested that RMS review the locations of 'NO STOPPING EMERGENCY VEHICLES EXCEPTED' signs in Lucknow Road, North Ryde.</p> <p><b><u>See Street, Meadowbank</u></b>                  The NSW Police Force representative requested that Council investigate installing traffic calming in See Street, Meadowbank.</p> <p><b><u>Parking Occupancy</u></b>                  Council's Team Leader Traffic Services advised that Council is investigating the use of new technology to monitor parking occupancy for parking investigations in the future, in accordance with Council's <i>Integrated Transport Strategy</i>.</p>

***The next ordinary meeting of the Ryde Traffic Committee will be held on 16 November 2017.***

The meeting concluded at 11.40am.